U.S. Terminal Procedures Publication
Northeast (NE) Vol 1 of 4

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Consult the Change Notice (CN) effective 28 DEC 2023 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/
Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration
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**CORRECTIONS, COMMENTS AND/OR PROCUREMENT**

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
[https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/)

For inquiries regarding military charts, please contact aerohelp@nga.mil

FOR PROCUREMENT:
For digital products, visit our website at: [https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/)

For a list of approved FAA Print Providers, visit our website at: [https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/](https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/)

Frequently asked questions (FAQ) are answered on our website at: [https://www.faa.gov/go/ais](https://www.faa.gov/go/ais)
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4
### INOP COMPONENTS OR VISUAL AIDS TABLE (For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

1. **ILS, PAR, LPV, GLS minima**

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

2. **ILS, LPV, GLS with visibility minima of RVR 1800 †/2000*/2200**

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

*For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

3. **All Approach Types and all lines of minima other than (1) & (2) above**

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

4. **Sidestep minima (CAT C-D)**

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

5. **All Approach Types, All lines of minima**

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>½ mile</td>
</tr>
</tbody>
</table>
The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER).

In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

### IFR LANDING MINIMA

**LANDING MINIMA FORMAT**

- **DA** (Decision Altitude)
- **HAT** (Height Above Touchdown)
- **Visibility (RVR 100's of feet)**

**In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>288/2</td>
<td>1440/50</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1/2</td>
<td>1740-2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-176°</td>
<td>680-1/2</td>
</tr>
</tbody>
</table>

**NOTE:** The **W** symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the **W** will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

### COLD TEMPERATURE AIRPORTS

**NOTE:** A **S**-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page:

http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

**COLD TEMPERATURE ERROR TABLE**

**HEIGHT ABOVE AIRPORT IN FEET**

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
</tr>
</thead>
<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
</tr>
<tr>
<td>0</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>40</td>
<td>50</td>
<td>50</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>170</td>
<td>230</td>
<td>280</td>
</tr>
<tr>
<td>-10</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td>-20</td>
<td>30</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>130</td>
<td>140</td>
<td>210</td>
<td>280</td>
<td>420</td>
<td>570</td>
<td>710</td>
</tr>
<tr>
<td>-30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
<td>380</td>
<td>570</td>
<td>760</td>
<td>950</td>
</tr>
<tr>
<td>-40</td>
<td>50</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
<td>240</td>
<td>360</td>
<td>480</td>
<td>720</td>
<td>970</td>
<td>1210</td>
</tr>
<tr>
<td>-50</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
<td>180</td>
<td>210</td>
<td>240</td>
<td>270</td>
<td>300</td>
<td>450</td>
<td>590</td>
<td>890</td>
<td>1190</td>
<td>1500</td>
</tr>
</tbody>
</table>

### AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

#### MANEUVERING TABLE

<table>
<thead>
<tr>
<th>Approach Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>
**TERMS/LANDING MINIMA DATA** 19339

**CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE**

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

**STANDARD CIRCLING APPROACH MANEUVERING RADIUS**

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the [C] symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

**EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS**

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the [C] symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

**Comparable Values of RVR and Visibility**

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>½</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
</tr>
<tr>
<td>2000</td>
<td>½</td>
</tr>
<tr>
<td>2200</td>
<td>½</td>
</tr>
</tbody>
</table>

**RADAR MINIMA**

<table>
<thead>
<tr>
<th>RWY GP/TCH/RPI</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT DA/MDA-VIS</th>
<th>HAT CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR 10</td>
<td>2.5°/42/1000</td>
<td>ABCDE</td>
<td>195/16</td>
<td>100 (100-1/4)</td>
<td>100 (100-1/4)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>ABCDE</td>
<td>187/16</td>
<td>100 (100-1/4)</td>
<td>100 (100-1/4)</td>
</tr>
<tr>
<td>ASR 10</td>
<td>ABC</td>
<td>560/40</td>
<td>463 (500-1/4)</td>
<td>560/50</td>
<td>463 (500-1/1)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600/50</td>
<td>513 (600-1/1)</td>
<td>600/60</td>
</tr>
<tr>
<td>CIR 10</td>
<td>ABC</td>
<td>560-1/4</td>
<td>463 (500-1/4)</td>
<td>560-1/4</td>
<td>463 (500-1/4)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600-1/4</td>
<td>503 (600-1/4)</td>
<td>600-1/4</td>
</tr>
</tbody>
</table>

Radar Minima:
1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown; not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1/1.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(U) VHF emergency frequency (121.5) monitored
(V) VHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to respective regulations. USA/USN/USAF pilots are Not Authorized due to unmonitored facility or absence of weather reporting service.

Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.
GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPs with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number  Orig 31DEC09  Procedure Amendment Effective Date  Amdt 2B 12MAR09 14MAR09

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minimums, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6); FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure’s navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure’s PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

- PBN Requirements Box
  - From WINRZ, UBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
  - DME required for LOC only.
- Equipment Requirements Box
  - Circling to Rwy 25 NA at night.
  - For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.
- Standard Procedure Notes Box

RNAV STAR and DP PBN/Equipment Requirements Notes Box

- PBN Requirements Box
  - RNAV 1 - DME/DME/IRU or GPS
- Equipment Requirements Box
  - RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., ☰, ☰.

Available airport lighting systems that are charted as notes, e.g., REIL, MIRL, are shown with a negative "☐" symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communication section of the chart with a ☰ or the appropriate lighting system identification e.g., UNICOM 122.8 ☰, ☰, ☰.

<table>
<thead>
<tr>
<th>KEY MIKE</th>
<th>FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
</tr>
</tbody>
</table>
ABBREVIATIONS

AAUP.................................. Attention All Users Page
ADF.................................... Automatic Direction Finder
ADIZ.................................... Air Defense Identification Zone
AFS...................................... Automatic Flight Information Service
ALS...................................... Approach Light System
ALSF................................. Approach Light System with Sequenced Flashing Lights
AOB................................. At or Below
AP....................................... Autopilot System
APCH.................................. Approach
APP CON............................... Approach Control
AR...................................... Authorization Required
ARR................................. Arrival
ASOS................................... Automated Surface Observing System
ASR/PAR................. Published Radar Minimums at this Airport
ASSC................................. Airport Surface Surveillance Systems
ATIS................................. Automated Terminal Information Service
AUNICOM......................... Automated UNICOM
AWOS............................... Automated Weather Observing System
AZ................................... Azimuth
BC................................... Back Course
BND................................... Bound
C....................................... Circling
CAT................................. Category
CW................................... Counter Clockwise
CDL................................. Channel
CIFP................................... Coded Instrument Flight Procedures
CIR.................................... Circling
CLNC DEL......................... Clearance Delivery
CNF................................. Computer Navigation Fix
CPDLC............................. Controller Pilot Data Link Communication
CTAF............................... Common Traffic Advisory Frequency
CW................................... Clockwise
D-ATIS............................ Digital-Automated Terminal Information Service
DA................................... Decision Altitude
DER................................. Departure End of Runway
DH................................... Decision Height
DME................................. Distance Measuring Equipment
DTHR............................... Displaced Threshold
DVA................................. Diverse Vector Area
ELEV.................................. Elevation
EMAS............................... Engineered Material Arresting System
FAF.................................... Final Approach Fix
FD.................................... Flight Director System
FM.................................... Fan Marker
FMS................................. Flight Management System
GBAS............................... Ground Based Augmentation System
GCO................................... Ground Communications Outlet
GLS............................... Ground based Augmentation System Landing System
GP.................................... Glidepath
GPI.................................. Ground Point of Interception
GPS.................................. Global Positioning System
GS.................................... Glide Slope
HAA.................................. Height above Airport
HAL.................................. Height above Landing
HAT.................................. Height above Touchdown
HATh................................ Height above Threshold
HCH.................................. Heliport Crossing Height
HG..................................... Heads-up Guidance System
HGS.................................. High Intensity Runway Lights
HDIR............................... Head-up Display
HUD.................................. Initial Approach Fix
IAF.................................. International Civil Aviation Organization
ICAO............................... Intermediate Fix
IF..................................... Inner Marker
INOP............................... Inoperative
INT.................................. Intersection
K....................................... Knots
KIAS............................... Knots Indicated Airspeed
KIAS............................... Knots Indicated Airspeed
LAAS............................... Local Area Augmentation System
LDA.................................. Localizer Type Directional Aid
Ldg................................... Landing
LIRL............................... Low Intensity Runway Lights
LNAV.............................. Lateral Navigation
LOC.................................. Localizer
LOP................................. Localizer Performance
LP.................................... Localizer Performance with Vertical Guidance
LPV................................. Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
LR.................................. Maximum Authorized Altitude
MAA................................. Medium Intensity Approach Light System
MALS............................... Medium Approach Lighting System with Sequenced Flashers
MALSF........................ Medium Approach Lighting System with Sequenced Flashers
MALS................................ Medium Approach Lighting System with Sequenced Flashers
MAP................................. Maximum Authorised Altitude
MDA............................... Minimum Descent Altitude
MDIR............................. Medium Intensity Runway Lights
MRA.................................. Minimum Reception Altitude
MTR................................. Minimum Threshold Radar
N/A.................................. Not Applicable
NA.................................. Not Authorized
NDB............................... Non-directional Radio Beacon
NM.................................. Nautical Mile
NoPT................................ No Procedure Turn Required
                  (Procedure Turn shall not be executed without ATC clearance)
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
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<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
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<tr>
<td>OM</td>
<td>Outer Marker</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre-Departure Clearance</td>
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<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
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<tr>
<td>R</td>
<td>Radial</td>
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<tr>
<td>RA</td>
<td>Radio Altimeter setting height</td>
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<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
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<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
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<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
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<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
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<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
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<tr>
<td>RNAV</td>
<td>Area Navigation</td>
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<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
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<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
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<td>RRL</td>
<td>Runway Remaining Lights</td>
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<td>Runway</td>
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<td>RVR</td>
<td>Runway Visual Range</td>
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<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
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<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
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<td>SSALS</td>
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<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
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<tr>
<td>SM</td>
<td>Statute Mile</td>
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<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
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<tr>
<td>SR-SS</td>
<td>Sunrise-Sunset</td>
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<td>TAA</td>
<td>Terminal Arrival Area</td>
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<tr>
<td>TAC</td>
<td>TACAN</td>
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<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
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<td>TDZ</td>
<td>Touchdown Zone</td>
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<td>Touchdown Zone Elevation</td>
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<td>TORA</td>
<td>Takeoff Run Available</td>
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<td>Track</td>
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<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
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<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
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<td>VDA</td>
<td>Vertical Descent Angle</td>
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<td>VDP</td>
<td>Visual Descent Point</td>
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<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
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<td>VNAV</td>
<td>Vertical Navigation</td>
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<td>WAAS</td>
<td>Wide Area Augmentation System</td>
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<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
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</table>
**Legend 23334**

**Instrument Approach Procedures (Charts)**

**Planview Symbols**

**Routes**
- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path

**Procedure Track**
- 165°
- 345°

**Procedure Turn**
- Type degree and point of turn optional

**Minimum Route Altitude**
- 3100 NoPT to LOM
- Mileage (14.2)

**Holding Patterns**
- Hold-in-lieu of Procedure Turn

**Arrival**
- HOLD 10000
- 8000

**Missed Approach**
- 090°
- 1 min
- 270°

**Holding Pattern with Maximum Restricted Airspeed:**
- (175K) applies to all altitudes.
- (210K) applies to altitudes above 6000’ to and including 14000’.

**Recommended Altitudes**
- **Mandatory Altitude**
  - 5500
- **Minimum Altitude**
  - 2500
- **Maximum Altitude**
  - 4300
- **Recommended Altitude**
  - 3000

**Indicated Airspeed**
- **Mandatory Airspeed**
  - 175K
- **Minimum Airspeed**
  - 120K
- **Maximum Airspeed**
  - 250K
- **Recommended Airspeed**
  - 180K

**Radio Aids to Navigation**
- **LOC/LDA/SDF Transmitter**
- **TACAN or DME NAVAID**

**Fixes/ATC Reporting Requirements**
- **Reporting Point**
- **Waypoint**
- **MAP WP (Flyby)**
- **MAP WP (Flyover)**
- **Flyover Point**

**Computer Navigation Fix (CNF)-No ATC Function**
- ("x" omitted when it is a MAP)
  - R-198
  - LR-198
  - LB-198

**Map WP (Flyby) from Facility**
- 090°
- 270°
- 4 NM

**LoM (Compass locator at Outer Marker)**

**Marker Beacons**
- Lead Radial
- Right side shading - Front course
- Left side shading - Back course
- SDF Course

**LIMA**
- 114.5
- Chan 92

**Primary NAVAID**
- LOM
- AKRON

**Secondary NAVAID**
- SCOTT
- Chan 59
- VHF Paired Frequency

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**NE-1, 30 NOV 2023 to 25 JAN 2024**
LEGEND 22251

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°. TCH 55

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°. TCH 50

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: \( \frac{7.30°}{\text{TCH 20}} \) with the comment: \( \frac{3.00°}{\text{TCH 55}} \).

- **ILS or LOC APPROACH**
  - Glidepath: GP 3.00° TCH 38
  - Glide Slope: 313°
  - Threshold Crossing Height: 2.5 NM
  - Altitude restrictions at stepdown fixes on final approach not applicable to Precision (ILS) Approaches.

- **RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE**
  - VGI and RNAV glidepath not coincident (VGI Angle 3.00°/TCH 23).
  - RW12
  - 7 NM Holding Pattern
  - BAXKU
  - 123°
  - IPHIB
  - 123°
  - 6.2°
  - SE LOM
  - I-SEM
  - RADAR

- **NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY**
  - Holding Pattern
  - ABC
  - 2.9°
  - TCH 50
  - ABC
  - 3.3°
  - TCH 50
  - ABC
  - 3.3°
  - TCH 50
  - ABC
  - 3.3°
  - TCH 50
  - ABC
  - 3.3°
  - TCH 50
  - ABC
  - 3.3°
  - TCH 50
  - ABC
  - 3.3°
  - TCH 50
  - ABC
  - 3.3°
  - TCH 50
  - ABC
  - 3.3°
  - TCH 50

- **RNP APPROACH WITH TF AND RF SEGMENTS**
  - 3600
  - 204°
  - 3600
  - 204°
  - 2976
  - 2022
  - 144°

- **DESCENT FROM HOLDING PATTERN**
  - 313°
  - 3000
  - 313°
  - 3000
  - 313°
  - 3000
  - 313°
  - 3000

**ALTIMETRY**
- 5500
- Mandatory Altitude
- 3000
- Recommended Altitude
- 2600
- Minimum Altitude
- 4300
- Maximum Altitude

**PROFILE SYMBOLS**
- Glide Slope/Glidepath
- Intercept Altitude
- Final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

F1
DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME

Non-Compulsory:
- LOC
- LOC/DME

Marker Beacon
- LOM
- Compass locator at outer marker
- Visual Flight Path

FINDS/ATC REPORTING REQUIREMENTS

Unnamed DME fix
- Reporting Point (Compulsory)
- Obvious DME
- Waypoint (Compulsory)
- Waypoint (Non-Compulsory)
- Flyover Point
- Computer Navigation Fix
- Changeover Point

Airports
- Civil
- Military
- Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Routes
- MEA-Minimum Enroute Altitude
- MOCA-Minimum Obstruction Clearance Altitude
- Transition Route
- R-275
- Lost Communications Track
- Visual Flight Path
- Airway/Jet Route Identification

Special Use Airspace
- R-Restricted
- W-Warning
- P-Prohibited
- A-Alert
- MOA-Military Operations Area

Indicated Airspeed
- Mandatory Airspeed
- Minimum Airspeed
- Maximum Airspeed

Altitudes
- Mandatory Altitude
- Minimum Altitude
- Maximum Altitude

MISCELLANEOUS
- Distance not to scale
- International Boundary
- Sector Boundary
- Air Defense Identification Zone
- Takeoff Minimums and (Obstacle) Departure Procedures entry published.
**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**AIRPORT DIAGRAM/AIRPORT SKETCH**

- **Runways**
  - Hard Surface
  - Other Than Hard Surface
  - Stopways, Taxiways, Parking Areas
  - Metal Surface

- **ARRESTING GEAR**: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

- **REFERENCE FEATURES**
  - Displaced Threshold
  - Hot Spot
  - Runway Holding Position Markings
  - Buildings
  - Self-Serve Fuel ##
  - Obstructions
  - Airport Beacon #
  - Runway Radar Reflectors
  - Bridges
  - Control Tower #
  - Wind Cone
  - Landing Tee
  - Tetrahedron

- **ARRESTING SYSTEM**
  - uni-directional
  - bi-directional
  - Jet Barrier

- **U.S. Navy Optical Landing System (OLS)** "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

- **Approach light symbols** are shown in the Flight Information Handbook.

- **Positional accuracy** within 600 feet unless otherwise noted on the chart.

- **Runway length** depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

- **A symbol** is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

- **NOTE:** All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

- The airport sketch box includes the final approach course or final approach course extended.

**LEGEND**

Airports diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.
### Approach Lighting System - United States

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A, O, etc. A dot "●" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., A. Negative symbology, e.g., O, Q indicates Pilot Controlled Lighting (PCL).

<table>
<thead>
<tr>
<th>Category I</th>
<th>Category II</th>
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<tbody>
<tr>
<td><strong>ALSF-1</strong></td>
<td><strong>ALSF-2</strong></td>
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<tr>
<td><img src="image1" alt="ALSF-1 Diagram" /></td>
<td><img src="image2" alt="ALSF-2 Diagram" /></td>
</tr>
</tbody>
</table>

**Notes:**
- (High Intensity) LENGTH 2400/3000 FEET
- **NOTE:** CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

<table>
<thead>
<tr>
<th>Short Approach Lighting System</th>
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</thead>
<tbody>
<tr>
<td><strong>SALS/SALSF</strong></td>
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<tr>
<td><img src="image3" alt="SALS Diagram" /></td>
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</tbody>
</table>

**Notes:**
- (High Intensity)
- LENGTH 1500 FEET
- SEQUENCED FLASHING LIGHTS FOR SALSF ONLY

<table>
<thead>
<tr>
<th>Simplified Short Approach Lighting System</th>
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<tbody>
<tr>
<td><strong>SSALR</strong></td>
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<td><img src="image4" alt="SSALR Diagram" /></td>
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**Notes:**
- (High Intensity)
- LENGTH 2400/3000 FEET

<table>
<thead>
<tr>
<th>Medium Intensity Approach Lighting System</th>
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<tbody>
<tr>
<td><strong>MALS and MALSF</strong> or Simplified Short SSALS and SSALF</td>
</tr>
<tr>
<td><strong>MALS</strong> with Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td><img src="image5" alt="MALS Diagram" /></td>
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</tbody>
</table>

**Notes:**
- (High Intensity)
- LENGTH 1500 FEET
- SEQUENCED FLASHING LIGHTS

<table>
<thead>
<tr>
<th>Medium Intensity (MALS and MALSF) or Simplified Short (SSALS and SSALF) Approach Lighting Systems</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ODALS</strong></td>
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<tr>
<td><img src="image6" alt="ODALS Diagram" /></td>
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</table>

**Notes:**
- LENGTH 1500 FEET
- SEQUENCED FLASHING LIGHTS

<table>
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<tr>
<th>Runway Touchdown Zone and Centerline Lighting Systems</th>
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<tbody>
<tr>
<td><strong>TDZ/CL</strong></td>
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<tr>
<td><img src="image7" alt="TDZ/CL Diagram" /></td>
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</tbody>
</table>

**Notes:**
- LENGTH 1400 FEET
- SEQUENCED FLASHING LIGHTS FOR MALSF/SSALF ONLY

**Legend:**
- NE-1, 30 Nov 2023 to 25 Jan 2024
- **NE-1**
- **TDZ/CL**
- **TDZL**

**Availability Note:**
- THE AVAILABILITY OF TDZ/CL WILL BE SHOWN BY NOTE IN SKETCH e.g. "TDZ/CL Rwy 15"
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, ✈️, ✈️ etc.

A dot ✈️ portrays approach lighting letter identifiers indicate sequenced flashing lights (F) installed with the approach lighting system e.g., ✈️. Negative symbology, e.g., ✈️, ✈️ indicates Pilot Controlled Lighting (PCL).

### Precision Approach Path Indicator (PAPI)

- **Too low**
- **Slightly low**
- **On correct approach path**
- **Slightly high**
- **Too high**

Legend: ✈️ White ✈️ Red

### Pulsating Visual Approach Slope Indicator (PVASI)

- **Above Glide Path**
- **On Glide Path**
- **Below Glide Path**
- **Slightly Below Glide Path**

### Tri-Color Visual Approach Slope Indicator (TRCV)

- **Above Glide Path**
- **On Glide Path**
- **Below Glide Path**
- **Slightly Below Glide Path**

Legend: ✈️ White ✈️ Red

### Visual Approach Slope Indicator (VASI)

- **Above glide path**
- **On glide path**
- **Below glide path**
- **Slightly below glide path**

Legend: ✈️ White ✈️ Red

**CAUTION:** When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

**CAUTION:** When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

### Alignment of Elements Systems (APAP)

Painted panels which may be lighted at night.

To use the system the pilot positions the aircraft so the elements are in alignment.
<table>
<thead>
<tr>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
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<td>88Y</td>
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<td>108.30</td>
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<td>92Y</td>
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<td>43Y</td>
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<td>93Y</td>
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<td>110.70</td>
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<td>22X</td>
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<td>44Y</td>
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<td>22Y</td>
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See the Chart Supplement for a complete listing.
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

AUBURN/LEWISTON, ME

AUBURN/LEWISTON MUNI (LEW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-2¼ or std. w/min. climb of 220’ per NM to 700.

Rwy 22, 300-1⅛ or std. w/min. climb of 320’ per NM to 500.

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 165° to 900 before turning left.

Rwy 22, climb on heading 221° to 2100 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 4, pole 101’ from DER, 386’ left of centerline, 23’ AGL/277’ MSL.

Pole 145’ from DER, 479’ left of centerline, 30’ AGL/279’ MSL.

Tree 297’ from DER, 519’ right of centerline, 68’ AGL/329’ MSL.

Tree 540’ from DER, 491’ left of centerline, 69’ AGL/311’ MSL.

Tree 749’ from DER, 547’ left of centerline, 74’ AGL/314’ MSL.

Tree 753’ from DER, 389’ right of centerline, 68’ AGL/335’ MSL.

Trees beginning 762’ from DER, 321’ left of centerline, up to 75’ AGL/319’ MSL.

Tree, pole beginning 1273’ from DER, 347’ right of centerline, up to 81’ AGL/385’ MSL.

Trees beginning 1535’ from DER, 194’ right of centerline, up to 77’ AGL/386’ MSL.

Tree 1598’ from DER, 277’ left of centerline, 77’ AGL/323’ MSL.

Rwy 17, trees beginning 170’ from DER, 390’ right of centerline, up to 60’ AGL/399’ MSL.

Traverse way 531’ from DER, 156’ left of centerline, 305’ MSL.

Tree 574’ from DER, 174’ left of centerline, 33’ AGL/322’ MSL.

Tree 1053’ from DER, 251’ left of centerline, 44’ AGL/336’ MSL.

Tree 1.6 NM from DER, 2410’ left of centerline, 60’ AGL/549’ MSL.

Trees beginning 1.7 NM from DER, 246’ left of centerline, up to 60’ AGL/579’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

AUBURN/LEWISTON, ME (CON’T)
AUBURN/LEWISTON MUNI (CON’T)

Rwy 22, trees beginning 3000’ from DER, 501’ right of centerline, up to 61’ AGL/363’ MSL.
Terrain 3890’ from DER, 811’ right of centerline, 375’ MSL.
Trees beginning 4228’ from DER, 1106’ right of centerline, up to 95’ AGL/439’ MSL.
Tree 4971’ from DER, 614’ left of centerline, 58’ AGL/414’ MSL.
Tree 5547’ from DER, 634’ right of centerline, 60’ AGL/428’ MSL.

Rwy 35, trees, pole beginning 105’ from DER, 9’ left of centerline, up to 60’ AGL/307’ MSL.
Trees 129’ from DER, 388’ right of centerline, 60’ AGL/300’ MSL.
Trees, pole beginning 246’ from DER, 14’ right of centerline, up to 60’ AGL/303’ MSL.
Tree 1877’ from DER, 356’ left of centerline, 104’ AGL/344’ MSL.

AUGUSTA, ME
AUGUSTA STATE (AUG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 23FEB23 (23054) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 300-1 1/8 or std. w/min. climb of 272’ per NM to 600.
Rwy 17, 300-1 1/8 or std. w/min. climb of 279’ per NM to 600.
Rwy 26, 400-1 7/8 or std. w/min. climb of 315’ per NM to 700.

DEPARTURE PROCEDURE:
Rwy 26, climb on heading 260° to 800 before turning right.
Rwy 35, climb on heading 351° to 1000 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 8, trees, fence, pole beginning 25’ from DER, 48’ right of centerline, up to 100’ AGL/445’ MSL.
Trees beginning 310’ from DER, 15’ left of centerline, up to 100’ AGL/445’ MSL.
Tower 5173’ from DER, 1866’ left of centerline, 156’ AGL/527’ MSL.

Rwy 17, trees beginning 42’ from DER, 5’ right of centerline, up to 100’ AGL/425’ MSL.
Trees, poles, vehicle on road, building beginning 87’ from DER, 51’ left of centerline, up to 100’ AGL/442’ MSL.
Trees 3860’ from DER, 1460’ right of centerline, 100’ AGL/448’ MSL.

BANGOR, ME
BANGOR INTL (BGR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 27APR17 (17117) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 15, tree 1694’ from DER, 868’ left of centerline, 56’ AGL/215’ MSL.
Trees beginning 2436’ from DER, 1116’ left of centerline, up to 89’ AGL/271’ MSL.
Tree 3958’ from DER, 1371’ left of centerline, 87’ AGL/82’ MSL.

BAR HARBOR, ME
HANCOCK COUNTY/BAR HARBOR (BHB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 07MAR13 (21336) (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climbing right turn via heading 220° to 2100 before proceeding on course.
Rwy 22, climb via heading 224° to 1100 before proceeding east or southeast bound.
Rwy 35, climb via heading 349° to 600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 4, road 324’ from DER, 524’ left of centerline, 15’ AGL/79’ MSL.
Multiple trees beginning 119’ from DER, 231’ right of centerline, up to 60’ AGL/193’ MSL.
Rwy 17, bush 116’ from DER, 164’ left of centerline, 10’ AGL/47’ MSL.
Tree 245’ from DER, 346’ right of centerline, 44’ AGL/82’ MSL.
Rwy 22, multiple poles and trees beginning 562’ from DER, 329’ left of centerline, up to 60’ AGL/135’ MSL.
Terrain, multiple poles and trees beginning 450’ left of DER, up to 60’ AGL/142’ MSL.
Power lines beginning 626’ from DER, 359’ right of centerline, 35’ AGL/103’ MSL.
Rwy 35, terrain and multiple trees beginning 35’ from DER, 340’ left of centerline, up to 60’ AGL/217’ MSL.
Glideslope antenna and multiple trees beginning 657’ from DER, 565’ right of centerline up to 60’ AGL/146’ MSL.
NE-1, 30 NOV 2023 to 25 JAN 2024

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BARRE/MONTPELIER, VT
EDWARD F KNAPP STATE (MPV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 13NOV14 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 500-2 w/min. climb of 270' per NM to 2700 or 1900-3 for climb in visual conditions.
Rwy 23, 1900-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 048° to 2100 then climbing left turn to 3900 direct MPV VOR/DME before proceeding on course.
Rwy 17, climb heading 168° to 2600 then climbing left turn to 3500 direct MPV VOR/DME before proceeding on course.
Rwy 35, climbing right turn to 3900 direct MPV VOR/DME before proceeding on course.
Rwys 17, 23, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Edward F Knapp state airport at or above 2900' MSL.
TAKEOFF OBSTACLE NOTES:
Rwy 5, vehicles on road beginning 0.69' from DER, crossing centerline, up to 15' AGL/1133' MSL.
Terrain 104' from DER, 253' left of centerline, up to 1089' MSL.
Trees beginning 347' from DER, crossing centerline, up to 100' AGL/1199' MSL.
Rwy 17, tower 80' from DER, 368' right of centerline, up to 41' AGL/1223' MSL.
Trees beginning 139' from DER, up to 100' AGL/1243' MSL.
Navaid 141' from DER, up to 5' AGL/1171' MSL.
Navaid 199' from DER, up to 7' AGL/1172' MSL.
Pole 257' from DER, 165' left of centerline, up to 15' AGL/1178' MSL.
Trees 297' from DER, crossing centerline, up to 100' AGL/1193' MSL.
Trees 667' from DER, crossing centerline, up to 100' AGL/1259' MSL.
Building 1318' from DER, 254' left of centerline, up to 43' AGL/1221' MSL.
Tower 1318' from DER, 669' left of centerline, up to 38' AGL/1208' MSL.
Trees 1498' from DER, crossing centerline, up to 100' AGL/1309' MSL.
Pole 1703' from DER, 41' right of centerline, up to 33' AGL/1243' MSL.
Trees 1898' from DER, 726' right of centerline, up to 100' AGL/1387' MSL.
Pole 1970' from DER, 539' right of centerline, up to 27' AGL/1334' MSL.
Trees 2088' from DER, crossing centerline, up to 100' AGL/1384' MSL.
Poles 4872' from DER, crossing centerline, up to 100' AGL/1579' MSL.
Rwy 23, poles beginning 2' from DER, 335' left of centerline, up to 39' AGL/1167' MSL.
Fence 49' from DER, 276' left of centerline, up to 7' AGL/1127' MSL.
Tower 561' from DER, 573' left of centerline, up to 88' AGL/1215' MSL.
Building 603' from DER, 426' left of centerline, up to 37' AGL/1159' MSL.
Tower 615' from DER, 580' left of centerline, up to 68' AGL/1195' MSL.
Rod 615' from DER, 590' left of centerline, up to 60' AGL/1195' MSL.
Trees beginning 1263' from DER, crossing centerline, up to 100' AGL/1183' MSL.
Pole 2801' from DER, 702' left of centerline, up to 27' AGL/1202' MSL.
Pole 2867' from DER, 152' right of centerline, up to 55' AGL/1233' MSL.
Trees 2880' from DER, crossing centerline, up to 100' AGL/1243' MSL.
Tower 3010' from DER, 404' right of centerline, up to 36' AGL/1221' MSL.
Trees 3299' from DER, crossing centerline, up to 100' AGL/1275' MSL.
Trees 4491' from DER, crossing centerline, up to 100' AGL/1389' MSL.
Trees 4944' from DER, crossing centerline, up to 100' AGL/1459' MSL.
Trees 6298' from DER, crossing centerline, up to 100' AGL/1499' MSL.
Trees 7273' from DER, crossing centerline, up to 100' AGL/1559' MSL.
Rwys 17, 23, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Edward F Knapp state airport at or above 2900' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BEDFORD, MA
LAURENCE G HANSCOM FLD (BED)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 19MAY22 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 300-1 or std. w/min. climb of 258' per NM to 400.
Rwy 22, 300-1½ or std. w/min. climb of 439' per NM to 400.
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees, vegetation, building beginning 44' from DER, 309' left of centerline, up to 30' AGL/166' MSL.
Fence 152' from DER, 248' right of centerline, 6' AGL/132' MSL.
Trees beginning 255' from DER, 84' left of centerline, up to 39' AGL/171' MSL.
Trees 885' from DER, 203' right of centerline, 31' AGL/157' MSL.
Tree 964' from DER, 113' right of centerline, 34' AGL/161' MSL.
Trees, poles beginning 1153' from DER, 386' right of centerline, up to 197' MSL.
Trees beginning 1195' from DER, 11' left of centerline, up to 46' AGL/173' MSL.
Tree 1443' from DER, 433' left of centerline, 176' MSL.
Tree 1648' from DER, 402' left of centerline, 184' MSL.
Tree 1680' from DER, 213' left of centerline, 198' MSL.
Trees, pole beginning 1681' from DER, 117' right of centerline, up to 201' MSL.
Trees beginning 1761' from DER, 57' left of centerline, up to 202' MSL.
Trees beginning 2049' from DER, 56' left of centerline, up to 210' MSL.
Trees beginning 2400' from DER, 263' right of centerline, up to 209' MSL.
Trees beginning 2475' from DER, 515' right of centerline, up to 221' MSL.
Trees beginning 2594' from DER, 133' right of centerline, up to 229' MSL.
Trees beginning 2663' from DER, 84' left of centerline, up to 91' AGL/214' MSL.
Trees beginning 2838' from DER, 10' left of centerline, up to 224' MSL.
Tree 2859' from DER, 415' right of centerline, 230' MSL.
Trees beginning 2910' from DER, 235' right of centerline, up to 231' MSL.
Trees beginning 3233' from DER, 42' left of centerline, up to 231' MSL.
Trees beginning 3328' from DER, 2' right of centerline, up to 232' MSL.
Trees beginning 3719' from DER, 7' right of centerline, up to 235' MSL.
Rwy 11, sign 81' from DER, 237' right of centerline, 7' AGL/126' MSL.
Tree 1431' from DER, 683' right of centerline, 166' MSL.
Tree 1672' from DER, 898' right of centerline, 181' MSL.
Tree 1874' from DER, 954' left of centerline, 180' MSL.
Tree 1885' from DER, 959' right of centerline, 219' MSL.
Trees, building beginning 2108' from DER, 456' right of centerline, up to 231' MSL.
Tree 2244' from DER, 266' left of centerline, 182' MSL.
Trees beginning 2311' from DER, 117' left of centerline, up to 197' MSL.
Tree 2981' from DER, 421' left of centerline, 199' MSL.
Tree 3302' from DER, 99' left of centerline, 206' MSL.
Rwy 23, sign 2' from DER, 303' right of centerline, 133' MSL.
Trees, building beginning 534' from DER, 4' right of centerline, up to 152' MSL.
Building 614' from DER, 620' left of centerline, 22' AGL/151' MSL.
Tree 855' from DER, 696' left of centerline, 166' MSL.
Terrain 982' from DER, 338' right of centerline, 162' MSL.
Pole, tree beginning 1052' from DER, 378' left of centerline, up to 41' AGL/180' MSL.
Trees, pole beginning 1090' from DER, 558' left of centerline, up to 188' MSL.
Tree, pole beginning 1241' from DER, 573' left of centerline, up to 48' AGL/197' MSL.
Tree 1281' from DER, 741' left of centerline, 221' MSL.
Trees beginning 1420' from DER, 138' right of centerline, up to 232' MSL.
Trees, building beginning 1588' from DER, 88' left of centerline, up to 259' MSL.
Trees beginning 2149' from DER, 545' left of centerline, up to 268' MSL.
Trees beginning 2464' from DER, 523' left of centerline, up to 277' MSL.
Trees beginning 2830' from DER, 659' left of centerline, up to 283' MSL.
Trees, building beginning 3549' from DER, 261' left of centerline, up to 286' MSL.
Trees beginning 3813' from DER, 301' left of centerline, up to 292' MSL.
Tree 4089' from DER, 39' right of centerline, 236' MSL.
Trees beginning 4164' from DER, 131' left of centerline, up to 302' MSL.
Tree 4443' from DER, 89' right of centerline, 244' MSL.
Tree 4549' from DER, 810' right of centerline, 252' MSL.
Trees beginning 4588' from DER, 45' right of centerline, up to 260' MSL.
Tree 4902' from DER, 912' right of centerline, 262' MSL.
Tree 4904' from DER, 802' right of centerline, 264' MSL.
Trees beginning 5089' from DER, 686' right of centerline, up to 272' MSL.
Tree 5381' from DER, 1368' right of centerline, 276' MSL.
Trees beginning 5387' from DER, 384' right of centerline, up to 291' MSL.
Trees beginning 5392' from DER, 176' left of centerline, up to 308' MSL.
Tree 5571' from DER, 1263' right of centerline, 294' MSL.
Trees beginning 5664' from DER, 46' left of centerline, up to 310' MSL.
Trees, building beginning 5719' from DER, 246' right of centerline, up to 310' MSL.
Trees beginning 5912' from DER, 393' left of centerline, up to 319' MSL.
Trees, buildings beginning 5990' from DER, 174' right of centerline, up to 326' MSL.
Trees beginning 6045' from DER, 99' left of centerline, up to 321' MSL.
Trees, building beginning 1 NM from DER, 49' left of centerline, up to 363' MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BEDFORD, MA (CON’T)

LAURENCE G HANSCOM FLD (BED) (CON’T)

Rwy 23 (CON’T), trees, building beginning 1 NM from DER, 40’ right of centerline, up to 339’ MSL. Tree, building beginning 1 NM from DER, 306’ right of centerline, up to 345’ MSL. Trees, buildings beginning 1 NM from DER, 69’ left of centerline, up to 70’ AGL/364’ MSL. Trees beginning 1.1 NM from DER, 94’ left of centerline, up to 373’ MSL. Trees beginning 1.4 NM from DER, 741’ left of centerline, up to 81’ AGL/379’ MSL. Tree 1.5 NM from DER, 509’ left of centerline, 366’ MSL.

Rwy 29, sign 12’ from DER, 274’ right of centerline, 8’ AGL/135’ MSL. Tree 391’ from DER, 487’ left of centerline, 20’ AGL/153’ MSL. Trees, buildings, tower beginning 1 NM from DER, 69’ left of centerline, up to 22’ AGL/240’ MSL. Tree 1207’ from DER, 776’ right of centerline, 182’ MSL. Tree 1375’ from DER, 887’ right of centerline, 183’ MSL. Tree 2571’ from DER, 899’ right of centerline, 200’ MSL. Trees beginning 2078’ from DER, 50’ right of centerline, up to 106’ AGL/243’ MSL. Trees beginning 4126’ from DER, 229’ right of centerline, up to 62’ AGL/246’ MSL.

BELFAST, ME

BELFAST MUNI (BST)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  10MAY07  (07130)  (FAA)

TAKEOFF MINIMUMS:

Rwy 33, std. w/min. climb of 219’ per NM to 600.

DEPARTURE PROCEDURE:

Rwy 15, climbing left turn direct CAM VOR/DME, continue climb-in-hold (North, right turns, 160° inbound) to 4400 before proceeding on course or...

... For climb in visual conditions: cross William H. Morse State Airport at or above 3300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 13, rising terrain beginning 100’ from DER, right to left of centerline, up to 868’ MSL. Trees beginning 195’ from DER, 229’ right of centerline, up to 30’ AGL/858’ MSL. Trees beginning 358’ from DER, left and right of centerline, up to 95’ AGL/1139’ MSL.

Rwy 31, multiple trees beginning 1.4 NM from DER, 1682’ left of centerline, up to 80’ AGL/429’ MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3  31MAY12  (12152)  (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/min. climb of 380’ per NM to 7700 or 3400-3 or VCOA. Rwy 36, std. w/min. climb of 311’ per NM to 4200 or 3400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 18, trees beginning 19’ from DER, 190’ right of centerline, up to 56’ AGL/1158’ MSL. Utility lines 44’ from DER, 361’ left of centerline, 16’ AGL/1143’ MSL. Trees beginning 73’ from DER, 411’ left of centerline, 28’ AGL/1156’ MSL. Tree 189’ from DER, 471’ right of centerline, 80’ AGL/1173’ MSL. Trees beginning 297’ from DER, 18’ right of centerline, up to 91’ AGL/1191’ MSL. Tree 732’ from DER, 578’ left of centerline, 70’ AGL/1189’ MSL. Trees beginning 832’ from DER, 119’ left of centerline, up to 74’ AGL/1192’ MSL. Trees beginning 886’ from DER, 73’ left of centerline, up to 78’ AGL/1196’ MSL.

BERLIN, NH

BERLIN RGNL (BML)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3  19MAY22  (22139)  (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1¼ w/min. climb of 380’ per NM to 7700 or std. w/min. climb of 447’ per NM to 6700 or 3400-3 or VCOA. Rwy 36, std. w/min. climb of 311’ per NM to 4200 or 3400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 18, climbing on heading 175° to 4200 before proceeding on course.

VCOA:

Rwys 18, 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Berlin Rgnl airport at or above 4400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 19’ from DER, 190’ right of centerline, up to 56’ AGL/1158’ MSL. Utility lines 44’ from DER, 361’ left of centerline, 16’ AGL/1143’ MSL. Trees beginning 73’ from DER, 411’ left of centerline, 28’ AGL/1156’ MSL. Tree 189’ from DER, 471’ right of centerline, 80’ AGL/1173’ MSL. Trees beginning 297’ from DER, 18’ right of centerline, up to 91’ AGL/1191’ MSL. Tree 732’ from DER, 578’ left of centerline, 70’ AGL/1189’ MSL. Trees beginning 832’ from DER, 119’ left of centerline, up to 74’ AGL/1192’ MSL. Trees beginning 886’ from DER, 73’ left of centerline, up to 78’ AGL/1196’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BERLIN, NH (CON’T)

BERLIN RGNL (BML) (CON’T)

**Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors)**

**Rwy 18 (CON’T)**
- Tree 1987’ from DER, 220’ left of centerline, 79’ AGL/1218’ MSL.
- Tree 2030’ from DER, 327’ right of centerline, 58’ AGL/1192’ MSL.
- Trees beginning 2141’ from DER, 278’ right of centerline, up to 86’ AGL/1216’ MSL.
- Tree 2416’ from DER, 226’ left of centerline, 60’ AGL/1221’ MSL.
- Trees beginning 2542’ from DER, 3’ left of centerline, up to 85’ AGL/1237’ MSL.
- Tree 3061’ from DER, 193’ right of centerline, 83’ AGL/1227’ MSL.
- Tree 3176’ from DER, 333’ right of centerline, 100’ AGL/1243’ MSL.
- Trees beginning 3261’ from DER, 25’ left of centerline, up to 72’ AGL/1261’ MSL.
- Tree 3375’ from DER, 175’ right of centerline, 58’ AGL/1267’ MSL.
- Tree 3953’ from DER, 449’ right of centerline, 42’ AGL/1302’ MSL.
- Tree 4057’ from DER, 28’ left of centerline, 58’ AGL/1281’ MSL.
- Tree 4326’ from DER, 461’ left of centerline, 60’ AGL/1287’ MSL.
- Tree 4380’ from DER, 381’ right of centerline, 42’ AGL/1340’ MSL.
- Trees beginning 4455’ from DER, 208’ right of centerline, up to 50’ AGL/1379’ MSL.
- Tree 4707’ from DER, 26’ left of centerline, 81’ AGL/1326’ MSL.
- Trees beginning 4894’ from DER, 8’ left of centerline, up to 80’ AGL/1334’ MSL.
- Trees beginning 5004’ from DER, 208’ right of centerline, up to 50’ AGL/1388’ MSL.
- Tree 5111’ from DER, 260’ left of centerline, 91’ AGL/1337’ MSL.
- Trees beginning 5175’ from DER, 134’ right of centerline, up to 76’ AGL/1391’ MSL.
- Trees beginning 5264’ from DER, 78’ left of centerline, up to 98’ AGL/1365’ MSL.
- Trees beginning 5302’ from DER, 18’ right of centerline, up to 83’ AGL/1393’ MSL.

**Rwy 36**
- Trees beginning 9’ from DER, 153’ left of centerline, up to 33’ AGL/1193’ MSL.
- Trees beginning 27’ from DER, 114’ right of centerline, up to 73’ AGL/1209’ MSL.
- Trees beginning 149’ from DER, 122’ left of centerline, up to 54’ AGL/1212’ MSL.
- Trees beginning 1069’ from DER, 80’ left of centerline, 80’ AGL/1222’ MSL.
- Trees beginning 1071’ from DER, 350’ left of centerline, up to 80’ AGL/1224’ MSL.
- Trees beginning 2350’ from DER, 436’ right of centerline, up to 80’ AGL/1298’ MSL.
- Trees beginning 1.5 NM from DER, 1451’ right of centerline, up to 89’ AGL/1415’ MSL.
- Trees beginning 2.3 NM from DER, 391’ right of centerline, up to 1639’ MSL.

**Bethel, ME**

BETHEL RGNL (OB1)

**Takeoff Minimums and (Obstacle) Departure Procedures**

**ORIG 20JUN19 (19171) (FAA)**

**Takeoff Minimums:**
- **Rwy 14**, std. w/min. climb of 405’ per NM to 3700 or 3400-3 for climb in visual conditions.
- **Rwy 32**, 3400-3 for climb in visual conditions.

**Departure Procedure:**
- **Rwy 14**, climb heading 143° to 3000 before proceeding on course.

**VCOA:**
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bethel Rgnl airport at or above 3900 before proceeding on course.

**Takeoff Obstacle Notes:**
- **Rwy 14**, trees beginning 1’ from DER, 264’ left of centerline, up to 676’ MSL.
- Building 23’ from DER, 367’ right of centerline, 26’ AGL/671’ MSL.
- Transmission line and pole beginning 180’ from DER, 513’ right of centerline, up to 48’ AGL/690’ MSL.
- Trees beginning 202’ from DER, 283’ left of centerline, up to 731’ MSL.
- Tree 292’ from DER, 527’ right of centerline, 766’ MSL.
- Trees beginning 419’ from DER, 18’ right of centerline, up to 769’ MSL.
- Tree 556’ from DER, 538’ left of centerline, 733’ MSL.
- Trees beginning 717’ from DER, 252’ left of centerline, up to 736’ MSL.
- Tree 1194’ from DER, 729’ left of centerline, 743’ MSL.
- Tree 1273’ from DER, 519’ left of centerline, 744’ MSL.
- Trees and building beginning 1322’ from DER, 10’ left of centerline, up to 765’ MSL.
- Tree 1.2 NM from DER, 2402’ right of centerline, 860’ MSL.
- Tree 1.3 NM from DER, 2738’ right of centerline, 869’ MSL.
- Tree 1.4 NM from DER, 2309’ right of centerline, 871’ MSL.
- Tree 1.4 NM from DER, 2421’ right of centerline, 877’ MSL.
- Trees beginning 1.4 NM from DER, 2440’ right of centerline, up to 882’ MSL.
- Tree 1.4 NM from DER, 2657’ right of centerline, 885’ MSL.
- Tree 1.4 NM from DER, 2497’ right of centerline, 887’ MSL.
- Tree 1.5 NM from DER, 2635’ right of centerline, 891’ MSL.
- Tree 1.5 NM from DER, 2714’ right of centerline, 894’ MSL.
- Tree 1.6 NM from DER, 2969’ right of centerline, 909’ MSL.
- Tree 1.7 NM from DER, 3141’ right of centerline, 926’ MSL.
- Trees beginning 1.7 NM from DER, 3098’ right of centerline, up to 942’ MSL.
- Tree 1.8 nm from DER, 3343’ right of centerline, 948’ MSL.
- Trees beginning 1.8 NM from DER, 3392’ right of centerline, up to 956’ MSL.
- Tree 1.9 NM from DER, 3580’ right of centerline, 962’ MSL.
- Tree 1.9 NM from DER, 3667’ right of centerline, 985’ MSL.
- **Rwy 32**, tree 75’ from DER, 311’ left of centerline, 746’ MSL.
- Trees beginning 90’ from DER, 10’ left of centerline, up to 769’ MSL.

**CON’T**
BETHEL, ME (CON’T)
BETHEL RGNL (OB1) (CON’T)

Trees beginning 4351’ from DER, 20’ right of centerline, up to 807’ MSL.

Trees beginning 2.5 NM from DER, 782’ right of centerline, up to 2488’ MSL.

Trees beginning 2.5 NM from DER, 462’ right of centerline, up to 2431’ MSL.

Trees beginning 2.5 NM from DER, 782’ right of centerline, up to 2488’ MSL.

Trees beginning 2.4 NM from DER, 1510’ right of centerline, up to 2248’ MSL.

Trees beginning 2.4 NM from DER, 880’ right of centerline, up to 2269’ MSL.

Trees beginning 2.3 NM from DER, 886’ left of centerline, up to 1432’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BEVERLY, MA

BEVERLY RGNL (BVY)

AMDT 3B 01MAR18 (18060) (FAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DEPARTURE PROCEDURE:

Rwy 27, climb heading 270° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, bush 15' from DER, 407' right of centerline, 55' AGL/119' MSL.

Bush beginning 76' from DER, 377' right of centerline, up to 50' AGL/120' MSL.

Tree 127' from DER, 247' left of centerline, 29' AGL/112' MSL.

Bush beginning 135' from DER, 248' left of centerline, up to 27' AGL/103' MSL.

Bush 176' from DER, 532' left of centerline, 59' AGL/125' MSL.

Bush 273' from DER, 515' left of centerline, 73' AGL/138' MSL.

Bush 1046' from DER, 141' left of centerline, 81' AGL/130' MSL.

Tree 1064' from DER, 539' right of centerline, 86' AGL/134' MSL.

Tree 1070' from DER, 619' left of centerline, 90' AGL/149' MSL.

Bush beginning 1107' from DER, 43' right of centerline, up to 84' AGL/138' MSL.

Tree 1176' from DER, 414' left of centerline, 99' AGL/155' MSL.

Bush beginning 1184' from DER, 252' left of centerline, up to 76' AGL/130' MSL.

Tree 1204' from DER, 385' right of centerline, 78' AGL/126' MSL.

Bush beginning 1301' from DER, 61' left of centerline, up to 81' AGL/131' MSL.

Bush 2414' from DER, 102' left of centerline, 94' AGL/186' MSL.

Bush beginning 2438' from DER, 822' left of centerline, up to 106' AGL/197' MSL.

Trees beginning 2538' from DER, 633' left of centerline, up to 93' AGL/189' MSL.

Bush 2566' from DER, 647' left of centerline, 103' AGL/207' MSL.

Bush beginning 2598' from DER, 545' left of centerline, up to 85' AGL/212' MSL.

Tree 2661' from DER, 695' left of centerline, 112' AGL/228' MSL.

Tree 2682' from DER, 767' left of centerline, 113' AGL/232' MSL.

Bush beginning 2678' from DER, 226' left of centerline, up to 116' AGL/236' MSL.

Tree 2797' from DER, 543' left of centerline, 99' AGL/227' MSL.

Bush 2799' from DER, 330' right of centerline, 106' AGL/182' MSL.

Tree 2847' from DER, 141' left of centerline, 101' AGL/214' MSL.

Bush beginning 2851' from DER, 23' left of centerline, up to 83' AGL/223' MSL.

Tree beginning 2886' from DER, 70' left of centerline, up to 100' AGL/193' MSL.

Bush 2927' from DER, 259' right of centerline, 101' AGL/195' MSL.

Trees beginning 2930' from DER, 74' left of centerline, up to 101' AGL/214' MSL.

Bush beginning 2936' from DER, 66' right of centerline, up to 91' AGL/201' MSL.

Tree 2999' from DER, 464' right of centerline, 101' AGL/180' MSL.

Bush 3009' from DER, 235' left of centerline, 63' AGL/181' MSL.

Tree 3043' from DER, 537' right of centerline, 101' AGL/175' MSL.

Bush beginning 3047' from DER, 35' left of centerline, up to 64' AGL/180' MSL.

Rwy 16, grad 15' from DER, 417' left of centerline, 87' MSL.

Rwy sign 17' from DER, 198' left of centerline, 3' AGL/85' MSL.

Trees beginning 322' from DER, 82' left of centerline, 2' AGL/63' MSL.

Grd 400' from DER, 426' right of centerline, 89' MSL.

Bush beginning 113' from DER, 228' right of centerline, up to 27' AGL/125' MSL.

Bush beginning 212' from DER, 454' right of centerline, up to 72' AGL/136' MSL.

Bush beginning 247' from DER, 451' right of centerline, up to 78' AGL/139' MSL.

Bush 268' from DER, 442' left of centerline, 70' AGL/133' MSL.

Vehicle in parking lot 589' from DER, 520' right of centerline, 115' MSL.

Trees beginning 306' from DER, 263' right of centerline, up to 91' AGL/148' MSL.

Bush 312' from DER, 463' left of centerline, 93' AGL/150' MSL.

Trees beginning 322' from DER, 319' left of centerline, up to 88' AGL/145' MSL.

Bush beginning 378' from DER, 107' right of centerline, up to 76' AGL/135' MSL.

Bldg beginning 481' from DER, 616' right of centerline, up to 43' AGL/164' MSL.

Bldg 499' from DER, 482' right of centerline, 42' AGL/165' MSL.

Bldg 511' from DER, 619' right of centerline, 41' AGL/164' MSL.

Vehicle in parking lot 515' from DER, 444' right of centerline, 120' MSL.

Bush 531' from DER, 561' left of centerline, 79' AGL/132' MSL.

Bldg beginning 543' from DER, 488' right of centerline, up to 44' AGL/168' MSL.

Grd 754' from DER, 401' right of centerline, 115' MSL.

Bush 576' from DER, 618' left of centerline, 70' AGL/119' MSL.

Bldg 609' from DER, 509' right of centerline, 45' AGL/168' MSL.

Bush beginning 622' from DER, 345' left of centerline, up to 68' AGL/131' MSL.

Vehicle in parking lot 687' from DER, 673' right of centerline, 130' MSL.

Ground 689' from DER, 482' right of centerline, 130' MSL.

Vehicle in parking lot 679' from DER, 456' right of centerline, 127' MSL.

Bush 692' from DER, 422' left of centerline, 76' AGL/132' MSL.

Bldg 698' from DER, 655' right of centerline, 30' AGL/160' MSL.

CON'T
BEVERLY, MA (CON’T)
BEVERLY RGNL (BVY) (CON’T)

Rwy 16 (CON’T), pole 723’ from DER, 403’ right of centerline, 43’ AGL/159’ MSL.
Bush 744’ from DER, 404’ left of centerline, 77’ AGL/132’ MSL.
Bldg beginning 745’ from DER, 515’ right of centerline, up to 37’ AGL/164’ MSL.
Bldg beginning 857’ from DER, 406’ right of centerline, up to 33’ AGL/179’ MSL.
Stack 891’ from DER, 517’ right of centerline, 33’ AGL/168’ MSL.
Tree 894’ from DER, 368’ right of centerline, 31’ AGL/150’ MSL.
Bush 903’ from DER, 496’ left of centerline, 65’ AGL/121’ MSL.
Grd 908’ from DER, 353’ right of centerline, 118’ MSL.
Vehicle in parking lot 918’ from DER, 524’ right of centerline, 128’ MSL.
Bush beginning 938’ from DER, 264’ left of centerline, up to 53’ AGL/109’ MSL.
Vehicle in parking lot 994’ from DER, 588’ right of centerline, 129’ MSL.
Bldg beginning 1008’ from DER, 490’ right of centerline, up to 128’ MSL.
Bush 1084’ from DER, 173’ right of centerline, 26’ AGL/111’ MSL.
Bushes beginning 1253’ from DER, 183’ left of centerline, up to 19’ AGL/146’ MSL.
Pole 1407’ from DER, 480’ right of centerline, 16’ AGL/149’ MSL.
Grd 1414’ from DER, 597’ right of centerline, 126’ MSL.
Trail beginning 1438’ from DER, 333’ right of centerline, up to 135’ MSL.
Bush beginning 1484’ from DER, 281’ right of centerline, up to 52’ AGL/184’ MSL.
Grd beginning 1553’ from DER, 429’ right of centerline, up to 124’ MSL.
Bush beginning 1643’ from DER, 243’ right of centerline, up to 76’ AGL/126’ MSL.
Bush beginning 1702’ from DER, 587’ right of centerline, up to 57’ AGL/192’ MSL.
Tree 1711’ from DER, 692’ right of centerline, 73’ AGL/193’ MSL.
Bush 1732’ from DER, 721’ left of centerline, 75’ AGL/126’ MSL.
Grd beginning 1763’ from DER, 448’ right of centerline, up to 137’ MSL.
Bush beginning 1776’ from DER, 305’ right of centerline, up to 5’ AGL/132’ MSL.
Lt pole 1821’ from DER, 192’ right of centerline, 31’ AGL/139’ MSL.
Bush beginning 1898’ from DER, 92’ right of centerline, up to 30’ AGL/138’ MSL.
Lt pole beginning 1949’ from DER, 65’ right of centerline, up to 31’ AGL/139’ MSL.
Bldg 2021’ from DER, 427’ right of centerline, 24’ AGL/133’ MSL.
Lt pole, beginning 2036’ from DER, 44’ left of centerline, up to 31’ AGL/139’ MSL.
Bldg 2084’ from DER, 381’ right of centerline, 39’ AGL/148’ MSL.
Lt pole 2129’ from DER, 8’ left of centerline, 31’ AGL/136’ MSL.
Bldg beginning 2182’ from DER, 241’ right of centerline, up to 42’ AGL/151’ MSL.
Smoke stk 2497’ from DER, 356’ right of centerline, 53’ AGL/162’ MSL.
Bldg beginning 2533’ from DER, 354’ right of centerline, up to 58’ AGL/165’ MSL.
Bush beginning 2680’ from DER, 613’ right of centerline, up to 61’ AGL/162’ MSL.
Bldg beginning 2909’ from DER, 973’ right of centerline, up to 56’ AGL/156’ MSL.
Bush beginning 3293’ from DER, 1086’ right of centerline, up to 72’ AGL/166’ MSL.

Rwy 27, bush 44’ from DER, 439’ left of centerline, 26’ AGL/82’ MSL.
Trees beginning 182’ from DER, 229’ left of centerline, up to 16’ AGL/81’ MSL.
Bush 214’ from DER, 463’ left of centerline, 49’ AGL/98’ MSL.
Tree 243’ from DER, 318’ right of centerline, 15’ AGL/83’ MSL.
Bushes beginning 279’ from DER, 270’ left of centerline, up to 31’ AGL/92’ MSL.
Tree 419’ from DER, 119’ left of centerline, 43’ AGL/92’ MSL.
Bush 455’ from DER, 463’ left of centerline, 62’ AGL/100’ MSL.
Trees beginning 466’ from DER, 109’ right of centerline, up to 55’ AGL/99’ MSL.
Bushes beginning 500’ from DER, 46’ right of centerline, up to 53’ AGL/96’ MSL.
Trees beginning 535’ from DER, 249’ right of centerline, up to 62’ AGL/110’ MSL.
Bushes beginning 547’ from DER, 26’ right of centerline, up to 56’ AGL/92’ MSL.
Tree 1170’ from DER, 587’ left of centerline, 82’ AGL/111’ MSL.
Bushes beginning 1202’ from DER, 248’ left of centerline, up to 85’ AGL/114’ MSL.
Bushes 2376’ from DER, 653’ right of centerline, 86’ AGL/136’ MSL.
Bushes beginning 2394’ from DER, 451’ right of centerline, up to 86’ AGL/137’ MSL.
Bushes beginning 2563’ from DER, 1037’ right of centerline, up to 85’ AGL/140’ MSL.
Bushes beginning 2953’ from DER, 958’ right of centerline, up to 82’ AGL/168’ MSL.
Tree beginning 3041’ from DER, 762’ right of centerline, up to 103’ AGL/160’ MSL.
Bushes beginning 3194’ from DER, 1165’ right of centerline, up to 91’ AGL/190’ MSL.
Tree 3232’ from DER, 723’ right of centerline, 97’ AGL/157’ MSL.
Bushes beginning 3321’ from DER, 1083’ right of centerline, up to 89’ AGL/185’ MSL.
Bushes beginning 4347’ from DER, 954’ left of centerline, up to 82’ AGL/201’ MSL.
Bushes 4628’ from DER, 1523’ left of centerline, 86’ AGL/202’ MSL.
Bushes beginning 4659’ from DER, 924’ left of centerline, up to 82’ AGL/208’ MSL.
Bushes beginning 5490’ from DER, 930’ left of centerline, up to 108’ AGL/217’ MSL.

Rwy 34, Nt MALS 11’ from DER, on centerline, 2’ AGL/109’ MSL.
Bush 41’ from DER, 270’ right of centerline, 18’ AGL/119’ MSL.
Bush beginning 108’ from DER, 399’ right of centerline, up to 41’ AGL/128’ MSL.
Bush 276’ from DER, 518’ right of centerline, 66’ AGL/145’ MSL.
Bush 406’ from DER, 452’ right of centerline, 68’ AGL/148’ MSL.

CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BEVERLY, MA (CON’T)

BEVERLY RGNL (BVY) (CON’T)

Rwy 34, (CON’T), tree 431’ from DER, 58’ left of centerline, 58’ AGL/152’ MSL.
Tree 460’ from DER, 582’ left of centerline, 63’ AGL/156’ MSL.
Bush beginning 461’ from DER, 526’ left of centerline, up to 63’ AGL/154’ MSL.
Tree 695’ from DER, 338’ left of centerline, 40’ AGL/142’ MSL.
Bush beginning 698’ from DER, 282’ left of centerline, up to 50’ AGL/153’ MSL.
Tree 905’ from DER, 222’ left of centerline, 39’ AGL/141’ MSL.
Bush beginning 940’ from DER, 214’ left of centerline, up to 34’ AGL/135’ MSL.
Tree 1032’ from DER, 700’ right of centerline, 86’ AGL/174’ MSL.
Bush beginning 1034’ from DER, 89’ right of centerline, up to 91’ AGL/173’ MSL.
Bush beginning 1238’ from DER, 300’ right of centerline, up to 96’ AGL/182’ MSL.
Pole, beginning 1309’ from DER, 1’ right of centerline, up to 9’ AGL/158’ MSL.
Tree 1622’ from DER, 458’ right of centerline, up to 81’ AGL/164’ MSL.
Tree 1682’ from DER, 499’ left of centerline, 80’ AGL/168’ MSL.
Bush beginning 1686’ from DER, 50’ left of centerline, up to 71’ AGL/166’ MSL.
Tree 1911’ from DER, 427’ left of centerline, 79’ AGL/164’ MSL.
Bush beginning 1923’ from DER, 22’ left of centerline, up to 83’ AGL/160’ MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Rwy 24, 300-2 or std. w/ min. climb of 214’ per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200’/NM climb gradient, takeoff must occur no later than 1700 prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, multiple trees beginning 121’ from DER, 243’ left of centerline, up to 60’ AGL/229’ MSL.
Multiple trees beginning 23’ from DER, 132’ right of centerline, up to 60’ AGL/219’ MSL.
Multiple trees beginning 342’ from DER, 287’ left of centerline, up to 60’ AGL/229’ MSL.
Multiple trees beginning 492’ from DER, 242’ right of centerline, up to 60’ AGL/209’ MSL.
Multiple trees beginning 1317’ from DER, 44’ right of centerline, up to 60’ AGL/209’ MSL.
Assumed obstacle 1.7 NM from DER, 1802’ right of centerline, 200’ AGL/429’ MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Rwy 10, bush 136’ from DER, 183’ left of centerline, 9’ AGL/110’ MSL.
Tower 2736’ from DER, 1203’ left of centerline, 167’ AGL/210’ MSL.
Rwy 28, buildings with chimneys beginning 1105’ from DER, 8’ left of centerline, up to 30’ AGL/196’ MSL.
Trees beginning 3’ from DER, 4’ left of centerline, up to 87’ AGL/189’ MSL.
Trees beginning 380’ from DER, 70’ left of centerline, up to 78’ AGL/186’ MSL.
Windmill with antennas 3437’ from DER, 1005’ right of centerline, 72’ AGL/257’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 15 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwys 32, 33R, NA-Environmental.

Rwy 4L, 300-1 or std. w/min. climb of 369’ per NM to 300.

Rwy 4L, 300-1¼ or std. w/min. climb of 487’ per NM to 1000.

Rwy 9, 300-1¼ or std. if tower reports no tall vessels in the departure area.

Rwy 15, 300-1% or std. if tower reports no tall vessels in the departure area.

Rwy 18, 300-1% or std. w/min. climb of 320’ per NM to 1000.

Rwy 22L, 300-1% or std. w/min. climb of 232’ per NM to 400, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2100 feet prior to DER.

DEPARTURE PROCEDURE:

Rwys 4L/R, climb on heading 035° to 500 before turning left.

Rwy 22L, climb on heading 215° to 800 before turning right.

Rwy 22R, climb on heading 215° to 900 before turning right.

Rwy 33L, climb on heading 330° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4L, ships beginning 693’ from DER, on centerline, up to 50’ MSL.

Pole, tree beginning 1803’ from DER, 724’ right of centerline, up to 56’ AGL/65’ MSL.

Trees beginning 1989’ from DER, 27’ right of centerline, up to 74’ MSL.

Tree 2091’ from DER, 91’ left of centerline, 65’ AGL/77’ MSL.

Trees beginning 2152’ from DER, 33’ left of centerline, up to 81’ MSL.

Trees beginning 2279’ from DER, 101’ right of centerline, up to 57’ AGL/77’ MSL.

Trees beginning 2401’ from DER, 211’ left of centerline, up to 82’ MSL.

Trees pole beginning 3656’ from DER, 1806’ left of centerline, up to 120’ MSL.

Stack 3763’ from DER, 1142’ left of centerline, 123’ MSL.

Trees, stacks, vehicles on road beginning 3796’ from DER, 627’ left of centerline, up to 154’ MSL.

Trees beginning 4021’ from DER, 791’ left of centerline, up to 156’ MSL.

Tree 4065’ from DER, 1069’ left of centerline, 159’ MSL.

Stacks, trees, vehicles on road beginning 4087’ from DER, 476’ left of centerline, up to 160’ MSL.

Trees, pole, building beginning 4264’ from DER, 638’ left of centerline, up to 166’ MSL.

Rwy 4R, ships beginning 578’ from DER, on centerline, up to 50’ MSL.

Pole, trees beginning 1806’ from DER, 731’ left of centerline, up to 56’ AGL/65’ MSL.

Vehicles on road 1842’ from DER, 964’ right of centerline, 62’ MSL.

Vehicles on road 1948’ from DER, 984’ right of centerline, 66’ MSL.

Trees beginning 1982’ from DER, 380’ left of centerline, up to 74’ MSL.

Trees beginning 2282’ from DER, 691’ left of centerline, up to 57’ AGL/77’ MSL.

Rwy 9, lighting 11’ from DER, 150’ right of centerline, 17’ MSL.

Lighting 11’ from DER, 149’ left of centerline, 16’ MSL.

Ships beginning 761’ from DER, on centerline, up to 65’ MSL.

Tank 5904’ from DER, 1456’ left of centerline, 114’ AGL/211’ MSL.

Tank 5924’ from DER, 1455’ left of centerline, 205’ MSL.

Rwy 14, lighting 10’ from DER, 127’ left of centerline, 20’ MSL.

Lighting 10’ from DER, 127’ right of centerline, 21’ MSL.

Terrain 82’ from DER, 479’ left of centerline, 26’ MSL.

Antenna 480’ from DER, 321’ left of centerline, 66’ MSL.

NAVAID 497’ from DER, 317’ left of centerline, 71’ MSL.

Ship rig 5439’ from DER, 1822’ right of centerline, 176’ MSL.

Rwy 15L, sign 8’ from DER, 281’ right of centerline, 5’ AGL/17’ MSL.

Rwy 15R, lighting 1’ from DER, on centerline, 16’ MSL.

Rwy 22L, lighting 40’ from DER, 253’ right of centerline, 20’ MSL.

Pole 395’ from DER, on centerline, 15’ AGL/31’ MSL.

Ship rig, tower beginning 2440’ from DER, 34’ left of centerline, up to 176’ MSL.

Crane 3675’ from DER, 439’ right of centerline, 145’ AGL/145’ MSL.

Cranes, vehicles on road beginning 3720’ from DER, 447’ right of centerline, up to 147’ MSL.

Rwy 22R, ship rig 4064’ from DER, 8’ right of centerline, 176’ MSL.

Ship rig 4585’ from DER, 1534’ left of centerline, 176’ MSL.

Vehicles on road 1 NM from DER, 1850’ right of centerline, 208’ MSL.

Stack 1.4 NM from DER, 2796’ right of centerline, 238’ AGL/263’ MSL.

Stack 1.4 NM from DER, 2793’ right of centerline, 260’ MSL.

Rwy 27, sign 18’ from DER, 139’ left of centerline, 18’ MSL.

Building 1211’ from DER, 750’ right of centerline, 50’ MSL.

Tree 1617’ from DER, 820’ right of centerline, 59’ MSL.

Pole, lighting beginning 1690’ from DER, 750’ right of centerline, up to 84’ AGL/100’ MSL.

Building 1.2 NM from DER, 1178’ left of centerline, 238’ MSL.

Building 1.2 NM from DER, 988’ left of centerline, 240’ MSL.

Building 1.2 NM from DER, 971’ left of centerline, 230’ AGL/242’ MSL.

Buildings beginning 1.2 NM from DER, 1040’ left of centerline, up to 243’ MSL.

Buildings beginning 1.2 NM from DER, 533’ left of centerline, up to 248’ MSL.

Buildings, stack beginning 1.3 NM from DER, 501’ left of centerline, up to 250’ MSL.

Buildings beginning 1.3 NM from DER, 137’ right of centerline, up to 250’ AGL/260’ MSL.

Building 1.3 NM from DER, 185’ left of centerline, 252’ MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BOSTON, MA (CON’T)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS) (CON’T)

Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors)

NE-1 30 NOV 2023 to 25 JAN 2024

Rwy 27 (CON’T), buildings beginning 1.3 NM from DER, 112’ left of centerline, up to 251’ AGL/261’ MSL.
Building 1.3 NM from DER, 95’ right of centerline, 259’ AGL/269’ MSL.
Buildings beginning 1.3 NM from DER, 118’ left of centerline, up to 259’ AGL/269’ MSL.
Cranes, buildings beginning 1.4 NM from DER, 62’ right of centerline, up to 411’ MSL.
Building 1.4 NM from DER, 106’ left of centerline, 261’ AGL/271’ MSL.
Building 1.5 NM from DER, 207’ left of centerline, 267’ AGL/278’ MSL.
Antenna, buildings beginning 1.6 NM from DER, 2984’ right of centerline, up to 414’ MSL.
Buildings beginning 1.6 NM from DER, 2511’ right of centerline, up to 404’ MSL.
Building 1.6 NM from DER, 2655’ right of centerline, 548’ AGL/560’ MSL.
Building 1.6 NM from DER, 2468’ right of centerline, 635’ MSL.
Buildings, antennas, stack, building tower beginning 1.6 NM from DER, 1533’ right of centerline, up to 698’ AGL/730’ MSL.
Crane 2.2 NM from DER, 1690’ right of centerline, 512’ MSL.

Rwy 33L, tree 248’ from DER, 377’ right of centerline, 16’ AGL/27’ MSL.
Building 1346’ from DER, 705’ right of centerline, 41’ AGL/51’ MSL.
Tanks beginning 1677’ from DER, 52’ left of centerline, up to 61’ AGL/63’ MSL.
Buildings beginning 1946’ from DER, 602’ left of centerline, up to 80’ AGL/73’ MSL.
Trees beginning 2119’ from DER, 52’ right of centerline, up to 62’ MSL.
Trees beginning 2214’ from DER, 43’ right of centerline, up to 72’ AGL/84’ MSL.
Trees beginning 2328’ from DER, 35’ right of centerline, up to 85’ MSL.
Tree 2437’ from DER, 1033’ right of centerline, 96’ MSL.
Tree 2448’ from DER, 928’ right of centerline, 99’ MSL.
Signs, tank beginning 3015’ from DER, 860’ right of centerline, up to 73’ AGL/101’ MSL.
Tree 3969’ from DER, 567’ left of centerline, 63’ AGL/118’ MSL.
Tree 3987’ from DER, 594’ left of centerline, 122’ MSL.
Building 4364’ from DER, 1114’ left of centerline, 64’ AGL/129’ MSL.
Trees beginning 4511’ from DER, 1142’ left of centerline, up to 134’ MSL.
Building, stack beginning 4925’ from DER, 1491’ left of centerline, up to 151’ MSL.
Bridge 1.3 NM from DER, 2564’ left of centerline, 262’ AGL/262’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 28APR16 (16119) (FAA)

Rwy 14, heading as assigned by ATC; requires min. climb of 240’ per NM to 1100.
Rwy 20L and 20R, heading as assigned by ATC; requires min. climb of 300’ per NM to 1200.
Rwy 33L, heading as assigned by ATC; requires min. climb of 300’ per NM to 1200.

BRIDGEPORT, CT

BRIDGEPORT/SIKORSKY (BDR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20OCT11 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 600-2¾ or std. w/min. climb of 300’ per NM to 700.

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence 14’ from DER, 95’ left of centerline, 17’ AGL/18’ MSL.

Vehicles on road beginning 79’ from DER, 1’ right of centerline, up to 15’ AGL/25’ MSL.

Rwy 11, vehicles on road beginning 195’ from DER, 127’ left of centerline, up to 15’ AGL/28’ MSL.

Vehicles on road and poles beginning 207’ from DER, 6’ right of centerline, up to 73’ AGL/73’ MSL.

Rwy 24, vehicles on road beginning 484’ from DER, 537’ left of centerline, up to 15’ AGL/25’ MSL.

Rwy 29, building 555’ from DER, 622’ right of centerline, 57’ AGL/59’ MSL.

Stack 2.2 NM from DER. 275’ left of centerline, 497’ AGL/512’ MSL.

BRUNSWICK, ME

BRUNSWICK EXEC (BXM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28JUL11 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 1L, tree 2018’ from DER, 943’ right of centerline, 100’ AGL/159’ MSL.
Trees beginning 2272’ from DER, 335’ left of centerline, up to 100’ AGL/159’ MSL.

Rwy 1R, tree 1985’ from DER, 345’ right of centerline, 100’ AGL/156’ MSL.

Tree 2823’ from DER, 1045’ left of centerline, 100’ AGL/159’ MSL.

Rwy 19L, trees beginning 2170’ from DER, 457’ left of centerline, up to 100’ AGL/179’ MSL.

Tree 2136’ from DER, 488’ right of centerline, 100’ AGL/169’ MSL.

Rwy 19R, trees beginning 2137’ from DER, 201’ left of centerline, up to 100’ AGL/179’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BURLINGTON, VT
PATRICK LEAHY BURLINGTON INTL (BTV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 13  29JUL10  (23278)  (FAA)
TAKEOFF MINIMUMS:
Rwy 1, std w/min climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions.
Rwy 15, std w/min climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions.
Rwy 19, std w/min climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions.
Rwy 33, std w/min climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 1, climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.
Rwy 15, for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.
Rwy 19, climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.
Rwy 33, climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL.
Rwy 15, bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Hopper and trees beginning 1801' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL.
Rwy 19, trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL.
Rwy 33, pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

CARIBOU, ME
CARIBOU MUNI (CAR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  02MAR95  (95061)  (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 11, 19, 29, 300-1.

CARRABASSETT, ME
SUGARLOAF RGNL (B21)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  12OCT17  (17285)  (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 1200-3 w/min. climb of 530' per NM to 4700 or 3800-3 for climb in visual conditions.
Rwy 35, 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 17, climb heading 173° to 4700 before proceeding on course.

VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sugarloaf Rgnl airport at or above 4500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 17, trees and terrain beginning 30' from DER, left and right of centerline, up to 100' AGL/970' MSL. Trees and terrain beginning 468' from DER, 19' right of centerline, up to 100' AGL/980' MSL. Trees and terrain beginning 417' from DER, left and right of centerline, up to 100' AGL/1039' MSL. Trees and terrain beginning 4012' from DER, left and right of centerline, up to 100' AGL/1291' MSL. Trees and terrain beginning 1 NM from DER 456' left and right of centerline, up to 100' AGL/1593' MSL. Trees and terrain beginning 1.6 NM from DER, left and right of centerline, up to 100' AGL/1681' MSL. Trees and terrain beginning 2.75 NM from DER, 2831' left of centerline, up to 100' AGL/2020' MSL. Trees and terrain beginning 3 NM from DER, 1192' left of centerline, up to 100' AGL/1900' MSL. Trees and terrain beginning 38' from DER, left and right of course, up to 100' AGL/890' MSL. Trees and terrain beginning 495' from DER, 388' right of centerline, up to 100' AGL/909' MSL. Trees and terrain beginning 1128' from DER, 140' right of centerline, up to 100' AGL/1086' MSL. Trees and terrain beginning 4065' from DER, left and right of centerline, up to 100' AGL/1126' MSL. Trees and terrain beginning 4435' from DER, 44' left of centerline, up to 100' AGL/1319' MSL. Trees and terrain beginning 1 NM from DER, left and right of centerline, up to 100' AGL/1355' MSL. Trees and terrain beginning 1.1 NM from DER, left and right of centerline, up to 100' AGL/1392' MSL. Trees and terrain beginning 1.2 NM from DER, 199' left of centerline, up to 100' AGL/1398' MSL. Trees and terrain beginning 1.3 NM from DER, left and right of centerline, up to 100' AGL/1447' MSL. Trees and terrain beginning 1.4 NM from DER, left and right of centerline, up to 100' AGL/1474' MSL. Trees and terrain beginning 1.5 NM from DER, 233' left of centerline, up to 100' AGL/1477' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

23334

CHATHAM, MA
CHATHAM MUNI (CQX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  25OCT07  (07298)  (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 300-1 or std. w/ min. climb of 462’ per NM to 300.
Rwy 24, 400-2 or std. w/ min. climb of 248’ per NM to 500.
TAKEOFF OBSTACLE NOTES:
Rwy 6, multiple trees beginning 26’ from DER, 158’ left of centerline, up to 100’ AGL/169’ MSL.
Multiple trees beginning 62’ from DER, 245’ right of centerline, up to 100’ AGL/159’ MSL.
Rwy 24, multiple trees beginning 179’ from DER, 216’ left of centerline, up to 100’ AGL/159’ MSL.
Multiple trees beginning 318’ from DER, 227’ right of centerline, up to 100’ AGL/159’ MSL.
Tower 1.6 NM from DER, 2526’ right of centerline, 313’ AGL/318’ MSL.

CHESTER, CT
CHESTER (SNC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  18NOV10  (10322)  (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-3 or std. w/ min. climb of 285’ per NM to 900.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning at DER, 350’ left of centerline CW to 250’ right of centerline, up to 100’ AGL/449’ MSL.
Tree 6015’ from DER, 586’ right of centerline 100’ AGL/609’ MSL.
Tree 1.7 NM from DER, 847’ right of centerline 200’ AGL/709’ MSL.
Tree line beginning 100’ from DER, 250’ left of centerline to 1000’ right of centerline, up to 100’ AGL/469’ MSL.

CLAREMONT, NH
CLAREMONT MUNI (CNH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  05DEC19  (19339)  (FAA)
TAKEOFF MINIMUMS:
Rwys 11, 29, 3100-3 for climb in visual conditions.
VCOA:
Rwys 11, 29, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Claremont Muni at or above 3500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 11, terrain 10’ from DER, 8’ right of centerline, 543’ MSL.
Trees and vegetation beginning 21’ from DER, 73’ left of centerline, up to 571’ MSL.
Trees beginning 44’ from DER, 120’ right of centerline, up to 613’ MSL.
Tree 1835’ from DER, 63’ left of centerline, 802’ MSL.
Tree 1923’ from DER, 16’ left of centerline, 619’ MSL.
Trees beginning 1965’ from DER, 14’ right of centerline, up to 619’ MSL.
Trees beginning 2250’ from DER, 123’ right of centerline, up to 636’ MSL.
Trees beginning 2294’ from DER, 16’ right of centerline, up to 642’ MSL.
Trees beginning 2946’ from DER, 35’ left of centerline, up to 640’ MSL.
Trees beginning 2954’ from DER, 29’ right of centerline, up to 645’ MSL.
Trees beginning 3362’ from DER, 285’ right of centerline, up to 660’ MSL.
Tree 1.4 NM from DER, 2369’ right of centerline, 768’ MSL.
Trees beginning 1.4 NM from DER, 1996’ right of centerline, up to 832’ MSL.
Trees beginning 1.5 NM from DER, 1803’ right of centerline, up to 943’ MSL.
Tree 1.6 NM from DER, 2488’ left of centerline, 802’ MSL.
Trees beginning 1.6 NM from DER, 2880’ left of centerline, up to 838’ MSL.
Tree 1.8 NM from DER, 3005’ left of centerline, 855’ MSL.
Tree 1.9 NM from DER, 2902’ left of centerline, 856’ MSL.
Trees beginning 1.9 NM from DER, 2004’ left of centerline, up to 888’ MSL.
Trees beginning 2 NM from DER, 1102’ left of centerline, up to 899’ MSL.
Tree 2 NM from DER, 2839’ left of centerline, 1093’ MSL.
Trees beginning 2 NM from DER, 325’ left of centerline, up to 1117’ MSL.
Trees beginning 2.1 NM from DER, 1477’ left of centerline, up to 1134’ MSL.
Trees beginning 2.4 NM from DER, 2994’ left of centerline, up to 1136’ MSL.
Rwy 29, terrain 1’ from DER, 1’ right of centerline, 533’ MSL.
Tree 3’ from DER, 321’ left of centerline, 573’ MSL.
Tree, pole and transmission line beginning 11’ from DER, 47’ right of centerline, up to 587’ MSL.
Trees beginning 324’ from DER, 126’ left of centerline, up to 590’ MSL.
Tree 1910’ from DER, 108’ right of centerline, 588’ MSL.
Tree 1973’ from DER, 198’ right of centerline, 600’ MSL.
Trees beginning 1980’ from DER, 29’ right of centerline, up to 611’ MSL.
Trees beginning 2040’ from DER, 124’ left of centerline, up to 608’ MSL.
Tree 2074’ from DER, 168’ right of centerline, 617’ MSL.
Trees beginning 2079’ from DER, 67’ right of centerline, up to 628’ MSL.
Tree 2125’ from DER, 183’ left of centerline, 634’ MSL.
Trees beginning 2137’ from DER, 80’ left of centerline, up to 648’ MSL.
Tree 2190’ from DER, 190’ right of centerline, 652’ MSL.
CONT

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

23334

L14

NE-1, 30 NOV 2023 to 25 JAN 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CLAREMONT, NH (CON’T)

CLAREMONT MUNI (CNH) (CON’T)

Rwy 29 (CON’T), tree 2220' from DER, 89' right of centerline, 663' MSL.
Tree 2224' from DER, 199' left of centerline, 652' MSL.
Trees beginning 2236' from DER, 309' right of centerline, 686' MSL.
Trees beginning 2238' from DER, 96' left of centerline, up to 665' MSL.
Trees beginning 2304' from DER, 18' left of centerline, up to 668' MSL.
Tree 2334' from DER, 214' right of centerline, 695' MSL.
Trees beginning 2338' from DER, 112' left of centerline, up to 675' MSL.
Tree 2344' from DER, 356' right of centerline, 713' MSL.
Trees beginning 2359' from DER, 9' right of centerline, up to 719' MSL.
Tree 2427' from DER, 222' left of centerline, 678' MSL.
Trees beginning 2465' from DER, 101' left of centerline, up to 684' MSL.
Trees beginning 2570' from DER, 15' left of centerline, up to 705' MSL.
Trees beginning 3525' from DER, 2' right of centerline, up to 720' MSL.
Trees beginning 3582' from DER, 129' left of centerline, up to 712' MSL.
Tree 3601' from DER, 443' right of centerline, 737' MSL.
Trees beginning 3640' from DER, 145' right of centerline, up to 738' MSL.
Trees beginning 3667' from DER, 17' left of centerline, up to 720' MSL.
Trees beginning 3710' from DER, 149' right of centerline, up to 753' MSL.
Trees beginning 3813' from DER, 19' right of centerline, up to 753' MSL.
Trees and agricultural equipment beginning 3828' from DER, 75' right of centerline, up to 778' MSL.
Trees beginning 4019' from DER, 53' left of centerline, up to 724' MSL.
Trees beginning 4032' from DER, 46' right of centerline, up to 789' MSL.
Trees beginning 4122' from DER, 4' left of centerline, up to 734' MSL.
Trees beginning 4583' from DER, 9' right of centerline, up to 807' MSL.
Tree 4804' from DER, 128' left of centerline, 744' MSL.
Trees beginning 4824' from DER, 24' left of centerline, up to 745' MSL.
Trees beginning 4927' from DER, 63' left of centerline, up to 749' MSL.
Trees beginning 5041' from DER, 15' right of centerline, up to 840' MSL.
Trees beginning 5067' from DER, 84' left of centerline, up to 752' MSL.
Trees beginning 5168' from DER, 92' left of centerline, up to 754' MSL.
Trees beginning 5320' from DER, 145' left of centerline, up to 758' MSL.
Trees beginning 5394' from DER, 308' left of centerline, up to 774' MSL.
Trees beginning 5403' from DER, 7' left of centerline, up to 776' MSL.
Trees beginning 5567' from DER, 278' left of centerline, up to 799' MSL.
Trees beginning 5593' from DER, 6' left of centerline, up to 832' MSL.
Trees beginning 5769' from DER, 10' right of centerline, up to 850' MSL.
Tree 5771' from DER, 351' left of centerline, 833' MSL.
Trees beginning 5772' from DER, 79' left of centerline, up to 838' MSL.
Tree 5872' from DER, 427' left of centerline, 842' MSL.
Tree 5879' from DER, 557' left of centerline, 861' MSL.
Trees beginning 5898' from DER, 102' left of centerline, up to 872' MSL.
Trees beginning 5995' from DER, 188' left of centerline, up to 893' MSL.
Trees beginning 1 NM from DER, 384' right of centerline, up to 866' MSL.
Tree 1 NM from DER, 1318' left of centerline, 929' MSL.
Tree 1 NM from DER, 949' left of centerline, 946' MSL.
Trees beginning 1 NM from DER, 4' left of centerline, up to 953' MSL.
Tree 1.1 NM from DER, 1254' right of centerline, 871' MSL.
Tree 1.1 NM from DER, 796' right of centerline, 879' MSL.
Tree 1.1 NM from DER, 1381' right of centerline, 917' MSL.
Tree 1.1 NM from DER, 2054' right of centerline, 929' MSL.
Trees beginning 1.1 NM from DER, 1018' right of centerline, up to 1000' MSL.
Tree 1.2 NM from DER, 1112' right of centerline, 1013' MSL.
Trees beginning 1.2 NM from DER, 1' right of centerline, up to 1017' MSL.
Trees beginning 2.3 NM from DER, 969' right of centerline, up to 1024' MSL.
Trees beginning 2.4 NM from DER, 454' right of centerline, up to 1031' MSL.
Tree and rising terrain beginning 2.4 NM from DER, 968' right of centerline, up to 1031' MSL.
Tree 2.4 NM from DER, 3881' left of centerline, 959' MSL.
Trees beginning 2.5 NM from DER, 938' left of centerline, up to 967' MSL.
Tree 2.5 NM from DER, 3781' right of centerline, 1087' MSL.
Trees beginning 2.5 NM from DER, 215' right of centerline, up to 1088' MSL.
Trees beginning 2.5 NM from DER, 227' left of centerline, up to 1078' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CONCORD, NH
CONCORD MUNI (CON)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5  24MAR22  (22083)  (FAA)
TAKEOFF MINIMUMS:
Rwy 12, 600-3 w/min. climb of 235' per NM to 2200 or std. w/min. climb of 310' per NM to 1500 or 1300-3 for climb in visual conditions.
Rwy 17, 300-2½ or std. w/min. climb of 260' per NM to 700.
Rwy 30, std. w/min. climb of 240’ per NM to 1200 or 1300-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 12, climb heading 121° to 1400 before proceeding on course.
Rwy 17, climb heading 171° to 1000 before turning left.
Rwy 35, climb heading 351° to 1300 before proceeding on course.
VCOA:
Rwys 12, 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Concord airport at or above 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwys 12, 17, 30, trees, vegetation beginning at DER, 7° left of centerline, up to 16' AGL/361' MSL.
Rwy 12, trees, pole beginning 5° from DER, 100' right of centerline, up to 54' AGL/396' MSL.
Rwy 17, trees beginning 623' from DER, 297' left of centerline, up to 64' AGL/391' MSL.
Rwy 17, trees beginning 1032' from DER, 131' left of centerline, up to 86' AGL/421' MSL.
Rwy 30, trees beginning 1075' from DER, 652' right of centerline, 54' AGL/397' MSL.
Rwy 17, trees beginning 1417' from DER, 207' right of centerline, up to 97' AGL/431' MSL.
Rwy 17, tree 1 NM from DER, 2143' right of centerline, 107' AGL/513' MSL.
Rwy 17, tree 1.4 NM from DER, 2160' left of centerline, 76' AGL/622' MSL.
Rwys 12, 17, trees beginning 1.6 NM from DER, 1010' left of centerline, up to 78' AGL/639' MSL.
Rwyz 12, 17, 30, trees beginning 1.6 NM from DER, 331' left of centerline, 66' AGL/655' MSL.
Rwy 12, 17, 30, trees beginning 1.8 NM from DER, 154' right of centerline, 97' AGL/662' MSL.
Rwy 17, 30, trees beginning 1.8 NM from DER, 699' left of centerline, 78' AGL/768' MSL.
Rwys 12, 17, 30, trees, vegetation beginning 1.9 NM from DER, 245' left of centerline, up to 82' AGL/789' MSL.
Rwys 12, 17, 30, trees beginning 1.9 NM from DER, 298' right of centerline, up to 89' AGL/777' MSL.
Rwys 12, 17, 30, trees beginning 2.2 NM from DER, 1068' left of centerline, up to 100' AGL/832' MSL.
Rwys 12, 17, 30, trees building, vegetation beginning 2.3 NM from DER, 1896' left of centerline, up to 100' AGL/862' MSL.
Rwys 17, trees beginning 96' from DER, 285' left of centerline, up to 35' AGL/350' MSL.
Rwys 17, trees beginning 497' from DER, 523' left of centerline, up to 88' AGL/367' MSL.
Rwys 17, trees beginning 791' from DER, 591' left of centerline, up to 79' AGL/378' MSL.
Rwys 17, trees beginning 984' from DER, 601' right of centerline, 49' AGL/379' MSL.
Rwys 17, trees beginning 1093' from DER, 509' right of centerline, up to 77' AGL/406' MSL.
Rwyz 12, 17, 30, trees beginning 1.2 NM from DER, 1048' left of centerline, 92' AGL/520' MSL.
Rwyz 12, 17, 30, trees beginning 1.3 NM from DER, 1282' left of centerline, up to 84' AGL/606' MSL.
Rwyz 12, 17, 30, trees, tower 1.5 NM from DER, 1881' left of centerline, up to 90' AGL/618' MSL.
Rwy 30, trees beginning 554' from DER, 563' right of centerline, 18' AGL/360' MSL.
Rwyz 30, trees beginning 612' from DER, 580' left of centerline, up to 38' AGL/378' MSL.
Rwyz 30, trees beginning 1.6 NM from DER, 154' right of centerline, 21' AGL/362' MSL.
Rwyz 30, trees beginning 845' from DER, 484' right of centerline, up to 55' AGL/396' MSL.
Rwyz 30, trees beginning 938' from DER, 607' right of centerline, up to 56' AGL/397' MSL.
Rwyz 30, trees, pole beginning 997' from DER, 522' right of centerline, up to 59' AGL/400' MSL.
Rwyz 30, trees, tower building beginning 1132' from DER, 381' left of centerline, up to 93' AGL/425' MSL.
Rwyz 30, trees beginning 1429' from DER, 126' left of centerline, up to 98' AGL/430' MSL.
Rwyz 30, trees beginning 1038' from DER, 140' right of centerline, 78' AGL/412' MSL.
Rwyz 30, trees beginning 2186' from DER, 351' left of centerline, 104' AGL/434' MSL.
Rwyz 30, trees beginning 2241' from DER, 369' left of centerline, 106' AGL/436' MSL.
Rwyz 30, trees beginning 2260' from DER, 599' left of centerline, 106' AGL/438' MSL.
Rwyz 30, trees beginning 2266' from DER, 321' left of centerline, 111' AGL/440' MSL.
Rwyz 30, trees beginning 2403' from DER, 271' left of centerline, up to 112' AGL/442' MSL.
Rwyz 30, trees beginning 2403' from DER, 47' right of centerline, up to 105' AGL/437' MSL.
Rwyz 30, trees beginning 259' from DER, 491' left of centerline, 8' AGL/348' MSL.
Rwyz 30, trees beginning 277' from DER, 506' left of centerline, 356' MSL.
Rwyz 30, trees, vegetation beginning at DER, 7' left of centerline, up to 16' AGL/361' MSL.
Rwyz 30, trees, pole beginning 554' from DER, 1896' left of centerline, up to 100' AGL/400' MSL.
Rwyz 30, trees, pole beginning 646' from DER, 51' right of centerline, up to 72' AGL/415' MSL.
Rwyz 30, pole 704' from DER, 276' left of centerline, 31' AGL/372' MSL.
Rwyz 30, trees beginning 713' from DER, 191' left of centerline, up to 55' AGL/396' MSL.
Rwyz 30, trees, pole beginning 882' from DER, 154' left of centerline, up to 59' AGL/400' MSL.
Rwyz 30, trees beginning 1242' from DER, 47' left of centerline, up to 70' AGL/412' MSL.
Rwyz 30, trees beginning 1875' from DER, 421' right of centerline, 75' AGL/418' MSL.
Rwyz 30, trees beginning 1951' from DER, 40' right of centerline, up to 86' AGL/430' MSL.
Rwyz 30, trees beginning 2065' from DER, 20' left of centerline, up to 73' AGL/415' MSL.
Rwyz 30, trees beginning 2202' from DER, 906' left of centerline, 85' AGL/424' MSL.
Rwyz 30, trees beginning 3015' from DER, 38' left of centerline, up to 95' AGL/436' MSL.
Rwyz 30, trees beginning 3433' from DER, 543' left of centerline, up to 102' AGL/440' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

T.

DANBURY, CT
DANBURY MUNI (DXR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, NA - Terrain.
Rwy 8, 600-2.
Rwy 26, 600-3.

TAKEOFF OBSTACLE NOTES:

VCOA:

Rwy 8, climb on heading 084° to 1200 before proceeding on course.
Rwy 26, climb on heading 264° to 1200 before proceeding on course.
VCOA:
Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danbury Muni Airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

VCOA:

Rwy 8, sign, vegetation, fence, buildings, poles, trees, vehicle on road beginning 27’ from DER, 4’ left of centerline, up to 1’ AGL/455’ MSL.
Vehicle on road 76’ from DER, 235’ right of centerline, 479’ MSL.

TAKEOFF OBSTACLE NOTES:

VCOA:

Rwy 26, trees, fences, buildings, poles, buildings, vegetation, fences, towers beginning 1236’ from DER, 96’ left of centerline, up to 625’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

L17

NE-1, 30 NOV 2023 to 25 JAN 2024

Danielson, CT
Danielson (LZD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 19JUL18 (18200) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, std. w/min. climb of 472’ per NM to 1200 or 1200-3 for VCOA.
Rwy 31, 400-3 w/min. climb of 270’ per NM to 800 or std. w/min. climb of 470 to 500 or 1100-3 for VCOA.
VCOA:

Rwy 13, terrain 14’ from DER, 315’ left of centerline, 234’ MSL.

NAVAID 25’ from DER, 78’ left of centerline, 4’ AGL/235’ MSL.

Trees, poles, fences, buildings, traverse ways beginning 40’ from DER, 180’ left of centerline, up to 304’ MSL.

Tree 87’ from DER, 176’ right of centerline, 284’ MSL.

Trees beginning 157’ from DER, 209’ right of centerline, up to 338’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

L17

NE-1, 30 NOV 2023 to 25 JAN 2024

NE-1, 30 NOV 2023 to 25 JAN 2024

NE-1, 30 NOV 2023 to 25 JAN 2024

NE-1, 30 NOV 2023 to 25 JAN 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DANIELSON, CT (CON’T)
DANIELSON (LZD) (CON’T)

Rwy 13 (CON’T), tree 333’ from DER, 410’ right of centerline, 342’ MSL.
Trees, traverse ways, fences, poles, buildings beginning 342’ from DER, 3’ right of centerline, up to 346’ MSL.
Trees, poles beginning 1040’ from DER, 235’ left of centerline, up to 343’ MSL.
Trees, poles beginning 1285’ from DER, 16’ left of centerline, up to 347’ MSL.
Trees beginning 5565’ from DER, 1611’ left of centerline, up to 403’ MSL.
Spire 5604’ from DER, 1482’ right of centerline, 161’ AGL/397’ MSL.
Tree 5730’ from DER, 1713’ left of centerline, 407’ MSL.
Trees beginning 5794’ from DER, 1091’ left of centerline, up to 413’ MSL.
Trees beginning 6023’ from DER, 1156’ left of centerline, up to 420’ MSL.
Tree 1 NM from DER, 1808’ left of centerline, 423’ MSL.
Trees beginning 1 NM from DER, 1204’ left of centerline, up to 425’ MSL.
Trees beginning 1 NM from DER, 799’ left of centerline, up to 433’ MSL.
Tower, tree beginning 1 NM from DER, 191’ right of centerline, up to 160’ AGL/436’ MSL.
Trees beginning 1.5 NM from DER, 691’ left of centerline, up to 448’ MSL.
Trees beginning 1.1 NM from DER, 1360’ left of centerline, up to 453’ MSL.
Tree 1.1 NM from DER, 2180’ left of centerline, 456’ MSL.
Trees beginning 1.1 NM from DER, 944’ left of centerline, up to 457’ MSL.
Trees beginning 1.1 nm from DER, 972’ left of centerline, up to 466’ MSL.
Trees beginning 1.1 NM from DER, 777’ left of centerline, up to 469’ MSL.
Tree 1.1 NM from DER, 2073’ left of centerline, 473’ MSL.
Trees beginning 1.1 NM from DER, 1340’ left of centerline, up to 484’ MSL.
Trees beginning 1.2 NM from DER, 1031’ left of centerline, up to 486’ MSL.
Trees beginning 1.2 NM from DER, 1339’ left of centerline, up to 490’ MSL.
Trees beginning 1.2 NM from DER, 275’ right of centerline, up to 491’ MSL.
Trees beginning 1.2 NM from DER, 38’ right of centerline, up to 440’ MSL.
Trees beginning 1.2 NM from DER, 165’ left of centerline, up to 506’ MSL.
Trees beginning 1.3 NM from DER, 40’ left of centerline, up to 508’ MSL.
Trees, building beginning 1.3 NM from DER, 242’ left of centerline, up to 521’ MSL.
Trees beginning 1.3 NM from DER, 368’ right of centerline, up to 461’ MSL.
Trees beginning 1.3 NM from DER, 85’ right of centerline, up to 513’ MSL.
Trees beginning 1.3 nm from DER, 808’ left of centerline, up to 524’ MSL.
Tree 1.3 NM from DER, 272’ left of centerline, 525’ MSL.
Trees beginning 1.3 NM from DER, on centerline, up to 534’ MSL.
Tree, building beginning 1.3 NM from DER, 267’ left of centerline, up to 539’ MSL.
Trees beginning 1.3 NM from DER, 189’ right of centerline, up to 533’ MSL.
Trees beginning 1.3 nm from DER, 58’ right of centerline, up to 550’ MSL.
Tree 1.4 NM from DER, 182’ right of centerline, 557’ MSL.
Trees, building beginning 1.4 NM from DER, 105’ left of centerline, up to 556’ MSL.
Trees beginning 1.4 NM from DER, 337’ right of centerline, up to 561’ MSL.
Tree 1.4 NM from DER, 58’ right of centerline, 573’ MSL.
Trees beginning 1.4 NM from DER, 57’ right of centerline, up to 579’ MSL.
Trees beginning 1.4 NM from DER, 358’ left of centerline, up to 558’ MSL.
Trees, building beginning 1.4 NM from DER, 282’ right of centerline, up to 587’ MSL.
Trees, building beginning 1.4 NM from DER, 148’ left of centerline, up to 567’ MSL.
Trees beginning 1.4 NM from DER, 260’ right of centerline, up to 593’ MSL.
Trees beginning 1.4 NM from DER, 69’ right of centerline, up to 600’ MSL.
Trees, building beginning 1.4 NM from DER, 603’ right of centerline, up to 608’ MSL.
Trees beginning 1.4 NM from DER, 20’ left of centerline, up to 580’ MSL.
Trees, terrain beginning 1.5 NM from DER, 172’ right of centerline, up to 609’ MSL.
Trees, building beginning 1.5 NM from DER, 79’ right of centerline, up to 614’ MSL.
Trees, building beginning 1.5 NM from DER, 18’ left of centerline, up to 589’ MSL.
Trees, beginning 1.5 NM from DER, 12’ left of centerline, up to 590’ MSL.
Trees, terrain beginning 1.5 NM from DER, 471’ right of centerline, up to 617’ MSL.
Tree 1.5 NM from DER, 719’ right of centerline, 620’ MSL.
Trees beginning 1.5 NM from DER, 282’ right of centerline, up to 625’ MSL.
Trees, building beginning 1.5 NM from DER, 22’ left of centerline, up to 604’ MSL.
Tree 1.5 NM from DER, 452’ right of centerline, 629’ MSL.
Trees beginning 1.5 NM from DER, 124’ right of centerline, up to 630’ MSL.
Trees beginning 1.5 NM from DER, 17’ right of centerline, up to 633’ MSL.
Trees, pole beginning 1.6 nm from DER, 444’ right of centerline, up to 635’ MSL.
Trees, building, terrain beginning 1.6 NM from DER, 10’ right of centerline, up to 638’ MSL.
Trees, terrain beginning 1.6 NM from DER, 18’ right of centerline, up to 641’ MSL.
Trees beginning 1.7 NM from DER, 277’ right of centerline, up to 661’ MSL.

Rwy 31, terrain 40’ from DER, 477’ right of centerline, 245’ MSL.
Trees beginning 54’ from DER, 199’ left of centerline, up to 309’ MSL.
Trees beginning 81’ from DER, 11’ left of centerline, up to 311’ MSL.
Trees, terrain beginning 108’ from DER, 175’ right of centerline, up to 286’ MSL.
Trees beginning 269’ from DER, 25’ right of centerline, up to 294’ MSL.
Trees beginning 469’ from DER, 52’ right of centerline, up to 302’ MSL.
Trees beginning 567’ from DER, 67’ right of centerline, up to 327’ MSL.
Trees beginning 1884’ from DER, 117’ right of centerline, up to 330’ MSL.
Trees beginning 2057’ from DER, 9’ right of centerline, up to 338’ MSL.
Trees beginning 2603’ from DER, 240’ right of centerline, up to 339’ MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DANIELSON, CT (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NE-1, 30 NOV 2023 to 25 JAN 2024

DANIELSON (LZD) (CON’T)

Rwy 31 (CON’T), tree, transmission line beginning 2659’ from DER, 46’ left of centerline, up to 316’ MSL.

Trees beginning 2884’ from DER, 539’ right of centerline, up to 345’ MSL.

Trees beginning 2898’ from DER, 319’ right of centerline, up to 319’ MSL.

Trees, pole, transmission line beginning 2947’ from DER, 29’ right of centerline, up to 349’ MSL.

Trees, transmission line, pole beginning 3013’ from DER, 72’ left of centerline, up to 329’ MSL.

Tree 3102’ from DER, 524’ right of centerline, 366’ MSL.

Transmission line 3135’ from DER, 109’ left of centerline, 82’ AGL/338’ MSL.

Trees beginning 3141’ from DER, 469’ left of centerline, up to 347’ MSL.

Tree 3146’ from DER, 635’ right of centerline, 370’ MSL.

Tree 3159’ from DER, 823’ right of centerline, 384’ MSL.

Trees, transmission line, pole beginning 3231’ from DER, 662’ right of centerline, up to 399’ MSL.

Tree 3264’ from DER, 274’ left of centerline, 363’ MSL.

Trees, transmission lines, pole beginning 3290’ from DER, 160’ right of centerline, up to 418’ MSL.

Trees beginning 3332’ from DER, 67’ left of centerline, up to 376’ MSL.

Trees, pole, transmission line beginning 3466’ from DER, 4’ right of centerline, up to 434’ MSL.

Trees beginning 3493’ from DER, 169’ left of centerline, up to 388’ MSL.

Trees beginning 3645’ from DER, 506’ left of centerline, up to 390’ MSL.

Trees beginning 3739’ from DER, 51’ left of centerline, up to 408’ MSL.

Trees beginning 4057’ from DER, 3’ left of centerline, up to 418’ MSL.

Trees, terrain beginning 4771’ from DER, 317’ right of centerline, up to 458’ MSL.

Trees, buildings beginning 4865’ from DER, 146’ right of centerline, up to 461’ MSL.

Trees beginning 4964’ from DER, 180’ left of centerline, up to 420’ MSL.

Trees, terrain, poles beginning 5109’ from DER, 7’ right of centerline, up to 469’ MSL.

Trees, buildings beginning 5280’ from DER, 282’ left of centerline, up to 423’ MSL.

Tree 5381’ from DER, 301’ left of centerline, 425’ MSL.

Trees beginning 5450’ from DER, 14’ left of centerline, up to 426’ MSL.

Trees beginning 5607’ from DER, 3’ left of centerline, up to 432’ MSL.

Tree 1.4 NM from DER, 2700’ left of centerline, 464’ MSL.

Trees beginning 1.4 NM from DER, 2183’ left of centerline, up to 493’ MSL.

Trees beginning 1.4 NM from DER, 2103’ left of centerline, up to 503’ MSL.

Trees beginning 1.5 NM from DER, 1800’ left of centerline, up to 510’ MSL.

Trees beginning 1.5 NM from DER, 1803’ left of centerline, up to 518’ MSL.

Trees beginning 1.5 NM from DER, 2256’ left of centerline, up to 538’ MSL.

Trees beginning 1.7 NM from DER, 2715’ left of centerline, up to 552’ MSL.

Tree 1.7 NM from DER, 1878’ right of centerline, 513’ MSL.

Tree 1.7 NM from DER 2415’ right of centerline, 518’ MSL.

Trees beginning 1.7 NM from DER, 3132’ left of centerline, up to 558’ MSL.

Trees beginning 1.8 NM from DER, 2020’ right of centerline, up to 525’ MSL.

Tree 1.9 NM from DER, 2660’ right of centerline, 531’ MSL.

Tree 1.9 NM from DER, 2137’ right of centerline, 574’ MSL.

Trees, building beginning 2 NM from DER, 1846’ right of centerline, up to 626’ MSL.

Trees beginning 2.1 NM from DER, 2523’ left of centerline, up to 570’ MSL.

Tree 2.2 NM from DER, 3232’ left of centerline, 579’ MSL.

Tree 2.2 NM from DER, 3506’ left of centerline, 585’ MSL.

Trees beginning 2.2 NM from DER, 3519’ left of centerline, up to 597’ MSL.

Tree 2.3 NM from DER, 3950’ left of centerline, 599’ MSL.

DEBLOIS, ME

DEBLOIS FLIGHT STRIP (43B)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DEPARTURE PROCEDURE:

Rwy 33, use DEBLOIS departure.

DEXTER, ME

DEXTER RGNL (1B0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  05APR12  (12096)  (FAA)

DEPARTURE PROCEDURE:

Rwy 16, climb heading 157° to 1200 before turning northeast bound.

Rwy 34, heading 337° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees, power lines, vehicles, and buildings beginning 105’ from DER, left and right of centerline, up to 100’ AGL/629’ MSL.

Rwy 34, trees beginning 53’ from DER, left and right of centerline, up to 100’ AGL/619’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EASTPORT, ME
EASTPORT MUNI (EPM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 23JUN94 (94174) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, 300-1 or std. with a min. climb of 240’ per NM to 300.

ELIOT, ME
SEACOAST AIRFIELD (3B4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 04SEP03 (22251) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 12, house 118’ right of DER, 23’ AGL/129’ MSL.
Brush 200’ from DER, 66’ left of centerline, 16’ AGL/122’ MSL.
Trees 345’ from DER, 140’ left of centerline, 71’ AGL/130’ MSL.
Rwy 30, trees 220’ from DER, 125’ right of centerline, 19’ AGL/144’ MSL.
Brush 100’ right of DER, 20’ AGL/159’ MSL.

FALMOUTH, MA
CAPE COD COAST GUARD AIR STATION (FMH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 25FEB21 (21056) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, pole 5’ from DER, 8’ right of centerline, 1’ AGL/127’ MSL.
Traverse way 5’ from DER, 2’ left of centerline, 1’ AGL/127’ MSL.
Trees beginning 1422’ from DER, 732’ right of centerline, up to 171’ MSL.
Tree 1562’ from DER, 726’ left of centerline, 170’ MSL.
Tree 1826’ from DER, 258’ right of centerline, 173’ MSL.
Tree 1862’ from DER, 234’ left of centerline, 174’ MSL.
Tree 2029’ from DER, 261’ left of centerline, 177’ MSL.
Tree 2392’ from DER, 293’ right of centerline, 189’ MSL.
Tree 2420’ from DER, 268’ left of centerline, 189’ MSL.
Tree 3144’ from DER, 302’ left of centerline, 209’ MSL.
Tree 3446’ from DER, 393’ left of centerline, 213’ MSL.
Trees beginning 3572’ from DER, 243’ left of centerline, up to 221’ MSL.
Tree 3976’ from DER, 63’ right of centerline, 225’ MSL.
Tree 4078’ from DER, 196’ right of centerline, 228’ MSL.
Rwy 14, tree 1138’ from DER, 749’ right of centerline, 148’ MSL.
Tree 1190’ from DER, 818’ left of centerline, 150’ MSL.
Trees beginning 1333’ from DER, 224’ right of centerline, up to 155’ MSL.
Tree 1061’ from DER, 635’ right of centerline, 151’ MSL.
Rwy 32, terrain 23’ from DER, 25’ left of centerline, 131’ MSL.
Terrain beginning 45’ from DER, 448’ right of centerline, up to 137’ MSL.
Terrain 264’ from DER, 543’ right of centerline, 138’ MSL.
Tree 1947’ from DER, 373’ right of centerline, 180’ MSL.
Tree 1973’ from DER, 300’ right of centerline, 184’ MSL.
Tree 2021’ from DER, 560’ right of centerline, 185’ MSL.
Tree 2061’ from DER, 724’ right of centerline, 189’ MSL.

FALMOUTH AIRPARK (5B6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 24MAR22 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwy 25, std. w/min. climb of 235’ per NM to 700, or 1000 and 3 for VCOA.
VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Falmouth Airpark at or above 800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 7, multiple trees 64’ from DER, 458’ right of centerline, 80’ AGL/133’ MSL.
Multiple trees beginning 76’ from DER, 30’ right of centerline, up to 80’ AGL/140’ MSL.
Multiple trees 87’ from DER, 300’ left of centerline, 80’ AGL/133’ MSL.
Multiple trees beginning 265’ from DER, 16’ left of centerline, up to 80’ AGL/136’ MSL.
Multiple trees beginning 1902’ from DER, 18’ left of centerline, up to 80’ AGL/140’ MSL.
Multiple trees beginning 2080’ from DER, 28’ right of centerline, up to 80’ AGL/143’ MSL.
Multiple trees beginning 2270’ from DER, 19’ left of centerline, up to 80’ AGL/143’ MSL.
Multiple trees beginning 3573’ from DER, 115’ left of centerline, up to 80’ AGL/146’ MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FALMOUTH, MA (CON’T)
FALMOUTH AIRPARK (B56) (CON’T)

Rwy 25, tree 10’ from DER, 217’ right of centerline, 80’ AGL/119’ MSL.
Multiple trees beginning 166’ from DER, 8’ right of centerline, up to 80’ AGL/123’ MSL.
Multiple trees beginning 188’ from DER, 81’ left of centerline, up to 80’ AGL/113’ MSL.
Tree 230’ from DER, 550’ right of centerline, 80’ AGL/129’ MSL.
Multiple trees beginning 344’ from DER, 12’ right of centerline, up to 80’ AGL/136’ MSL.
Multiple trees beginning 912’ from DER, 34’ left of centerline, up to 80’ AGL/120’ MSL.

FALMOUTH, MA (CON’T)
FALMOUTH AIRPARK (B56) (CON’T)

Rwy 32, std. w/min. climb of 360’ per NM to 2600 or 1900-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 32, climb on heading 325° to 1100 before proceeding on course.
VCOA
Rwy 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Fitchburg Muni airport at or above 2100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 32, vegetation 8’ from DER, 197’ right of centerline, 349’ MSL.
Trees, vegetation, building beginning 33’ from DER, 17’ right of centerline, up to 438’ MSL.
Trees beginning 2128’ from DER, 95’ left of centerline, up to 485’ MSL.
Trees beginning 3368’ from DER, 152’ right of centerline, up to 449’ MSL.
Building 3757’ from DER, 192’ left of centerline, 92’ AGL/465’ MSL.
Trees beginning 4464’ from DER, 29’ right of centerline, up to 518’ MSL.
Trees, pole beginning 5505’ from DER, 95’ left of centerline, up to 589’ MSL.
Trees beginning 1.2 NM from DER, 640’ left of centerline, up to 685’ MSL.
Trees, building beginning 1.6 NM from DER, 506’ left of centerline, up to 721’ MSL.
Tree 2 NM from DER, 3238’ left of centerline, 790’ MSL.
Tree 2.3 NM from DER, 1717’ left of centerline, 836’ MSL.
Antenna, pole, trees beginning 2.3 NM from DER, 1296’ left of centerline, up to 134’ AGL/954’ MSL.

FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:
Rwy 14, std w/min climb of 285'/NM to 3400, or 3600-3 for VCOA.
Rwy 32, 700-1-¼ w/min climb of 460'/NM to 6600 or std w/min climb of 904'/NM to 4900, or 3600-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 14, climb on heading 143° to 2900 before turning.
Rwy 32, climb on heading 323° to 1300 before turning left.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Eastern Slopes Rgnl airport at or above 3900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 2’ from DER, 237’ left of centerline, up to 443’ MSL.
Trees beginning 29’ from DER, 222’ right of centerline, up to 449’ MSL.
Trees beginning 116’ from DER, 298’ right of centerline, up to 456’ MSL.
Trees beginning 340’ from DER, 71’ left of centerline, up to 447’ MSL.
Trees beginning 719’ from DER, 120’ left of centerline, up to 454’ MSL.
Tree 1425’ from DER, 876’ right of centerline, 468’ MSL.
Tree 1608’ from DER, 663’ right of centerline, 480’ MSL.
Trees beginning 1618’ from DER, 795’ right of centerline, up to 492’ MSL.
Tree 2077’ from DER, 836’ left of centerline, 475’ MSL.
Tree 1.7 NM from DER, 3212’ right of centerline, 692’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FRYEBURG, ME (CON’T)
EASTERN SLOPES RGNL (IZG) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NE-1 23334

Fryeburg, ME (CON’T)

EASTERN SLOPES RGNL (IZG) (CON’T)

Rwy 14 (CON’T), trees beginning 1.8 NM from DER, 3046’ right of centerline, up to 699’ MSL.
Building 1.9 NM from DER, 3712’ right of centerline, 28’ AGL/806’ MSL.
Trees beginning 2 NM from DER, 3413’ right of centerline, up to 819’ MSL.

Rwy 32, trees beginning 27’ from DER, 318’ left of centerline, up to 465’ MSL.
Tree 56’ from DER, 348’ right of centerline, 492’ MSL.
Trees beginning 99’ from DER, 360’ right of centerline, up to 496’ MSL.

Tree 146’ from DER, 406’ left of centerline, 470’ MSL.
Tree 197’ from DER, 474’ left of centerline, 490’ MSL.
Trees beginning 336’ from DER, 150’ left of centerline, up to 493’ MSL.
Trees beginning 417’ from DER, 61’ right of centerline, up to 505’ MSL.

Trees beginning 428’ from DER, 44’ right of centerline, up to 511’ MSL.
Trees beginning 530’ from DER, 326’ left of centerline, up to 516’ MSL.

Trees beginning 658’ from DER, 13’ right of centerline, up to 521’ MSL.

Trees beginning 633’ from DER, 55’ left of centerline, up to 527’ MSL.
Trees beginning 965’ from DER, 259’ right of centerline, up to 529’ MSL.

Trees beginning 1219’ from DER, 249’ right of centerline, up to 548’ MSL.

Trees beginning 1366’ from DER, 132’ right of centerline, up to 575’ MSL.

Trees beginning 1521’ from DER, 99’ right of centerline, up to 599’ MSL.

Trees beginning 1562’ from DER, 101’ left of centerline, up to 531’ MSL.

Trees beginning 1569’ from DER, 205’ left of centerline, up to 534’ MSL.

Trees beginning 1632’ from DER, 474’ left of centerline, 490’ MSL.

Trees beginning 197’ from DER, 406’ right of centerline, 492’ MSL.

Trees beginning 56’ from DER, 348’ right of centerline, 492’ MSL.

Trees beginning 1336’ left of centerline, up to 1054’ MSL.

Trees beginning 1.3 NM from DER, 1336’ left of centerline, up to 1054’ MSL.

GARDNER, MA

GARDNER MUNI (GDM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10JAN13 (13010) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 18, 36, for climb in visual conditions, cross Gardner Muni airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 3’ from DER, 470’ right of centerline, up to 100’ AGL/1183’ MSL.

Trees beginning 58’ from DER, 172’ left of centerline, up to 100’ AGL/1183’ MSL.

Trees beginning 130’ from DER, 260’ right of centerline, up to 100’ AGL/1109’ MSL.

Trees beginning 130’ from DER, 1342’ left of centerline, up to 938’ MSL.

Trees beginning 1.2 NM from DER, 1342’ left of centerline, up to 938’ MSL.

Trees beginning 1.3 NM from DER, 1336’ left of centerline, up to 1054’ MSL.

Trees beginning 1.5 NM from DER, 2796’ left of centerline, up to 700’ MSL.

GREAT BARRINGTON, MA

WALTER J KOLADZA (GBR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

Rwys 11, std. w/ min. climb of 570’ per NM to 2500’ or 2300-3 for climb in visual conditions.

Rwys 29, std. w/ min. climb of 405’ per NM to 2600’ or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 11, climb heading 110° to 2500 before proceeding on course or for climb in visual conditions: cross Walter J. Koladza airport at or above 2900 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure. Rwys 29, climb heading 290° to 2600 before proceeding on course or for climb in visual conditions: cross Walter J. Koladza airport at or above 2900 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 11, vehicles beginning 5’ from DER, from 253’ left to 531’ right of centerline, up to 15’ AGL/740’ MSL.

Trees beginning 55’ from DER, from 282’ left of centerline to 898’ left of centerline, up to 100’ AGL/854’ MSL.

Trees beginning 509’ from DER, 496’ right of centerline, up to 100’ AGL/854’ MSL.

Trees beginning 1337’ from DER, 91’ right of centerline, up to 100’ AGL/874’ MSL.

Vehicles beginning at 1635’ from DER, from 951’ left to 926’ right of centerline, up to 15’ AGL/740’ MSL.

CON’T
GREAT BARRINGTON, MA (CON’T)
WALTER J KOLADZA (GBR) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

Rwy 29, vehicles beginning 16’ from DER, 471’ left of centerline to 1815’ right of centerline, up to 15’ AGL/864' MSL.
Trees beginning 19’ from DER, from 249’ to 1532’ right of centerline, up to 100’ AGL/844’ MSL.
Trees beginning 19’ from DER, from 2608’ left of centerline, up to 100’ AGL/844’ MSL.
Trees beginning 496’ from DER, 495’ left of centerline, up to 100’ AGL/844’ MSL.
Trees beginning 250’ from DER, 249’ right of centerline, up to 100’ AGL/844’ MSL.
Trees beginning 429’ from DER, 17’ left of centerline, up to 100’ AGL/834’ MSL.
Vehicles beginning at 1562’ from DER, from 897’ left to 826’ right of centerline, up to 15’ AGL/759’ MSL.
Trees beginning 1650’ from DER, 154’ right of centerline, up to 100’ AGL/844’ MSL.

GREENVILLE, ME
GREENVILLE MUNI (3B1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 900-2¾ w/min. climb of 340’ per NM to 3800, or 2000-3 for VCOA.
Rwy 14, std. w/min. climb of 300’ per NM to 3500, or 2000-3 for VCOA.
Rwy 21, 300-1 w/min. climb of 330’ per NM to 3600, or 2000-3 for VCOA.
Rwy 32, std. w/min. climb of 430’ per NM to 4200, or 2000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 3, climb on heading 027° to 4000 before proceeding on course.
Rwy 14, climb on heading 135° to 3000 before proceeding on course.
Rwy 32, climb on heading 315° to 2300 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Greenville Muni airport at or above 3300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on road 293’ from DER, across centerline, 15’ AGL/1415’ MSL.
Trees beginning 1.3 NM from DER, 1611’ left of centerline, up to 1620’ MSL.
Trees beginning 1.4 NM from DER, 1279’ left of centerline, up to 1689’ MSL.
Trees beginning 1.4 NM from DER, 1230’ left of centerline, up to 1699’ MSL.
Tree 1.5 NM from DER, 1977’ left of centerline, 1760’ MSL.
Trees beginning 1.5 NM from DER, 1569’ left of centerline, up to 1785’ MSL.
Trees beginning 1.6 NM from DER, 2067’ left of centerline, up to 1839’ MSL.
Tree 1.6 NM from DER, 2646’ left of centerline, 1863’ MSL.
Tree 1.7 NM from DER, 1548’ left of centerline, 1867’ MSL.
Trees beginning 1.7 NM from DER, 793’ left of centerline, up to 1887’ MSL.
Trees beginning 1.8 NM from DER, 345’ left of centerline, up to 1946’ MSL.
Trees beginning 1.8 NM from DER, 465’ left of centerline, up to 1965’ MSL.
Trees beginning 1.9 NM from DER, 1005’ left of centerline, up to 2022’ MSL.
Trees beginning 1.9 NM from DER, 303’ right of centerline, up to 1762’ MSL.
Trees beginning 2 NM from DER, 349’ left of centerline, up to 2059’ MSL.
Tree 2 NM from DER, 1336’ left of centerline, 2125’ MSL.
Tree beginning 2 NM from DER, 29’ left of centerline, up to 100’ AGL/2174’ MSL.
Tree 2.1 NM from DER, 464’ right of centerline, 1862’ MSL.
Tree 2.1 NM from DER, 1189’ left of centerline, 100’ AGL/2213’ MSL.
Tree 2.2 NM from DER, 227’ left of centerline, 100’ AGL/1980’ MSL.
Rwy 14, trees beginning 909’ from DER, 3’ right of centerline, up to 100’ AGL/1508’ MSL.
Trees beginning 1428’ from DER, 76’ right of centerline, up to 100’ AGL/1511’ MSL.
Rwy 21, trees beginning 801’ from DER, 699’ left of centerline, 100’ AGL/1541’ MSL.
Trees beginning 836’ from DER, 3’ left of centerline, up to 100’ AGL/1551’ MSL.
Trees beginning 1136’ from DER, 537’ left of centerline, up to 100’ AGL/1534’ MSL.
Rwy 32, vehicles on road 43’ from DER, 488’ right of centerline, 1394’ MSL.
Trees beginning 62’ from DER, 337’ left of centerline, up to 1423’ MSL.
Tower 70’ from DER, 337’ right of centerline, 42’ AGL/1422’ MSL.
Tree 135’ from DER, 533’ right of centerline, 1427’ MSL.
Tree, vehicles on road beginning 178’ from DER, 316’ right of centerline, up to 1437’ MSL.
Trees beginning 185’ from DER, 348’ left of centerline, up to 1428’ MSL.

NE-1, 30 NOV 2023 to 25 JAN 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GROTON, ME (CON’T)
MOOSEHEAD AERO MARINE (52B)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 11AUG22 (22223) (FAA)
TAKEOFF MINIMUMS:
Sea Lane 14, std. w/min. climb of 849’ per NM to 2200 or 500-2½ w/min. climb of 280’ per NM to 2600 or 3900-3 for VCOA.
Sea Lane 18, std. w/min. climb of 378’ per NM to 2800 or 3900-3 for VCOA.
Sea Lane 32, std. w/min. climb of 685’ per NM to 2500 or 700-1½ w/min. climb of 300’ per NM to 4000 or 3900-3 for VCOA.
Sea Lane 36, std. w/min. climb of 270’ per NM to 3300 or 3900-3 for VCOA.

DEPARTURE PROCEDURE:
Sea Lane 14, climb on heading 140° to 3300 before proceeding on course.
Sea Lane 18, climb on heading 180° to 2800 before proceeding on course.
Sea Lane 32, climb on heading 335° to 4000 before proceeding on course.
Sea Lane 36, climb on heading 360° to 3600 before proceeding on course.

VCOA:
All Sea Lanes, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Moosehead Aero Marine seaplane base at or above 3800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Sea Lane 14, trees beginning 4116’ prior to DER, 296’ left of centerline, up to 80’ AGL/1119’ MSL.
Trees beginning 3063’ prior to DER, 191’ right of centerline, up to 80’ AGL/1159’ MSL.
Boats beginning at DER, from 500’ left to 500’ right of centerline, up to 20’ AGL/1048’ MSL.
Trees beginning 2’ from DER, 167’ left of centerline, up to 80’ AGL/1179’ MSL.
Sea Lane 32, trees beginning 2274’ prior to DER, 370’ left of centerline, up to 80’ AGL/1119’ MSL.
Boats beginning at DER, from 500’ left to 500’ right of centerline, up to 20’ AGL/1048’ MSL.
Trees beginning 711’ from DER, 621’ right of centerline, up to 80’ AGL/1179’ MSL.
Trees beginning 1212’ from DER, 783’ left of centerline, up to 80’ AGL/1139’ MSL.

Sea Lane 32, trees beginning 3390’ prior to DER, 191’ left of centerline, up to 80’ AGL/1159’ MSL.
Trees beginning 2976’ prior to DER, 296’ right of centerline, up to 80’ AGL/1119’ MSL.
Boats beginning at DER, from 500’ left to 500’ right of centerline, up to 20’ AGL/1048’ MSL.
Trees beginning 2328’ from DER, 1082’ right of centerline, up to 80’ AGL/1179ft MSL.
Sea Lane 36, trees beginning 2755’ prior to DER, 370’ right of centerline, up to 80’ AGL/1119’ MSL.
Trees beginning 571’ prior to DER, 290’ left of centerline, up to 80’ AGL/1119’ MSL.
Boats beginning at DER, from 500’ left to 500’ right of centerline, up to 20’ AGL/1048’ MSL.
Trees beginning 694’ from DER, 381’ left of centerline, up to 80’ AGL/1179’ MSL.
Trees beginning 2440’ from DER, 850’ right of centerline, up to 80’ AGL/1119’ MSL.

GROTON (NEW LONDON), CT
GROTON-NEW LONDON (GON)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8A 07SEP23 (23250) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-2 or std w/min climb of 267'/NM to 400.
Rwy 15, 300-1 or std w/min climb of 430'/NM to 300.
Rwy 33, 300-1½ or std w/min climb of 390'/NM to 300.

DEPARTURE PROCEDURE:
Rwy 33, climb on GON VOR/DME R-335 to 2000 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 5, utility building 73’ from DER, 150’ left of centerline, 3’ AGL/9’ MSL.
Fences beginning 186’ from DER, 480’ left of centerline, up to 7’ AGL/18’ MSL.
Poles, vehicles on road beginning 205’ from DER, 467’ left of centerline, up to 30’ AGL/39’ MSL.
Tree, poles, NAVAID beginning 415’ from DER, 261’ left of centerline, up to 38’ AGL/50’ MSL.
Tree 652’ from DER, 491’ left of centerline, 55’ MSL.
Trees, poles, tower beginning 828’ from DER, 122’ left of centerline, up to 79’ AGL/91’ MSL.
Trees beginning 1322’ from DER, 645’ right of centerline, up to 85’ MSL.
Tree, buildings beginning 1509’ from DER, 315’ right of centerline, up to 86’ MSL.
Trees beginning 2867’ from DER, 1025’ right of centerline, up to 94’ MSL.
Tree 3240’ from DER, 1032’ left of centerline, 98’ MSL.

Rwy 15, trees beginning 1702’ from DER, 208’ left of centerline, up to 55’ MSL.
Tree 1897’ from DER, 831’ left of centerline, 75’ MSL.
Tree 2132’ from DER, 856’ left of centerline, 78’ MSL.
Trees beginning 2275’ from DER, 596’ left of centerline, up to 102’ MSL.
Trees beginning 2535’ from DER, 508’ left of centerline, up to 105’ MSL.
Trees beginning 2685’ from DER, 666’ left of centerline, up to 147’ MSL.
Trees beginning 2785’ from DER, 70’ left of centerline, up to 154’ MSL.
Trees beginning 2879’ from DER, 43’ left of centerline, up to 156’ MSL.
Tree 3376’ from DER, 144’ right of centerline, 100’ MSL.
Trees beginning 3613’ from DER, 103’ right of centerline, up to 117’ MSL.
Tree 3876’ from DER, 242’ right of centerline, 123’ MSL.
Trees beginning 3956’ from DER, 8’ right of centerline, up to 146’ MSL.
Rwy 23, vegetation 509’ from DER, 490’ right of centerline, 12’ AGL/21’ MSL.
Tree 2769’ from DER, 698’ left of centerline, 76’ MSL.
Trees beginning 4894’ from DER, 1717’ right of centerline, up to 100’ AGL/139’ MSL.
Tree 5076’ from DER, 1810’ right of centerline, 100’ AGL/149’ MSL.
CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
GROTON (NEW LONDON), CT (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NE-1, 30 NOV 2023 to 25 JAN 2024

GROTON-NEW LONDON (GON) (CON’T)

Rwy 33, trees, pole, vehicle on road beginning 160’ from DER, 80’ left of centerline, up to 36’ AGL/42’ MSL.
Pole, trees beginning 196’ from DER, 88’ right of centerline, up to 24’ AGL/30’ MSL.

Trees beginning 244’ from DER, 143’ right of centerline, up to 38’ MSL.

Trees beginning 327’ from DER, 220’ right of centerline, up to 66’ MSL.

Tree 421’ from DER, 516’ left of centerline, 43’ MSL.

Trees, poles beginning 424’ from DER, 43’ right of centerline, up to 67’ MSL.

Trees beginning 438’ from DER, 172’ left of centerline, up to 40’ AGL/48’ MSL.

Trees beginning 509’ from DER, 387’ left of centerline, up to 50’ MSL.

Trees beginning 540’ from DER, 18’ left of centerline, up to 51’ MSL.

Trees beginning 597’ from DER, 145’ left of centerline, up to 52’ MSL.

Trees beginning 672’ from DER, 45’ left of centerline, up to 52’ AGL/59’ MSL.

Trees beginning 779’ from DER, 102’ left of centerline, up to 55’ AGL/61’ MSL.

Trees beginning 1026’ from DER, 103’ left of centerline, up to 71’ MSL.

Trees beginning 1041’ from DER, 1’ left of centerline, up to 77’ MSL.

Trees beginning 1122’ from DER, 16’ right of centerline, up to 67’ AGL/73’ MSL.

Trees beginning 1406’ from DER, 22’ left of centerline, up to 83’ MSL.

Trees beginning 1486’ from DER, 130’ left of centerline, up to 87’ MSL.

Trees beginning 1507’ from DER, 23’ left of centerline, up to 94’ MSL.

Trees beginning 1711’ from DER, 101’ right of centerline, up to 84’ MSL.

Trees beginning 1828’ from DER, 278’ right of centerline, up to 80’ AGL/86’ MSL.

Trees beginning 1854’ from DER, 7’ right of centerline, up to 96’ MSL.

Trees beginning 2207’ from DER, 45’ right of centerline, up to 104’ MSL.

Trees beginning 2287’ from DER, 590’ left of centerline, up to 96’ MSL.

Trees beginning 2527’ from DER, 171’ left of centerline, up to 119’ MSL.

Trees beginning 2836’ from DER, 178’ left of centerline, up to 138’ MSL.

Trees beginning 3041’ from DER, 177’ left of centerline, up to 143’ MSL.

Trees beginning 3412’ from DER, 255’ left of centerline, up to 144’ MSL.

Trees beginning 3682’ from DER, 82’ left of centerline, up to 145’ MSL.

Trees, poles beginning 3884’ from DER, 7’ left of centerline, up to 160’ MSL.

Tree 4658’ from DER, 1663’ right of centerline, 138’ MSL.

Trees beginning 4697’ from DER, 223’ right of centerline, up to 139’ MSL.

Trees beginning 4798’ from DER, 148’ right of centerline, up to 144’ MSL.

Trees beginning 4855’ from DER, 42’ right of centerline, up to 156’ MSL.

Trees beginning 5134’ from DER, 46’ right of centerline, up to 160’ MSL.

HARTFORD, CT

HARTFORD-BRAINARD (HFD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6  20JUN19  (19171)  (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA - Environmental.

Rwy 20, 200-1½ or std. w/min. climb of 220’ per NM to 300, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1500’ prior to DER.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 024° to 900 before turning left.

Rwy 20, climbing left turn heading 175° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, dam and trees beginning 57’ from DER, on centerline, up to 94’ AGL/101’ MSL.

Building 376’ from DER, 593’ left of centerline, 26’ AGL/57’ MSL.

Vegetation and trees beginning 765’ from DER, 72’ left of centerline, up to 50’ AGL/84’ MSL.

Building 1073’ from DER, 172’ left of centerline, 93’ AGL/98’ MSL.

Tree 1483’ from DER, 594’ left of centerline, 95’ AGL/124’ MSL.

Building and trees beginning 2047’ from DER, 476’ right of centerline, up to 79’ AGL/119’ MSL.

Tree 2386’ from DER, 47’ right of centerline, 96’ AGL/124’ MSL.

Building and trees beginning 2418’ from DER, 416’ right of centerline, up to 87’ AGL/125’ MSL.

Tree 2458’ from DER, 59’ left of centerline, 116’ AGL/133’ MSL.

Tree 2544’ from DER, 193’ left of centerline, 122’ AGL/134’ MSL.

Rwy 20, poles beginning 196’ from DER, 400’ right of centerline, up to 12’ AGL/42’ MSL.

Tree 365’ from DER, 423’ left of centerline, 49’ AGL/85’ MSL.

Dam, vegetation, and trees beginning 582’ from DER, 52’ left of centerline, up to 62’ AGL/89’ MSL.

Building 649’ from DER, 665’ right of centerline, 45’ AGL/58’ MSL.

Trees beginning 798’ from DER, 395’ right of centerline, up to 23’ AGL/65’ MSL.

Tree 1137’ from DER, 228’ right of centerline, 37’ AGL/86’ MSL.

Tree 1292’ from DER, 494’ right of centerline, 59’ AGL/103’ MSL.

Trees beginning 1322’ from DER, 207’ right of centerline, up to 67’ AGL/119’ MSL.

Tree 1836’ from DER, 172’ left of centerline, 97’ AGL/97’ MSL.

Trees beginning 2505’ from DER, 28’ right of centerline, up to 119’ AGL/138’ MSL.

Tree 3953’ from DER, 200’ left of centerline, 50’ AGL/119’ MSL.

Tree 4639’ from DER, 136’ right of centerline, 69’ AGL/142’ MSL.

Spire 1.1 NM from DER, 431’ left of centerline, 150’ AGL/195’ MSL.
HAVERHILL, NH
DEAN MEML (5B9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17JUN21 (21364) (FAA)
TAKEOFF MINIMUMS:
Rwy 19, NA-Terrain.
Rwy 1, std. w/min. climb of 355' per NM to 1500, or 1300-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 1, climb on heading 353° to intercept MPV VOR/DME R-088 westbound to 4700 before proceeding on course.
VCOA:
Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dean Meml airport heading 353° at or above 1500 to intercept MPV VOR/DME R-088 westbound to 4700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, vehicles on road 22' from DER, 439' right of centerline, 15' AGL/555' MSL.
Transmission lines beginning 176' from DER, 178' right of centerline, up to 37' AGL/582' MSL.
Buildings 279' from DER, 291' left of centerline, 24' AGL/563' MSL.
Transmission lines 417' from DER, 151' left of centerline, 37' AGL/573' MSL.
Trees beginning 868' from DER, 329' right of centerline, up to 100' AGL/640' MSL.

HIGHLAND, VT
FRANKLIN COUNTY STATE (FSO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30JUN11 (11181) (FAA)
TAKEOFF MINIMUMS:
Rwy 19, 500-2¾ or std. w/min. climb of 316' per NM to 800.
DEPARTURE PROCEDURE:
Rwy 19, climbing right turn heading 240° to 1700 before turning east.
TAKEOFF OBSTACLE NOTES:
Rwy 1, vehicles on road beginning at DER, 459' left of centerline, up to 15' AGL/234' MSL.
Trees beginning 182' from DER, 47' right of centerline, up to 100' AGL/359' MSL.
Trees beginning 454' from DER, 20' left of centerline, up to 100' AGL/289' MSL.
Rwy 19, vehicles on road beginning 1' from DER, 240' right of centerline, up to 15' AGL/262' MSL.
Catenary 1299' from DER, 734' left of centerline, 44' AGL/263' MSL.

HOPEDALE, MA
HOPEDALE INDUSTRIAL PARK (1B6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 07DEC95 (95341) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1 or std. w/min. climb of 320' per NM to 900.
Rwy 36, 600-1 or std. w/min. climb of 280' per NM to 1100.
DEPARTURE PROCEDURE:
Rwy 18, climb runway heading to 900 before turning on course.
Rwy 36, climb runway heading to 1100 before turning on course.

HOULTON, ME
HOULTON INTL (HUL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 300-1½ or std. w/min. climb of 385' per NM to 800.
Rwy 5, 400-2 or std. w/min. climb of 355' per NM to 900.
Rwy 19, 400-2½ or std. w/min. climb of 225' per NM to 1100 or 1100-2½ for VCOA.
Rwy 23, 300-1½ or std. w/min. climb of 315' per NM to 900.
DEPARTURE PROCEDURE:
Rwy 1, climb on heading 010° to 1000 before turning right.
Rwy 5, climb on heading 049° to 1200 before turning right.
Rwy 19, climb on heading 190° to 1100 before turning left.
Rwy 23, climb on heading 229° to 1000 before turning left.
VCOA:
Rwy 19, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Houlton Intl Airport at or above 1400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees and poles beginning 166' from DER, 34' right of centerline, up to 564' MSL.
Vehicles on road 487' from DER, left and right of centerline, 15' AGL/514' MSL.
Poles beginning 700' from DER, 105' left of centerline, up to 34' AGL/512' MSL.
Tree 2706' from DER, 516' left of centerline, 74' AGL/597' MSL.
Tree 3455' from DER, 970' left of centerline, 643' MSL.
Tree 3928' from DER, 410' left of centerline, 657' MSL.
CONT
HOULTON, ME (CON’T)

HOULTON INTL (HUL) (CON’T)

Rwy 1 (CON’T), trees beginning 4441’ from DER, 61’ right of centerline, up to 658’ MSL.

Tree 4497’ from DER, 661’ left of centerline, 688’ MSL.

Trees beginning 4537’ from DER, 731’ left of centerline, up to 692’ MSL.

Trees beginning 5553’ from DER, 270’ right of centerline, up to 687’ MSL.

Tree 1.1 NM from DER, 165’ right of centerline, 648’ MSL.

Rwy 5, sign 25’ from DER, 113’ left of centerline, 491’ MSL.

Sign 25’ from DER, 111’ right of centerline, 491’ MSL.

Terrain 35’ from DER, 384’ right of centerline, 497’ MSL.

Trees beginning 80’ from DER, 293’ left of centerline, up to 500’ MSL.

Terrain 89’ from DER, 495’ right of centerline, 498’ MSL.

Trees and terrain beginning 110’ from DER, 146’ right of centerline, up to 19’ AGL/510’ MSL.

Trees and terrain beginning 266’ from DER, 115’ right of centerline, up to 527’ MSL.

Trees and traverse ways beginning 646’ from DER, 168’ right of centerline, up to 567’ MSL.

Trees and terrain beginning 769’ from DER, 451’ left of centerline, up to 523’ MSL.

Trees beginning 872’ from DER, 194’ left of centerline, up to 524’ MSL.

Trees beginning 915’ from DER, 47’ left of centerline, up to 55’ AGL/532’ MSL.

Trees, traverse way beginning 1070’ from DER, 150’ right of centerline, up to 571’ MSL.

Trees, building, traverse way, and electrical system beginning 1175’ from DER, 120’ right of centerline, up to 592’ MSL.

Trees beginning 1577’ from DER, 248’ right of centerline, up to 602’ MSL.

Trees, pole, and terrain beginning 1800’ from DER, 148’ right of centerline, up to 618’ MSL.

Pole 2028’ from DER, 116’ left of centerline, 84’ AGL/547’ MSL.

Pole 2316’ from DER, 229’ left of centerline, 85’ AGL/549’ MSL.

Trees and terrain beginning 2347’ from DER, 443’ right of centerline, up to 620’ MSL.

Trees, terrain, traverse ways, and pole beginning 2606’ from DER, 280’ right of centerline, up to 636’ MSL.

Tree 3056’ from DER, 759’ left of centerline, 566’ MSL.

Tree 3399’ from DER, 483’ left of centerline, 87’ AGL/575’ MSL.

Trees beginning 4464’ from DER, 1240’ right of centerline, up to 660’ MSL.

Trees beginning 4593’ from DER, 1155’ right of centerline, up to 664’ MSL.

Trees beginning 5147’ from DER, 1511’ right of centerline, up to 685’ MSL.

Trees and traverse way beginning 5253’ from DER, 1386’ right of centerline, up to 686’ MSL.

Trees beginning 5480’ from DER, 1409’ right of centerline, up to 692’ MSL.

Pole and tree beginning 5828’ from DER, 1749’ right of centerline, up to 696’ MSL.

Trees beginning 5865’ from DER, 1586’ right of centerline, up to 697’ MSL.

Trees and traverse way beginning 5253’ from DER, 1386’ right of centerline, up to 713’ MSL.

Trees, pole, trees, terrain, and building beginning 1 NM from DER, 1343’ right of centerline, up to 765’ MSL.

Trees and terrain beginning 1.1 NM from DER, 1333’ right of centerline, up to 788’ MSL.

Trees and terrain beginning 1.2 NM from DER, 1464’ right of centerline, up to 800’ MSL.

Tree 31’ from DER, 405’ right of centerline, 508’ MSL.

Trees beginning 149’ from DER, 281’ right of centerline, up to 517’ MSL.

Terrain 445’ from DER, 471’ left of centerline, 486’ MSL.

Fence 641’ from DER, 500’ left of centerline, 492’ MSL.

Traverse way 764’ from DER, 605’ left of centerline, 15’ AGL/504’ MSL.

Traverse ways beginning 903’ from DER, 600’ left of centerline, up to 15’ AGL/506’ MSL.

Trees beginning 2407’ from DER, 501’ right of centerline, 544’ MSL.

Trees beginning 2423’ from DER, 413’ right of centerline, up to 548’ MSL.

Trees beginning 2424’ from DER, 347’ left of centerline, up to 582’ MSL.

Trees beginning 2898’ from DER, 133’ right of centerline, up to 75’ AGL/562’ MSL.

Tree 3223’ from DER, 468’ left of centerline, 626’ MSL.

Tree 3358’ from DER, 1015’ left of centerline, 673’ MSL.

Trees beginning 3838’ from DER, 273’ left of centerline, up to 703’ MSL.

Trees beginning 4177’ from DER, 1150’ left of centerline, up to 760’ MSL.

Trees beginning 4469’ from DER, 133’ left of centerline, up to 72’ AGL/829’ MSL.

Tree 5117’ from DER, 36’ right of centerline, 608’ MSL.

Tree 1 NM from DER, 13’ right of centerline, 641’ MSL.

Trees beginning 1.6 NM from DER, 2274’ right of centerline, up to 772’ MSL.

Tree 1.7 NM from DER, 2831’ right of centerline, 792’ MSL.

Tree 1.8 NM from DER, 2939’ left of centerline, 794’ MSL.

Trees beginning 1.9 NM from DER, 1822’ right of centerline, up to 77’ AGL/798’ MSL.

Trees beginning 2 NM from DER, 1571’ right of centerline, up to 823’ MSL.

Trees beginning 2.1 NM from DER, 1607’ right of centerline, up to 75’ AGL/873’ MSL.

Trees beginning 2.2 NM from DER, 2186’ right of centerline, up to 61’ AGL/880’ MSL.

Tree 2.4 NM from DER, 4335’ left of centerline, 851’ MSL.

Tree 2.5 NM from DER, 2356’ left of centerline, 875’ MSL.

Rwy 23, electrical system 54’ from DER, 210’ left of centerline, 485’ MSL.

Trees beginning 132’ from DER, 486’ left of centerline, up to 512’ MSL.

Trees beginning 264’ from DER, 267’ left of centerline, up to 522’ MSL.

Tree 639’ from DER, 449’ right of centerline, 501’ MSL.

Trees beginning 644’ from DER, 110’ right of centerline, up to 565’ MSL.

Trees beginning 651’ from DER, 372’ left of centerline, up to 526’ MSL.

Trees beginning 721’ from DER, 2’ left of centerline, up to 544’ MSL.

Trees and terrain beginning 983’ from DER, 1’ right of centerline, up to 569’ MSL.

CON’T
HOULTON, ME (CON’T)

HOULTON INTL (HUL) (CON’T)

**Rwy 23 (CON’T),** trees and terrain beginning 1230’ from DER, on centerline, up to 594’ MSL.

- Trees beginning 1270’ from DER, 1’ left of centerline, up to 558’ MSL.
- Trees beginning 1536’ from DER, 5’ right of centerline, up to 601’ MSL.
- Trees beginning 1725’ from DER, 7’ right of centerline, up to 606’ MSL.
- Trees and poles beginning 1740’ from DER, 3’ left of centerline, up to 572’ MSL.
- Trees, antenna, buildings, tank, stack, poles beginning 2253’ from DER, 1’ right of centerline, up to 622’ MSL.
- Trees and poles beginning 2561’ from DER, 1’ left of centerline, up to 67’ AGL/585’ MSL.
- Tree 4892’ from DER, 1324’ left of centerline, 609’ MSL.
- Trees beginning 4914’ from DER, 1105’ left of centerline, up to 610’ MSL.
- Tree 4986’ from DER, 1198’ left of centerline, 612’ MSL.
- Tree 5002’ from DER, 1311’ left of centerline, 619’ MSL.
- Trees beginning 5010’ from DER, 1018’ left of centerline, up to 621’ MSL.
- Trees beginning 5070’ from DER, 1043’ left of centerline, up to 629’ MSL.
- Trees beginning 5145’ from DER, 1153’ left of centerline, up to 634’ MSL.
- Trees beginning 5251’ from DER, 975’ left of centerline, up to 644’ MSL.
- Trees beginning 5356’ from DER, 1019’ left of centerline, up to 647’ MSL.
- Trees beginning 5609’ from DER, 950’ left of centerline, up to 663’ MSL.
- Trees beginning 5728’ from DER, 1386’ left of centerline, up to 674’ MSL.
- Trees beginning 5917’ from DER, 1819’ left of centerline, up to 690’ MSL.
- Trees beginning 5972’ from DER, 1160’ left of centerline, up to 691’ MSL.
- Trees beginning 1 NM from DER, 1562’ left of centerline, up to 729’ MSL.
- Trees beginning 1.1 NM from DER, 1541’ left of centerline, up to 759’ MSL.

HYANNIS, MA

CAPE COD GATEWAY (HYA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 25SEP08 (20366) (FAA)

**TAKEOFF MINIMUMS:**

- **Rwy 33,** std. w/min. climb of 354’ per NM to 300.
- **Rwy 24,** climb runway heading to 700 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 33,** pole 3961’ from DER, 1531’ right of centerline, 97’ AGL/235’ MSL.

JACKMAN, ME

NEWTON FLD (59B)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03NOV22 (22307) (FAA)

**TAKEOFF MINIMUMS:**

- **Rwy 13,** std. w/min. climb of 345’ per NM to 2200 or 2500-3 for VCOA.
- **Rwy 31,** std. w/min. climb of 300’ per NM to 3800 or 2500-3 for VCOA.

**DEPARTURE PROCEDURE:**

- **Rwy 13,** climb on heading 112° to 3500 before proceeding on course.
- **Rwy 31,** climb on heading 306° to 2800 before turning right.

**VCOA:**

- All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Newton Fld airport at or above 3500 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 13,** tree 9’ from DER, 174’ right of centerline, 10’ AGL/1179’ MSL.
- Trees beginning 11’ from DER, 196’ right of centerline, up to 11’ AGL/1184’ MSL.
- Tree 32’ from DER, 96’ left of centerline, 8’ AGL/1175’ MSL.
- Trees beginning 97’ from DER, 285’ left of centerline, up to 1200’ MSL.
- Trees beginning 174’ from DER, 121’ right of centerline, up to 17’ AGL/1191’ MSL.
- Tree 188’ from DER, 440’ left of centerline, 46’ AGL/1209’ MSL.
- Trees beginning 223’ from DER, 351’ left of centerline, up to 50’ AGL/1212’ MSL.
- Trees beginning 260’ from DER, 302’ right of centerline, up to 65’ AGL/1237’ MSL.
- Trees beginning 454’ from DER, 221’ left of centerline, up to 50’ AGL/1217’ MSL.
- Trees beginning 5609’ from DER, 366’ right of centerline, up to 63’ AGL/1238’ MSL.
- Trees beginning 790’ from DER, 246’ left of centerline, up to 1231’ MSL.
- Trees, pole beginning 806’ from DER, 138’ left of centerline, up to 72’ AGL/1232’ MSL.
- Trees beginning 864’ from DER, 328’ right of centerline, up to 71’ AGL/1248’ MSL.
- Trees beginning 1019’ from DER, 467’ right of centerline, up to 72’ AGL/1253’ MSL.
- Trees beginning 1254’ from DER, 49’ left of centerline, up to 1247’ MSL.
- Trees, road beginning 1374’ from DER, on centerline, up to 77’ AGL/1260’ MSL.
- Trees beginning 1593’ from DER, 107’ left of centerline, up to 1254’ MSL.
- Trees beginning 1595’ from DER, 159’ left of centerline, up to 1257’ MSL.
- Trees beginning 1599’ from DER, on centerline, up to 1261’ MSL.
- Trees beginning 1636’ from DER, 10’ right of centerline, up to 92’ AGL/1274’ MSL.
- Trees beginning 1834’ from DER, on centerline, up to 98’ AGL/1277’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

JACKMAN, ME (CON’T)

NEWTON FLD (59B) (CON’T)

Rwy 13 (CON’T), trees beginning 2129’ from DER, 26’ right of centerline, up to 94’ AGL/1281’ MSL.

Trees beginning 2223’ from DER, 92’ right of centerline, up to 104’ AGL/1296’ MSL.

Rwy 31, trees beginning 1’ from DER, 66’ left of centerline, 1181’ MSL.

Electrical system, pole, trees, road beginning 14’ from DER, 135’ left of centerline, up to 1208’ MSL.

Tree 22’ from DER, 410’ right of centerline, 62’ AGL/1229’ MSL.

Trees, road beginning 42’ from DER, 106’ right of centerline, up to 1232’ MSL.

Trees, pole, road beginning 240’ from DER, 8’ left of centerline, up to 37’ AGL/1215’ MSL.

Trees, pole beginning 678’ from DER, 184’ left of centerline, up to 64’ AGL/1249’ MSL.

Trees beginning 730’ from DER, 39’ right of centerline, up to 1239’ MSL.

Trees beginning 793’ from DER, 326’ left of centerline, up to 1250’ MSL.

Trees beginning 860’ from DER, 6’ right of centerline, up to 1245’ MSL.

Trees beginning 867’ from DER, 210’ left of centerline, up to 1257’ MSL.

Trees beginning 917’ from DER, 78’ right of centerline, up to 1245’ MSL.

Trees beginning 986’ from DER, on centerline, up to 80’ AGL/1254’ MSL.

Trees, pole beginning 998’ from DER, 12’ left of centerline, up to 95’ AGL/1271’ MSL.

Trees, poles, electrical system beginning 1429’ from DER, on centerline, up to 90’ AGL/1277’ MSL.

Tree 3944’ from DER, 1346’ right of centerline, 1282’ MSL.

JAFFREY, NH

JAFFREY AIRFIELD SILVER RANCH (AFN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  29MAY14  (22307)  (FAA)

TAKEOFF MINIMUMS:

Rwys 16, 34, 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 16, 34, for climb in visual conditions: cross Jaffrey Airfield Silver Ranch at or above 1900, then via the GDM VOR/DME R-023 to GDM. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 126’ from DER, 140’ left of centerline, up to 100’ AGL/1209’ MSL.

Trees beginning 189’ from DER, 120’ right of centerline, up to 100’ AGL/1520’ MSL.

Rwy 34, trees beginning 326’ from DER, 613’ left of centerline, up to 100’ AGL/1441’ MSL.

Trees beginning 13’ from DER, 69’ right of centerline, up to 100’ AGL/1322’ MSL.

KEENE, NH

DILLANT/HOPKINS (EEN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6  17JUN21  (22027)  (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std. w/min. climb of 360’ per NM to 2100 or 2800-3 for VCOA.

Rwys 14, 200-3 w/min. climb of 450’ per NM to 4000 or 2800-3 for VCOA.

Rwy 20, 300-1 w/min. climb of 340’ per NM to 4300 or 2800-3 for VCOA.

Rwy 32, 700-2¾ w/min. climb of 280’ per NM to 2700 or 2800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climbing left turn heading 353° to 2100 before proceeding on course.

Rwy 14, climbing on heading 142° to 4200 before proceeding on course.

Rwy 20, climbing on heading 198° to 2000 before turning left.

Rwy 32, climbing right turn heading 350° to 2100 before proceeding on course.

VCOA:

Rwys 2, 14, 20, 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dillant/Hopkins airport at or above 3100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, bushes, beginning 472’ from DER, 75’ right of centerline, up to 88’ AGL/582’ MSL.

Trees beginning 603’ from DER, 57’ right of centerline, up to 93’ AGL/586’ MSL.

Pole 1062’ from DER, 23’ right of centerline, up to 53’ AGL/545’ MSL.

Trees beginning 1087’ from DER, 182’ left of centerline, up to 69’ AGL/559’ MSL.

Trees beginning 1576’ from DER, 10’ left of centerline, up to 109’ AGL/593’ MSL.

Trees beginning 1774’ from DER, left and right of centerline, up to 100’ AGL/579’ MSL.

Trees 1.4 NM from DER, 2838’ right of centerline, up to 100’ AGL/1099’ MSL.

Rwy 14, building, beginning abeam DER, 108’ right of centerline, up to 21’ AGL/495’ MSL.

Pole, trees beginning 129’ from DER, 133’ left of centerline, up to 56’ AGL/534’ MSL.

Vehicle on road beginning 229’ from DER, left and right of centerline, up to 494’ MSL.

Trees 494’ from DER, 125’ left of centerline, up to 100’ AGL/573’ MSL.

Trees beginning 604’ from DER, 81’ right of centerline, up to 45’ AGL/518’ MSL.

Trees beginning 1039’ from DER, left and right of centerline, up to 100’ AGL/573’ MSL.

Pole, trees 1083’ from DER, 67’ right of centerline, up to 82’ AGL/561’ MSL.

Pole, trees 1189’ from DER, 94’ left of centerline, up to 89’ AGL/566’ MSL.

Trees beginning 1326’ from DER, 54’ right of centerline, up to 96’ AGL/577’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KEENE, NH (CON’T)

DILLANT/HOPKINS (EEN) (CON’T)

Rwy 14 (CON’T), trees beginning 1469’ from DER, left and right of centerline, up to 108’ AGL/588’ MSL. Trees beginning 1746’ from DER, left and right of centerline, up to 117’ AGL/630’ MSL. Pole, trees beginning 1761’ from DER, 1’ left of centerline, up to 104’ AGL/614’ MSL. Pole, trees beginning 1.3 NM from DER, 4’ left of centerline, up to 61’ AGL/1050’ MSL. Tree 2.1 NM from DER, 3816’ left of centerline, 100’ AGL/1319’ MSL.

Rwy 20, trees 45’ from DER, 411’ right of centerline, up to 25’ AGL/497’ MSL. Trees beginning 556’ from DER, 629’ right of centerline, up to 94’ AGL/556’ MSL. Poles beginning 1024’ from DER, 646’ left of centerline, up to 36’ AGL/529’ MSL. Trees beginning 1761’ from DER, 369’ left of centerline, up to 104’ AGL/814’ MSL. Trees 2099’ from DER, 745’ left of centerline, up to 103’ AGL/622’ MSL. Trees beginning 2326’ from DER, 345’ left of centerline, up to 103’ AGL/623’ MSL.

NE-1, 30 NOV 2023 to 25 JAN 2024

LACONIA, NH

LACONIA MUNI (LCI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 07MAY09 (09127) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 600-1¾ or std. w/min. climb of 652’ per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 8, climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees, terrain, and pole beginning 65’ from DER, 20’ right of centerline, up to 50’ AGL/1112’ MSL. Tree 387’ from DER, 388’ left of centerline, 25’ AGL/143’ MSL. Tree 598’ from DER, 546’ left of centerline, 92’ AGL/154’ MSL. Tree 644’ from DER, 566’ right of centerline, up to 63’ AGL/198’ MSL. Tree 1660’ from DER, 849’ right of centerline, 65’ AGL/225’ MSL. Trees beginning 1668’ from DER, 257’ right of centerline, up to 68’ AGL/228’ MSL. Tree 1683’ from DER, 269’ left of centerline, 60’ AGL/180’ MSL. Tree 1694’ from DER, 345’ left of centerline, 67’ AGL/181’ MSL. Tree 1720’ from DER, 303’ left of centerline, 54’ AGL/182’ MSL. Tree 1832’ from DER, 207’ left of centerline, 54’ AGL/184’ MSL. Tree 2240’ from DER, 551’ left of centerline, 89’ AGL/194’ MSL. Tree 2288’ from DER, 637’ left of centerline, 98’ AGL/198’ MSL. Trees beginning 2339’ from DER, 342’ left of centerline, up to 104’ AGL/199’ MSL. Antenna 2927’ from DER, 182’ left of centerline, 101’ AGL/211’ MSL. Trees beginning 3562’ from DER, 413’ right of centerline, up to 89’ AGL/327’ MSL.

LAWRENCE, MA

LAWRENCE MUNI (LWM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1½ or std. w/min. climb of 435’ per NM to 500.

Rwy 14, 300-1½ or std. w/min. climb of 435’ per NM to 500.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 053° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vegetation 174’ from DER, 529’ right of centerline, 25’ AGL/143’ MSL. Tree 387’ from DER, 388’ left of centerline, 69’ AGL/150’ MSL. Tree 591’ from DER, 546’ left of centerline, 92’ AGL/154’ MSL. Tree 598’ from DER, 561’ left of centerline, 100’ AGL/162’ MSL. Tree 644’ from DER, 566’ right of centerline, up to 63’ AGL/198’ MSL. Trees beginning 689’ from DER, 403’ right of centerline, up to 63’ AGL/198’ MSL. Tree 1660’ from DER, 849’ right of centerline, 65’ AGL/225’ MSL. Trees beginning 1668’ from DER, 257’ right of centerline, up to 68’ AGL/228’ MSL. Tree 1683’ from DER, 269’ left of centerline, 60’ AGL/180’ MSL. Tree 1694’ from DER, 345’ left of centerline, 67’ AGL/181’ MSL. Tree 1720’ from DER, 303’ left of centerline, 54’ AGL/182’ MSL. Tree 1832’ from DER, 207’ left of centerline, 54’ AGL/184’ MSL. Tree 2240’ from DER, 551’ left of centerline, 89’ AGL/194’ MSL. Tree 2288’ from DER, 637’ left of centerline, 98’ AGL/198’ MSL. Trees beginning 2339’ from DER, 342’ left of centerline, up to 104’ AGL/199’ MSL. Antenna 2927’ from DER, 182’ left of centerline, 101’ AGL/211’ MSL. Trees beginning 3562’ from DER, 413’ right of centerline, up to 89’ AGL/327’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LEBANON, NH

LEBANON MUNI (LEB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, std. w/min. climb of 365’ per NM to 1900, or 2100-3 for VCOA.

Rwy 18, 500-2½ w/min. climb of 380’ per NM to 3800, or 2100-3 for VCOA.

Rwy 7, 600-2½ w/min. climb of 385’ per NM to 3100, or 2100-3 for VCOA.

Rwy 25, 700-3 w/min. climb of 380’ per NM to 3400, or 2100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 36, climb on heading 004° to 1900 before proceeding on course.

Rwy 18, climb on heading 184° to 2100 before proceeding on course.

Rwy 7, climb on heading 075° to 2100 before proceeding on course.

Rwy 25, climb on heading 255° to 2100 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lebanon Muni airport at or above 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 36, lighting 10’ from DER, 100’ left of centerline, 565’ MSL.

Poles, pole beginning 137° from DER, 506’ left of centerline, up to 54’ AGL/670’ MSL.

Pole, pole beginning 137° from DER, 506’ left of centerline, up to 54’ AGL/670’ MSL.

Trees, vegetation beginning 13’ from DER, 141’ left of centerline, up to 381’ AGL/581’ MSL.

Rwy 18, pole beginning 137° from DER, 506’ left of centerline, up to 54’ AGL/670’ MSL.

Poles, pole beginning 137° from DER, 506’ left of centerline, up to 54’ AGL/670’ MSL.

Trees, pole, vegetation beginning 139’ from DER, 472’ right of centerline, up to 733’ MSL.

Trees, vegetation beginning 139’ from DER, 472’ right of centerline, up to 733’ MSL.

Rwy 7, pole beginning 133’ from DER, 106’ right of centerline, up to 783’ MSL.

Pole, tree, vegetation beginning 133’ from DER, 106’ right of centerline, up to 783’ MSL.

Rwy 23, pole beginning 139’ from DER, 33’ left of centerline, up to 752’ MSL.

Antenna, pole, vegetation beginning 139’ from DER, 33’ left of centerline, up to 752’ MSL.

Rwy 32, pole beginning 139’ from DER, 33’ left of centerline, up to 752’ MSL.

Pole, pole, vegetation beginning 139’ from DER, 33’ left of centerline, up to 752’ MSL.

Rwy 32, pole beginning 140’ from DER, 198’ right of centerline, 50’ AGL/141’ MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LEBANON, NH (CON’T)
LEBANON MUNI (LEB) (CON’T)

**Rwy 25**, trees, building beginning 198’ from DER, 453’ left of centerline, up to 593’ MSL.
Tree 382’ from DER, 503’ right of centerline, 92’ AGL/581’ MSL.
Tree 1082’ from DER, 399’ left of centerline, up to 42’ AGL/606’ MSL.
Tree 2.8 NM from DER, 3002’ right of centerline, 1232’ MSL.
Tree 2.9 NM from DER, 3201’ right of centerline, 1013’ MSL.

LINCOLN, ME
LINCOLN RGNL (LRG)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 4 30NOV23 (23334) (FAA)**

**TAKEOFF MINIMUMS:**

Rwy 16, 700-2 1/4 w/min climb of 225'/NM to 1300, or 1000-3 for VCOA.
Rwy 34, 300-2 or std w/min climb of 305'/NM to 500.

**DEPARTURE PROCEDURE:**

**Rwy 16**, climb on heading 166° to 1100 before proceeding on course.

VCOA:

**Rwy 16**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lincoln Rgnl airport at or above 1100 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**

**Rwy 16**, tree 4’ from DER, 302’ right of centerline, 19’ AGL/215’ MSL.
Trees beginning 11’ from DER, 258’ left of centerline, up to 55’ AGL/256’ MSL.
Tree 66’ from DER, 145’ right of centerline, 22’ AGL/223’ MSL.
Trees beginning 89’ from DER, 162’ right of centerline, up to 49’ AGL/249’ MSL.
Tree 109’ from DER, 270’ left of centerline, up to 63’ AGL/272’ MSL.
Tree 320’ from DER, 377’ right of centerline, 62’ AGL/255’ MSL.
Trees beginning 320’ from DER, 323’ left of centerline, up to 67’ AGL/276’ MSL.
Trees, terrain, building beginning 320’ from DER, 24’ right of centerline, up to 61’ AGL/264’ MSL.
Trees beginning 438’ from DER, 28’ left of centerline, up to 73’ AGL/279’ MSL.
Trees beginning 636’ from DER, 14’ left of centerline, up to 65’ AGL/281’ MSL.
Trees beginning 725’ from DER, 251’ left of centerline, up to 83’ AGL/291’ MSL.
Trees beginning 746’ from DER, 51’ left of centerline, up to 82’ AGL/301’ MSL.
Trees, poles, buildings, sign beginning 946’ from DER, 113’ right of centerline, up to 62’ AGL/287’ MSL.
Trees, poles, sign, building beginning 1263’ from DER, 29’ left of centerline, up to 85’ AGL/305’ MSL.
Trees beginning 1791’ from DER, 8’ right of centerline, up to 86’ AGL/306’ MSL.
Trees beginning 2256’ from DER, 35’ left of centerline, up to 82’ AGL/316’ MSL.
Trees beginning 2394’ from DER, 20’ left of centerline, up to 82’ AGL/321’ MSL.
Trees beginning 2528’ from DER, 40’ left of centerline, up to 82’ AGL/324’ MSL.
Trees beginning 2625’ from DER, 41’ right of centerline, up to 52’ AGL/307’ MSL.
Trees beginning 2634’ from DER, 9’ left of centerline, up to 82’ AGL/335’ MSL.
Trees beginning 2731’ from DER, 15’ right of centerline, up to 56’ AGL/309’ MSL.
Trees, electrical systems beginning 2793’ from DER, 19’ left of centerline, up to 78’ AGL/341’ MSL.
Trees beginning 2875’ from DER, 37’ right of centerline, up to 66’ AGL/312’ MSL.
Trees, pole, electrical system beginning 2886’ from DER, 35’ left of centerline, up to 74’ AGL/345’ MSL.
Tree 2933’ from DER, 58’ right of centerline, 73’ AGL/319’ MSL.
Trees, electrical system beginning 2934’ from DER, 34’ right of centerline, up to 81’ AGL/325’ MSL.
Trees beginning 2981’ from DER, 19’ left of centerline, up to 77’ AGL/351’ MSL.
Trees, electrical systems, pole beginning 3087’ from DER, 4’ right of centerline, up to 88’ AGL/334’ MSL.
Trees, pole on road beginning 3118’ from DER, 120’ left of centerline, up to 70’ AGL/354’ MSL.
Trees, tree beginning 3227’ from DER, 175’ left of centerline, up to 74’ AGL/355’ MSL.
Trees, electrical system, pole beginning 3274’ from DER, 4’ right of centerline, up to 78’ AGL/335’ MSL.
Trees 3295’ from DER, 389’ left of centerline, 92’ AGL/356’ MSL.
Trees beginning 3297’ from DER, 235’ left of centerline, up to 95’ AGL/362’ MSL.
Trees beginning 3395’ from DER, 751’ right of centerline, up to 84’ AGL/340’ MSL.
Trees, electrical systems, pole beginning 3397’ from DER, 22’ left of centerline, up to 92’ AGL/366’ MSL.
Trees beginning 3412’ from DER, 164’ right of centerline, up to 84’ AGL/343’ MSL.
Trees beginning 3535’ from DER, 93’ right of centerline, up to 76’ AGL/348’ MSL.
Trees, pole beginning 3538’ from DER, 95’ left of centerline, up to 92’ AGL/371’ MSL.
Trees beginning 3576’ from DER, 112’ right of centerline, up to 82’ AGL/352’ MSL.
Trees, building, pole, vehicle on road beginning 3578’ from DER, 10’ left of centerline, up to 95’ AGL/375’ MSL.
Trees beginning 3603’ from DER, 4’ right of centerline, up to 91’ AGL/361’ MSL.
Trees, buildings beginning 3659’ from DER, 2’ right of centerline, up to 87’ AGL/366’ MSL.
Trees beginning 3724’ from DER, 71’ right of centerline, up to 83’ AGL/367’ MSL.
Trees, building beginning 3761’ from DER, 69’ right of centerline, up to 96’ AGL/374’ MSL.
Trees beginning 3858’ from DER, 25’ right of centerline, up to 92’ AGL/379’ MSL.
Trees beginning 3863’ from DER, 50’ right of centerline, up to 96’ AGL/385’ MSL.
Trees, building, pole, vehicle on road beginning 3915’ from DER, 14’ right of centerline, up to 107’ AGL/396’ MSL.
Trees beginning 3950’ from DER, 59’ left of centerline, up to 86’ AGL/377’ MSL.
Trees, vehicle on road beginning 3986’ from DER, 101’ left of centerline, up to 84’ AGL/378’ MSL.
Trees beginning 4054’ from DER, 7’ left of centerline, up to 86’ AGL/391’ MSL.
Trees, vehicles on roads beginning 4056’ from DER, 18’ left of centerline, up to 85’ AGL/382’ MSL.
Trees beginning 4222’ from DER, on and left of centerline, up to 81’ AGL/385’ MSL.

- CON’T
TOWARDS TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LINCOLN, ME (CON’T)

LINCOLN RGNL (LRG) (CON’T)

Rwy 16 (CON’T), trees beginning 4233’ from DER, 57’ right of centerline, up to 102’ AGL/404’ MSL.

Trees, building beginning 4355’ from DER, 6’ right of centerline, up to 107’ AGL/411’ MSL.

Trees, vegetation, buildings beginning 4372’ from DER, 11’ left of centerline, up to 72’ AGL/386’ MSL.

Trees beginning 4399’ from DER, 317’ left of centerline, up to 84’ AGL/393’ MSL.

Tree 4424’ from DER, 1369’ left of centerline, 76’ AGL/394’ MSL.

Trees beginning 4431’ from DER, 5’ left of centerline, up to 84’ AGL/395’ MSL.

Tree 4509’ from DER, 353’ left of centerline, 83’ AGL/398’ MSL.

Trees, pole beginning 4510’ from DER, 42’ left of centerline, up to 82’ AGL/406’ MSL.

Trees, building beginning 4562’ from DER, 5’ left of centerline, up to 104’ AGL/438’ MSL.

Trees beginning 4631’ from DER, 21’ right of centerline, up to 93’ AGL/417’ MSL.

Trees, terrain, buildings, pole, vehicles on roads beginning 4812’ from DER, 13’ left of centerline, up to 84’ AGL/441’ MSL.

Trees, terrain, building, tank beginning 4867’ from DER, 25’ right of centerline, up to 88’ AGL/422’ MSL.

Trees, terrain, buildings beginning 5020’ from DER, 7’ right of centerline, up to 86’ AGL/431’ MSL.

Trees, terrain, vehicles on roads beginning 5133’ from DER, 20’ right of centerline, up to 75’ AGL/434’ MSL.

Trees, terrain, vehicles on roads, electrical systems, building 5139’ from DER, 28’ left of centerline, up to 55’ AGL/442’ MSL.

Trees, terrain beginning 5233’ from DER, 70’ left of centerline, up to 81’ AGL/473’ MSL.

Tree 5240’ from DER, 1180’ right of centerline, 80’ AGL/437’ MSL.

Trees, vegetation, buildings beginning 5256’ from DER, 2’ left of centerline, up to 78’ AGL/478’ MSL.

Trees, vehicle on road beginning 5314’ from DER, 361’ right of centerline, up to 75’ AGL/448’ MSL.

Trees, fence, poles, electrical system, buildings, terrain beginning 5319’ from DER, 37’ right of centerline, up to 87’ AGL/459’ MSL.

Trees, area, antenna, building beginning 5356’ from DER, 7’ left of centerline, up to 83’ AGL/485’ MSL.

Trees, terrain beginning 5513’ from DER, 6’ right of centerline, up to 86’ AGL/470’ MSL.

Trees beginning 5517’ from DER, 36’ left of centerline, up to 95’ AGL/511’ MSL.

Trees beginning 5583’ from DER, 88’ left of centerline, up to 83’ AGL/512’ MSL.

Trees beginning 5651’ from DER, 35’ left of centerline, up to 87’ AGL/516’ MSL.

Trees beginning 5781’ from DER, 40’ left of centerline, up to 90’ AGL/535’ MSL.

Trees, beginning 5961’ from DER, 12’ left of centerline, up to 95’ AGL/556’ MSL.

Trees beginning 6021’ from DER, 97’ right of centerline, up to 83’ AGL/485’ MSL.

Trees, terrain beginning 1 NM from DER, 70’ left of centerline, up to 88’ AGL/629’ MSL.

Trees, pole beginning 1 NM from DER, 6’ right of centerline, up to 85’ AGL/492’ MSL.

Trees beginning 1.1 NM from DER, 2’ right of centerline, up to 95’ AGL/501’ MSL.

Trees beginning 1.1 NM from DER, 47’ left of centerline, up to 93’ AGL/732’ MSL.

Trees, building beginning 1.2 NM from DER, 25’ left of centerline, up to 137’ AGL/815’ MSL.

Trees, terrain beginning 1.2 NM from DER, 46’ right of centerline, up to 55’ AGL/507’ MSL.

Trees, terrain, fence, building, pole beginning 1.3 NM from DER, 4’ left of centerline, up to 173’ AGL/827’ MSL.

Trees, terrain beginning 1.3 NM from DER, 3’ right of centerline, up to 66’ AGL/534’ MSL.

Trees beginning 1.5 NM from DER, 438’ right of centerline, up to 85’ AGL/540’ MSL.

Trees beginning 1.6 NM from DER, 31’ right of centerline, up to 200’ AGL/690’ MSL.

Trees, building beginning 1.7 NM from DER, 539’ right of centerline, up to 200’ AGL/750’ MSL.

Rwy 34, tree 6’ from DER, 413’ right of centerline, 23’ AGL/220’ MSL.

Building 20’ from DER, 404’ left of centerline, 26’ AGL/217’ MSL.

Building, terrain beginning 90’ from DER, 357’ right of centerline, up to 29’ AGL/229’ MSL.

Trees, terrain beginning 173’ from DER, 266’ left of centerline, 54’ AGL/231’ MSL.

Trees beginning 174’ from DER, 314’ left of centerline, up to 59’ AGL/246’ MSL.

Tree 394’ from DER, 375’ right of centerline, 53’ AGL/260’ MSL.

Trees beginning 427’ from DER, on and right of centerline, up to 71’ AGL/279’ MSL.

Trees beginning 1229’ from DER, 151’ left of centerline, up to 81’ AGL/247’ MSL.

Trees beginning 1347’ from DER, 80’ left of centerline, up to 80’ AGL/248’ MSL.

Trees, vegetation, buildings beginning 1386’ from DER, 34’ right of centerline, up to 85’ AGL/252’ MSL.

Trees beginning 1473’ from DER, 18’ left of centerline, up to 76’ AGL/261’ MSL.

Trees beginning 1541’ from DER, 6’ left of centerline, up to 95’ AGL/267’ MSL.

Trees beginning 2624’ from DER, 451’ left of centerline, up to 86’ AGL/295’ MSL.

Trees beginning 2716’ from DER, 4’ left of centerline, up to 70’ AGL/300’ MSL.

Trees beginning 3058’ from DER, 213’ right of centerline, up to 57’ AGL/292’ MSL.

Trees beginning 3119’ from DER, 42’ right of centerline, up to 43’ AGL/296’ MSL.

Tree 3286’ from DER, 433’ right of centerline, 25’ AGL/300’ MSL.

Trees beginning 3286’ from DER, 80’ left of centerline, up to 74’ AGL/303’ MSL.

Trees beginning 3290’ from DER, 251’ right of centerline, up to 40’ AGL/306’ MSL.

Trees beginning 3348’ from DER, 183’ right of centerline, up to 57’ AGL/326’ MSL.

Trees beginning 3488’ from DER, 169’ right of centerline, up to 39’ AGL/329’ MSL.

Trees beginning 3505’ from DER, 194’ right of centerline, up to 40’ AGL/337’ MSL.

Trees beginning 3622’ from DER, 11’ right of centerline, up to 43’ AGL/343’ MSL.

Trees beginning 3901’ from DER, 113’ left of centerline, up to 72’ AGL/306’ MSL.

Trees beginning 4018’ from DER, 248’ left of centerline, up to 37’ AGL/308’ MSL.

Trees beginning 4502’ from DER, 26’ left of centerline, up to 69’ AGL/326’ MSL.

Trees beginning 4120’ from DER, 72’ left of centerline, up to 40’ AGL/327’ MSL.

Trees beginning 4137’ from DER, 8’ left of centerline, up to 55’ AGL/336’ MSL.

Trees beginning 4380’ from DER, 25’ left of centerline, up to 59’ AGL/345’ MSL.

Trees beginning 4397’ from DER, 6’ right of centerline, up to 73’ AGL/364’ MSL.

Trees beginning 4440’ from DER, 3’ left of centerline, up to 67’ AGL/355’ MSL.

CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
LYNDONVILLE, VT
CALEDONIA COUNTY (CDA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 12NOV15 (15316) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 500-2 w/min. climb of 255' per NM to 3600, or 2600-3 for climb in visual conditions.
Rwy 20, std. w/min. climb of 270' per NM to 2100, or 2600-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 024° to 3500 before proceeding on course or for climb in visual conditions, cross Caledonia County airport at or above 3600. When executing the VCOA, notify ATC prior to departure.
Rwy 20, climb heading 204° to 3300 before proceeding on course or for climb in visual conditions to cross Caledonia County airport at or above 3600. When executing the VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 1068' from DER, 721' left of centerline, up to 80' AGL/1359' MSL.
Terrain beginning 1327' from DER, 29' left of centerline, 1319' MSL.
Trees beginning 2510' from DER, 568' left of centerline, up to 80' AGL/1359' MSL.
Terrain beginning 2529' from DER, 74' left of centerline, 1339' MSL.
Trees beginning 2919' from DER, 554' left of centerline, up to 80' AGL/1395' MSL.
Terrain beginning 2989' from DER, 51' right of centerline, 1322' MSL.
Trees beginning 4533' from DER, 1636' left of centerline, up to 80' AGL/1419' MSL.
Terrain beginning 1.1 NM from DER, 61' left of centerline, 1446' MSL.
Trees beginning 1.1 NM from DER, 276' left of centerline, up to 80' AGL/1477' MSL.
Terrain beginning 1.5 NM from DER, 454' left of centerline, 1466' MSL.
Trees beginning 1.6 NM from DER, 648' left of centerline, up to 80' AGL/1558' MSL.
Rising terrain beginning 9.2 NM from DER. 1.9 NM left of centerline, up to 2773' MSL.
Rwy 20, terrain beginning 115' from DER, left and right of centerline, up to 1198' MSL.
Trees beginning 578' from DER, 107' right of centerline, up to 80' AGL/1257' MSL.
Rising terrain beginning 3.3 NM from DER, 4397' right of centerline, up to 1659' MSL.

MACHIAS, ME
MACHIAS VALLEY (MVM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22AUG13 (13234) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 400-2.
Rwy 36, 400-3
TAKEOFF OBSTACLE NOTES:
Rwy 18, multiple buildings, vehicles on road beginning 720' from DER, left and right of centerline, up to 25' AGL/124' MSL.
Terrain and trees beginning 85' from DER, left and right of centerline, up to 100' AGL/319' MSL.
Trees beginning 105' from DER, left and right of centerline, up to 25' AGL/204' MSL.
Tower 7922' from DER, 883' left of centerline, up 85' AGL/402' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MANCHESTER, NH
MANCHESTER BOSTON RGNL (MHT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 10B 13SEP18 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300-1½ or std. w/min. climb of 268’ per NM to 600.
Rwy 35, 300-1½ or std. w/min. climb of 265’ per NM to 500.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 057° to 1000 before turning right.
Rwy 24, climb heading 244° to 1000 before proceeding on course.
Rwy 35, climb 352° to 1300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, fence 6’ from DER, 468’ right of centerline, 12’ AGL/242’ MSL.
Lighting 40’ from DER, 117’ right of centerline, 3’ AGL/243’ MSL.

DEPARTURE PROCEDURE:

Pole 67’ from DER, 454’ left of centerline, 24’ AGL/253’ MSL.
Trees beginning 584’ from DER, 599’ right of centerline, up to 61’ AGL/265’ MSL.
Trees beginning 798’ from DER, 90’ right of centerline, up to 66’ AGL/268’ MSL.
Trees beginning 819’ from DER, 163’ left of centerline, up to 66’ AGL/273’ MSL.
Tree 1014’ from DER, 309’ right of centerline, 87’ AGL/269’ MSL.
Trees beginning 1102’ from DER, 473’ right of centerline, up to 72’ AGL/272’ MSL.
Tree 1535’ from DER, 660’ left of centerline, 78’ AGL/281’ MSL.
Trees beginning 1893’ from DER, 215’ left of centerline, up to 97’ AGL/297’ MSL.
Tree 2056’ from DER, 366’ left of centerline, 102’ AGL/302’ MSL.
Tree 2154’ from DER, 469’ left of centerline, 102’ AGL/307’ MSL.
Trees beginning 2189’ from DER, 551’ left of centerline, up to 107’ AGL/308’ MSL.
Tree 2315’ from DER, 653’ left of centerline, 107’ AGL/313’ MSL.

Rwy 17, vehicles on roadway 643’ from DER, 640’ left of centerline, 303’ MSL.
Beginning 767’ from DER, 421’ right of centerline, 8’ AGL/300’ MSL.
Vehicles on roadway beginning 764’ from DER, 392’ left of centerline, up to 304’ MSL.

Tree 1087’ from DER, 640’ left of centerline, 323’ MSL.
Vehicles on roadway 1167’ from DER, 717’ right of centerline, 303’ MSL.
Trees, terrain beginning 1288’ from DER, 320’ left of centerline, up to 334’ MSL.
Vehicles on roadway, poles beginning 1345’ from DER, 211’ right of centerline, up to 307’ MSL.
Poles beginning 1430’ from DER, 200’ right of centerline, up to 34’ AGL/324’ MSL.
Tree 1479’ from DER, 710’ left of centerline, 27’ AGL/335’ MSL.
Trees, poles beginning 1554’ from DER, 281’ right of centerline, up to 40’ AGL/329’ MSL.
Trees, terrain, vertical point, building, vehicles on roadway, sign, poles beginning 1558’ from DER, 5’ left of centerline, up to 41’ AGL/346’ MSL.
Tree 1760’ from DER, 530’ right of centerline, 43’ AGL/332’ MSL.
Tree 1825’ from DER, 413’ right of centerline, 47’ AGL/335’ MSL.
Trees, fence, building, pole, terrain beginning 1876’ from DER, up to 48’ AGL/336’ MSL.
Trees, pole beginning 2053’ from DER, on centerline, up to 49’ AGL/339’ MSL.
Tree, vehicles on roadway, building beginning 2146’ from DER, 138’ left of centerline, up to 43’ AGL/352’ MSL.
Trees, sign, building, pole beginning 2177’ from DER, 1’ left of centerline, up to 44’ AGL/359’ MSL.
Trees, pole beginning 2215’ from DER, 118’ right of centerline, up to 58’ AGL/362’ MSL.
Tree, building, pole, terrain, vehicles on roadway, spire, sign beginning 2267’ from DER, 4’ left of centerline, up to 46’ AGL/362’ MSL.

Trees, vehicles on roadway, pole, building beginning 2383’ from DER, on centerline, up to 55’ AGL/366’ MSL.
Trees, pole, building beginning 2846’ from DER, 64’ left of centerline, up to 52’ AGL/370’ MSL.
Trees beginning 2876’ from DER, 196’ right of centerline, up to 368’ MSL.
Trees, pole, building beginning 2885’ from DER, 2’ right of centerline, up to 70’ AGL/378’ MSL.
Trees, pole beginning 3155’ from DER, 11’ right of centerline, up to 78’ AGL/384’ MSL.
Trees, building, tank beginning 3216’ from DER, 37’ left of centerline, up to 51’ AGL/379’ MSL.
Trees, pole, building beginning 3401’ from DER, 17’ left of centerline, up to 52’ AGL/383’ MSL.
Trees, pole beginning 3435’ from DER, 33’ right of centerline, up to 385’ MSL.
Trees beginning 3494’ from DER, 201’ left of centerline, up to 384’ MSL.
Tree 3514’ from DER, 425’ left of centerline, 385’ MSL.
Trees, tank beginning 3543’ from DER, 36’ left of centerline, up to 397’ MSL.
Trees, pole beginning 3564’ from DER, 41’ right of centerline, up to 395’ MSL.
Trees, elevator, grain elevator, pole, tank, building, antenna, vertical point beginning 3721’ from DER, 6’ right of centerline, up to 396’ MSL.
Trees beginning 3994’ from DER, 49’ left of centerline, up to 62’ AGL/401’ MSL.
Trees beginning 4090’ from DER, 147’ left of centerline, up to 62’ AGL/402’ MSL.
Trees beginning 4197’ from DER, 50’ left of centerline, up to 70’ AGL/405’ MSL.
Trees, pole, transmission line, building beginning 4354’ from DER, 14’ right of centerline, up to 93’ AGL/414’ MSL.
Trees beginning 4372’ from DER, 764’ left of centerline, up to 407’ MSL.
Trees beginning 4457’ from DER, 1078’ left of centerline, up to 408’ MSL.
Trees, pole beginning 4500’ from DER, 10’ left of centerline, up to 417’ MSL.
Tree 4773’ from DER, 511’ left of centerline, 60’ AGL/419’ MSL.
Trees beginning 4784’ from DER, 92’ right of centerline, up to 416’ MSL.
Trees beginning 4793’ from DER, 421’ left of centerline, up to 71’ AGL/422’ MSL.
Trees beginning 4820’ from DER, 70’ left of centerline, up to 81’ AGL/426’ MSL.
Tree, pole beginning 4830’ from DER, 26’ right of centerline, up to 419’ MSL.
Tree, pole beginning 4907’ from DER, 91’ right of centerline, up to 422’ MSL.
Trees beginning 5004’ from DER, 155’ right of centerline, up to 426’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MANCHESTER, NH (CON’T)

MANCHESTER BOSTON RGNL (MHT) (CON’T)

**Rwy 17 (CON’T)**, tree, pole beginning 5105’ from DER, 63’ right of centerline, up to 431’ MSL.

Trees beginning 5128’ from DER, 186’ left of centerline, up to 32’ AGL/427’ MSL.

Trees, vehicles on roadway beginning 5278’ from DER, 4’ right of centerline, up to 59’ AGL/437’ MSL.

Tree, pole beginning 5331’ from DER, 44’ right of centerline, up to 56’ AGL/441’ MSL.

Tree, terrain beginning 5346’ from DER, 35’ left of centerline, up to 64’ AGL/445’ MSL.

Trees, vehicles on roadway, pole beginning 5392’ from DER, 8’ right of centerline, up to 442’ MSL.

Pole, trees on roadway, terrain beginning 5550’ from DER, 4’ left of centerline, up to 29’ AGL/447’ MSL.

Trees, vehicles on roadway, terrain, pole, building beginning 5696’ from DER, 14’ left of centerline, up to 80’ AGL/455’ MSL.

Trees beginning 5787’ from DER, 16’ right of centerline, up to 65’ AGL/452’ MSL.

Trees beginning 5929’ from DER, 474’ left of centerline, 68’ AGL/457’ MSL.

Tree, pole beginning 5952’ from DER, 73’ left of centerline, up to 66’ AGL/459’ MSL.

Trees beginning 1 NM from DER, 98’ left of centerline, up to 96’ AGL/461’ MSL.

Trees beginning 1 NM from DER, 17’ left of centerline, up to 463’ MSL.

Tree 1.1 NM from DER, 336’ right of centerline, 453’ MSL.

Tree 1.2 NM from DER, 608’ left of centerline, 100’ AGL/458’ MSL.

**Rwy 24**, terrain 3’ from DER, on centerline, 221’ MSL.

Pole 221’ from DER, 475’ left of centerline, 18’ AGL/227’ MSL.

Building 394’ from DER, 581’ left of centerline, 28’ AGL/233’ MSL.

Trees beginning 451’ from DER, 220’ left of centerline, up to 74’ AGL/257’ MSL.

Trees beginning 785’ from DER, 545’ right of centerline, up to 92’ AGL/264’ MSL.

Trees beginning 810’ from DER, 352’ left of centerline, up to 119’ AGL/293’ MSL.

Tree 2556’ from DER, 1112’ right of centerline, 85’ AGL/294’ MSL.

Trees beginning 3529’ from DER, 1042’ right of centerline, up to 101’ AGL/313’ MSL.

**Rwy 35**, tree 612’ from DER, 613’ left of centerline, 237’ MSL.

Tree 712’ from DER, 493’ left of centerline, 239’ MSL.

Tree 719’ from DER, 623’ right of centerline, 38’ AGL/243’ MSL.

Trees beginning 891’ from DER, 527’ left of centerline, up to 26’ AGL/248’ MSL.

Tree 1114’ from DER, 788’ right of centerline, 261’ MSL.

Tree, pole beginning 1147’ from DER, 486’ left of centerline, up to 39’ AGL/256’ MSL.

Tree 1779’ from DER, 944’ right of centerline, 77’ AGL/271’ MSL.

Tree 1888’ from DER, 991’ right of centerline, 96’ AGL/287’ MSL.

Tree 1989’ from DER, 994’ left of centerline, 274’ MSL.

Tree 2030’ from DER, 989’ left of centerline, 61’ AGL/280’ MSL.

Tree 2247’ from DER, 1079’ left of centerline, 66’ AGL/288’ MSL.

Trees, poles beginning 2505’ from DER, 558’ right of centerline, up to 46’ AGL/303’ MSL.

Tree 2514’ from DER, 1135’ left of centerline, 75’ AGL/295’ MSL.

Trees beginning 2518’ from DER, 923’ left of centerline, up to 74’ AGL/297’ MSL.

Trees beginning 2785’ from DER, 694’ left of centerline, up to 78’ AGL/301’ MSL.

Trees beginning 3093’ from DER, 511’ left of centerline, up to 78’ AGL/305’ MSL.

Tree 3358’ from DER, 1235’ left of centerline, 314’ MSL.

Tree 3378’ from DER, 1133’ left of centerline, 318’ MSL.

Tree 3422’ from DER, 1212’ left of centerline, 106’ AGL/319’ MSL.

Trees beginning 3475’ from DER, 268’ left of centerline, up to 327’ MSL.

Trees beginning 4270’ from DER, 261’ left of centerline, up to 86’ AGL/333’ MSL.

Tree 5359’ from DER, 1186’ left of centerline, 84’ AGL/352’ MSL.

Tree 5509’ from DER, 628’ left of centerline, 357’ MSL.

Trees beginning 5536’ from DER, 1317’ left of centerline, up to 67’ AGL/361’ MSL.

Trees beginning 5581’ from DER, 1079’ left of centerline, up to 65’ AGL/364’ MSL.

Trees beginning 5689’ from DER, 1038’ left of centerline, up to 65’ AGL/368’ MSL.

Trees beginning 5703’ from DER, 1259’ left of centerline, up to 63’ AGL/370’ MSL.

Tree 5775’ from DER, 1880’ left of centerline, 78’ AGL/395’ MSL.

Trees beginning 5851’ from DER, 1038’ left of centerline, up to 77’ AGL/403’ MSL.

Trees beginning 5934’ from DER, 1317’ left of centerline, up to 76’ AGL/409’ MSL.

Tree, pole beginning 1 NM from DER, 795’ left of centerline, up to 71’ AGL/416’ MSL.

Trees beginning 1 NM from DER, 1093’ left of centerline, up to 80’ AGL/417’ MSL.

Tree 1.2 NM from DER, 1944’ left of centerline, 85’ AGL/407’ MSL.
MANSFIELD, MA
MANSFIELD MUNI (1B9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  27JUN13  (13178)  (FAA)
TAKEOFF MINIMUMS:
Rwys 4,22, NA - VFR only.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 89' from DER, 454' left of centerline, up to 65' AGL/182' MSL.
Trees beginning 68' from DER, 143' left of centerline, up to 32' AGL/149' MSL.
Trees beginning 82' from DER, 98' right of centerline, up to 31' AGL/148' MSL.
Trees beginning 1067' from DER, 14' left of centerline, up to 67' AGL/184' MSL.
Trees beginning 846' from DER, 8' right of centerline, up to 101' AGL/208' MSL.
Rwy 32, sign 56' from DER, 164' right of centerline, 2' AGL/124' MSL.
Trees beginning 52' from DER, 187' left of centerline, up to 54' AGL/173' MSL.
Trees beginning 742' from DER, 17' left of centerline, up to 97' AGL/224' MSL.
Trees beginning 638' from DER, 10' right of centerline, up to 103' AGL/230' MSL.

MARSHFIELD, MA
MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  13NOV14  (21224)  (FAA)
TAKEOFF MINIMUMS:
Rwy 24, 200-1¼ or std. w/min. climb of 205' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1100' prior to DER.
DEPARTURE PROCEDURE:
Rwy 24, climb heading 242° to 500 before turning north.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees and bushes beginning 21' from DER, left and right of centerline, up to 51' AGL/51' MSL.
Trees, poles and buildings beginning 1001' from DER, left and right of centerline, up to 59' AGL/68' MSL.
Boat mast beginning 2734' from DER, left and right of centerline, up to 125' AGL/125' MSL.
Rwy 24, trees beginning 15' from DER, 84' left of centerline, up to 74' AGL/74' MSL.
Tree 474' from DER, 624' right of centerline, up to 71' AGL/77' MSL.
Trees beginning 1371' from DER, left and right of centerline, up to 88' AGL/92' MSL.
Trees beginning 4463' from DER, 1298' left of centerline, up to 88' AGL/153' MSL.
Tree 6031' from DER, 1306' left of centerline, up to 89' AGL/158' MSL.

MERIDEN, CT
MERIDEN MARKHAM MUNI (MMK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  15FEB07  (07046)  (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 500-3 or std. w/min. climb of 235' per NM to 1100.
Rwy 36, std. w/min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 176° to 1100 before proceeding on course.
Rwy 36, climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, 200' AAO 1.9 NM from DER, 3441' left of centerline, 200' AGL/417' MSL.
200' AAO 1.9 NM from DER, 3563' left of centerline, 200' AGL/417' MSL.
Terrain 50' from DER, 440' right of centerline, 109' MSL.
200' AAO 1.9 NM from DER, 3346' left of centerline, 200' AGL/410' MSL.
Terrain 122' from DER, 223' right of centerline, 105' MSL.
200' AAO 2.5 NM from DER, 198' left of centerline, 200' AGL/483' MSL.
200' AAO 2.5 NM from DER, 1889' left of centerline, 200' AGL/489' MSL.
Multiple power lines beginning 500' from DER, 216' right of centerline, up to 52' AGL/172' MSL.
Multiple power lines beginning 781' from DER, 192' left of centerline, up to 52' AGL/150' MSL.
Rwy 36, multiple towers 3 NM from DER, 2284' right of centerline, up to 1117' AGL/1220' MSL.
Multiple power lines beginning 791' from DER, 216' right of centerline, up to 52' AGL/172' MSL.
Multiple power lines beginning 781' from DER, 192' left of centerline, up to 52' AGL/150' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MILLINOCKET, ME
MILLINOCKET MUNI (MLT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 11FEB10 (10042) (FAA)
TAKEOFF MINIMUMS:
Rwy 29, 400-3 or std. w/min. climb of 535' per NM to 1000.
Rwy 34, 400-2½ or std. w/min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE:
Rwy 11, climb via heading 107° and MLT R-330 to MLT VOR/DME thence...
Rwy 16, climb via heading 156° and MLT R-309 to MLT VOR/DME thence...
Rwy 29, climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...
Rwy 34, climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 11, bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL.
Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL.
Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL.
Trees beginning 168' from DER, left and right of centerline, up to 100' AGL/519' MSL.
Rwy 16, vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL.
Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL.
Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL.
Trees beginning 79' from DER, left and right of centerline, up to 100' AGL/489' MSL.
Rwy 29, antenna, towers, power lines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL.
Obstacle light on localizer, antenna, and power lines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL.
Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL.
Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/678' MSL.
Rwy 34, trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL.
Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL.
Tower 1116' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA
TURNERS FALLS (OB5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 1000-3 w/min. climb of 480' per NM to 2000 or std. w/min. climb of 610' per NM to 1800, or 1600-3 for VCOA.
Rwy 34, std. w/min. climb of 270' per NM to 1800, or 1600-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 34, climb heading 338° to 1000 before turning right.
VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Turners Falls airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 16, vegetation 84' from DER, 387' right of centerline, 361' MSL.
Vegetation 91' from DER, 229' right of centerline, 369' MSL.
Trees beginning 163' from DER, 219' right of centerline, up to 429' MSL.
Vegetation 172' from DER, 222' left of centerline, 364' MSL.
Vegetation and trees beginning 277' from DER, 117' left of centerline, up to 407' MSL.
Vegetation beginning 557' from DER, 262' left of centerline, up to 421' MSL.
Trees beginning 820' from DER, 400' right of centerline, up to 439' MSL.
Trees beginning 650' from DER, 345' left of centerline, up to 472' MSL.
Trees beginning 1909' from DER, 600' left of centerline, up to 481' MSL.
Trees beginning 2182' from DER, 423' left of centerline, up to 512' MSL.
Trees beginning 2280' from DER, 349' left of centerline, up to 531' MSL.
Trees beginning 2677' from DER, 358' left of centerline, up to 552' MSL.
Trees beginning 1.6 NM from DER, 714' left of centerline, up to 718' MSL.
Trees beginning 1.7 NM from DER, 327' left of centerline, up to 783' MSL.
Trees beginning 1.8 NM from DER, 162' left of centerline, up to 920' MSL.
Trees beginning 1.9 NM from DER, crossing extended runway centerline, up to 1045' MSL.
Trees beginning 2 NM from DER, crossing extended runway centerline, up to 1081' MSL.
Trees beginning 2.1 NM from DER, crossing extended runway centerline, up to 1143' MSL.
Trees beginning 2.2 NM from DER, crossing extended runway centerline, up to 1161' MSL.
Trees and buildings beginning 2.4 NM from DER, 174' right of centerline, up to 200' AGL/1100' MSL.
Trees and tower beginning 2.4 NM from DER, 126' left of centerline, up to 200' AGL/1320' MSL.
Trees beginning 2.5 NM from DER, 1646' right of centerline, up to 865' MSL.
Rwy 34, building 120' from DER, 494' left of centerline, 33' AGL/370' MSL.
Pole 233' from DER, 404' right of centerline, 37' AGL/373' MSL.
Building 243' from DER, 518' left of centerline, 371' MSL.
Trees beginning 295' from DER, 287' right of centerline, up to 407' MSL.
Tree 362' from DER, 465' left of centerline, 402' MSL.
Trees beginning 426' from DER, 162' left of centerline, up to 412' MSL.
Tower 2.3 NM from DER, 881' right of centerline, 199' AGL/736' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MORRISVILLE, VT
MORRISVILLE-STOWE STATE (MVL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 07MAR13 (13066) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, std. w/min. climb of 358’ per NM to 4300 or 3500-3 for climb in visual conditions.
Rwy 19, 900-3 w/min. climb of 500’ per NM to 5000 or 3500-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 1, climb heading 029° to 4300 before proceeding on course. For climb in visual conditions: cross Morrisville-Stowe State airport at or above 4100’ MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 19, climbing right turn heading 040° to 5000 before proceeding on course. For climb in visual conditions: cross Morrisville-Stowe State airport at or above 4100’ MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 1, multiple trees beginning 79’ from DER, 40’ right of centerline, up to 38’ AGL/746’ MSL.
Numerous trees beginning 1331’ from DER, 160’ right of centerline, up to 74’ AGL/812’ MSL.
Multiple buildings, trees, pole, and silo beginning 413’ from DER, 595’ left of centerline, up to 91’ AGL/819’ MSL.
Numerous trees beginning 1829’ from DER, 257’ left of centerline, up to 96’ AGL/824’ MSL.
Rwy 19, numerous trees beginning 11’ from DER, 364’ right of centerline, up to 80’ AGL/794’ MSL.
Numerous trees and buildings beginning 677’ from DER, 19’ right of centerline, up to 89’ AGL/817’ MSL.
Numerous trees, poles beginning 1309’ from DER, 73’ right of centerline, up to 98’ AGL/846’ MSL.
Numerous trees beginning 5890’ from DER, 19’ left of centerline, up to 113’ AGL/900’ MSL.
Multiple trees 187’ from DER, 144’ left of centerline, up to 54’ AGL/762’ MSL.
Numerous trees, and building beginning 1218’ from DER, 5’ left of centerline, up to 102’ AGL/850’ MSL.
Numerous trees beginning 1.5 NM from DER, 1979’ left of centerline, up to 95’ AGL/1175’ MSL.

NANTUCKET, MA
NANTUCKET MEML (ACK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 29DEC22 (22363) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 6, terrain 204’ from DER, 490’ left of centerline, 52’ MSL.
Building 979’ from DER, 636’ left of centerline, 16’ AGL/73’ MSL.

Rwy 15, vegetation 2’ from DER, 475’ left of centerline, 48’ MSL.
Tree, vehicle on road beginning 8’ from DER, 354’ left of centerline, up to 23’ AGL/56’ MSL.
Vegetation 32’ from DER, 344’ right of centerline, 46’ MSL.
Vegetation, tree beginning 105’ from DER, 29’ right of centerline, up to 11’ AGL/50’ MSL.
Tree 346’ from DER, 449’ right of centerline, 51’ MSL.

Rwy 24, trees beginning 12’ from DER, 300’ right of centerline, up to 60’ AGL/77’ MSL.
Trees, fence beginning 65 from DER, 19’ left of centerline, up to 60’ AGL/90’ MSL.

Rwy 33, building 173’ from DER, 371’ right of centerline, 16’ AGL/61’ MSL.
Buildings beginning 605’ from DER, 235’ left of centerline, up to 23’ AGL/65’ MSL.
Building 894’ from DER, 675’ right of centerline, 91’ MSL.
Tower, building 695’ from DER, 318’ right of centerline, up to 52’ AGL/98’ MSL.
Tower, buildings, pole beginning 902’ from DER, 168’ right of centerline, up to 58’ AGL/103’ MSL.
Building, tree beginning 923’ from DER, 254’ left of centerline, up to 38’ AGL/78’ MSL.
Trees beginning 1286’ from DER, 282’ left of centerline, up to 43’ AGL/83’ MSL.
Tree 1963’ from DER, 113’ left of centerline, 50’ AGL/99’ MSL.

NASHUA, NH
BOIRE FLD (ASH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 27JUN13 (21112) (FAA)
DEPARTURE PROCEDURE:
Rwy 32, climb heading 319° to 900 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 47’ from DER, left and right of centerline, up to 80’ AGL/262’ MSL.
Pole 707’ from DER, 673’ right of centerline, up to 37’ AGL/221’ MSL.
Poles beginning 853’ from DER, 170’ left of centerline, up to 28’ AGL/217’ MSL.

Pole 989’ from DER, 560’ right of centerline, up to 53’ AGL/240’ MSL.

Trees beginning 1030’ from DER, 82’ right of centerline, up to 80’ AGL/270’ MSL.

Trees beginning 1057’ from DER, 6’ left of centerline, up to 112’ AGL/283’ MSL.

Pole 1465’ from DER, 656’ right of centerline, up to 68’ AGL/253’ MSL.

Trees beginning 2253’ from DER, 143’ left of centerline, up to 82’ AGL/287’ MSL.

Trees beginning 2405’ from DER, 205’ right of centerline, up to 113’ AGL/289’ MSL.

Rwy 32, trees beginning 20’ from DER, 99’ right of centerline, up to 96’ AGL/295’ MSL.

Trees beginning 882’ from DER, on centerline, up to 80’ AGL/259’ MSL.

Trees beginning 2333’ from DER, 107’ left of centerline, up to 97’ AGL/300’ MSL.

Tree 3562’ from DER, 1324’ right of centerline, up to 80’ AGL/312’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NEW BEDFORD, MA
NEW BEDFORD RGNL (EWB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8A 20APR23 (23110) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, 300-1½ or std. w/min. climb of 276' NM to 300.
Rwy 32, 300-1½ or std. w/min. climb of 251' per NM to 300 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE:
Rwy 14, climb on heading 144° to 700 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 5, pole 37' from DER, on and left of centerline, 13' AGL/87' MSL.
Vehicle on roadway 198' from DER, 499' right of centerline, 105' MSL.
Tree, pole beginning 227' from DER, on centerline, up to 9' AGL/110' MSL.
Tree, terrain, pole, vehicle on roadway beginning 508' from DER, 22' right of centerline, up to 4' AGL/111' MSL.
NAVAID, vegetation beginning 524' from DER, 56' left of centerline, up to 30' AGL/103' MSL.
Tree, vehicle on roadway, vegetation beginning 718' from DER, 21' left of centerline, up to 31' AGL/122' MSL.
Tree, vegetation beginning 825' from DER, 85' right of centerline, up to 8' AGL/122' MSL.
Tree, vegetation beginning 896' from DER, 90' left of centerline, up to 29' AGL/126' MSL.
Tree, terrain beginning 1016' from DER, 214' right of centerline, up to 134' MSL.
Trees beginning 1198' from DER, 104' right of centerline, up to 32' AGL/143' MSL.
Trees beginning 1268' from DER, 369' left of centerline, up to 36' AGL/145' MSL.
Trees beginning 2384' from DER, 503' left of centerline, up to 63' AGL/167' MSL.
Building, tree beginning 3104' from DER, 407' right of centerline, up to 65' AGL/180' MSL.
Tree 3869' from DER, 549' left of centerline, 74' AGL/176' MSL.
Tree 3873' from DER, 1337' right of centerline, 187' MSL.
Tree 3895' from DER, 649' left of centerline, 79' AGL/183' MSL.
Tree 3929' from DER, 564' left of centerline, 82' AGL/185' MSL.
Rwy 14, light poles 9' from DER, 64' right of centerline, 8' AGL/68' MSL.
Trees beginning 20' from DER, 360' left of centerline, up to 95' MSL.
Sign 39' from DER, 151' right of centerline, 8' AGL/68' MSL.
Trees beginning 333' from DER, 378' left of centerline, up to 117' MSL.
Tree, pole beginning 388' from DER, 480' right of centerline, up to 96' MSL.
Tree 504' from DER, 605' right of centerline, 102' MSL.
Trees beginning 560' from DER, 272' right of centerline, up to 108' MSL.
Tree, building, pole, tower beginning 565' from DER, 35' left of centerline, up to 133' MSL.
Trees beginning 670' from DER, 8' right of centerline, up to 126' MSL.
Tree 740' from DER, 537' right of centerline, 129' MSL.
Trees beginning 750' from DER, 383' right of centerline, up to 133' MSL.
Tree, vegetation beginning 760' from DER, 233' right of centerline, up to 137' MSL.
Trees beginning 891' from DER, 534' left of centerline, up to 136' MSL.
Tree, building, pole, terrain, vegetation, monument, vertical structure, vehicle on roadway, fence, smokestack, sign beginning 909' from DER, 168' left of centerline, up to 145' MSL.
Tree, smokestack, building beginning 1981' from DER, 118' right of centerline, up to 151' MSL.
Trees beginning 2129' from DER, 392' left of centerline, up to 154' MSL.
Trees beginning 2299' from DER, 11' left of centerline, up to 149' MSL.
Trees beginning 2378' from DER, on centerline, up to 162' MSL.
Trees beginning 2855' from DER, 422' right of centerline, up to 163' MSL.
Sign, tree, building beginning 2916' from DER, 5' right of centerline, up to 70' AGL/171' MSL.
Tree 2989' from DER, 115' left of centerline, 150' MSL.
Trees beginning 2970' from DER, 52' left of centerline, up to 151' MSL.
Building 3314' from DER, 1210' left of centerline, 63' AGL/152' MSL.
Building beginning 3334' from DER, 806' left of centerline, up to 84' AGL/160' MSL.
Smokestack 4101' from DER, 1392' left of centerline, 126' AGL/213' MSL.
Building 4890' from DER, 1373' right of centerline, 143' AGL/235' MSL.
Building 1.1 NM from DER, 423' left of centerline, 228' AGL/291' MSL.
Building spire 1.1 NM from DER, 424' left of centerline, 235' AGL/279' MSL.
Rwy 23, vegetation 6' from DER, 491' left of centerline, 65' MSL.
NAVAID 7' from DER, on centerline, 1' AGL/65' MSL.
Vehicle on roadway 29' from DER, 258' left of centerline, 75' MSL.
Vehicle on roadway 99' from DER, 204' right of centerline, 74' MSL.
Tree 2171' from DER, 903' right of centerline, 54' AGL/127' MSL.
Tree 2544' from DER, 1165' left of centerline, 137' MSL.
Tree 2840' from DER, 1134' right of centerline, 146' MSL.
CON'T
NEW BEDFORD, MA (CON’T)
NEW BEDFORD RGNL (EWB) (CON’T)

Rwy 32, vegetation, wall beginning 38’ from DER, 178’ right of centerline, up to 95’ MSL.
Tree, vegetation beginning 176’ from DER, 110’ right of centerline, up to 109’ MSL.
Trees beginning 311’ from DER, 112’ right of centerline, up to 124’ MSL.
Wall 366’ from DER, 220’ left of centerline, 2’ AGL/87’ MSL.
Tree 393’ from DER, 41’ left of centerline, 92’ MSL.
Trees beginning 398’ from DER, 8’ left of centerline, up to 96’ MSL.
Trees beginning 417’ from DER, 59’ right of centerline, up to 45’ AGL/134’ MSL.
Pole beginning 539’ from DER, 350’ left of centerline, up to 29’ AGL/107’ MSL.
Trees beginning 559’ from DER, 67’ right of centerline, up to 139’ MSL.
Tree, pole beginning 686’ from DER, 557’ left of centerline, up to 120’ MSL.
Trees beginning 775’ from DER, 6’ right of centerline, up to 148’ MSL.
Tree, building beginning 856’ from DER, 5’ left of centerline, up to 140’ MSL.
Trees beginning 1283’ from DER, 30’ left of centerline, up to 141’ MSL.
Trees beginning 1848’ from DER, 500’ left of centerline, up to 144’ MSL.
Tree 2225’ from DER, 609’ left of centerline, 147’ MSL.
Tree 2270’ from DER, 804’ left of centerline, 148’ MSL.
Trees beginning 2272’ from DER, 512’ left of centerline, up to 155’ MSL.
Trees beginning 2377’ from DER, 753’ left of centerline, up to 157’ MSL.
Trees beginning 2535’ from DER, 679’ right of centerline, up to 168’ MSL.
Trees beginning 3746’ from DER, 40’ right of centerline, up to 173’ MSL.
Tree 3847’ from DER, 19’ right of centerline, 176’ MSL.
Tree 3988’ from DER, 69’ left of centerline, 181’ MSL.
Tree 4186’ from DER, 57’ left of centerline, 183’ MSL.
Tree 4728’ from DER, 243’ left of centerline, 199’ MSL.
Trees beginning 4806’ from DER, 5’ left of centerline, up to 200’ MSL.
Tree 4906’ from DER, 491’ right of centerline, 203’ MSL.
Trees beginning 4940’ from DER, 80’ left of centerline, up to 209’ MSL.
Tree 5033’ from DER, 1506’ left of centerline, 210’ MSL.
Tree 5050’ from DER, 1631’ left of centerline, 217’ MSL.
Trees beginning 5076’ from DER, 177’ left of centerline, up to 220’ MSL.
Tree 5096’ from DER, 573’ right of centerline, 208’ MSL.
Tree 5137’ from DER, 508’ left of centerline, 209’ MSL.
Trees beginning 5162’ from DER, 1176’ left of centerline, up to 225’ MSL.
Trees beginning 5185’ from DER, 394’ right of centerline, up to 210’ MSL.
Trees beginning 5242’ from DER, 180’ right of centerline, up to 219’ MSL.
Trees beginning 5430’ from DER, 387’ right of centerline, up to 221’ MSL.
Tree 5522’ from DER, 1461’ left of centerline, 226’ MSL.
Trees beginning 5587’ from DER, 574’ right of centerline, up to 225’ MSL.
Trees beginning 5671’ from DER, 1180’ left of centerline, up to 227’ MSL.
Tree 5777’ from DER, 1750’ left of centerline, 228’ MSL.
Trees beginning 5784’ from DER, 434’ right of centerline, up to 227’ MSL.
Tree 5877’ from DER, 1367’ right of centerline, 228’ MSL.

NEW HAVEN, CT
TWEED/NEW HAVEN (HVN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 08SEP22 (22252) (FAA)
TAKEOFF MINIMUMS:
Rwys 14, 32, NA-Environmental.
Rwy 2, 300-1½ w/min. climb of 240’ per NM to 860, or std. w/min. climb of 1183’ per NM to 380 or 1000-3 for VCOA.
VCOA:
Rwy 2, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tweed/New Haven airport at or above 1000 before proceeding on course.
CON’T
NEW HAVEN, CT (CON’T)
TWEED/NEW HAVEN (HVN) (CON’T)

TAKEOFF OBSTACLE NOTES:

Rwy 2, fence 22’ from DER, 497’ left of centerline, 14’ MSL.
Fence 41’ from DER, 449’ right of centerline, 22’ MSL.
Tree 63’ from DER, 369’ left of centerline, 16’ MSL.
Tower and vehicles on road beginning 124’ from DER, 306’ right of centerline, up to 53’ AGL/64’ MSL.
Tree and vehicles on road beginning 397’ from DER, 284’ right of centerline, up to 70’ MSL.
Tree and pole beginning 426’ from DER, 563’ left of centerline, up to 71’ MSL.
Trees beginning 546’ from DER, 457’ right of centerline, up to 88’ MSL.
Tree 634’ from DER, 593’ right of centerline, 75’ AGL/89’ MSL.
Tree, pole, building, and transmission line beginning 647’ from DER, 489’ left of centerline, up to 83’ MSL.
Tree, building, and pole beginning 679’ from DER, on centerline, up to 95’ MSL.
Tree 857’ from DER, 593’ left of centerline, 105’ MSL.
Tree, antenna, transmission line, electrical system, pole, and vehicles on road beginning 900’ from DER, 82’ left of centerline, up to 155’ MSL.
Tree, vegetation, and building beginning 1131’ from DER, 103’ left of centerline, up to 159’ MSL.
Building 1166’ from DER, 796’ left of centerline, 30’ AGL/178’ MSL.
Tree, pole, vehicles on road, and electrical system beginning 1170’ from DER, 3’ left of centerline, up to 180’ MSL.
Tree, pole, electrical system, and building beginning 1224’ from DER, 28’ left of centerline, up to 186’ MSL.
Tree, building, and pole beginning 1289’ from DER, 107’ left of centerline, up to 194’ MSL.
Tree, building, and pole beginning 1342’ from DER, 49’ left of centerline, up to 211’ MSL.
Tree, building, and pole beginning 1463’ from DER, 17’ left of centerline, up to 213’ MSL.
Tree, pole, stack, building, traverse way, tank, and antenna beginning 1639’ from DER, 1’ left of centerline, up to 101’ AGL/241’ MSL.
Tree and pole beginning 1905’ from DER, on centerline, up to 105’ MSL.
Tree and building beginning 2264’ from DER, on centerline, up to 112’ MSL.
Tree and building beginning 2617’ from DER, 2’ right of centerline, up to 117’ MSL.
Trees beginning 2848’ from DER, 24’ right of centerline, up to 63’ AGL/118’ MSL.
Trees beginning 2895’ from DER, 25’ right of centerline, up to 63’ AGL/121’ MSL.
Tree and pole beginning 3081’ from DER, 8’ right of centerline, up to 71’ AGL/125’ MSL.
Tree and pole beginning 3347’ from DER, 43’ right of centerline, up to 76’ AGL/127’ MSL.
Tree and pole beginning 3409’ from DER, 20’ right of centerline, up to 82’ AGL/135’ MSL.
Tree, building, and pole beginning 3499’ from DER, 16’ left of centerline, up to 246’ MSL.
Tree, building, pole, and vehicles on road beginning 3625’ from DER, 2’ left of centerline, up to 98’ AGL/282’ MSL.
Trees beginning 3695’ from DER, 28’ right of centerline, up to 68’ AGL/139’ MSL.
Trees beginning 3885’ from DER, 11’ right of centerline, up to 100’ AGL/145’ MSL.
Trees beginning 4849’ from DER, 126’ left of centerline, up to 226’ MSL.
Rwy 20, vegetation 1’ from DER, 417’ left of centerline, 8’ MSL.
Tree, pole, building, and vehicles on road beginning 53’ from DER, 478’ right of centerline, up to 44’ MSL.
Vegetation 57’ from DER, 284’ left of centerline, 12’ MSL.
Vegetation beginning 121’ from DER, 273’ left of centerline, up to 18’ MSL.
Tree and vegetation beginning 298’ from DER, 441’ left of centerline, up to 28’ MSL.
Tree 583’ from DER, 564’ right of centerline, 52’ MSL.
Tree, building, and pole beginning 737’ from DER, 560’ right of centerline, up to 59’ MSL.
Tree, pole, transmission line, and building beginning 944’ from DER, 551’ right of centerline, up to 80’ MSL.
Tree 953’ from DER, 542’ left of centerline, 43’ MSL.
Trees beginning 1226’ from DER, 656’ right of centerline, up to 54’ AGL/90’ MSL.
Tree, building, transmission line beginning 1250’ from DER, 416’ right of centerline, up to 101’ MSL.
Trees beginning 2097’ from DER, 860’ left of centerline, up to 67’ MSL.
Trees beginning 2184’ from DER, 703’ left of centerline, up to 68’ MSL.
Trees beginning 2225’ from DER, 296’ left of centerline, up to 77’ MSL.
Trees beginning 2589’ from DER, 170’ left of centerline, up to 83’ MSL.
Trees beginning 2607’ from DER, 151’ left of centerline, up to 95’ MSL.
Trees beginning 2684’ from DER, 120’ right of centerline, up to 96’ AGL/108’ MSL.
Trees beginning 2748’ from DER, 133’ left of centerline, up to 76’ AGL/99’ MSL.

NEWPORT, NH
PARLIN FLD (2B3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26MAY16 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, 30, NA-Environmental.

Rwy 18, 600-2½ w/min. climb of 365’ per NM to 3400 or 2300-3 for climb in visual conditions.

Rwy 36, 700-1¼ w/min. climb of 487’ per NM to 3700 or 2300-3 for climb in visual conditions.

NOTE: Procedure NA at night.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 182° to 3200 before proceeding on course.

Rwy 36, climb heading 002° to 2100 before proceeding on course.

VCOA: Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Parlin Fld at or above 2900 before proceeding on course.

CON’T
NE-1, 30 NOV 2023 to 25 JAN 2024

NEUPTON, NH (CON’T)
PARLIN FLDS (2B3) (CON’T)

TAKEOFF OBSTACLE NOTES:

Rwy 18, row of trees beginning 7' from DER, from 131' left to 460' right of centerline, and continuing 2715' south along both banks of the river, up to 100' AGL/887' MSL.

Trees beginning 8' from DER, 460' right of centerline, up to 100' AGL/907' MSL.

Trees beginning 439' from DER, 594' left of centerline, up to 100' AGL/926' MSL.

Buildings and trees beginning 2654' from DER, 677' left of centerline, up to 100' AGL/926' MSL.

Trees beginning 3117' from DER, 983' left of centerline, up to 100' AGL/946' MSL.

Trees beginning 3626' from DER, 502' right of centerline, up to 100' AGL/946' MSL.

Trees beginning 3812' from DER, 640' right of centerline, up to 100' AGL/966' MSL.

Buildings and trees beginning 4084' from DER, 1528' left of centerline, up to 100' AGL/966' MSL.

Buildings, vehicles, and trees beginning 4085' from DER, 974' right of centerline, up to 100' AGL/985' MSL.

Trees beginning 4273' from DER, 1161' right of centerline, up to 100' AGL/998' MSL.

Trees beginning 4559' from DER, 1340' right of centerline, up to 100' AGL/1018' MSL.

Buildings and trees beginning 4630' from DER, 1577' right of centerline, up to 100' AGL/1037' MSL.

Buildings, trees beginning 4826' from DER, 1559' right of centerline, up to 100' AGL/1064' MSL.

Buildings, vehicles, and trees beginning 5046' from DER, 1757' right of centerline, up to 100' AGL/1084' MSL.

Buildings, trees, and vehicles beginning 5503' from DER, 1946' right of centerline, up to 100' AGL/1103' MSL.

Tower 1.0 NM from DER, 155' right of centerline, 206' AGL/990' MSL.

Buildings, vehicles, and trees beginning 1.4 NM from DER, 2233' right of centerline, up to 100' AGL/1123' MSL.

Trees beginning 1.4 NM from DER, 2374' left of centerline, up to 100' AGL/1103' MSL.

Trees beginning 1.6 NM from DER, 2567' left of centerline, up to 100' AGL/1222' MSL.

Trees beginning 1.7 NM from DER, 2804' left of centerline, up to 100' AGL/1281' MSL.

Trees beginning 1.9 NM from DER, 2480' left of centerline, up to 100' AGL/1300' MSL.

Trees beginning 2.0 NM from DER, 3003' left of centerline, up to 100' AGL/1359' MSL.

Trees beginning 2.3 NM from DER, 3240' left of centerline, up to 15' AGL/802' MSL.

Trees beginning 61' from DER, 264' left to 393' right of centerline, up to 100' AGL/887' MSL.

Trees beginning 67' from DER, 192' left of centerline, up to 100' AGL/907' MSL.

Trees beginning 101' from DER, 408' right of centerline, up to 100' AGL/907' MSL.

Trees beginning 112' from DER, 453' right of centerline, up to 100' AGL/926' MSL.

Trees beginning 181' from DER, 330' right of centerline, up to 100' AGL/946' MSL.

Trees beginning 1056' from DER, from 25' right to 854' left of centerline, up to 100' AGL/966' MSL.

Trees beginning 1485' from DER, from 37' right to 937' left of centerline, up to 100' AGL/985' MSL.

Trees beginning 1587' from DER, 381' left of centerline, up to 100' AGL/1005' MSL.

Trees beginning 1634' from DER, 455' left of centerline, up to 100' AGL/1024' MSL.

Trees beginning 1703' from DER, 429' left of centerline, up to 100' AGL/1044' MSL.

Trees beginning 1796' from DER, 292' left of centerline, up to 100' AGL/1064' MSL.

Trees beginning 1880' from DER, 352' left of centerline, up to 100' AGL/1084' MSL.

Trees beginning 4213' from DER, from 313' left to 1324' right of centerline, up to 100' AGL/1005' MSL.

Trees continuing from 5591' from DER, on rising hillside, 826' left of centerline, up to 100' AGL/1103' MSL.

Trees continuing from 5936' from DER, on rising hillside, 913' left of centerline, up to 100' AGL/1123' MSL.

Trees continuing from 1.0 NM from DER, on rising hillside, 952' left of centerline, up to 100' AGL/1162' MSL.

Trees continuing from 1.1 NM from DER, on rising hillside, 1158' left of centerline, up to 100' AGL/1202' MSL.

Trees continuing from 1.2 NM from DER, on rising hillside, 1355' left of centerline, up to 100' AGL/1241' MSL.

Trees continuing 1.2 NM from DER, 2305' right of centerline, up to 100' AGL/1064' MSL.

Trees continuing from 1.3 NM from DER, on rising hillside, 1486' left of centerline, up to 100' AGL/1340' MSL.

Trees continuing from 1.4 NM from DER, on rising hillside, 2436' left of centerline, up to 100' AGL/1399' MSL.

Trees 1.5 NM from DER, on hilltop, 2732' left of centerline, up to 100' AGL/1418' MSL.

NEWPORT, RI

NEWPORT STATE (UUU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 20DEC07 (07354) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-2½ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'N/M gradient, takeoff must occur no later than 2100' prior to DER.

Rwy 16, 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 039° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 1.7 NM from DER, 916' right of centerline, up to 100' AGL/459' MSL.

Rwy 16, tower 3782' from DER, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from DER, 1100' right of centerline, 132' AGL/310' MSL.

Rwy 34, terrain 102' from DER, 424' right of centerline, 159' MSL.

Vehicle on road 726' from DER, 602' right of centerline.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NEWTOWN, VT
NORTHEAST KINGDOM INTL (EFK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, std. w/min. climb of 283' per NM to 4400, or 2200-3 for VCOA.
Rwy 23, std. w/min. climb of 330' per NM to 3300, or 2200-3 for VCOA.
Rwy 36, std. w/min. climb of 320' per NM to 2000, or 2200-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 5, climb on heading 047° to 2200 before proceeding on course.
Rwy 18, climb on heading 177° to 1500 before turning right.
Rwy 23, climb on heading 227° to 2700 before proceeding on course.
Rwy 36, climb on heading 357° to 3300 before proceeding on course.
VCOA:
Rwys 18, 23, 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Northeast Kingdom Intl airport at or above 3000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, terrain beginning 4' from DER, 97' left of centerline, up to 932' MSL.
Vehicles on road, terrain beginning 6' from DER, 204' left of centerline, up to 946' MSL.
Pole 208' from DER, 482' right of centerline, 43' AGL/948' MSL.
Poles beginning 423' from DER, 271' right of centerline, up to 43' AGL/953' MSL.
Trees beginning 456' from DER, 196' left of centerline, up to 969' MSL.
Poles, tree beginning 647' from DER, 84' right of centerline, up to 43' AGL/956' MSL.
Tree 1189' from DER, 578' right of centerline, 77' AGL/959' MSL.
Rwy 18, tree 1218' from DER, 797' right of centerline, 60' AGL/1000' MSL.
Trees beginning 1529' from DER, 820' right of centerline, up to 81' AGL/1022' MSL.
Trees beginning 1799' from DER, 291' left of centerline, up to 86' AGL/1033' MSL.
Terrain 2183' from DER, 671' left of centerline, 1002' MSL.
Terrain beginning 2239' from DER, 254' left of centerline, up to 1003' MSL.
Trees beginning 2515' from DER, 1150' left of centerline, up to 78' AGL/1023' MSL.
Trees beginning 2688' from DER, 988' left of centerline, up to 91' AGL/1048' MSL.
Rwy 23, wall 16' from DER, 333' right of centerline, 5' AGL/928' MSL.
Trees beginning 54' from DER, 377' right of centerline, up to 67' AGL/985' MSL.
Trees beginning 139' from DER, 475' left of centerline, up to 958' MSL.
Trees beginning 172' from DER, 14' left of centerline, up to 90' AGL/1000' MSL.
Trees beginning 298' from DER, 9' right of centerline, up to 69' AGL/987' MSL.
Trees beginning 631' from DER, 13' right of centerline, up to 74' AGL/992' MSL.
Rwy 36, terrain 17' from DER, 499' left of centerline, 936' MSL.
Vehicle on road 95' from DER, 495' right of centerline, 948' MSL.
Trees, terrain beginning 1786' from DER, 150' left of centerline, up to 70' AGL/1007' MSL.
Tree 5363' from DER, 1935' left of centerline, 87' AGL/1068' MSL.
Tree 5507' from DER, 1952' left of centerline, 72' AGL/1077' MSL.
Trees beginning 5828' from DER, 1854' left of centerline, up to 77' AGL/1101' MSL.
Trees beginning 1.1 NM from DER, 898' left of centerline, up to 90' AGL/1131' MSL.

NORRIDGEWOCK, ME
CENTRAL MAINE/NORRIDGEWOCK (OWK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 29MAY14 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-1½ or std. w/min. climb of 210' per NM to 500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.
Rwy 15, std. w/min. climb of 235' per NM to 1100, or 1400-2½ for climb in visual conditions.
Rwy 21, std. w/min. climb of 285' per NM to 1000, or 1400-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 028° to 1200 before turning left.
Rwy 15, climb heading 148° to 1100 before proceeding on course or for climb in visual conditions: cross Central Maine/ Norridgewock at or above 1500 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 21, climb heading 208° to 1000 before proceeding on course or for climb in visual conditions: cross Central Maine/ Norridgewock at or above 1500 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 33, climbing right turn to 1900 direct AUG VOR/DME before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 3' from DER, 196' right of centerline, up to 100' AGL/439' MSL.
Trees beginning 139' from DER, 487' left of centerline, up to 100' AGL/367' MSL.
Rwys 15, trees beginning 248' from DER, 559' right of centerline, up to 100' AGL/349' MSL.
Trees beginning 477' from DER, 295' left of centerline, up to 100' AGL/369' MSL.
Rwy 21, trees beginning 15' from DER, 108' right of centerline, up to 100' AGL/399' MSL.
Trees beginning 523' from DER, 608' left of centerline, up to 100' AGL/409' MSL.
Rwy 33, trees beginning 4' from DER, 21' left of centerline, up to 100' AGL/359' MSL.
Trees beginning 264' from DER, 4' right of centerline, up to 100' AGL/379' MSL.
NORTH ADAMS, MA
HARRIMAN-AND-WEST (AQW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12NOV15 (15316) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 1100-2/4 w/min. climb of 558' per NM to 4200 or std. w/min. climb of 830' per NM to 3600 or 3500-3 for climb in visual conditions.

Rwy 29, 900-3 w/min. climb of 660' per NM to 3800 or std. w/min. climb of 843' per NM to 3500 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 111° to 4000 before proceeding on course.

Rwy 29, climb heading 291° to 3800 before proceeding on course.

VCOA:

Rwys 11, 29, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Harriman-and-West airport at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, building 3' from DER, 420' left of centerline, 15' AGL/664' MSL.
Pole and trees beginning 33' from DER, 360' right of centerline, up to 22' AGL/692' MSL.

Vehicles on road 49' from DER, crossing centerline, 15' AGL/661' MSL.

Trees and poles building continuing from 149' from DER, left and right of centerline, up to 85' AGL/730' MSL.

Multiple trees, poles and buildings continuing from 198' from DER, left and right of centerline, up to 57' AGL/746' MSL.

Trees and poles continuing from 546' from DER, right and left of centerline, up to 71' AGL/760' MSL.

Trees and buildings continuing from 507' from DER, right and left of centerline, up to 79' AGL/768' MSL.

Multiple trees and poles continuing from 794' from DER, 708' right and across centerline, up to 92' AGL/781' MSL.

Multiple trees and building on rising hillside continuing from 1459' from DER from 843' right and across centerline, up to 64' AGL/793' MSL.

Trees on rising hillside continuing from 1625' from DER, from 880' right and across centerline, up to 79' AGL/827' MSL.

Trees on rising hillside continuing from 2010' from DER, from 1009' right and across centerline, up to 107' AGL/856' MSL.

Trees on rising hillside continuing from 2510' from DER, from 1169' right and across centerline, up to 93' AGL/882' MSL.

Trees on rising hillside continuing from 3537' from DER, 33' right of centerline, up to 80' AGL/907' MSL.

Trees on rising hillside continuing from 4322' from DER, 205' right of centerline, up to 69' AGL/965' MSL.

Trees on rising hillside continuing from 4809' from DER, 603' right of centerline, up to 65' AGL/971' MSL.

Trees on rising hillside continuing from 4842' from DER, 292' right of centerline, up to 89' AGL/995' MSL.

Trees on rising hillside continuing from 4975' from DER, 330' right of centerline, up to 74' AGL/1000' MSL.

Trees on rising hillside continuing from 5081' from DER, 408' right of centerline, up to 84' AGL/1009' MSL.

Trees on rising hillside continuing from 5178' from DER, 146' right of centerline, up to 79' AGL/1024' MSL.

Trees on rising hillside continuing from 5315' from DER, 114' right of centerline, up to 100' AGL/1065' MSL.

Trees on rising hillside continuing from 5443' from DER, 270' right of centerline, up to 108' AGL/1112' MSL.

Trees on rising hillside continuing from 5610' from DER, 10' right of centerline, up to 105' AGL/1129' MSL.

Trees on rising hillside continuing from 5767' from DER, crossing centerline, up to 80' AGL/1163' MSL.

Trees near hilltop continuing from 1 NM from DER, crossing centerline, up to 90' AGL/1232' MSL.

Trees near hilltop continuing from 1.1 NM from DER, crossing centerline, up to 86' AGL/1287' MSL.

Trees on rising hillside and along hilltop continuing from 1.2 NM from DER, 3' right of centerline, up to 65' AGL/1306' MSL.

Trees on rising hillside continuing from 1.2 NM from DER, 7' left of centerline, up to 91' AGL/1294' MSL.

Trees on hilltop 1.9 NM from DER, 3504' right of centerline, up to 111' AGL/1705' MSL.

Transmission tower and transmission line 2 NM from DER, crossing centerline, 50' AGL/1527' MSL.

Rwy 29, pole 9' from DER, 49' right of centerline, 4' AGL/653' MSL.

Trees beginning 60' from DER, 314' left of centerline, up to 65' AGL/707' MSL.

Trees continuing from 143' from DER, left and right of centerline, up to 75' AGL/745' MSL.

Trees continuing from 427' from DER, left and right of centerline, up to 96' AGL/765' MSL.

Multiple buildings 827' from DER, 501' left of centerline, up to 28' AGL/717' MSL.

Trees and buildings continuing from 1061' from DER, 26' left of centerline, up to 94' AGL/782' MSL.

Trees and buildings continuing from 1487' from DER, 56' right of centerline, up to 76' AGL/726' MSL.

Trees and buildings continuing from 1667' from DER, left and right of centerline, up to 60' AGL/828' MSL.

Trees continuing from 1975' from DER, 18' left of centerline, up to 77' AGL/865' MSL.

Multiple trees, buildings, and vehicles, continuing from 2172' from DER, up to 99' AGL/886' MSL.

Trees on rising hillside continuing from 1.1 NM from DER, left and right of centerline, up to 80' AGL/966' MSL.

Trees on rising hillside continuing from 1.4 NM from DER, left and right of centerline, up to 93' AGL/1038' MSL.

Trees on rising hillside continuing from 1.5 NM from DER, left and right of centerline, up to 99' AGL/1043' MSL.

Trees on rising hillside continuing from 1.6 NM from DER, left and right of centerline, up to 112' AGL/1116' MSL.

Trees on rising hillside continuing from 1.6 NM from DER, left and right of centerline, up to 74' AGL/1197' MSL.

Trees on hilltop continuing from 1.7 NM from DER, left and right of centerline, up to 119' AGL/1215' MSL.

Trees on rising hillside continuing from 2.3 NM from DER, left and right of centerline, up to 75' AGL/1295' MSL.

Trees on rising hillside to hilltop continuing from 2.4 NM from DER, left and right of centerline, up to 51' AGL/1479' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NORTH KINGSTOWN, RI
QUONSET STATE (OQU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10JAN13 (13010) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-1 or std w/min. climb of 402’ per NM to 300.
Rwy 16, 300-1 or std w/min. climb of 281’ per NM to 300.
TAKEOFF OBSTACLE NOTES:
Rwy 5, rising terrain 63’ from DER, left to right of centerline, up to 33’ MSL.
Ships beginning at DER, 220’ right of centerline, up to 185’ MSL.
Rwy 16, rising terrain 22’ from DER, left to right of centerline, up to 27’ MSL.
Ships beginning 71’ from DER, 543’ left of centerline, up to 185’ MSL.
Rwy 23, rising terrain 101’ from DER, left to right of centerline, up to 33’ MSL.
Vehicles beginning 393’ from DER, 924’ right of centerline, 106’ AGL/112’ MSL.
Ships beginning 415’ from DER, 521’ left of centerline, up to 185’ MSL.
Rwy 34, trees beginning 1073’ from DER, 697’ left of centerline, up to 80’ AGL/112’ MSL.

NORTHAMPTON, MA
NORTHAMPTON (7B2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 13JAN11 (11013) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, 1500-2½ for climb in visual conditions.
Rwy 32, std. w/ min. climb of 286’ per NM to 2000.
DEPARTURE PROCEDURE:
Rwy 14, for climb in visual conditions: cross Northampton Airport at or above 1500 before proceeding on course. Rwy 32, climb heading 323° to 2000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, vehicle on road 5’ from DER, 178’ right of centerline, up to 17’ AGL/136’ MSL.
Vehicle on road 35’ from DER, 143’ left of centerline, up to 17’ AGL/136’ MSL.
Trees beginning 984’ from DER, 476’ left of centerline, up to 100’ AGL/219’ MSL.
Numerous trees beginning 1.2 NM from DER, 1556’ left and right of centerline, up sloping on Holyoke range, up to 100’ AGL/909’ MSL.
Rwy 32, vehicle on road 256’ from DER, up to 17’ AGL/136’ MSL.
Building 176’ from DER, 169’ right of centerline 25’ AGL/144’ MSL.
Vehicle on road 1638’ from DER, 116’ left of centerline, 17’ AGL/176’ MSL.

NORWOOD, MA
NORWOOD MEML (OWD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 12AUG21 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 400-2½ or std. w/min. climb of 335’ per NM to 300.
Rwy 28, 400-2 or std. w/min. climb of 385’ per NM to 400.
Rwy 35, 300-1½ or std. w/min. climb of 230’ per NM to 400, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1900’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 10, climb on heading 104° to 1100 before turning north.
Rwy 28, climb on heading 275° to 700 before turning north.
Rwy 35, climb on heading 320° to 1800 before turning east.
CON’T
NE-1, 30 NOV 2023 to 25 JAN 2024

NORWOOD, MA (CON'T)
NORWOOD MEML (OWD) (CON'T)

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, vegetation beginning 13' from DER, 302' right of centerline, up to 12' AGL/52' MSL.

Trees beginning 80' from DER, 115' left of centerline, up to 69' AGL/110' MSL.

Trees beginning 130' from DER, 135' right of centerline, up to 20' AGL/60' MSL.

Trees beginning 662' from DER, 530' right of centerline, up to 59' AGL/101' MSL.

Trees beginning 701' from DER, 132' left of centerline, up to 76' AGL/116' MSL.

Trees beginning 1062' from DER, 15' right of centerline, up to 109' MSL.

Trees beginning 1092' from DER, 65' left of centerline, up to 120' MSL.

Trees beginning 1192' from DER, 79' right of centerline, up to 112' MSL.

Trees beginning 1262' from DER, 14' right of centerline, up to 123' MSL.

Trees beginning 1496' from DER, 70' left of centerline, up to 123' MSL.

Trees beginning 1631' from DER, 26' left of centerline, up to 126' MSL.

Trees beginning 2150' from DER, 32' left of centerline, up to 138' MSL.

Trees beginning 2431' from DER, 57' right of centerline, up to 124' MSL.

Trees beginning 2530' from DER, 50' right of centerline, up to 137' MSL.

Trees beginning 2724' from DER, 47' left of centerline, up to 139' MSL.

Tree 3125' from DER, 1332' left of centerline, 146' MSL.

Tree 3320' from DER, 443' left of centerline, 140' MSL.

Trees beginning 3539' from DER, 115' right of centerline, up to 173' MSL.

Trees beginning 3786' from DER, 687' right of centerline, up to 176' MSL.

Tree 3792' from DER, 252' left of centerline, 147' MSL.

Trees beginning 3881' from DER, 918' right of centerline, up to 177' MSL.

Trees beginning 3961' from DER, 63' left of centerline, up to 159' MSL.

Trees beginning 4011' from DER, 599' right of centerline, up to 186' MSL.

Trees beginning 4117' from DER, 22' right of centerline, up to 207' MSL.

Trees beginning 4122' from DER, 171' left of centerline, up to 173' MSL.

Trees beginning 4198' from DER, 4' left of centerline, up to 182' MSL.

Trees beginning 4239' from DER, 286' right of centerline, up to 222' MSL.

Trees beginning 4268' from DER, 295' left of centerline, up to 190' MSL.

Trees beginning 4623' from DER, 432' right of centerline, up to 223' MSL.

Trees beginning 4676' from DER, 9' right of centerline, up to 229' MSL.

Trees beginning 5471' from DER, 780' left of centerline, up to 193' MSL.

Tree 5557' from DER, 1163' left of centerline, 202' MSL.

Trees beginning 5634' from DER, 708' left of centerline, up to 203' MSL.

Trees beginning 5754' from DER, 1124' right of centerline, 204' MSL.

Trees beginning 5798' from DER, 84' left of centerline, up to 208' MSL.

Trees beginning 5882' from DER, 107' left of centerline, up to 213' MSL.

Tree 5932' from DER, 658' left of centerline, 217' MSL.

Trees beginning 5940' from DER, 12' left of centerline, up to 218' MSL.

Trees beginning 6075' from DER, 19' left of centerline, up to 219' MSL.

Trees beginning 1 NM from DER, 130' left of centerline, up to 223' MSL.

Trees beginning 1 NM from DER, 33' left of centerline, up to 227' MSL.

Trees beginning 1 NM from DER, 172' right of centerline, up to 230' MSL.

Trees beginning 1.1 NM from DER, 147' left of centerline, up to 235' MSL.

Trees beginning 1.1 NM from DER, 261' left of centerline, up to 237' MSL.

Trees beginning 1.1 NM from DER, 42' right of centerline, up to 239' MSL.

Trees beginning 1.1 NM from DER, 198' right of centerline, up to 246' MSL.

Trees beginning 1.1 NM from DER, 442' left of centerline, up to 239' MSL.

Trees beginning 1.1 nm from DER, 358' right of centerline, up to 250' MSL.

Trees beginning 1.1 NM from DER, 34' left of centerline, up to 240' MSL.

Trees beginning 1.1 NM from DER, 130' right of centerline, up to 253' MSL.

Trees beginning 1.1 NM from DER, 237' left of centerline, up to 243' MSL.

Trees beginning 1.1 NM from DER, 11' left of centerline, up to 248' MSL.

Trees beginning 1.1 NM from DER, 31' right of centerline, up to 107' AGL/257' MSL.

Trees beginning 1.1 NM from DER, 99' left of centerline, up to 254' MSL.

Pole 1.9 NM from DER, 2146' left of centerline, 115' AGL/355' MSL.

Rwy 17, tree 42' from DER, 506' left of centerline, 33' AGL/76' MSL.

Vegetation 60' from DER, 306' right of centerline, 5' AGL/50' MSL.

Tree 69' from DER, 363' left of centerline, 34' AGL/53' MSL.

Vegetation beginning 85' from DER, 434' right of centerline, up to 12' AGL/54' MSL.

Trees beginning 88' from DER, 319' left of centerline, up to 42' AGL/92' MSL.

Tree 452' from DER, 439' right of centerline, 25' AGL/86' MSL.

Trees beginning 595' from DER, 509' right of centerline, up to 62' AGL/103' MSL.

Trees beginning 928' from DER, 627' left of centerline, up to 51' AGL/93' MSL.

Trees beginning 1033' from DER, 450' left of centerline, up to 57' AGL/98' MSL.

Tree 1309' from DER, 697' left of centerline, 61 AGL/102' MSL.

Trees beginning 1327' from DER, 276' left of centerline, up to 71' AGL/113' MSL.

Trees beginning 1363' from DER, 645' right of centerline, 6' AGL/104' MSL.

Tree 1592' from DER, 745' right of centerline, 67' AGL/110' MSL.

Trees beginning 1720' from DER, 775' right of centerline, up to 73' AGL/117' MSL.

Trees beginning 1823' from DER, 244' left of centerline, up to 75' AGL/117' MSL.

Tree 1968' from DER, 796' right of centerline, 77' AGL/121' MSL.

Trees beginning 2044' from DER, 299' right of centerline, up to 82' AGL/127' MSL.
Trees beginning 1.5 NM from DER, 78' left of centerline, up to 296' MSL.
Trees beginning 1.5 NM from DER, 186' left of centerline, 294' MSL.
Trees beginning 1.5 NM from DER, 46' right of centerline, up to 319' MSL.
Tree 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 27' right of centerline, up to 307' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.5 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 7' left of centerline, up to 291' MSL.
NE-1, 30 NOV 2023 to 25 JAN 2024

OLD TOWN, ME (CON’T)

DEWITT FLD/OLD TOWN MUNI (OLD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 14' from DER, 459' left of centerline, 124' MSL.
Fence 181' from DER, 344' left of centerline, 127' MSL.
Tree 499' from DER, 463' right of centerline, 135' MSL.
Tree 556' from DER, 595' right of centerline, 161' MSL.
Trees beginning 577' from DER, 592' left of centerline, up to 54' AGL/169' MSL.
Tree 641' from DER, 554' right of centerline, 177' MSL.
Trees beginning 670' from DER, 250' right of centerline, up to 185' MSL.
Tree 807' from DER, 566' left of centerline, 181' MSL.
Trees beginning 860' from DER, 544' left of centerline, up to 184' MSL.
Trees beginning 1098' from DER, 488' left of centerline, up to 192' MSL.
Trees beginning 1253' from DER, 594' right of centerline, up to 203' MSL.
Trees beginning 1300' from DER, 297' left of centerline, up to 197' MSL.
Trees beginning 1512' from DER, 502' right of centerline, up to 207' MSL.
Trees beginning 1583' from DER, 299' right of centerline, up to 219' MSL.
Trees beginning 1819' from DER, 25' left of centerline, up to 198' MSL.
Trees beginning 1956' from DER, 668' left of centerline, up to 202' MSL.
Tree 2050' from DER, 988' right of centerline, 223' MSL.
Trees beginning 2073' from DER, 217' right of centerline, up to 225' MSL.
Tree 2115' from DER, 909' left of centerline, 220' MSL.
Trees beginning 2157' from DER, 710' left of centerline, up to 221' MSL.
Trees beginning 2173' from DER, 719' left of centerline, up to 224' MSL.
Trees beginning 2232' from DER, 29' left of centerline, up to 228' MSL.
Trees beginning 2488' from DER, 18' right of centerline, up to 239' MSL.
Trees beginning 2523' from DER, 9' right of centerline, up to 242' MSL.
Trees beginning 3111' from DER, 335' right of centerline, up to 250' MSL.

CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
OLD TOWN, ME (CON'T)

DEWITT FLD/OLD TOWN MUNI (OLD) (CON'T)

Rwy 4 (CON'T), tree 3262' from DER, 1279' right of centerline, 252' MSL.
Trees beginning 3277' from DER, 585' right of centerline, up to 254' MSL.
Trees beginning 3412' from DER, 247' right of centerline, up to 104' AGL/258' MSL.
Trees beginning 3816' from DER, 393' left of centerline, up to 231' MSL.
Tree 4268' from DER, 760' left of centerline, 232' MSL.
Trees beginning 4321' from DER, 751' left of centerline, up to 238' MSL.
Trees beginning 4586' from DER, 1547' left of centerline, up to 244' MSL.
Trees beginning 4799' from DER, 1352' left of centerline, up to 248' MSL.
Tree 5018' from DER, 1842' left of centerline, 108' AGL/250' MSL.

Rwy 12, terrain 7' from DER, 360' right of centerline, 125' MSL.
Building, tree, terrain, vehicles on road beginning 56' from DER, 361' right of centerline, up to 21' AGL/141' MSL.
Vehicles on road, tree, vegetation beginning 57' from DER, 339' left of centerline, up to 129' MSL.
Tree, vehicles on road beginning 168' from DER, 271' left of centerline, up to 25' AGL/131' MSL.
Tree, vehicles on road beginning 469' from DER, 466' left of centerline, 46' AGL/152' MSL.
Tree, vehicles on road beginning 324' from DER, 285' right of centerline, up to 149' MSL.
Trees beginning 392' from DER, 20' right of centerline, up to 63' AGL/172' MSL.
Trees beginning 410' from DER, 168' left of centerline, up to 67' AGL/172' MSL.
Trees beginning 1034' from DER, 436' left of centerline, up to 173' MSL.
Trees beginning 1173' from DER, 278' left of centerline, up to 177' MSL.
Trees beginning 1251' from DER, 331' left of centerline, up to 72' AGL/186' MSL.
Trees beginning 1294' from DER, 168' left of centerline, up to 71' AGL/188' MSL.
Trees beginning 1336' from DER, 470' left of centerline, up to 198' MSL.
Trees beginning 1370' from DER, 38' left of centerline, up to 203' MSL.
Trees beginning 1532' from DER, 63' left of centerline, up to 204' MSL.
Tree 1584' from DER, 114' right of centerline, 64' AGL/173' MSL.
Trees beginning 1600' from DER, 44' right of centerline, up to 179' MSL.
Trees beginning 1619' from DER, 131' left of centerline, up to 81' AGL/213' MSL.
Tree 1622' from DER, 159' right of centerline, 180' MSL.
Trees beginning 1683' from DER, 99' right of centerline, up to 63' AGL/181' MSL.
Trees beginning 1752' from DER, 25' right of centerline, up to 190' MSL.
Trees beginning 1789' from DER, 176' left of centerline, up to 76' AGL/216' MSL.
Trees beginning 1871' from DER, 7' right of centerline, up to 76' AGL/206' MSL.
Trees beginning 1896' from DER, 384' left of centerline, up to 100' AGL/224' MSL.
Trees beginning 1924' from DER, 4' left of centerline, up to 230' MSL.
Trees beginning 3152' from DER, 88' right of centerline, up to 222' MSL.
Trees beginning 3265' from DER, 36' right of centerline, up to 94' AGL/235' MSL.
Tree 3576' from DER, 414' right of centerline, 83' AGL/236' MSL.
Trees beginning 3576' from DER, 10' right of centerline, up to 237' MSL.
Trees beginning 3707' from DER, 6' left of centerline, up to 72' AGL/242' MSL.
Trees beginning 3967' from DER, 122' right of centerline, up to 243' MSL.
Trees beginning 4148' from DER, 13' right of centerline, up to 85' AGL/248' MSL.

Rwy 22, fence, sign, general utility, wall beginning 5' from DER, 199' left of centerline, up to 144' MSL.
Vegetation 26' from DER, 183' right of centerline, 128' MSL.
Fence, wall, vegetation, terrain beginning 58' from DER, 304' right of centerline, up to 142' MSL.
Poles, wall, vegetation, tree, fence beginning 193' from DER, 66' right of centerline, up to 26' AGL/158' MSL.
Pole 24' from DER, 509' left of centerline, 118' MSL.
Tree, vehicles on road, fence beginning 261' from DER, 331' left of centerline, up to 174' MSL.
Tree, fence, wall beginning 363' from DER, 5' left of centerline, up to 199' MSL.
Tree, pole beginning 520' from DER, 338' left of centerline, up to 202' MSL.
Tree, building, pole beginning 573' from DER, 331' left of centerline, up to 204' MSL.
Tree 729' from DER, 628' right of centerline, 160' MSL.
Trees beginning 773' from DER, 561' right of centerline, up to 161' MSL.
Trees beginning 963' from DER, 369' left of centerline, up to 207' MSL.
Tree 1047' from DER, 698' left of centerline, 215' MSL.
Trees beginning 1086' from DER, 36' left of centerline, up to 218' MSL.
Trees beginning 1511' from DER, 101' right of centerline, up to 180' MSL.
Trees beginning 1584' from DER, 78' right of centerline, up to 186' MSL.
Tree 1627' from DER, 266' right of centerline, 188' MSL.
Trees beginning 1664' from DER, 203' right of centerline, up to 191' MSL.
Trees beginning 1665' from DER, 64' left of centerline, up to 228' MSL.
Tree 1764' from DER, 255' right of centerline, 193' MSL.
Trees beginning 1781' from DER, 3' right of centerline, up to 194' MSL.
Trees beginning 1827' from DER, 571' left of centerline, up to 229' MSL.
Trees beginning 1873' from DER, 83' left of centerline, up to 232' MSL.
Tree 1877' from DER, 73' right of centerline, 195' MSL.
Trees beginning 1899' from DER, 7' right of centerline, up to 212' MSL.
Tree, catenary, pole beginning 1980' from DER, 20' left of centerline, up to 233' MSL.
Trees beginning 2098' from DER, 12' left of centerline, up to 240' MSL.
Trees beginning 2335' from DER, 7' right of centerline, up to 221' MSL.
Trees beginning 2764' from DER, 616' right of centerline, up to 225' MSL.
Trees beginning 2819' from DER, 828' right of centerline, up to 230' MSL.
Trees beginning 2850' from DER, 7' right of centerline, up to 231' MSL.
Trees beginning 2853' from DER, 334' left of centerline, up to 243' MSL.
CONT

TAKEOFF MINIMUMS, (OBS racle) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
OLD TOWN, ME (CON’T)
DEWITT FLD/OLD TOWN MUNI (OLD) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND
DIVERSE VECTOR AREA (RADAR VECTORS)

NE-1, 30 NOV 2023 to 25 JAN 2024

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND
DIVERSE VECTOR AREA (RADAR VECTORS)

ORANGE MUNI (ORE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 22 (CON’T), tree, terrain beginning 2859’ from DER, 501’ left of centerline, up to 244’ MSL.
Trees beginning 2892’ from DER, 187’ left of centerline, up to 245’ MSL.
Trees beginning 2967’ from DER, 528’ right of centerline, up to 232’ MSL.
Trees beginning 2984’ from DER, 71’ right of centerline, up to 234’ MSL.
Trees beginning 2991’ from DER, 32’ left of centerline, up to 250’ MSL.
Trees beginning 3039’ from DER, 15’ right of centerline, up to 246’ MSL.
Trees beginning 3067’ from DER, 94’ left of centerline, up to 257’ MSL.
Trees beginning 3286’ from DER, 78’ left of centerline, up to 258’ MSL.
Trees beginning 3412’ from DER, 5’ left of centerline, up to 286’ MSL.
Trees beginning 3501’ from DER, 32’ right of centerline, up to 249’ MSL.
Trees beginning 3681’ from DER, 17’ right of centerline, up to 253’ MSL.
Trees beginning 3929’ from DER, 170’ right of centerline, up to 254’ MSL.
Trees beginning 3966’ from DER, 55’ right of centerline, up to 106’ AGL/259’ MSL.
Trees beginning 4036’ from DER, 78’ right of centerline, up to 260’ MSL.
Trees beginning 4561’ from DER, 171’ left of centerline, up to 267’ MSL.
Trees beginning 5221’ from DER, 1675’ left of centerline, up to 268’ MSL.
Tree 5402’ from DER, 1820’ left of centerline, 276’ MSL.

Rwy 30, tree 11’ from DER, 365’ left of centerline, 43’ AGL/163’ MSL.
Trees beginning 48’ from DER, 355’ left of centerline, up to 171’ MSL.
Trees beginning 67’ from DER, 241’ right of centerline, up to 37’ AGL/146’ MSL.
Trees beginning 149’ from DER, 299’ right of centerline, up to 51’ AGL/164’ MSL.
Trees beginning 443’ from DER, 373’ left of centerline, up to 173’ MSL.
Trees beginning 504’ from DER, 47’ right of centerline, up to 166’ MSL.
Trees beginning 589’ from DER, 59’ left of centerline, up to 175’ MSL.
Trees beginning 620’ from DER, 542’ right of centerline, 61’ AGL/167’ MSL.
Trees beginning 648’ from DER, 473’ right of centerline, up to 64’ AGL/170’ MSL.
Trees beginning 676’ from DER, 372’ left of centerline, up to 71’ AGL/180’ MSL.
Tree 836’ from DER, 602’ right of centerline, 67’ AGL/172’ MSL.
Trees beginning 901’ from DER, 489’ left of centerline, up to 182’ MSL.
Trees beginning 947’ from DER, 32’ right of centerline, up to 173’ MSL.
Tree 971’ from DER, 631’ left of centerline, 78’ AGL/190’ MSL.
Trees beginning 1011’ from DER, 14’ left of centerline, up to 78’ AGL/194’ MSL.
Tree 1030’ from DER, 499’ right of centerline, 71’ AGL/176’ MSL.
Trees beginning 1038’ from DER, 362’ right of centerline, up to 179’ MSL.
Trees beginning 1537’ from DER, 332’ right of centerline, up to 81’ AGL/192’ MSL.
Trees beginning 1705’ from DER, 12’ right of centerline, up to 89’ AGL/196’ MSL.
Trees beginning 1809’ from DER, 7’ right of centerline, up to 97’ AGL/206’ MSL.
Trees beginning 1890’ from DER, 172’ left of centerline, up to 90’ AGL/202’ MSL.
Trees beginning 1973’ from DER, 13’ left of centerline, up to 94’ AGL/207’ MSL.
Trees beginning 2689’ from DER, 516’ right of centerline, up to 214’ MSL.
Trees beginning 4131’ from DER, 392’ left of centerline, up to 107’ AGL/240’ MSL.

ORANGE, MA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/min. climb of 325’ per NM to 1800 or 1300-2½ for climb in visual conditions.
Rwy 14, 400-1½ w/min. climb of 270’ per NM to 1800 or std. w/min. climb of 500’ per NM to 1200 or 1300-2 ½ for climb in visual conditions.
Rwy 19, 300-1 ½ or std. w/min. climb of 240’ per NM to 900.
Rwy 32, 400-2 ½ w/min. climb of 265’ per NM to 1700 or std. w/min. climb of 340’ per NM to 1700 or 1300-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 1, climb heading 016° to 1800 before proceeding on course. For climb in visual conditions: cross Orange Muni Airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 14, climb heading 142° to 2000 before proceeding on course. For climb in visual conditions: cross Orange Muni Airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 19, climb heading 196° to 1500 before proceeding on course.
Rwy 32, climb heading 322° to 1700 before proceeding on course. For climb in visual conditions: cross Orange Muni airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1, pole and trees beginning 272’ from DER, 6’ left of centerline, up to 92’ AGL/624’ MSL.
Terrain and trees beginning 5’ from DER, 23’ right of centerline, up to 100’ AGL/632’ MSL.
Rwy 14, trees beginning 186’ from DER, 15’ left of centerline, up to 90’ AGL/699’ MSL.
Buildings and trees beginning 40’ from DER, 23’ right of centerline, up to 94’ AGL/703’ MSL.
Tower beginning 898’ from DER, 160’ left of centerline, 88’ AGL/926’ MSL.
Trees 1.1 NM from DER, 213’ left of centerline, up to 70’ AGL/817’ MSL.

CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND
DIVERSE VECTOR AREA (RADAR VECTORS)

NE-1, 30 NOV 2023 to 25 JAN 2024

NE-1, 30 NOV 2023 to 25 JAN 2024

NE-1, 30 NOV 2023 to 25 JAN 2024
ORANGE, MA (CON’T)
ORANGE MUNI (ORE) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NE-1 23334

Rwy 19, trees beginning 164' from DER, 28' left of centerline, up to 94' AGL/667' MSL.
Trees beginning 1130' from DER, 13' right of centerline, up to 95' AGL/618' MSL.
Trees beginning 1.1 NM from DER, 2125' right of centerline, up to 112' AGL/781' MSL.
Trees 1.4 NM from DER, 197' right of centerline, up to 84' AGL/772' MSL.

Rwy 32, trees beginning 14' from DER, 87' left of centerline, up to 91' AGL/680' MSL.
Trees beginning 521' from DER, 13' right of centerline, up to 95' AGL/618' MSL.
Trees 1.2 NM from DER, 2366' left of centerline, up to 94' AGL/841' MSL.
Trees 1.7 NM from DER, 3315' right of centerline, up to 61' AGL/906' MSL.

OXFORD, CT
WATERBURY-OXFORD (OXC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:
Rwy 36, 300-1 1/4 or std. w/min. climb of 340' per NM to 1000.

TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 29' from DER, 384' right of centerline, up to 699' MSL.
Trees beginning 151' from DER, 120' left of centerline, up to 703' MSL.
Trees beginning 264' from DER, 12' right of centerline, up to 703' MSL.
Trees beginning 281' from DER, 87' left of centerline, up to 707' MSL.
Trees beginning 288' from DER, 8' right of centerline, up to 704' MSL.
Trees beginning 290' from DER, 19' left of centerline, up to 712' MSL.
Tree 341' from DER, 303' left of centerline, up to 714' MSL.
Trees beginning 342' from DER, 16' left of centerline, up to 73' AGL/718' MSL.
Tower, tree beginning 509' from DER, 213' left of centerline, up to 82' AGL/733' MSL.
Transmission line, trees beginning 513' from DER, 4' left of centerline, up to 81' AGL/734' MSL.
Trees beginning 659' from DER, 28' right of centerline, up to 706' MSL.
Trees beginning 886' from DER, 20' right of centerline, up to 708' MSL.
Trees beginning 780' from DER, 48' right of centerline, up to 709' MSL.
Trees beginning 862' from DER, 12' right of centerline, up to 712' MSL.
Trees beginning 957' from DER, 151' left of centerline, up to 746' MSL.
Trees beginning 963' from DER, 25' left of centerline, up to 762' MSL.
Trees, tower, transmission line beginning 1026' from DER, 158' left of centerline, up to 765' MSL.
Trees 1273' from DER, 254' right of centerline, up to 777' MSL.
Trees beginning 1351' from DER, 198' right of centerline, 718' MSL.
Trees beginning 1373' from DER, 174' right of centerline, up to 720' MSL.
Trees beginning 1606' from DER, 245' left of centerline, up to 768' MSL.
Trees beginning 1648' from DER, 400' left of centerline, up to 76' AGL/776' MSL.
Trees beginning 1806' from DER, 74' left of centerline, up to 777' MSL.
Tree 2151' from DER, 35' right of centerline, 736' MSL.
Trees beginning 2156' from DER, 6' right of centerline, up to 742' MSL.
Trees beginning 2191' from DER, 323' left of centerline, up to 95' AGL/780' MSL.
Trees beginning 2378' from DER, 349' left of centerline, up to 783' MSL.
Trees beginning 2604' from DER, 377' left of centerline, up to 786' MSL.
Tree 3396' from DER, 668' right of centerline, 788' MSL.
Trees beginning 3537' from DER, 731' left of centerline, up to 798' MSL.
Rwy 36, tree 55' from DER, 451' left of centerline, 55' AGL/736' MSL.
Trees beginning 126' from DER, 381' left of centerline, up to 750' MSL.
Trees beginning 403' from DER, 228' left of centerline, up to 751' MSL.
Tree 465' from DER, 534' right of centerline, 65' AGL/748' MSL.
Trees beginning 479' from DER, 346' right of centerline, up to 761' MSL.
Tree 625' from DER, 371' left of centerline, 754' MSL.
Trees beginning 768' from DER, 185' right of centerline, up to 94' AGL/765' MSL.
Tree 3334' from DER, 1392' right of centerline, 849' MSL.
Trees beginning 3572' from DER, 1165' right of centerline, up to 866' MSL.
Trees beginning 3739' from DER, 1195' right of centerline, up to 80' AGL/888' MSL.
Trees beginning 3866' from DER, 0' of centerline, up to 85' AGL/891' MSL.
Tree 5049' from DER, 53' left of centerline, 858' MSL.
Tree 5051' from DER, 13' left of centerline, 860' MSL.
Tree 5087 from DER, 48' left of centerline, 865' MSL.
Trees beginning 5109' from DER, 32' left of centerline, up to 867' MSL.
Trees beginning 5142' from DER, 14' left of centerline, up to 873' MSL.
Trees beginning 5200' from DER, 50' left of centerline, up to 874' MSL.
Tree 5245' from DER, 52' left of centerline, 877' MSL.
Trees beginning 5274' from DER, 3' left of centerline, up to 880' MSL.
Trees beginning 5303' from DER, 25' left of centerline, up to 882' MSL.
Trees beginning 5326' from DER, 0' left of centerline, up to 884' MSL.
Trees beginning 5480' from DER, 16' right of centerline, up to 883' MSL.
OXFORD, ME
OXFORD COUNTY RGNL (81B)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUL07 (07186) (FAA)
TAKEOFF MINIMUMS:
Rwy 15, 600-3 or 1800-2½ for climb in visual conditions.
Rwy 33, std. w/min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 15, climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.
Rwy 33, climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 15, multiple trees beginning 3607' from DER, 572' left of centerline, up to 100' AGL/679' MSL.
Multiple assumed obstacles beginning 1.7 NM from DER, 1478' left of centerline, up to 200' AGL/849' MSL.
Rwy 33, multiple trees beginning 4121' from DER, 70' left of centerline, up to 100' AGL/1079' MSL.
PAWTUCKET, RI
NORTH CENTRAL STATE (SFZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07MAR13 (13066) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 103' from DER, 233' right of centerline, 34' AGL/434' MSL.
Windsock abeam DER, 233' right of centerline, 16' AGL/426' MSL.
Bush 40' from DER, 249' left of centerline, 28' AGL/428' MSL.
Pole 25' from DER, 505' left of centerline, 78' AGL/439' MSL.
Tree 346' from DER, 569' left of centerline, 87' AGL/438' MSL.
Rwy 15, trees beginning 148' from DER, 32' left of centerline, up to 74' AGL/523' MSL.
Trees beginning 119' from DER, 417' right of centerline, up to 93' AGL/552' MSL.
Pole 200' from DER, 286' right of centerline, 74' AGL/504' MSL.
Tree 2569' from DER, on centerline, 67' AGL/516' MSL.
Rwy 23, trees beginning 144' from DER, 278' left of centerline, up to 90' AGL/480' MSL.
Pole 171' from DER, 511' left of centerline, 85' AGL/475' MSL.
Trees beginning 916' from DER, 602' right of centerline, 87' AGL/456' MSL.
Pole 176' from DER, 507' right of centerline, 65' AGL/446' MSL.
Rwy 33, trees beginning 58' from DER, 80' left of centerline, up to 45' AGL/554' MSL.
Poles beginning 291' from DER, 207' left of centerline, up to 80' AGL/490' MSL.
Trees beginning 23' from DER, 504' right of centerline, up to 75' AGL/494' MSL.
Trees beginning 819' from DER, 415' right of centerline, up to 94' AGL/504' MSL.
Poles beginning 827' from DER, 523' right of centerline, up to 44' AGL/464' MSL.
PITTSFIELD, MA
PITTSFIELD MUNI (PSF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 28FEB19 (19059) (FAA)
TAKEOFF MINIMUMS:
Rwys 14, 32, NA.
Rwy 8, 1100-2 or std. w/min. climb of 270' per NM to 2500.
Rwy 26, 800-2 or std. w/min. climb of 360' per NM to 2100.
DEPARTURE PROCEDURE:
Rwy 8, climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. Rwy 26, climb runway heading to 2400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, pole 75' from DER, 35' right of centerline, 17' AGL/1136' MSL.
Pole 164' from DER, 107' right of centerline, 30' AGL/1146' MSL.
Trees beginning 310' from DER, 457' right of centerline, up to 64' AGL/1185' MSL.
PITTSFIELD, ME
PITTSFIELD MUNI (2B7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 09FEB12 (23054) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300-1½ or std w/min. climb of 220' per NM to 500.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL.
Rwy 36, aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL.
Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL.
Building, trees and poles beginning 63' from DER, 15' right of centerline, up to 77' AGL/357' MSL.
Trees, poles and buildings beginning 106' from DER, 39' left of centerline, up to 82' AGL/312' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NE-1, 30 NOV 2023 to 25 JAN 2024

PLAINVILLE, CT
ROBERTSON FLD (4B8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30APR15 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, std. w/min. climb of 220' per NM to 2400, or 2200-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 019° to 2400 before turning right.
Rwy 20, climb heading 199° to 1800 before proceeding on course.
VCOA:
Rwy 2, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Robertson Fld at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 6' from DER, 143' left of centerline, up to 96' AGL/267' MSL.
Poles and trees beginning 128' from DER, 143' right of centerline, up to 102' AGL/273' MSL.
Trees beginning 2018' from DER, 128' right of centerline, up to 118' AGL/329' MSL.
Trees beginning 2300' from DER, 760' left of centerline, up to 128' AGL/349' MSL.
Rwy 20, trees, poles and buildings beginning 46' from DER, 23' left of centerline, up to 71' AGL/262' MSL.
Trees beginning 356' from DER, 99' right of centerline, up to 61' AGL/252' MSL.
Trees beginning 2020' from DER, 10' right of centerline, up to 71' AGL/262' MSL.
Trees and poles beginning 2025' from DER, 247' left of centerline, up to 98' AGL/289' MSL.

PLYMOUTH, MA
PLYMOUTH MUNI (PYM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 30NOV23 (23334) (FAA)
DEPARTURE PROCEDURE:
Rwy 6, climb on heading 056° to 800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 6, tree 14' from DER, 147' left of centerline, 24' AGL/153' MSL.
Buildings, trees, pole beginning 14' from DER, 286' left of centerline, up to 22' AGL/164' MSL.
Tree 30' from DER, 350' right of centerline, 172' MSL, 350' right of centerline, 172' MSL.
Trees beginning 116' from DER, 323' right of centerline, up to 34' AGL/183' MSL.
Tree 117' from DER, 129' left of centerline, 34' AGL/169' MSL.
Trees, buildings beginning 125' from DER, 298' left of centerline, up to 42' AGL/181' MSL.
Trees, building beginning 483' from DER, 324' left of centerline, up to 48' AGL/197' MSL.
Trees beginning 495' from DER, 321' right of centerline, up to 37' AGL/185' MSL.
Trees beginning 547' from DER, 328' right of centerline, up to 212' MSL.
Trees beginning 615' from DER, 318' right of centerline, up to 69' AGL/219' MSL.
Trees, buildings, poles beginning 627' from DER, 357' left of centerline, up to 52' AGL/202' MSL.
Tree, NAVAID beginning 863' from DER, 240' left of centerline, up to 209' MSL.
Trees beginning 873' from DER, on centerline, up to 83' AGL/233' MSL.
Trees, poles, building beginning 876' from DER, 40' left of centerline, up to 215' MSL.
Trees, buildings, poles beginning 1045' from DER, 9' left of centerline, up to 233' MSL.
Trees beginning 1624' from DER, 8' left of centerline, up to 82' AGL/234' MSL.
Trees beginning 1761' from DER, 12' left of centerline, up to 88' AGL/239' MSL.
Trees beginning 2637' from DER, 21' left of centerline, up to 86' AGL/241' MSL.
Trees beginning 2696' from DER, 10' left of centerline, up to 87' AGL/243' MSL.
Trees beginning 2957' from DER, 65' left of centerline, up to 86' AGL/244' MSL.
Trees beginning 2921' from DER, 6' left of centerline, up to 92' AGL/250' MSL.
Trees beginning 3000' from DER, 586' right of centerline, up to 81' AGL/237' MSL.
Trees beginning 3067' from DER, 48' right of centerline, up to 92' AGL/248' MSL.
Rwy 15, terrain 15' from DER, 480' left of centerline, 134' MSL.
Vehicles beginning 15' from DER, 410' right of centerline, up to 145' MSL.
Pole, vehicle on road beginning 210' from DER, 323' right of centerline, up to 164' MSL.
Tree 261' from DER, 283' left of centerline, 177' MSL.
Trees beginning 266' from DER, 459' right of centerline, up to 170' MSL.
Tree 383' from DER, 529' left of centerline, 198' MSL.
Trees, electrical system beginning 413' from DER, 359' right of centerline, up to 192' MSL.
Trees, electrical system beginning 541' from DER, 328' right of centerline, up to 197' MSL.
Trees beginning 550' from DER, 291' left of centerline, up to 208' MSL.
Trees beginning 608' from DER, 327' left of centerline, up to 210' MSL.
Trees, electrical system beginning 642' from DER, 637' right of centerline, up to 199' MSL.
Trees beginning 770' from DER, 440' right of centerline, up to 203' MSL.
Tree 885' from DER, 408' right of centerline, 204' MSL.
Tree 937' from DER, 565' right of centerline, 211' MSL.
Trees, poles beginning 978' from DER, 4' right of centerline, up to 222' MSL.
Trees beginning 1166' from DER, 3' left of centerline, up to 86' AGL/217' MSL.
Trees beginning 2065' from DER, 58' right of centerline, up to 79' AGL/225' MSL.
Trees beginning 2221' from DER, 625' left of centerline, up to 223' MSL.
Trees beginning 2463' from DER, 738' left of centerline, up to 103' AGL/228' MSL.
Trees beginning 2520' from DER, 758' left of centerline, up to 95' AGL/230' MSL.
Tree 3781' from DER, 1160' left of centerline, 71' AGL/232' MSL.
Tree 3860' from DER, 1237' left of centerline, 76' AGL/235' MSL.

CON'T
NE-1, 30 NOV 2023 to 25 JAN 2024

PLYMOUTH, MA (CON’T)

PLYMOUTH MUNI (PYM) (CON’T)

Rwy 15 (CON’T), tree 4029’ from DER, 1048’ left of centerline, 68’ AGL/239’ MSL.
Trees beginning 4040’ from DER, 1146’ left of centerline, up to 75’ AGL/242’ MSL.
Trees beginning 4188’ from DER, 1295’ left of centerline, up to 83’ AGL/245’ MSL.
Tree 4284’ from DER, 1572’ left of centerline, 86’ AGL/246’ MSL.
Trees beginning 4558’ from DER, 736’ right of centerline, up to 74’ AGL/252’ MSL.
Tree 4558’ from DER, 117’ left of centerline, 71’ AGL/249’ MSL.
Trees beginning 4595’ from DER, 12’ left of centerline, up to 72’ AGL/257’ MSL.
Tree 4632’ from DER, 180’ right of centerline, 84’ AGL/253’ MSL.
Trees beginning 4666’ from DER, 78’ right of centerline, up to 93’ AGL/256’ MSL.
Tree 4690’ from DER, 96’ right of centerline, 75’ AGL/261’ MSL.
Trees beginning 4709’ from DER, 83’ left of centerline, up to 79’ AGL/266’ MSL.
Tree 4742’ from DER, 518’ right of centerline, 82’ AGL/259’ MSL.
Tree 4778’ from DER, 429’ right of centerline, 85’ AGL/260’ MSL.
Trees beginning 4791’ from DER, 17’ right of centerline, up to 80’ AGL/261’ MSL.
Trees beginning 4791’ from DER, 86’ right of centerline, up to 89’ AGL/263’ MSL.
Pole 5’ from DER, 10’ left of centerline, 1’ AGL/136’ MSL.
Poles, trees beginning 806’ from DER, 619’ right of centerline, up to 56’ AGL/186’ MSL.
Trees, pole beginning 1247’ from DER, 613’ right of centerline, up to 72’ AGL/198’ MSL.
Trees, pole beginning 1427’ from DER, 581’ right of centerline, up to 82’ AGL/207’ MSL.
Tree 1460’ from DER, 876’ left of centerline, 63’ AGL/189’ MSL.
Tree 1504’ from DER, 887’ left of centerline, 190’ MSL.
Trees beginning 1725’ from DER, 532’ right of centerline, up to 84’ AGL/211’ MSL.
Trees beginning 1836’ from DER, 910’ left of centerline, up to 74’ AGL/197’ MSL.
Trees beginning 1981’ from DER, 495’ right of centerline, up to 89’ AGL/213’ MSL.
Trees beginning 1956’ from DER, 938’ left of centerline, up to 83’ AGL/204’ MSL.
Trees beginning 1968’ from DER, 394’ right of centerline, up to 93’ AGL/216’ MSL.
Trees beginning 2174’ from DER, 605’ left of centerline, up to 98’ AGL/215’ MSL.
Trees beginning 2312’ from DER, 478’ left of centerline, up to 106’ AGL/222’ MSL.
Trees beginning 2477’ from DER, 376’ right of centerline, up to 94’ AGL/219’ MSL.
Trees beginning 2949’ from DER, 395’ left of centerline, up to 102’ AGL/223’ MSL.
Trees beginning 3044’ from DER, 475’ right of centerline, up to 106’ AGL/225’ MSL.
Trees beginning 3251’ from DER, 202’ right of centerline, up to 111’ AGL/228’ MSL.
Pole 2’ from DER, 457’ left of centerline, 20’ AGL/162’ MSL.
Terrain 22’ from DER, 238’ right of centerline, 146’ MSL.
Light poles, vehicles on road beginning 40’ from DER, 255’ left of centerline, up to 34’ AGL/175’ MSL.
Pole, vehicles on road, trees beginning 72’ from DER, 268’ left of centerline, up to 38’ AGL/180’ MSL.
Stacks, buildings beginning 123’ from DER, 337’ right of centerline, up to 20’ AGL/167’ MSL.
Buildings, stack beginning 268’ from DER, 301’ right of centerline, up to 168’ MSL.
Poles, electrical system beginning 955’ from DER, 457’ right of centerline, up to 36’ AGL/178’ MSL.
Trees, electrical system, pole beginning 700’ from DER, 86’ left of centerline, up to 47’ AGL/189’ MSL.
Trees, electrical system, buildings, poles beginning 700’ from DER, 56’ right of centerline, up to 72’ AGL/211’ MSL.
Tree 786’ from DER, 577’ left of centerline, 202’ MSL.
Trees beginning 798’ from DER, 134’ left of centerline, up to 67’ AGL/210’ MSL.
Tree 828’ from DER, 430’ left of centerline, 70’ AGL/215’ MSL.
Trees, pole beginning 1043’ from DER, 16’ left of centerline, up to 77’ AGL/221’ MSL.
Tree 920’ from DER, 525’ right of centerline, 74’ AGL/218’ MSL.
Trees, poles beginning 929’ from DER, 8’ right of centerline, up to 77’ AGL/223’ MSL.
Trees beginning 2183’ from DER, 558’ right of centerline, up to 73’ AGL/234’ MSL.
Trees beginning 2362’ from DER, 153’ left of centerline, up to 81’ AGL/223’ MSL.
Trees beginning 2375’ from DER, 166’ left of centerline, up to 76’ AGL/227’ MSL.
Trees, electrical system, pole beginning 7779’ from DER, 11’ right of centerline, up to 82’ AGL/240’ MSL.
Trees, pole beginning 2492’ from DER, 23’ right of centerline, up to 77’ AGL/242’ MSL.
Trees beginning 2509’ from DER, 25’ left of centerline, up to 85’ AGL/238’ MSL.
Trees beginning 3544’ from DER, 39’ left of centerline, up to 106’ AGL/242’ MSL.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1¼ or std. w/min. climb of 235’ per NM to 400.
Rwy 36, 400-2½ or std. w/min. climb of 235’ per NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 481’ from DER, 563’ right of centerline, 32’ AGL/69’ MSL.
Trees beginning 591’ left of centerline, 25’ AGL/67’ MSL.
Trees beginning 5943’ from DER, 1152’ left of centerline, up to 189’ AGL/230’ MSL.
Trees beginning 1 NM from DER, 2025’ left of centerline, up to 186’ AGL/228’ MSL.
Trees beginning 1 NM from DER, 1660’ left of centerline, up to 209’ AGL/251’ MSL.
Rwy 18, tree 107’ from DER, 522’ right of centerline, 33’ AGL/77’ MSL.
Tree 178’ from DER, 481’ right of centerline, 38’ AGL/82’ MSL.

CON’T
NE-1, 30 NOV 2023 to 25 JAN 2024

PRESQUE ISLE, ME (CON’T)

PRESQUE ISLE INTL (PQI)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

Rwy 18 (CON’T), trees beginning 207’ from DER, left and right of centerline, up to 57’ AGL/78’ MSL.
Trees beginning 403’ from DER, 503’ right of centerline, up to 66’ AGL/110’ MSL.
Trees beginning 1003’ from DER, left and right of centerline, up to 65’ AGL/109’ MSL.
Trees beginning 1257’ from DER, left and right of centerline, up to 83’ AGL/127’ MSL.
Trees beginning 1676’ from DER, 217’ right of centerline, up to 99’ AGL/143’ MSL.
Trees beginning 4242’ from DER, 1132’ right of centerline, up to 124’ AGL/168’ MSL.

Rwy 29, trees beginning 1301’ from DER, 789’ left of centerline, up to 47’ AGL/122’ MSL.
Trees 2185’ from DER, 830’ left of centerline, up to 74’ AGL/149’ MSL.
Trees beginning 2742’ from DER, 811’ right of centerline, up to 83’ AGL/180’ MSL.
Trees beginning 3103’ from DER, 1245’ left of centerline, up to 114’ AGL/189’ MSL.
Trees beginning 4218’ from DER, 1382’ left of centerline, up to 129’ AGL/204’ MSL.

Rwy 36, building 11’ from DER, 149’ left of centerline, 2’ AGL/46’ MSL.
Fence 23’ from DER, 495’ left of centerline, 21’ AGL/68’ MSL.
Vehicles on road, beginning 196’ from DER, 251’ left of centerline, up to 17’ AGL/56’ MSL.
Trees beginning 364’ from DER, 87’ left of centerline, up to 60’ AGL/73’ MSL.
Trees beginning 21’ from DER, 252’ left of centerline, up to 56’ AGL/101’ MSL.
Trees beginning 238’ from DER, 515’ left of centerline, up to 68’ AGL/112’ MSL.
Trees beginning 1281’ from DER, 832’ right of centerline, up to 85’ AGL/129’ MSL.
Trees beginning 1699’ from DER, 450’ right of centerline, up to 76’ AGL/121’ MSL.
Trees beginning 2298 from DER, 848’ left of centerline, up to 81’ AGL/125’ MSL.
Tree 3545’ from DER, 1437’ left of centerline, 93’ AGL/138’ MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 05APR12 (12096) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, climb heading 165° to 600 before turning left.
TAKEOFF OBSTACLE NOTES:

Rwy 34, building 519’ from DER, 439’ right of centerline, 16’ AGL/115’ MSL.
Trees beginning 2752’ from DER, 1090’ right of centerline, 90’ AGL/170’ MSL.

PRESQUE ISLE, ME

PRESQUE ISLE INTL (PQI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1½ w/min. climb of 230’ per NM to 1200, or std. w/min. climb of 465’ per NM to 800, or 1100-3 for VCOA.

Rwy 10, 300-1½ or std. w/min. climb of 280’ per NM to 900.

Rwy 19, std. w/min. climb of 275’ per NM to 1600, or 1100-3 for VCOA.

Rwy 28, 300-1½ w/min. climb of 225’ per NM to 1600, or std. w/min. climb of 260’ per NM to 1000, or 1100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 093° to 1600 before proceeding on course.
VCOA

Rwy 1, 19, 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Presque Isle Intl at or above 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:

Rwy 1, terrain beginning 8’ from DER, 372’ left of centerline, up to 541’ MSL, terrain 164’ from DER, 470’ left of centerline, 545’ MSL.
Sign 174’ from DER, 289’ right of centerline, 3’ AGL/540’ MSL.
Terrain, lighting beginning 180’ from DER, 149’ left of centerline, up to 546’ MSL.
Lighting 201’ from DER, 150’ right of centerline, 3’ AGL/541’ MSL.
Sign 220’ from DER, 320’ right of centerline, 3’ AGL/542’ MSL.
Terrain beginning 296’ from DER, 559’ right of centerline, up to 553’ MSL.
Terrain beginning 580’ from DER, 97’ left of centerline, up to 565’ MSL.
Terrain 891’ from DER, 48’ right of centerline, 557’ MSL.
Fence 896’ from DER, 601’ right of centerline, 5’ AGL/559’ MSL.
Building 934’ from DER, 258’ right of centerline, 12’ AGL/567’ MSL.
Vehicles on road, tree, NAVAID, fence, terrain beginning 945’ from DER, 0’ of centerline, up to 574’ MSL.
Terrain beginning 1003’ from DER, 523’ left of centerline, up to 570’ MSL.
Tree, terrain, fence, vehicles on road beginning 1082’ from DER, 13’ left of centerline, up to 59’ AGL/613’ MSL.
Tree 1344’ from DER, 199’ right of centerline, 8’ AGL/575’ MSL.
Vehicles on road, fence, terrain, tree beginning 1346’ from DER, 32’ right of centerline, up to 620’ MSL.
Tree 2365’ from DER, 470’ left of centerline, 68’ AGL/620’ MSL.
Trees beginning 2397’ from DER, 409’ right of centerline, up to 30’ AGL/646’ MSL.
Tree, terrain, vehicles on road beginning 2490’ from DER, 331’ right of centerline, up to 36’ AGL/659’ MSL.
Pole, terrain beginning 2584’ from DER, 139’ right of centerline, up to 38’ AGL/662’ MSL.
Tree 2617’ from DER, 181’ left of centerline, 39’ AGL/662’ MSL.
Tree, terrain, building beginning 2635’ from DER, 236’ right of centerline, up to 47’ AGL/672’ MSL.
Trees, vehicles on road, poles, terrain beginning 2685’ from DER, 272’ right of centerline, up to 49’ AGL/699’ MSL.
Trees beginning 3390’ from DER, 240’ left of centerline, up to 67’ AGL/644’ MSL.

CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

L56

NE-1, 30 NOV 2023 to 25 JAN 2024

NE-1, 30 NOV 2023 to 25 JAN 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PRESQUE ISLE, ME (CON’T)
PRESQUE ISLE INTL (PQI) (CON’T)

Rwy 1 (CON’T), vehicles on road, terrain, pole beginning 3550’ from DER, 175’ right of centerline, up to 718’ MSL.
Tree, terrain, electrical system, building, pole beginning 4350’ from DER, 325’ right of centerline, up to 45’ AGL/722’ MSL.
Trees beginning 4351’ from DER, 1618’ left of centerline, up to 75’ AGL/707’ MSL.
Trees beginning 1.1 NM from DER, 1458’ right of centerline, up to 59’ AGL/755’ MSL.

Rwy 10, lighting 9’ from DER, 29’ left of centerline, 1’ AGL/474’ MSL.
Fence, electrical system beginning 22’ from DER, 440’ left of centerline, up to 8’ AGL/486’ MSL.
Tree, vehicles on road beginning 36’ from DER, 424’ right of centerline, up to 38’ AGL/508’ MSL.
Pole 448’ from DER, 611’ right of centerline, 43’ AGL/519’ MSL.
Tree, vehicles on road, electrical system beginning 520’ from DER, 428’ right of centerline, up to 58’ AGL/535’ MSL.
Tree, vehicles on road, pole, electrical system beginning 650’ from DER, 234’ right of centerline, up to 77’ AGL/553’ MSL.

Vehicles on road 900’ from DER, 678’ left of centerline, 496’ MSL.
Tree 1314’ from DER, 850’ left of centerline, 49’ AGL/521’ MSL.
Tree 2377’ from DER, 131’ left of centerline, 69’ AGL/534’ MSL.
Tree 2817’ from DER, 136’ left of centerline, 74’ AGL/543’ MSL.
Tree 2579’ from DER, 93’ left of centerline, 75’ AGL/544’ MSL.
Tree 2614’ from DER, 130’ left of centerline, 80’ AGL/550’ MSL.
Trees beginning 1.1 NM from DER, 1918’ right of centerline, up to 58’ AGL/664’ MSL.
Tree, pole beginning 1.2 NM from DER, 1629’ right of centerline, up to 66’ AGL/673’ MSL.
Tree 1.2 NM from DER, 2282’ right of centerline, 36’ AGL/675’ MSL.
Tree 1.2 NM from DER, 2398’ right of centerline, 38’ AGL/679’ MSL.
Trees beginning 1.2 nm from DER, 1688’ right of centerline, up to 61’ AGL/693’ MSL.
Tree, building beginning 1.2 NM from DER, 1372’ right of centerline, up to 64’ AGL/709’ MSL.
Trees beginning 1.2 NM from DER, 1312’ right of centerline, up to 60’ AGL/711’ MSL.
Trees beginning 1.3 NM from DER, 1158’ right of centerline, up to 58’ AGL/714’ MSL.
Tree, electrical system beginning 1.3 nm from DER, 1478’ right of centerline, up to 70’ AGL/721’ MSL.
Trees beginning 1.3 NM from DER, 1147’ right of centerline, up to 53’ AGL/722’ MSL.
Tree 1.3 NM from DER, 1622’ right of centerline, 70’ AGL/729’ MSL.
Trees beginning 1.3 NM from DER, 1196’ right of centerline, up to 72’ AGL/761’ MSL.
Tree, terrain, building, fence beginning 1.3 NM from DER, 952’ right of centerline, up to 65’ AGL/763’ MSL.
Tree, terrain, beginning 1.4 NM from DER, 1005’ right of centerline, up to 69’ AGL/767’ MSL.

Rwy 19, trees beginning 619’ from DER, 590’ right of centerline, up to 50’ AGL/490’ MSL.
Tree 1362’ from DER, 797’ left of centerline, 58’ AGL/509’ MSL.
Trees beginning 1542’ from DER, 779’ left of centerline, up to 64’ AGL/515’ MSL.
Tree 1610’ from DER, 902’ right of centerline, 69’ AGL/502’ MSL.
Trees beginning 1871’ from DER, 921’ right of centerline, up to 79’ AGL/513’ MSL.
Tree 2060’ from DER, 1028’ right of centerline, 89’ AGL/524’ MSL.
Tree 2831’ from DER, 1161’ right of centerline, 92’ AGL/526’ MSL.

Rwy 28, lighting 9’ from DER, 30’ right of centerline, 2’ AGL/474’ MSL.
Trees beginning 51’ from DER, 264’ right of centerline, up to 18’ AGL/487’ MSL.
Tree, vegetation beginning 134’ from DER, 255’ right of centerline, up to 53’ AGL/510’ MSL.
Tree 160’ from DER, 464’ left of centerline, 55’ AGL/508’ MSL.
Tree 162’ from DER, 508’ left of centerline, 60’ AGL/512’ MSL.
Trees beginning 174’ from DER, 410’ left of centerline, up to 60’ AGL/513’ MSL.
Trees beginning 301’ from DER, 445’ left of centerline, up to 68’ AGL/524’ MSL.
Trees beginning 574’ from DER, 434’ left of centerline, up to 60’ AGL/533’ MSL.
Trees beginning 685’ from DER, 225’ right of centerline, up to 55’ AGL/541’ MSL.
Trees beginning 676’ from DER, 9’ left of centerline, up to 62’ AGL/540’ MSL.
Trees beginning 1175’ from DER, 2’ right of centerline, up to 70’ AGL/610’ MSL.
Tree 5109’ from DER, 1814’ right of centerline, 81’ AGL/629’ MSL.
Tree 5184’ from DER, 1739’ right of centerline, 83’ AGL/637’ MSL.
Trees beginning 6258’ from DER, 1131’ right of centerline, up to 76’ AGL/638’ MSL.
Trees beginning 5989’ from DER, 1896’ right of centerline, up to 47’ AGL/639’ MSL.
Tree 1 NM from DER, 1933’ right of centerline, 50’ AGL/645’ MSL.
Trees beginning 1 NM from DER, 1694’ right of centerline, up to 83’ AGL/679’ MSL.

NE-1, 30 NOV 2023 to 25 JAN 2024

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:
Rwys 6, 24, NA-Runway closed.
TAKEOFF OBSTACLE NOTES:
Rwy 15, bushes beginning 42’ from DER, left and right of centerline, up to 18’ AGL/247’ MSL.
Trees beginning 104’ from DER, 227’ left of centerline, up to 69’ AGL/288’ MSL.
Trees beginning 154’ from DER, 287’ right of centerline, up to 79’ AGL/298’ MSL.
Trees beginning 900’ from DER, left and right of centerline, up to 100’ AGL/298’ MSL.
Rwys 6, 24, bushes beginning 33’ from DER, 194’ left of centerline, up to 16’ AGL/275’ MSL.
Poles beginning 70’ from DER, 495’ left of centerline, up to 29’ AGL/298’ MSL.
Trees beginning 248’ from DER, left and right of centerline, up to 100’ AGL/344’ MSL.
PROVIDENCE, RI
RHODE ISLAND TF GREEN INTL (PVD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 13 07DEC17 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 34, 300-2 w/min. climb of 220' per NM to 1100 or std. w/min. climb of 250' per NM to 500 or 1000-2½ for VCOA.
DEPARTURE PROCEDURE:
Rwy 23, climb on heading 227° to 700 before turning right.
VCOA:
Rwy 34, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Rhode Island TF Green Intl at or above 900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, terrain 22' from DER, 437' left of centerline, 45' MSL.
Lighting 675' from DER, 598' left of centerline, 68' MSL.
Tree 794' from DER, 614' left of centerline, 74' MSL.
Tree 880' from DER, 722' right of centerline, 78' MSL.
Trees beginning 1215' from DER, 497' left of centerline, up to 107' MSL.
Tree 1303' from DER, 849' right of centerline, 88' MSL.
Trees beginning 1464' from DER, 733' right of centerline, up to 105' MSL.
Trees beginning 2080' from DER, 454' left of centerline, up to 115' MSL.
Trees beginning 2205' from DER, 783' right of centerline, up to 120' MSL.
Rwy 16, terrain 32' from DER, 221' right of centerline, 34' MSL.
Tree, building, terrain beginning 82' from DER, 136' right of centerline, up to 71' MSL.
Tree 406' from DER, 579' left of centerline, 49' MSL.
Trees beginning 1172' from DER, 792' left of centerline, up to 72' MSL.
Trees beginning 1468' from DER, 407' left of centerline, up to 87' MSL.
Tree 1570' from DER, 827' right of centerline, 85' MSL.
Tree, pole beginning 1585' from DER, 490' left of centerline, up to 110' MSL.
Tree 1659' from DER, 911' right of centerline, 92' MSL.
Tree 2014' from DER, 907' left of centerline, 113' MSL.
Trees beginning 2015' from DER, 759' left of centerline, up to 119' MSL.
 Pole, tree beginning 2534' from DER, 22' right of centerline, up to 118' MSL.
Trees beginning 2563' from DER, 9' left of centerline, up to 90' AGL/123' MSL.
Tree, pole beginning 2932' from DER, 28' right of centerline, up to 82' AGL/119' MSL.
Tank, tree, pole beginning 2957' from DER, 2' right of centerline, up to 121' MSL.
Tree, pole beginning 3146' from DER, 9' right of centerline, up to 87' AGL/123' MSL.
Tower 3891' from DER, 1346' right of centerline, 94' AGL/131' MSL.
Rwy 23, traverse way 206' from DER, 554' left of centerline, 61' MSL.
Pole 331' from DER, 588' left of centerline, 86' MSL.
Terrain 530' from DER, 613' right of centerline, 67' MSL.
Tree, pole beginning 661' from DER, 485' right of centerline, up to 85' MSL.
Tree 1004' from DER, 585' right of centerline, 101' MSL.
Tree 1007' from DER, 723' left of centerline, 116' MSL.
Trees beginning 1099' from DER, 494' right of centerline, up to 114' MSL.
Trees beginning 1181' from DER, 720' left of centerline, up to 117' MSL.
Trees beginning 1512' from DER, 591' left of centerline, up to 124' MSL.
Tree 1583' from DER, 908' right of centerline, 119' MSL.
Trees beginning 1697' from DER, 497' right of centerline, up to 123' MSL.
Trees beginning 1917' from DER, 494' left of centerline, up to 125' MSL.
Trees beginning 2066' from DER, 531' right of centerline, up to 87' AGL/137' MSL.
Rwy 34, fence beginning 71' from DER, 313' left of centerline, up to 59' MSL.
Building, sign, fence beginning 105' from DER, 288' right of centerline, up to 23' AGL/76' MSL.
Fence 210' from DER, 209' left of centerline, 8' AGL/61' MSL.
Tree, traverse way, pole beginning 296' from DER, 9' right of centerline, up to 110' MSL.
Pole 300' from DER, 22' left of centerline, up to 73' MSL.
NAVAID 400' from DER, 189' left of centerline, 20' AGL/74' MSL.
Tank, tree, pole, traverse way, building beginning 414' from DER, 8' right of centerline, up to 120' MSL.
Building, pole beginning 437' from DER, 94' left of centerline, up to 77' MSL.
Building 519' from DER, 495' left of centerline, 84' MSL.
Building, traverse way beginning 546' from DER, 276' left of centerline, up to 27' AGL/85' MSL.
Pole, lighting, building beginning 588' from DER, 53' left of centerline, up to 88' MSL.
Tree, lighting, building, pole, electrical system beginning 643' from DER, 29' left of centerline, up to 39' AGL/94' MSL.
Pole, building beginning 828' from DER, 162' left of centerline, up to 100' MSL.
Tree, pole, building beginning 960' from DER, 146' left of centerline, up to 101' MSL.
Tree, pole beginning 1091' from DER, 45' left of centerline, up to 103' MSL.
Tree, pole beginning 1255' from DER, 186' left of centerline, up to 140' MSL.
Tree, pole beginning 1407' from DER, 27' left of centerline, up to 145' MSL.
Tree 1492' from DER, 793' right of centerline, 121' MSL.
Trees beginning 1568' from DER, 172' right of centerline, up to 127' MSL.
Trees beginning 2306' from DER, 421' right of centerline, up to 129' MSL.
Trees beginning 2407' from DER, 154' right of centerline, up to 131' MSL.
Tree 2524' from DER, 388' right of centerline, 132' MSL.
Trees beginning 2589' from DER, 435' right of centerline, up to 133' MSL.
Trees beginning 2953' from DER, 155' right of centerline, up to 138' MSL.

TAKEN MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
PROVIDENCE, RI (CON’T)
RHODE ISLAND TF GREEN INTL (PVD) (CON’T)
Rwy 34 (CON’T), tree 3262’ from DER, 1065’ right of centerline, 93’ AGL/143’ MSL.
Tower 1.4 NM from DER, 2915’ right of centerline, 255’ AGL/310’ MSL.
Tower 1.5 NM from DER, 2927’ right of centerline, 282’ AGL/334’ MSL.

PROVINCETOWN, MA
PROVINCETOWN MUNI (PVC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02AUG07 (07214) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 133’ from DER, 118’ right of centerline up to 33’ AGL/37’ MSL.
Trees beginning 165’ from DER, 89’ left of centerline up to 33’ AGL/47’ MSL.
Rwy 25, bush 376’ from DER, 575’ right of centerline, 12’ AGL/21’ MSL.

RANGELEY, ME
RANGELEY LAKE SEAPLANE BASE (M57)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29MAY14 (14149) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 442’ per NM to 4700 or 2600- 2½ for climb in visual conditions.
Rwy 24, std. w/min. climb of 300’ per NM to 3900 or 2600-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 075° to 4700 before proceeding on course. For climb in visual conditions, cross Rangeley Lake airport at or above 4000 before proceeding on course, do not exceed 210 KIAS until leaving 4000. When executing VCOA, notify ATC prior to departure.
Rwy 24, climb heading 255° to 3900 before proceeding on course. For climb in visual conditions, cross Rangeley Lake airport at or above 4000 before proceeding on course, do not exceed 210 KIAS until leaving 4000. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees and buildings beginning 1374’ from DER, 446’ right of centerline, up to 80’ AGL/1620’ MSL.
Boats on the water, up to 1553’ MSL.
Rwy 24, boats on the water, up to 1553’ MSL.

STEPHEN A BEAN MUNI (8B0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAR22 (22083) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, std. w/min. climb of 335’ per NM to 3900 or 2300 and 3 for VCOA.
Rwy 32, std. w/min. climb of 380’ per NM to 3900 or 2300 and 3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 14, climbing right turn direct RQM NDB to cross at or above 3900’ before proceeding on course.
Rwy 32, climbing left turn direct RQM NDB to cross at or above 3900’ before proceeding on course.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Steven A Bean Muni at or above 4000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 11’ from DER, 200’ right of centerline, up to 67’ AGL/1853’ MSL.
Tree 129’ from DER, 465’ left of centerline, 58’ AGL/1839’ MSL.
Tree 302’ from DER, 480’ left of centerline, 70’ AGL/1843’ MSL.
Trees beginning 415’ from DER, 82’ left of centerline, up to 93’ AGL/1859’ MSL.

ROCHESTER, NH
SKYHAVEN (DAW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 05JAN17 (17005) (FAA)
DEPARTURE PROCEDURE:
Rwy 33, climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VOR/DME R-095 to 3000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees beginning 450’ from DER, 295’ left of centerline, up to 110’ AGL/400’ MSL.
Trees and poles beginning 111’ from DER, 389’ right of centerline, up to 57’ AGL/367’ MSL.
Rwy 33, trees beginning 200’ from DER, 154’ right of centerline, up to 120’ AGL/443’ MSL.
Trees beginning 160’ from DER, 160’ left of centerline, up to 103’ AGL/406’ MSL.
ROCKLAND, ME
KNOX COUNTY RGNL (RKD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 03NOV22 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, std. w/min. climb of 285' per NM to 1300 or 1200-3 for VCOA.
Rwy 31, std. w/min. climb of 296' per NM to 1100 or 1200-3 for VCOA.
VCOA:
Rwys 3, 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Knox County Rgnl airport at or above 1100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 32' from DER, 69' right of centerline, up to 100' AGL/160' MSL. Trees beginning 226' from DER, 143' left of centerline, up to 100' AGL/160' MSL. Trees beginning 623' from DER, on centerline, up to 100' AGL/163' MSL. Trees beginning 674' from DER, 212' right of centerline, up to 100' AGL/163' MSL. Trees, NAVAID beginning 817' from DER, 71' left of centerline, up to 100' AGL/169' MSL. Trees beginning 969' from DER, 141' right of centerline, up to 100' AGL/166' MSL. Trees beginning 1061' from DER, 142' left of centerline, up to 100' AGL/183' MSL. Trees beginning 1265' from DER, on centerline, up to 100' AGL/169' MSL. Trees beginning 1357' from DER, 212' left of centerline, up to 100' AGL/192' MSL. Trees beginning 1652' from DER, 66' left of centerline, up to 100' AGL/199' MSL. Trees beginning 2468' from DER, 1' right of centerline, up to 100' AGL/179' MSL. Trees beginning 2844' from DER, 144' right of centerline, up to 100' AGL/186' MSL. Trees beginning 3139' from DER, 3' right of centerline, up to 100' AGL/196' MSL. Tower, trees beginning 3724' from DER, 4' right of centerline, up to 148' AGL/206' MSL.
Rwy 13, pole 483' from DER, 546' left of centerline, 34' AGL/86' MSL. Trees beginning 494' from DER, 614' left of centerline, 45' AGL/66' MSL. Trees, pole beginning 590' from DER, 507' left of centerline, up to 47' AGL/100' MSL. Trees beginning 999' from DER, 188' right of centerline, 23' AGL/86' MSL. Trees, poles, building beginning 1031' from DER, 115' right of centerline, up to 31' AGL/108' MSL. Trees beginning 1376' from DER, 399' right of centerline, up to 66' AGL/139' MSL. Trees beginning 1832' from DER, 44' left of centerline, up to 66' AGL/152' MSL. Tree 2387' from DER, 304' left of centerline, 88' AGL/126' MSL. Trees 3234' from DER, 884' right of centerline, 82' AGL/155' MSL. Trees beginning 634' from DER, 221' right of centerline, up to 73' AGL/105' MSL. Trees beginning 639' from DER, 468' left of centerline, 61' AGL/99' MSL. Trees beginning 744' from DER, 339' left of centerline, up to 65' AGL/104' MSL. Trees beginning 1376' from DER, 399' right of centerline, up to 66' AGL/139' MSL. Pole 1241' from DER, 365' right of centerline, 14' AGL/83' MSL. Trees beginning 1624' from DER, 504' right of centerline, up to 84' AGL/136' MSL. Tree 3541' from DER, 922' left of centerline, 60' AGL/170' MSL. Tree 3900' from DER, 1370' left of centerline, 63' AGL/184' MSL. Tree 4069' from DER, 346' right of centerline, 44' AGL/166' MSL.

RUTLAND, VT
RUTLAND/SOUTHERN VERMONT RGNL (RUT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 07FEB13 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, std. w/min. climb of 439' per NM to 3000, or 3600-3 for climb in visual conditions.
Rwy 13, NA-Obstacles.
Rwy 19, std. w/min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions.
Rwy 31, std. w/min. climb of 500' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 1, climb on 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual condition: cross Rutland/Southern Vermont Rgnl airport at or above 4300 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 19, climb heading 194° to 1400, then climbing right turn on 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual condition: cross Rutland/Southern Vermont Rgnl airport at or above 4300 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 31, climb heading 329° to 1600, then climbing right turn on 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual condition: cross Rutland/Southern Vermont Rgnl airport at or above 4300 before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. Trees, tree beginning 167' from DER, 305' right of centerline, up to 42' AGL/843' MSL. Trees beginning 500' from DER, 175' left of centerline, up to 100' AGL/967' MSL. Rwy 31, trees beginning 334' from DER, 94' left of centerline, up to 100' AGL/1319' MSL. Trees beginning 885' from DER, 201' right of centerline, up to 85' AGL/827' MSL.
SANFORD, ME
SANFORD SEACOAST RGNL (SFM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3B 11AUG22 (22223) (FAA)
TAKEOFF MINIMUMS:
Rwy 32, 300-1½ or std. w/min. climb of 385' per NM to 500.
DEPARTURE PROCEDURE:
Rwy 25, climb on heading 255° to 1100 before turning right.
Rwy 32, climb on heading 331° to 1600 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 7, vehicles on road, antenna, light support structure, transmission tower, and trees beginning 62' from DER, 4' left of centerline, up to 69' AGL/309' MSL.
Rwy 14, trees beginning 149' from DER, 320' left of centerline, up to 55' AGL/294' MSL.
Bushes and trees beginning 93' from DER, 260' right of centerline, up to 81' AGL/320' MSL.
Rwy 25, trees beginning 118' from DER, 511' left of centerline, up to 60' AGL/379' MSL.
Rwy 32, trees beginning 763' from DER, 58' left of centerline, up to 77' AGL/396' MSL.
Pole and trees beginning 332' from DER, 59' right of centerline, up to 92' AGL/381' MSL.
Trees 3269' from DER, 1226' left of centerline, up to 72' AGL/401' MSL.
Trees 4667' from DER, 1225' left of centerline, up to 82' AGL/431' MSL.
Trees 5473' from DER, 1013' left of centerline, up to 67' AGL/416' MSL.

SOUTHBRIDGE, MA
SOUTHBRIDGE MUNI (3B0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 11MAR10 (10070) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 022° to 1800 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL.
Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL.
Rwy 20, trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL.
Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

SPRINGFIELD, VT
HARTNESS STATE (SPRINGFIELD) (VSF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 10SEP20 (20254) (FAA)
TAKEOFF MINIMUMS:
Rwys 5, 11, 23, 29, 3000-3 for VCOA
VCOA:
All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hartness State (Springfield) airport at or above 3400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree, transmission line, pole beginning 3' from DER, 295' left of centerline, up to 688' MSL.
Tree 15' from DER, 218' right of centerline, 571' MSL.
Trees beginning 95' from DER, 178' right of centerline, up to 598' MSL.
Trees, transmission line, pole beginning 189' from DER, 2' left of centerline, up to 704' MSL.
Trees, poles, transmission line beginning 558' from DER, 94' left of centerline, up to 713' MSL.
Tree 1013' from DER, 25' left of centerline, up to 721' MSL.
Tree 1294' from DER, 112' right of centerline, 616' MSL.
Trees beginning 1297' from DER, 24' right of centerline, up to 633' MSL.
Tree 3402' from DER, 22' right of centerline, 650' MSL.
Tree 3699' from DER, 22' right of centerline, 660' MSL.
Tree 5131' from DER, 1824' right of centerline, 773' MSL.
Trees beginning 5509' from DER, 1579' right of centerline, up to 799' MSL.
Trees beginning 5989' from DER, 1426' right of centerline, up to 829' MSL.
Tree 1 NM from DER, 1709' right of centerline, 945' MSL.
Trees beginning 1 NM from DER, 1346' right of centerline, up to 1054' MSL.
Tower, antenna, trees beginning 1.1 NM from DER, 302' right of centerline, up to 76' AGL/1161' MSL.
Trees beginning 1.6 NM from DER, 685' right of centerline, up to 1166' MSL.
Trees beginning 1.6 NM from DER, 279' right of centerline, up to 1233' MSL.
Trees, buildings, pole beginning 1.7 NM from DER, 103' right of centerline, up to 1237' MSL.
Tree 2 NM from DER, 390' left of centerline, 881' MSL.
Tree 2.1 NM from DER, 809' left of centerline, 887' MSL.
Tree 2.1 NM from DER, 304' left of centerline, 899' MSL.
Trees beginning 2.1 NM from DER, 478' left of centerline, up to 953' MSL.
Trees beginning 2.2 NM from DER, 43' left of centerline, up to 1025' MSL.
Tree 2.2 NM from DER, 401' left of centerline, 1057' MSL.

CONT"
SPRINGFIELD, VT (CON’T)
HARTNESS STATE (SPRINGFIELD) (VSF) (CON’T)

Rwy 5 (CON’T), trees beginning 2.2 NM from DER, 1574’ right of centerline, up to 1271’ MSL.
Trees beginning 2.2 NM from DER, 37’ left of centerline, up to 1093’ MSL.
Trees beginning 2.3 NM from DER, 307’ right of centerline, up to 1280’ MSL.
Tree 2.3 NM from DER, 557’ left of centerline, 1122’ MSL.
Trees beginning 2.3 NM from DER, 841’ right of centerline, up to 1294’ MSL.
Trees beginning 2.3 NM from DER, 63’ left of centerline, up to 1126’ MSL.
Building, poles, transmission line, trees beginning 2.3 NM from DER, 104’ right of centerline, up to 102’ AGL/1314’ MSL.
Trees beginning 2.3 NM from DER, 390’ left of centerline, up to 1189’ MSL.
Trees beginning 2.4 NM from DER, 1091’ left of centerline, up to 1208’ MSL.
Trees beginning 2.4 NM from DER, 647’ right of centerline, up to 1217’ MSL.
Trees beginning 2.5 NM from DER, 29’ left of centerline, up to 1266’ MSL.
Building, trees beginning 2.5 NM from DER, 589’ right of centerline, up to 26’ AGL/1173’ MSL.

Rwy 11, trees beginning 35’ from DER, 302’ right of centerline, up to 648’ MSL.
Trees beginning 56’ from DER, 225’ left of centerline, up to 584’ MSL.
Tree 2988’ from DER, 631’ left of centerline, 693’ MSL.
Tree 3096’ from DER, 386’ left of centerline, 716’ MSL.
Tree 3318’ from DER, 953’ right of centerline, 754’ MSL.
Tree 3361’ from DER, 1185’ left of centerline, 721’ MSL.
Tree 3419’ from DER, 671’ left of centerline, 792’ MSL.
Tree 3495’ from DER, 57’ right of centerline, 770’ MSL.
Tree 3580’ from DER, 511’ right of centerline, 787’ MSL.
Trees beginning 3672’ from DER, 321’ left of centerline, up to 845’ MSL.
Tree 3698’ from DER, 1067’ right of centerline, 830’ MSL.
Tree 3975’ from DER, 650’ right of centerline, 846’ MSL.
Tree 4004’ from DER, 121’ right of centerline, 852’ MSL.
Trees beginning 4153’ from DER, 331’ left of centerline, up to 870’ MSL.
Trees, transmission line, pole beginning 4154’ from DER, 373’ right of centerline, up to 903’ MSL.
Trees, tower, poles, transmission line beginning 4486’ from DER, 81’ right of centerline, up to 938’ MSL.
Trees beginning 4544’ from DER, 149’ left of centerline, up to 873’ MSL.
Trees beginning 5381’ from DER, 131’ left of centerline, up to 901’ MSL.
Trees, transmission line, poles beginning 5678’ from DER, 198’ left of centerline, up to 907’ MSL.
Tree 1.1 NM from DER, 1851’ left of centerline, 947’ MSL.
Tree 1.1 NM from DER, 2298’ left of centerline, 955’ MSL.
Tree 1.1 NM from DER, 1111’ left of centerline, 976’ MSL.
Trees beginning 1.2 NM from DER, 366’ left of centerline, up to 1027’ MSL.
Trees beginning 1.2 NM from DER, 266’ right of centerline, up to 947’ MSL.
Trees beginning 1.2 NM from DER, 784’ left of centerline, up to 1029’ MSL.
Tree 1.2 NM from DER, 1813’ right of centerline, 973’ MSL.
Tree 1.2 NM from DER, 1378’ right of centerline, 984’ MSL.
Trees beginning 1.2 NM from DER, 153’ left of centerline, up to 1054’ MSL.
Trees beginning 1.2 NM from DER, 449’ right of centerline, up to 1120’ MSL.
Trees beginning 1.2 NM from DER, 571’ left of centerline, up to 1075’ MSL.
Trees beginning 1.3 NM from DER, 101’ right of centerline, up to 1237’ MSL.
Trees beginning 1.3 NM from DER, 319’ left of centerline, up to 1097’ MSL.
Trees beginning 1.3 NM from DER, 592’ right of centerline, up to 1269’ MSL.
Trees beginning 1.4 NM from DER, 766’ left of centerline, up to 1101’ MSL.
Tower, trees beginning 1.4 NM from DER, 11’ right of centerline, up to 74’ AGL/1408’ MSL.
Trees beginning 1.4 NM from DER, 1219’ left of centerline, up to 1106’ MSL.
Trees beginning 1.4 NM from DER, 175’ left of centerline, up to 1172’ MSL.
Trees beginning 1.5 NM from DER, 19’ left of centerline, up to 1192’ MSL.
Trees beginning 1.8 NM from DER, 97’ left of centerline, up to 1208’ MSL.
Trees beginning 2.2 NM from DER, 245’ left of centerline, up to 1210’ MSL.
Tree 2.2 NM from DER, 3069’ left of centerline, 1242’ MSL.
Tree 2.2 NM from DER, 2553’ left of centerline, 1261’ MSL.
Trees beginning 2.2 NM from DER, 306’ left of centerline, up to 1289’ MSL.
Trees beginning 2.3 NM from DER, 208’ left of centerline, up to 1326’ MSL.
Tree 2.4 NM from DER, 3985’ left of centerline, 1336’ MSL.
Trees beginning 2.4 NM from DER, 876’ left of centerline, up to 1368’ MSL.
Trees beginning 2.4 NM from DER, 447’ left of centerline, up to 1420’ MSL.
Tree 2.4 NM from DER, 4186’ left of centerline, 1437’ MSL.
Trees beginning 2.5 NM from DER, 116’ left of centerline, up to 1445’ MSL.
Trees beginning 2.5 NM from DER, 610’ left of centerline, up to 1479’ MSL.
Trees beginning 2.5 NM from DER, 62’ right of centerline, up to 1123’ MSL.

Rwy 23, trees beginning 28’ from DER, 315’ left of centerline, up to 591’ MSL.
Tree 96’ from DER, 181’ right of centerline, 596’ MSL.
Tree 157’ from DER, 426’ right of centerline, 619’ MSL.
Tree 285’ from DER, 530’ right of centerline, 631’ MSL.
Trees, pole, transmission line beginning 492’ from DER, 2’ right of centerline, up to 640’ MSL.
Tree 1019’ from DER, 584’ left of centerline, 606’ MSL.
Trees beginning 1107’ from DER, 187’ left of centerline, up to 613’ MSL.
Tree 1.2 NM from DER, 1610’ left of centerline, 759’ MSL.
Trees beginning 1.2 NM from DER, 1702’ left of centerline, up to 776’ MSL.
Tree 1.3 NM from DER, 2175’ right of centerline, 772’ MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SPRINGFIELD, VT (CON’T)

HARTNESS STATE (SPRINGFIELD) (VSF) (CON’T)

Rwy 23 (CON’T), trees beginning 1.3 NM from DER, 1810’ right of centerline, up to 816’ MSL.
Trees beginning 1.3 NM from DER, 1418’ right of centerline, up to 823’ MSL.
Trees beginning 1.4 NM from DER, 1910’ right of centerline, up to 842’ MSL.
Transmission line, pole beginning 1.4 NM from DER, 2700’ right of centerline, up to 28’ agl/875’ MSL.
Building 1.4 NM from DER, 2655’ right of centerline, 35’ agl/877’ MSL.
Tree 1.4 NM from DER, 2301’ right of centerline, 890’ MSL.
Trees, buildings, transmission line, poles beginning 1.5 NM from DER, 1793’ right of centerline, up to 929’ MSL.
Tree 1.5 NM from DER, 376’ left of centerline, 829’ MSL.
Tree 1.6 NM from DER, 668’ left of centerline, 845’ MSL.
Tree 1.8 NM from DER, 2654’ left of centerline, 862’ MSL.
Tree 1.8 NM from DER, 3071’ left of centerline, 887’ MSL.
Trees beginning 1.8 NM from DER, 774’ right of centerline, up to 976’ MSL.
Trees beginning 1.8 NM from DER, 1457’ left of centerline, up to 957’ MSL.
Transmission line, pole beginning 1.9 NM from DER, 381’ right of centerline, up to 996’ MSL.
Trees beginning 1.9 NM from DER, 2230’ left of centerline, up to 972’ MSL.
Trees beginning 2 NM from DER, 1561’ left of centerline, up to 978’ MSL.
Tree 2 NM from DER, 2823’ left of centerline, 997’ MSL.
Trees beginning 2 NM from DER, 1976’ left of centerline, up to 1011’ MSL.
Trees, buildings beginning 2.1 NM from DER, 95’ left of centerline, up to 1012’ MSL.
Trees beginning 2.2 NM from DER, 224’ right of centerline, up to 1148’ MSL.
Tree 2.3 NM from DER, 3227’ right of centerline, 1201’ MSL.
Trees beginning 2.3 NM from DER, 1895’ right of centerline, up to 1239’ MSL.
Trees beginning 2.3 NM from DER, 0’ of centerline, up to 1273’ MSL.
Trees, tower beginning 2.3 NM from DER, 3304’ right of centerline, up to 1282’ MSL.
Transmission line, pole beginning 2.4 NM from DER, 33’ right of centerline, up to 1290’ MSL.
Trees beginning 2.5 NM from DER, 1932’ left of centerline, up to 1013’ MSL.
Tree 2.5 NM from DER, 312’ left of centerline, 1022’ MSL.
Trees beginning 2.5 NM from DER, 661’ left of centerline, up to 1023’ MSL.
Rwy 28, tree 48’ from DER, 472’ left of centerline, 823’ MSL.
Trees beginning 227’ from DER, 331’ left of centerline, up to 625’ MSL.
Trees beginning 372’ from DER, 389’ right of centerline, up to 649’ MSL.
Trees beginning 428’ from DER, 177’ left of centerline, up to 648’ MSL.
Tree 1534’ from DER, 833’ left of centerline, 678’ MSL.
Trees beginning 1997’ from DER, 315’ left of centerline, up to 726’ MSL.
Trees beginning 1177’ from DER, 760’ left of centerline, 745’ MSL.
Trees beginning 2610’ from DER, 300’ left of centerline, up to 758’ MSL.
Tree, transmission line, pole beginning 2779’ from DER, 662’ left of centerline, up to 784’ MSL.
Tree 2907’ from DER, 1075’ right of centerline, 737’ MSL.
Tree 3004’ from DER, 39’ right of centerline, 743’ MSL.
Tree 3133’ from DER, 496’ right of centerline, 746’ MSL.
Tree, building, transmission line, pole beginning 3172’ from DER, 387’ left of centerline, up to 786’ MSL.
Tree 3225’ from DER, 789’ left of centerline, 798’ MSL.
Tree 3331’ from DER, 890’ right of centerline, 757’ MSL.
Trees, transmission line, poles, building beginning 3351’ from DER, 148’ left of centerline, up to 805’ MSL.
Trees beginning 3371’ from DER, 166’ right of centerline, up to 769’ MSL.
Trees beginning 3898’ from DER, 148’ right of centerline, up to 797’ MSL.
Trees, poles, transmission line, buildings beginning 3941’ from DER, 71’ left of centerline, up to 806’ MSL.
Transmission line, pole, tree beginning 4726’ from DER, 0’ left of centerline, up to 72’ AGL/834’ MSL.
Trees, transmission line, pole beginning 4726’ from DER, 333’ right of centerline, up to 804’ MSL.
Trees beginning 4939’ from DER, 73’ left of centerline, up to 837’ MSL.
Transmission line, pole beginning 5000’ from DER, 123’ right of centerline, up to 46’ AGL/820’ MSL.
Transmission line, pole beginning 5255’ from DER, 270’ right of centerline, up to 39’ AGL/824’ MSL.
Trees, pole, transmission line beginning 5271’ from DER, 446’ right of centerline, up to 828’ MSL.
Tree 5864’ from DER, 168’ right of centerline, 830’ MSL.
Trees, transmission line, pole beginning 5897’ from DER, 55’ right of centerline, up to 836’ MSL.
Tree, transmission line, pole beginning 1 NM from DER, 1125’ right of centerline, up to 880’ MSL.
Trees beginning 1 NM from DER, 274’ right of centerline, up to 881’ MSL.
Trees beginning 1.1 NM from DER, 91’ right of centerline, up to 889’ MSL.
Trees, buildings beginning 1.1 NM from DER, 43’ right of centerline, up to 919’ MSL.
Trees, transmission line, poles beginning 1.2 NM from DER, 250’ right of centerline, up to 963’ MSL.
Trees, pole, transmission line beginning 1.3 NM from DER, 628’ right of centerline, up to 971’ MSL.
Trees beginning 1.3 NM from DER, 119’ left of centerline, up to 841’ MSL.
Trees beginning 1.3 NM from DER, 82’ right of centerline, up to 1013’ MSL.
Trees beginning 1.4 NM from DER, 148’ left of centerline, up to 848’ MSL.
Trees beginning 1.5 NM from DER, 347’ left of centerline, up to 860’ MSL.
Trees beginning 1.5 NM from DER, 1750’ left of centerline, up to 863’ MSL.
Trees beginning 1.6 NM from DER, 184’ right of centerline, up to 1029’ MSL.
Trees beginning 1.6 NM from DER, 241’ left of centerline, up to 875’ MSL.
Tree 1.6 NM from DER, 1188’ left of centerline, 876’ MSL.
Trees beginning 1.6 NM from DER, 19’ left of centerline, up to 900’ MSL.
Trees beginning 1.6 NM from DER, 101’ right of centerline, up to 1047’ MSL.
Trees beginning 1.7 NM from DER, 562’ left of centerline, up to 932’ MSL.
Trees beginning 1.7 NM from DER, 404’ left of centerline, up to 991’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SPRINGFIELD, VT (CON’T)
HARTNESS STATE (SPRINGFIELD) (VSF) (CON’T)

Rwy 29 (CONT), trees beginning 1.8 NM from DER, 171’ left of centerline, up to 1022’ MSL.
Trees beginning 1.8 NM from DER, 525’ left of centerline, up to 1069’ MSL.
Trees beginning 1.9 NM from DER, 2455’ right of centerline, 1050’ MSL.
Trees beginning 1.9 NM from DER, 950’ right of centerline, up to 1083’ MSL.
Trees beginning 2 NM from DER, 486’ right of centerline, up to 1100’ MSL.
Tower 2 NM from DER, 1210’ right of centerline, 64’ AGL/1103’ MSL.
Trees beginning 2 NM from DER, 1155’ right of centerline, up to 1130’ MSL.
Trees beginning 2 NM from DER, 2169’ right of centerline, up to 1155’ MSL.
Trees beginning 2 NM from DER, 295’ right of centerline, up to 1196’ MSL.
Trees beginning 2.1 NM from DER, 190’ right of centerline, up to 1251’ MSL.
Trees beginning 2.2 NM from DER, 681’ right of centerline, up to 1252’ MSL.
Trees beginning 2.3 NM from DER, 1442’ left of centerline, up to 1148’ MSL.

STOW, MA
MINUTE MAN AIR FLD (6B6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  23SEP10  (21168)  (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 400-2½ or std. w/min. climb of 420’ per NM to 700.
Rwys 12, 30, NA-Environmental.
Rwy 21, 400-2½ or std. w/min. climb of 600’ per NM to 600.

DEPARTURE PROCEDURE:
Rwy 3, climb heading 032° to 800 before proceeding on course.
Rwy 21, climb heading 212° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 9’ from DER, 244’ right of centerline, up to 80’ AGL/434’ MSL.
Trees beginning 246’ from DER, 168’ left of centerline, up to 80’ AGL/652’ MSL.
Rwy 21, trees beginning 11’ from DER, 188’ right of centerline, up to 80’ AGL/385’ MSL.
Trees beginning 11’ from DER, 198’ left of centerline, up to 80’ AGL/365’ MSL.
Trees beginning 529’ from DER, left and right of centerline, up to 80’ AGL/574’ MSL.
Tower 1.6 NM from DER, 2483’ left of centerline, 118’ AGL/511’ MSL.

TAUNTON, MA
TAUNTON MUNI - KING FLD (TAN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  14FEB08  (21224)  (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, NA-Turf runway.
Rwy 12, 200-1½ or std. w/min. climb of 362’ per NM to 300.
Rwy 30, 200-1 or std. w/min climb of 291’ per NM to 300.

TAKEOFF OBSTACLE NOTES:
Rwy 12, trees and terrain beginning 61’ from DER, 128’ right of centerline, up to 80’ AGL/229’ MSL.
Trees and terrain beginning 93’ from DER, 204’ left of centerline, up to 80’ AGL/195’ MSL.
Rwy 30, terrain beginning 147’ from DER, 284’ right of centerline, 43’ MSL.
Trees and terrain beginning 1044’ from DER, 320’ left of centerline, up to 80’ AGL/199’ MSL.

VINEYARD HAVEN, MA
MARTHAS VINEYARD (MVY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  13JAN11  (11013)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 585’ from DER, 492’ left of centerline, up to 100’ AGL/159’ MSL.
Trees beginning 707’ from DER, 543’ right of centerline, up to 100’ AGL/159’ MSL.
Rwy 15, trees beginning 276’ from DER, 156’ left of centerline, up to 100’ AGL/159’ MSL.
Pole 411’ from DER, 475’ right of centerline, 45’ AGL/97’ MSL.
Trees beginning 430’ from DER, 79’ right of centerline, up to 100’ AGL/159’ MSL.
Rwy 24, trees beginning 594’ from DER, 201’ left of centerline, up to 100’ AGL/149’ MSL.
Trees beginning 606’ from DER, 442’ right of centerline, up to 100’ AGL/159’ MSL.
Building 791’ from DER, 266’ left of centerline, 25’ AGL/75’ MSL.
Rwy 33, trees beginning 36’ from DER, 120’ left of centerline, up to 100’ AGL/179’ MSL.
Trees beginning 67’ from DER, 75’ right of centerline, up to 100’ AGL/169’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WATERVILLE, ME
WATERVILLE ROBERT LAFLEUR (WVL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  08NOV18  (18312)  (FAA)
TAKEOFF MINIMUMS:
   Rwy 32, std. w/min. climb of 375' to 700, or 1000-2½ for VCOA.
   VCOA:
   Rwy 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Waterville
Robert Lafleur Airport at or above 1100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
   Rwy 5, tree 615' from DER, 572' right of centerline, 66' AGL/358' MSL.
   Tree 1201' from DER, 616' left of centerline, 57' AGL/366' MSL.
   Rwy 14, tree 215' from DER, 292' right of centerline, 41' AGL/333' MSL.
   Tree 238' from DER, 296' left of centerline, 42' AGL/333' MSL.
   Tree 249' from DER, 509' left of centerline, 77' AGL/371' MSL.
   Trees beginning 264' from DER, 257' right of centerline, up to 63' AGL/351' MSL.
   Rwy 32, tree 590' from DER, 234' right of centerline, 67' AGL/334' MSL.
   Tree 634' from DER, 134' left of centerline, 73' AGL/340' MSL.
   Tree, building beginning 2121' from DER, 144' left of centerline, up to 82' AGL/419' MSL.
   Tank 3618' from DER, 656' right of centerline, 67' AGL/477' MSL.
   Tree 5420' from DER, 1044' left of centerline, 90' AGL/549' MSL.

WESTERLY, RI
WESTERLY STATE (WST)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  02JUN11  (11153)  (FAA)
TAKEOFF MINIMUMS:
   Rwy 25, 300-1
TAKEOFF OBSTACLE NOTES:
   Rwy 7, trees beginning 36' from DER 57' right of centerline, up to 70' AGL/120' MSL.
   Tree 789' from DER, 332' left of centerline, 41' AGL/150' MSL.
   Rwy 14, trees beginning 124' from DER, 31' right of centerline, up to 61' AGL/173' MSL.
   Trees beginning 443' from DER, 73' left of centerline, up to 54' AGL/163' MSL.
   Bush 327' from DER, 3' left of centerline, 19' AGL/98' MSL.
   Rwy 25, trees beginning 171' from DER, 119' right of centerline, up to 62' AGL/121' MSL.
   Tank 2957' from DER, 1038' left of centerline, 126' AGL/250' MSL.
   Obstruction light on pole 50' from DER, 496' left of centerline, 13' AGL/92' MSL.
   Trees beginning 439' from DER, 93' left of centerline, up to 61' AGL/184' MSL.
   Rwy32, trees beginning 32' from DER, 46' right of centerline, up to 84' AGL/173' MSL.
   Trees beginning 152' from DER, 41' left of centerline, up to 85' AGL/174' MSL.

WESTFIELD/SPRINGFIELD, MA
WESTFIELD-BARNES RGNL (BAF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5  20JUN19  (19171)  (FAA)
TAKEOFF MINIMUMS:
   Rwy 2, 200-1½ or std. w/min. climb of 210' per NM to 600, or alternatively, with std. takeoff minimums and a normal 200' per
NM climb gradient, takeoff must occur no later than 1200' prior to DER.
   Rwy 15, 400-1½ or std. w/min. climb of 460' per NM to 800.
   Rwy 33, std. w/min. climb of 340' per NM to 1800 or 1500-3 for VCOA.
DEPARTURE PROCEDURE:
   Rwy 2, climb heading 024° to 1700 before proceeding on course.
   Rwy 15, climb heading 154° to 1300 before proceeding on course.
   Rwy 20, climb heading 204° to 1400 before proceeding on course.
   Rwy 33, climb heading 334° to 1500 before proceeding on course.
   VCOA:
   Rwy 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Westfield-Barnes
Rgnl airport at or above 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
   Rwy 2, tree 3074' from DER, 658' left of centerline, 77' AGL/352' MSL.
   Tree 3231' from DER, 747' right of centerline, 72' AGL/350' MSL.
   Tree 3377' from DER, 867' left of centerline, 75' AGL/354' MSL.
   Tree 4381' from DER, 144' right of centerline, 92' AGL/385' MSL.
   Tree 1.2 NM from DER, 878' right of centerline, 99' AGL/465' MSL.
   Rwy 15, tree 67' from DER, 449' left of centerline, 38' AGL/251' MSL.
   Trees beginning 209' from DER, 74' left of centerline, up to 265' MSL.
   Trees beginning 517' from DER, 40' right of centerline, up to 269' MSL.
   Trees beginning 658' from DER, 532' left of centerline, up to 282' MSL.
   Trees beginning 691' from DER, 420' left of centerline, up to 66' AGL/289' MSL.
   Trees beginning 791' from DER, 534' left of centerline, up to 309' MSL.
   Tree 936' from DER, 612' right of centerline, 280' MSL.
   Tree 1034' from DER, 646' right of centerline, 295' MSL.

CON'T
WESTFIELD/SPRINGFIELD, MA (CON’T)

WESTFIELD-BARNES RGNL (BAF) (CON’T)

Rwy 15 (CONT), trees beginning 1036’ from DER, 384’ right of centerline, up to 312’ MSL.
Tree 1231’ from DER, 719’ left of centerline, 317’ MSL.
Trees beginning 1285’ from DER, 404’ right of centerline, up to 313’ MSL.
Trees beginning 1304’ from DER, 438’ left of centerline, up to 330’ MSL.
Trees beginning 1399’ from DER, 555’ right of centerline, up to 321’ MSL.
Trees beginning 1414’ from DER, 90’ left of centerline, up to 334’ MSL.
Trees beginning 1458’ from DER, 51’ right of centerline, up to 85’ AGL/324’ MSL.
Trees beginning 1496’ from DER, 9’ left of centerline, up to 335’ MSL.
Trees beginning 1685’ from DER, 9’ right of centerline, up to 326’ MSL.
Trees beginning 1691’ from DER, 103’ left of centerline, up to 345’ MSL.
Trees beginning 1915’ from DER, 5’ left of centerline, up to 354’ MSL.
Trees beginning 2541’ from DER, 85’ right of centerline, up to 327’ MSL.
Trees beginning 3032’ from DER, 697’ right of centerline, up to 329’ MSL.
Trees beginning 3265’ from DER, 1123’ left of centerline, up to 368’ MSL.
Tree 3261’ from DER, 1270’ right of centerline, 331’ MSL.
Tree 3390’ from DER, 1231’ left of centerline, 370’ MSL.
Trees beginning 3394’ from DER, 1011’ left of centerline, up to 389’ MSL.
Tree 3526’ from DER, 1298’ left of centerline, 402’ MSL.
Trees beginning 3538’ from DER, 987’ left of centerline, up to 408’ MSL.
Trees beginning 3652’ from DER, 892’ left of centerline, up to 410’ MSL.
Trees beginning 3715’ from DER, 734’ left of centerline, up to 413’ MSL.
Trees beginning 3787’ from DER, 888’ left of centerline, up to 416’ MSL.
Trees beginning 3932’ from DER, 642’ left of centerline, up to 418’ MSL.
Trees beginning 4020’ from DER, 610’ left of centerline, up to 424’ MSL.
Trees beginning 4081’ from DER, 581’ left of centerline, up to 428’ MSL.
Trees beginning 4332’ from DER, 684’ left of centerline, up to 439’ MSL.
Trees beginning 4518’ from DER, 647’ left of centerline, up to 449’ MSL.
Tree 4563’ from DER, 529’ left of centerline, up to 451’ MSL.
Tank and trees beginning 4666’ from DER, 375’ left of centerline, up to 457’ MSL.
Trees beginning 4784’ from DER, 39’ left of centerline, up to 465’ MSL.
Trees beginning 5440’ from DER, 39’ right of centerline, up to 405’ MSL.
Tree 5542’ from DER, 117’ right of centerline, 407’ MSL.
Trees beginning 5561’ from DER, 146’ left of centerline, up to 466’ MSL.
Trees beginning 5581’ from DER, 9’ right of centerline, up to 412’ MSL.
Terrain and trees beginning 5700’ from DER, 263’ left of centerline, up to 471’ MSL.
Trees beginning 5815’ from DER, 151’ left of centerline, up to 486’ MSL.
Trees beginning 5837’ from DER, 18’ left of centerline, up to 513’ MSL.
Trees beginning 5935’ from DER, 71’ left of centerline, up to 530’ MSL.
Terrain and trees beginning 1 NM from DER, 74’ left of centerline, up to 559’ MSL.
Terrain and trees beginning 1 NM from DER, 12’ left of centerline, up to 592’ MSL.
Trees beginning 1.3 NM from DER, 48’ right of centerline, up to 464’ MSL.
Tree 1.3 NM from DER, 313’ right of centerline, 476’ MSL.
Trees beginning 1.3 NM from DER, 6’ right of centerline, up to 484’ MSL.
Trees beginning 1.3 NM from DER, 212’ right of centerline, up to 490’ MSL.
Trees beginning 1.4 NM from DER, 102’ right of centerline, up to 493’ MSL.
Trees beginning 1.4 NM from DER, 107’ right of centerline, up to 500’ MSL.
Trees beginning 1.4 NM from DER, 392’ right of centerline, up to 511’ MSL.
Vehicles on road and trees beginning 1.4 NM from DER, 11’ right of centerline, up to 512’ MSL.
Vehicles on road and trees beginning 1.4 NM from DER, 292’ right of centerline, up to 521’ MSL.
Vehicles on road and trees beginning 1.4 NM from DER, 9’ right of centerline, up to 524’ MSL.
Trees beginning 1.5 NM from DER, 1065’ right of centerline, up to 59’ AGL/325’ MSL.
Rwy 20, trees beginning 1541’ from DER, 482’ right of centerline, up to 44’ AGL/294’ MSL.
Tree 1082’ from DER, 734’ left of centerline, 61’ AGL/309’ MSL.
Trees beginning 1157’ from DER, 170’ left of centerline, up to 65’ AGL/314’ MSL.
Trees beginning 1219’ from DER, 385’ right of centerline, up to 70’ AGL/311’ MSL.
Trees beginning 1325’ from DER, 430’ right of centerline, up to 73’ AGL/314’ MSL.
Trees beginning 1489’ from DER, 106’ right of centerline, up to 72’ AGL/317’ MSL.
Tree 1594’ from DER, 256’ right of centerline, 76’ AGL/318’ MSL.
Tree 1597’ from DER, 486’ right of centerline, 80’ AGL/320’ MSL.
Trees beginning 1622’ from DER, 47’ left of centerline, up to 75’ AGL/321’ MSL.
Trees beginning 1676’ from DER, 38’ right of centerline, up to 87’ AGL/329’ MSL.
Tree 335, fence 82’ from DER, 419’ right of centerline, 5’ AGL/268’ MSL.
Tree 105’ from DER, 207’ left of centerline, 267’ MSL.
Poles and buildings beginning 645’ from DER, 440’ right of centerline, up to 50’ AGL/311’ MSL.
Tree 863’ from DER, 723’ left of centerline, 329’ MSL.
Tree 956’ from DER, 377’ left of centerline, 80’ AGL/340’ MSL.
Poles and buildings beginning 1088’ from DER, 434’ left of centerline, up to 361’ MSL.
Pole and trees beginning 1566’ from DER, 33’ left of centerline, up to 362’ MSL.
Trees beginning 1652’ from DER, 30’ right of centerline, up to 355’ MSL.
Trees beginning 1877’ from DER, 93’ right of centerline, up to 358’ MSL.
Trees beginning 2091’ from DER, 26’ left of centerline, up to 367’ MSL.
Trees beginning 2263’ from DER, 70’ left of centerline, up to 375’ MSL.
CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WESTFIELD/SPRINGFIELD, MA (CON’T)

WESTFIELD-BARNES RGNL (BAF) (CON’T)

Rwy 33 (CONT), trees beginning 2400’ from DER, 69’ left of centerline, up to 379’ MSL.
Trees beginning 2604’ from DER, 25’ right of centerline, up to 364’ MSL.
Trees beginning 2721’ from DER, 13’ left of centerline, up to 383’ MSL.
Trees beginning 2847’ from DER, 107’ left of centerline, up to 388’ MSL.
Buildings and trees beginning 3011’ from DER, 3’ left of centerline, up to 392’ MSL.
Tree 4175’ from DER, 331’ right of centerline, 370’ MSL.
Tree 4407’ from DER, 168’ right of centerline, 375’ MSL.
Tree 4503’ from DER, 95’ right of centerline, 383’ MSL.
Trees beginning 1.3 NM from DER, 2512’ right of centerline, up to 488’ MSL.
Tree 1.4 NM from DER, 2625’ right of centerline, 508’ MSL.
Trees beginning 1.4 NM from DER, 2530’ right of centerline, up to 84’ AGL/513’ MSL.
Towers beginning 1.5 NM from DER, 2439’ left of centerline, up to 307’ AGL/545’ MSL.

WESTOVER ARB/METROPOLITAN (KCEF)

SPRINGFIELD/CHICOPEE, MA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 19MAY22 (22139) (USAF)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 276’ per NM to 1600.
Rwy 15, std. w/min. climb of 264’ per NM to 1800.
Rwy 33, std. w/min. climb of 296’ per NM to 1800.

TAKEOFF OBSTACLE NOTES:

Rwy 15, multiple trees beginning 1374’ from DER, extending from 891’ right to 1395’ left of centerline, up to 125’ AGL/357’ MSL.
Pylon 6019’ from DER, 2141’ left of centerline, 127’ AGL/409’ MSL.
Rwy 23, taxiing aircraft 87’ from DER, 466’ right of centerline, 32’ AGL/267’ MSL.
Multiple trees beginning 1194’ from DER, extending from 199’ right to 729’ left of centerline, up to 125’ AGL/371’ MSL.
Pylon 4564’ from DER, 1555’ left of centerline, 125’ AGL/371’ MSL.
Rwy 33, multiple trees beginning 2830’ from DER, extending from 456’ right to 1230’ left of centerline, up to 125’ AGL/330’ MSL.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb of 670’ per NM to 5100 or 3100-3 for climb in visual conditions.
Rwy 28, std. w/min. climb of 540’ per NM to 2300, or 400-2½ with minimum climb of 340’ per NM to 2800, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 10, climbing left turn direct GMA NDB thence ...
or for climb in visual conditions, cross Mount Washington RGNL Airport at or above 4000’ MSL, then on course 250° to GMA NDB, thence ...
Rwy 28, climbing direct GMA NDB thence ... or for climb in visual conditions, cross Mount Washington RGNL Airport at or above 4000’ MSL, then on course 250° to GMA NDB, thence ...

... climb in GMA NDB holding pattern (hold West, left turns, 104° bearing inbound) to cross GMA NDB at or above 5500’ MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, train beginning 7’ from DER, 467’ left of centerline, up to 23’ AGL/1125’ MSL.
Bush 52’ from DER, 373’ right of centerline, 10’ AGL/1082’ MSL.
Trees beginning 61’ from DER, left and right of centerline, up to 100’ AGL/1418’ MSL.
Rising terrain beginning 153’ from DER, left and right of centerline, up to 1185’ MSL.
Poles beginning 686’ from DER, 379’ left of centerline, 45’ AGL/1128’ MSL.
Rwy 28, train beginning 7’ from DER, 469’ right of centerline, up to 23’ AGL/1085’ MSL.
Vehicles on road beginning 8’ from DER, left and right of centerline, up to 15’ AGL/1097’ MSL.
Rising terrain beginning 213’ from DER, 485’ left of centerline, up to 1303’ MSL.
Trees beginning 269’ from DER, left and right of centerline, up to 100’ AGL/1438’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

23334

L67
WILLIMANTIC, CT
WINDHAM (IJD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 29MAY14 (14149) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, std. w/ min. climb of 411' per NM to 900, or 1100-2½ for climb in visual conditions.
Rwy 18, 300-2 or std. w/ min. climb of 434' per NM to 700.
Rwy 27, 300-2 or std. w/ min. climb of 270' per NM to 800.
Rwy 36, std. w/ min. climb of 405' per NM to 700, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 9, climb heading 089° to 900 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 18, climb heading 170° to 1000 before turning right.
Rwy 27, climb heading 269° to 800 before proceeding on course.
Rwy 36, climb heading 358° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 9, vehicle on road beginning 22' from DER, 461' right of centerline, up to 15' AGL/292' MSL.
Trees beginning 29' from DER, 92' right of centerline, up to 52' AGL/301' MSL.
Vehicle on road beginning 66' from DER, 188' left of centerline, up to 15' AGL/292' MSL.
Fence 75' from DER, 196' right of centerline, 6' AGL/277' MSL.
Poles beginning 284' from DER, left and right of centerline, up to 51' AGL/322' MSL.
Trees beginning 466' from DER, 229' right of centerline, up to 88' AGL/249' MSL.
Vehicle on road beginning 1110' from DER, left and right of centerline, up to 15' AGL/299' MSL.
Trees beginning 1114' from DER, left and right of centerline, up to 80' AGL/376' MSL.
Catenary beginning 1305' from DER, 126' right of centerline, up to 41' AGL/310' MSL.
Trees beginning 4005' from DER, left and right of centerline, up to 80' AGL/587' MSL.
Trees beginning 1.1 NM from DER, left and right of centerline, up to 80' AGL/668' MSL.
Rwy 18, vehicle in parking lot 17' from DER, 264' left of centerline, 15' AGL/264' MSL.
Trees beginning 47' from DER, 66' right of centerline, up to 80' AGL/315' MSL.
Trees beginning 123' from DER, 45' left of centerline, up to 80' AGL/326' MSL.
Pole 413' from DER, 147' left of centerline, 30' AGL/279' MSL.
Trees beginning 2097' from DER, 19' right of centerline, up to 80' AGL/412' MSL.
Trees beginning 2901' from MSL, 81' left of centerline, up to 80' AGL/418' MSL.
Trees beginning 1.6 NM from DER, 2908' left of centerline, up to 80' AGL/516' MSL.
Rwy 27, trees beginning 122' from DER, 117' left of centerline, up to 63' AGL/272' MSL.
Trees beginning 134' from DER, 126' right of centerline, up to 55' AGL/264' MSL.
Trees beginning 193' from DER, left and right of centerline, up to 82' AGL/317' MSL.
Trees beginning 2981' from DER, 442' right of centerline, up to 83' AGL/539' MSL.
Rwy 36, trees beginning 31' from DER, 502' left of centerline, 93' AGL/312' MSL.
Trees beginning 130' from DER, 157' right of centerline, up to 99' AGL/329' MSL.
Trees beginning 195' from DER, 22' left of centerline, up to 103' AGL/316' MSL.
Trees beginning 4742' from DER, 1397' left of centerline, up to 80' AGL/546' MSL.

WINDSOR LOCKS, CT
BRADLEY INTL (BDL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 12AUG21 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, std. w/min. climb of 340' per NM to 1000 or 1200-3 for VCOA.
VCOA:
Rwy 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bradley Intl airport at or above 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, lighting 9' from DER, 9' right of centerline, 2' AGL/163' MSL.
Tree 20' from DER, 464' left of centerline, 27' AGL/184' MSL.
Trees beginning 70' from DER, 494' left of centerline, up to 198' MSL.
Trees beginning 1227' from DER, 730' left of centerline, up to 230' MSL.
Tree 1956' from DER, 920' right of centerline, 78' AGL/231' MSL.
Trees beginning 1969' from DER, 30' right of centerline, up to 245' MSL.
Rwy 15, lighting 3' from DER, 5' left of centerline, 2' AGL/170' MSL.
Terrain 7' from DER, 7' right of centerline, 169' MSL.
Building 1413' from DER, 740' right of centerline, 38' AGL/204' MSL.
Tree 1520' from DER, 897' right of centerline, 49' AGL/219' MSL.
Trees beginning 2336' from DER, 743' left of centerline, up to 49' AGL/246' MSL.
Trees beginning 2864' from DER, 884' left of centerline, up to 251' MSL.
Rwy 24, lighting 2' from DER, 4' left of centerline, 2' AGL/174' MSL.
Fence and pole beginning 1239' from DER, 773' left of centerline, up to 36' AGL/215' MSL.
Tree 1945' from DER, 978' right of centerline, 237' MSL.
Trees beginning 2024' from DER, 912' right of centerline, up to 244' MSL.
Tree 3389' from DER, 598' left of centerline, 70' AGL/258' MSL.
Tree 3456' from DER, 1085' left of centerline, 276' MSL.
Trees beginning 3542' from DER, 619' left of centerline, up to 277' MSL.
Tree 3705' from DER, 490' right of centerline, 71' AGL/270' MSL.
CONT
WINDSOR LOCKS, CT (CON’T)

Windsor Locks, CT (Con’t)

Bradley Intl (BDL) (Con’t)

Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors)

Rwy 24 (Con’t), trees beginning 3751’ from DER, 380’ right of centerline, up to 83’ AGL/285’ MSL.

Trees beginning 4014’ from DER, 441’ right of centerline, up to 286’ MSL.

Tree 4161’ from DER, 894’ right of centerline, 288’ MSL.

Tree 4223’ from DER, 335’ left of centerline, 282’ MSL.

Trees beginning 4251’ from DER, 196’ right of centerline, up to 290’ MSL.

Tree 4308’ from DER, 491’ left of centerline, 291’ MSL.

Tree 4804’ from DER, 75’ left of centerline, 295’ MSL.

Rwy 33, lighting 3’ from DER, 55’ right of centerline, 2’ AGL/170’ MSL.

Lighting 4’ from DER, 54’ left of centerline, 2’ AGL/170’ MSL.

Trees beginning 1098’ from DER, 581’ right of centerline, up to 231’ MSL.

Tree 1271’ from DER, 651’ left of centerline, 219’ MSL.

Tree 1403’ from DER, 783’ right of centerline, 235’ MSL.

Trees beginning 1404’ from DER, 546’ left of centerline, up to 229’ MSL.

Tree 1583’ from DER, 34’ left of centerline, up to 240’ MSL.

Trees beginning 1624’ from DER, 457’ right of centerline, up to 247’ MSL.

Trees beginning 1924’ from DER, 41’ right of centerline, up to 262’ MSL.

Tree 2159’ from DER, 852’ left of centerline, 254’ MSL.

Trees beginning 2205’ from DER, 48’ left of centerline, up to 68’ AGL/260’ MSL.

Trees beginning 2420’ from DER, 97’ left of centerline, up to 261’ MSL.

Tree 3069’ from DER, 824’ left of centerline, 262’ MSL.

Trees beginning 3129’ from DER, 218’ right of centerline, up to 93’ AGL/264’ MSL.

Trees beginning 3306’ from DER, 652’ left of centerline, up to 263’ MSL.

Trees beginning 3439’ from DER, 124’ right of centerline, up to 108’ AGL/272’ MSL.

Trees beginning 2.1 NM from DER, 2696’ left of centerline, up to 640’ MSL.

Trees beginning 2.2 NM from DER, 2911’ left of centerline, up to 683’ MSL.

Antenna and trees beginning 2.3 NM from DER, 1806’ left of centerline, up to 94’ AGL/756’ MSL.

Antenna 2.3 NM from DER, 3521’ left of centerline, 74’ AGL/773’ MSL.

Tower and trees beginning 2.3 NM from DER, 535’ left of centerline, up to 152’ AGL/774’ MSL.

WISCASSET, ME

Wiscasset (Iwi)

Takeoff Minimums and (Obstacle) Departure Procedures

Amdt 2 03Jun10 (10154) (FaA)

Takeoff Minimums:

Rwy 7, 300-2 or std. with a min. climb of 232’ per NM to 400, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2100’ prior to DER.

Takeoff Obstacle Notes:

Rwy 7, trees beginning 115’ from DER, right of and left of centerline, up to 80’ AGL/149’ MSL.

Vehicle on road, 537’ from DER, right and left of centerline, 17’ AGL/76’ MSL.

T-L towers beginning 3144’ from DER, right and left of centerline, 141’ AGL/206’ MSL.

Trees beginning 3643’ from DER, 131’ right of centerline, up to 80’ AGL/179’ MSL.

Pole 400’ from DER, 500’ left of centerline, 35’ AGL/85’ MSL.

Trees beginning 739’ from DER, 111’ left of centerline, up to 80’ AGL/149’ MSL.

Trees beginning 501’ from DER, 464’ right of centerline, up to 100’ AGL/1192’ MSL.

Rwy 25, vehicles on roads beginning 30’ from DER, right and left of centerline, 15’ AGL/84’ MSL.

Trees beginning 739’ from DER, 111’ left of centerline, up to 80’ AGL/149’ MSL.

Trees beginning 501’ from DER, 252’ right of centerline, up to 80’ AGL/189’ MSL.

WORCESTER, MA

Worcester Rgnl (Orh)

Takeoff Minimums and (Obstacle) Departure Procedures

Amdt 8 11Mar10 (10070) (FaA)

Takeoff Minimums:

Rwy 29, 300-1 or std. w/min. climb of 323’ per NM to 1300.

Rwy 33, 700-3 or std. w/min. climb of 394’ per NM to 2000.

Departure Procedure:

Rwy 29, climb heading 289° to 1600 before turning right.

Rwy 33, climb heading 333° to 2000 before turning right.

Takeoff Obstacle Notes:

Rwy 15, trees beginning 130’ from DER, 333’ right of centerline, up to 100’ AGL/1011’ MSL.

Trees beginning 63’ from DER, 250’ left of centerline, up to 100’ AGL/1003’ MSL.

Rising terrain beginning 1.5 NM from DER, 3415’ right of centerline, up to 106’ AGL/1500’ MSL.

Tower 1.8 NM from DER, 3415’ right of centerline, up to 106’ AGL/1500’ MSL.

Tower 2.3 NM from DER, 4087’ right of centerline, up to 366’ AGL/1674’ MSL.
## IFR Alternate Minimums

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.

- A designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the A designation are not listed in this section.
- A designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

### Alternate Minima (ref: 14 CFR 91.169)

<table>
<thead>
<tr>
<th>Name</th>
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<tr>
<td><strong>AUBURN/LEWISTON, ME</strong></td>
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### Note

For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
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<td>Categories A, B, 1000-2.</td>
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<td>LACONIA, NH</td>
<td>RNAV (GPS) Rwy 8</td>
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<tr>
<td>LACONIA MUNI (LCI)</td>
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<td>1LOC, Categories A, B, 1500-2; Category C, D, 1500-3.</td>
<td>Categories A, B, 1500-2; Category C, D, 1500-3.</td>
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<td>LAWRENCE, MA</td>
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<td>Categories A, B, 1500-2; Category C, D, 1500-3.</td>
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<td>LEBAHON, NH</td>
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<td>MUNI (LEB)</td>
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<td>LEBANON, NH</td>
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<td>NANTUCKET, MA</td>
<td>ILS or LOC Rwy 6&lt;sup&gt;12&lt;/sup&gt; LOC BC Rwy 23&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Rwy 5&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>NANTUCKET</td>
<td>ILS or LOC Rwy 24&lt;sup&gt;12&lt;/sup&gt; RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 24&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>MEML (ACK)</td>
<td>RNAV (GPS) Rwy 33&lt;sup&gt;4&lt;/sup&gt; VOR Rwy 24&lt;sup&gt;4&lt;/sup&gt;</td>
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<td>NA when local weather not available.</td>
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<tr>
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<td>1NA when control tower closed.</td>
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<td>2NA when control tower closed.</td>
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<td>3LOC, Category D, 800-2½.</td>
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<td>4Category D, 1000-3.</td>
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<td>NASHUA, NH</td>
<td>ILS or LOC Rwy 14&lt;sup&gt;12&lt;/sup&gt; RNAV (GPS) Rwy 14&lt;sup&gt;3&lt;/sup&gt; RNAV (GPS) Rwy 32&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>BOIRE FLD (ASH)</td>
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<td>1NA when control tower closed.</td>
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<tr>
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<td>2NA when local weather not available.</td>
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<tr>
<td></td>
<td>3LOC, Category D, 800-2½.</td>
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<td>4Category D, 800-2½.</td>
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<td>NEW BEDFORD, MA</td>
<td>ILS or LOC Rwy 5&lt;sup&gt;1&lt;/sup&gt; LOC BC Rwy 23&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Rwy 20&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>NEW BEDFORD</td>
<td>RNAV (GPS) Rwy 14&lt;sup&gt;3&lt;/sup&gt; RNAV (GPS) Rwy 23&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Rwy 32&lt;sup&gt;34&lt;/sup&gt;</td>
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<td>RGNL (EWB)</td>
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<td>2Category D, 900-3.</td>
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<td></td>
<td>3NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>4Categories A, B, 900-2; Categories C, D, 900-2½.</td>
</tr>
<tr>
<td>NEW HAVEN, CT</td>
<td>ILS or LOC Rwy 2&lt;sup&gt;12&lt;/sup&gt; RNAV (GPS) Rwy 2&lt;sup&gt;3&lt;/sup&gt; RNAV (GPS) Rwy 20&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>TWEED/NEW HAVEN (HVN)</td>
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<td></td>
<td>2LOC, Category C, 800-2½; Category D, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>3Category C, 800-2½; Category D, 900-2½.</td>
</tr>
<tr>
<td>NEWPORT, RI</td>
<td>RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 23&lt;sup&gt;3&lt;/sup&gt; VOR-A&lt;sup&gt;1&lt;/sup&gt; VOR-B&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>NEWPORT</td>
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<td>STATE (UUU)</td>
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<td>2Categories A, B, 1000-2½; Category C, 1300-3; Category D, 1500-3.</td>
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<td>3Categories A, B, 1100-2; Category C, 1300-3; Category D, 1500-3.</td>
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<td>NORTH KINGSTOWN, RI</td>
<td>ILS or LOC Rwy 16&lt;sup&gt;12&lt;/sup&gt; RNAV (GPS) Rwy 34&lt;sup&gt;1&lt;/sup&gt; VOR-A&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>QUONSET</td>
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<td>NORWOOD, MA</td>
<td>LOC Rwy 35 RNAV (GPS) Rwy 35</td>
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<td>NORWOOD</td>
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<td>3Category C, 800-2½; Category D, 900-2½.</td>
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<tr>
<td>NORTH ADAMS, MA</td>
<td>RNAV (GPS)-A&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS)-B&lt;sup&gt;2&lt;/sup&gt;</td>
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<tr>
<td>HARTRIM-AND-WEST (AQW)</td>
<td>ILS or LOC Rwy 24&lt;sup&gt;12&lt;/sup&gt; RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 24&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 33&lt;sup&gt;4&lt;/sup&gt; VOR Rwy 24&lt;sup&gt;4&lt;/sup&gt;</td>
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<td>1Categories A, B, 2100-2; Category C, 2200-3.</td>
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<td>ORANGE, MA</td>
<td>RNAV (GPS) Rwy 32 VOR-A&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>ORANGE MUNI (ORE)</td>
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<td>1Categories A, B, 1000-2; Category C, 1100-3; Category D, 1200-3.</td>
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<td>2Categories A, B, 1000-2½; Category C, 1300-3; Category D, 1500-3.</td>
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<td>OXFORD, CT</td>
<td>RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36</td>
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<td>WATERBURY-OXFORD (OXC)</td>
<td>Category D, 800-2½.</td>
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<td>2LOC, Category C, 800-2½; Category D, 900-2½.</td>
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<td>PAWTUCKET, RI</td>
<td>RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23&lt;sup&gt;3&lt;/sup&gt; VOR-A&lt;sup&gt;1&lt;/sup&gt; VOR-B&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>NORTH CENTRAL STATE</td>
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<td>STATE (SFZ)</td>
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<td>2LOC, Category C, 800-2½; Category D, 900-2½.</td>
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<td>PITTSFIELD, MA</td>
<td>LOC Rwy 26&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 8&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Rwy 26&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>MUNI (PSF)</td>
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<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
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<td>PLYMOUTH, MA</td>
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<td>PLYMOUTH MUNI (PYM)</td>
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<td>RNAV (GPS) Rwy 24</td>
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<td>RNAV (GPS) Rwy 33</td>
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<td>PORTLAND, ME</td>
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<td>PORTLAND INTL JETPORT (PWM)</td>
<td>ILS or LOC Rwy 1115</td>
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<td>ILS or LOC Rwy 2913</td>
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<td>PORTSMOUTH, NH</td>
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<td>PORTSMOUTH INTL AT PEASE (PSM)</td>
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<td>RNAV (GPS) Rwy 3413</td>
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<td>PROVIDENCE, RI</td>
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<td>RHODE ISLAND TF GREEN INTL (PVD)</td>
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<td>PROVINCETOWN MUNI (PVC)</td>
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<td>RANGELEY, ME</td>
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<td>STEPHEN A BEAN MUNI (8B0)</td>
<td>RNAV (GPS)-D</td>
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<td>RNAV (GPS) Rwy 321</td>
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<td>ROCHESTER, NH</td>
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<td>SKYHAVEN (DAW)</td>
<td>NDB Rwy 33</td>
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<td>RNAV (GPS) Rwy 15</td>
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<td>RNAV (GPS) Rwy 33</td>
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<td>ROCKLAND, ME</td>
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<td>KNOX COUNTY RGNL (RKD)</td>
<td>ILS or LOC Rwy 1312</td>
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<td>RNAV (GPS) Rwy 33</td>
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<td>RNAV (GPS) Rwy 133</td>
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<td>RNAV (GPS) Rwy 3113</td>
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NE-1, 30 Nov 2023 to 25 Jan 2024
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| RUTLAND/SOUTHERN VERMONT  | ILS Y or LOC Y Rwy 19
                           | ILS Z or LOC Z Rwy 19
                           | RNAV (GPS) Rwy 1
                           | RNAV (GPS) Y Rwy 19
                           | RNAV (GPS) Z Rwy 19
                           | 1ILS, Categories A, B, C, D, 1400-5; LOC, Categories A, B, 1400-2; Category C, 1800-3; Category D, 2000-3.
                           | 2ILS, Categories A, B, C, D, 700-2; LOC, Categories A, B, 1400-2; Category C, 1800-3; Category D, 2000-3.
                           | 3NA when local weather not available
                           | 4Categories A, B, 2400-2; Categories C, D, 2400-3.
                           | 5Categories A, B, C, 1800-5.  |
| SANFORD, ME               | RNAV (GPS) Rwy 7
                           | RNAV (GPS) Rwy 25
                           | RNAV (GPS) Rwy 32
                           | VOR Rwy 25
                           | NA when local weather not available.
                           | Category C, 1000-2¼; Category D, 1000-3.  |
| SPRINGFIELD, VT           | RNAV (GPS) Rwy 5
                           | Categories A, B, 1300-2; Categories C, D, 2100-3. NA when local weather not available.  |
| TAUNTON, MA               | RNAV (GPS) Rwy 12
                           | NA when local weather not available.
                           | Category D, 800-2¼.  |
| VINEYARD HAVEN, MA        | RNAV (GPS) Rwy 24
                           | RNAV (GPS) Rwy 15
                           | RNAV (GPS) Rwy 24
                           | RNAV (GPS) Rwy 33
                           | VOR Rwy 6
                           | 1ILS, LOC, Category D, 800-2¼.
                           | 2NA when local weather not available.
                           | 3Category D, 800-2¼.  |
| WATERVILLE, ME            | ILS or LOC Rwy 25
                           | RNAV (GPS) Rwy 2
                           | RNAV (GPS) Rwy 5
                           | RNAV (GPS) Rwy 3
                           | NA when local weather not available.
                           | 1LOC, Categories A, B, 1000-2; Categories C, D, 1000-2½.
                           | 2LOC, Category C, 1000-2¼; Category D, 1100-3.
                           | 3Categories A, B, 900-2½; Category C, 1000-2½.
                           | 4Category C, 1000-2½; Category D, 1100-3.  |
| WHITEFIELD, NH            | RNAV (GPS) Y Rwy 10
                           | RNAV (GPS) Z Rwy 10
                           | NA when local weather not available.
                           | Categories A, B, 900-2½; Category C, 900-2¾.  |
| WILLIMANTIC, CT           | RNAV (GPS) Rwy 9
                           | RNAV (GPS) Rwy 27
                           | VOR-A
                           | Category C, 900-2½.  |
| WINDSOR LOCKS, CT         | ILS or LOC Rwy 6
                           | ILS or LOC Rwy 24
                           | ILS or LOC Rwy 33
                           | RNAV (GPS) Rwy 15
                           | RNAV (GPS) Rwy 33
                           | RNAV (GPS) Y Rwy 6
                           | RNAV (GPS) Y Rwy 24
                           | 1LOC, Categories A, B, 1000-2; Categories C, D, 1000-2½.
                           | 2LOC, Category C, 1000-2¼; Category D, 1100-3.
                           | 3Categories A, B, 900-2½; Category C, 1000-2½.
                           | 4Category C, 1000-2½; Category D, 1100-3.  |
| WISCASSET, ME             | RNAV (GPS) Rwy 7
                           | RNAV (GPS) Rwy 25
                           | NA when local weather not available.  |
### WORCESTER, MA

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>WORCESTER</td>
<td>RNAV (GPS) Rwy 11&lt;sup&gt;1&lt;/sup&gt;</td>
<td>WORCESTER</td>
<td>RNAV (GPS) Rwy 33&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>RGNL (ORH)</td>
<td>ILS or LOC Rwy 11&lt;sup&gt;2&lt;/sup&gt;</td>
<td></td>
<td>VOR/DME Rwy 33&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC Rwy 29&lt;sup&gt;2&lt;/sup&gt;</td>
<td>RNAV (GPS) Rwy 29&lt;sup&gt;4&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 11&lt;sup&gt;4&lt;/sup&gt;</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. NA when local weather not available.
2. NA when control tower closed.
3. LOC, Categories C, D, 1000-3.
**BANGOR, ME**  
**BANGOR INTL (BGR)**  
**RADAR-1** 118.925  239.3  
**ELEV 192**  

<table>
<thead>
<tr>
<th></th>
<th>ASR 33</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>AB</td>
<td>600/24</td>
<td>437</td>
<td>(500-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE</td>
<td>600/40</td>
<td>437</td>
<td>(500-¾)</td>
</tr>
</tbody>
</table>

|   | 15     |            | AB  | 700/24     | 508     | (600-½)  |
|   |         |            | CDE | 700/55     | 508     | (600-1¼) |

|   | CIRCLING ALL RWY |   | A   | 700-1 | 508   | (600-1)  |
|   |                   |   | B   | 720-1 | 528   | (600-1)  |
|   |                   |   | C   | 740-1½| 548   | (600-1½) |
|   |                   |   | D   | 820-2 | 628   | (700-2)  |
|   |                   |   | E   | 880-2½| 688   | (700-2½) |

Circling not authorized Northeast of Rwy 15-33.  
For inoperative ALS, increase S-15 CAT C/D/E visibility to 1¾ SM, and S-33 CAT E visibility to 1¼ SM.

---

**PORTSMOUTH, NH**  
**PORTSMOUTH INTL AT PEASE (PSM)**  
**RADAR-1** 125.05  269.4  
**ELEV 100**  

<table>
<thead>
<tr>
<th></th>
<th>PAR 34</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>3.0°/64/1221</td>
<td>ABCDE</td>
<td>284/24</td>
<td>200</td>
<td>(200-½)</td>
</tr>
</tbody>
</table>

|   | ASR 16 |            | ABC | 520/40 | 420 | (500-¾) |
|   |        |            | DE  | 520/50 | 420 | (500-1)  |

|   | 34     |            | ABC | 560/40 | 476 | (500-¾) |
|   |        |            | D   | 560/50 | 476 | (500-1)  |
|   |        |            | E   | 560/60 | 476 | (500-1¼) |

|   | CIRCLING ALL RWY |   | AB  | 560-1¼ | 460 | (500-1¼) |
|   |                   |   | C   | 680-1½ | 580 | (600-1½) |
|   |                   |   | D   | 780-2¼ | 680 | (700-2¼) |
|   |                   |   | E   | 800-2½ | 700 | (700-2½) |

Circling NA east of Rwy 16/34.  
For inoperative MALSR increase PAR S-34 CAT E visibility to RVR 4000, ASR S-34 CAT E visibility to 1¾. 
For inoperative MALSR increase ASR S-16 CAT D visibility to RVR 5000 and CAT E to 1½.
LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEDFORD, MA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAURENCE G HANSCOM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FLD (BED)</td>
<td>05</td>
<td>11-29</td>
<td>3,000 feet</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>05-23</td>
<td>2,650 feet</td>
</tr>
<tr>
<td></td>
<td>29</td>
<td>05-23</td>
<td>3,662 feet</td>
</tr>
<tr>
<td>BEVERLY, MA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BEVERLY RGNL (BVY)</td>
<td>09</td>
<td>16-34</td>
<td>3,450 feet</td>
</tr>
<tr>
<td></td>
<td>16</td>
<td>09-27</td>
<td>4,000 feet</td>
</tr>
<tr>
<td>BOSTON, MA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)</td>
<td>04L</td>
<td>15L-33R</td>
<td>5,250 feet</td>
</tr>
<tr>
<td></td>
<td>15R</td>
<td>09-27</td>
<td>6,800 feet</td>
</tr>
<tr>
<td></td>
<td>22L</td>
<td>09-27</td>
<td>6,600 feet</td>
</tr>
<tr>
<td></td>
<td>27</td>
<td>04R-22L</td>
<td>5,650 feet</td>
</tr>
<tr>
<td>BRIDGEPORT, CT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRIDGEPORT/SIKORSKY (BDR)</td>
<td>06</td>
<td>11-29</td>
<td>3,700 feet</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>06-24</td>
<td>3,350 feet</td>
</tr>
<tr>
<td>BURLINGTON, VT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PATRICK LEAHY BURLINGTON INTL (BTV)</td>
<td>01</td>
<td>15-33</td>
<td>2,600 feet</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>Twy A</td>
<td>3,600 feet</td>
</tr>
<tr>
<td></td>
<td>33</td>
<td>01-19</td>
<td>2,900 feet</td>
</tr>
<tr>
<td>HYANNIS, MA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAPE COD GATEWAY (HYA)</td>
<td>15</td>
<td>06-24</td>
<td>4,150 feet</td>
</tr>
<tr>
<td></td>
<td>24</td>
<td>15-33</td>
<td>4,650 feet</td>
</tr>
<tr>
<td>NANTUCKET, MA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NANTUCKET MEML (ACK)</td>
<td>06</td>
<td>15-33</td>
<td>4,316 feet</td>
</tr>
<tr>
<td></td>
<td>33</td>
<td>06-24</td>
<td>3,650 feet</td>
</tr>
<tr>
<td>NORWOOD, MA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORWOOD MEML (OWD)</td>
<td>35</td>
<td>10-28</td>
<td>3,320 feet</td>
</tr>
<tr>
<td>PORTLAND, ME</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PORTLAND INTL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JETPORT (PWM)</td>
<td>11</td>
<td>18-36</td>
<td>5,800 feet</td>
</tr>
<tr>
<td></td>
<td>18</td>
<td>11-29</td>
<td>3,100 feet</td>
</tr>
<tr>
<td>WINDSOR LOCKS, CT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRADLEY INTL (BDL)</td>
<td>24</td>
<td>15-33</td>
<td>5,850 feet</td>
</tr>
<tr>
<td></td>
<td>33</td>
<td>06-24</td>
<td>4,550 feet</td>
</tr>
</tbody>
</table>
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEDFORD, MA LAURENCE G HANSCOM FLD (BED)</td>
<td>HS 1</td>
<td>Confusing twy int.</td>
</tr>
<tr>
<td>BEVERLY, MA BEVERLY RGNL (BVY)</td>
<td>HS 1</td>
<td>Rwy hold line at East Ramp exit.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Int of Twy E and Twy H.</td>
</tr>
<tr>
<td>BOSTON, MA GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)</td>
<td>HS 1</td>
<td>Maintain vigilance when taxiing on Rwy 15L-33R apch Rwy 04L-22R.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy N and Rwy 15R-33L.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maintain vigilance on Twy E and Twy K when apch Rwy 04L-22R.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maintain vigilance on Twy C when apch Rwy 09-27.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Maintain vigilance on Twy D when apch Rwy 15R-33L.</td>
</tr>
<tr>
<td>BURLINGTON, VT PATRICK LEAHEY BURLINGTON INTL (BTV)</td>
<td>HS 1</td>
<td>Twy A between Rwy 15-33 and Rwy 01-19. Sm space.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Int of Rwys 15-19 and Twy A. Confusing int.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Int of Twy B at Rwy 01-19. Guard lghts.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Int of TWY C at Rwy 01-19. Guard lghts.</td>
</tr>
<tr>
<td>DANBURY, CT DANBURY MUNI (DXR)</td>
<td>HS 1</td>
<td>Maintain vigilance confusing twy configuration. Pilots unfamiliar should ask for progressives.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Area not visible from the twr.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Active ramp adjacent to twy.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Hold position on Twy C for Rwy 26.</td>
</tr>
<tr>
<td>GROTON (NEW LONDON), CT GROTON-NEW LONDON (GON)</td>
<td>HS 1</td>
<td>Rwy 15-33 at Twy C and Twy B.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 15-33 at Twy J and Twy B.</td>
</tr>
<tr>
<td>HARTFORD, CT HARTFORD-BRAINARD (HFD)</td>
<td>HS 1</td>
<td>Twy A and Twy H near the helipad.</td>
</tr>
<tr>
<td>LAWRENCE, MA LAWRENCE MUNI (LWM)</td>
<td>HS 1</td>
<td>Rwy 05-23 and Twy E.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 14-32 and Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 05-23 and Twy D.</td>
</tr>
<tr>
<td>LEBANON, NH LEBANON MUNI (LEB)</td>
<td>HS 1</td>
<td>Unusual location for rwy hold position marking on Twy B for Rwy 25.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>A portion of Twy B and North Ramp not visible from the control twr.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Acft routinely back taxi on Rwy 18-36.</td>
</tr>
<tr>
<td>NANTUCKET, MA NANTUCKET MEML (ACK)</td>
<td>HS 1</td>
<td>High traffic area.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>High traffic area.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>High traffic area.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Twy H and Twy E.</td>
</tr>
</tbody>
</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>PORTLAND, ME</td>
<td>HS 1</td>
<td>Twy C and Twy A in close proximity of Rwys 11-29.</td>
</tr>
<tr>
<td>PORTLAND INTL</td>
<td>HS 2</td>
<td>Acft taxing northbound on Twy C must maintain vigilance apch the Rwy 18 hold short marking which is located further south on Twy C than most pilots would anticipate.</td>
</tr>
<tr>
<td>JETPORT (PWM)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PROVIDENCE, RI</td>
<td>HS 1</td>
<td>Complex twy int in close proximity of rwy.</td>
</tr>
<tr>
<td>RHODE ISLAND TF GREEN INTL (PVD)</td>
<td>HS 2</td>
<td>Complex rwy/twy int.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Complex twy int in close proximity of rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maintain vigilance dep northwest ramp. Twy S is immed adj to northwest ramp. Acft could inadvertently enter Rwys 16-34.</td>
</tr>
<tr>
<td></td>
<td>HS 5</td>
<td>Hold short line Rwys 34 and Twy C.</td>
</tr>
<tr>
<td>WESTFIELD/SPRINGFIELD, MA</td>
<td>HS 1</td>
<td>Maintain vigilance departing ramp. Twy A and Twy B complex int in close proximity to Rwys.</td>
</tr>
<tr>
<td>WESTFIELD-BARNES RGNL (BAF)</td>
<td>HS 2</td>
<td>Unusual location for Rwy hold position marking on Twy A for Rwy 15.</td>
</tr>
<tr>
<td>WINDSOR LOCKS, CT</td>
<td>HS 1</td>
<td>Aircraft on Twy S missing Twy C may enter Rwy 24.</td>
</tr>
<tr>
<td>BRADLEY INTL (BDL)</td>
<td>HS 2</td>
<td>Aircraft on Twy D missing Twy S may enter Rwy 33.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.*
ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VORTAC via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSITION (RKA.BDR1): From over RKA VORTAC via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

NOTE: Chart not to scale.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: Expect PORTLAND APP CON to issue runway transition not less than 10 NM prior to KAYCC.

LANDING RUNWAY 11: From KAYCC on track 077° to ARARR, then on track 081° to cross BUXTO at or above 2300. Expect ILS or LOC RWY 11.

LANDING RUNWAY 29: From KAYCC on track 109° to YOMON, then on track 045° to YAAKK, then on track 319° to cross SAPPE at or above 3000. Expect ILS or LOC RWY 29.
From DEEPO, via 118° track to CONDN; thence via 060° track to SALDY. Depart SALDY heading 060°, expect radar vectors to final approach course.
DEER PARK THREE ARRIVAL

**ARRIVAL ROUTE DESCRIPTION**

**DEER PARK TRANSITION (DPK.DPK3):** From over DPK VOR/DME on DPK R-053 to BELTT INT, then on MAD R-235 to MAD VOR/DME. Thence . . . .

**HAMPTON TRANSITION (HTO.DPK3):** From over HTO VORTAC on HTO R-337 and MAD R-157 to MAD VOR/DME. Thence . . . .

**SARDI TRANSITION (SARDI.DPK3):** From over SARDI INT on CCC R-193 to CCC VOR/DME, then on CCC R-025 and MAD R-205 to MAD VOR/DME. Thence . . . .

From over MAD VOR/DME on MAD R-341 to BRISS INT/MAD 28 DME. Expect radar vectors to final approach course prior to BRISS INT.

**NOTE:** Applicable to arrivals 11000 and above.
**NOTE:** RADAR required.
**NOTE:** Arrivals via SARDI and HTO expect to cross 10 SE of MAD at 12000.

**NOTE:** Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.DENNA3): From over ALB VORTAC on ALB R-194 to ATHOS, then on PWL R-354 to PWL VOR/DME, thence....

DELANCEY TRANSITION (DNY.DENNA3): From over DNY VOR/DME on DNY R-096 to ATHOS, then on PWL R-354 to PWL VOR/DME, thence....

ROCKDALE TRANSITION (RKA.DENNA3): From over RKA VOR/DME on RKA R-127 to PETER, then on DNY R-096 to ATHOS, then on PWL R-354 to PWL VOR/DME, thence....

....from PWL VOR/DME on PWL R-172 to cross LOVES at 6000, then on BRIDGEPORT (BDR) R-336 to DENNA. Expect RADAR vectors.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: WIPOR transition ATC assigned.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.GDM4): From over ALB VORTAC on ALB R-111 to WIKID INT, then on GDM R-294 to GDM VOR/DME Thence. . . .

. . . From over GDM VOR/DME on GDM R-111 to BRONC INT, then to LOBBY INT, then to REVER INT, then on BOS R-030 to BOS VOR/DME. Expect radar vectors to final approach course prior to BOS VOR/DME.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HARTFORD TRANSITION (HFD.GRAYM6): From over HFD VOR/DME on HFD R-053 to GRAYM. Thence.

NORWICH TRANSITION (ORW.GRAYM6): From over ORW VOR/DME on ORW R-011 to GRAYM. Thence.

. . . From over GRAYM on HFD R-053 to GASSE, then to DREEM, at DREEM:
RNAV EQUIPPED AIRCRAFT: Proceed direct destination expect radar vectors to approach course.
NON-RNAV EQUIPPED AIRCRAFT: Expect radar vectors to approach course.
**NOTE:** Not to scale.

(CONTINUED ON FOLLOWING PAGE)
NOTE: Not to scale.
LANDING RUNWAY 4R/L: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 112° to cross SPYSD at 7000 and at 220K, then on track 170° to GRIFI, then on track 213° to cross GGABE at 6000 and at 220K, then on track 213° to cross JOBEE at 6000 and at 210K, then on track 213°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 15R: From JFUND on track 090° to cross BADCA at or above 9000 and at 250K, then on track 090° to cross WACHU at 7000 and at 210K, then on track 121° to SSAAM, then on track 148° to AADMS, then on track 148°. Expect RADAR vectors to final approach course.

LANDING RWY 22R/L: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 079° to cross ISLAY at 6000 and at 220K, then on track 035° to cross LWLND at 6000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 112° to cross SPYSD at 7000 and at 220K, then on track 115° to REVER, then on track 093° to cross SEHAG at 6000 and at 210K, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 32, 33L: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 112° to cross SPYSD at 7000 and at 220K, then on track 144° to cross BRODI at or below 6000, then on track 144° to cross BECHH at 5000 and at 220K, then on track 150° to cross SCITU at 5000 and at 210K, then on track 150°. Expect RADAR vectors to final approach course.
PROVIDENCE APP CON *
125.75 385.6
D-ATIS
124.2
PROVIDENCE TOWER *
120.7 (CTAF)

NOTE: RADAR required.
NOTE: 1. DME/DME/IRU or GPS required.
  2. RNAV 1.

ARRIVAL ROUTE DESCRIPTION

HAMPTON TRANSITION (HTO.JORDN2):

...... From JORDN, via 065° track to MINNK. Depart MINNK heading 015°, expect RADAR vectors to final approach course.
NEWBE THREE ARRIVAL

NANTUCKET, MASSACHUSETTS

PROVIDENCE
116.8 PVD
Chan 103
N41°43.47' W71°25.78'
L-33-34, H-10-11-12

NEWBE
N41°12.41' W71°04.45'

NE-1, 30 NOV 2023 to 25 JAN 2024

NOTE: RADAR Required.
NOTE: After CLAMY, expect RADAR vectors to final approach course.

(NEWBE.NEWBE3) 2112

AL-459 (FAA)

(NEWBE.NEWBE3) 2112

NE-1, 30 NOV 2023 to 25 JAN 2024

NOTE: Chart not to scale.

NEWBE THREE ARRIVAL

HAMPTON
113.6 HTO
Chan 83
N40°55.14' W72°19.00'
L-33-34, H-10-12

JORDN
N41°03.28' W71°54.88'

MMA 10000
3000
2000

TRAIT
N41°17.08' W71°55.06'

130° (17)
R. 234
R. 310

JORDN
N41°03.28' W71°54.88'

R. 081° (24)
(230K)

NORWICH
110.0 ORW
Chan 37
N41°19.82' W72°03.12'

GROTON
110.85 GON
Chan 45(Y)
N41°19.82' W72°03.12'

NANTUCKET
116.2 ACK
Chan 109

CLAMY
N41°10.05' W71°34.57'

CHAN 125
117.8 SEY
SANDY POINT
W70°32.12'

DEEPO
N41°06.90' W70°50.16'

PROVIDENCE
115.6 PVD
Chan 103
N41°43.47' W71°25.78'
L-33-34, H-10-11-12

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL DESCRIPTION

GROTON TRANSITION (GON.NEWBE3): From over GON VOR/DME on GON R-128 to TRAIT INT, then on SEY R-310 to SEY VOR/DME, then on SEY R-099 to NEWBE. Thence . . . .

HAMPTON TRANSITION (HTO.NEWBE3): From over HTO VORTAC on HTO R-079 to JORDN INT, then on SEY R-261 to SEY VOR/DME, then on SEY R-099 to NEWBE. Thence . . . .

PROVIDENCE TRANSITION (PVD.NEWBE3): From over PVD VOR/DME on PVD R-167 to NEWBE. Thence . . . .

. . . . From over NEWBE on ORW R-130 to DEEPO, then on ACK R-270 to cross CLAMY at or above 3000. After CLAMY, expect vectors to the final approach course.
NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . . From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.
NOTE: For Turbojet aircraft only.
NOTE: DME and RADAR required.
NOTE: Landing Rwy 4L/R - Expect to cross PVD VOR/DME at 11000 and 250K.
All other Rwys: Expect to cross KRANN at 11000 and 270K.

ARRIVAL ROUTE DESCRIPTION

CALVERTON TRANSITION (CCC.ORW7): From over CCC VOR/DME on CCC R-057 and ORW R-238 to ORW VOR/DME, then on ORW R-082 to OUTTT/ORW 7.4 DME, then on PVD R-263 to PVD VOR/DME. Thence....

HAMPTON TRANSITION (HTO.ORW7): From over HTO VORTAC on HTO R-052 and PVD R-234 to PVD VOR/DME. Thence....

KENNEDY TRANSITION (JFK.ORW7): From over JFK VOR/DME on JFK R-060 to RAALF INT/JFK 60 DME, then on ORW R-261 to ORW VOR/DME, then on ORW R-082 to OUTTT/ORW 7.4 DME, then on PVD R-263 to PVD VOR/DME. Thence....

....From over PVD VOR/DME on PVD VOR/DME R-074/16 NM to KRANN/PVD 15.8 DME, expect radar vectors to final approach course.

NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: FEXXX, MERIT, PROVI, RIFLE transitions assigned by ATC only.

AJJAY TRANSITION (AJJAY.OOSHN5)
FERNZ TRANSITION (FERNZ.OOSHN5)
FEXXX TRANSITION (FEXXX.OOSHN5)
KENNEBUNK TRANSITION (ENE.OOSHN5)
MERIT TRANSITION (MERIT.OOSHN5)
PROVI TRANSITION (PROVI.OOSHN5)
RIFLE TRANSITION (RIFLE.OOSHN5)

NOTE: Chart not to scale.
OOSHN FIVE ARRIVAL (RNAV) Arrival Routes

**NOTE:** Chart not to scale.

**ARRIVAL ROUTE DESCRIPTION**

From EURRO on track 260° to cross OOSHN between 9000 and 14000 and at 250K.

**Landing Rwy 4/L/R:** From OOSHN on track 266° to cross TTERI at or above 9000 and at 250K, then on track 268° to cross WAATR, then on track 240° to cross FLUTI at or above 9000, then on track 213° to cross GRIF\, then on track 213° to cross GGABE at 5000 and at 220K, then on track 213° to cross JOBEE at 6000 and at 210K, then on track 213°. Expect RADAR vectors to final approach course.

**Landing Rwy 15R:** From OOSHN on track 282° to cross GRGIO at or below 9000, then on track 269° to cross BRGIT at 7000, then on track 273° to cross HNOVR at 5000 and at 220K, then on track 271° to cross RDHOK at 5000 and at 210K, then on track 329° to cross TKMAN at 5000 and at 210K, then on track 329°. Expect RADAR vectors to final approach course.

**Landing Rwy 22L/R:** From OOSHN on track 282° to cross GRGIO at or below 9000, then on track 269° to cross BRGIT at 7000, then on track 323° to cross ADDDA at 6000 and at 220K, then on track 323° to cross LEEZI at 5000 and at 210K, then on track 323°. Expect RADAR vectors to final approach course.

**Landing Rwy 32:** From OOSHN on track 266° to cross TTERI at or above 9000 at 250K, then on track 268° to cross WAATR, then on track 213° to cross PLGRM, then on track 181° to cross BECHH at 5000 and at 220K, then on track 150° to cross SCITU at 5000 and at 210K, then on track 150°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence.

...from over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

 Arrival Routes.

 See following page for Arrival Routes.

 NOTE: RADAR required.
 NOTE: RNAV 1.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: Turbojet aircraft only.
 NOTE: RUIZE transition assigned by ATC only.
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: RUIZE transition assigned by ATC only.
ARRIVAL ROUTE DESCRIPTION

From ROBUC on track 084° to cross PROVI at or above 11000, then on track 075° to JOODY. Then on assigned runway transition.

**LANDING RWY 4L:** From JOODY on track 035° to cross SOFEE between 9000 and 10000 and at 220K, then on track 035° to cross ERNEI between 7000 and 8000, then on track 017° to cross NUNZO at 6000 and at 210K, then on track 017°. Expect RADAR vectors to final approach course.

**LANDING RWY 4R:** From JOODY on track 035° to cross SOFEE between 9000 and 10000 and at 220K, then on track 035° to cross ERNEI between 7000 and 8000, then on track 035° to cross GOSHI at 6000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

**LANDING RWY 15R:** From JOODY on track 075° to cross JAYNA at 11000 and at 250K, then on track 034° to cross BOXRS at 8000 and at 250K, then on track 034° to cross CHERS at 6000 and at 220K, then on track 328° to cross RDHOK at 6000 and at 210K, then on track 329° to cross TAALE at 6000 and at 210K, then on track 329°. Expect RADAR vectors to final approach course.

**LANDING RWY 22L/R:** From JOODY on track 075° to cross KRANN between 11000 and 12000 and at 250K, then on track 075° to cross CRADL between 8000 and 10000, then on track 063° to cross KLEBB at 8000 and at 250K, then on track 027° to cross ETHYN at 5000 and at 250K, then on track 331° to cross PTRIK at 5000 and at 220K, then on track 035° to cross TAALE at 5000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

**LANDING RWY 27:** From ROBUC on track 075° to cross KRANN between 11000 and 12000 and at 250K, then on track 075° to cross CRADL between 8000 and 10000, then on track 063° to cross KLEBB at 8000 and at 250K, then on track 024° to cross HOKDU at 5000 and at 210K, then on track 024°. Expect RADAR vectors to final approach course.

**LANDING RWYS 32, 33L:** From ROBUC on track 075° to cross JAYNA at 11000 and at 250K, then on track 074° to cross ANSLY at 8000 and at 240K, then on track 071° to cross BEREI between 6000 and 7000 and at 220K, then on track 060° to cross BOGG at 6000 and at 210K, then on track 060°. Expect RADAR vectors to final approach course.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: MUCOW and CRIBB transitions are ATC assigned.
ARRIVAL ROUTE DESCRIPTION

Cribb Transition (Cribb.Rozze2)
Mucow Transition (Mucow.Rozze2)
Ponct Transition (Ponct.Rozze2)
Quinz Transition (Quinz.Rozze2)
Smyth Transition (Smyth.Rozze2)

Landing Rwy 6: From Rozze on track 102° to cross Pnard between 7000 and 9000 and at 230K, then on track 111° to cross Teeto at 5000 and at 210K. Expect ILS or Loc Rwy 6 or radar vectors to final approach course.

Landing Rwy 17: From Rozze on track 102° to cross Nuukm between 7000 and 9000, then on track 070° to cross Purbl at 5000 and at 210K. Expect RNP approach or ILS or Loc/Dme Rwy 17 or radar vectors to final approach course.

Landing Rwy 24: From Rozze on track 102° to cross Nuukm between 7000 and 9000, then on track 075° to cross Jstnn at 5000 and at 210K, then on heading 057°. Expect radar vectors to final approach course.

Landing Rwy 35: From Rozze on track 102° to cross Nuukm between 7000 and 9000, then on track 111° to cross Showz at 5000 and at 210K. Expect RNP approach or ILS or Loc Rwy 35 or radar vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

BRIDGEPORT TRANSITION (BDR.SCOGS3)
CALVERTON TRANSITION (CCC.SCOGS3)

From SCOGS on track 048° to SAACO.

Landing Rwy 11: From SAACO on track 333° to cross BIDDE at or below 9000, then on track 329° to TRIDO, then on track 026° to ARARR, then on track 081° to cross BUXTO at or above 2300. Expect ILS or LOC Rwy 11.

Landing Rwy 29: From SAACO on track 047° to MESHL, then on track 045° to YAAKK, then on track 319° to cross SAPPE at or above 3000. Expect ILS or LOC to Rwy 29.
ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.STELA1): From over ALB VORTAC via ALB R-147 to CANAN INT. Thence. . . .

AUDIL TRANSITION (AUDIL.STELA1): From over AUDIL INT via RKA R-306 to RKA VOR/DME, then via RKA R-099 to CANAN INT. Thence. . . .

CAMBRIDGE TRANSITION (CAM.STELA1): From over CAM VOR/DME via CAM R-203 to CANAN INT. Thence. . . .

HANCOCK TRANSITION (HNK.STELA1): From over HNK VOR/DME via HNK R-060 to SWEDE INT, then via RKA R-099 to CANAN INT. Thence. . . .

WILET TRANSITION (WILET.STELA1): From over WILET INT via RKA R-292 to RKA VOR/DME, then via RKA R-099 to CANAN INT. Thence. . . .

KBDL and KHFD ARRIVALS: From over CANAN INT via ALB R-147 to TOMES INT. Expect radar vectors to final approach course prior to TOMES INT.

KBAB, KCEF and KORH ARRIVALS: From over CANAN INT via ALB R-147 to MOLDS INT. Then via BAF R-295 to BAF VORTAC. Expect radar vectors to final approach course prior to BAF VORTAC.
ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE5): From over ALB VORTAC on ALB R-194 to WIGAN INT, then on IGN R-013 to IGN VOR/DME, then on IGN R-203 to VALRE INT. Thence. . . .

DELANCEY TRANSITION (DNY.VALRE5): From over DNY VOR/DME on DNY R-130 to WEETS INT, then on IGN R-316 to IGN VOR/DME, then on IGN R-203 to VALRE INT. Thence. . . .

VEERS TRANSITION (VEERS.VALRE5): From over VEERS INT on PWL R-071 to PWL VOR/DME, then on PWL R-250 to IGN VOR/DME, then on IGN R-203 to VALRE INT. Thence. . . .

. . . .from over VALRE INT on DPK R-338 to BASYE INT, then to HAARP INT. Expect RADAR vectors to final approach course prior to HAARP INT.
**ARRIVAL ROUTE DESCRIPTION**

**ALBANY TRANSITION (ALB.WIPOR3):**
From WIPOR on track 142° to ORW VOR/DME, then on track 129° to SAUGY.
Landing KPVD Rwys 16, 23: From SAUGY on track 129° to LAFAY, then on track 129°.
Expect radar vectors to final approach course.
Landing KPVD Rwys 5, 34: From SAUGY on track 055° to WAWIK, then on track 049° to SEABE.
Then on track 047° to NOSUH, then on track 047°. Expect radar vectors to final approach course.
Landing KOQU, KUUU, KEWB, all rwys: From WIPOR on track 142° to ORW VOR/DME, then on track 129° to SAUGY, then on track 129° to LAFAY, then on track 129°. Expect radar vectors to destination airport and final approach course.
Landing KSFZ all rwys: From WIPOR on track 142° to ORW VOR/DME, then on track 129° to SAUGY, then on track 055° to WAWIK, then on track 049° to SEABE, then on track 047° to NOSUH, then on track 047°. Expect radar vectors to final approach course.

**HINGZ TRANSITION (HINGZ.WIPOR3):**
From WIPOR on track 142° to ORW VOR/DME, then on track 129° to SAUGY.
Landing KPVD Rwys 16, 23: From SAUGY on track 055° to WAWIK, then on track 049° to SEABE.
Then on track 047° to NOSUH, then on track 047°. Expect radar vectors to final approach course.
Landing KPVD Rwys 5, 34: From SAUGY on track 129° to LAFAY, then on track 129°.
Expect radar vectors to final approach course.
Landing KSFZ all rwys: From WIPOR on track 142° to ORW VOR/DME, then on track 129° to SAUGY, then on track 055° to WAWIK, then on track 049° to SEABE, then on track 047° to NOSUH, then on track 047°. Expect radar vectors to final approach course.

**NOTE:** RADAR required.
**NOTE:** RNAV 1.
**NOTE:** DME/DME/IRU or GPS required.

---

**NOTE:** Chart not to scale.
From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect RADAR vectors to final.
ARRIVAL ROUTE DESCRIPTION

EEGUL TRANSITION (EEGUL-ZELKA2):

From ZELKA on track 076° to cross RIKAH at 6000 and 210K, then on track 097° to cross EXXRO at 6000 and at 210K, then on track 097°. Expect radar vectors to destination airport and final approach course.
INTENTIONALLY

LEFT

BLANK
Circling to Rwy 17, 22, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

For inop ALS, increase visibility LNAV/VNAV all Cats to 1/3 SM, LNAV Cat A/B to 1 SM and Cat C/D to 1/3 SM NA. Rwy 04 helicopter visibility reduction below 1/3 SM NA.

**MISS Approach:**
- Climb to 3100 direct WUDDE and hold.

**AWOS-3PT**
- 118.025

**PORTLAND APP CON**
- 125.5

**CLNC DEL**
- 124.05

**UNICOM**
- 122.8 (CTAF)

**ELEV**
- 288

**TDZE**
- 270
RNAV (GPS) RWY 22
AUBURN/LEWISTON MUNI (LEW)

**RNP APCH.**

- Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV DA below 15°C or above 48°C. Rwy 22 helicopter visibility reduction below 1 SM NA.
- When local altimeter setting not received, use Augusta altimeter setting: increase LPV all Cats DA to 617 feet and all Cats visibility ½ SM; LNAV/VNAV all Cats DA to 938 feet and all Cats visibility ½ SM; increase all MDA 80 feet and LNAV Cat C/D visibility ½ SM. Baro-VNAV NA when using Augusta altimeter setting.

**AWOS-3PT**

- 118.025

**PORTLAND APP CON**

- 125.5

**CLNC DEL**

- 124.05

**UNICOM**

- 122.8 (CTAF)

**MISSED APPROACH:** Climb to 3100 direct AUBIN and hold.
**ILS or LOC RWY 17**

**Augusta State (Aug)**

- ADF Required. Localizer unusable from 0.5 NM to threshold above 1500 feet. When local altimeter setting not received, use Waterville altimeter setting: increase S-ILS 17 DA to 583; increase all MDAs 40 feet and visibility S-LOC 17 Cat C and D 4/4 SM, and Circling Cat D 4/4 SM; SHAWE fix minimums increase S-LOC 17 Cat C and D visibility 4/4 SM, and Circling Cat D visibility 4/4 SM. Glideslope unusable below 430 feet. When Circling to RWY 8, 26 at night operational VGSI required remain on or above VGSI glidepath until threshold. 3/4 DME from AUG VOR/DME.

**MISSING APCH FIX**: Climb to 1000 then climbing left turn to 2500 direct DUNNS LOM and hold.

**AVARY**: 10.8

**LOCALIZER 108.7**

- I-AUG

**LOC**: AUG

**Category**: A

- **S-ILS**: 114.95 AUG

**AOA**: 114.95 AUG

**CIRCLING**: SHAWE

**REIL Rwy 35**

**Rwy Idg**: 171°

**Apt Elev**: 352 ft

**ASOS**: 1421 NE-1, 30 Nov 2023 to 25 Jan 2024
### RNAV (GPS) RWY 17

**Augusta State (Aug)**

**DME/DME RNP-0.3 NA.** For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSR when using Waterville altimeter setting, increase LNAV/VNAV all Cats visibility to 1/2 mile. VDP and Baro-VNAV NA with Waterville altimeter setting. When local altimeter setting not received, use Waterville altimeter setting: increase LPV DA to 583 feet, LNAV/VNAV DA to 710 feet, and visibility LNAV/VNAV all Cats ¼ SM; increase all MDA 40 feet and visibility LNAV Cats C and D ¼ SM, and Circling Cat D ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 41°C (105°F). Rwy 8, 26 helicopter visibility below 1 SM NA. Circling Rwy 8 and 26 NA at night. When VGSI inop, Circling Rwy 35 NA at night.

<table>
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<th>ASCOS</th>
<th>PORTLAND APP CON</th>
<th>CLINC DEL</th>
<th>UNICOM</th>
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<tr>
<td>118.325</td>
<td>128.35 299.2</td>
<td>119.95 299.2</td>
<td>123.0 (CTAF)</td>
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</table>

**Procedure NA for arrivals at YOSTT on V3 eastbound.**

**Procedure NA for arrivals at YOSTT on V3-39 westbound.**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 3000 direct RAZZR and hold.

**MISSED APCH FIX:** RAZZR 321° (4 NM)

**LNAV only.**

**EMUSK**

- GP 3.00° TCH 60
- ZAKUX 2 NM to RW17
- 389° 674' NW
- 351° 2800 NoPT (5)
- 185° 2800 Napt (10.9)
- 3500
- 2800
- 1421

**Category**

- *A*
- *B*
- *C*
- *D*

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>980-1</td>
<td>980-1 1/3</td>
<td>1160-2 1/2</td>
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**MIRL Rwy B-26**
- HIRL Rwy 17-35
- REL Rwy 35

**Augusta, Maine**

**Orig-C 05NOV20**

**44°19’N-69°48’W**

**Ne-1, 30 Nov 2023 to 25 Jan 2024**
Circling to Rwy 26 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

**MISSIPED APPROACH:** Climb to 3000 direct UCENO and left turn on track 233° to NOLLI and hold.

**WAAAG**
- APP CRS: 351°
- Rwy Idg: 5002
- TDZE: 350
- Apt Elev: 352

**ASOS**
- Portland App Con: 118.325
- Area: 128.35 299.2
- Clinc Del: 119.95 299.2

**UNICOM**
- 123.0 (CTAF)

**RNAV (GPS) RWY 35**

**RNAV (GPS) RWY 35**
- AUGUSTA STATE (AUG)
- AUGUSTA, MAINE
**AUGUSTA, MAINE**

**VOR RWY 35**

**DACCI FIX MINIMUMS**

DACCI Fix Minimums

- **Rwy 35**
  - Visibility below 1 SM NA.
  - When local altimeter setting not received, use Waterville altimeter setting: increase all MDA 40 feet and visibility
  - DACCI fix minimums increase

**VOR APPROACH**

- Missed Approach: Climb
  - 1200 on AUG VOR/DME

**CIRCLING**

- **S-35**
  - 1100-1
  - 1100-14
  - 1100-24
  - 808 (900-2)

**ALTERNEATE**

- **ORW**
  - 840-1

**holding**

- **Rwy 35**
  - 808 (700-1)
  - 980-1

**UNICOM**

- **118.325**
  - 114.95

**VOR/DME**

- **AUG**
  - 2200

**TCH 40° to 1200 on AUG VOR/DME**

** Left turn to 1200 on AUG VOR/DME**

- **1.70°**

**ALTERNATE**

- **ORW**
  - 840-1

**VOR/DME AND HOLD**

- **350° to 2300 direct AUG**
  - 119.95 299.2

**MISSING APPROACH**

- Climb to 1200 on AUG VOR/DME

**Left turn**

- **35° to 1100 on AUG VOR/DME**

**CLIMB**

- **1200 to 1300**

**CIRCLING**

- **S-35**
  - 1100-1
  - 1100-14
  - 1100-24
  - 808 (900-2)

**CIRCLING**

- **S-35**
  - 1100-1
  - 1100-14
  - 1100-24
  - 808 (900-2)

**CIRCLING**

- **S-35**
  - 1100-1
  - 1100-14
  - 1100-24
  - 808 (900-2)

**CIRCLING**

- **S-35**
  - 1100-1
  - 1100-14
  - 1100-24
  - 808 (900-2)

**CIRCLING**

- **S-35**
  - 1100-1
  - 1100-14
  - 1100-24
  - 808 (900-2)

**CIRCLING**

- **S-35**
  - 1100-1
  - 1100-14
  - 1100-24
  - 808 (900-2)
Circling NA NE of Rwy 15-33. DME or RADAR required. For inoperative ALS, increase S-ILS 15 Cat E visibility to RVR 4000, and S-LOC 15 Cat C/D/E visibility to 1½ SM.

Procedure NA for arrivals at RINTH on V39 northeast bound.

### One Minute Holding Pattern

**GS 3.00° TCH 50** VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 55).

**S-ILS 15**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<tr>
<td>S-LOC 15</td>
<td>660-1</td>
<td>720-1</td>
<td>740-1½</td>
<td>820-2</td>
<td>880-2½</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>468 (500-1)</td>
<td>528 (600-1)</td>
<td>548 (600-1)</td>
<td>628 (700-2)</td>
<td>688 (700-2)</td>
</tr>
<tr>
<td>S-ILS 15</td>
<td>392/18</td>
<td>200 (200-½)</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting; requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**APP CRS**

<table>
<thead>
<tr>
<th>LOC/DME</th>
<th>109.5</th>
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<tbody>
<tr>
<td>Chan</td>
<td>32</td>
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</table>

**Rwy Idg**

| 11440  |

**TDZE**

| 163    |

**Apt Elev**

| 192    |

**ATIS**

| 127.75 |

**BANGOR APP CON**

| 118.925 |

**BANGOR TOWER**

| 120.7 |

**GND CON**

| 121.9 |

**CLNC DEL**

| 135.9 |

**AlTERNATE MISSED APCH Fix**

**HOSEP MLT 37.2**

**DME or RADAR REQUIRED**

**LOCALIZER 109.5**

**I-BGR**

| 330° |

**Chan 95**

**BANGOR**

| **330°** |

**R-333**

**3000 to ELSUH 154° (18.3)**

**398**

**150°**

**2300**

**3300**

**1054**

**1115**

**173/14 150 DA 313**

**103/12 100 DA 263**

**HANGOR, MAINE**

**BANGOR INTERNATIONAL (BGR)**

**MISSED APCH FIX**

**IKEEX**

**BGR 11.9 RADAR**

**330°**

**114.8 RADAR**

**298**

**A-271**

**MISSED APCH FIX**

**IKEEX**

**BGR 11.9 RADAR**

**330°**

**2300**

**3330**

**1411**

**SA CAT II**

**Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.**

**SA CAT I**

**Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.**

**TWR**

| 322    |

**11407-220**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**173/14 150 DA 313**

**103/12 100 DA 263**

**R-333**

**BGR**

**11.9 DME/RADAR and hold.**

**SA CATEGORY II ILS - SPECIAL AIRCREW**

**& AIRCRAFT CERTIFICATION REQUIRED**
**BANGOR, MAINE**

**LOC/DME** I-JVH

<table>
<thead>
<tr>
<th>109.5</th>
<th>APP CRS</th>
<th>150°</th>
<th>Rwy Idg</th>
<th>11440</th>
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<tbody>
<tr>
<td></td>
<td>TDZE</td>
<td>192</td>
<td>Apt Elev</td>
<td>192</td>
</tr>
</tbody>
</table>

**DME or RADAR required.**

**ATIS**

| 127.75 |

**BANGOR APP CON**

| 118.925 | 239.3 |

**BANGOR TOWER**

| 120.7  | 233.7 |

**GND CON**

| 121.9  | 348.6 |

**CLNC DEL**

| 135.9  | 348.6 |

**MISSED APPROACH:** Climb to 3000 on heading 150° and BGR VORTAC R-154 to ELSUH/BGR 18.3 DME/RADAR and hold.

**OTHER NOTES**

- Procedure NA for arrivals at RINTH on V39 northeast bound.
- LGT (AVE/NE-1, 30 NOV 2023 to 25 JAN 2024)

**DME or RADAR REQUIRED**

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).**

**One Minute Holding Pattern**

- IKEEX: 150°
- I-JVH: 150°
- R-154: 333°

**HOLDING PATTERNS**

- 8 NM
- 5.8 NM
- 10.0 NM

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**BANGOR INTL (BGR)**

**ILS Y RWY 15 (CAT II & III)**

**Amdt 7 27APR17**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 150°, or as assigned by ATC, thence....

TAKEOFF RUNWAY 33: Climb on heading 330°, or as assigned by ATC, thence....

....expect vectors to assigned route/navaid/fix. Maintain 10000. Expect clearance to filed altitude/flight level ten minutes after departure.
**ILS or LOC RWY 22**

**HANCOCK COUNTY/BAR HARBOR (BHB)**

**MISSING APPROACH:** Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.

**AWOS-3PT**
- **BANGOR APP CON**
  - **CLNC DEL**
  - **UNICOM**
  - **122.7**

### Category

<table>
<thead>
<tr>
<th>A</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td><strong>S-ILS</strong> 22</td>
<td><strong>283-¾</strong> 200 (200-¾)</td>
<td><strong>580-1¼</strong> 497 (500-1¼)</td>
<td><strong>580-1½</strong> 497 (500-1½)</td>
</tr>
<tr>
<td><strong>S-LOC 22</strong></td>
<td><strong>580-3/4</strong> 497 (500-¾)</td>
<td><strong>580-1¼</strong> 497 (500-1¼)</td>
<td><strong>580-1½</strong> 497 (500-1½)</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td><strong>600-1 517 (600-1)</strong></td>
<td><strong>720-1 637 (700-1)</strong></td>
<td><strong>720-1¼ 637 (700-1¼)</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>720-1½</strong> 757 (800-2½)</td>
</tr>
</tbody>
</table>

**BAR HARBOR, MAINE**

**LOC/DME I-BHB**
- **108.3**
  - **Chan 20**
  - **MALS**

**PAPI**
- **BANGOR**
  - **REIL Rwy 4**
  - **HIRL Rwy 4-22**

**ISLS**
- For inop ALS, increase S-LOC Cat C visibility to 1½ SM.
- Autopilot coupled approach NA below 900 feet MSL.

**CDLAC**
- **BECRA INT**
  - **I-BHB 13.5**
  - **BGR 29.6**

**BANGOR**
- **114.8**
  - **Chan 95**

**BAR HARBOR, MAINE**
- **I-BHB 13.5**
  - **JESUL**
  - **I-BHB 3.1**

**LOCALIZER 108.3**
- **I-BHB**
  - **Chan 20**

**ELEV 83**
- **TDZE 83**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**Amendment 6F 11 AUG 22**

**BAR HARBOR, MAINE**

**Nearest VORTAC**
- **BANGOR**
  - **Chan 95**

**JESUL**
- **I-BHB 3.1**

**MARSHALL**
- **I-BHB 3.1**

**CIRCLING**
- **600-1 517 (600-1)**
  - **720-1 637 (700-1)**
  - **720-1¼ 637 (700-1¼)**
  - **840-2½ 757 (800-2½)**

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.

**AWOS-3PT**
- **118.35**

**BANGOR APP CON**
- **133.6 284.65**

**CLNC DEL**
- **119.9**

**UNICOM**
- **123.0 (CTAF)**

**122.7**

**DME required.**
- Circling Rwy 17, 35 NA at night.
- For inop ALS, increase S-LOC Cat C visibility to 1½ SM.
- Autopilot coupled approach NA below 900 feet MSL.
- Autopilot coupled approach NA below 900 feet MSL.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.

**AWOS-3PT**
- **118.35**

**BANGOR APP CON**
- **133.6 284.65**

**CLNC DEL**
- **119.9**

**UNICOM**
- **123.0 (CTAF)**

**122.7**

**DME required.**
- Circling Rwy 17, 35 NA at night.
- For inop ALS, increase S-LOC Cat C visibility to 1½ SM.
- Autopilot coupled approach NA below 900 feet MSL.
Baro-VNAV NA when using Bangor altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 49°C. When local altimeter setting not received, use Bangor altimeter setting and increase LPV DA to 416 feet, increase LNAV/VNAV DA to 547 feet, and all visibilities ≤ SM. Increase all MDAs 100 feet and LNAV visibility Cats C/D, and Circling visibility Cats C/D 1/8 SM. Circling Rwy 17, 35 NA at night. Rwy 4 helicopter visibility reduction below 1/8 SM NA.

**AWOS-3P**

**BANGOR APP CON**

**CLNC DEL**

**UNICOM**

**118.35**

**133.6**

**284.65**

**119.9**

**123.0 (CTAF)**

**122.7**

**MISSED APCH FIX**

**4 NM**

**REIL Rwy 4**

**HIRL Rwy 4-22**

**BAR HARBOR, MAINE**

AL-992 (FAA)

23334

**RNAV (GPS) RWY 4**

HANCOCK COUNTY/BAR HARBOR (BHB)

**65900**

**W04A**

**APP CRS**

**TDZE**

**Apt Elev**

**5200**

**83**

**83**

**WAAS**

**44°27'N-68°22'W**
RNAV (GPS) RWY 22
HANCOCK COUNTY/BAR HARBOR (BHB)

BAR HARBOR, MAINE
AL-992 (FAA)

RNP APCH - GPS.

Baro-VNAV NA when using Bangor altimeter setting. When local altimeter setting not received, use Bangor altimeter setting and increase LPV DA to 366 feet; increase LNAV/VNAV DA to 780 feet and all visibilities 1/4 SM. Increase all MDA to 100 feet and LNAV visibility Cats C/D, and Circulating visibility Cats C/D 1/4 SM. When using Bangor altimeter setting, inop table does not apply to LNAV/VNAV all Cats and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 49°C. Circling Rwy 17, 35 NA at night.

**LNAV only.**

LPV DA

<table>
<thead>
<tr>
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<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>283-1/4</td>
<td>200 (200-1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>697-1/2</td>
<td>614 (700-1/4)</td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>580-1/4</td>
<td>580-1/4</td>
<td>580-1/4</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>600-1</td>
<td>516 (600-1)</td>
<td>637 (700-1)</td>
<td>517 (700-1/4)</td>
</tr>
</tbody>
</table>

APCRS

BAR HARBOR, MAINE

Amdt 1C 11 AUG 22

HANCOCK COUNTY/BAR HARBOR (BHB)

RNAV (GPS) RWY 22

44°27’N-68°22’W
Inoperative table does not apply to S-LOC 17 Cats A and B. When local altimeter setting not received, procedure NA. Rwy 17 helicopter visibility reduction below ½ SM NA. Circling Rwy 5, 35 NA at night. For inoperative MALS, increase S-ILS 17 all Cats visibility to 1½ mile and WANUX fix minimums S-LOC 17 Cats A/B visibility to 1 mile and Cats C/D visibility to 1½ mile.

ASOS
132.675

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)

---

Barre/Montpelier, Vermont

Amdt 7C 14JUL22

EDWARD F KNAPP STATE (MPV)

---

ILS or LOC RWY 17

---

EDWARD F KNAPP STATE (MPV)
RNAV (GPS) RWY 35
EDWARD F KNAPP STATE (MPV)

MISSED APPROACH: (Do not exceed 225K)
Climb to 2400 then climbing right turn to 5100 direct MPV VOR/DME and hold, continue climb-in-hold to 5100.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>132.675</th>
<th>BOSTON CENTER</th>
<th>135.7</th>
<th>282.2</th>
<th>UNICOM</th>
<th>122.8 (CTAF)</th>
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<tbody>
<tr>
<td>BURLINGTON BTY</td>
<td>4083</td>
<td>2590</td>
<td>3623</td>
<td>3800</td>
<td>3030</td>
<td>2920</td>
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</table>

Procedure NA for arrival on BTV VOR/DME airway radials 175 CW 202.

Procedure NA for arrivals at MUDDI on V447 southwest bound.

NE-1, 30 NOV 2023 to 25 JAN 2024

EM 2, 17JUN21
ILS or LOC RWY 11
LAURENCE G HANSCOM FLD (BED)

Radar required for procedure entry. DME or Radar required.

**MISSING APPROACH:** Climb to 1000 then climbing left turn to 2000 on heading 060° and on BOS VOR/DME R-329 to SWIGG/GDM 36.1 DME/Radar and hold, continue climb-in-hold to 2000.

**ATIS** 124.6
**BOSTON APP CON** 124.4 279.6
**HANSCOM TOWER** 118.5 (CTAF) 0 257.2
**GND CON** 121.7
**CLNC DEL** 121.85
**UNICOM** 122.95

**CATEGORY**

<table>
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<th>A</th>
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</thead>
<tbody>
<tr>
<td>S-ILS 11</td>
<td>383/24</td>
<td>251 (300-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 11</td>
<td>660/24</td>
<td>528 (600-1/2)</td>
<td></td>
</tr>
</tbody>
</table>

**CIRCLING**

| A & B | R-4102 | ZELKA | I-BED 12.8 |

**LOBOY GDM 20.1**

**BRONC GDM 15**

**RG 105 to LOBOY 111° (5.1)**

**MISSING APPROACH:** Climb to 1000 then climbing left turn to 2000 on heading 060° and on BOS VOR/DME R-329 to SWIGG/GDM 36.1 DME/Radar and hold, continue climb-in-hold to 2000.

**ATIS** 124.6
**BOSTON APP CON** 124.4 279.6
**HANSCOM TOWER** 118.5 (CTAF) 0 257.2
**GND CON** 121.7
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<td>660/24</td>
<td>528 (600-1/2)</td>
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**CIRCLING**

| 720-1 | 588 (600-1) | 880-2 1/4 | 748 (800-2 1/4) |

**LOBOY GDM 20.1**

**BRONC GDM 15**

**RG 105 to LOBOY 111° (5.1)**

**MISSING APPROACH:** Climb to 1000 then climbing left turn to 2000 on heading 060° and on BOS VOR/DME R-329 to SWIGG/GDM 36.1 DME/Radar and hold, continue climb-in-hold to 2000.

**ATIS** 124.6
**BOSTON APP CON** 124.4 279.6
**HANSCOM TOWER** 118.5 (CTAF) 0 257.2
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**CIRCLING**

| 720-1 | 588 (600-1) | 880-2 1/4 | 748 (800-2 1/4) |

**LOBOY GDM 20.1**

**BRONC GDM 15**

**RG 105 to LOBOY 111° (5.1)**

**MISSING APPROACH:** Climb to 1000 then climbing left turn to 2000 on heading 060° and on BOS VOR/DME R-329 to SWIGG/GDM 36.1 DME/Radar and hold, continue climb-in-hold to 2000.

**ATIS** 124.6
**BOSTON APP CON** 124.4 279.6
**HANSCOM TOWER** 118.5 (CTAF) 0 257.2
**GND CON** 121.7
**CLNC DEL** 121.85
**UNICOM** 122.95

**CATEGORY**

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**CIRCLING**

| 720-1 | 588 (600-1) | 880-2 1/4 | 748 (800-2 1/4) |

**LOBOY GDM 20.1**

**BRONC GDM 15**

**RG 105 to LOBOY 111° (5.1)**

**MISSING APPROACH:** Climb to 1000 then climbing left turn to 2000 on heading 060° and on BOS VOR/DME R-329 to SWIGG/GDM 36.1 DME/Radar and hold, continue climb-in-hold to 2000.

**ATIS** 124.6
**BOSTON APP CON** 124.4 279.6
**HANSCOM TOWER** 118.5 (CTAF) 0 257.2
**GND CON** 121.7
**CLNC DEL** 121.85
**UNICOM** 122.95

**CATEGORY**

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**CIRCLING**

| 720-1 | 588 (600-1) | 880-2 1/4 | 748 (800-2 1/4) |

**LOBOY GDM 20.1**

**BRONC GDM 15**

**RG 105 to LOBOY 111° (5.1)**

**MISSING APPROACH:** Climb to 1000 then climbing left turn to 2000 on heading 060° and on BOS VOR/DME R-329 to SWIGG/GDM 36.1 DME/Radar and hold, continue climb-in-hold to 2000.
ILS or LOC RWY 29
LAURENCE G HANSCOM FLD (BED)

For inop ALS, increase S-LOC 29 Cats C and D to 1 3/8 SM.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on GDM VOR/DME R-111 to SOSYO/GDM 28 DME/RADAR and hold.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CINC DEL 121.85
UNICOM 122.95

ELEV 132
TDZE 128

FAF to MAP 5.1 NM
Knots 60 90 120 150 180
Min:Spd 5:06 3:24 2:33 2:02 1:42

Bedford, Massachusetts

Amdt 9B 05DEC19

NE-1, 30 NOV 2023 to 25 JAN 2024

Bedford, Massachusetts

S-ILS 29
328-1/2 200 (200-1/2)

S-LOC 29
620-1/2 492 (500-1/2) 620-1 492 (500-1)

CIRCLING
720-1 588 (600-1)

Bedford, Massachusetts

42°28' N 71°17' W

D 1.2 NM 2.5 NM 6 NM
C CATEGORY A B C D

Bedford, Massachusetts

Amdt 9B 05DEC19
RNAV (GPS) RWY 23
LAURENCE G HANSCom FLD (BED)

MISSED APPROACH: Climb to 3000 direct CACVA and on track 211° to WHYBE and hold.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCom TOWEr 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

MISSED APCH FIX
3000 to WHYBE 1.6 to 3.5 NM
1462
WHYBE

3000 to EZKOW 07₉ (19.9)
3000 to EZKOW 07₉ (19.9)

30° to JENDI (IAF)
143°

Rwy 23 helicopter visibility reduction below ¾ SM NA.

LNAV MDA 640-1
640-1 512 (600-1)
640-1 512 (600-1½)

CIRCLING 740-1 800-1
608 (700-1) 668 (700-1)
748 (800-2½) 788 (800-2½)
RNAV (GPS) Z RWY 11

LAURENCE G HANSCOM FLD (BED)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19° C or above 54° C.
For inop ALS, increase all LNAV/VNAV Cats visibility to RVR 5500.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ZIMOT and hold.

GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

HOLD (IF/IAF)
ZEKA
1900
6000
R-4102 A & B
4000

HIDRI
1900
620
570
132

ZEKA
1900
2500

Holding Pattern

4 NM
ZELKA
293°
6000
1900

113°

VGS1 and RNAV glidepath not coincident
(VGS1 Angle 3.00/TCH 67).

1800
113°

CLNC DEL
W11A
5107 X 150
5107 X 150

ELEV 132 D
TDZE 132

for BEDFORD, MASSACHUSETTS

Amrd 3 02DEC21

27
RNAV (GPS) Z RWY 29

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA with Boston altimeter setting. When local altimeter setting not received, use Boston altimeter setting: increase LPV DA to 377 feet, LNAV/VNAV DA to 663 feet; increase all MDAs 60 feet and LNAV Cats C and D, and Circling Cat D visibility 1/2 SM. For inop ALS, increase LNAV/VNAV all Cats visibility and LNAV Cat C/D to 1 1/2 SM. For inop ALS when using Boston altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/2 SM and LNAV Cat C/D to 1 1/2 SM.

MALS
Misssed Approach: Climb to 2000 direct COMON and on track 297° to SOSYO and hold.

ATIS
124.4

BOSTON APP CON
124.6

HANSCOM TOWER
118.5

GND CON
257.2

CLNC DEL
121.7

UNICOM
122.95

ELEV 132

TDZE 128

Bedford, Massachusetts
Amdt 1B 12SEP19

42°28'N-71°17'W

RNAV (GPS) Z RWY 29
Laurence G Hanscom Fld (BED)
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

NE-1, 30 NOV 2023 to 25 JAN 2024
NOTE: Chart not to scale.

(NOTES ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on heading as assigned by ATC, thence....
....expect RADAR vectors to assigned route/navaid/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

NOTE: Non-RNAV equipped aircraft can expect vectors on assigned route.
NOTE: BLZZR DEPARTURES expect vectors on BOS R-273, DME required.
NOTE: BRUWN DEPARTURES expect vectors on BOS R-159, DME required.
NOTE: CELTK DEPARTURES expect vectors on BOS R-114.
NOTE: HYLND DEPARTURES expect vectors on BOS R-350, DME required.
NOTE: PATSS DEPARTURES expect vectors on BOS R-260, DME required.
NOTE: REVSS DEPARTURES expect vectors on BOS R-285, DME required.
NOTE: SSOXS DEPARTURES expect vectors on BOS R-177.

TAKEOFF MINIMUMS:
Rwys 5, 29: Standard.
Rwy 11: 300-1 or Standard with minimum climb of 258’ per NM to 400.
Rwy 23: 300-1½ or Standard with minimum climb of 439’ per NM to 400.
RNAV (GPS) RWY 15
BELFAST MUNI (BST)

For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter not received, use Bangor Intl altimeter setting and increase all DA/MDA 60 feet. Increase LPV all Cats visibility ½ mile; increase LNAV/VNAV all Cats visibility ½ mile; increase UNAV and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Bangor Intl altimeter. Helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ACYOG and hold.

AWOS-AV 122.975
BANGOR APP CON 118.925 239.3
UNICOM 122.975 (CTAF)

NE-1, 30 NOV 2023 to 25 JAN 2024

BELFAST MUNI (BST)
Amdt 1 13NOV14
44°25'N - 69°01'W
RNAV (GPS) RWY 13
WILLIAM H MORSE STATE (DDH)

**RNAV (GPS) RWY 13**

**APP CRS**
- 042°
- 132°

**Rwy Idg**
- 3704
- 819

**Apt Elev**
- 827

**ASOS**
- 135.925

**ALBANY APP CON**
- 132.825
- 307.2

**GCO**
- 121.725

**UNICOM**
- 122.8 (CTAF)

**RNAV (GPS) RWY 13**

**Category**

<table>
<thead>
<tr>
<th>MDA</th>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LNAV</td>
<td>2360-1⅓</td>
<td>2360-1½</td>
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<td>NA</td>
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<td>LNAV MDA</td>
<td>1541 (1600-1¾)</td>
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**CIRCLING**

<table>
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<td>LNAV</td>
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<td>LNAV MDA</td>
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**Visual Segment - Obstacles**

- Holding Pattern: 4 NM to FAXIB (NorT)
- FAXIB: 312°, 132°, 4000
- CIOTA: 312°, 4000
- MIRL Rwy 13-31

**REIL Rwy 13 and 31**

**MIRL Rwy 13-31**

**Weather:**

- 1°C
- Climb left turn to 4000 direct FAXIB

**Missed Approach:**

- Do not exceed 210 K until FAXIB
- Climbing left turn to 4000 direct FAXIB and hold

**Holding Pattern:**

- 4 NM to FAXIB
- 312°, 132°, 4000

**Circling NA Southwest of Rwy 13-31.**

**Nearest Airport:**

- BENNINGTON, VERMONT
- AL-5574 (FAA)

**Orig-F:** 08SEP22

**RNAV (GPS) RWY 13**

**WILLIAM H MORSE STATE (DDH)**

**RNAV (GPS) RWY 13**

**Bennington, Vermont**

**42°53'N - 73°15'W**
**BERLIN, NEW HAMPSHIRE**

**APP CRS**

<table>
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<tr>
<th>Rwy Idg</th>
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<tr>
<td>5200</td>
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**ELEV**

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**ASOS**

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**BOSTON CENTER**

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<th>TDZE</th>
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<td>282.2</td>
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**UNICOM**

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**RNAV (GPS) RWY 18**

**BERLIN RGNL (BML)**

**RNP APCH.**

- **Rwy 18 helicopter visibility reduction below 1 SM NA.**
- **Procedure NA at night.**
- **MISSED APPROACH:** Climbing right turn to 5000 direct ELSEQ and hold.

### Chart Details

- **HURDS**
  - 5800
  - 105° (23)
- **ASO BIISN 25 NM**
  - 7500
- **HOLD**
  - 2000
  - 4000
- **Final approach course offset 15.97°.**
- **Final approach course**
  - 190°
  - 010°
  - 190°
- **4 NM Holding Pattern**
  - ELSEQ
  - PIPPO
  - ACCOW
  - HELNO
  - 2.4 NM to BIISN (MAP)
  - BIISN

### Procedure

- **Procedure NA for arrivals at PLOTT on V447 southwest bound.**
- **Procedure NA for arrival at GMA NDB bearing 324 CW 144.**
- **Final approach course offset 15.97°.**
- **Final approach course**
  - 190°
  - 010°
  - 190°
- **Holding Pattern**
  - 4 NM
  - 5000
  - 190°
  - 4400
  - 3900
  - 2220
  - 3.35° TCH 50

### Chart Notes

- **GMA NDB**
- **MAHN NDB**
- **324 CW 144.**
- **HOLD 5000**
- **35° 0.5 SM**
- **35° 0.5 SM**
- **35° 0.5 SM**
- **35° 0.5 SM**
- **35° 0.5 SM**

### Other Details

- **RN-1, 30 NOV 2023 to 25 JAN 2024**
- **RNAV (GPS) RWY 18**
- **BERLIN RGNL (BML)**
- **BERLIN, NEW HAMPSHIRE**
- **Orig-C 20MAY21**
Circling Rwy 14 NA at night. Rwy 32 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Augusta altimeter setting and increase all MDAs 160 feet. Caution any go-around after passing IRANE, may not provide standard obstacle clearance. VDP NA when using Augusta State altimeter setting.

MISSED APPROACH: Climbing left turn to 4800 direct BUSKS and hold, continue climb-in-hold to 4800.
BEVERLY, MASSACHUSETTS

RNAV (GPS) RWY 9
BEVERLY RGNL (BVY)

ATIS 119.2  BOSTON APP CON 124.4  279.6  BEVERLY TOWER 125.2 (CTAF)  GND CON 121.6  UNICOM 122.95

Final approach course offset 15°.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct WAKBI and hold.

Category A  0.6
Category B  1.2
Category C  3.3
Category D  6.7

LP MDA 480-1  394 (400-1)  480-1½  394 (400-1½)
LNAV MDA 560-1  474 (500-1)  560-1½  474 (500-1½)
CIRCLING 680-1  573 (600-1)  820-2  713 (800-2)  880-2½

WAAS CH 65640
APP CRS 105°
Rwy Idg 4755
TDZE 86
Apt Elev 107

AL-5039 (FAA)

TERMINAL PROCEDURES

REIL Rwy 34
MIRL Rwy 9-27 and 16-34

Rwy 9 NA at night, Circling Rwy 9 NA at night. Rwy 9 helicopter
visibility reduction below 1 SM NA.

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lawrence
altimeter setting and increase all MDA 40 feet, increase Cat C and D visibility ½ mile.

BEVERLY, MASSACHUSETTS
Orig-A 07DEC17

42°35'N-70°55'W

37

NE-1, 30 NOV 2023 to 25 JAN 2024
Circling Rwy 9 NA at night. Rwy 16 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MALS

Misused Approach: Climb to 600 then climbing left turn to 2000 direct WAKBI and hold.

ATIS 119.2  BOSTON APP CON 124.4  279.6  BEVERLY TOWER* 125.2 (CTAF)  GND CON 121.6  UNICOM 122.95

RNAV (GPS) RWY 16
BEVERLY RGNL (BVY)

BEVERLY, MASSACHUSETTS
AL-5039 (FAA) 23166

WAAS CH 93722 APP CRS 157°
Rwy Idg 4762
dTZE 107
Apt Elev 107

MALS

Missed Approach: Climb to 600 then climbing left turn to 2000 direct WAKBI and hold.
BEVERLY, MASSACHUSETTS

LOC RWY 16
BEVERLY RGNL (BVY)

LOC/DME I-BVY 110.5
APP CRS 157°
Rwy Idg 4762
TDZE 107
Apt Elev 107

DME required. RADAR required for procedure entry.

ATIS 119.2
BOSTON APP CON 124.4 279.6
BEVERLY TOWER * 125.2 (CTAF)
GND CON 121.6
UNICOM 122.95

Circling Rwy 9 NA at night. Rwy 16 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to ALS Rwy 16.

ATIS 119.2
BOSTON APP CON 124.4 279.6
BEVERLY TOWER * 125.2 (CTAF)
GND CON 121.6
UNICOM 122.95

MISSED APPROACH: Climbing left turn to 2000 on BOS VOR/DME R-030 to WITCH/BOS 20.1 DME and hold, continue climb-in-hold to 2000.

ATIS 119.2
BOSTON APP CON 124.4 279.6
BEVERLY TOWER * 125.2 (CTAF)
GND CON 121.6
UNICOM 122.95

LOCALIZER 110.5
I-BVY 2000 WITCH R-030

MIRL Rwy 9-27 and 16-34
REIL Rwy 34

Circling Rwy 9 NA at night. Rwy 16 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to ALS Rwy 16.

BEVERLY, MASSACHUSETTS

Amdt 8 17JUN21

42°35'N-70°55'W

NE-1, 30 NOV 2023 to 25 JAN 2024

23166
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 16, 34: Climb on assigned heading, thence . . .
TAKEOFF RUNWAY 27: Climb on heading 270° to 700, then as assigned by ATC, thence . . .

. . . expect RADAR vectors to assigned route/navaid/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.
NOTE: BLZZR departures expect vectors on BOS R-273, DME required.
NOTE: BRUWN departures expect vectors on BOS R-159, DME required.
NOTE: CELTK departures expect vectors on BOS R-114.
NOTE: HYLND departures expect vectors on BOS R-350, DME required.
NOTE: PATSS departures expect vectors on BOS R-260, DME required.
NOTE: REVSS departures expect vectors on BOS R-285, DME required.
NOTE: SSOXS departures expect vectors on BOS R-177.
RNAV (GPS) RWY 6

BIDDEFORD MUNI (B19)

PORTLAND APP CON *
119.75  269.35

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at ARMIE on V167 southbound.

MISSED APPROACH: Climbing left turn to 3000 direct ENE VOR/DME and hold, continue climb-in-hold to 3000.

Rwy 6 helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received use Sanford altimeter setting and increase all MDA 40 feet and LNAV visibility Cat C ¾ SM, and Circling visibility Cat C ¼ SM. VDP NA when using Sanford altimeter setting. Circling Rwy 24 NA at night.

RNP APCH.

4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 31).

- Holding Pattern: DEXXY
- 6000 to 2300
- 238°
- 058°
- 058°
- 1300
- SWLCH
- 1.4 NM to RW06
- 3.03° TCH 31
- 3000 ENE

1.4 NM to RW06

3.03° TCH 31

CIRCLING

680-1 523 (600-1)
680-1½ 523 (600-1½)
643 (700-1¼)

NA

200-1 238°

643 (700-1¼)
One Minute Holding Pattern

ENE VOR TAC

2300

VGS and descent angles not coincident (VGS Angle 3.5/TCH 31).

CATEGORY

<table>
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<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-6</td>
<td>700-1</td>
<td>543 (600-1)</td>
<td>700-1¾</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>543 (600-1)</td>
<td>720-1</td>
<td>800-1¾</td>
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SANFORD ALTIMETER SETTING MINIMUMS

<table>
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<th>D</th>
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<tbody>
<tr>
<td>S-6</td>
<td>740-1</td>
<td>583 (600-1)</td>
<td>740-1¾</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>740-1</td>
<td>583 (600-1)</td>
<td>760-1</td>
<td>840-2</td>
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</table>

Obtain local altimeter on CTAF; when not received, use Sanford altimeter setting.

VDP NA when using Sanford altimeter setting. Circling Rwy 24 NA at night.

Rwy 6 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct ENE VOR/DME and hold.

SANFORD ALTIMETER SETTING MINIMUMS

<table>
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<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
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<td>Min:Sec</td>
<td>6:24</td>
<td>4:16</td>
<td>3:12</td>
<td>2:34</td>
<td>2:08</td>
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</table>

43°28'N - 70°28'W
RNAV (GPS) RWY 10
BLOCK ISLAND STATE (BID)

Procedure NA for arrivals at GARRD on V139 southwest bound.

MISSED APPROACH: Climbing right turn to 1700 direct SUFOK and hold.

Procedure NA for arrivals at JORDN on V268 westbound.

Final approach course offset 5.26°.
**RNAV (GPS) RWY 28**

**BLOCK ISLAND STATE (BID)**

**AWOS-3PT**

<table>
<thead>
<tr>
<th>PROVIDENCE APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>134.775</td>
<td>120.1</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**Procedure for arrivals at FALMA via V130-374 eastbound.**

1. **MISSED APPROACH:** Climb to 1500 direct CUGDA and on track 287° to SUFOK and hold.

2. **Baro-VNAV systems**, **LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).**

3. **VDP NA** when using Westerly State altimeter setting. For uncompensated State altimeter setting, **increase all DAs/MDAs 40 feet.**

**Amdt 1A 27JUN13**

**MIRL Rwy 10-28**

**REIL Rwys 10 and 28**

**NEWBE**

NE-1, 30 Nov 2023 to 25 Jan 2024
VOR/DME RWY 10
BLOCK ISLAND STATE (BID)

Rwy 10 helicopter visibility reduction below 0.3 SM NA.

AWOS-3PT
134.775

PROVIDENCE APP CON *
125.75 319.2

CLNC DEL
120.1

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 1700 on heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.

One Minute Holding Pattern

VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 40).

CATEGORY

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<th>CIRCLING</th>
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<tr>
<td>472 (500-1)</td>
<td>472 (500-1¼)</td>
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<tr>
<td>532 (600-1)</td>
<td>532 (600-1½)</td>
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Rwy 10 visibility reduction below 0.3 SM NA.

Amdt 5D 11OCT18
VOR RWY 28

BLOCK ISLAND, RHODE ISLAND

AWOS-3PT 134.775
PROVIDENCE APP CON 125.75 319.2
CLNC DEL 120.1
UNICOM 123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 1700 in SEY VOR/DME holding pattern.

VDP NA when using Westerly State altimeter setting. When local altimeter setting not received, use Westerly State altimeter setting and increase all MDA 40 feet.

REIL Rwys 10 and 28
MIRL Rwy 10-28

CATEGORY A B C D
S-28 580-1 472 (500-1) 580-1\textsubscript{\textfrac{3}{8}} 472 (500-1\textsubscript{1/8}) NA
CIRCLING 640-1 532 (600-1) 640-1\textsubscript{1/2} 532 (600-1\textsubscript{1/2}) NA
ILS or LOC RWY 4R
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNVA 1-GPS or RADAR required for procedure entry; DME or RADAR required.

Circling NA for Cat C/D west of Rwy 4L and 15R. Circling NA to Rwy 14. For inop ALS increase S-LOC 4R Cat A/B visibility to RVR 5500; Rwy 4R helicopter visibility reduction below 4000 RVR NA.† When vessels taller than 144 feet present, S-ILS 4R NA. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.

MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-030 to WAXEN INT/BOS 14 DME and hold.

ALSF-2

APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA

VENUE(NE-1, 30 NOV 2023 to 25 JAN 2024)
BOSTON, MASSACHUSETTS

LOC/DME I-LQN
110.3
Chan 40

APP CRS
215°

Rwy Idg 8806
TDZE 16
Apt Elev 19

RADAR required for procedure entry. DME or RADAR required.

\( A \) Inop table does not apply to S-ILS 22L. Circling NA for Cats C and D west of Rwys 4L and 15R. Circling NA to Rwy 14.

\( B \) MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-219 to WINNI/ BOS 15.6 DME/RADAR and hold.

\( C \) RADAR required for procedure entry. DME or RADAR required.

\( D \) west of Rwys 4L and 15R. Circling NA to Rwy 14.

\( E \) Inop table does not apply to S-ILS 22L. Circling NA for Cats C and D west of Rwys 4L and 15R. Circling NA to Rwy 14.
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
**ILS RWY 4R (CAT II & III)**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**LOC/DME**  
I-BOS 110.3  
**APP CRS**  
035°  
Rwy ldg 8851  
TDZE 18  
Apt Elev 19

**ILS RWY 4R (CAT II & III)**  
**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.**

When control tower reports tall vessels in approach area, procedure NA. RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.

**MISSING APPROACH:** Climb to 3000 on BOS VOR/DME R 030 to WAXEN INT/BOS 14 DME and hold.

**D-ATIS** 135.0  
**BOSTON APP CON** 120.6 263.1  
**BOSTON TOWER** 128.8 257.8 (WEST)  
132.225 257.8 (EAST)  
**GND CON** 121.75 121.9  
**CLNC DEL** 121.65 257.8  
**CPDLC**

**ALTERNATE MISSED APCH FIX**

**LOCALIZER**  
I-BOS 110.3  
Channel 40

**WAXEN**  
MHT 26.4

**BOSTON, MASSACHUSETTS**

**ALSF-2**  
MISSING APPROACH: Climb to 3000 on BOS VOR/DME R 030 to WAXEN INT/BOS 14 DME and hold.

**APP CRS** 110.3  
Chan 40

**WAXEN**  
MHT 26.4

**GOSHI**  
114.4 MHT 325°

**WINNI**  
I-BOS 112.7  
Channel 91

**MILIT**  
I-BOS 112.7  
Channel 91

**MISSED APCH FIX**

**LOCALIZER**  
I-BOS 110.3  
Channel 40

**BOSTON**  
112.7  
Channel 74

**GOSHI**  
114.4 MHT 325°

**WINNI**  
I-BOS 112.7  
Channel 91

**MILIT**  
I-BOS 112.7  
Channel 91

**MISSING APPROACH:** Climb to 3000 on BOS VOR/DME R 030 to WAXEN INT/BOS 14 DME and hold.

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**42°22'N - 71°00’W**

**APP CRS** 110.3  
Chan 40

**WAXEN**  
MHT 26.4

**GOSHI**  
114.4 MHT 325°

**WINNI**  
I-BOS 112.7  
Channel 91

**MILIT**  
I-BOS 112.7  
Channel 91

**MISSING APPROACH:** Climb to 3000 on BOS VOR/DME R 030 to WAXEN INT/BOS 14 DME and hold.

**APP CRS** 110.3  
Chan 40

**WAXEN**  
MHT 26.4

**GOSHI**  
114.4 MHT 325°

**WINNI**  
I-BOS 112.7  
Channel 91

**MILIT**  
I-BOS 112.7  
Channel 91

**MISSING APPROACH:** Climb to 3000 on BOS VOR/DME R 030 to WAXEN INT/BOS 14 DME and hold.

**APP CRS** 110.3  
Chan 40

**WAXEN**  
MHT 26.4

**GOSHI**  
114.4 MHT 325°

**WINNI**  
I-BOS 112.7  
Channel 91

**MILIT**  
I-BOS 112.7  
Channel 91

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**NE-1, 30 NOV 2023 to 25 JAN 2024**
**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.

- **RADAR required for procedure entry, DME.**
- **ALSF-2**
- **CAT II:** RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**LOC/DMC I-LIP**

- **ILS RWY 33L**
- **CAT II & III**
- **GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**BOSTON, MASSACHUSETTS**

**TDZ/CL Rwys 4R, 15R and 33L**
- **HIRL Rwys 4L-22R, 4R-22L, 9-27, 14-32 and 15R-33L**

**ELEV 19**

**TDZE 16**

**BOSTON, MASSACHUSETTS**

**HDG CON**

**CLNC DEL**

**CPDLC**

**BOSTON, MASSACHUSETTS**

**LOCALIZER 110.7**

**I-LIP**

**Chan 44**

**CAT II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**S-ILS 33L**

**CAT II RA 116/12 100 DA 116**

**S-ILS 33L**

**CAT III RVR 06**

**NE-1, 30 NOV 2023 to 25 JAN 2024**
RNAV (RNP) X RWY 33L
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNAV (RNP) X RWY 33L

**APP CRS** 330°
Rwy ldg 10083
TDZE 16
Apt Elev 19

**BOSTON, MASSACHUSETTS**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**TDZE**
**Apt Elev**

**D-ATIS**

**BOSTON APP CON**

**BOSTON TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

**ALSF-2**

**MISSED APPROACH:** Climb to 600 then climbing right turn to 3000 direct WAXEN and hold.

**AUTHORIZATION REQUIRED**

**ROUTE TO YAAZZ**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**GEN RTP NE-1, 30 NOV 2023 to 25 JAN 2024**

**GEN RTP NE-1, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 4L
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. If available visibility below RVR 4000 NA. When control tower reports tall vessels in approach area: increase LPV DA to 369 and all Cats visibility to RVR 5000. LPV and LNAV/VNAV NA when vessels taller than 1.37 feet present.

Procedure NA for arrivals at WOONS on V3-16 southwest bound.

Missed approach requires minimum climb of 425 feet per NM to 900.

MISSED APCH FIX

Final approach course offset 2.00°.
RNAV (GPS) RWY 4R
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Circling NA to RW 14. Circling NA for Cats C/D west of Rwy 4L and 15R.
For inop ALS increase LNAV/VNAV NA all Cats visibility to 1% SM. When control
tower reports tall vessels in approach area: increase LPV DA to 374 and all Cats visibility
to RVR 4000, increase LNAV Cat A/B visibility to RVR 4000; for inop ALS with tall vessels
increase LNAV/VNAV NA all Cats visibility to 1% SM, LNAV Cat A/B visibility to RVR 5500
and LNAV Cat C/D to 1% SM. For tall vessels Rwy 4R helicopter visibility reduction below
RVR 4000 NA. When vessels taller than 144 feet present, LPV and LNAV/VNAV NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

A BOSTON, MASSACHUSETTS
AL-58 (FAA) 23334

BOSTON, MASSACHUSETTS
WAXEN 3000

4 NM
WAXEN

NE-1, 30 NOV 2023 to 25 JAN 2024
62
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R. For inop ALS, increase LNAV Cats C and D visibility to 1 1/2 SM.

Procedure NA for arrival on GDM VOR/DME airway radials 042 CW 191.
RNAV (GPS) RWY 27

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.

MISSED APPROACH: Climb to 3000 direct WANTU and on track 266° to BOSOX and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.
RNAV (GPS) RWY 32
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS
Orig-G 12OCT17

AL-58 (FAA) 23334

RNAV (GPS) RWY 32
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NE-1, 30 NOV 2023 to 25 JAN 2024

D-ATIS 135.0
BOSTON APP CON 120.6 263.1
GND CON 121.75 121.9
CLNC DEL 121.65 257.8
CPDLC

ELEV 19 TDZE 19

MISSED APCH FIX
5 NM

Final approach course offset 10.05°.

Procedure NA for arrivals at WOONS on V3-16 southwest bound.

Procedure NA for arrivals at SCUPP on V167 northbound.

CLNC DEL 121.65 257.8

BOSTON, MASSACHUSETTS

APP CRS 331°
Rwy Idg 5000
TDZE 19
Apt Elev 19

DME/DME RNP-0.3 NA. Circling NA to Rwy 14.
Circling NA for Cats C and D west of Rwy 4L and 15R.

MisSED APPROACH: Climb to 3000 direct WINDZ
and on track 284° to TELLE and hold.

TDZE/CL Rwy 4R,
15R and 33L
REIL Rwy 4L, 27 and 32
MIIR Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L

TDZ/CL Rwy 4R,
15R and 33L
REIL Rwy 4L, 27 and 32
MIIR Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L

BOSTON, MASSACHUSETTS

APP CRS 331°
Rwy Idg 5000
TDZE 19
Apt Elev 19

DME/DME RNP-0.3 NA. Circling NA to Rwy 14.
Circling NA for Cats C and D west of Rwy 4L and 15R.

MisSED APPROACH: Climb to 3000 direct WINDZ
and on track 284° to TELLE and hold.

TDZE/CL Rwy 4R,
15R and 33L
REIL Rwy 4L, 27 and 32
MIIR Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L

BOSTON, MASSACHUSETTS

APP CRS 331°
Rwy Idg 5000
TDZE 19
Apt Elev 19

DME/DME RNP-0.3 NA. Circling NA to Rwy 14.
Circling NA for Cats C and D west of Rwy 4L and 15R.

MisSED APPROACH: Climb to 3000 direct WINDZ
and on track 284° to TELLE and hold.

TDZE/CL Rwy 4R,
15R and 33L
REIL Rwy 4L, 27 and 32
MIIR Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L

BOSTON, MASSACHUSETTS

APP CRS 331°
Rwy Idg 5000
TDZE 19
Apt Elev 19

DME/DME RNP-0.3 NA. Circling NA to Rwy 14.
Circling NA for Cats C and D west of Rwy 4L and 15R.

MisSED APPROACH: Climb to 3000 direct WINDZ
and on track 284° to TELLE and hold.

TDZE/CL Rwy 4R,
15R and 33L
REIL Rwy 4L, 27 and 32
MIIR Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L

BOSTON, MASSACHUSETTS

APP CRS 331°
Rwy Idg 5000
TDZE 19
Apt Elev 19

DME/DME RNP-0.3 NA. Circling NA to Rwy 14.
Circling NA for Cats C and D west of Rwy 4L and 15R.

MisSED APPROACH: Climb to 3000 direct WINDZ
and on track 284° to TELLE and hold.
RNAV (GPS) Y RWY 22L
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

MISSED APPROACH: Climb to 3000 direct WINNI and hold.

Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.
Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.

Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.

Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.

Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.

Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.

Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.
Radar Required

Boston, Massachusetts (BOS)

AL-58 (FAA)

Light Visual RWY 33L

General Edward Lawrence Logan Intl (BOS)

BOSTON, MASSACHUSETTS

LOCALIZER 110.7
I-LIP
Chan 44

BOSTON 112.7 BOS
Chan 74

Lyhtt Bos [4.8 1800]

W ORRN 1000

275°

308°

Point Allerton Light House

Minot's Ledge Light House

Area Noise Sensitive

Weather minimums:
3000 feet ceiling and 5 mile visibility.

Vertical Guidance Navoid and Angle:
LOC I-LIP (GS 3.00°)
4-Light PAPI on right 3.00°

Note: From SCUPP, LOBBY, and KRANN:
Expect radar vectors to intercept the BOS R-128 inbound. When cleared for the visual, proceed on the BOS 308° VOR/DME course to Boston Light.
INSTRUCTIONS IS REQUIRED.
OF ALL RUNWAY HOLDING CLEARANCES. READBACK
RUNWAY CROSSING CAUTION: BE ALERT TO
HS 1 HS 3 HS 4
19 ELEV 034.1° W
4R 14.4° W
19 ELEV 71°01'W
71°00'W 42°21'N
FIELD ELEV 214.1° 214.1° 034.1° LAHSO
LAHSO LAHSO LAHSO
140.1° 320.1° 149.6° 091.0°
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Runway Status Lights in operation.
**BLZZR SIX DEPARTURE (RNAV)**

**TAKEOFF MINIMUMS:**
- Rwy 4L, 14, 15L, 32, 33R: NA-ATC.
- Rwy 4R: Standard with minimum climb of 500' / NM to 520.
- Rwy 9: Standard with minimum climb of 500' / NM to 520.
- Rwy 15R: Standard with minimum climb of 500' / NM to 520.
- Rwy 22L: 300-1 with minimum climb of 500' / NM to 520, or standard with minimum climb of 500' / NM to 520 if tower reports no tall vessels in the departure area.
- Rwy 22R: Standard with minimum climb of 500' / NM to 520.
- Rwy 27: Standard with a minimum climb of 500' / NM to 1300.
- Rwy 33L: Standard with a minimum climb of 500' / NM to 520.

*NOTE: Jet aircraft only.*

**RNAV 1 - DME/DME/IRU or GPS.**
RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE:** 5000

**BLZZR SIX DEPARTURE (RNAV)**

**BLZZR6 (BLZZR) 30 NOV 23**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb on heading 092° to 520, direct to cross CLAWW at or above 4000 and at or below 250K, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520’ MSL, thence....

TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, thence....

....on depicted route to BLZZR. Maintain 5000. Expect clearance to filed altitude within ten minutes after departure.
RNAV 1-DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 4L, 14, 15L, 32, 33R: NA-ATC.
Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500’/NM to 520.
Rwy 4L, 14, 15L, 32, 33R: Standard with minimum climb of 500’/NM to 520 if tower
reports no tall vessels in the departure area.
Rwy 27: Standard with minimum climb of 500’/NM to 1300.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct to cross CLAWW at or above 4000 and at or below 250K, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520’ MSL, thence....
TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, thence....

....on depicted route to BRUWN. Maintain 5000. Expect clearance to filed altitude/flight level within 10 minutes after departure.
NOTE: Chart not to scale.

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 4L, 14, 15L, 32, 33R: NA-ATC.
Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500'/NM to 520.
Rwy 22L: 300-1 with minimum climb of 500'/NM to 520, or standard with minimum climb of 500'/NM to 520, if tower reports no tall vessels in the departure area.
Rwy 27: Standard with minimum climb of 500'/NM to 1300.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520' MSL, thence....

TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, then on track 250° to cross COUSY at or above 5000, thence....

....on depicted track to CELTK. Maintain 5000. Expect clearance to filed altitude within ten minutes after departure.
TAKETOFF MINIMUMS:
Rwy 4L, 14, 15L, 32, 33R: NA-ATC.
Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500'/NM to 520.
Rwy 22L: 300-1 with minimum climb of 500'/NM to 520, or standard with
minimum climb of 500'/NM to 520 if tower reports no tall vessels
in the departure area.
Rwy 27: Standard with minimum climb of 500'/NM to 1300.

NOTE: Jet aircraft only.
TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520, thence....
TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, then on track 353° to cross MYSTK at or above 3000, thence....

....on depicted route to HYLND. Maintain 5000. Expect filed altitude 10 minutes after departure.
**NOTE:** Chart not to scale.

**Rwy 27:** Standard with minimum climb of 500' per NM to 1300.

**Rwy 22L:** 300-1 with minimum climb of 500' per NM to 520, or standard with minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.

**Rwy 4L, 14, 15L, 32, 33L:** Standard with minimum climb of 500' per NM to 520.

**Rwy 4R, 9, 15R, 22R, 33R:** NA - ATC.

**TAKOFF MINIMUMS:**
- RNAV 1 - DME/DME/IRU or GPS.
- RADAR required for non-GPS equipped aircraft.

**TURBOJET TAKEOFF MINIMUMS:**
- Minimum climb of 500' per NM to 520.
- Minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.

**TAKEOFF MINIMUMS:**
- Minimum climb of 500' per NM to 520.
- Minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.

**NOTE:** Jet aircraft only.

**Rwy 27:** Standard with minimum climb of 500' per NM to 1300.

**Rwy 22L:** 300-1 with minimum climb of 500' per NM to 520, or standard with minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.

**Rwy 4L, 14, 15L, 32, 33R:** Standard with minimum climb of 500' per NM to 520.

**Rwy 4R, 9, 15R, 22R, 33L:** Standard with minimum climb of 500' per NM to 520.

**Rwy 4R, 9, 15R, 22R, 33L:** Standard with minimum climb of 500' per NM to 520.

**Rwy 4L, 14, 15L, 32, 33R:** NA - ATC.

**TAKEOFF MINIMUMS:**
- Minimum climb of 500' per NM to 520.
- Minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.

**NOTE:** Jet aircraft only.

**Rwy 27:** Standard with minimum climb of 500' per NM to 1300.

**Rwy 22L:** 300-1 with minimum climb of 500' per NM to 520, or standard with minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.

**Rwy 4L, 14, 15L, 32, 33R:** Standard with minimum climb of 500' per NM to 520.

**Rwy 4R, 9, 15R, 22R, 33L:** Standard with minimum climb of 500' per NM to 520.

**Rwy 4R, 9, 15R, 22R, 33L:** Standard with minimum climb of 500' per NM to 520.

**NOTE:** Jet aircraft only.

**Rwy 27:** Standard with minimum climb of 500' per NM to 1300.

**Rwy 22L:** 300-1 with minimum climb of 500' per NM to 520, or standard with minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.

**Rwy 4L, 14, 15L, 32, 33R:** Standard with minimum climb of 500' per NM to 520.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520’ MSL, thence....
TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, then on track 353° to cross MYSTK at or above 3000, thence....

....on depicted route to LBSTA. Maintain 5000. Expect filed altitude 10 minutes after departure.
LOGAN FOUR DEPARTURE

TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000

RADAR required.
DME required for jet aircraft departing
Rwy 4L/R, 14, 15R, 27, 33L.

KENNEBUNK
117.1 ENE
Chan 118

PEASE

MANCH

BOSTON
112.7 BOS
Chan 74

HYLND

REVSS

GLYDE

BOSOX

BLZZR

PATSS

BURDY

DUNKK

FREDO

SSOXS

NELIE

BARNES
113.0 BAF
Chan 77

CHESTER
115.1 CTR
Chan 98

HANAA

MARCONI
114.7 LFV
Chan 94

MVY

CTR

115.0 CAM
Chan 97

BOSTON DEP CON
133.0

BOSTON TOWER
128.8 257.8 (WEST)
132.225 257.8 (EAST)

BOSTON DEP CON
132.225

NOTE: Chart not to scale.

NOTE: Chart not to scale.

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DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:
TAKEOFF RUNWAYS 4L/R: Climb on heading 035° to BOS 4 DME, then right turn heading 090°, thence....
TAKEOFF RUNWAY 9: Climb on heading 092°, thence....
TAKEOFF RUNWAY 14: Climb on heading 141° to BOS 1 DME, then left turn heading 120°, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to BOS 1 DME, then left turn heading 120°, thence....
TAKEOFF RUNWAYS 22L/R: Climbing left turn heading 140°, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to BOS 2.2 DME, then left turn heading 235°, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to BOS 2 DME, then left turn heading 316°, thence....

NON JET AIRCRAFT: Climb on assigned heading, thence....

....expect RADAR vectors to assigned route/navaid/fix. Jet aircraft maintain 5000 or lower assigned altitude. Non jet aircraft maintain 3000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF MINIMUMS:
Rwy 15L: NA-ATC.
Rwy 32, 33R: NA-environmental.
Rwy 4R, 15R: Standard.
Rwy 4L: 300-1 or standard with minimum climb of 369’ per NM to 300.
Rwy 9: 300-½ or standard with minimum climb of 266’ per NM to 300.
Rwy 14: Standard with minimum climb of 233’ per NM to 1100.
Rwy 22L: 300-1 or standard if tower reports no tall vessels in the departure area.
Rwy 22R: 300-½ or standard with minimum climb of 320’ per NM to 300.
Rwy 27: Standard with minimum climb of 487’ per NM to 1000.
Rwy 33L: 300-½ or standard with minimum climb of 232’ per NM to 400, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2100’ prior to DER.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.
NOTE: Jet aircraft departure headings/_vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000 MSL before proceeding on course.
NOTE: BLZZR DEPARTURES expect vectors on BOS R-273, DME required.
NOTE: BRUWN DEPARTURES expect vectors on BOS R-159, DME required.
NOTE: CELTK DEPARTURES expect vectors on BOS R-114.
NOTE: HYLND DEPARTURES expect vectors on BOS R-350, DME required.
NOTE: PATSS DEPARTURES expect vectors on BOS R-260, DME required.
NOTE: REVSS DEPARTURES expect vectors on BOS R-285, DME required.
NOTE: SSOXS DEPARTURES expect vectors on BOS R-177, DME required.
**NOTE:** Jet aircraft only.

**TOP ALTITUDE:**

- **5000**

**RNAV 1 - DME/DME/IRU or GPS.**
- RADAR required for non-GPS equipped aircraft.

### TAKEOFF MINIMUMS:
- Rwy 4L, 14, 15L, 32, 33R: NA-ATC.
- Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500' / NM to 520.
- Rwy 22L: 300-1 with minimum climb of 500' / NM to 520, or standard with minimum climb of 500' / NM to 520, if tower reports no tall vessels in the departure area.
- Rwy 27: Standard with minimum climb of 500' / NM to 1300.

**NE-1, 30 NOV 2023 to 25 JAN 2024**

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct to cross CLAWW at or above 4000 and at or below 250K, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520' MSL, thence....
TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, then on track 250° to cross COUSY at or above 5000, thence....

...on depicted route to PATSS. Maintain 5000. Expect clearance to filed altitude within ten minutes after departure.
NE-1, 30 NOV 2023 to 25 JAN 2024

TOUPE MINIMUMS
Rwy 4L, 14, 32: NA - ATC.
Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500’/NM to 520.
Rwy 22L: 300-1 with minimum climb of 500’/NM to 520, or standard with
minimum climb of 500’/NM to 520 if tower reports no tall vessels in
the departure area.
Rwy 27: Standard with minimum climb of 500’ per NM to 1300.

NOTE: Jet aircraft only.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520’ MSL, thence....
TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, thence....

.....on depicted route to REVSS. Maintain 5000. Expect filed altitude 10 minutes after departure.
**NOTE:** Jet aircraft only.

**TAKEOFF MINIMUMS:**
- Rwy 4L, 14, 15L, 32, 33R: NA - ATC
- Rwy 22L: 300-1 with minimum climb of 500’/NM to 520, or standard with minimum climb of 500’ per NM to 520, if tower reports no tall vessels in the departure area.
- Rwy 27: Standard with minimum climb of 500’/NM to 1300.

**SANDY POINT**

**BUZRD**

**SEY**

**BOSTON DEP CON 133.0**
**D-ATIS 135.0**
**CLNC DEL 121.65 257.8**
**CPDLC**
**GND CON 121.75 121.9**
**BOSTON TOWER 132.225 257.8 [WEST] 128.8 257.8 [EAST]**

**TOP ALTITUDE:**
- **HURBE:** 4000

**RNAV 1-DME/DME/IRU or GPS. RADAR required for non-GPS equipped aircraft.**

(SOXS SEVEN DEPARTURE (RNAV))

**SIOXS SEVEN DEPARTURE (RNAV)**

**AL-58 (FAA)**

**BOSTON, MASSACHUSETTS**

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520’ MSL, thence....

TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, then on track 250° to cross COUSY at or above 5000, thence....

....on depicted route to SSOXS. Maintain 5000. Expect clearance to filed altitude within ten minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 234° to cross WYLYY at or above 2300, then on depicted route to CYOTI, thence....

....expect vectors to assigned fix/NAVAID (see notes). Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

NOTE: Departures assigned routing via LBSTA, PEASE, MANCH, HYLND, or REVSS direct SPENO; BLZZR direct ONEPS; PATSS, GLYDE, or BOSOX expect RADAR vectors to the right to assigned route/fix.

NOTE: Departures assigned routing via CELTK, FRILL, LFV VOR/DME, ACK VOR/DME, BRUWN, SSOXS, LUCOS, SEY VOR/DME, or BURDY expect RADAR vectors to the left to assigned route/fix.

NOTE: ATC assigned. Do not file.
NOTE: For Turbojets only.
NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.
RNAV (GPS) RWY 6
BRIDGEPORT/SIKORSKY (BDR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Circling Rwy 11, 29 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.

ATIS
NEW YORK APP CON
BRIDGEPORT TOWER*
GND CON
CLNC DEL
CLNC DEL
UNICOM
119.15
124.075 343.65
120.9 (CTAF) 257.8
121.75 257.8
124.075
123.0

Final approach course
off 2.16°.

2600 direct BAYYS and hold.

REIL Rwys 6, 11, 24, and 29
HIRL Rwys 6-24 and 11-29

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Circling Rwy 11, 29 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.

ATIS
NEW YORK APP CON
BRIDGEPORT TOWER*
GND CON
CLNC DEL
CLNC DEL
UNICOM
119.15
124.075 343.65
120.9 (CTAF) 257.8
121.75 257.8
124.075
123.0

Final approach course
off 2.16°.

2600 direct BAYYS and hold.

REIL Rwys 6, 11, 24, and 29
HIRL Rwys 6-24 and 11-29

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Circling Rwy 11, 29 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.
RNAV (GPS) RWY 24
BRIDGEPORT/SIKORSKY (BDR)

- **ATIS**: 119.15
- **NEW YORK APP CON**: 124.075 343.65
- **BRIDGEPORT TOWER**: 120.9 (CTAF) 257.8
- **GND CON**: 121.75 257.8
- **CLNC DEL**: 124.075 (When twr closed)
- **UNICOM**: 123.0

**MISSED APPROACH**: Climb to 1800 direct STANE and hold.

Rwy 24 helicopter visibility reduction below 1 SM NA.
Circling Rwy 11, 29 NA at night.

**APP CRS**: 236°
**Rwy Idg**: TDZE
**Apt Elev**: 9

**TDZE**: 7

**ELEV**: 9

**CLNC DEL**: 121.75

**WEATHER**: HIRL Rwys 6, 11, 24, and 29
HIWL Rwys 6-24 and 11-29

**WHEN TWR CLOSED**: NEW YORK APP CON 124.075 (CTAF) 257.8

**LNAV MDA**: 380-1 373 (400-1)

**Rwy 24 Holding Pattern**: 236°

**VGSI and RNAV glidepath not coincident**
(VGSI Angle 3.00/TCH 52).

**HOLDING PATTERN**: 236°

**UNICOM**: ATIS 119.15
BRIDGEPORT TOWER 120.9 (CTAF) 257.8
NEW YORK APP CON 124.075 (CTAF) 257.8

**CLNC DEL**: 123.0

**CATEGORY**: D

**ELEV**: 9

**TDZE**: 7

**CLNC DEL**: 121.75

**WEATHER**: HIRL Rwys 6, 11, 24, and 29
HIWL Rwys 6-24 and 11-29

**WHEN TWR CLOSED**: NEW YORK APP CON 124.075 (CTAF) 257.8

**LNAV MDA**: 380-1 373 (400-1)

**Rwy 24 Holding Pattern**: 236°

**VGSI and RNAV glidepath not coincident**
(VGSI Angle 3.00/TCH 52).

**HOLDING PATTERN**: 236°
### RNAV (GPS) RWY 29

**BRIDGEPORT/SIKORSKY (BDR)**

**Procedure NA for arrival on CCC VOR/DME airway radials 155 CW 317.**

**Rwy 29 helicopter visibility reduction below 1 SM NA.**

**Circling Rwy 11, 29 NA at night. Rwy 29 Straight-in minimums NA at night.**

**MISSED APPROACH:** Climb to 500 then climbing left turn to 2000 direct ZONKO and hold.

### ATIS
<table>
<thead>
<tr>
<th>NEW YORK APP CON</th>
<th>BRIDGEPORT TOWER*</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.075</td>
<td>(CTAF) 257.8</td>
<td>121.75</td>
<td>124.075</td>
<td>When twr closed</td>
</tr>
<tr>
<td>343.65</td>
<td></td>
<td></td>
<td></td>
<td>123.0</td>
</tr>
</tbody>
</table>

### ELEV

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>7</td>
</tr>
</tbody>
</table>

### Map

- **Sethe (FAF)**
- **Maddg (IF)**
- **Unable to read**
- **Unable to read**

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>380-1</td>
<td>373 (400-1)</td>
<td>820-2½</td>
<td>820-2¾</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>480-1</td>
<td>620-1</td>
<td>820-2½</td>
<td>820-2¾</td>
</tr>
</tbody>
</table>

### Notes

- **BRIDGEPORT, CONNECTICUT**
- **Amdt 2C  30NOV23**
- **23334**
- **41°10'N-73°08'W**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS
119.15
BRIDGEPORT TOWER
120.9 257.8
GND CON
121.75 257.8
CLNC DEL
121.75
124.075 (When Twr Closed)

AIRPORT DIAGRAM
BRIDGEPORT/SIKORSKY (BDR)
BRIDGEPORT, CONNECTICUT

FIELD
ELEV 9

NORTH RAMP
4759 X 150

GENERAL AVIATION PARKING
EMAS

FIRE STATION
88 HANGAR

TWR
88

LAHSO
291.1°

SOUTH RAMP

GENERAL AVIATION PARKING

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 06-24
S-57, D-80, 2S-135

RWY 11-29
S-30, D-108, 2S-137

AIRPORT DIAGRAM
BRIDGEPORT/SIKORSKY (BDR)
BRIDGEPORT, CONNECTICUT

73°08.0’W
73°07.5’W
73°07.0’W
**BRIDGEHAVEN ONE DEPARTURE**

**TOP ALTITUDE:**
- **2000**

**DEPARTURE ROUTE DESCRIPTION**

- **TAKEOFF RUNWAY 6:** Climb heading 058°, thence...
- **TAKEOFF RUNWAY 11:** Climb heading 111°, thence...
- **TAKEOFF RUNWAY 24:** Climb heading 238°, thence...
- **TAKEOFF RUNWAY 29:** Climb heading 291°, thence...

... expect vectors to assigned route/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

**NOTE:** BEADS Departures expect vectors to MAD R-182.

**NOTE:** COATE Departures expect vectors to SAX/SAX R-311.

**NOTE:** ELIOT authorized for all aircraft types but restricted to a final altitude of 14000 or 16000.

**NOTE:** NEWEL authorized only for jet aircraft requesting a final altitude of FL180 and above.

**NOTE:** ZIMMZ authorized for all aircraft types but restricted to a final altitude of 14000 or 16000.

**NOTE:** BEADS Departures expect vectors to MAD R-182.

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS:**
- Rwys 6, 11, 24: Standard.
- Rwy 29: 600-2 3/4 or standard with minimum climb of 300' per NM to 700.

**NOTE:** Chart not to scale.
ILS or LOC RWY 1R

BRUNSWICK EXEC (BXM)

AWOS-AY
134.875

PORTLAND APP CON
112°-292° 119.75 269.35 293°-111° 120.4 299.2

CINC DEL
123.65

UNICOM
122.725 (CTAF)

LOCALIZER 109.3
I-BXM Channel 30

IAF KENNEBUNK 117° ENE Channel 118

Procedures NA for arrivals at ENE VOR/DME airway radials 213 CW 251.

Circling Category B/C/D visibilities SM.

Increasing S-LOC 1R Cat C/D visibilities SM and Circling Cat C/D visibilities SM.

DME required. VDP NA when using Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase S-ILS 1R DA to 314; increase all MDA 60 feet; increase S-LOC 1R Cats C/D visibilities SM and Circling Cat C/D visibilities SM.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 080° and AUG VOR/DME R-185 to GINNI INT/AUG 25.1 DME and hold.

 Procedure NA for arrivals at ENE VOR/DME on V003.

Procedure NA for arrivals at AUG VOR/DME airway radials 213 CW 251.

Procedures NA for arrivals at ENE VOR/DME airway radials 213 CW 251.

**Notice to Airmen**

- Amdt 1 10NOV16
- NE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 1R
BRUNSWICK EXEC (BXM)

Baro-VNAV NA when using Portland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA, VDP NA when using Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase LPV DA to 314, LNAV/VNAV DA to 461 and all LNAV/VNAV visibilities ¼ SM; increase all MDA 60 feet and LNAV Cat C/D visibilities ½ SM and Circling Cat C/D visibilities ¼ SM. For inop ALS when using Portland altimeter setting, increase LNAV Cat C/D visibility to 1½ SM.

AWOS-AV 134.875 (112°-292°) 119.75 269.35 (29°-11°) 120.4 299.2
PORTLAND APP CON • CLNC DEL 123.65
UNICOM 122.725 (CTAF)

Procedure NA for arrivals at RAZZR on V93 northeast bound and on V302 northwest bound.

Procedure NA for arrivals at NOLLI on V3-39 northeast bound.

Procedure NA for arrivals at MESHL on V268 southwest bound.

RNAV (GPS) RWY 1R
BRUNSWICK EXEC (BXM)

Amdt 2 10NOV16
BRUNSWICK, MAINE
43°54'-69°56'W

MALSR

WODGI

 deviation

4 NM

holding pattern

1.2 NM to RW01R

2000

283°

(8.6)

WODGI

2000

208°

(31.8)

MZT

1.3 NM

6.7 NM

4 NM

1.2 NM

2.5 NM

Portland altimeter setting, increase LNAV Cat C/D visibility to 1 SM. C/D visibilities ½ SM and Circling Cat C/D visibilities ¼ SM. For inop ALS when using Portland altimeter setting, increase LNAV Cat C/D visibility to 1½ SM.

LPV DA 263-1/2 200 (200-1/2)
LNAV/VNAV DA 410-9/16 347 (400-9/16)
LNAV MDA 500-1/2 437 (500-1/2) 500-3/4 437 (500-3/4)

circling

560-1 485 (500-1)


Baro-VNAV NA when using Portland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA, VDP NA when using Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase LPV DA to 314, LNAV/VNAV DA to 461 and all LNAV/VNAV visibilities ¼ SM; increase all MDA 60 feet and LNAV Cat C/D visibilities ½ SM and Circling Cat C/D visibilities ¼ SM. For inop ALS when using Portland altimeter setting, increase LNAV Cat C/D visibility to 1½ SM.

Rewritten Instructions:

1. Baro-VNAV NA when using Portland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA, VDP NA when using Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase LPV DA to 314, LNAV/VNAV DA to 461 and all LNAV/VNAV visibilities ¼ SM; increase all MDA 60 feet and LNAV Cat C/D visibilities ½ SM and Circling Cat C/D visibilities ¼ SM. For inop ALS when using Portland altimeter setting, increase LNAV Cat C/D visibility to 1½ SM.

2. Procedure NA for arrivals at RAZZR on V93 northeast bound and on V302 northwest bound.


4. Procedure NA for arrivals at MESHL on V268 southwest bound.

5. Portland altimeter setting, increase LNAV Cat C/D visibility to 1 SM. C/D visibilities ½ SM and Circling Cat C/D visibilities ¼ SM. For inop ALS when using Portland altimeter setting, increase LNAV Cat C/D visibility to 1½ SM.
RNAV (GPS) RWY 19L
BRUNSWICK EXEC (BXM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 43°C. Inop table does not apply to LPV all Cats. RWY 19L helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA with Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting: increase LPV DA to 382 feet and all visibilities 1/2 SM; increase LNAV/VNAV DA to 410 feet and all visibilities 1/4 SM; increase all MDA 60 feet and LNAV and Circling Cats C/D 1/4 SM.

Procedure NA for arrivals at NOLLI on V3-39 southwest bound.

Procedure NA for arrivals at MESH on V263 northeast bound.

MISSED APPROACH: Climb to 2000 direct BAILI and hold.

Procedure NA for arrivals at RAZZR on V302 southeast bound and on V93 northeast bound.

AWOS-AV
| 134.875 |
| PORTLAND APP CON |
| 119.75 | 269.35 | 120.4 | 299.2 |
| CLNC DEL |
| 123.65 |
| UNICOM |
| 122.725 (CTAF) |

BRUNSWICK, MAINE

Amdt 1C 06OCT22

43°54’-69°56’W

RNAV (GPS) RWY 19L
RNAV (GPS) RWY 1

PATRICK LEAHY BURLINGTON INTL (BTV)

BURLINGTON, VERMONT

Amdt 1 19MAY22

ATIS 123.8 269.9
BURLINGTON APP CON 121.1 278.8
BURLINGTON TOWER 118.3 (CTAF) 257.8
GND CON 126.3 348.6
CLNC DEL 119.15
UNICOM 122.95

目录

-10°C

Rwy 1 helicopter visibility reduction below ½ SM NA.

错误处理

ATIS
BURLINGTON APP CON
BURLINGTON TOWER
GND CON
CLNC DEL
UNICOM

频道

WAAS
CH 58044
W01A

APP CRS
006°

Rwy Idg 3386
TDZE 334
Apt Elev 335

RNP APCH - GPS.

MISSED APPROACH: Climb to 900 then climbing right turn to 3500 direct JRVIS and hold, continue climb-in-hold to 3500.

BOFUX

 CESAL

R-W01

OBRIE

2.2 NM to RW01

(FAF)

CESAL

(IF/IAF)

BOFUX

Holding Pattern

5 NM

VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 27).

JENAX

30 NM FOBUX 

11 NM to FOBUX 

30 NM to FOBUX (NoPT)

7500

4800

186°

006°

2400

5 NM to FOBUX

7100

4800

276°

186°

GP 4.00°
TCH 30

6000

4800

186°

006°

900

3500

JRVIS

2400

5 NM to FOBUX

276°

096°

JENAX

CESAL

OBRIE

0.9 NM to RW01

Held

6000

4800

5 NM

HOLD

559°

A1080

A637 ±

R-601

A & B

510

327 (400-1)

LPV

DA

661-1

426 (500-1)

LNAV MDA

760-1

525 (600-1)

NA

CIRCLING

840-1

505 (600-1)

860-1

525 (600-1)

NA

NE-1, 30 NOV 2023 to 25 JAN 2024

-10°C

123.8 269.9

ATIS

BURLINGTON APP CON

BURLINGTON TOWER

GND CON

CLNC DEL

UNICOM

121.1 278.8

118.3 (CTAF) 257.8

126.3 348.6

119.15

122.95

BURLINGTON, VERMONT

Amdt 1 19MAY22

44°28'N-73°09'W

RNAV (GPS) RWY 1

PATRICK LEAHY BURLINGTON INTL (BTV)
RNAV (GPS) Z RWY 33
PATRICK LEAHY BURLINGTON INTL (BTV)

MALSF
- MISSED APPROACH: Climb to 3000 direct STAEV and hold.

RNP APCH - GPS.
- Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
- Rwy 33 helicopter visibility reduction below 1/2 SM NA.

ATIS
123.8 269.9

BURLINGTON APP CON *
121.1 278.8

BURLINGTON TOWER *
118.3 (CTAF) 257.8

GND CON
126.3 348.6

CLNC DEL
119.15

UNICOM
122.95

ELEV 335
TDZE 334

RNAV (GPS) Z RWY 33
PATRICK LEAHY BURLINGTON INTL (BTV)

LE-1, 30 NOV 2023 to 25 JAN 2024

Patrick Leahy Burlington Intl (BTV)

RNAV (GPS) Z RWY 33

Rwy 33 APRCH - GPS.
- Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
- Rwy 33 helicopter visibility reduction below 1/2 SM NA.

ATIS
123.8 269.9

BURLINGTON APP CON *
121.1 278.8

BURLINGTON TOWER *
118.3 (CTAF) 257.8

GND CON
126.3 348.6

CLNC DEL
119.15

UNICOM
122.95

ELEV 335
TDZE 334

RNAV (GPS) Z RWY 33
PATRICK LEAHY BURLINGTON INTL (BTV)

LE-1, 30 NOV 2023 to 25 JAN 2024
HOLDING INSTRUCTIONS IS REQUIRED. READBACK OF ALL RUNWAY CROSSING CLEARANCES.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

Rwy 01-19
PCN 23 F/A/X/T
S-30, D-40, 2D-60
Rwy 15-33
PCN 39 F/A/X/T
S-100, D-175, 2D-355
NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 360’ per NM to 6000.
Rwy 15: Standard with minimum climb of 375’ per NM to 5900.
Rwy 19: Standard with minimum climb of 345’ per NM to 5900.
Rwy 33: Standard with minimum climb of 340’ per NM to 5900.

TAKEOFF RUNWAYS 1, 15, 19, 33: Climb on assigned heading for RADAR vectors to filed navaid, fix, or airway to 10000 or assigned lower altitude. Expect filed altitude 10 minutes after departure.
MISSED APCH FIX

4 NM

AKYAK

3700

HOLD

600 3700

4 NM

Holding Pattern

184°  6000

004°  3700

RNAV (GPS) RWY 1

CARIBOU MUNI (CAR)

RNP APCH.

Rwy 1 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Presque Isle altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Straight-in Rwy 1 NA at night. Circling Rwy 1, 11, 29 NA at night. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DAs 49 feet and all MDAs 60 feet. Increase LNAV MDA Cat C & D visibility ½ SM, Circling Cat D visibility ¼ SM.

ASOS

135.125

BOSTON CENTER

124.75 239.05

CLNC DEL

124.75

UNICOM

122.8 (CTAF)

MISSED APPROACH:
Climb to 3000 direct AKYAK and hold.

ELEV 620

TDZE 620

3000

AKYAK

* LNAV only

OKOKE 2.6 NM to RW01

UKOYO

RW01

004°

004°

TCH 40

NE-1, 30 Nov 2023 to 25 Jan 2024

CARIBOU, MAINE
Orig A 16 Jul 2020

46°52'N 68°01'W

RNAV (GPS) RWY 1

CARIBOU MUNI (CAR)

AL-5033 (FAA)

22363
BARO-VNAV and VDP NA when using Presque Isle altimeter setting. Rwy 19 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Circling Rwy 1, 11, 29 NA at night. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DAs 49 feet and all MDAs 60 feet. Increase LNAV Cats C, D visibility 3/4 SM and Circling Cat D visibility 1/4 SM.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct AKYAK and hold.

HEADING:
Baro-VNAV and VDP NA when using Presque Isle altimeter setting. Rwy 19 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Circling Rwy 1, 11, 29 NA at night. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DAs 49 feet and all MDAs 60 feet. Increase LNAV Cats C, D visibility 3/4 SM and Circling Cat D visibility 1/4 SM.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct AKYAK and hold.

HEADING:
Baro-VNAV and VDP NA when using Presque Isle altimeter setting. Rwy 19 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Circling Rwy 1, 11, 29 NA at night. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DAs 49 feet and all MDAs 60 feet. Increase LNAV Cats C, D visibility 3/4 SM and Circling Cat D visibility 1/4 SM.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct AKYAK and hold.
CHATHAM, MASSACHUSETTS
AL-5247 (FAA)

RNAV (GPS)-B
CHATHAM MUNI (CQX)

APP CRS 240°
Rwy Ldg N/A
TDZE N/A
Apt Elev 64

Category B
CIRCLING 600-1 536 (600-1)

CIRCLING 3000
CEFUL 2000 Napt (E)
CEFUL 2000 Napt (W)
NUNKE 3000 (32.8)

GND Svc Level 3000

CIRCLING

PHASES OF FLIGHT

DME/DME RNP-0.3 NA. When local altimeter setting not received, use
Hyannis altimeter setting and increase all MDA 40 feet and Circling visibility
Cat D ½ SM. When VGSI inop, procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct CEPUL and hold.

ASOS
135.875

BOSTON APP CON
118.2

CLNC DEL
127.3

UNICOM
122.8 (CTAF)

122.95 •

CHATHAM, MASSACHUSETTS
Orig-C 30DEC21

112
When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet and Circling visibility Cat D ½ SM. When VGS inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.

Categories:
- A: 600-1½, 536 (600-1½)
- B: 680-1¾
- C: 616 (700-1¾)
- D: 716 (800-2¼)
### RNAV (GPS) RWY 17

#### CHESTER (SNC)

**APP CRS**
- **174°**

**Rwy Idg**
- **2163**

**TDZE**
- **416**

**Apt Elev**
- **416**

**ELEV**
- **3100**

**AWOS-3**
- **118.325**

**NEW YORK APP CON**
- **124.075**
- **343.65**

**UNICOM**
- **122.725** (CTAF)

**UNICOM**
- **122.725** (CTAF)

**RNAV (GPS) RWY 17**

**Procedure NA** for arrivals at HFD on V16-374 southwest bound.

**RNAV (GPS) RWY 17**

**Procedure NA** for arrivals at HFD on V58-167 eastbound.

### Holding Pattern

**MOMDE**

**MAPLE**

**OGTTEE**

**AKIJE**

**FLIBB**

**2400**

**354°**

**174°**

**2100**

**AKIJE**

**168°**

**FLIBB**

**354°**

**174°**

**2000**

**1240**

**2400 to MOMDE**

**354°** (21.2)

**174°**

**4 NM**

**2.5 NM**

**2.3 NM**

**6.1 NM**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>960-1</td>
<td>544 (600-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>960-1</td>
<td>1020-1</td>
<td>NA</td>
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</tbody>
</table>

**CHESTER, CONNECTICUT**

**Orig-B 12AUG21**

41° 23'N - 72° 30'W
RNAV (GPS) RWY 35
CHESTER (SNC)

AWOS-3 118.325
NEW YORK APP CON 124.075 343.65
UNICOM 122.725 (CTAF)

MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.

NoPT for arrival at FLIBB on V16-374 Northeast bound.

RNAV (GPS) RWY 35

CATEGORY
A
B
C
D
LNAV MDA 820-1 404 (500-1) NA
CIRCLING 920-1 504 (600-1) 1020-1 604 (700-1) NA

CHESTER, CONNECTICUT
Orig-B 12AUG21

41° 23'N - 72° 30'W

CHESTER, CONNECTICUT
AL-6356 (FAA)

23222

RNAV (GPS) RWY 35

REIL Rwy 17 and 35
MIRL Rwy 17-35

4.8 NM 5.1 NM

3.04°
348°

354°
35°

2100 FLIBB

AKJE

FLIBB

4 NM Holding Pattern

NE-1, 30 NOV 2023 to 25 JAN 2024
When local altimeter setting not received, use Hartness State altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 11, 29 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 5400 direct UPESY and on track 239° to JAMMA and hold, continue climb-in-hold to 5400.

Visual Segment - Obstacles.

- CATEGORY A: 1520-1 977 (1000-1 1)
- CATEGORY B: 1520-1 977 (1000-1 1)
- CATEGORY C: NA
- CATEGORY D: NA

REIL Rwy 29
MIRL Rwy 11-29
CLAREMONT, NEW HAMPSHIRE

NDB CNH 233
APP CRS 048°
Rwy Idg N/A
TDZE N/A
Apt Elev 544

ują
NA
-25°C

Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all MDA 20 feet.

MISSING APPROACH: Climbing left turn to 3500 via CNH NDB 228° bearing outbound then right turn direct CNH NDB and hold.

BOSTON CENTER
134.7 269.475
UNICOM
122.7 (CTAF)

ASA CNH 25 NM
5300
090° 270°
4000

2800
048°
228°
EVBAC LEB 22
048°
2040
48°

Remain within 10 NM

† CNH ND8
228°
EVBAC LEB 22
2040

† Maintain 3500 or above until established outbound for procedure turn.

CIRCLING

2040-1¼ 2040-1½
1496 (1500-1¼) 1496 (1500-1½) NA

CIRCLING

1520-1¼ 1740-1½
976 (1000-1¼) 1196 (1200-1½) NA

NDB-A
CLAREMONT MUNI (CNH)

ELEV 544

CLAREMONT, NEW HAMPSHIRE
Amdt 1D 30DEC21

43°22'N-72°22'W

117
Circular Rwy 12, 17, 30 NA at night.

ADJS

Circling Rwy 12, 17, 30 NA at night.

LOCALIZER 108.7

I-CON 1129

Chan 76

FAF to MAP 4.9 NM

2800 to LOM

153° (8.1)

2000

351°

4.9 NM

Remain within 10 NM

 CATEGORY A  B  C  D

S-ILS 35  586-½  250 (300-½)

S-LOC 35  920-½  584 (600-½)  920-1¼  584 (600-1¼)

CIRCLING  940-1  598 (600-1)  1080-1  738 (800-1)  1500-3  1158 (1200-3)

CONCORD, NEW HAMPSHIRE
Amdt 2 17JUN21

43°12'N-71°30'W

CONCORD MUNI (CON)
CONCORD, NEW HAMPSHIRE

APP CRS

121°

Rwy Idg

3200

TDZE

342

Apt Elev

342

RNAV (GPS) RWY 12
CONCORD MUNI (CON)

RNP APCH.

- Rw 12 helicopter visibility reduction below 1 SM NA.
- Straight-in Rw 12 NA at night, Circling Rw 12, 17, 30 NA at night.

MISSED APPROACH: Climbing left turn to 4200 direct VACBU and hold, continue climb-in-hold to 4200.

ASOS

132.325

BOSTON APP CON

127.35 269.075

CLNC DEL

133.65

UNICOM

122.7 (CTAF)

**Procedure NA for arrival on CON VOR/DME airway radials 223° CW 246°.**

CONCORD CON

CONCORD MUNI

AL-95 (FAA)

23222

43°12’N-71°30’W

119
RNAV (GPS) RWY 17
CONCORD MUNI (CON)

ASOS
132.325

BOSTON APP CON
127.35 269.075

CLNC DEL
133.65

UNICOM
122.7 (CTAF)

Procedures NA for arrivals on CON VOR/DME airway radials 037 CW 088.

Procedure NA for arrivals at YECKA on V322 northbound.

Missed Approach: Climbing right turn to 4400 direct INKOW and hold, continue climb-in-hold to 4400.

Straight-in RWY 17 NA at night. Circling RWys 12, 17, 30 NA at night.

Rwy 17 helicopter visibility reduction below 1 SM NA.

RNAV (GPS) RWY 17
CONCORD, NEW HAMPSHIRE

Category A
LNAV MDA 1000-1 661 (700-1)
CIRCLING 1000-1 658 (700-1) 1080-1 738 (800-1)

Category B

Category C

Category D

MIRL Rwy 12-30
HIRL Rwy 17-35

MIRL RWY 17 25 NM

Holding Pattern

5 NM

6000

4400

351°

2300

INKOW

EHFAB

INKOW

5 NM

6.6 NM

6 NM

3.00°

TCH 50

Rwy Idg
TDZE
Apt Elev

5364
339
342

120
RNAV (GPS) RWY 35  
CONCORD MUNI (CON)

CONCORD, NEW HAMPSHIRE
AL-95 (FAA)

ASA RW35 25 NM

Procedure NA for arrivals at LURCH on V39 southbound.

Circling Rwy 12, 17, 30 NA at night. For inop ALS, increase LNAV/VNAV visibility to 1½ SM, LNAV Cts C and D visibility to 1¾ SM.

ASOS  132.325  
BOSTON APP CON  127.35  269.075  
CLNC DEL  133.65  
UNICOM  122.7  (CTAF)

MISSED APCH FIX

5 NM  INKOW

1.7 NM to RW35

LNAV only.

Circling Rwy 12, 17, 30 NA at night. For inop ALS, increase LNAV/VNAV visibility to 1½ SM, LNAV Cts C and D visibility to 1¾ SM.

MISSED APPROACH: Climbing to 4500 direct INKOW and hold, continue climb-in-hold to 4500.

ASOS  132.325  
BOSTON APP CON  127.35  269.075  
CLNC DEL  133.65  
UNICOM  122.7  (CTAF)

MISSED APCH FIX

5 NM  INKOW

1.7 NM to RW35

LNAV only.

Circling Rwy 12, 17, 30 NA at night. For inop ALS, increase LNAV/VNAV visibility to 1½ SM, LNAV Cts C and D visibility to 1¾ SM.

MISSED APPROACH: Climbing to 4500 direct INKOW and hold, continue climb-in-hold to 4500.

ASOS  132.325  
BOSTON APP CON  127.35  269.075  
CLNC DEL  133.65  
UNICOM  122.7  (CTAF)

MISSED APCH FIX

5 NM  INKOW

1.7 NM to RW35

LNAV only.

Circling Rwy 12, 17, 30 NA at night. For inop ALS, increase LNAV/VNAV visibility to 1½ SM, LNAV Cts C and D visibility to 1¾ SM.

MISSED APPROACH: Climbing to 4500 direct INKOW and hold, continue climb-in-hold to 4500.

ASOS  132.325  
BOSTON APP CON  127.35  269.075  
CLNC DEL  133.65  
UNICOM  122.7  (CTAF)

MISSED APCH FIX

5 NM  INKOW

1.7 NM to RW35

LNAV only.

Circling Rwy 12, 17, 30 NA at night. For inop ALS, increase LNAV/VNAV visibility to 1½ SM, LNAV Cts C and D visibility to 1¾ SM.

MISSED APPROACH: Climbing to 4500 direct INKOW and hold, continue climb-in-hold to 4500.

ASOS  132.325  
BOSTON APP CON  127.35  269.075  
CLNC DEL  133.65  
UNICOM  122.7  (CTAF)

MISSED APCH FIX

5 NM  INKOW

1.7 NM to RW35

LNAV only.

Circling Rwy 12, 17, 30 NA at night. For inop ALS, increase LNAV/VNAV visibility to 1½ SM, LNAV Cts C and D visibility to 1¾ SM.

MISSED APPROACH: Climbing to 4500 direct INKOW and hold, continue climb-in-hold to 4500.

ASOS  132.325  
BOSTON APP CON  127.35  269.075  
CLNC DEL  133.65  
UNICOM  122.7  (CTAF)

MISSED APCH FIX

5 NM  INKOW

1.7 NM to RW35

LNAV only.

Circling Rwy 12, 17, 30 NA at night. For inop ALS, increase LNAV/VNAV visibility to 1½ SM, LNAV Cts C and D visibility to 1¾ SM.

MISSED APPROACH: Climbing to 4500 direct INKOW and hold, continue climb-in-hold to 4500.

ASOS  132.325  
BOSTON APP CON  127.35  269.075  
CLNC DEL  133.65  
UNICOM  122.7  (CTAF)

MISSED APCH FIX

5 NM  INKOW

1.7 NM to RW35

LNAV only.

Circling Rwy 12, 17, 30 NA at night. For inop ALS, increase LNAV/VNAV visibility to 1½ SM, LNAV Cts C and D visibility to 1¾ SM.

MISSED APPROACH: Climbing to 4500 direct INKOW and hold, continue climb-in-hold to 4500.
Circling Rwy 12, 17, 30 NA at night.

MSIS APPROACH: Climbing right turn to 4000 direct CON VOR/DME and hold, continue climb-in-hold to 4000.

ASOS  BOSTON APP CON  CLNC DEL  UNICOM
132.325  127.35  269.075  133.65  122.7 (CTAF)

CONCORD, NEW HAMPSHIRE
Amdt 1 17JUN21

CON VOR/DME

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>940-1</td>
<td>1080-1</td>
<td>1500-3</td>
<td>1158 (1200-3)</td>
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<td>598 (600-1)</td>
<td>738 (800-1)</td>
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FAF to MAP 3.1 NM

Knots

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<tr>
<th>60</th>
<th>90</th>
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<td>1:33</td>
<td>1:14</td>
<td>1:02</td>
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</tbody>
</table>

CON VOR/DME

43°12'N-71°30'W

NE-1, 30 NOV 2023 to 25 JAN 2024
20086

CONCORD MUNI(CON)

AIRPORT DIAGRAM

CONCORD, NEW HAMPSHIRE

AL-95 (FAA)

ASOS
132.325
CLNC DEL
133.65
CTAF/UNICOM
122.7
NEW HAMPSHIRE
ARMY
X

NATIONAL
GUARD

ELEV

B

TERMINAL

B

342

2
9
9
.
5
°

B

A

395

B
30

X

A1

FIELD
ELEV

NE-1, 30 NOV 2023 to 25 JAN 2024

A2

HANGARS

X
05
60

SOUTH

X

A

0
10

RAMP

43°12.0' N
A3

W
5°
4.
R 1
VA

A

RWY 12-30
S-30
RWY 17-35
S-43, D-60

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

6°
9.
34

A

ELEV

331
A4 35

43°11.5' N

71°30.5'W

71°30.0'W

71°29.5'W

CONCORD, NEW HAMPSHIRE

AIRPORT DIAGRAM

CONCORD MUNI(CON)

20086

123

NE-1, 30 NOV 2023 to 25 JAN 2024

3
2
0
0X
7
5

X

1
1
9
.
5
°

B2

RAMP

B1

TERMINAL

43°12.5' N

340

6°
.
69
12 1

A

TRANSIENT/

ELEV

17

341


**RNAV (GPS) RWY 8**

**DANBURY, CONNECTICUT**

**AL-5272 (FAA)**

**WAAS**
- CH 99736
- APP CRS 084°
- Rwy Idg 4054
- TDZE 457
- Apt Elev 457

**RNP APCH.**
- Circling to Rwy 17, 26 and 35 NA at night. Circling NA S of Rwy 8-26.
- Rwy 8 helicopter visibility reduction below 1 SM NA.

**ATIS**
- 127.75

**HPN ASOS**
- 133.8

**NEW YORK APP CON**
- 126.4
- 257.65

**DANBURY TOWER**
- 119.4 (CTAF)

**GND CON**
- 121.6

**CINC DEL**
- 128.6

**UNICOM**
- 122.95

**Visual Segment - Obstacles.**
- 3000
- LOVES
- △

**WxE**
- 084°

**ELEV**
- 457

**TDZE**
- 457

**LOVES**
- UHNUF

**EGERS**
- (IAF) Egers
- (IF) Egers
- (FAF) UHNUF

**RW08**
- 084°

**084° 2100**

**1097**

**919**

**1058**

**968**

**831**

**987±**

**1010**

**1053**

**084°**

**3000**

**1216**

**127°**

**1240-1**

**783 (800-1)**

**1216**

**1240-1**

**783 (800-1)**

**1280-1**

**823 (900-1)**

**1240-2**

**783 (800-2)**

**1300-2**

**843 (900-2)**

**1300-3**

**1083 (1100-3)**

**41°22'N - 73°29'W**
When local altimeter setting not received, use White Plains altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat A ⅔ SM and LP visibility Cat C ⅓ SM and Circling visibility Cat C ¼ SM. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA south of Rwy 8-26.

Final approach course offset 5.00°.

NW-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) Z RWY 8
DANBURY MUNI (DXR)

When local altimeter setting not received, use White Plains altimeter setting and increase LPV DA to 1090 feet and all visibilities 1/2 SM. Increase LNAV/VNAV DA to 1412 feet and all visibilities 1/2 SM. Increase all MDAs 60 feet; and Circling visibility Cat A 1/2 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 46°C. Baro-VNAV NA when using White Plains altimeter setting. Helicopter visibility reduction below 1 SM NA. Circling NA south of Rwy 8-26. Circling Rwy 26, 17 NA at night.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct LOVES and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>HPN ASOS</th>
<th>NEW YORK APP CON</th>
<th>DANBURY TOWER</th>
<th>GND CON</th>
<th>CINC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.75</td>
<td>133.8</td>
<td>126.4 257.65</td>
<td>119.4 (CTAF)</td>
<td>121.6</td>
<td>128.6</td>
<td>122.95</td>
</tr>
</tbody>
</table>

RNAV (GPS) Z RWY 8
Circling NA south of Rwy 8-26. Helicopter visibility reduction below 1 SM NA. Circling Rwy 17, 26, and 35 NA at night.

Missed Approach: Climbing left turn to 3000 direct LOVES and hold.

ATIS 127.75  HPN ASOS 133.8  NEW YORK APP CON 126.4  257.65  DANBURY TOWER* 119.4 (CTAF)  GND CON 121.6  CLNC DEL 128.6 (When twr closed)  UNICOM 122.95

RNP APCH.

Circularing NA south of Rwy 8-26. Helicopter visibility reduction below 1 SM NA. Circling Rwy 17, 26, and 35 NA at night.

Category A 1340-1 883 (900-1 1/4)  Category B 1340-2 883 (900-2 1/4)  Category C 1540-3 1083 (1 100-3)  Category D

RNP APCH.
DANBURY, CONNECTICUT

LOC RWY 8

DANBURY MUNI (DXR)

DME required.

Wry 8 helicopter visibility reduction below 1 SM NA. Circling NA S of
Wry 8-26. Circling Rwy 17, 26, and 35 NA at night.

ATIS
127.75
HPN ASOS
133.8
NEW YORK APP CON
126.4
DANBURY TOWER
119.4 (CTAF)
GND CON
121.6
CLNC DEL
128.6
UNICOM
122.95

MISSING APPROACH: Climb to 1200 then
climbing left turn to 3000 on IGN VOR/DME
R-129 to LOVES/IGN 16.9 DME and hold.

Procedure NA for arrival on IGN
VOR/DME airway radii 107 CW 203.

ATIS
127.75
HPN ASOS
133.8
NEW YORK APP CON
126.4
DANBURY TOWER
119.4 (CTAF)
GND CON
121.6
CLNC DEL
128.6
UNICOM
122.95

MISSING APPROACH: Climb to 1200 then
climbing left turn to 3000 on IGN VOR/DME
R-129 to LOVES/IGN 16.9 DME and hold.

Procedure NA for arrival on IGN
VOR/DME airway radii 107 CW 203.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
When local altimeter setting not received, use Willimantic altimeter setting and increase SNAPO fix minimums Cat B MDA 40 feet.

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
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<tbody>
<tr>
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<td>1120-1 882 (900-1)</td>
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FAF to MAP 8.5 NM

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<tr>
<th>Knots</th>
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<th>90</th>
<th>120</th>
<th>150</th>
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<tr>
<td>Min:Sec</td>
<td>8:30</td>
<td>5:40</td>
<td>4:15</td>
<td>3:24</td>
<td>2:50</td>
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</table>

PUT VOR/DME

One Minute Holding Pattern

LEGEND

- MSA PUT 25 NM
- REIL Rwy 31
- MIIRL Rwy 13-31
- ELEV 238

AWOS-3 119.125
UD ASOS 133.675
PROVIDENCE APP CON 123.675 244.875
UNICOM 123.0 (CTAF)
Procedure NA at night. Use Bar Harbor altimeter setting when not received, use Bangor altimeter setting and increase all MDA 20 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 direct DAANK and hold, continue climb-in-hold to 3000.
TAKEOFF MINIMUMS:
Rwy 15, 33: Standard

TAKEOFF OBSTACLE NOTES:
Rwy 15: Road 76’ from DER, 81’ left of centerline, 15’ AGL/228’ MSL. Road and Trees 81’ from DER, 257’ left of centerline, 100’ AGL/297’ MSL. Trees beginning 143’ from DER, 19’ right of centerline, up to 100’ AGL/301’ MSL. Trees beginning 234’; from DER, 42’ left of centerline, up to 100’ AGL/301’ MSL. Trees beginning 879’ from DER, 80’ right of centerline, up to 100’ AGL/304’ MSL. Trees beginning 1339’ from DER, 11’ left of centerline, up to 100’ AGL/304’ MSL. Trees beginning 1462’ from DER, 19’ right of centerline, up to 100’ AGL/307’ MSL.

Rwy 33: Tree 16’ from DER, 504’ right of centerline, 100’ AGL/304’ MSL. Trees beginning 45’ from DER, 16’ left of centerline, up to 100’ AGL/307’ MSL. Trees beginning 169’ from DER, 44’ right of centerline, up to 100’ AGL/307’ MSL. Tree beginning 752’ from DER, 14’ right of centerline, up to 100’ AGL/310’ MSL. Trees beginning 1241’ from DER, 15’ left of centerline, up to 100’ AGL/317’ MSL. Trees beginning 2071’ from DER, 1026’ right of centerline, 100’ AGL/314’ MSL. Trees beginning 2100’ from DER, 16’ right of centerline, up to 100’ AGL/317’ MSL. Trees beginning 3663’ from DER, 136’ left of centerline, 100’ AGL/320’ MSL. Trees beginning 3696’ from DER, 77’ right of centerline, up to 100’ AGL/320’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 33: Climb heading 331° to 1400 then climbing left turn heading 250° to 1900 before proceeding on course.
RNAV (GPS) RWY 16
DEXTER RGNL (1B0)

DME/DME RNP 0.3 NA. Procedure NA at night. Rwys 16, 34 helicopter visibility reduction below 1 SM NA. Use Bangor altimeter setting, when not received use Augusta altimeter setting and increase all MDA 40 feet. Circling NA to Rwy 7 and 25.

**MISSED APPROACH:** Climb to 3000 direct ATVUW and hold.

---

**MAP**

- **WAAS** CH 86923
  - APP CRS 157°
  - TDZE 526
  - Apt Elev 3008

- **UNICOM** 122.8 (CTAF)

- **BANGOR APP CON** 118.925

- **ATU RW16** 868

- **RNAV (GPS) RWY 16**
  - RNAV GPS RWY 16
  - RNAV GPS RWY 16

---

**PROCEDURE**

- **MISSED APCH FIX**
  - ANUDE 3000
  - Ferim 2000

- **CIRCLING**
  - 157°
  - 3000

- **NA**
  - 1567

- **Aug vort/dme**
  - Radials 053 CW 069.

- **ATU W**
  - WRAPT 0°
  - DEEBA 0°

- **APPROACH**
  - 069°
  - 2000

- **APPROACH**
  - 053°
  - 2000

- **APPROACH**
  - 053°
  - 3000

- **APPROACH**
  - 157°
  - 3000

- **APPROACH**
  - 157°
  - 3000

- **APPROACH**
  - 053°
  - 3000

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**CATEGORY**

- **A**
  - LP MDA 1260-1
  - LNAV MDA 1300-1
  - Circling 1300-1

- **B**
  - LP MDA 734 (800-1)
  - LNAV MDA 774 (800-1)
  - Circling 767 (800-1)

- **C**
  - LP MDA 1300-1
  - LNAV MDA 1300-1
  - Circling 1300-1

- **D**
  - NA
  - NA
  - NA

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**NAV**

- **ANUDE** 3000

---

**ELEV** 533
**TDZE** 526
**ATU RW16** 868
**ATU RW16** 868

**MIRL RWY 16-34**

**ORIG-C 17JUN21**

**45°00'N - 69°14'W**

**DEXT**
**RNAV (GPS) RWY 34**

**DEXTER RGNL (1B0)**

**ELEV** 533  
**TDZE** 526

**BANGOR APP CON**  
118.925  239.3

**UNICOM**  
122.8 (CTAF)

**Procedure NA at night. DME/DME RNP-0.3 NA. Use Bangor altimeter setting, when not received, use Augusta altimeter setting and increase all MDA 40 feet. Rwys 16, 34 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 7 and 25.**

**MISSED APPROACH: Climbing left turn to 3000 direct ATVUW and hold.**

**RNAV (GPS) RWY 34**

**AL-9232 (FAA)**

**ELEV** 533  
**TDZE** 526

**BANGOR APP CON**  
118.925  239.3

**UNICOM**  
122.8 (CTAF)

**Procedure NA at night. DME/DME RNP-0.3 NA. Use Bangor altimeter setting, when not received, use Augusta altimeter setting and increase all MDA 40 feet. Rwys 16, 34 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 7 and 25.**

**MISSED APPROACH: Climbing left turn to 3000 direct ATVUW and hold.**

**RNAV (GPS) RWY 34**

**AL-9232 (FAA)**

**ELEV** 533  
**TDZE** 526

**BANGOR APP CON**  
118.925  239.3

**UNICOM**  
122.8 (CTAF)

**Procedure NA at night. DME/DME RNP-0.3 NA. Use Bangor altimeter setting, when not received, use Augusta altimeter setting and increase all MDA 40 feet. Rwys 16, 34 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 7 and 25.**

**MISSED APPROACH: Climbing left turn to 3000 direct ATVUW and hold.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. Rwy 15 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting: increase LPV DA to 462 feet and all visibilities ⅔ SM; increase LNAV/VNAV DA to 565 feet and all visibilities ½ SM; increase all MDA 160 feet and LNAV visibility Cat C and D ⅔ SM and Circling visibility Cat C and D ½ SM. Baro-VNAV NA when using Hancock County-Bar Harbor altimeter setting. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct PIERR and hold, continue climb-in-hold to 4000. Procedure NA for arrivals at MOWND on V318 southeast bound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 47°C.  
Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not 
received, use Hancock County-Bar Harbor altimeter setting: increase LPV DA to 531 feet and 
all visibilities ½ SM; increase LNAV/VNAV DA to 552 feet and all visibilities ½ SM; 
increase all MDA 160 feet and visibility Cat C and D ½ SM. VDP and Baro-VNAV NA 
when using Hancock County-Bar Harbor altimeter setting. Circling Rwy 15 NA at night.

### Terrain adjacent to runway

**AWOS-AV** 122.8 
**BOSTON CENTER** 124.25 290.5 
**UNICOM** 122.8 (CTAF)

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**刚果河** 122.8 (CTAF)

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**刚果河** 122.8 (CTAF)
RNAV (GPS) RWY 30
SEACOAST AIRFIELD (3B4)

Amdt 1 17JUN21

Procedure NA at night. Rwy 30 helicopter visibility reduction below 1 SM NA. Use Portsmouth altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct PEASE and hold, continue climb-in-hold to 2000.

PSM ASOS
132.05 273.5

BOSTON APP CON
125.05 269.4

CTAF
122.9

RNAV (GPS) RWY 30

ELIOT, MAINE

NE-1, 30 NOV 2023 to 25 JAN 2024
Circling NA northeast of Rwy 14 and northwest of Rwy 23. For inop ALS, increase S-LOC 32 Cats C/D visibility to RVR 6000.

* RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival on PVD VOR/DME airway radials 093 CW 165.

Use I-BNX DME when on the localizer course.

For inop ALS, increase S-LOC 32 Cats C/D visibility to RVR 6000.

Missed Approach: Climb to 1400 then climbing left turn to 2000 on heading 112° and I-BNX localizer SE course to HAGTU INT/I-BNX 6.6 DME and hold.

S-LOC 32

41°40'N-70°31'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct KUCAR and hold.

Procedure NA for arrivals at INNDY on V151 westbound and V139-268 southwest bound.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 47).

600 [KUCAR]

**LNAV only.**

1.2 NM to RW14

7 NM

Holding Pattern

3000

322°

142°

ZAGIX

GP 3.10°

TCH 53

3000

1800

1.2 NM

RW14

7 NM

3.7 NM

Category

A

B

C

D

LPV DA

330-3/4

200 (200-3/4)

LNAV/ VNAV DA

563-13/8

433 (500-1/8)

LNAV MDA

580-1  450 (500-1)

580-13/8  450 (500-13/8)

CIRCLING

DUNKK

639

KUCAR

REIL Rwys 5 and 14

HIRL Rwys 5-23 and 14-32

**CAUTION:**

NE-1, 30 NOV 2023 to 25 JAN 2024

**CAUTION:**

NE-1, 30 NOV 2023 to 25 JAN 2024

CAUTION:

NE-1, 30 NOV 2023 to 25 JAN 2024

**CAUTION:**
**RNAV (GPS) RWY 23**

**CAPE COD COAST GUARD AIR STATION (FMH)**

---

**APP CRS** 234°

**Rwy Ldg** 8000

**TDZE** 126

**Apt Elev** 130

---

**Category**

**A**

**B**

**C**

**D**

**LPV DA** 326/24 200 (200-1/2)

**LNAV/ VNAV DA** 467/30 341 (400-1/2)

**LNAV MDA** 540/24 414 (500-1/2) 540/40 414 (500-3/4)

**Circling**

**Professional Services**

**ATIS**

**BOSTON APP CON**

**COAST GUARD TOWER**

**GND CON**

---

**For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.**

Circling NA NE of Rwy 14 and NW of Rwy 23. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cats C and D visibility to RVR 6000.

---

**Procedure NA for arrivals at DUNKK on V141 northwest bound.**

---

**Procedure NA for arrival on ACK VOR/DME airway radials 300 CW 349.**

---

**Procedure NA for arrivals on LFV VOR/DME airway radial 228.**

---

**NE-1, 30 NOV 2023 to 25 JAN 2024**

---

**FALMOUTH, MASSACHUSETTS**

**Origin-A 25FEB21**
For inop ALS increase, H-ILS 23 and H-LOC 23 visibility to RVR 2400. United States Coast Guard only.

Procedure NA for arrivals at GAILS on V141 northbound.
COPTER ILS Y or LOC Y RWY 32
CAPE COD COAST GUARD AIR STATION (FMH)

ATIS
120.475 236.825
BOSTON APP CON *
118.2 284.6
COAST GUARD TOWER
128.425 291.1
GND CON
124.15 275.8

NOT FOR CIVIL USE
HOLD to 2000 direct BUTRE and 800 then climbing left turn

Procedure NA at night.
**RNAV (GPS) RWY 25**

**FALMOUTH AIRPARK (5B6)**

**UNICOM**

**APP CRS**
- Rwy Idg: 2298
- TDZE: 41
- Apt Elev: 41

**RNAV APCH - GPS**

- **MISSED APPROACH**: Climb to 2000 direct.
- **BUTRE and hold.**

**BOSTON APP CON**
- **118.2**

**UNICOM**
- **123.075 (CTAF)**

**122.7**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**RNAV (GPS) RWY 25**

**FALMOUTH, MASSACHUSETTS**

**AL-10083 (FAA)**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**41°35'N-70°32'W**

**LIRL Rwy 7-25**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**FALMOUTH AIRPARK (5B6)**

**RNAV (GPS) RWY 25**

**FALMOUTH, MASSACHUSETTS**

**Orig 24MAR22**
RNAV (GPS) RWY 14
FITCHBURG MUNI (FIT)

ASOS 135.175  BOSTON APP CON 124.4 279.6  UNICOM 122.7 (CTAF) 123.0 °

Rwy 14 helicopter visibility reduction below ¾ SM NA. Circling NA southwest of Rwy 14-32 at night.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

Procedure NA for arrival on GDM VOR/DME airway radials 339 CW 042.

FITCHBURG, MASSACHUSETTS
APP CRS 159°
Rwy Idg 4538
TDZE 344
Apt Elev 345

ELEV 345 D
TDZE 344

MIRL Rwy 14-32 L
REIL Rwy 14 and 32 L

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

REIL Rwys 14 and 32 L

LNAV MDA 1420-1¼ 1076 (1100-1⅛) 1076 (1100-1½) 1076 (1100-3) NA

NA

CIRCLING 1420-1¼ 1075 (1100-1¾) 1075 (1100-1½) 1175 (1200-3) NA

RNP APCH.

Rwy 14 helicopter visibility reduction below ¾ SM NA. Circling NA southwest of Rwy 14-32 at night.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

Final approach course offset 13.77°.

Holding Pattern

5 NM

Visual Segment - Obstacles.

DALIA

5.1 NM

1076 (1100-1¼)

1.3 NM

1076 (1100-1½)

2 NM

1076 (1100-3)

1.3

NA

2.7 NM to OLLIV

159°

159°

159°

2.7

159°

0.5

150

150

150
RNAV (GPS) RWY 32
FITCHBURG MUNI (FIT)

Apt Elev
TDZE
Rwy Idg
Apt Elev

Raw Text:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>773-1½</td>
<td>436 (500-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>960-1</td>
<td>623 (700-1)</td>
<td>960-1½</td>
<td>623 (700-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1080-1</td>
<td>1380-1½</td>
<td>1520-3</td>
<td>1175 (1200-3)</td>
</tr>
</tbody>
</table>

Procedure NA when R-4102 A & B are active.
Circling NA southwest of Rwy 14-32 at night.
When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all DA to 1005 feet and increase LPV all Cats visibility 1/4 SM; increase all MDA 100 feet, and increase LNAV Cat B visibility 1/4 SM and Cat C visibility 1/2 SM, and increase Circling Cat B visibility 1/4 SM. Rwy 32 helicopter visibility reduction below 1/4 SM NA. VDP NA when using Auburn/Lewiston altimeter setting.

Circling to Rwy 14 NA at night.

MISSED APPROACH: Climb to 1040 then climbing right turn to 3600 direct USNEC and on track 131° to WESOV and on track 194° to SERPA and hold.
Helicopter visibility reduction below 1 SM NA. DME/DME RNP 0.3 NA.
Procedure NA at night. Use Worcester altimeter setting, when not received
use Orange Muni altimeter setting and increase all MDA 40 feet.

**RNAV (GPS)-B**

**GARDNER MUNI (GDM)**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>179°</td>
<td>N/A</td>
<td>N/A</td>
<td>954</td>
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**BOSTON CENTER**

<table>
<thead>
<tr>
<th>Category</th>
<th>Apt Elev</th>
<th>TDZE</th>
<th>CIRCLING</th>
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<tbody>
<tr>
<td>A</td>
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<td>CIRCLING</td>
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<tr>
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<td>Apt Elev</td>
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<td>CIRCLING</td>
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<tr>
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<td>Apt Elev</td>
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<tr>
<td>D</td>
<td>Apt Elev</td>
<td>TDZE</td>
<td>CIRCLING</td>
</tr>
</tbody>
</table>

**UNICOM**

122.8 (CTAF)
**VOR/A**

**GARDNER MUNI (GDM)**

**BOSTON CENTER**
123.75 338.2

**UNICOM**
122.8 (CTAF)

---

**Categories**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>FAF to MAP 1.9 NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Circling</td>
<td>1760-1 805 (900-1)</td>
<td>1760-1½ 805 (900-1½)</td>
<td>1980-3</td>
<td>1025 (1100-3)</td>
<td>156</td>
</tr>
</tbody>
</table>

**GARDNER, MASSACHUSETTS**

Amdt 6B 04NOV21

42°33'N-72°01'W

---

Use Worcester altitude setting, when not received use Orange Muni altitude setting and increase all MDA 40 feet, increase Circling Cats A/B visibility ¼ SM. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing left turn to 3000 direct GDM VOR/DME and hold, continue climb-in-hold to 3000.
Obtain local altimeter setting on CTAF; when not received, use Pittsfield altimeter setting and increase all MDA 100 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**
Climbing left turn to 4000 direct PIHIV and hold.

**CIRCUIT:**

- 4 NM
- 4000 Nept (8.8)
- 4000 (6.6)
- 4000 (8.6)
- 290°
- 110°

**Procedure NA for arrivals at WIGAN on V123-157 southbound, and arrivals at BOWAN on V487 southwest bound.**

**4000 PIHIV**

**Visual Segment - Obstacles:**

- PIHIV
- ZACCO
- RW11

**CIRCUITING:**

- 290°
- 110°
- 4000

**LIMITED VISIBILITY APPROACHES:**

- LP MDA
- LNAV MDA
- CIRCLING

**MINIMUMS:**

- LP MDA
  - 1840-1/4
  - 1101 (1200-1 1/2)
- LNAV MDA
  - 1840-1/4
  - 1101 (1200-1 1/2)
- CIRCLING
  - 1840-1/4
  - 1101 (1200-1 1/2)
Obtain local altimeter setting on CTAF; when not received, use Pittsfield altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct PIHIV and hold.
**MISSED APPROACH:** Climb to 2800 then climbing left turn to 5000 direct WELUG and hold.

- **AWOS-A:** 124.175
- **BOSTON CENTER:** 120.25 346.4
- **CLNC DEL:** 122.3
- **UNICOM:** 122.8 (CTAF)

Procedure NA for arrival on BGR VORTAC airway radials 251 CW 038.

- **AWOS-A:** 124.175
- **BOSTON CENTER:** 120.25 346.4
- **CLNC DEL:** 122.3
- **UNICOM:** 122.8 (CTAF)
RNAV (GPS) RWY 32
GREENVILLE MUNI (3B1)

NA NA
-18°C

Circling RWY 3, 21 NA at night. Baro-VNAV and VDP NA when using Bangor altimeter setting. RWY 32 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. When local altimeter not received, use Bangor altimeter setting: increase LPV DA to 1927 feet and all visibilities 1/2 SM; increase LNAV/VNAV DA to 2095 feet and all visibilities 3/4 SM; increase all MDAs 300 feet and LNAV visibilities Cat A/B 1/4 SM and Cat C/D 1/2 SM, and Circling visibility Cat A/B 3/4 SM.

AWOS-A 124.175
BOSTON CENTER 120.25 346.4
CLNC DEL 122.3
UNICOM 122.8 (CTAF)

MISSING APPROACH: Climb to 2200 then climb right turn to 5100 direct WEIPY and on track 313° to WELUG and hold, continue climb-in-hold to 5100.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 4400 direct BACAP and hold.

5 NM Holding Pattern

CATEGORY | A | B | C | D
----- | -------- | -------- | -------- | --------
CIRCLING | 2140-1¼ | 2560-1½ | 2560-3 | NA

MOOSEHEAD AERO MARINE (52B)
RNAV (GPS)-B

GREENVILLE, MAINE
Amrd 1 20APR23
GROTON [NEW LONDON], CONNECTICUT

AL-5049 (FAA) 23222

RNAV (GPS) RWY 5
GROTON-NEW LONDON (GON)

Procedure NA for arrivals at MAD VOR/DME on V34 northwest bound.

Procedure NA for arrival on GON VOR/DME airway radials 220 CW 290.

Missed Approach: Climb to 2100 direct BRRET and on track 068° to BABET and hold, continue climb-in-hold to 2100.

CAUTION: For uncompensated Baro-VNAV systems, procedure NA below -1.5°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Circling Rwy 15 NA at night. For uncompensated Baro-VNAV systems, procedure NA below -1.5°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Circling Rwy 15 NA at night. For uncompensated Baro-VNAV systems, procedure NA below -1.5°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.

Procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1.5.
Circling RW 15 NA at night. RW 23 helicopter visibility reduction below 1 SM NA.

GROTON TOWER * 125.6 (CTAF) 236.775

CLNC DEL 119.85

Procedure NA for arrival on PVD VOR/DME via V167 eastbound and V404 southeast bound.
RNAV (GPS) RWY 33
GROTON-NEW LONDON (GON)

Rwy 33 helicopter visibility reduction below 1/4 SM NA.

Procedure NA for arrival at GON VOR/DME via V374 westbound.

ATIS
127.0

PROVIDENCE APP CON
125.75 319.2

GROTON TOWER
125.6 (CTAF) 236.775

GND CON
121.65 236.775

CLNC DEL
119.85 121.65

when twr closed

GND CON
121.65

5 NM

RNP APCH.

RNAV (GPS) RWY 33
GROTON-NEW LONDON (GON)

Orig-C 07 NOV 19

EGID

HRL Rwy 5-23 and 15-33

1000 X 96

5000 X 150

166
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

GROTON (NEW LONDON), CONNECTICUT
41°20.0'N 72°03.0'W

NE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 2
HARTFORD-BRAINARD (HFD)

Circling NA at night. Rw 2 helicopter visibility reduction below 1 SM NA. Straight-in Rw 2 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

ATIS
BRADLEY APP CON
BRAINARD TOWER
GND CON
CLNC DEL
UNICOM
126.45
127.8
269.325
119.6 (CTAF)
248.2
121.6
121.6
122.95

Final approach course offset 22.0°.

Procedure NA for arrivals at THUMB on V58 and T216 southeast bound.

 Procedure NA for arrivals at SNIVL on V229 southwest bound.

Procedure NA for arrivals at THUMB on V58 and T216 southeast bound.

Visual Segment - Obstacles.

RNAV (GPS) RWY 2
HARTFORD-BRAINARD (HFD)

RNAV (GPS) RWY 2
HARTFORD-BRAINARD (HFD)

RNAV (GPS) RWY 2
HARTFORD-BRAINARD (HFD)

RNAV (GPS) RWY 2
HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT

LOC I-HFD  109.7
APP CRS  002°
Rwy Idg  4006
TDZE  17
Apt Elev  18

Helicopter visibility reduction below 1 SM NA. Night landing: Rwys 11, 20, 29 NA. Night landing: Rwys 1, 2 operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing right turn to 2500 on heading 090° and PUT VOR/DME R-265 to RAMBO INT and hold.

ATIS  126.45
BRADLEY APP CON  127.8  269.325
BRAINARD TOWER  119.6 (CTAF)  248.2
GND CON  121.6
CINC DEL  121.6
UNICOM  122.95

STANDARD APPROACH MINIMUMS

FAF to MAP  5.3 NM

Knots  60  90  120  150  180
Min:Sec  3:32  2:39  2:07  1:46

CIRCLING

FAF to MAP  5.3 NM

Knots  60  90  120  150  180
Min:Sec  3:32  2:39  2:07  1:46

HARTFORD, CONNECTICUT

Amdt 2C  09SEP21

HARTFORD-BRAINARD (HFD)

LDA RWY 2

HARTFORD-BRAINARD (HFD)

LDA RWY 2

HARTFORD-BRAINARD (HFD)

LDA RWY 2

HARTFORD-BRAINARD (HFD)

LDA RWY 2

HARTFORD-BRAINARD (HFD)

LDA RWY 2
Helicopter visibility reduction below 1 SM NA. When Rwy 2 VGSI inop, circling to Rwy 2 NA at night. Circling to Rwy 11 and 29 NA at night. When Rwy 20 VGSI inop, circling to Rwy 20 NA at night.

**Missed Approach:** Climbing right turn to 2500 on heading 100° and put VOR/DME R-265 to Rambo Int and hold.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>1200-1 3/4</td>
<td>1200-1 1/2</td>
<td>1200-3</td>
<td>1182 (1200-1)</td>
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<tr>
<td>Zovoix Minimums (DME Required)</td>
<td>580-1</td>
<td>900-1 3/4</td>
<td>920-3</td>
<td>920-3</td>
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<tr>
<td>CIRCLING</td>
<td>562 (600-1)</td>
<td>882 (900-1 3/4)</td>
<td>902 (1000-2 3/4)</td>
<td>902 (1000-3)</td>
</tr>
</tbody>
</table>

**Airway Radials 053 CW 258.**
RA RADAR REQUIRED

Weather minimums:
3000 foot ceiling
and 5 mile visibility

NOTE: This procedure will be utilized for aircraft arriving from west of Connecticut River and south of the city of Hartford.

NOTE: Procedure NA when tower closed.

Vertical Guidance Navaid and Angle:
RWY 2 PAPI 4.00°

Maintain 2500 until abeam LOMIS INT

Enter upwind or base leg as directed by Brainard Tower.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS:
Rwys 11, 29: NA-Environmental.
Rwy 2: Standard.
Rwy 20: 200-13\% or standard with minimum climb of 220’ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1500’ prior to DER.

NOTE: RADAR required.
NOTE: Initial departure headings are predicated on avoiding noise sensitive areas, flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 024° to 900, then as assigned for RADAR vectors to HFD VOR/DME, thence....
TAKEOFF RUNWAY 20: Climbing left turn heading 175° to 1300, then as assigned for RADAR vectors to HFD VOR/DME, thence....

....from over HFD VOR/DME proceed on HFD VOR/DME R-143 to THUMB INT, then on HTO VOR/DME R-010 to YODER INT, then on CCC VOR/DME R-057 to CCC VOR/DME, then on assigned route. Maintain 3000 or assigned altitude. Expect clearance to requested flight level 10 minutes after departure.
RNAV (GPS) RWY 19

LEB ASOS 118.65
BOSTON CENTER 135.7 282.2
UNICOM 122.8 [CTAF] 6

Procedure NA for arrivals at MPV VOR/DME via V447 southwest bound.

MISSED APPROACH: Climbing right turn to 4000 direct JEMUV and hold.

Barre-Montpelier, VT altimeter setting and increase all MDAs 80 feet.

Procedure NA at night. Visibility reduction by helicopters NA. Use Lebanon altimeter setting; if not received, use Barre-Montpelier, VT altimeter setting and increase all MDAs 80 feet.

RNAV (GPS) RWY 19

APP CRS 180°
Rwy Idg 2511
TDZE 582
Apt Elev 582

HAVERHILL, NEW HAMPSHIRE
AL-10136 (FAA)
23222

NE-1, 30 NOV 2023 to 25 JAN 2024

Orig-A 30DEC21

44°05’-72°00’W
177
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rw 1 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Procedure NA for arrivals at JUTEK on V487 southbound.

Procedure NA for arrivals on BTV VOR/DME airway radial 311 CW 014.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct JUTEK and hold.

NE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 19
FRANKLIN COUNTY STATE (FSO)

RNP APCH - GPS.

- Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.

AWOS-3 119.025
BURLINGTON APP CON *
(EAST) 278.8
(WEST) 360.8
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct JUTEK and hold.

MISS APCH FIX
JUTEK

4 NM
Holding Pattern

6000
1800

005°
185°
1800

(FAF) DUCED

UPEDE

700
3000
JUTEK

185° to RW19

4.20° TCH 45

6.3 NM
3.4 NM

CATEGORY
A
B
C
D
LP MDA 640-1 412 (500-1) NA
LNAV MDA 680-1 452 (500-1) NA
CIRCLING 760-1 532 (600-1) 960-1 732 (800-1) NA
**RNAV (GPS)-A**

Use Pawtucket altimeter setting: when not received, procedure NA. Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

**HOPEDALE INDUSTRIAL PARK**

**RNAV (GPS)-A**

**UNICOM**

**122.8 (CTAF)**

**APP CRS**

182°

**Rwy Idg**

3172

**TDZE**

N/A

**Apt Elev**

269

**Category**

A

B

C

D

**CIRCLING**

880-1

611 (700-1)

980-1

711 (800-1)

1100-2½

831 (900-2½)

NA

**RNAV (GPS)-A**

**HOPEDALE INDUSTRIAL PARK**

**UNICOM**

**122.8 (CTAF)**

**APP CRS**

182°

**Rwy Idg**

3172

**TDZE**

N/A

**Apt Elev**

269

**Category**

A

B

C

D

**CIRCLING**

880-1

611 (700-1)

980-1

711 (800-1)

1100-2½

831 (900-2½)

NA

**RNAV (GPS)-A**

**HOPEDALE INDUSTRIAL PARK**

**UNICOM**

**122.8 (CTAF)**
RNAV (GPS) RWY 5

HOUTON INTL (HUL)

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CIYEPE and hold.

When local altimeter setting not received, use Presque Isle altimeter setting increasing all MDA 100 feet; increase LP Cat C, LNAV Cat B and Circling Cat B visibility 1/8 mile; increase LNAV Cat C visibility 1/4 mile; increase Circling Cat C visibility 3/8 mile. Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

**Visual Segment - Obstacles.**

**CATEGORY | A | B | C | D**

| LP MDA | 960-1 | 477 (500-1) | 960-1 1/8 | 477 (500-1 1/8) | NA |
| LNAV MDA | 1140-1 | 657 (700-1) | 1140-1 1/8 | 657 (700-1 1/8) | NA |
| CIRCLING | 1140-1 | 651 (700-1) | 1140-1 1/8 | 651 (700-1 1/8) | NA |

**WATAN, MAINE**

**ASOS** 132.025  
**BOSTON CENTER** 120.25 346.4  
**UNICOM** 122.8 (CTAF)

**4 NM Holding Pattern**

3000 229° 049°

3000 229° 049°

229° 049°

AHOLA

RW05

**MIRL Rwy 5-23**

REIL Rwy 5 and 23
When local altimeter setting not received, use Presque Isle altimeter setting and increase all MDA 100 feet and visibility Cat C ¼ SM. Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3200 direct EDMOS and hold.

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>168°</td>
<td>N/A</td>
<td>N/A</td>
<td>489</td>
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<tbody>
<tr>
<td>A</td>
<td>1080-1</td>
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<tr>
<td>B</td>
<td>591 (600-1)</td>
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<tr>
<td>C</td>
<td>1120-1¾</td>
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<tr>
<td>D</td>
<td>631 (700-1¾)</td>
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<tr>
<td></td>
<td>NA</td>
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</table>

HOULTON, MAINE
Orig-B 27JAN22

2300 X 100

182
**ILS or LOC RWY 15**

**CAPE COD GATEWAY (HYA)**

**LOC/DME I-BCU**

<table>
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<th>Channel</th>
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<td>Rwy Igd</td>
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<tr>
<td>Elevation</td>
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**TWR**

- **M**
- **N**
- **Y**
- **M**
- **A**
- **S**
- **180°**

**1700**

- **090°**
- **2100**

**APP CRS**

<table>
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<td>26</td>
<td>(Y)</td>
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**GND CON**

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<td>(HYA)</td>
<td>(HYA)</td>
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**ATIS**

<table>
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<th>123.8</th>
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**BOR**: 284.6

**BOSTON APP CON**

<table>
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**HYANNIS TOWER**

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<th>119.5 (CTAF)</th>
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**GND CON**

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**CLNC DEL**

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<th>120.125</th>
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</table>

**UNICOM**

<table>
<thead>
<tr>
<th>122.95</th>
</tr>
</thead>
</table>

**MISSED APPROACH**: Climb to 1000 then climbing left turn to 2000 direct LFV VOR/DME and hold.

**ATIS**: 123.8

**BOSTON APP CON**: 284.6

**HYANNIS TOWER**: 119.5 (CTAF)

**GND CON**: 118.45

**CLNC DEL**: 120.125

**UNICOM**: 122.95

**MISSED APCH FIX**

**ALTERNATE**

**MISSED APCH FIX**

**LOCATOR**

**LOCALIZER 108.95**

**I-BCU**: 6.7

**MARSH VINEYARD**

**114.5 MWY**

**Ch 92**

**One Minute Holding Pattern**

<table>
<thead>
<tr>
<th>2000</th>
</tr>
</thead>
</table>

**336°**

**156°**

**2000**

**GS 3.10°**

**TCH 55**

**6 NM**

**4.5 NM**

**1.1 NM**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 15</td>
<td><strong>254/24</strong></td>
<td>200 (200-1/2)</td>
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<tr>
<td>S-LOC 15</td>
<td>480/40</td>
<td>426 (500-3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>580-1</td>
<td>860-2 1/2</td>
</tr>
<tr>
<td></td>
<td>506 (600-1)</td>
<td>526 (600-1)</td>
<td>806 (900-2 1/2)</td>
</tr>
<tr>
<td></td>
<td>860-2 1/2</td>
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</table>

**Knots**

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<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<tr>
<td>5425</td>
<td>5255</td>
<td>5055</td>
<td>5000</td>
<td>4950</td>
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**Min:Sec**

<table>
<thead>
<tr>
<th>5:42</th>
<th>3:48</th>
<th>2:51</th>
<th>2:17</th>
<th>1:54</th>
</tr>
</thead>
<tbody>
<tr>
<td>506 (600-1)</td>
<td>526 (600-1)</td>
<td>806 (900-2 1/2)</td>
<td>806 (900-2 1/2)</td>
<td></td>
</tr>
</tbody>
</table>

**NE 1-30 NOV 2023 to 25 JAN 2024**

**MISSED APCH FIX**

**Rwy 15**

**Rwy 24**

**Data Subject to Change**

**23166**
Baro-VNAV NA below -15°C. Baro-VNAV NA when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase LPV DA to 348 feet; increase LNAV/VNAV DA to 475 feet and increase LNAV/VNAV all Cats visibility 1/4 SM; increase all MDAs 40 feet; LNAV Cats C and D visibility 1/4 SM; Circling Cats C and D visibility 1/4 SM. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 6 helicopter visibility reduction below 1/4 SM NA.

Procedure NA for arrivals at ACK VOR/DME via V46 and V34-58 eastbound.

REIL Rwy 6
HIRL Rwy 6-24 and 15-33

ELEV 54  TDZE 45
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 39°C. When local altimeter setting not received, use Chatham altimeter setting; increase LPV DA to 286 feet; increase LNAV/VNAV DA to 601 feet, visibility all Cats to RVR 6000; increase all MDA 40 feet, LNAV visibility Cat C and D ½ SM, and Circling visibility Cat C and D ½ SM. For inap ALS, increase LNAV/VNAV visibility all Cats to 1½ SM. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 15 helicopter visibility reduction below RVR 4000 NA. For inap ALS when using Chatham altimeter setting, increase LNAV Cats A and B visibility to RVR 5500. **RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Chatham altimeter setting).

Procedure NA for arrivals at BOS VOR/DME on V141 northwest bound.

**RNP APCH - GPS.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA**</td>
<td>254/24</td>
<td>200 (200-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>569/60</td>
<td>515 (600-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>600/40</td>
<td>546 (600-3½)</td>
<td>600/60</td>
<td>546 (600-1¼)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>600-1</td>
<td>546 (600-1)</td>
<td>860-2½</td>
<td>806 (900-2½)</td>
</tr>
</tbody>
</table>
### RNAV (GPS) RWY 24

**CAPE COD GATEWAY (HYA)**

**MISSED APPROACH:** Climb to 2000 direct FIXUG and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>BOSTON APP CON</th>
<th>HYANNIS TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>123.8</td>
<td>118.2</td>
<td>284.6</td>
<td>119.5 (CTAF)</td>
<td>257.8</td>
<td>125.15</td>
<td>120.125</td>
</tr>
</tbody>
</table>

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C.**

**RW 24**

- Helicopter visibility reduction below RVR 5000 NA. When local altimeter setting not received, use Chatham altimeter setting; increase LPV DA to 350 ft; increase LNAV/VNAV DA to 473 ft; increase all MDAs 40 ft.
- LNAV visibility Cats C and D to 6000, and Circling visibility Cats C/D to 1500 SM. Baro-VNAV NA when using Chatham Muni altimeter setting.
- For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5000, LNAV Cat C/D visibility to 1.5 SM. Inop table does not apply to LPV all Cats, and LNAV Cats A and B.
- Straight-in/Circling RW 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS when using Chatham altimeter setting, increase LNAV/VNAV visibility all Cats to 1.5 SM.

**ASI**

- Radar required for procedure entry at SOFOB.

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>318/50</td>
<td>275 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>441/50</td>
<td>398 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>500/50</td>
<td>457 (500-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>580-1</td>
<td>860-2 1/4</td>
<td>860-2 1/2</td>
</tr>
</tbody>
</table>

- When local altimeter setting not received, use Chatham Muni altimeter setting; increase LPV DA to 350 ft; increase LNAV/VNAV DA to 473 ft; increase all MDAs 40 ft, LNAV visibility Cats C and D to 6000, and Circling visibility Cats C/D to 1500 SM.
- Baro-VNAV NA when using Chatham Muni altimeter setting.
- For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5000, LNAV Cat C/D visibility to 1.5 SM.
- Inop table does not apply to LPV all Cats, and LNAV Cats A and B.
- Straight-in/Circling RW 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS when using Chatham altimeter setting, increase LNAV/VNAV visibility all Cats to 1.5 SM.

**REIL Rwy 6**

- HIRL Rlys 6-24 and 15-33

**HYANNIS, MASSACHUSETTS**

**Amdt 1C 15JUN23**
RNAV (GPS) RWY 33
CAPE COD GATEWAY (HYA)

Baro-VNAV NA when using Chatham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Chatham altimeter setting: increase LPV DA to 332 feet; increase LNAV/VNAV DA to 393 feet; increase all MDAs 40 feet and visibility Cats C and D ½ SM. Rwy 33 helicopter visibility reduction below ½ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

Procedure NA for arrivals at LFV VOR/DME on V167 northeast bound.

Procedure NA for arrivals at ACK VOR/DME on airway radials 280 CW 349.

RNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Chatham altimeter setting: increase LPV DA to 332 feet; increase LNAV/VNAV DA to 393 feet; increase all MDAs 40 feet and visibility Cats C and D ½ SM. Rwy 33 helicopter visibility reduction below ½ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

GEPS - GPS.

Baro-VNAV NA when using Chatham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Chatham altimeter setting: increase LPV DA to 332 feet; increase LNAV/VNAV DA to 393 feet; increase all MDAs 40 feet and visibility Cats C and D ½ SM. Rwy 33 helicopter visibility reduction below ½ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

RNAV (GPS) RWY 33
CAPE COD GATEWAY (HYA)

Baro-VNAV NA when using Chatham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Chatham altimeter setting: increase LPV DA to 332 feet; increase LNAV/VNAV DA to 393 feet; increase all MDAs 40 feet and visibility Cats C and D ½ SM. Rwy 33 helicopter visibility reduction below ½ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

Procedure NA for arrivals at LFV VOR/DME on V167 northeast bound.

Procedure NA for arrivals at ACK VOR/DME on airway radials 280 CW 349.

RNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Chatham altimeter setting: increase LPV DA to 332 feet; increase LNAV/VNAV DA to 393 feet; increase all MDAs 40 feet and visibility Cats C and D ½ SM. Rwy 33 helicopter visibility reduction below ½ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

RNAV (GPS) RWY 33
CAPE COD GATEWAY (HYA)

Baro-VNAV NA when using Chatham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Chatham altimeter setting: increase LPV DA to 332 feet; increase LNAV/VNAV DA to 393 feet; increase all MDAs 40 feet and visibility Cats C and D ½ SM. Rwy 33 helicopter visibility reduction below ½ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

RNAV (GPS) RWY 33
CAPE COD GATEWAY (HYA)

Baro-VNAV NA when using Chatham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Chatham altimeter setting: increase LPV DA to 332 feet; increase LNAV/VNAV DA to 393 feet; increase all MDAs 40 feet and visibility Cats C and D ½ SM. Rwy 33 helicopter visibility reduction below ½ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

RNAV (GPS) RWY 33
CAPE COD GATEWAY (HYA)

Baro-VNAV NA when using Chatham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Chatham altimeter setting: increase LPV DA to 332 feet; increase LNAV/VNAV DA to 393 feet; increase all MDAs 40 feet and visibility Cats C and D ½ SM. Rwy 33 helicopter visibility reduction below ½ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

RNAV (GPS) RWY 33
CAPE COD GATEWAY (HYA)
When local altimeter setting not received, use Chatham altimeter setting and increase all MDAs 40 feet and S-6 Cat A and Circling Cat C/D visibility 1/4 SM. Rwy 6 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

MISSED APPROACH: Climb to 2000 direct LFV VOR/DME and hold, continue climb-in-hold to 3000.

MISSED APCH FIX
MARCONI LFV 114.7 Chan 94

ALTERNATE MISSED APCH FIX
MARCONI LFV 26.9

CDIRCLING

F knit to MAP 6 NM

Knots
Min:Sec
60 90 120 150 180
6:00 4:00 3:00 2:24 2:00

SAFETY ALERT

NE-1, 30 NOV 2023 to 25 JAN 2024

CAPE COD GATEWAY (HYA)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 13
NEWTON FLD (59B)

MISSED APPROACH: Climbing right turn to 6000 direct JIMBU and hold, continue climb-in-hold to 6000.

AWOS:3  122.9
BOSTON CENTER  120.25  346.4
CTAF  122.9 □

NE-1, 30 NOV 2023 to 25 JAN 2024

Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rangeley altimeter setting and increase all MDAs 200 feet and LP visibility Cat B/C ½ SM.

AWS-3
ΕΦΟ (BOSTON CENTER)
CTAF 122.9

MIA 122.9
MIA 2500-3
MIA 2080-2
MIA 2080-1
MIA 2340-1
MIA 1322 (1400-3)
MIA 2500-2
MIA 2500-1
MIA 982 (1000-3)
MIA 982 (1000-1)
MIA 982 (1000-1½)
MIA 982 (1000-1¼)
MIA 902 (1000-2)
MIA 902 (1000-1)
MIA 5200
MIA 3654
MIA 3695
MIA 2684
MIA 2910
MIA 2438
MIA 3588
MIA 6000
MIA 8000
MIA 2910
MIA 3740
MIA 106°
MIA 127°
MIA 3601
MIA 2640
MIA 570°
MIA 510°
MIA 241°
MIA 061°
MIA 241°
MIA 076°
MIA 106°
MIA 2960
MIA 6400
MIA 8000
MIA 7 NM
MIA 8 NM
MIA 10 NM
MIA 12 NM
MIA 15 NM
MIA 18 NM
MIA 20 NM
**RNAV (GPS) RWY 31**  
**NEWTON FLD (59B)**

**RNP APCH - GPS.**

- Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA.
- **21°C**

**AWOS 3**
- **122.9**

**BOSTON CENTER**
- **120.25**
- **346.4**

**CTAF**
- **122.9**

---

**RNAV (GPS) RWY 31**

**NEWTON FLD (59B)**

**CAKUP (MAP)**

**BOUSE (IF/IAF)**

**OPIPE**

**6000**

**Final approach course offset 17.04°.**

**Holding Pattern 5 NM**

**MISSED APPROACH:** Climbing left turn to 6400 direct CAMPO and hold, continue climb-in-hold to 6400.

---

**Category**
- **A**
- **B**
- **C**
- **D**

**LP**
- **MDA**
  - **2080-1/4**
  - **902 (1000-1/4)**
- **2080-2 1/2**
  - **902 (1000-2 1/2)**
- **NA**

**LNAV**
- **MDA**
  - **2200-1/4**
  - **2200-1 1/2**
  - **2200-3**
  - **1022 (1100-3)**
  - **NA**

**CIRCLING**
- **MDA**
  - **2200-1/4**
  - **2340-1 1/2**
  - **2500-3**
  - **1322 (1400-3)**
  - **NA**

---

**REIL Rwy 31**
- **MIIRL Rwy 13-31**

---

**AWOS 3**
- **122.9**

**BOSTON CENTER**
- **120.25**
- **346.4**

**CTAF**
- **122.9**

---

**RNAV (GPS) RWY 31**

**NEWTON FLD (59B)**

**CAKUP (MAP)**

**BOUSE (IF/IAF)**

**OPIPE**

**6000**

**Final approach course offset 17.04°.**

**Holding Pattern 5 NM**

**MISSED APPROACH:** Climbing left turn to 6400 direct CAMPO and hold, continue climb-in-hold to 6400.

---

**Category**
- **A**
- **B**
- **C**
- **D**

**LP**
- **MDA**
  - **2080-1/4**
  - **902 (1000-1/4)**
- **2080-2 1/2**
  - **902 (1000-2 1/2)**
- **NA**

**LNAV**
- **MDA**
  - **2200-1/4**
  - **2200-1 1/2**
  - **2200-3**
  - **1022 (1100-3)**
  - **NA**

**CIRCLING**
- **MDA**
  - **2200-1/4**
  - **2340-1 1/2**
  - **2500-3**
  - **1322 (1400-3)**
  - **NA**

---

**REIL Rwy 31**
- **MIIRL Rwy 13-31**

---

**AWOS 3**
- **122.9**

**BOSTON CENTER**
- **120.25**
- **346.4**

**CTAF**
- **122.9**

---

**RNAV (GPS) RWY 31**

**NEWTON FLD (59B)**

**CAKUP (MAP)**

**BOUSE (IF/IAF)**

**OPIPE**

**6000**

**Final approach course offset 17.04°.**

**Holding Pattern 5 NM**

**MISSED APPROACH:** Climbing left turn to 6400 direct CAMPO and hold, continue climb-in-hold to 6400.

---

**Category**
- **A**
- **B**
- **C**
- **D**

**LP**
- **MDA**
  - **2080-1/4**
  - **902 (1000-1/4)**
- **2080-2 1/2**
  - **902 (1000-2 1/2)**
- **NA**

**LNAV**
- **MDA**
  - **2200-1/4**
  - **2200-1 1/2**
  - **2200-3**
  - **1022 (1100-3)**
  - **NA**

**CIRCLING**
- **MDA**
  - **2200-1/4**
  - **2340-1 1/2**
  - **2500-3**
  - **1322 (1400-3)**
  - **NA**

---

**REIL Rwy 31**
- **MIIRL Rwy 13-31**

---

**AWOS 3**
- **122.9**

**BOSTON CENTER**
- **120.25**
- **346.4**

**CTAF**
- **122.9**

---

**RNAV (GPS) RWY 31**

**NEWTON FLD (59B)**

**CAKUP (MAP)**

**BOUSE (IF/IAF)**

**OPIPE**

**6000**

**Final approach course offset 17.04°.**

**Holding Pattern 5 NM**

**MISSED APPROACH:** Climbing left turn to 6400 direct CAMPO and hold, continue climb-in-hold to 6400.
RNAV (GPS)-B

JAFFREY AIRFIELD SILVER RANCH (AFN)

ASOS
135.875

BOSTON CENTER
123.75 338.2

UNICOM
122.8 (CTAF)

RNAV (GPS)-B

When local altimeter setting not received, use Keene altimeter setting and increase all MDA 120 feet and all Cats visibility 1/4 mile. Procedure NA at night. Rwy 16 and 34 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3400 direct QOSNU and hold.

NoPT for arrivals at GDM VOR/DME on airway radials 179 CW 263.

* 2020 when using Keene altimeter setting.

**1900

When local altimeter setting not received, use Keene altimeter setting and increase all MDA 120 feet and all Cats visibility 1/4 mile. Procedure NA at night. Rwy 16 and 34 helicopter visibility reduction below 1 SM NA.

NoPT for arrivals at GDM VOR/DME on airway radials 179 CW 263.

* 2020 when using Keene altimeter setting.

**1900
Procedure NA at night.

1. ASOS: 135.875
2. BOSTON CENTER: 123.75 338.2
3. UNICOM: 122.8 (CTAF)

MISSED APPROACH: Climb to 3000 direct SCROB and hold.

Category
A
B
C
D

CIRCLING
1680-1
640 (700-1)
1840-1
800 (800-1)
NA

RNAV (GPS)-C

JAFFREY AIRFIELD SILVER RANCH (AFN)

RNAV (GPS)-C

JAFFREY, NEW HAMPSHIRE

Amdt 1 25FEB21

42°48'N-72°00'W

RNAV (GPS)-C

JAFFREY, NEW HAMPSHIRE

Amdt 1 25FEB21

42°48'N-72°00'W

RNAV (GPS)-C
### JAFFREY AIRFIELD SILVER RANCH (AFN)

**VOR-A**

**VOR/DME GDM**
- 116.95
- Chan 116 (Y)

**APP CRS**
- 023°

**Rwy Idg**
- N/A

**TDZE**
- N/A

**Apt Elev**
- 1040

**ASOS**
- 135.875

**BOSTON CENTER**
- 123.75
- 338.2

**UNICOM**
- 122.8 (CTAF)

** категории **
- A
- B
- C
- D

**CIRCLING**
- 1900-1
- 860 (900-1/4)
- NA

**TOTTU FIX MINIMUMS**

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<td>6:06</td>
<td>4:04</td>
<td>3:03</td>
<td>2:26</td>
<td>2:02</td>
</tr>
</tbody>
</table>

**NE-1, 30 NOV 2023 to 25 JAN 2024**

When local altimeter setting not received, use KEENE altimeter setting and increase all MDA 120 feet; increase Cat B and TOTTU fix minimums all Cats visibility 1/4 mile. Procedure NA at night. Rwy 16 and 34 helicopter visibility reduction below 1 SM NA. Rwy 16 and 34 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing left turn to 3000 on GDM VOR/DME R-023 to SCROB/GDM 8.9 DME and hold.

**DME required.**
RNAV (GPS) RWY 2
DIALLANT/HOPKINS (EEN)

Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below ½ SM NA. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below ½ SM NA. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase

MRSS -21°C LNAV Cat B visibility to 1¼ SM.

AWOS-3PT  119.025  BOSTON CENTER  123.75  338.2  UNICOM  123.0 (CTAF)

1.9 NM 3400 direct JUNPU and hold.

4 NM HOLD 5000 3400

4 NM Holding Pattern

Holding Pattern (VGS I and RNAV glidepath not coincident (VGS I Angle 3.00/TCH 39)).

1600 3400 JUNPU

LPV 843-1 355 (400-1)

LNAV MDA 1340-1 852 (900-1) 1340-2 852 (900-2)

CIRCLING 1380-1½ 1480-1½ 1760-3 1980-3

REIL Rwy 2-20, Rwy 14-32

KEENE, NEW HAMPSHIRE

Amendment 07OCT21

NE-1, 30 NOV 2023 to 25 JAN 2024

198
AIRPORT DIAGRAM
KEENE, NEW HAMPSHIRE

DILLANT/HOPKINS (EEN)

AWOS-3PT
119.025
CTAF/UNICOM
123.0

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

ELEV 472
TERMINAL

ELEV 482
HANGAR

400 X 75

6201 X 100

488
ELEV

FIELD

ELEV 488

RWY 02-20
PCN 40 F/C/X/T
D-60

RWY 14-32
PCN 8 F/C/X/T
S-25

AIRPORT DIAGRAM
KEENE, NEW HAMPSHIRE
DILLANT/HOPKINS (EEN)

NE-1, 30 NOV 2023 to 25 JAN 2024

199
1. ILS or LOC RWY 8

2. LACONIA, NEW HAMPSHIRE

3. AL-785 (FAA)

4. 23110

5. LACONIA MUNI (LCI)

6. LACONIA MUNI

7. LACONIA, NEW HAMPSHIRE

8. Amdt 2A 03NOV22

9. 43°34'N-71°25'W

RNAV (GPS) RWY 8

When local altimeter setting not received, use Concord altimeter setting and increase LPV DA to 1059 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ½ SM. VDP NA when using Concord altimeter setting. Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. For inop ALS, increase LPV visibility to 1½ SM and LNAV visibility Cat A to 1 SM Cats C and D visibility to 2½ SM.

AWOS-3PT 133.525
BOSTON APP CON 134.75
CLNC DEL 119.85

MALSR

AWOS-3PT KEWSY (IAF)

CIRCLING

LACONIA, NEW HAMPSHIRE
Orig-D 03NOV22

43°34'N-71°25'W

201
RNAV (GPS) RWY 5
LAWRENCE MUNI (LWM)

Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Procedure NA for arrivals at SOSYO on V431 westbound.

Procedure NA for arrival on BOS VOR/DME airway radials 240 CW 030.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WITCH and hold, continue climb in-hold to 3000.

ATIS 126.75
BOSTON APP CON 124.4 279.6
LAWRENCE TOWER * 119.25 (CTAF) •
GND CON 124.3
CLNC DEL 126.15
(When twr closed)
UNICOM 122.8

Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Procedure NA for arrivals at SOSYO on V431 westbound.

Procedure NA for arrival on BOS VOR/DME airway radials 240 CW 030.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WITCH and hold, continue climb in-hold to 3000.

ATIS 126.75
BOSTON APP CON 124.4 279.6
LAWRENCE TOWER * 119.25 (CTAF) •
GND CON 124.3
CLNC DEL 126.15
(When twr closed)
UNICOM 122.8

Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Procedure NA for arrivals at SOSYO on V431 westbound.

Procedure NA for arrival on BOS VOR/DME airway radials 240 CW 030.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WITCH and hold, continue climb in-hold to 3000.

ATIS 126.75
BOSTON APP CON 124.4 279.6
LAWRENCE TOWER * 119.25 (CTAF) •
GND CON 124.3
CLNC DEL 126.15
(When twr closed)
UNICOM 122.8

Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Procedure NA for arrivals at SOSYO on V431 westbound.

Procedure NA for arrival on BOS VOR/DME airway radials 240 CW 030.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WITCH and hold, continue climb in-hold to 3000.

ATIS 126.75
BOSTON APP CON 124.4 279.6
LAWRENCE TOWER * 119.25 (CTAF) •
GND CON 124.3
CLNC DEL 126.15
(When twr closed)
UNICOM 122.8

Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Procedure NA for arrivals at SOSYO on V431 westbound.

Procedure NA for arrival on BOS VOR/DME airway radials 240 CW 030.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WITCH and hold, continue climb in-hold to 3000.
RNAV (GPS) RWY 14

Lawrence Municipal Airport (LWM)

\[ \text{MISSED APPROACH: Climbing left turn to 2000 direct WITCH and hold.} \]

\begin{align*}
\text{Category} & \quad \text{A} & \quad \text{B} & \quad \text{C} & \quad \text{D} \\
\text{LP MDA} & \quad 580-1 & \quad 434 (500-1) & \quad 580-1\frac{1}{4} & \quad 434 (500-1\frac{1}{4}) \\
\text{LNAV MDA} & \quad 660-1 & \quad 514 (600-1) & \quad 660-1\frac{1}{8} & \quad 514 (600-1\frac{3}{8}) \\
\text{CIRCLING} & \quad 740-1 & \quad 592 (600-1) & \quad 840-2 & \quad 1220-3 \\
\end{align*}

\[
\begin{align*}
\text{ELEV} & \quad 148 & \quad \text{TDZE} & \quad 146 \\
\text{MAA R W14} & \quad 25 NM \\
\text{MAA R 14} & \quad 20° \\
\end{align*}
\]
RNAV (GPS) RWY 23
LAWRENCE MUNI (LWM)

Circling Rwy 32 NA at night. Rwy 23 helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

ATIS | 126.75 | BOSTON APP CON | 124.4 | LAWRENCE TOWER | 119.25 (CTAF) | GND CON | 124.3 | CLNC DEL | 124.3 | CLNC DEL | 126.15 | UNICOM | 122.8

MISSED APCH FIX
4 NM 233° TEWKS

VTIS only.

IANA only.

2000 592 TEWKS

VGS I and glidepath not coincident (VGS Angle 3.70/TCH 55).

CATEGORY | A | B | C | D

LPV DA | 562-1 1/8 418 (500-1 1/8)

LNAV/ VNAV DA | 717-1 1/8 573 (600-1 1/8)

LNAV MDA | 660-1 516 (600-1) 660-1 3/8 516 (600-1 3/8)

CIRCLING | 740-1 592 (600-1) 840-2 692 (700-2) 1220-3 1072 (1100-3)

LAWRENCE, MASSACHUSETTS
AL-654 (FAA)
2034

RNAV (GPS) RWY 23
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 direct TEWKS and hold.

1.2 NM to RW 23

ELEV 148 TDZE 144

LAWRENCE MUNI (LWM)
Lawrence, Massachusetts

RNAV (GPS) RWY 32
Lawrence Muni (LWM)

RNP APCH - GPS.

Missed Approach: Climbing right turn to 2000 direct WITCH and hold.

Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

Atis 126.75
Boston APP CON 124.4 279.6
Lawrence Tower 119.25 (CTAF) 252.6
Gnd Con 124.3
CLNC Del 126.15
When tower closed
Unicom 122.8

Final approach course offset 7.43°

Circling

MIA: Climbing right turn to 2000 direct WITCH and hold.

Lawrence Muni (LWM)

Orig 08SEP22

42°43'N-71°07'W

LAWRENCE, MASSACHUSETTS

WAAS
CH 78342
W32A
APP CRS 309°
Rwy Idg 3574
TDZE 147
Apt Elev 148

LAWRENCE, MASSACHUSETTS

AL-654 (FAA)

23334

RNAV (GPS) RWY 32
LAWRENCE MUNI (LWM)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
(NOTES ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1100, then as assigned by ATC, thence....
TAKEOFF RUNWAYS 14, 23, 32: Climb on heading as assigned by ATC, thence....

.....expect RADAR vectors to assigned route/navaid/fix. Maintain 2000. Expect filed altitude/flight level 10 minutes after departure.

TAKEOFF MINIMUMS:
Rwy 5: 300-1 ½ or standard with minimum climb of 435’ per NM to 500.
Rwy 14: 300-1 or standard with minimum climb of 625’ per NM to 600.
Rwy 23: 300-1 or standard with minimum climb of 350’ per NM to 400.
Rwy 32: Standard.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.
NOTE: BLZZR DEPARTURES expect vectors on BOS R-273.
NOTE: BRUWN DEPARTURES expect vectors on BOS R-159.
NOTE: CELTK DEPARTURES expect vectors on BOS R-114.
NOTE: HYLND DEPARTURES expect vectors on BOS R-350.
NOTE: PATSS DEPARTURES expect vectors on BOS R-260.
NOTE: REVSS DEPARTURES expect vectors on BOS R-285.
NOTE: SSOXS DEPARTURES expect vectors on BOS R-177.
MISSED APPROACH: Climb to 2100 then climbing right turn to 4700 direct HAMMM and hold, continue climb-in-hold to 4700.

**ATIS** 118.65
**BOSTON CENTER** 134.7 269.475
**LEBANON TOWER** 125.95 (CTAF) 235.775
**GND CON** 121.6
**UNICOM** 122.95
RNAV (GPS) RWY 7
LEBANON MUNI (LEB)

ATIS 118.65
BOSTON CENTER 134.7 269.475
LEBANON TOWER * 125.95 (CTAF) 0 235.775
GND CON 121.6
UNICOM 122.95

Procedure NA for arrivals on MPV VOR/DME airway radials 173 CW 237.
Procedure NA for arrivals on CON VOR/DME airway radials 246 CW 330.

LVGSI and descent angles not coincident (LVGSI Angle 4.00/TCH 50).

LEBANON, NEW HAMPSHIRE
Orig-F 23APR20

RNAV (GPS) RWY 7
LEBANON MUNI (LEB)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

NE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 16
LINCOLN RGNL (LRG)

Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA. Use Millinocket altimeter setting, when not received use Bangor Intl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct LADNE and hold.

**RNAV (GPS) RWY 16**

**Category:**
- A
- B
- C
- D

**RNAV MDA:**
- 900-1
- 692 (700-1)
- NA

**MLT ASOS:**
- 135.225

**BOSTON CENTER:**
- 124.25 290.5

**UNICOM:**
- 122.8 (CTAF)

**ارتفاع:**
- 208

**دبي:**
- 208

**المسافة:**
- 30 NM to SELSE (NAPT)
- 7500
- 2800
- 1281

**المسافة:**
- 30 NM to MOZMO
- 7500
- 2800
- 1285

**المسافة:**
- 30 NM to MOZMO
- 7500
- 2800
- 1285
RNAV (GPS) RWY 34
LINCOLN RGNL (L.R.G)

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1180-1¼</td>
<td>1180-1½</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>972 (1000-1¼)</td>
<td>972 (1000-1½)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1240-1¼</td>
<td>1240-1½</td>
<td>1032 (1100-1¼)</td>
<td>1032 (1100-1½)</td>
</tr>
</tbody>
</table>

MISSED APPROACH:
Climb to 2800 direct LELSE and hold.

Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Use Millinocket altimeter setting; when not received, use Bangor Intl altimeter setting and increase all MDA 20 feet.

APPROACH - GPS.

MLT ASOS 135.225
BOSTON CENTER 124.25 290.5
UNICOM 122.8 (CTAF)

LINCOLN, MAINE
AL-6774 (FAA) 23334

Amdt 2 30NOV23

45°22'N-68°32'W

LINCOLN RGNL (L.R.G)
RNAV (GPS) RWY 2
CALEDONIA COUNTY (CDA)

When local altimeter setting not received, use Whitefield altimeter setting: increase all MDA 80 feet and visibility LNAV Cat A and Circling Cat A ¼ SM. Circling Rwy 20 NA at night.

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

Procedure NA for arrivals at MPV VOR/DME on V447 southwest bound.

Circling Rwy 20 NA at night. Increase all MDA 80 feet and visibility LNAV Cat A and Circling Cat A ¼ SM.

When local altimeter setting not received, use Whitefield altimeter setting: increase all MDA 80 feet and visibility LNAV Cat A and Circling Cat A ¼ SM.

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

Procedure NA for arrivals at MPV VOR/DME on V447 southwest bound.

When local altimeter setting not received, use Whitefield altimeter setting: increase all MDA 80 feet and visibility LNAV Cat A and Circling Cat A ¼ SM.

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

Procedure NA for arrivals at MPV VOR/DME on V447 southwest bound.

When local altimeter setting not received, use Whitefield altimeter setting: increase all MDA 80 feet and visibility LNAV Cat A and Circling Cat A ¼ SM.

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

Procedure NA for arrivals at MPV VOR/DME on V447 southwest bound.

When local altimeter setting not received, use Whitefield altimeter setting: increase all MDA 80 feet and visibility LNAV Cat A and Circling Cat A ¼ SM.

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

Procedure NA for arrivals at MPV VOR/DME on V447 southwest bound.

When local altimeter setting not received, use Whitefield altimeter setting: increase all MDA 80 feet and visibility LNAV Cat A and Circling Cat A ¼ SM.

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

Procedure NA for arrivals at MPV VOR/DME on V447 southwest bound.
Helicopter visibility reduction below 1 SM NA. Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.

**RNAV (GPS) RWY 36**

**MACHIAS VALLEY (MVM)**

**AWOS-AV**

**122.8**

**BOSTON CENTER**

**124.25 290.5**

**UNICOM**

**122.8 (CTAF)**

**RNP APCH - GPS.**

**RNAV (GPS)**

**MACHIAS, MAINE**

<table>
<thead>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV/ VNAV DA</td>
<td>678-1.3</td>
<td>582 (600-1.3)</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>580</td>
<td>484 (500-1)</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>760-1</td>
<td>604 (700-1)</td>
<td>664 (700-1)</td>
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</table>
ILS or LOC RWY 35
MANCHESTER BOSTON RGNL (MHT)

ATIS
119.55

BOSTON APP CON
124.9
269.075

MANCHESTER TOWER
121.3
239.025

GND CON
121.9

CLNC DEL
135.9

From SHOWZ: RNAV 1-DME/DME/IRU or GPS required. DME or RADAR required.

Rwy 35 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-LOC 35 Cats A/B visibility to RVR 5500.

ATIS
119.55

BOSTON APP CON
124.9
269.075

MANCHESTER TOWER
121.3
239.025

GND CON
121.9

CLNC DEL
135.9

4000 CON

VGSi and ILS glidepath not coincident
(VGSi Angle 3.00/TCH 68).
Use I-MHT DME when on the localizer course.

*LOC only.

GS 3.00°
TCH 35

CATEGORY
A
B
C
D
S-ILO 35
465/18
200 (200-1/2)

S-LOC 35
720/40
455 (500-3/4)

720/45
455 (500-3/4)

REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

MANCHESTER, NEW HAMPSHIRE
Amdt 5 22APR21

42°56'N-71°26'W

MANCHESTER BOSTON RGNL (MHT)
**ILS RWY 35 (SA CAT I)**

**MANCHESTER BOSTON RGNL (MHT)**

**From SHOWZ: RNAV 1-DME/DME/IRU or GPS required. DME or RADAR required.**

Rwy 35 helicopter visibility reduction below RVR 4000 NA. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

**ADVISORY**

**MISSED APPROACH:** Climb to 4000 direct CON VOR/DME and hold.

**ATIS**
- 119.55
- 124.9
- 269.075

**BOSTON APP CON**
- 121.3
- 239.025

**MANCHESTER TOWER**
- 121.9

**GND CON**
- 135.9

**CLNC DEL**

**ELEV** 266

**TDZE** 265

**LOCALIZER 109.1**
- Chan 28

**Miscellaneous**

**GND CON** 121.9
- 119.55

**ATIS** 119.55
- 124.9
- 269.075

**MANCHESTER BOSTON RGNL (MHT)**

**4000 CON**
- VGSI and ILS glidespath not coincident (VGSI Angle 3.00/TCH 68).

**MISSED APPROACH**
- Climb to 4000 direct CON VOR/DME and hold.

**CATEGORY**
- A
- B
- C
- D

**S-ILS 35**
- RA 138/14 150 DA 415

**ARPT ELEV** 266

**TDZE** 265

**IHOBB**

**REIL**
- Rwy 6 and 24
- TDZ/CL Rwy 17 and 35
- HIRL Rwy 6-24 and 17-35

**MANCHESTER, NEW HAMPSHIRE**

**AMDT 5 22APR21**
From SHOWZ: RNAV 1-DME/DME/IRU or GPS required. DME or RADAR required.

Rwy 35 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

Daily CONradiolocator required.

From SHOWZ: RNAV 1-DME/DME/IRU or GPS required.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MANCHESTER, NEW HAMPSHIRE

17°15'N-71°26'W

MANCHESTER BOSTON RGNL (MHT)

ILS RWY 35 (CAT II & III)
For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 48°C (118°F). When local altimeter setting not received, procedure NA. GPS required. For inop MALS, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.26 all Cats visibility to 1½ miles, and RNP 0.30 all Cats visibility to 2 miles.

Atis 119.55  Bost App Con 124.9  269.075  Manchester Tower 121.3  239.025  Gnd Con 121.9  Clnc Del 135.9

Radar required for procedure entry.

RNP 0.11 DA
604/40  375 (400-½)

RNP 0.26 DA
761/60  532 (500-1¼)

RNP 0.30 DA
835-1½  606 (600-1½)

Authorization Required
RNAV (GPS) Y RWY 17
MANCHESTER BOSTON RGNL (MHT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV CAT A/B visibility to RVR 5500.

Category

LPV
DA
429/18   200 (200-1/2)

LNAV/ VNAV
DA
760/55   531 (500-1)

LNAV MDA
760/24   531 (500-1)  760/55   531 (500-1)

CIRCLING
880-1  614 (700-1)  980-2  714 (800-2)  1100-2 834 (900-2/3)

For inop ALS, increase LNAV CAT A/B visibility to RVR 5500.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 18°C (64°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashua altimeter setting: increase LPV DA to 497 and all Cats visibility 1/2 mile; increase LNAV/VNAV DA to 793 and all Cats visibility 1/2 mile; increase all MDA 40 feet and LNAV Cats C/D visibility 1/2 mile and Circling Cat C visibility 1/4 mile. For inop ALSF, increase LNAV Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1/3 mile. VDP and Baro-VNAV NA when using Nashua altimeter setting. Helicopter visibility reduction below 1/2 SM NA for LNAV/VNAV and LNAV. Inop table does not apply to LPV when using Nashua altimeter setting; for inop ALSF when using Nashua altimeter setting, increase LNAV Cats A/B visibility to RVR 6000 and LNAV Cats C/D to 1/3 mile.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 18°C (64°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashua altimeter setting: increase LPV DA to 497 and all Cats visibility 1/2 mile; increase LNAV/VNAV DA to 793 and all Cats visibility 1/2 mile; increase all MDA 40 feet and LNAV Cats C/D visibility 1/2 mile and Circling Cat C visibility 1/4 mile. For inop ALSF, increase LNAV Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1/3 mile. VDP and Baro-VNAV NA when using Nashua altimeter setting. Helicopter visibility reduction below 1/2 SM NA for LNAV/VNAV and LNAV. Inop table does not apply to LPV when using Nashua altimeter setting; for inop ALSF when using Nashua altimeter setting, increase LNAV Cats A/B visibility to RVR 6000 and LNAV Cats C/D to 1/3 mile.

### RNAV (GPS) Y RWY 35

**MANCHESTER BOSTON RGNL (MHT)**

#### WAAS CH 99614 W35A

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apl Elev</th>
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<tr>
<td>352°</td>
<td>7650</td>
<td>265</td>
<td>266</td>
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</table>

#### Situation

**MISSING APCH FIX**

**BLUUM**

**AOA** 35°

**ASA RW35 25 NM**

**3500**

**ELEV 266**

**TDZE 265**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**RNAV (GPS) Y RWY 35**

**MANCHESTER BOSTON RGNL (MHT)**

**ATS** 119.55

**BOSTON APP CON** 124.9 269.075

**MANCHESTER TOWER** 121.3 239.025

**GND CON** 121.9

**CLNC DEL** 135.9

**BLUUM**

**3.5 NM**

**YOULL**

**352°**

**VNAV and LNAV glidepath not coincident (VGS Angle 3.00°/TCH 68).**

**1.3 NM** to RW35

**LNAV**

**DA** 465/18 200 (200-1/2)

**LNAV/VNAV DA** 761/60 496 (500-1/4)

**LNAV MDA** 760/40 495 (500-1/4) 760/50 495 (500-1/4)

**CIRCLING**

**880-1** 614 (700-1) 980-2 714 (800-2) 834 (900-2)

**MANCHESTER, NEW HAMPSHIRE**

**Amdt 1C  01FEB18**

**MANCHESTER BOSTON RGNL (MHT)**

**RNAV (GPS) Y RWY 35**

**42°56’N-71°26’W**

**231**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Radar required.

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS:
Rwy 6: Standard.
Rwy 17: 300-1\(\frac{1}{2}\) or standard with a minimum climb of 270' per NM to 600.
Rwy 24: Standard with a minimum climb of 335' per NM to 800.
Rwy 35: 300-1\(\frac{1}{2}\) or standard with a minimum climb of 265' per NM to 1400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: TURBOJET AIRCRAFT - Climbing left turn heading 039°, thence....
ALL OTHER AIRCRAFT - Climb on heading 057° or as assigned by ATC, thence....

TAKEOFF RUNWAY 17: TURBOJET AIRCRAFT - Climbing right turn heading 219°, thence....
ALL OTHER AIRCRAFT - Climb on heading 172° or as assigned by ATC, thence....

TAKEOFF RUNWAY 24: Climb on heading 237° or as assigned by ATC, thence....

TAKEOFF RUNWAY 35: Climb on heading 352° or as assigned by ATC, thence....

....expect vectors to assigned route/navaid/fix. Maintain 3000 or as assigned by ATC.
Expect clearance to filed altitude/flight level within five (5) minutes after departure.
**NOTE:** Chart not to scale.

**TOP ALTITUDE:**

3000

**TAKEOFF MINIMUMS:**

Rwys 6, 17, 35: Standard with minimum climb of 325’ per NM to 3000.

Rwy 24: Standard with minimum climb of 335’ per NM to 3000.

**NOTE:** For Turbojets only.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RADAR required.

**NOTE:** RNAV 1.

**TAKEOFF RUNWAY 6:** Climbing left turn on heading 039°, thence.

**TAKEOFF RUNWAY 17:** Climbing right turn on heading 219°, thence.

**TAKEOFF RUNWAY 24:** Climb on heading 237°, thence.

**TAKEOFF RUNWAY 35:** Climb on heading 352°, thence.

. . . . . expect vectors to cross TYLIR at or above 3000, then on track 092° to PPORT, then on assigned transition. Expect clearance to filed altitude/flight level within five (5) minutes after departure.

**BARNES TRANSITION (PPORT4.BAF):**

**CALVERTON TRANSITION (PPORT4.CCC):**

**NELIE TRANSITION (PPORT4.NELIE):**
RNAV (GPS) RWY 32
MANSFIELD MUNI (1B9)

Circling NA to Rwys 4 and 22. Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA. Use Taunton altimeter setting.

Procedure NA for arrivals at WOONS on V3-16 southwest bound.

Procedure NA for arrivals at AVONN on V146 northwest bound.

VGSI and RNAV glideslope not coincident (VGSI Angle 4.00°/TCH 38).

MISSED APPROACH: Climb to 1 NM then climbing right turn to 3000 direct WHYBE and hold.

RNAV (GPS) RWY 32
MANSFIELD MUNI (1B9)

Amdt 1 01DEC22

NE-1, 30 NOV 2023 to 25 JAN 2024

TAN ASOS 132.675

BOSTON APP CON 124.1

UNICOM 123.0 (CTAF)

TCH 55

TCH 55

1148

1148

088°

268°

3000 N

3000 N

Rwy Idg 3263
TDZE 121
Apt Elev 123

Missed Approach Fix

4 NM

WHYBE

2000

3000

Raynm

Raynm

1 NM to RW 32

1 NM to RW 32

1 NM

139°

139°

6000

6000

6000

6000

319°

319°

319°

319°

700

700

700

700

878 ±

878 ±

878 ±

878 ±

3000 to Raynm 114° (24.2)

3000 to Raynm 114° (24.2)

3000 to Raynm 114° (24.2)

3000 to Raynm 114° (24.2)

AVONN

AVONN

AVONN

AVONN

157

157

157

157

1 NM

1 NM

1 NM

1 NM

2000

2000

2000

2000

3000 (400-1)

3000 (400-1)

3000 (400-1)

3000 (400-1)

14°

14°

14°

14°

517 (600-1)

517 (600-1)

517 (600-1)

517 (600-1)

GDPS

GDPS

GDPS

GDPS

3000 X 75

3000 X 75

3000 X 75

3000 X 75

36°

36°

36°

36°

22°

22°

22°

22°

22°

22°

22°

22°

452-1

452-1

452-1

452-1

331 (400-1)

331 (400-1)

331 (400-1)

331 (400-1)

A

A

A

A

B

B

B

B

C

C

C

C

D

D

D

D

42°00'N-71°12'W
RNAV (GPS) Z RWY 14
MANSFIELD MUNI (1B9)

Circling NA to Rwy 4 and 22. Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Taunton altimeter setting.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BURDY and hold.

Procedure NA for arrivals at WHYBE on V1 northeast bound.
Procedure NA at night. Use Taunton altimeter setting.

Limit final and missed approach to 70K.

Increase to 90K upon reaching the missed approach altitude; maintain 90K while in holding.
### RNAV (GPS) RWY 6

**MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)**

**AWOS-3**
- **120.0**

**BOSTON APP CON**
- **124.1**

**UNICOM**
- **122.8 (CTAF)**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Plymouth altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Plymouth altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile.**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

### VNAV/LNAV MDA

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>282-7/8</td>
<td>273 (300-7/8)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>445-1/2</td>
<td>436 (500-1/2)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>480-1</td>
<td>471 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>500-1</td>
<td>880-1/4</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**MARSHFIELD, MASSACHUSETTS**

**Amdt 1 13NOV14**

**MARSHFIELD, MASSACHUSETTS**

**Amdt 1 13NOV14**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**NE-1, 30 NOV 2023 to 25 JAN 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. When local altimeter setting not received, use Plymouth altimeter setting and increase all DA 47 feet, and all MDA 60 feet; increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile. Baro VNAV and VDP NA when using Plymouth altimeter setting. Helicopter visibility reduction below ¾ SM NA.

AWOS-3
120.0

BOSTON APP CON
124.1

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 2000 direct WUGLA and on track 261° to JUDMU and hold.
Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

RNAV (GPS) RWY 36

MERIDEN, CONNECTICUT

AL-5493 (FAA)

MERIDEN MARKHAM MUNI (MMK)

RNAV (GPS) RWY 36

MERIDEN MARKHAM MUNI (MMK)

Procedure NA for arrival on MAD VOR/DME airway radials 258 CW 317.
Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Missed Approach: Climbing right turn to 2700 on HFD VOR/DME R-251 to MIDDl INT/HFD 10.6 DME and hold, continue climb-in-hold to 2700.

Procedure NA for arrival on MAD VOR/DME airway.

MAD 8.5 ACDa INT Chan 96
MAD 10.5 JUMGO INT Chan 41

JUMGO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

CIRCLING

Knots
Min:Sec
60 90 120 150 180 3:30 3:00 2:15 1:48 1:30

VOR RWY 36
MERIDEN MARKHAM MUNI (MMK)

MERIDEN, CONNECTICUT

Amdt 5 24MAY18

41°31'N-72°50'W

241
RNAV (GPS) RWY 29

MILLINOCKET MUNI (MLT)

ADvisory:

Baro-VNAV NA when using Houlton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase LPV DA to 817 feet and all Cats visibility ¾ SM; increase LNAV/VNAV DA to 935 feet and all Cats visibility ¾ SM; increase all MDAs 120 feet and LNAV Cat C/D visibility ¾ SM, and Circling Cat A/B visibility ¾ SM and Cat C visibility ½ SM. Night landing: Rwy 11, 34 NA.

MISSED APPROACH: Climb to 920 then climbing right turn to 2300 direct JEBIV and hold.

ASOS
135.225

BOSTON CENTER
120.25 346.4

UNICOM
122.8 (CTAF)

287°

30 NM to JEBIV

JEIV

288°

2300

288°

4 NM

GP 3.00°

TCH 51

1.5 NM to RW29

RW29

2300

108°

JEIV

2300

287°

4.3 NM

6.8 NM

1.5 NM

512 (600-1)

920-1

920-1½

1100-1

1100-2

512 (600-1½)

692 (700-1)

692 (700-2)

972 (1000-3)

Apt Elev 408

TDZE 408

1440

1061

1277

1342

1070

4713 X 99

ELEV 408

WAAS CH 53628

APP CRS 287°

Rwy Idg 4713

TDZE 408

Apt Elev 408

MILLINOCKET, MAINE

AL-261 (FAA)

2023-24

NE-1, 30 NOV 2023 to 25 JAN 2024

243
VOR RWY 29
MILLINOCKET MUNI (MLT)

- **VOR/DME MLT**: 117.9
- **APP CRS**: 319°
- **Rwy Idg**: 4713
- **TDZE**: 408
- **Apt Elev**: 408

**Helicopter visibility reduction below 1 SM NA.** When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 and Circling Cat A/B visibility ¼ SM, Cat C visibility ½ SM; increase S-29 Cat D visibility ½ SM; ULOGE fix minimums: increase S-29 Cat C/D and Circling Cat A/B visibility 4/5 SM, and Circling Cat C visibility ½ SM. Procedure NA at night.

**MISSED APPROACH:** Climbing right turn to 3000 direct MLT VOR/DME and hold, continue climb-in-hold to 3000.

**ASOS**
- **135.225**

**BOSTON CENTER**
- **120.25 346.4**

**UNICOM**
- **122.8 (CTAF)**

---

**ELEV 408**

**TDZE 408**

**3000 MLT**

- **1180** When using Houlton altimeter setting.

**MILLINOCKET**
- **117.9 MLT**
- **Chan 126**

**UFOGE Fix Minimums**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>S-29</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td>1060-1 652 (700-1)</td>
<td>1100-1 692 (700-1)</td>
</tr>
<tr>
<td><strong>B</strong></td>
<td>1060-1 652 (700-1)</td>
<td>1100-2 692 (700-2)</td>
</tr>
<tr>
<td><strong>C</strong></td>
<td>1060-2 652 (700-2)</td>
<td>1380-3 972 (1000-3)</td>
</tr>
</tbody>
</table>

**UFOGE Fix Minimums**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>S-29</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td>880-1 472 (500-1)</td>
<td>1100-1 692 (700-1)</td>
</tr>
<tr>
<td><strong>B</strong></td>
<td>880-1 472 (500-1)</td>
<td>1100-2 692 (700-2)</td>
</tr>
<tr>
<td><strong>C</strong></td>
<td>880-1 472 (500-1)</td>
<td>1380-3 972 (1000-3)</td>
</tr>
</tbody>
</table>

**When using Houlton altimeter setting.**

**One Minute Holding Pattern**

- **1180** When using Houlton altimeter setting.

**Helicopter visibility reduction below 1 SM NA.**
### RNAV (GPS)-B

**TURNERS FALLS (0B5)**

**Category B**

**UNICOM** 123.0 (CTAF)

---

**Missed Approach:** (Max 210K)
Climbing right turn to 3500 direct YIDPU and hold.

**Circling Rwy 34 NA at night. Obtain local altimeter setting on CTAF; when not received, use Orange altimeter setting and increase all MDA 60 feet.**

---

**ELEV APP CRS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1480-1¼</td>
<td>1480-1½</td>
<td>1640-3</td>
<td>NA</td>
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<tr>
<td></td>
<td>1121 (1200-1¼)</td>
<td>1121 (1200-1½)</td>
<td>1281 (1300-3)</td>
<td></td>
</tr>
</tbody>
</table>

---

**DIAGRAM**

---

**MONTAGUE, MASSACHUSETTS**

**Orig-B 27JAN22**

---

**23222**

---

**BOSTON CENTER**

123.75 338.2

---

**NE-1, 30 NOV 2023 to 25 JAN 2024**

---

**42°35'N-72°31'W**

---

**245**
RNAV (GPS) Y RWY 19

MORRISVILLE-STOWE STATE (MVL)

ASOS
135.625

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)

Circling NA for Cat C E of Rwy 1-19. Rwy 19 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA. VDP NA when using Burlington altimeter setting. When local altimeter setting not received, use Burlington altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: (Do not exceed 165K until LIQED) Climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

1. Enter holding pattern 5 NM to LIQED (NoPT)
2. 5 NM to LIQED
3. 50 NM to MEQDI
4. 104°
5. 104°
6. 5600 LIQED

MEQDI
6600

KUKVE
5900

LIQED
5600 NoPT

104°
(7.4)

2.9 NM to LIQED

LIQED

UCOKE

LIQED

194°

UXO

Holding Pattern

5 NM

014°

5600

2.9 NM

3.5°

TCH 31

3800

3000 X 75 NE-1, 30 NOV 2023 to 25 JAN 2024

MORRISVILLE, VERMONT

44°32'N-72°37'W

AMTD 2 22JUN17

WAAS
CH 72731
W19A

APP CRS
Rwy Idg
TDZE
Apt Elev

3700
733
733

ELEV
TDZE

733
733

LNAV MDA
CIRCLING

1860-3
2160-3
NA

1860-1⅓
1860-1⅓
1860-3
2160-3
NA

1127 (1200-1⅓)
1127 (1200-1⅓)
1127 (1200-3)
2160-3
NA

1427 (1500-1⅓)
1427 (1500-1⅓)
1427 (1500-3)
2160-3
NA

1427 (1500-1⅓)
1427 (1500-1⅓)
1427 (1500-3)
2160-3
NA

CIRCLING

HEADING

194°

3064

122.8 (CTAF)

MORRISVILLE-STOWE STATE (MVL)

RNAV (GPS) Y RWY 19

AL-5405 (FAA)

22363

MORRISVILLE, VERMONT

Amdt 2 22JUN17
Circling NA for Cat C E of Rwy 1-19. VDP NA when using Burlington altimeter setting. Rwy 19 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 1380 feet and all visibilities 3/4 SM. Increase LNAV/VNAV DA to 1690 feet and all visibilities 1/2 SM. Increase all MDAs 120 feet. Baro-VNAV NA.

MORRISVILLE, VERMONT

RNAV (GPS) Z RWY 19

MORRISVILLE-STOWE STATE (MVL)

ASOS

135.625

BOSTON CENTER

135.7 282.2

UNICOM

122.8 (CTAF)

RNAV (GPS) Z RWY 19

MISSED APPROACH: (Do not exceed 165K until LIQED) Climb to 2200 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600. Missed approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

44°32'N-72°37'W

MORRISVILLE-STOWE STATE (MVL)

RNAV (GPS) Z RWY 19

MISSED APPROACH: (Do not exceed 165K until LIQED) Climb to 2200 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600. Missed approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

2200 N 284°

LIQED

30 NM to LIQED

6000

5 NM to LIQED

5600

(IAF)

MEQDI

104°

5600 NoPT

104° (7.4)

TCH 31

GP 3.50°

TCH 31

RNAV (GPS) Z RWY 19

MORRISVILLE, VERMONT

Amdt 2A 29DEC22

RNAV (GPS) Z RWY 19

MORRISVILLE-STOWE STATE (MVL)

RNAV (GPS) Z RWY 19

MISSED APPROACH: (Do not exceed 165K until LIQED) Climb to 2200 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600. Missed approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

44°32'N-72°37'W

MORRISVILLE-STOWE STATE (MVL)

RNAV (GPS) Z RWY 19

MISSED APPROACH: (Do not exceed 165K until LIQED) Climb to 2200 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600. Missed approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

5600 direct LIQED and hold, 2200 then climbing right turn to exceed 165K until LIQED) Climb to 2200 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600. Missed approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

44°32'N-72°37'W

MORRISVILLE-STOWE STATE (MVL)

RNAV (GPS) Z RWY 19

MISSED APPROACH: (Do not exceed 165K until LIQED) Climb to 2200 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600. Missed approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

5600 direct LIQED and hold, 2200 then climbing right turn to exceed 165K until LIQED) Climb to 2200 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600. Missed approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

44°32'N-72°37'W

RNAV (GPS) Z RWY 19
RNAV (GPS)-A
MORRISVILLE-STOWE STATE (MVL)

**RNAP ACPH.**

MISSED APPROACH: Climbing left turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>circling</td>
<td>1620-1 1/4</td>
<td>1780-1 1/2</td>
<td>1980-3</td>
<td>NA</td>
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<td>887 (900-1 1/4)</td>
<td>1047 (1100-1 1/2)</td>
<td>1247 (1300-3)</td>
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**ASOS**

<table>
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<tr>
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**BOSTON CENTER**

<table>
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<tr>
<th></th>
<th>135.7</th>
<th>282.2</th>
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</table>

**UNICOM**

<table>
<thead>
<tr>
<th></th>
<th>122.8 (CTAF)</th>
</tr>
</thead>
</table>

**MISSING APCH FIX**

- 5 NM to LIQED

- ASOS 135.625

- BOSTON CENTER 135.7 282.2

- UNICOM 122.8 (CTAF)

Procedure NA for arrival on MPV VOR/DME airway radials 317 CW 037.

**AIRPORT DATA**

- **APR CRS**
  - App Crs 051°
  - Rwy Idg N/A
  - TDZE N/A
  - Apt Elev 733

- **TEMPERATURE**
  - 20°C

- **CATEGORY**
  - 051°

- **APP CRS**
  - AL-5405 (FAA)

- **RNAV (GPS)-A**
  - 44°32'N-72°37'W

- **Amdt 1 15AUG19**

- **NE-1, 30 NOV 2023 to 25 JAN 2024**
When local altimeter not received, use Hyannis altimeter setting and increase S-ILS 6 DA to 301 and all MDA 80 feet; increase S-LOC 6 Cats C/D visibility to RVR 5000 and Circling Cats C/D visibility ½ SM. Inop table does not apply to S-ILS 6. For inop ALS, increase S-LOC 6 Cat D visibility to RVR 3500. For inop ALS when using Hyannis altimeter setting, increase S-ILS 6 all Cats visibility to RVR 4500 and S-LOC 6 Cat D visibility to 1½ SM. VDP NA when using Hyannis altimeter setting.

**ATIS**

**BOSTON APP CON**

**NANTUCKET TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

**ILS or LOC RWY 6**

**NANTUCKET MEML (ACK)**

**MALSF**

**REMARKS**

**ALTERNATE MISSED APCH FIX**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**ATIS**

**BOSTON APP CON**

**NANTUCKET TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

**ILS or LOC RWY 6**

**NANTUCKET MEML (ACK)**

**MALSF**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**ATIS**

**BOSTON APP CON**

**NANTUCKET TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

**ILS or LOC RWY 6**

**NANTUCKET MEML (ACK)**

**MALSF**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**ATIS**

**BOSTON APP CON**

**NANTUCKET TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

**ILS or LOC RWY 6**

**NANTUCKET MEML (ACK)**

**MALSF**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**ATIS**

**BOSTON APP CON**

**NANTUCKET TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

**ILS or LOC RWY 6**

**NANTUCKET MEML (ACK)**

**MALSF**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**ATIS**

**BOSTON APP CON**

**NANTUCKET TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

**ILS or LOC RWY 6**

**NANTUCKET MEML (ACK)**

**MALSF**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**ATIS**

**BOSTON APP CON**

**NANTUCKET TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

**ILS or LOC RWY 6**

**NANTUCKET MEML (ACK)**

**MALSF**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**ATIS**

**BOSTON APP CON**

**NANTUCKET TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

**ILS or LOC RWY 6**

**NANTUCKET MEML (ACK)**

**MALSF**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**ATIS**

**BOSTON APP CON**

**NANTUCK
When local altimeter setting not received, use Hyannis altimeter setting and increase DA to 310 and all MDA 80 feet. Increase S-ILS 24, all Cats, visibility to RVR 2000, S-LOC 24 Cats C/D visibility to RVR 4000 and increase Circling Cats C/D
½ SM. VDP NA when using Hyannis altimeter setting. For inop SSALR when using the Hyannis altimeter setting, increase S-ILS 24, all Cats, visibility to RVR 4500 and increase S-LOC 24 Cats C/D visibility to RVR 6000.

MISSED APPROACH:
Climb to 2300 on ACK VOR/DME R-240 to UFTAC INT and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 301, LNAV/VNAV DA to 363 and all MDA 80 feet; increase LNAV Cats C/D visibility to RVR 5000 and Circling Cats C/D visibility ½ SM. Inoperative table does not apply to LPV. For inoperative ALS increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cat D visibility to RVR 5500. For inoperative ALS when using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 4500, increase LNAV/VNAV all Cats visibility to RVR 6000 and increase LNAV Cats C/D to ½ SM.

Procedure NA for arrivals at ACK VOR/DME on airway radials 270 CW 280.

**Category and Visibility Requirements**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>238/40</td>
<td>200 (200-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>300/40</td>
<td>262 (300-3/4)</td>
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<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>380/40</td>
<td>342 (400-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>480-1</td>
<td>500-1</td>
<td>720-2</td>
<td>720-2/4</td>
</tr>
</tbody>
</table>

**NANTUCKET, MASSACHUSETTS**

Amdt 1 15SEP16

**RNAV (GPS) RWY 6**

**RNAV (GPS) RWY 6**

**NANTUCKET MEML (ACK)**
**RNAV (GPS) RWY 15**

NANTUCKET MEML (ACK)

**RNAV (GPS) RWY 15**

**NANTUCKET MEML (ACK)**

### RNP APCH.

- **Boro-VNAV NA** when using Hyannis altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 43°C. RWY 15 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 358, LNAV/VNAV DA to 543, and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ½ mile.

### MISSED APPROACH:
- Climb to 2300 direct DUPKE and hold.

### ATIS
- 127.5

### BOSTON APP CON
- 126.1
- 318.1

### NANTUCKET TOWER
- 118.3 (CTAF)

### GND CON
- 132.5

### CLNC DEL
- 119.375

### UNICOM
- 122.95

---

**ELEV 47**

**TDZE 45**

**TWR 151°**

---

**TDZ/CL Rwy 24**
- REIL Rws 15 and 33
- MIRL Rwy 15-33
- HIRL Rwy 6-24

**NANTUCKET, MASSACHUSETTS**

**Orig-B 18JUL19**

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**41°15'N-70°04'W**

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**23054**

---

**RNAV (GPS) RWY 15**

NANTUCKET MEML (ACK)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 310 feet and LNAV/VNAV DA to 363 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility to RVR 3000 and LNAV Cats C/D visibility to RVR 4000 and Circling Cats C/D visibility ¼ SM. For inop SSALR increase LNAV/VNAV all Cats visibility to RVR 4000. For inop SSALR when using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats to RVR 5000, and LNAV Cats C/D to RVR 6000. ** 2400 RVR when using Hyannis altimeter setting.

- **ATIS**
  - 127.5

- **BOSTON APP CON**
  - 126.1
  - 318.1

- **NANTUCKET TOWER**
  - 118.3 (CTAF)

- **GND CON**
  - 132.5

- **CLNC DEL**
  - 119.375

- **UNICOM**
  - 122.95

**RNAV (GPS) RWY 24**

**NANTUCKET MEML**

(ACK)

**Procedure NA for arrivals at LFV VOR/DME on V167 northeast bound.**

**Radar required for arrivals at CUPNU.**

**LNAV only**

- **0.9 NM to RW24**
- **247/18**

**UFTAC**

- **2000 to OBUBE**
- **2000 (16.7)**

**Observe**

- **4 NM**

**+ Holding Pattern**

**OBUBE**

- **061°**
- **241°**

**UFTAC**

- **2300**

**Category**

- **A**
- **B**
- **C**
- **D**

**LNAV**

- **DA**
- **247/18**
- **200 (200-1/2)**

**LNAV**

- **MDA**
- **300/24**
- **253 (300-1/2)**

**Circling**

- **480-1**
- **433 (500-1)**
- **500-1**
- **453 (500-1)**
- **720-2**
- **673 (700-2)**
- **720-2 1/4**
- **673 (700-2 1/4)**

**NANTUCKET, MASSACHUSETTS**

Amdt 1B 07DEC17

253
**Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). When local altimeter setting not received, use Hyannis altimeter setting: increase all DA 63 feet and all MDA 80 feet; increase LNAV Cats C and D visibility ½ mile and Circling Cat C visibility ½ mile. DME/DME RNP-0.3 NA.**

**MISSSED APPROACH: Climb to 2500 direct CEROD on track 260° to CLAMY and hold.**

**RNAN (GPS) RWY 33**

**NANTUCKET MEML (ACK)**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**W-105A**

**TWR**

**APP CRS**

**Rwy Idg**

**TDZE**

**Apt Elev**

**4500**

**41**

**47**

**CH**

**77835**

**W33A**

**ATIS**

**127.5**

**BOSTON APP CON**

**126.1**

**318.1**

**NANTUCKET TOWER**

**118.3** (CTAF)

**GND CON**

**132.5**

**CLNC DEL**

**119.375**

**UNICOM**

**122.95**

**MISSED APCH FIX**

**4 NM**

**270°**

**090°**

**CLAMY**

**Z**

**LNAV**

**MDA**

**LNAV/VNAV**

**ELEV**

**47**

**TDZE**

**41**

**NORTHWEST**

**W105A**

**TDZ/CL Rwy 24**

**REIL Rwy 15 and 33**

**MIRL Rwy 15-33**

**HIRL Rwy 6-24**

**CLAMY**

**2500 (19.7) 122°**

**TDZE**

**Rwy Idg**

**4500**

**151°**

**2300**

**331°**

**151°**

**331°**

**1800**

**2000 NoPT**

**4 NM**

**Holding Pattern**

**GADRE**

**2 NM to RW33**

**CEROD**

**260°**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 45).**

**2000 NoPT**

**4 NM**

**Holding Pattern**

**DUPKE**

**VNAV**

**CIRCLING**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**LNAV only.**

**CEROD**

**260°**

**CLAMY**

**HIKSO**

**1800**

**151°**

**2300**

**GP 3.00°**

**TCH 55**

**CEROD**

**2500**

**LNAV**

**MDA**

**480-1**

**500-1**

**720-2**

**1000-3**

**CIRCLING**

**433 (500-1)**

**453 (500-1)**

**673 (700-2)**

**953 (1000-3)**

**ELEV**

**47**

**TDZE**

**41**

**NANTUCKET, MASSACHUSETTS**

**Amdt 1A 05MAR15**

**RNAV (GPS) RWY 33**

**NANTUCKET MEML (ACK)**
When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase S-24 Cat C visibility to RVR 4000; increase Circling Cats C/D visibility ½ SM. VDP NA when using Hyannis altimeter setting. For Inoperative SSALR, increase S-24 Cat D visibility to RVR 6000.

**MISSED APPROACH:** Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY INT/ACK 23.9 DME and hold.
GREAT POINT VISUAL RWY 24

RADAR REQUIRED
Vertical guidance Navaid and Angle: LOC I-ACK GS (3.00°).
Weather Minimums: 2100’ ceiling and 5 mile visibility.
Note: Procedure NA when control tower closed.
Radar Required

Weather Minimums: 2100 foot ceiling and 5 mile visibility.
Note: Procedure not authorized when control tower closed.

ATIS 127.5
BOSTON APP CON* 126.1 318.1
NANTUCKET TOWER* 118.3 (CTAF)
GND CON 132.5
CLNC DEL 119.375
UNICOM 122.95

1 NM  2  3  4  5  6  7  8  9  10  11  12  13  14  15

TUCKERNUCK VISUAL RWY 6

NANTUCKET, MASSACHUSETTS

NE-1, 30 NOV 2023 to 25 JAN 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.

Procedure NA for arrival on CON VOR/DME airway radials 223 CW 246.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.

Procedure NA for arrival on CON VOR/DME airway radials 223 CW 246.
**RNAV (GPS) RWY 32**

**BOIRE FLD (ASH)**

---

### ATIS

125.1

### BOSTON APP CON

124.9 269.075

### NASHUA TOWER ★

133.2 (CTAF)

### GND CON

121.8

### CLNC DEL

121.8

---

**MISSED APPROACH:**

Climb to 800 then climbing left turn to 4000 direct JOHNZ and hold, continue climb-in-hold to 4000.

---

### Holding Pattern

- **2500:**
  - **139°:**
    - 6000
    - 2500

---

### CATpagina 2

- **A:** 1.2 NM to RW32
- **B:** 1.2 NM to RW32
- **C:** 1.2 NM to RW32
- **D:** 1.2 NM to RW32

---

### LPV DA

- **477-7/8:** 284 (300-3/4)

---

### LNAV/ VNAV DA

- **633-1/4:** 440 (500-1/4)

---

### LNAV MDA

- **620-1:** 427 (500-1)
- **620-1:** 427 (500-1/4)

---

### CIRCLING

- **820-1:** 620 (700-1)
- **840-1:** 640 (700-1)
- **900-2:** 700 (700-2)
- **1000-2:** 800 (800-2/4)

---

**NASHUA, NEW HAMPSHIRE**

Amdt 2 22APR21

42°47'N-71°31'W

---

**NE-1, 30 NOV 2023 to 25 JAN 2024**

---

**RNAV (GPS) RWY 32**

**BOIRE FLD (ASH)**

---

**ELEV 200 TDZE 193**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Procedure NA for arrivals on PVD VOR/DME airway radials 093 CW 234.

Limit missed approach to 235 KIAS.

Baro-VNAV and VDP NA when using Taunton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Taunton altimeter setting and increase LPV DA to 304 feet, increase LNAV/VNAV DA to 487 feet and all visibilities to RVR 5000; increase all MDA 40 feet and LNAV Cat C/D visibility to RVR 5000. For inop MALSR, when using Taunton altimeter setting, increase LPV all CatS visibility to RVR 4500, LNAV/VNAV all CatS and LNAV Cat C/D visibility to 1½ miles. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Taunton altimeter setting. **
RNAV (GPS) RWY 14
NEW BEDFORD RGNL (EWB)

Rwy 14 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet, and all visibilities 1/4 mile. VDP NA when using Taunton altimeter setting.

Procedure NA for arrivals at BURDY on V139-268 northeast bound.

Procedure NA for arrivals at LAFAY on V139 southwest bound and V130 northwest bound.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct COSSY and hold.

NEW BEDFORD, MASSACHUSETTS
AL-644 (FAA)

RNP APCH - GPS.

ATIS
126.85

PROVIDENCE APP CON
128.7 269.525

NEW BEDFORD TOWER
118.1 (CTAF) 239.0

GND CON
121.9

UNICOM
122.95

ELEV 79

TDZE 76

MIRL Rwy 14-32
HIRL Rwy 5-23
REIL Rwy 32

Orig-E 20APR23

NE-1, 30 NOV 2023 to 25 JAN 2024

41°41’N 70°57’W

265
RNAV (GPS) RWY 23
NEW BEDFORD RGNL (EWB)

**RNAV APCH-GPS**

Baro-VNAV and VDP NA when using Taunton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Taunton altimeter setting and increase LPV DA to 393 feet, increase LNAV/VNAV DA to 412 feet; increase all MDA 40 feet and LNAV Cat C and D and Circling Cat C visibility ¼ SM. For inop MALSR, increase LPV all Cats visibility ¾ mile, LNAV/VNAV and LNAV Cat A/B visibility ½ mile. For inop MALSR, when using Taunton altimeter setting, increase LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat A/B visibility ¾ mile and Cat C/D visibility ¾ mile.

**ATIS**
126.85

**PROVIDENCE APP CON**
128.7

**NEW BEDFORD TOWER**
118.1 (CTAF) 239.0

**GND CON**
121.9

**UNICOM**
122.95

**MISSED APPROACH:**
Climb to 2100 direct BONNI and hold.

**ELEV** 79

**TDZE** 78

Procedure NA for arrivals at BURDY on V268 northeast bound.

**CATEGORY**
A
B
C
D

**LPV DA**
359 ¾
281 (300 ¾)

**LNAV/VNAV DA**
378 ¾
300 (300 ¾)

**LNAV MDA**
500 ¾
422 (500 ¾)

**CIRCLING**
620-1
640-1
720- ¾
960-3

41°41'N - 70°57'W

NEW BEDFORD, MASSACHUSETTS
AL-644 (FAA)

23110
RNAV (GPS) RWY 32
NEW BEDFORD RGNL (EWB)

**ATIS**
126.85

**PROVIDENCE APP CON**
128.7 269.525

**NEW BEDFORD TOWER**
118.1 [CTAF] 239.0

**GND CON**
121.9

**UNICOM**
122.95

**Procedure NA for arrivals at BURDY on V139-268 northeast bound.**

**Procedure NA for arrivals at MVY VORTAC on V146 southeast bound.**

**MISSED APPROACH:** Climb to 2000 direct UTBEQ and on track 331° to INNDY and hold.

**NEW BEDFORD, MASSACHUSETTS**

**WAAS**
CH 99427
W32A

**APP CRS**
325°

**Rwy Idg**
5002

**TDZE**
68

**Apt Elev**
79

**ELEV**
79

**TDZE**
68

**NEW BEDFORD TOWER**
118.1 [CTAF] 239.0

**GND CON**
121.9

**UNICOM**
122.95
NEW BEDFORD, MASSACHUSETTS

**LOC BC RWY 23**

NEW BEDFORD RGNL (EWB)

**Appr CRS**

- **LOC/DME I-EWB**
  - 109.7
  - Chan 34

- **Appr CRS**
  - 234°

- **TWR**
  - 78

- **Rwy Idg**
  - 5000

- **APT Elev**
  - 79

- **ELEV**
  - 79

- **TDZE**
  - 78

- **MALSR**
  - +

- **ATIS**
  - 126.85

- **PROVIDENCE APP CON**
  - 126.7

- **NEW BEDFORD TOWER**
  - 118.1 (CTAF)

- **GND CON**
  - 121.9

- **UNICOM**
  - 122.95

**MISSED APPROACH:**

- Climb to 2100 on I-EWB SW course to BONNI/I-EWB.
- 11.4 DME and hold.

**ATTENTION:**

- When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet and increase S-23 Cats C and D visibility ¾ SM. VDP NA with Taunton altimeter setting. Helicopter visibility reduction below ¾ SM NA. For inop MALSR, increase S-23 Cat A/B visibility ¼ mile and Cat C/D visibility ½ mile. For inop MALSR, when using Taunton altimeter setting, increase S-23 Cat A/B visibility ¾ mile.

**LOC BC RWY 23**

**Radar Required**

**LOCALIZER 109.7**

**I-EWB**

- Chan 34

**ZEDVI**

**I-EWB 4.8**

**RADAR**

**MISSED APCH FIX**

- BONNI
- I-EWB 11.4

**ATC**

- **NEW BEDFORD SW course**
  - Climb to 2100 on I-EWB SW course to BONNI/I-EWB.

**RADAR REQUIRED**

**LOCALIZER 109.7**

**I-EWB**

- Chan 34

**ZEDVI**

**I-EWB 4.8**

**RADAR**

**MISSED APCH FIX**

- BONNI
- I-EWB 11.4

**ATC**

- **NEW BEDFORD SW course**
  - Climb to 2100 on I-EWB SW course to BONNI/I-EWB.

**LOCALIZER 109.7**

**I-EWB**

- Chan 34

**ZEDVI**

**I-EWB 4.8**

**RADAR**

**MISSED APCH FIX**

- BONNI
- I-EWB 11.4

**ATC**

- **NEW BEDFORD SW course**
  - Climb to 2100 on I-EWB SW course to BONNI/I-EWB.

**LOCALIZER 109.7**

**I-EWB**

- Chan 34

**ZEDVI**

**I-EWB 4.8**

**RADAR**

**MISSED APCH FIX**

- BONNI
- I-EWB 11.4

**ATC**

- **NEW BEDFORD SW course**
  - Climb to 2100 on I-EWB SW course to BONNI/I-EWB.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Rwy 2 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS all Cats visibility to RVR 4500.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

GS 3.00°
TCH 50

One Minute Holding Pattern

SALTL INT I-HVN 5.6

1500 016° (10.4)

I-HVN 2.1

I-HVN 1.1

3.4 NM 1 NM

Knots 60 90 120 150 180
Min:Sec 4:30 3:00 2:15 1:48 1:30

NEW HAVEN, CONNECTICUT

AL-671 (FAA) 23110

ILS or LOC RWY 2

TWEED/NEW HAVEN (HVN)

NEW YORK APP CON 124.075 343.65
NEW HAVEN TOWER* 124.8 (CTAF) 0
GND CON 121.7
CLNC DEL 121.7
CLNC DEL (When twr closed) 122.95
UNICOM 124.8

LOCALIZER 109.1
I-HVN
Chan 28

(R) SALT INT I-HVN 5.6

(IAF) PEPER INT I-HVN 11.3
BDR 11.2

BRIDGEPORT 108.8 BDR 3.2
Chan 25

MADISON 110.4 MAD
Chan 41

TWEED/NEW HAVEN

FLBB
BDR 32.1

ALTERNATE MISSED
APCH FIX
FLBB
BDR 32.1

NE-1, 30 NOV 2023 to 25 JAN 2024

NEW HAVEN, CONNECTICUT

Amdt 18A 08SEP22
RNAV (GPS) RWY 2
TWEED/NEW HAVEN (HVN)

When local altimeter setting not received, use Long Island Mac Arthur altimeter setting: increase LPV DA to 375 feet; increase LNAV/VNAV DA to 446 feet and all visibilities to RVR 5000; increase all MDAs 100 feet and LNAV visibility Cat C/D to RVR 6000 and Circling visibility Cat C/D ½ SM. For inop ALS when using Long Island Mac Arthur altimeter setting, increase LPV visibility all Cats to RVR 5500. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Night landing: Rwy 14, 32 NA. Rwy 2 helicopter visibility reduction below RVR 4000 NA. Baro-VNAV and VDP NA when using Long Island Mac Arthur altimeter setting. For inop ALS, increase LPV all Cats visibility to RVR 4500.

Procedure NA for arrivals at NESSI on V91 northwest bound.

Procedure NA for arrivals at KEYED on V16 northeast bound.

<table>
<thead>
<tr>
<th>Category</th>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>295/40</td>
<td>365/40</td>
<td>400/40</td>
<td>720-1</td>
</tr>
<tr>
<td>B</td>
<td>287 (300-½)</td>
<td>358 (400-½)</td>
<td>393 (400-½)</td>
<td>707 (800-1)</td>
</tr>
<tr>
<td>C</td>
<td>400/45</td>
<td>400/45</td>
<td>400/45</td>
<td>780-2½</td>
</tr>
<tr>
<td>D</td>
<td>393 (400-½)</td>
<td>393 (400-½)</td>
<td>880-2½</td>
<td>867 (900-2½)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 20
TWEED/NEW HAVEN (HVN)

MISSED APPROACH: Climb to 1800 direct PEPPER and hold.

Procedure NA for arrivals at SOARS on V419 southwest bound and V91-487 northbound.

Procedure NA for arrivals at SORRY on V3-99 westbound and V34 northwest bound.

MISSED APCH FIX

CATEGORY

LPV DA 430-1 1/2 420 (500-1 1/2)

LNAV/ VNAV DA 522-1 3/8 512 (600-1 1/4)

LNAV MDA 540-1 530 (600-1) 540-1 1/2 530 (600-1 1/4)

CIRCLING 720-1 707 (800-1) 780-2 1/4 767 (800-2 1/4) 880-2 3/4 867 (900-2 3/4)

NEW HAVEN, CONNECTICUT

Amdt 1 08SEP22

TWEED/NEW HAVEN (HVN)
RNAV (GPS) RWY 20

NE-1, 30 NOV 2023 to 25 JAN 2024

41°16’N-72°53’W
ATIS
133.65
NEW HAVEN TOWER
124.8
GND CON
121.7
CLNC DEL
121.7 (When Tower Closed)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NEW HAVEN TOWER
133.65
GND CON
121.7
CLNC DEL
121.7 (When Tower Closed)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NEW HAVEN, CONNECTICUT
TWEED/NEW HAVEN (HVN)
22307
AL-671 (FAA)
22307
NEW HAVEN, CONNECTICUT
TWEED/NEW HAVEN (HVN)
NOTE: BEADS Departures expect vectors to MAD R-182.

NOTE: COATE Departures expect vectors to SAX/SAX R-311.

NOTE: NEWEL authorized for all aircraft types but restricted to a final altitude of 14000 or 16000.

NOTE: NEWEL authorized only for jet aircraft requesting a final altitude of FL180 and above.

NOTE: ZIMMZ authorized for all aircraft types but restricted to a final altitude of FL180 and above.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 2:** Climb heading 016°, thence.

**TAKEOFF RUNWAY 20:** Climb heading 196°, thence.

... expect vectors to assigned route/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

---

**NEW HAVEN, CONNECTICUT**

**TWEED/NEW HAVEN (HVN)**

**BRIDGEHAVEN ONE DEPARTURE**

**NOTE:** Chart not to scale.
RNAV (GPS)-A
PARLIN FLD (2B3)

**NEWPORT, NEW HAMPSHIRE**

**APP CRS 002°**

**LEB ASOS** 118.65  **BOSTON CENTER** 134.7 269.475  **UNICOM** 122.8 (CTAF)

**ELEV 785**

- Procedure NA for arrivals at STRUM on V151 southbound and V490 westbound.
- Procedure NA for arrivals at TAPSE on V93/T295 northeast bound.
- DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA to Rwy's 12 and 30. Circling NA east of Rwy 18-36. Helicopter visibility reduction below 1 SM NA. Use Lebanon altimeter setting.

**MISSING APPROACH:** Climbing left turn to 4000 direct ARIME and hold.

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**Category:**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visual Segment - Obstacles.</td>
<td>1900-1 1115 (1200-1 1/4)</td>
<td>1900-1 1/2 1115 (1200-1 1/2)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 16
NEWPORT STATE (UUU)

When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. Circling Rwy 4, 22, 34 NA at night. Rwy 16 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2100 direct RUBLE and via 169° track to NICOD and hold.

NoPT for arrival on PVD VOR/DME airway radials 234 CW 093.
**LOC W22**

**NEwPORT State (Uuu)**

**Amdt 7F 04NOV21**

- **ASOS**: 132.075
- **PROVIDENCE APP CON**: 128.7 269.525
- **CLNC DEL**: 127.25
- **UNICOM**: 123.05 (CTAF)

**MIsSeD APPROACH**: Climbing left turn to 2100 via PVD VOR/DME R-165 to NICOD INT/21.5 DME and hold.

**CATeGORY**: A/B/C/D

**S-22**: 720-1 548 (600-1)

- 720-1½ 548 (600-1½)
- NA

**CIRCLING**: 760-1 588 (600-1)

- 780-1½ 608 (700-1½)
- NA

**DAAME FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)**

**S-22**: 640-1 468 (500-1)

- 640-1½ 468 (500-1½)
- NA

**CIRCLING**: 760-1 588 (600-1)

- 780-1½ 608 (700-1½)
- NA

- **LOCALIZER 108.5 I-OTI**: Chan 22
- **NICOD INT PVD (21.5)**

- **ELEV 172**
- **TdzE 172**

- **SMARI INT I-OTI 2.5**

- **One Minute Holding Pattern**

- **1049 PROVIDENCE 115.6 PVD**: Chan 103

- **720* when using Providence altimeter setting.**

- **780 when using Providence altimeter setting.**

- **Rwy 22 NA at night, Circling Rwy 4, 22, 34 NA at night.**

- **altimeter setting.**

- **780 when using Providence altimeter setting.**
NEWPORT, RHODE ISLAND
VOR/DME RWY 16
NEWPORT STATE (UUU)

When local altimeter setting not received, use Providence altimeter setting and increase all MDA 60 feet; increase S-16 Cat C visibility ¼ mile. Circling Rwy 4, 22, 34 NA at night. Rwy 16 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 2100 via PVD R-165 to NICOD INT/21.5 DME and hold.

NoPT for arrivals on PVD VOR/DME airway radials 263 CW 321.

Amdt 1D 04NOV21
NE-1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 36
NORTHEAST KINGDOM INTL (EFK)

Circling to Rwy 5 and 23 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2300 then climbing left turn to 4400 direct LUNFI and hold.

AWOS-3P
118.275

BOSTON CENTER
135.7  282.2

UNICOM
122.8 (CTAF)

ELEV 934
TDZE 934

LNAV/ VNAV DA
1467-1½  533 (600-1½)

LNAV MDA
1520-1  586 (600-1)

CIRCLING
1520-1  586 (600-1)

APP CRS 357°
W36A
934

Rwy Idg 5301
TDZE
Apt Elev 934

REIL Rwy 18 and 36
MIRL Rwy 18 -36

357°
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta State altimeter setting and increase all MDA 80 feet; increase LNAV Cat B visibility ½ mile and Cat C visibility ½ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2900 direct HOPMU and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>980-1</td>
<td>712 (800-1)</td>
<td>980-2</td>
<td>712 (800-2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>980-1</td>
<td>710 (800-1)</td>
<td>1080-21/4</td>
<td>810 (900-21/4)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 15
CENTRAL MAINE/NORRIDGEWOCK (OWK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Augusta State altimeter setting.
Rwy 15 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Augusta State altimeter setting: increase LPV DA to 607 feet, LNAV/VNAV DA 659 feet and LNAV/VNAV visibility all Cats ¼ SM. Increase all MDA 80 feet and LNAV Cat C visibility ¼ SM and Circling Cat C visibility ½ SM. Circling Rwy 3, 21, 33 NA at night.

Procedure NA for arrivals on AUG VOR/DME airway radials 53 CW 69.

AWOS-AV 123.075  PORTLAND APP CON * 128.35 299.2  UNICOM 122.8 (CTAF)

CENTRAL MAINE/NORRIDGEWOCK

Amdt 1 22JUN17

NE-1, 30 NOV 2023 to 25 JAN 2024
When local altimeter setting not received, use Bennington altimeter setting and increase all MDA 60 feet. Circling NA south of Rwy 11-29. DME/DME RNP-0.3 NA. Procedure NA at night.

**MISSING APPROACH:** Climbing left turn to 5000 direct GRAVE and hold, continue climb-in-hold to 5000.

---

### ASOS
- **KNURS** 25 NM

### UNICOM
- **Unicom** 122.8 (CTAF)

### HARRIMAN-AND-WEST (AQW)

- **Category** C
- **Circling** 2740-1\(\frac{3}{4}\) to 2740-1\(\frac{3}{4}\) 2780-3 NA

---

**Note:**

- Procedure NA for arrivals at BOWAN on V487 southbound and V292/T295 westbound.

---

**NORTH ADAMS, MASSACHUSETTS**

**Orig 15OCT15**

**42°42'N-73°10'W**

---

**RNAV (GPS)-A**

**HARRIMAN-AND-WEST (AQW)**
RNAV (GPS)-B
HARRIMAN-AND-WEST (AQW)

**Circling NA south of Rwy 11-29. Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA.**

**MISSED APPROACH:** Climbing left turn to 4800 direct SWOBS and hold.

**ASOS**
- 134.775

**ALBANY APP CON**
- 132.825
- 307.2

**UNICOM**
- 122.8 (CTAF)

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>3280-1/4</td>
<td>3280-1/2</td>
<td>3280-3</td>
<td>NA</td>
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<tr>
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<td>2626 (2700-1/4)</td>
<td>2626 (2700-1/2)</td>
<td>2626 (2700-3)</td>
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</tr>
</tbody>
</table>

**ELEV 654**

**Visual Segment - Obstacles.**

**4 NM Holding Pattern**

**5 NM**

**NE-1, 30 NOV 2023 to 25 JAN 2024**
Circling Rwy 5 NA at night. For inop ALS, increase S-LOC 16 Cat C/D visibility to 2 1/2 SM.

Procedure NA for arrivals at FOSTY on V146-151-405 northwest bound.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 58).

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 58).

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 58).

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 58).
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling Rwy 5 NA at night. DME/DME RNP-0.3 NA.

ATIS*   PROVIDENCE APP CON*   QUONSET TOWER*   GND CON   CLNC DEL   UNICOM
118.6   123.675 244.875   126.35 (CTAF) 252.9   134.5   226.675   134.5   122.95

Procedure NA for arrivals at FOSTY on V146-151-405 northwest bound and V3-16 northeast bound.
Circling Rwy 5 NA at night, Rwy 34 helicopter visibility reduction below 1 SM NA.

**MISSING APCH FIX**

MISSED APPROACH: Climb to 2500 direct SALME and on track 340° to FOSTY and hold.

**ATIS**

- PROVIDENCE APP CON
- QUONSET TOWER
- GND CON
- CLNC DEL
- UNICOM

<table>
<thead>
<tr>
<th>ATIS</th>
<th>PROVIDENCE APP CON</th>
<th>QUONSET TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.6</td>
<td>123.675</td>
<td>126.35</td>
<td>134.5</td>
<td>126.35</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 34**

- **QUONSET STATE (OQU)**
- Procedure NA for arrivals at FALMA on V310-374 eastbound and on V405 southeast bound.
- **Sachuest Point National Wildlife Refuge**

**MAP**

- **SALME**
- **HULEM**
- **CONEZ**
- **COSAX**
- **BADTA**

**ELEV 18 TDZE 11**

- **NE-1, 30 NOV 2023 to 25 JAN 2024**
- **NE-1, 30 NOV 2023 to 25 JAN 2024**
- **NE-1, 30 NOV 2023 to 25 JAN 2024**
- **NE-1, 30 NOV 2023 to 25 JAN 2024**

**RNAV (GPS) RWY 34**

- **CIRCLING**
Circling Rwy 5 NA at night.
Rwy 34 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrival on PVD VOR/DME airway
radials 115 CW 263.

Procedure NA for arrival on SEY VOR/DME
airway radials 046 CW 099.

WATIR FIX MINIMUMS (DME REQUIRED)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-34</td>
<td>660-1</td>
<td>649</td>
<td>660-17/6</td>
<td>649</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>660-1</td>
<td>642</td>
<td>660-17/6</td>
<td>880-2-3/4</td>
</tr>
<tr>
<td>S-34</td>
<td>580-1</td>
<td>569</td>
<td>580-17/6</td>
<td>569</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>620-1</td>
<td>602</td>
<td>620-17/4</td>
<td>880-2-3/4</td>
</tr>
</tbody>
</table>

FAF to MAP 5.2 NM

Knots: 60 90 120 150 180
Min:Sec: 5:12 3:28 2:36 2:05 1:44

NE-1, 30 NOV 2023 to 25 JAN 2024

NORTH KINGSTOWN, RHODE ISLAND
Amendment 3 01FEB18

41°36'N-71°25'W

287
MISSED APPROACH: Climbing left turn to 2000 on heading 100° and PVD R-165 to FALMA INT/MVY 25.3 DME and hold.
AIRPORT DIAGRAM

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 14
NORTHAMPTON (7B2)

**NORTHAMPTON, MASSACHUSETTS**
AL-5784 (FAA)

**APP CRS**
143°

**Rwy Idg**
3335
**TDZE**
121
**Apt Elev**
121

RNAV (GPS) RWY 14
NORTHAMPTON (7B2)

**BRADLEY APP CON**
125.35  281.5
**CLNC DEL**
133.6
**UNICOM**
122.7 (CTAF)

**WINDSOR LOCKS ALTIMETER SETTING MINIMUMS**

**LNAV MDA**
819 (900-1)
1279 (1300-1)

**CIRCLING**

**LNAV MDA**
899 (900-1)
1339 (1400-1)

**WINDSOR LOCKS ALTIMETER SETTING MINIMUMS**
**LNAV MDA**
819 (900-1)
1279 (1300-1)

**CIRCLING**

**LNAV MDA**
899 (900-1)
1339 (1400-1)

**BRADLEY APP CON**
125.35  281.5
**CLNC DEL**
133.6
**UNICOM**
122.7 (CTAF)

**NORTHAMPTON, MASSACHUSETTS**
Orig-C  07SEP23

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**Category**

**A**

**B**

**C**

**D**

**LNAV MDA**
940-1
819 (900-1)

**CIRCLING**
940-1
819 (900-1)

**LNAV MDA**
1020-1¼
899 (900-1¼)

**CIRCLING**
1020-1¼
899 (900-1¼)

**MIRL Rwy 14-32**

**Winter (NE-1, 30 Nov 2023 to 25 Jan 2024)**

**RNAV (GPS) RWY 14**
NORTHAMPTON (7B2)

**42°20'N 72°37'W**

**NE-1, 30 NOV 2023 to 25 JAN 2024**
Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

**MISSPED APPROACH:** Climbing right turn to 4000 via CTR R-095 to CTR VOR/DME and hold.

**BRADLEY APP CON**
- Channel: 125.35
- Elevation: 281.5

**CLNC DEL**
- Channel: 133.6

**ELEV**
- Channel: 121

**UNICOM**
- Channel: 122.7 (CTAF)

**Radar Required**

- **BAF 113.0**
  - Channel: 77

- **BAF 1670**
  - Channel: 1217

- **BAF 1669**
  - Channel: 602

- **BAF 900**
  - Channel: 602

- **BAF 1434**
  - Channel: 1434

- **BAF 1396**
  - Channel: 1396

- **BARNES**
  - Channel: 113.0

**TEDEE**
- Channel: 21

**BAF 219°**

- **BAF 3000**
  - Channel: 1227

- **BAF 2500**
  - Channel: 1227

- **BAF 2190**
  - Channel: 1227

**CATEGORY**

<table>
<thead>
<tr>
<th><strong>BAF</strong></th>
<th><strong>CIRCLING</strong></th>
<th><strong>WINDSOR LOCKS ALTIMETER SETTING MINIMUMS</strong></th>
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</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td>1300-1½</td>
<td>1360-1½</td>
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<tr>
<td><strong>B</strong></td>
<td>1179 (1200-1¼)</td>
<td>1239 (1300-1¼)</td>
</tr>
<tr>
<td><strong>C</strong></td>
<td>1279 (1300-1½)</td>
<td>1339 (1400-1½)</td>
</tr>
<tr>
<td><strong>D</strong></td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 35
NORWOOD MEML (OWD)

Amdt 1E 31DEC20

ATIS 119.95
BOSTON APP CON 124.1 263.1
NORWOOD TOWER 126.0 (CTAF)
GND CON 121.8
CLNC DEL 121.8

Procedure NA for arrivals at
WOONS on V3-16 southwest bound.

Procedure NA for arrivals at
BURDY on V139-268 southwest bound.

* LNAV only

** VNAV

RNAV (GPS) RWY 35
NORWOOD MEML (OWD)

Amdt 1E 31DEC20

42°11’N-71°10’W

NORWOOD MEML (OWD)

RNAV (GPS) RWY 35

NORWOOD MEML (OWD)

NE-1, 30 NOV 2023 to 25 JAN 2024

NE-1, 30 NOV 2023 to 25 JAN 2024

NE-1, 30 NOV 2023 to 25 JAN 2024

NE-1, 30 NOV 2023 to 25 JAN 2024
Helicopter visibility reduction below ¾ SM NA. DIKEY fix minimums: For inop ALS, increase S-35 Cat C/D visibility to 1¾ SM. Circling NA at night.

ATIS
WHYBE
BOS 20

3000
MILIS
BOS R-240

LOCALIZER 108.3
I-OWD
Chan 20

DIKEY
I-OWD 2.5

STOGE
I-OWD 5.1

Remain within 10 NM

CATEGORY
S-35 580-¾ 531 (600-¾) 580-1¼ 531 (600-1¼)
C CIRCLING 600-1 551 (600-1) 700-1 651 (700-1) 1220-3 1171 (1200-3)

DIKEY FIX MINIMUMS
S-35 500-¾ 451 (500-¾) 500-1 451 (500-1)
C CIRCLING 600-1 551 (600-1) 700-1 651 (700-1) 1220-3 1171 (1200-3)

ATIS
119.95

BOSTON APP CON
124.1 263.1

GND CON
121.8

CLNC DEL
121.8

ATIS
3955 X 75

LOC RWY 35
NORWOOD MEML (OWD)

ADT 10° 31DEC20

2.88° TCH 40

AIR NAV DEPT.: 703-323-3711
CELESTIAL VOR/DME 108.3 120.9

NE-1, 30 NOV 2023 to 25 JAN 2024

NORWOOD, MASSACHUSETTS
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

(Continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 104° to 1100, then as assigned by ATC, thence...
TAKEOFF RUNWAY 17: Climb on assigned heading, thence....
TAKEOFF RUNWAY 28: Climb on heading 284° to 700, then as assigned by ATC, thence....
TAKEOFF RUNWAY 35: Climb on heading 280° CW 330° as assigned by ATC, thence....

.. for RADAR vectors to assigned route/NAVAID/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

NOTE: Non-GPS equipped aircraft can expect vectors on assigned route.
NOTE: BLZZR DEPARTURES expect vectors on BOS R-273.
NOTE: BRUWN DEPARTURES expect vectors on BOS R-159.
NOTE: CELTK DEPARTURES expect vectors on BOS R-114.
NOTE: HYLND DEPARTURES expect vectors on BOS R-350.
NOTE: PATSS DEPARTURES expect vectors on BOS R-260.
NOTE: REVSS DEPARTURES expect vectors on BOS R-285.
NOTE: SSOXS DEPARTURES expect vectors on BOS R-177.
RNAV (GPS) RWY 12
DEWITT FLD/OLD TOWN MUNI (OLD)

Category A/B/C/D

LNAV MDA

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>560-1</td>
<td>435 (500-1)</td>
<td>560-1/2</td>
<td>NA</td>
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</table>

CIRCLING

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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
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<td>CIRCLING</td>
<td>640-1</td>
<td>700-1</td>
<td>633 (700-1)</td>
<td>NA</td>
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</tbody>
</table>

DEEPWOODS MOA

Amdt 1 19MAY22

OLD TOWN, MAINE

44°57'N-68°40'W

297
Circling NA to Rwys 17W and 35W. Circling Rwy 4, 12, 22, 30 NA at night. Rwy 22 helicopter visibility reduction below 3/4 SM NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet and increase LPV visibility all Cats 3/4 SM.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct IVAFO and hold, continue climb-in-hold to 3000.

BANGOR APP CON
118.925 239.3

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 22
DEWITT FLD/OLD TOWN MUNI (OLD)

OLD TOWN, MAINE
44°57'N-68°40'W

OLD TOWN, MAINE (OLD)
25 JAN 2024

NE-1, 30 NOV 2023 to 25 JAN 2024

DA

HOLD
3000

RNAV APCH - GPS.

Rwy Idg
App Crs
2802
217°

Apt Elev
TDZE
127
127

ELEV
127

TDZE
127

WIRUB
4200

30 NM to IVAFO (IAF)

7 NM to IVAFO

3000

IVAFO

307°

30 NM to IVAFO

307°

30 NM to IVAFO

307°

ELEV 127

TDZE 127

OLD TOWN, MAINE

Amdt 1 19MAY22

DEWITT FLD/OLD TOWN MUNI (OLD)

RNAV (GPS) RWY 22

NE-1, 30 NOV 2023 to 25 JAN 2024

DEWITT FLD/OLD TOWN MUNI (OLD)

RNAV (GPS) RWY 22

23222
Circling NA to Rwy's 17W and 35W. Procedure NA at night. Rwy 30 helicopter visibility reduction below 1/2 SM NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all LP and CAT elev reduction below 1/2 SM. Procedure NA when Deepwoods MOA is active.

**RNAV (GPS) RWY 30**

**DEWITT FLD/OLD TOWN MUNI (OLD)**

**BANGOR APP CON**

118.925 239.3

**UNICOM**

122.8 (CTAF)

**RNP APCH - GPS.**

**CIRCLING**

**LP MDA**

540-1 415 (500-1) 540-1/8 415 (500-1/8) NA

**LNAV MDA**

580-1 455 (500-1) 580-1/8 455 (500-1/8) NA

**CIRRCLING**

640-1 513 (600-1) 700-1 633 (700-1/4) NA

**MISSED APPROACH:** Climb to 3000 direct ZIMFA and hold, continue climb-in-hold to 3000.

**ELEV 127**

**TDZE 125**

**DEWITT FLD/OLD TOWN MUNI (OLD)**

**MOA DEEPWOODS**

**CATEGORY**

A  B  C  D

LP MDA  540-1 415 (500-1) 540-1/8 415 (500-1/8) NA

LNAV MDA  580-1 455 (500-1) 580-1/8 455 (500-1/8) NA

CIRRCLING  640-1 513 (600-1) 700-1 633 (700-1/4) NA

**OLD TOWN, MAINE**

44°57'N-68°40'W

Amdt 1 19MAY22
Circling NA to Rwy 17W and 35W. Procedure NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 on BGR VORTAC. R-071 to CAVIL/BGR 14.6 DME and hold, continue climb-in-hold to 3100.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-22</td>
<td>640-1</td>
<td>513 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>640-1</td>
<td>513 (600-1)</td>
<td>700-1</td>
<td>573 (600-1)</td>
</tr>
</tbody>
</table>

OLD TOWN, MAINE

Amdt 6 14JUL22

DEWITT FLD/OLD TOWN MUNI (OLD)

VOR RWY 22
RNAV (GPS) RWY 32
ORANGE MUNI (ORE)

Circling to Rwy 1-19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. Baro-VNAV and VDP NA when using Keene altimeter setting. When local altimeter setting not received, use KEENE altimeter setting and increase all DA 55 feet and all MDA 60 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct CIGPA and on track 299° to WARIC and hold, continue climb-in-hold to 3500.

Procedure NA for arrivals at WARIC on V93 southwest bound and V2-14 northwest bound.

Procedure NA for arrivals at SPENO on V229 southwest bound and V270 westbound.

Procedure NA for arrivals at GLYDE on V270 eastbound.

Procedure NA for arrivals at JOHNZ on V106 eastbound.

LNAV only.

* 1.8 NM to RW32

* 1.8 NM to RW32

<table>
<thead>
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<th>A</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>873-1</td>
<td>328 (400-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1288-2¼</td>
<td>743 (800-2¼)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1240-1</td>
<td>695 (700-1)</td>
<td>NA</td>
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</tr>
<tr>
<td>CIRCLING</td>
<td>704 (800-1)</td>
<td>764 (800-1)</td>
<td>NA</td>
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</tr>
</tbody>
</table>
NE-1, 30 NOV 2023 to 25 JAN 2024
**ILS or LOC RWY 36**

**WATERBURY-OXFORD (OXC)**

**DME required.**

- **NA** Rwy 36 helicopter visibility reduction below 3/4 SM NA.

**Procedure NA for arrival on BDR VOR/DME airway radials 336 CW 077.**

**MISSED APPROACH: Climb to 3000 on heading 005° and MAD VOR/DME R-317 to ZATMI INT/MAD 24.9 DME and hold. Continue climb-in-hold to 3000.**

**ATIS**

- 132.975

**NEW YORK APP CON**

- 124.075

**OXFORD TOWER**

- **(CTAF)**

**GND CON**

- 121.65

**CLNC DEL**

- 121.65

**UNICOM**

- 122.85

**APP CRS**

- 109.55

**Rwy Idg**

- 005°

**Apt Elev**

- 5301

**WATERBURY-OXFORD (OXC)**

**REIL Rwy 36**

- 18-36

**HIRL Rwy 18-36**

- 36

**ELEV**

- 730

**TDZE**

- 721

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**Amdt 15 03JAN19**
RNAV (GPS) RWY 18
WATERBURY-OXFORD (OXC)

Amdt 3 03JAN19

Category

LPV DA 1140-1 410 (500-1)
LNAV/ VNAV DA 1141-1 411 (500-1)
LNAV MDA 1240-1 510 (600-1)
CIRCLING 1300-1 570 (600-1) 1380-1 650 (700-1) 1460-2 730 (800-2)

180° 185°

GICEN 2.6 NM to RW18

Lane

HOLD 6000 3000
3000 NoPT 095° (6.8)
3000 NoPT 195° (6.8)

185° 2000

FAF ARQEB

1694

MISSED APCH: Climb to 2500 direct CUTMA and hold.

Procedure NA for arrivals on PWL VOR/DME airway radials 055 CW 216.

Procedure NA for arrivals at MOONI on V58-167 westbound, V34 northwest bound and V91-487 northbound.

RNAV (GPS) RWY 18
WATERBURY-OXFORD (OXC)

Amdt 3 03JAN19

180° 185°

GICEN 2.6 NM to RW18

Lane

HOLD 6000 3000
3000 NoPT 095° (6.8)
3000 NoPT 195° (6.8)

185° 2000

FAF ARQEB

1694

MISSED APCH: Climb to 2500 direct CUTMA and hold.

Procedure NA for arrivals on PWL VOR/DME airway radials 055 CW 216.

Procedure NA for arrivals at MOONI on V58-167 westbound, V34 northwest bound and V91-487 northbound.

RNAV (GPS) RWY 18
WATERBURY-OXFORD (OXC)

Amdt 3 03JAN19

180° 185°

GICEN 2.6 NM to RW18

Lane

HOLD 6000 3000
3000 NoPT 095° (6.8)
3000 NoPT 195° (6.8)

185° 2000

FAF ARQEB

1694

MISSED APCH: Climb to 2500 direct CUTMA and hold.

Procedure NA for arrivals on PWL VOR/DME airway radials 055 CW 216.

Procedure NA for arrivals at MOONI on V58-167 westbound, V34 northwest bound and V91-487 northbound.
Rwy 36 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at ZATMI on V34 northwest bound.

Procedure NA for arrival on BDR VOR/DME airway radials 336 CW 054.
Procedure NA for arrivals at LNAV only

**MISSED APPROACH:** Climb to 3000 direct ZATMI and hold, continue climb-in-hold to 3000.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DME/DME RNP-0.3 NA. Procedure NA at night. Use Auburn/Lewiston altimeter setting; when not received, use Fryeburg altimeter setting and increase all MDAs 40 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3600 direct SPDWY and hold, continue climb-in-hold to 3600.

- **LEW AWOS-3**: 118.025
- **PORTLAND APP CON**: 125.5 353.9
- **UNICOM**: 122.8 (CTAF)
MISSED APPROACH: Climb to 3700 direct JEXEN and hold, continue climb-in-hold to 3700.

DME/DME RNP-0.3 NA. Procedure NA at night. Use Auburn/Lewiston altimeter setting; when not received, use Fryeburg altimeter setting and increase all MDAs 40 feet. Helicopter visibility reduction below 1 SM NA.

LP MDA
775 (800-1) 1120-1
775 (800-1¾) 1120-1¼
NA

LNAV MDA
1140-1 1140-1¾
795 (800-1) 795 (800-1¼)
NA

CIRCLING
1220-1¼ 1400-1½
875 (900-1¼) 1055 (1100-1½)
NA
Circling Rwy 15, 33 NA at night. For inoperative MALS, increase LPV all Cats visibility to 0.5 mile. For inop ALS, increase LPV all Cats visibility to ½ SM and LNAV/VNAV all Cats visibility to 1¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Procedure NA for arrivals at EGAKE on T255 northwest bound.

Procedure NA for arrivals at JEWIT on V3-16 southwest bound and V167 westbound.

Procedure NA for arrivals on ORW VOR/DME airway radials 011 CW 128.

**Categories**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>700-⅔</td>
<td>271 (300-⅔)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>835-1</td>
<td>406 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>820-⅔</td>
<td>391 (400-⅔)</td>
<td>820-⅔</td>
<td>391 (400-⅔)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>900-1</td>
<td>459 (500-1)</td>
<td>900-1½</td>
<td>459 (500-1½)</td>
</tr>
</tbody>
</table>
PAWTUCKET, RHODE ISLAND

RNAV (GPS) RWY 23
NORTH CENTRAL STATE (SFZ)

Circling Rwy 15, 33 NA at night. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV all Cats visibility to 1/8, LNAV/VNAV all Cats visibility to 1/8 and LNAV Cat C visibility to 1/8. Rwy 23 helicopter visibility reduction below 1/8 SM NA.

MISSED APPROACH: Climb to 2600 direct WALLU and hold.

Procedure NA for arrivals on BOS VOR/DME airway radials 240 CW 278.

Procedure NA for arrivals at BURDY on V139-268 northeast bound.

AWOS-3PT
120.775
PROVIDENCE APP CON
123.675
244.875
CLNC DEL
124.35
UNICOM
123.075 (CTAF)

MisSED APCH FIX

WALLU

AIRWAYS:
ASA RW23 25 NM

IAF WHYBE

2390

(IF) KENPY

2300

(FAF) RUSEL

792

LIVGE 3 NM to RW23

RW23

573

559

2300

(6.3)

1200

1400*

1.2 NM

1.8 NM

2.8 NM

4.3 NM

586

CIRCLING

900-1 459 (500-1)

900-1/2 459 (500-1/2)

900-1/2 459 (500-1/2)

CATEGORy
LPV DA 679-7/8 250 (300-3/8)

LNAV/ VNAV DA 849-1/2 420 (500-1/2)

LNAV MDA 820-1 391 (400-1)

820-1/8 391 (400-1/8)

NA

NA

900-1 459 (500-1)

NA

CIRCLING

900-1 459 (500-1)

900-1/2 459 (500-1/2)

NA

NA

NE-1, 30 NOV 2023 to 25 JAN 2024

PAWTUCKET, RHODE ISLAND

Amdt 1B 16JUL20

41°55'N-71°29'W

2327B

AL-5256 (FAA)
VOR/A

WINDHOEK

When local altimeter setting not received, use Windhoek altimeter setting and increase all MDA 100 feet, increase circling visibility Cat C ¼ mile. Circling to Rwy 15/33 NA at night.

MISSING APPROACH: Climbing left turn to 2500 via ORW VOR/DME R 057 to FOSTY INT/ ORW 23.5 DME and hold.

AWOS-3PT
120.775

PROVIDENCE APP CON
123.675 244.875

CLNC DEL
124.35

UNICOM
123.075 (CTAF)

PUTNAM
117.4 PUT
Chan 121

REIL Rwys 15, 23 and 33

PARWICK
103.9 PAR
Chan 37

PAWTUCKET, RHODE ISLAND

CIRCLING
980-1 539 (600-1)
980-1 2 539 (600-1½)
539 (600-1½) NA

KNOTS
60 90 120 150 180

MIN:SEC
4:42 3:08 2:21 1:53 1:34

41°55’N-71°29’W

NE-1, 30 NOV 2023 to 25 JAN 2024

AL-5256 (FAA)

23278
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile. Circling to Rwys 15/33 NA at night.

MISSED APPROACH: Climbing right turn to 2500 via ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3PT
120.775

PROVIDENCE APP CON *
123.675 244.875

CLNC DEL
124.35

UNICOM
123.075 (CTAF) •

Procedure NA for arrivals at PUT VOR/DME via V146-151 northwest bound.

111°

117.4 PUT 111°
Chan 121

111°

4.8 NM

NE-1, 30 NOV 2023 to 25 JAN 2024

AWOS-3PT 120.775

PROVIDENCE APP CON 123.675 244.875

CLNC DEL 124.35

UNICOM 123.075 (CTAF)

Procedure NA for arrivals at PUT VOR/DME via V146-151 northwest bound.
RNAP (GPS) RWY 26
PITTSFIELD MUNI (PSF')

**CIRCLING**
- NA south of Rwy 8 and southwest of Rwy 32.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

**MISSING APPROACH**
- Climb to 2800 then climbing left turn to 4000 direct HIDAL and hold.
- Missed approach requires minimum climb of 285 feet per NM to 2700.

- **ASOS**
  - 135.375
- **ALBANY APP CON**
  - 132.825 307.2
- **CLINC DEL**
  - 128.6
- **UNICOM**
  - 122.7 (CTAF)

**Procedure NA for arrival on**
- CAM VOR/DME airway radials 108 CW 248.

**Procedure NA for arrivals at CTR VOR/DME**
on V146 southeast bound.

**NE-1, 30 NOV 2023 to 25 JAN 2024**
- 315
RNAV (GPS) RWY 18
PITTSFIELD MUNI (2B7)

**Missed Approach**: Climb to 2600 direct POKUE and hold.

- **NA**: Rwy 18 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Bangor altimeter setting; when not received procedure NA.

**RNP APCH**

<table>
<thead>
<tr>
<th>BGR ASOS</th>
<th>BANGOR APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.75</td>
<td>118.925</td>
<td>122.8</td>
</tr>
</tbody>
</table>

**Procedure NA for arrivals at RINTH on V39 northeast bound.**
**RNAV (GPS) RWY 36**

**PITTSFIELD MUNI (2B7)**

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**Category A**

- **LPV DA**
  - 499-1 305 (400-1)\* NA

- **LNAV/VNAV DA**
  - 499-1 305 (400-1)\* NA

- **LNAV MDA**
  - 660-1 466 (500-1)\* 660-1\* 466 (500-1\*) NA

- **CIRCLING**
  - 800-1 603 (700-1)\* 880-2 683 (700-2) NA

**Category B**

- **GWLS**
  - 2000 NA

**Category C**

- **GWLS**
  - 2000 NA

**Category D**

- **GWLS**
  - NA

**LNAV only.**

- **MAIRS (IAF)**
  - 061° 3000

- **HIBOB (IAF)**
  - 275° 2600

- **TIPKE (FAF)**
  - 235° 3000

**Apt Elev**

- **TDZE** 194

**UNICOM**

- **BANGOR APP CON** 118.925 239.3

**184° 4 NM**

- **2600**

- **OROSE**

- **EA**

- **REIL**

**Rwy 36 helicopter visibility reduction below 1/4 SM NA.**

**Baro-VNAV NA. Use Bangor altimeter setting; when not received procedure NA.**

**Procedure NA for arrival on BGR VORTAC airway radials 239 CW 283.**

**MISSED APPROACH: Climb to 2600 direct OROSE and hold.**

**MISSED APCH FIX**

- **4 NM**

- **OROSE**

**PROCEDURE NA for arrival on AUG VOR/DME airway radials 053 CW 141.**

**PROCEDURE NA for arrival on AUG VOR/DME airway radials 239 CW 283.**
RNAV (GPS) RWY 2
ROBERTSON FLD (4B8)

NE-1, 30 NOV 2023 to 25 JAN 2024

Circling NA east of Rwy 2-20. Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Use Meriden altimeter setting, when not received, use Hartford altimeter setting and increase all MDA 20 feet, increase LP Cat C visibility 1/8 SM.

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct BRISS and hold.

Procedure NA for arrival on MAD VOR/DME airway radials 258 CW 031.

MIRL Rwy 2-20
REIL Rwy 2 and 20

PLAINVILLE, CONNECTICUT
Amdt 1 05DEC19
41°41'N-72°52'W
319
**PLYMOUTH, MASSACHUSETTS**

**AL-5295 (FAA)**

**RNAV (GPS) RWY 6**

**PLYMOUTH MUNI (PYM)**

**RNP APCH - GPS.**

- **Circling Rwy 15, 24 NA at night. Rwy 6 helicopter visibility reduction below 1/2 SM NA.**
- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.**
- **For inop ALS, increase LPV all Cats visibility to 1/2 SM and LNAV/VNAV all Cats visibility to 1/2 SM.**

**ASOS**

- 135.625

**BOSTON APP CON**

- 118.2
- 284.6

**CLNC DEL**

- 127.75

**UNICOM**

- 122.725 (CTAF)
- 122.9

**Missed Approach:**

- Climb to 640 then climbing right turn to 1900 direct FREDO and hold.

**Procedure NA for arrivals at LFV VOR/DME on V167 northeast bound.**

**Procedure NA for arrival on PVD VOR/DME airway radials 093 CW 165.**

**Procedure NA for arrival on MVY VOR/DME airway radials 093 CW 165.**

**Procedure NA for arrival on PVD VOR/DME airway radials 282 CW 313.**

**Procedure NA for arrival on MVY VOR/DME airway radials 282 CW 313.**

**Operation of LPV System:**

- LPV DA: 436-\(\frac{3}{4}\) to 291 (300-\(\frac{3}{4}\))
- LNAV/ VNAV DA: 426-\(\frac{3}{4}\) to 281 (300-\(\frac{3}{4}\))
- LNAV MDA: 500-\(\frac{3}{4}\) to 355 (400-\(\frac{3}{4}\))
- CIRCLING: 620-1 to 472 (500-1)
- CIRCLING: 640-1 to 492 (500-1)
- CIRCLING: 760-1\(\frac{3}{4}\) to 612 (700-1\(\frac{3}{4}\))

**Amdt 1E 30NOV23**

**NE-1, 30 NOV 2023 to 25 JAN 2024**
Rwy 15 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 15 NA at night, Circling Rwy 15, 24 NA at night.

**ASOS**
- PLYMOUTH, MASSACHUSETTS
  - 135.625

**BOGON APP CON**
- PLYMOUTH MUNI (PYM)
  - 118.2

**CINC DEL**
- 127.75

**UNICOM**
- 122.725 (CTAF)

**122.9**

---

**ELEV**
- 148

**TDZE**
- 147

---

**FARED**
- 2000

**SCALD**
- 2000

**CREPT**
- 1.6 NM to RW15

**MISSED APPROACH**: Climb to 600 then climbing left turn to 2000 direct GAILS and hold.

---

**Category**

<table>
<thead>
<tr>
<th>LP</th>
<th>MDA</th>
<th>MDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>500-1</td>
<td>353 (400-1)</td>
</tr>
<tr>
<td>B</td>
<td>560-1</td>
<td>413 (500-1)</td>
</tr>
<tr>
<td>C</td>
<td>560-1½</td>
<td>413 (500-1¾)</td>
</tr>
<tr>
<td>D</td>
<td>760-1¾</td>
<td>612 (700-1¾)</td>
</tr>
</tbody>
</table>

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**Notes**

- 30 NOV 2023 to 25 JAN 2024
- RW15 2.5 NM
- GAILS to 2000 direct GAILS and hold.

---

**Visual Segment - Obstacles**

**REIL Rwy 24**
- 30 NOV 23

**MIRL Rwy 24-13, 15-27**
- 30 NOV 23

---

**Weather**

- 146°
- 2200

---

**Location**

- PLYMOUTH, MASSACHUSETTS
- 41°55’N-70°44’W

---

**Other**

- AL-5295 (FAA)
Rwy 24 helicopter visibility reduction below 1 SM NA.
Circling Rwy 15, 24 NA at night.

**MISSED APPROACH:** Climb to 640 then climbing left turn to 2000 direct GAILS and hold.
Circling Rwy 15, 24 NA at night. Rwy 33 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 18°C or above 54°C.

Procedure NA for arrivals at MVY VOR/DME on V146 northwest bound.

NE-1, 30 NOV 2023 to 25 JAN 2024
Procedure NA when control tower closed. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.

Procedure NA for arrivals on CON VOR/DME airway radials 037 CW 088.

Procedure NA for arrivals on ENE VOR/DME airway radial 062.

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
DME or RADAR required. DME required when Portland approach control closed.
Procedure NA when control tower closed.
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or RADAR to touchdown.

NoPT at SAPPE for arrival on CDOGG or SCOBS arrivals.

**MISSED APPROACH:**
Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

**SA CATEGORY I & II ILS**
- Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
- Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or RADAR to touchdown.
- No PT at SAPPE for arrival on CDOGG or SCOBS arrivals.

**MISSED APPROACH:**
Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.

**Procedure NA when control tower closed.**

**DME or RADAR required.**
DME required when Portland approach control closed.

SA CATEGORY I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CATEGORY II: Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or RADAR to touchdown.

**No PT at SAPPE for arrival on CDOGG or SCOBS arrivals.**

**MISSED APPROACH:**
Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.
RNAV (GPS) RWY 18
PORTLAND INTL JETPORT (PWM)

ATIS 119.05
PORTLAND APP CON * 119.75 269.35
PORTLAND TOWER * 120.9 (CTAF) 257.8
GND CON 121.9
CLNC DEL 121.9
UNICOM 122.95

Procedure NA for arrivals at JUVIN. Procedure entry RADAR required for procedure entry at JUVIN.

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). RWY 18 helicopter visibility reduction below ½ SM NA.

AMIL 2049
4 NM

ÉLEV 76
TDZE 50

RN 178°

ATIS PORTLAND APP CON * PORTLAND TOWER *
GND CON CLNC DEL UNICOM

3600 MSA RWY 18
25 NM

NE-1, 30 NOV 2023 to 25 JAN 2024

LPV DA
300-3/4 250 (300-3/4)

LNAV/ VNAV DA
477-1/8 427 (500-1/8)

LNAV MDA
740-1 690 (700-1) 740-2 690 (700-2)

MDA
740-1 664 (700-1) 740-2 664 (700-2) 860-1/2 784 (800-1/2)

CIRCLING
740-1 664 (700-1) 740-2 664 (700-2) 860-1/2 784 (800-1/2)

3600 MSA RWY 18
25 NM

Procedure NA for arrivals at JUVIN.

MISSED APPROACH: Climb to 3100 direct JUVIN and hold, continue climb-in-hold to 3100.

NE-1, 30 NOV 2023 to 25 JAN 2024

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). RWY 18 helicopter visibility reduction below ½ SM NA.

AMIL 2049
4 NM

ÉLEV 76
TDZE 50

RN 178°

ATIS PORTLAND APP CON * PORTLAND TOWER *
GND CON CLNC DEL UNICOM

3600 MSA RWY 18
25 NM

NE-1, 30 NOV 2023 to 25 JAN 2024

LPV DA
300-3/4 250 (300-3/4)

LNAV/ VNAV DA
477-1/8 427 (500-1/8)

LNAV MDA
740-1 690 (700-1) 740-2 690 (700-2)

MDA
740-1 664 (700-1) 740-2 664 (700-2) 860-1/2 784 (800-1/2)

CIRCLING
740-1 664 (700-1) 740-2 664 (700-2) 860-1/2 784 (800-1/2)

3600 MSA RWY 18
25 NM

Procedure NA for arrivals at JUVIN.

MISSED APPROACH: Climb to 3100 direct JUVIN and hold, continue climb-in-hold to 3100.

NE-1, 30 NOV 2023 to 25 JAN 2024

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). RWY 18 helicopter visibility reduction below ½ SM NA.
Procedure NA for arrival on ENE VORTAC airway radials 178 CW 197.

Procedure NA for arrival on ENE VORTAC airway radials 178 CW 197.

Procedure NA for arrival on ENE VORTAC airway radials 178 CW 197.

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Procedure NA for arrival on ENE VORTAC airway radials 178 CW 197.

Procedure NA for arrival on ENE VORTAC airway radials 178 CW 197.
From the south over Cape Elizabeth proceed over water keeping Portland Head Lighthouse and Ram Island Ledge Light on the left. Proceed north of Cushing Island passing over the southwest edge of Peaks Island. Turn left towards the entrance of Portland Harbor between Fort Gorges on the right and Portland Breakwater Lighthouse on the left. Proceed southwest towards the Portland bridge and LOC course.

From the north, proceed to the entrance of Portland Harbor with Fort Gorges on the left. Then proceed southwest toward the Portland bridge and LOC course.

Weather minima: 3000 feet ceiling and 4 mile visibility. Maintain 3000 feet or higher until over water (Atlantic Coastline).

Procedure NA at night.

Vertical Guidance Navaid and Angle: LOC I-GCS GS (3.00°)

Weather minima: 3000 feet ceiling and 4 mile visibility. Maintain 3000 feet or higher until over water (Atlantic Coastline).

Procedure NA at night.
NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: CON DME must be operational for Takeoff Rwy 11.

TAKEOFF RUNWAY 11: Climb heading 110° to intercept course 068° to AHRON, then on depicted route to HSKEL, thence....
TAKEOFF RUNWAY 29: Climb heading 290° to intercept course 300° to ALIEH, then on depicted route to HSKEL, thence....

...Maintain 3000 or as assigned by ATC (5000 when tower closed, contact Boston Center). Expect clearance to filed altitude five (5) minutes after departure.

BAUER TRANSITION (HSKEL3.BAUER):
CAMBRIDGE TRANSITION (HSKEL3.CAM):
HANAA TRANSITION (HSKEL3.HANAA):
SYRACUSE TRANSITION (HSKEL3.SYR):

LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course via HSKEL RNAV route to requested altitude or 10000, whichever is lower.
**NUBLE FOUR DEPARTURE (RNAV)**

- **ATIS 119.05**
- **CLNC DEL 121.9**
- **GND CON 121.9**
- **PORTLAND TOWER ★ 120.9 (CTAF) 257.8**
- **PORTLAND DEP CON ★ 119.75 269.35**
- **BOSTON CENTER 128.2 322.4**

**TOP ALTITUDE:**

- **3000**

**TAKEOFF MINIMUMS:**
- **Rwy 11:** Standard with a minimum climb of 500' per NM to 576.
- **Rwy 29:** Standard.

**NOTE:**
- For Turbojets only.
- **NOTE:** DME/DME/IRU or GPS required.
- **NOTE:** RNAV 1.
- **NOTE:** Radar required for non-GPS equipped aircraft.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 11:** Climb heading 110° to intercept course 068° to AHRON, then on track 122° to PEAAK, then on track 201° to WHYOO, then on track 244° to cross ORCHD at or above 10000, then on depicted route to NUBLE, thence....

**TAKEOFF RUNWAY 29:** Climb heading 288° to intercept 228° to GORHM, then on depicted route to NUBLE, thence....

....Maintain 3000 or as assigned by ATC (5000 when tower closed, contact Boston Center). Expect clearance to filed altitude five (5) minutes after departure.

**BARNES TRANSITION (NUBLE4.BAF):**
- **CALVERTON TRANSITION (NUBLE4.CCC):**
- **JJIMY TRANSITION (NUBLE4.JJIMY):**
- **NELIE TRANSITION (NUBLE4.NELIE):**

**LOST COMMUNICATIONS:** If radio contact not established within 2 minutes after departure, proceed on course via NUBLE RNAV route to requested altitude or 10000 whichever is lower.

**NOTE:** Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF ALL RUNWAYS:** Fly runway heading or as assigned by ATC; for radar vectors to assigned route/navaid/fix. Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude five (5) minutes after departure. When tower closed maintain 5000, contact Boston Center.
ILS or LOC RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

MISSED APPROACH: Climb to 1500 then climbing left turn on heading 290° to 3000 and ENE VOR/DME R-242 to RAYMY INT/CON VOR/ DME 22.5 DME/RADAR and hold.

DME or RADAR required.

- Circling NA east of Rwy 16-34, DME from PSM DME.
- Simultaneous reception of I-PSM and PSM DME required.
- For inop ALS, increase S-ILS 34 Cat E visibility to RVR 4000; increase S-LOC 34 Cat E visibility to 1½ SM.

ATIS
- BOSTON APP CON: 132.05 273.5
- PORTSMOUTH TOWER: 128.4 269.0
- GND CON: 120.95 275.8
- CLNC DEL: 335.8

Definitions:
- VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 80).
- One Minute Holding Pattern
- MISSED APPROACH: Climb to 1500 then climbing left turn on heading 290° to 3000 and ENE VOR/DME R-242 to RAYMY INT/CON VOR/ DME 22.5 DME/RADAR and hold.

Use of CON R-130 and ENE R-203 may be necessary to locate IDEED intersection.

Procedure NA for arrival on CON VOR/DME airway radials 061 CW 172.

Use of CON R-130 and ENE R-203 may be necessary to locate IDEED intersection.

Procedure NA for arrival on ENE VOR/DME airway radials 178 CW 271.

For inop ALS, increase S-ILS 34 Cat E visibility to RVR 4000; increase S-LOC 34 Cat E visibility to 1½ SM.

Circling NA east of Rwy 16-34, DME from PSM DME.

Simultaneous reception of I-PSM and PSM DME required.

For inop ALS, increase S-ILS 34 Cat E visibility to RVR 4000; increase S-LOC 34 Cat E visibility to 1½ SM.

PORTSMOUTH, NEW HAMPSHIRE

Amdt 4 02DEC21

43°05'N-70°49'W

ILS or LOC RWY 34
PORTSMOUTH INTL AT PEASE (PSM)
RNAV (GPS) RWY 16
PORTSMOUTH INTL AT PEASE (PSM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwy 16-34. For inop ALS, increase LPV Cat E visibility to RVR 4500; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat C/D/E visibility to RVR 3500. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).

ATIS
BOSTON APP CON
PORTSMOUTH TOWER
GND CON
CLNC DEL

132.05 273.5
125.05 269.4
128.4 269.0
120.95 275.8
335.8

MALSR
MISSED APPROACH:
Climb to 3000 direct TTATT and track 165° to IDEED and hold, continue climb-in-hold to 3000.

VGS and RNAV glidepath not coincident
7 NM (VGS Angle 3.00/TCH 72).

Holding Pattern
ITAWA

PORTSMOUTH, NEW HAMPSHIRE
Amdt 3A 30DEC21

RNAV (GPS) RWY 16
PORTSMOUTH INTL AT PEASE (PSM)

43°05’N-70°49’W
341
RNAV (GPS) RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

**ATIS**
132.05 273.5

**BOSTON APP CON**
125.05 269.4

**PORTSMOUTH TOWER**
128.4 269.0

**GND CON**
120.95 275.8

**CLNC DEL**
335.8

**MALSR**

**MISSING APPROACH:**
Climb to 3300 direct.

**RNP APCH - GPS.**

Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat E visibility to 1% SM.

**MISSED APPROACH:**
Climb into-hold to 3300 and hold, continue climbing-to-hold to 3300.

**Miscellaneous:**
- **MALSR:**
- **MISSING APPROACH:**
- **RNP APCH - GPS:**
  - Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat E visibility to 1% SM.

**MISSED APPROACH:**
Climb to 3300 direct.

**RNP APCH - GPS:**

Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat E visibility to 1% SM.

**MISSING APPROACH:**
Climb into-hold to 3300 and hold, continue climbing-to-hold to 3300.

**Miscellaneous:**
- **MALSR:**
- **MISSING APPROACH:**
- **RNP APCH - GPS:**
  - Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat E visibility to 1% SM.
PEASE FOUR DEPARTURE

TOP ALTITUDE: 3000

ATIS
132.05 273.5
CLNC DEL
335.8
GND CON
120.95 275.8
PSM TOWER
128.4 269.0
BOS DEP CON
125.05 269.4

NOTE: Rwy 16: DME and RADAR required. Turn to heading 220° is predicated on avoiding noise sensitive areas. Turn right no earlier than PSM 1.5 DME. PSM 1.5 DME intersects runway centerline 190’ from departure end.

NOTE: Rwy 34: RADAR required.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to at or above 500, then turn right heading 220° or as assigned by ATC for RADAR vectors to assigned route/navaid/fix, thence . . . .

TAKEOFF RUNWAY 34: Climb on heading 345° or as assigned by ATC for RADAR vectors to assigned route/navaid/fix, thence . . . . maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.
NOTE: Chart not to scale.

NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 16, 34: Standard.

TAKEOFF RUNWAY 16: Climb on heading 165° to 500, continue climb to 3000 or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 34: Climb on heading 345° to 3000 or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to assigned route/navaid/fix. Expect further clearance to filed altitude/flight level 5 minutes after departure.

DEPARTURE ROUTE DESCRIPTION
**ILS or LOC RWY 1**

**PRESQUE ISLE INTL (PQI)**

**LOC** I-PQI
**APP CRS** 108.7
**Rwy Idg** TDZE
**Apt Elev** 534

**DME required for LOC only.**

Circling Rwy 10, 19 NA at night. For inop ALS, increase S-LOC Cat C/D visibility to 1½ SM. DME from PqI VOR/DME.

Simultaneous reception of I-PQI and PQI DME required.

Procedure NA for arrivals at PQI VOR/DME on T295 northbound.

Procedure NA for arrivals on MLT VOR/DME airway radials 066 CW 097.

Procedure NA for arrivals on MLT VOR/DME airway radials 066 CW 097.

REMIND: Climb to 1100 then climbing left turn to 3000 direct PQI VOR/DME and hold, continue climb-in-hold to 3000.

**AWOS-3PT**
**BOSTON CENTER** 124.75 239.05
**CLNC DEL** 121.6
**UNICOM** 122.8 (CTAF) 122.6

**CATEGORY**

**S-ILS** A 679°-1/2 200 (200-1/2)
**S-LOC** B 1040°-11/4 1040°-1 1040°-1 1040°-1

**CIRCLING**

S-ILS 1 679°-1/2 200 (200-1/2)

Circling Rwy 10, 19 NA at night. For inop ALS, increase S-LOC Cat C/D visibility to 1½ SM. DME from PqI VOR/DME.

Simultaneous reception of I-PQI and PQI DME required.

REIL Rwy 19 (53.1) 047° 3100
HIRL Rwy 1-19 003° 6000 X 100
MRL Rwy 10-28 003° 7441 X 150

G Rwy 3000 2700 003° (6)

GS 3.00°
TCH 50

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct PQI VOR/DME and hold, continue climb-in-hold to 3000.

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**PRESQUE ISLE, MAINE**

**Am
dt 7A 17JUN21**

**46° 41'N-68° 03'W**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1/8 SM and LNAV Cat C/D to 1/8 SM.

MISSED APPROACH: Climb to 3000 direct VEGGS and hold.

AWOS: 3-Pt
118.025

BOSTON CENTER
124.75 239.05

CLNC DEL
121.6

UNICOM
122.8 (CTAF)

122.6 O
RNAV (GPS) RWY 19
PRESQUE ISLE INTL (PQI)

MISSED APPROACH: Climb to 3400 direct CORAC and hold.

AWOS-3PT 118.025
BOSTON CENTER 124.75 239.05
CLNC DEL 121.6
UNICOM 122.8 (CTAF) 122.6

Rwy 19 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

1.7 NM to VEGGS (No PT) 10 NM to VEGGS 3400

VGSI and RNAV glidepath not coincident (VGSI Angle 3.70/TCH 50).

LNAV only.

1.7 NM to RW19 2000

1.7 NM 2.7 NM 6.1 NM

4 NM Holding Pattern

GP 3.00°
TCH 55

CATEGORY
A  B  C  D

LPV DA 926-1/8 392 (400-1/8)
LNAV/VNAV DA 1115-1/4 581 (600-1/4)
LNAV MDA 1240-1 706 (800-1) 1240-2 706 (800-2)
CIRCLING 1240-1 706 (800-1)

NE-1, 30 NOV 2023 to 25 JAN 2024

PRESQUE ISLE, MAINE
Amdt 1 20JUN19

348
RNAV (GPS) RWY 28
PRESQUE ISLE INTL (PQI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

AWOS-3PT 118.025  BOSTON CENTER 124.75  239.05  CLNC DEL 121.6  UNICOM 122.8 (CTAF) 122.6

ELEV 534  TDZE 473

RNAV/RNP APCH.

LPV DA 765-1  292 (300-1)

MISSED APPROACH: Climb to 1000 then climbing right turn to 3500 direct JURDO and hold. Continue climb-in-hold to 3500.
Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct PQI VOR/DME and hold.

AWOS-3PT
118.025

BOSTON CENTER
124.75 239.05

CLNC DEL
121.6

UNICOM
122.8 (CTAF)

VOR/WAY 19
PRESQUE ISLE INTL (PQI)

FEBOB FIX MINIMUMS

CATEGORY

A

B

C

D

S-19

1280-1

746 (800-1)

1280-1/4

746 (800-1/4)

1280-2/4

746 (800-2/4)

1280-2/1

746 (800-2/1)

C CIRCLING

1280-1

746 (800-1)

1280-1/4

746 (800-1/4)

1300-2

766 (800-2)

1360-2/3

826 (900-2/3)

FEBOB PQI 2.7

3.42° TCH 50

PQI

1400 2700

PQI

2700

180°

2300

360°

2.7 NM

0.8 NM

1.2 NM

Remain within 10 NM.

VGSI and descent angles not coincident (VGSI Angle 3.70/TCH 50).

PQI VOR/DME

802±

840±

972±

Feboe PQI 2.7

PQI

3.5

4.7

PQI

2.7

TCH 50

FDEN BOM PQI

111.4

Chen 111

180°

360°

654

653

852

854

1480

1479±

1391

924

A

A

A

A

A

A

PRESQUE ISLE, MAINE

Amdt 10C 20JUN19

NE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 15
PRINCETON MUNI (PNN)

APP CRS
149°

ELEV 265
TDZE 265

AWOS-AV 122.7
BOSTON CENTER 124.25 290.5
UNICOM 122.7 (CTAF)

RNAV (GPS) RWY 15
PRINCETON MUNI (PNN)

NA
Rwy 15 helicopter visibility reduction below ½ SM NA. VDP NA when using Bangor altimeter setting. When local altimeter setting not received, use Bangor altimeter setting and increase all MDA 160 feet; increase LNAV Cat C and D and Circling Cat C and D visibility ½ SM.

MISSED APPROACH:
Climb to 1000 then climbing right turn to 3000 direct DEJUZ and hold.

AWOS-AV 122.7
BOSTON CENTER 124.25 290.5
UNICOM 122.7 (CTAF)

1.1 NM
2.9 NM
3.1 NM
6 NM

640-1
375 (400-1)

CIRCLING
700-1
435 (500-1)
880-1
615 (700-1)
980-2
715 (800-2)
980-2 1/4
715 (800-2 1/4)

MIRL Rwy 15-33

Rwy 15 helicopter visibility reduction below ½ SM NA. VDP NA when using Bangor altimeter setting. When local altimeter setting not received, use Bangor altimeter setting and increase all MDA 160 feet; increase LNAV Cat C and D and Circling Cat C and D visibility ½ SM.

MISSED APPROACH:
Climb to 1000 then climbing right turn to 3000 direct DEJUZ and hold.

AWOS-AV 122.7
BOSTON CENTER 124.25 290.5
UNICOM 122.7 (CTAF)

1.1 NM
2.9 NM
3.1 NM
6 NM

640-1
375 (400-1)

CIRCLING
700-1
435 (500-1)
880-1
615 (700-1)
980-2
715 (800-2)
980-2 1/4
715 (800-2 1/4)

MIRL Rwy 15-33

Rwy 15 helicopter visibility reduction below ½ SM NA. VDP NA when using Bangor altimeter setting. When local altimeter setting not received, use Bangor altimeter setting and increase all MDA 160 feet; increase LNAV Cat C and D and Circling Cat C and D visibility ½ SM.

MISSED APPROACH:
Climb to 1000 then climbing right turn to 3000 direct DEJUZ and hold.
RNAV (GPS) RWY 33
PRINCETON MUNI (PNN)

MISSED APCH FIX

AWOS-AV 122.7
BOSTON CENTER 124.25 290.5
UNICOM 122.7 (CTAF)

RNAV (GPS) RWY 33
PRINCETON MUNI (PNN)

330°

CIRCLING
VNAV
LNAV/
CATEGORY
DA
515-1
250 (300-1)
1.2
537-1
272 (300-1)
335 (400-1)

LPV DA

LNAV/ VNAV DA

LNAV MDA

MIRL Rwy 15-33

NE-1, 30 NOV 2023 to 25 JAN 2024

ELEV 265
TDZE 265

4 NM

HOLD

4 NM

TCH 55

GP 3.0°

820-1
555 (600-1)

NE-1, 30 NOV 2023 to 25 JAN 2024

980-2
715 (800-2)

980-2½
715 (800-2½)

720-1
455 (500-1)

45°12′N-67°34′W

PRINCETON, MAINE
Orig 15JUN23
.IsNullOrWhiteSpace
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). RF required. For inop MALSR, increase RNP 0.30 all Cats visibility to 1/4. GPS Required.

MALSR

Climb to 2500 on track 227° to WIKIT and right turn to STUFY and on track 013° to FOSTY and hold.

MALSR, increase RNP 0.30 all Cats visibility to 1/4. GPS Required.

Radar required

RNP 0.30 DA

Apt Elev

MALSR

NE-1, 30 NOV 2023 to 25 JAN 2024

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00°/TCH 41).

227°

See planview for multiple IF locations.

358
RNAV (GPS) RWY 5
RHODE ISLAND TF GREEN INTL (PVD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When tower closed: increase LPV, LNAV/VNAV all Cats and LNAV Cats A and B visibilities to 1/2 SM, and LNAV Cats C and D visibility to 1 SM. When control tower closed: For inop ALS, increase LNAV Cats C and D visibility to 1/2 SM.

AISF-2

D-ATIS PROVIDENCE APP CON
124.2 123.675 244.875

GND CON CLNC DEL
121.9 348.6 126.65 348.6

PROVIDENCE TOWER
120.7 (CTAF) 257.8

PROVIDENCE, RHODE ISLAND

Category: B C D

Providence Tower:
120.7 (CTAF) 257.8

GND CON: 121.9 348.6

CLNC DEL: 126.65 348.6

RHODE ISLAND TF GREEN INTL (PVD)

RNAV (GPS) RWY 5

PROVIDENCE, RHODE ISLAND

Amdt 1 07DEC17

41°43’N - 71°26’W

359
RNAV (GPS) RWY 16
RHODE ISLAND TF GREEN INTL (PVD)

MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.

App CRS
157°

Rwy 16 helicopter visibility reduction below ¾ SM NA.

D-ATIS
124.2

PROVIDENCE APP CON *
123.675

PROVIDENCE TOWER *
120.7 (CTAF) 257.8

GND CON
121.9 348.6

CLNC DEL
126.65 348.6

PROVIDENCE, RHODE ISLAND
AL-333 (FAA)
23222

RNP APCH.

HOKMI
FISBO

Visual Segment - Obstacles.

4 NM to HOKMI
338° (10.6)

547
1049
2500
83° (3.3)

AVONN WP and hold.

124°

300
155

Category A

PROVIDENCE, RHODE ISLAND
Orig-G 03DEC20

LNAV MDA
600-1 546 (600-1)
600-1.5 546 (600-1.5)
RNAV (GPS) RWY 34
RHODE ISLAND TF GREEN INTL (PVD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALSR, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.

Procedure NA for arrivals at INNDY on V139-151 eastbound and V268 northeast bound.

Procedure NA for arrivals at WACKY on V374 westbound and V139 southwest bound, and on V58, T216 northwest bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALSR, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.

Procedure NA for arrivals at INNDY on V139-151 eastbound and V268 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALSR, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.

Procedure NA for arrivals at INNDY on V139-151 eastbound and V268 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALSR, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.

Procedure NA for arrivals at INNDY on V139-151 eastbound and V268 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALSR, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.

Procedure NA for arrivals at INNDY on V139-151 eastbound and V268 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALSR, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.

Procedure NA for arrivals at INNDY on V139-151 eastbound and V268 northeast bound.
RNAV (GPS) Y RWY 23
RHODE ISLAND TF GREEN INTL (PVD)

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

D-ATIS
PROVIDENCE APP CON
* PROVIDENCE TOWER
* 124.2
123.675
244.875
120.7 (CTAF) 120.7
(d) 257.8
121.9 348.6
126.65 348.6

Procedure NA for arrivals at HOPTU on V139-151 eastbound.
Rwy 16 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY INT and hold.
For inoperative MALSR increase S-23 Cats A, B, and C visibility to RVR 5000, Cat D visibility to RVR 6000.

MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY INT and hold.
For inop ALS, increase S-5 Cat C/D visibility to 2 SM. When control tower closed: increase S-5 Cats A and B visibility to ½ SM, and S-5 Cats C and D visibility to 1 SM. When control tower closed: HODVU fix minimums: increase S-5 Cats A and B visibility to ¾ SM, and S-5 Cats C and D visibility to 1 ½ SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 on PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

Amdt 15 07DEC17
Rwy 34 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-34 Cat A/B visibility to RVR 5500.

**Missoed Approach:** Climb to 2500 on PVD VOR/DME R-321 to FOSTY INT and hold.

**Elev 54**

**TDZE 50**

**2500**

**PVD R-321**

**FOSFY**

**PVD VOR/DME**

**Remain within 10 NM**

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-34</td>
<td>700-40</td>
<td>650 (700-¼)</td>
<td>700-1⅓</td>
<td>650 (700-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>646 (700-1)</td>
<td>700-1⅓</td>
<td>860-2⅔</td>
</tr>
</tbody>
</table>

POVIDENCE, RHODE ISLAND

VOR Y RWY 34

RHODE ISLAND TF GREEN INTL (PVD)

NE-1, 30 NOV 2023 to 25 JAN 2024

PROVIDENCE, RHODE ISLAND

Amdt 5A 30JAN20

41°43'N-71°26'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
PROVINCETOWN, MASSACHUSETTS

Amdt 9A 06DEC18

NE-1, 30 NOV 2023 to 25 JAN 2024

-category A B C D
S-ILS 7 208-1/4 200 (200-1/4) NA
S-LOC 7 660-1/4 652 (700-1/4) NA
CIRCLING 660-1 652 (700-1) NA

FABIX FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)
S-LOC 7 320-1/4 312 (400-1/4) NA
CIRCLING 460-1 452 (500-1) 660-1 652 (700-1) NA

AWOS-3PT 119.275 BOSTON APP CON* 118.2 CINC DEL 120.65 UNICOM 122.8 (CTAF) 122.85

PROVINCETOWN MUNI (PVC)

PROVINCETOWN, MASSACHUSETTS

AL-5313 (FAA) 22139

ILS or LOC RWY 7

PROVINCETOWN MUNI (PVC)

LOCALIZER 111.1 LOC/DME I-VQO

WOMEK INT 1-VQO 075°

R-154

R-297

112.7 BOS Chan 74

WOMEK INT 1-VQO 075°

Procedure NA for arrivals at DUNKK on V141 northwest bound.

PROVINCETOWN 389 PVC 114.7

LOCALIZER 111.1 I-VQO 075°

Chan 48

MARCONI

LAT/LNG 42°04’N-70°13’W

075° 6.1 NM from FAF

Continuous hold, continue climb-in-hold to 2000 direct PVC NDB and to 800 then climbing left turn

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct PVC NDB and hold, continue climb-in-hold to 2000.

VDP NA when using Hyannis altimeter setting. For inop ALS when using Hyannis altimeter setting, increase S-ILS 7 all Cats visibility to 3/4 SM.

Inop table does not apply to S-ILS 7. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA to 271 and all MDA 80 feet: increase S-LOC 7 and FABIX fix minimums S-LOC 7 all Cats visibility 1/4 SM.

Inop table does not apply to S-ILS 7. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA to 271 and all MDA 80 feet: increase S-LOC 7 and FABIX fix minimums S-LOC 7 all Cats visibility 1/4 SM.

VDP NA when using Hyannis altimeter setting. For inop ALS when using Hyannis altimeter setting, increase S-ILS 7 all Cats visibility to 3/4 SM.

VDP NA when using Hyannis altimeter setting. For inop ALS when using Hyannis altimeter setting, increase S-ILS 7 all Cats visibility to 3/4 SM.

DME required for LOC only, ADF.

Missed approach: Climb to 800 then climbing left turn to 2000 direct PVC NDB and hold, continue climb-in-hold to 2000.

Missed approach: Climb to 800 then climbing left turn to 2000 direct PVC NDB and hold, continue climb-in-hold to 2000.

Missed approach: Climb to 800 then climbing left turn to 2000 direct PVC NDB and hold, continue climb-in-hold to 2000.

Missed approach: Climb to 800 then climbing left turn to 2000 direct PVC NDB and hold, continue climb-in-hold to 2000.

Missed approach: Climb to 800 then climbing left turn to 2000 direct PVC NDB and hold, continue climb-in-hold to 2000.

Missed approach: Climb to 800 then climbing left turn to 2000 direct PVC NDB and hold, continue climb-in-hold to 2000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Inop table does not apply to LPV Cats A and B. When local altimeter setting not received, use Hyannis altimeter setting: increase LPV DA to 271, increase LNAV/VNAV DA to 331, and Cat A/B visibility 1/2 mile and all MDA 80 feet. For inop MALSF when using Hyannis altimeter setting, increase LPV Cat A/B visibility to 1/2 mile. Baro-VNAV and VDP NA when using Hyannis altimeter setting.

Awos-3Pt 119.275  Boston App Con 118.2  Clnc Del 120.65  Unicom 122.8 (CTAF)  122.85  0

MISSED APCH FIX
4 NM FIX
WULGA

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>208-3/4</td>
<td>200 (200-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>268-3/4</td>
<td>260 (300-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>360-3/4</td>
<td>352 (400-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>Circling</td>
<td>460-1</td>
<td>452 (500-1)</td>
<td>660-1</td>
<td>652 (700-1)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 25
PROVINCETOWN MUNI (PVC)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet. Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 3000 direct JOBEB and hold.

AWOS-3PT
119.275

BOSTON APP CON*
118.2

CLNC DEL
120.65

UNICOM
122.85 (CTAF)

APP CRS
255°

Rwy Idg
3502

Apt Elev
8

Apt Elev
8

075°
075°

255°
3000

44°±
136°±

4 NM

RW25

3000

JANAG

WULGA

4 NM

Holding Pattern

TCH 30

3.06°

4.8 NM

5 NM

CATEGORY
A
B
C
D

LNAV MDA
400-1
392 (400-1)
NA

CIRCLING
460-1
452 (500-1)
660-1
652 (700-1)

NA

NE-1, 30 NOV 2023 to 25 JAN 2024
### NDB RWY 25
#### PROVINCETOWN MUNI (PVC)

**AWOS-3PT**
- 119.275

**BOSTON APP CON**
- 118.2

**CLNC DEL**
- 120.65

**UNICOM**
- 122.8 (CTAF)
- 122.85

**MISSED APPROACH:** Climb to 800 then climbing right turn to 2300 direct PVC NDB and hold.

**Amdt 2C 01FEB18**
- NE-1, 30 NOV 2023 to 25 JAN 2024

**CIRCLING**
- PVC
- Rwy 25

**PROVINCETOWN, MASSACHUSETTS**

**42°04'N-70°13'W**
### RNP Approach

**MISSED APPROACH:** Climb to 6000 direct SAWTO and on track 044° to EYEES and hold, continue climb-in-hold to 6000.

**APP CRS**
- **091°**

**Apt Elev**
- **N/A**

**Rwy Idg**
- **N/A**

**ELEV**
- **1518**

**Rwy Idg**
- **TDZE**

**Apt Elev**
- **1518**

**ALT**
- **altimeter setting.**

**BERLIN ALTIMETER SETTING MINIMUMS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CIRCLING</strong></td>
<td>2400-1(^{1/4})</td>
<td>2620-1(^{1/2})</td>
<td>1102 (1200-1(^{1/2}))</td>
<td><strong>NA</strong></td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>2540-1(^{1/4})</td>
<td>2760-1(^{1/2})</td>
<td>1242 (1300-1(^{1/2}))</td>
<td><strong>NA</strong></td>
</tr>
</tbody>
</table>

**LOCAL CONTROLLED AREA (LCA)**

**Rangeley Lake (M57)**

**RANGELEY, MAINE**

**Amdt 1 10SEP20**

**23222**

**RANGELEY LAKE (M57)**
RNAV (GPS) RWY 14
STEPHEN A BEAN MUNI (8B0)

RANGELEY, MAINE
AL-6863 (FAA) 23026

RNAV (GPS) RWY 14
STEPHEN A BEAN MUNI (8B0)

RANGELEY, MAINE
(8B0)
RNAV (GPS) RWY 14

RANGELEY, MAINE
(8B0)
RNAV (GPS) RWY 14

1821
3774.

AWOS-3PT
118.0
BOSTON CENTER
124.25 290.5
UNICOM
122.8 (CTAF)

Final approach course offset 4.99°.

HOLD 8000 6400
3627
7 NM
314°
3795Α
3450
134° (2.5)
4400
(2.5)

Final approach course offset 4.99°.

Circling Rwy 32 NA at night.

AWOS-3PT
118.0
BOSTON CENTER
124.25 290.5
UNICOM
122.8 (CTAF)

Final approach course offset 4.99°.

HOLD 8000 6400
3627
7 NM
314°
3795Α
3450
134° (2.5)
4400
(2.5)

Final approach course offset 4.99°.

Circling Rwy 32 NA at night.

AWOS-3PT
118.0
BOSTON CENTER
124.25 290.5
UNICOM
122.8 (CTAF)

Final approach course offset 4.99°.

HOLD 8000 6400
3627
7 NM
314°
3795Α
3450
134° (2.5)
4400
(2.5)

Final approach course offset 4.99°.

Circling Rwy 32 NA at night.
Final approach course offset 16.99°.

- **AWOS-3PT**
  - 118.0

- **BOSTON CENTER**
  - 124.25
  - 290.5

- **UNICOM**
  - 122.8 (CTAF)

MISSED APPROACH: Climbing left turn to 6300 direct UPUJE and track 144° to TUFFI and hold, continue climb-in-hold to 6300.

Circling NA for Cat C northeast of Rwy 14-32. Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.

**RNAV (GPS) RWY 32**

**STEPHEN A BEAN MUNI (8B0)**

**RANGELEY, MAINE**

**AL-6863 (FAA)**

**RAPCH - GPS.**

**Category A**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>2560-1</td>
<td>739 (800-1)</td>
<td>2560-2</td>
<td>739 (800-2)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2640-1</td>
<td>819 (900-1)</td>
<td>2640-1¼</td>
<td>819 (900-1¾)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2640-1¼</td>
<td>819 (900-1¼)</td>
<td>2640-2½</td>
<td>819 (900-2½)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 32**

**STEPHEN A BEAN MUNI (8B0)**

**RANGELEY, MAINE**

**AL-6863 (FAA)**

**RAPCH - GPS.**

**Category A**

<table>
<thead>
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<tr>
<td>LP MDA</td>
<td>2560-1</td>
<td>739 (800-1)</td>
<td>2560-2</td>
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<td>819 (900-1)</td>
<td>2640-1¼</td>
<td>819 (900-1¾)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2640-1¼</td>
<td>819 (900-1¼)</td>
<td>2640-2½</td>
<td>819 (900-2½)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 32**

**STEPHEN A BEAN MUNI (8B0)**

**RANGELEY, MAINE**

**AL-6863 (FAA)**

**RAPCH - GPS.**

**Category A**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>2560-1</td>
<td>739 (800-1)</td>
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<td>739 (800-2)</td>
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<td>2640-1</td>
<td>819 (900-1)</td>
<td>2640-1¼</td>
<td>819 (900-1¾)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2640-1¼</td>
<td>819 (900-1¼)</td>
<td>2640-2½</td>
<td>819 (900-2½)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 32**

**STEPHEN A BEAN MUNI (8B0)**

**RANGELEY, MAINE**

**AL-6863 (FAA)**

**RAPCH - GPS.**

**Category A**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>2560-1</td>
<td>739 (800-1)</td>
<td>2560-2</td>
<td>739 (800-2)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2640-1</td>
<td>819 (900-1)</td>
<td>2640-1¼</td>
<td>819 (900-1¾)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2640-1¼</td>
<td>819 (900-1¼)</td>
<td>2640-2½</td>
<td>819 (900-2½)</td>
</tr>
</tbody>
</table>
RNAV (GPS)-D

**APP CRS**
- **Rwy Idg**: N/A
- **TDZE**: N/A
- **Apt Elev**: 1821

**Category**
- **A**
- **B**
- **C**
- **D**

**RANGELEY, MAINE**

**AL-6863 (FAA)**

**RNAV (GPS)-D**

**STEPHEN A BEAN MUNI (8B0)**

**AWOS-3PT**
- **118.00**

**BOSTON CENTER**
- **124.25**
- **290.5**

**UNICOM**
- **122.8 (CTAF)**

**Circling Rwy 32 NA at night.**

**MISSED APPROACH:**
- Climbing right turn to 6000 direct SHINY and hold, continue climb-in-hold to 6000.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td><strong>CIRCLING</strong></td>
<td>2380-1</td>
<td>559 (600-1)</td>
<td>NA</td>
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</table>

**NE-1, 30 NOV 2023 to 25 JAN 2024**

**Amdt 1A 20APR23**

**RANGELEY, MAINE**

**45°00'N-70°40'W**

**377**
ROCHESTER, NEW HAMPSHIRE
AL-5978 (FAA) 22335

RNAV (GPS) RWY 15
SKYHAVEN (DAW)

Rwy 15 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

ASOS 135.275
BOSTON APP CON 125.05 269.4
UNICOM 122.7 (CTAF)

CONCORD CON
Procedure NA for arrivals at CON VOR/DME on airway radials 036 CW 088.

ROCHESTER, NEW HAMPSHIRE
Orig 01DEC22
43°17'N-70°56'W

RNAV (GPS) RWY 15
SKYHAVEN (DAW)

MISSED APPROACH: Climb to 3000 direct LGURI and hold, continue climb-in-hold to 3000.
RNAV (GPS) RWY 33
SKYHAVEN (DAW)

ASOS
135.275
BOSTON APP CON
125.05 269.4
UNICOM
122.7 (CTAF)

MDA: NA
VNAV: RNAV/DA
LNAV/VNAV: RNAV (GPS) RWY 33
SKYHAVEN (DAW)

MISSED APPROACH: Climb to 3800 direct TRASS and hold, continue climb-in-hold to 3800.

Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV visibility Cat C to 1/8 SM.

4 NM 327° 6000

RNP APCH - GPS.

ROCHESTER, NEW HAMPSHIRE
Amtd 2 03NOV22
43°17'N-70°56'W
379
ROCHESTER, NEW HAMPSHIRE

NDB RWY 33
SKYHAVEN (DAW)

ASOS
135.275

BOSTON APP CON
125.05 269.4

UNICOM
122.7 (CTAF)

NDB ESG
260

APP CRS
327°

Rwy Idg
TDZE
Apt Elev
4201
322
322

ELEV
322

ODALS

MISSED APPROACH: Climbing right turn to 1900 direct ESG NDB and hold.

ASOS

BOSTON APP CON

UNICOM

ROCHESTER, NEW HAMPSHIRE

ROCHESTER, NEW HAMPSHIRE

AL-5978 (FAA)
### ILS or LOC RWY 13

#### KNOX COUNTY RGNL (RKD)

- **MALSR**
  - 106.0 (RKD)
- **AWOS-3PT**
  - 119.025
- **PORTLAND APP CON**
  - 120.4 299.2
- **CLNC DEL**
  - 123.8
- **UNICOM**
  - 123.05 (CTAF)

**LOC/DME I-RMZ**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 13</td>
<td>254-1/2</td>
<td>200 (200-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 13</td>
<td>440-1/2</td>
<td>386 (400-1/2)</td>
<td>440-5/8</td>
<td>386 (400-5/8)</td>
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<tr>
<td>C IRCLING</td>
<td>580-1</td>
<td>525 (600-1)</td>
<td>720-1 1/4</td>
<td>665 (700-1/4)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>1140-3</td>
<td>1085 (1100-3)</td>
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</tbody>
</table>

**DME required.**

- VDP NA when using Wiscasset altimeter setting. When local altimeter setting not received, use Wiscasset altimeter setting and increase all DA to 319 feet and all MDA 80 feet, increase S-LOC 13 Cats C/D visibility ½ SM and Circling Cat C 1/2 SM. For inop ALS when using Wiscasset altimeter setting increase S-ILS 13 all Cats visibility to ½ SM and S-LOC 13 Cats C/D to 1 ½ SM.

**AWOS-3PT**

- 142.6

**APP CRS**

<table>
<thead>
<tr>
<th>Chan 54</th>
<th>5012</th>
</tr>
</thead>
</table>

**TDZE**

| 54 |

**Apt Elev**

| 55 |

**ELEV**

| 55 |

**MALSR**

- 106.0 (RKD)

**AWOS-3PT**

- 119.025

**PORTLAND APP CON**

- 120.4 299.2

**CLNC DEL**

- 123.8

**UNICOM**

- 123.05 (CTAF)

---

**NE-1, 30 NOV 2023 to  JAN 2024**

**ROCKLAND, MAINE**

**ROCKLAND, MAINE**

**AL-993 (FAA)**

**KNOX COUNTY RGNL (RKD)**

**ILS or LOC RWY 13**

**REIL Rwys 3 and 31**

**MIRL Rwy 3-21**

**HIRL Rwy 13-31**

---

**ROCKLAND, MAINE**

**Amdt 2A  27JAN22**

**44°04'N - 69°06'W**

**381**
**RNAV (GPS) RWY 3**

**KNOX COUNTY RGNL (RKD)**

* Rockland, Maine

**AWOS-3PT**

**PORTLAND APP CON**

**CLNC DEL**

**UNICOM**

Procedures for arrivals at RAZZR on V302, northwest bound and T295, V93, northeast bound.

Procedures for arrivals at RAZZR on V302 northwest bound and T295, V93, northeast bound.

**PORTLAND APP CON**

**MISSED APPROACH**

**RNAV (GPS) RWY 3**

**KNOX COUNTY RGNL (RKD)**

* Rockland, Maine

**AWOS-3PT**

**PORTLAND APP CON**

**CLNC DEL**

**UNICOM**

Procedures for arrivals at RAZZR on V302, northwest bound and T295, V93, northeast bound.

Procedures for arrivals at RAZZR on V302, northwest bound and T295, V93, northeast bound.
RNAV (GPS) RWY 13
KNOX COUNTY RGNL (RKD)

- WAAS CH 48940
- APP CRS 129°
- Rwy Idg 5012
- TDZE 54
- Apt Elev 55

- **DME/DME RNP -0.3 NA.** VDP and Baro-VNAV NA when using Wiscasset altimeter setting. When local altimeter setting not received, use Wiscasset altimeter setting and increase LPV DA to 319 feet, LNAV/VNAV DA to 467 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats to 1 SM, LNAV Cat C/D to 1 SM and Circling Cat C to 2 ½ SM. For inop ALS increase LNAV/VNAV all Cats visibility to 1 ½ SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 1 ½ SM, LNAV/VNAV all Cats visibility to 1 ½ SM and LNAV Cat C/D to 1 ½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

- **AWOS-3PT** 119.025
- **PORTLAND APP CON** 120.4 299.2
- **CLNC DEL** 123.8
- **UNICOM** 123.05 (CTAF)

---

**AWOS-3PT** 119.025
**PORTLAND APP CON** 120.4 299.2
**CLNC DEL** 123.8
**UNICOM** 123.05 (CTAF)

---

**Category**
- **LPV**
  - **DA**
    - **A** 254-½
    - **B** 200 (200-½)
  - **LNAV/VNAV DA**
    - **A** 402-½
    - **B** 400 (400-½)
  - **LNAV MDA**
    - **A** 480-½
    - **B** 424 (500-½)
    - **C** 480-¾
    - **D** 426 (500-¾)
  - **Circling**
    - **580-1**
    - **525 (600-1)**
    - **720-1¾**
    - **665 (700-1¾)**
    - **1140-3**
    - **1085 (1100-3)**

---

**ELEV 55**
**TDZE 54**

---

**NE-1, 30 NOV 2023 to 25 JAN 2024**

---

**ROCKLAND, MAINE**
**Orig 22JUN17**

---

**KNOX COUNTY RGNL (RKD)**
**RNAV (GPS) RWY 13**

---

**44°04'N-69°06'W**

---

**383**
RNP APCH.

AWOS-3PT  119.025
PORTLAND APP CON*  120.4  299.2
CLNC DEL  123.8
UNICOM  123.05 (CTAF)

- Rwy 31 helicopter visibility reduction below ¾ SM NA.
- Procedure NA for arrivals at ENE VOR/DME on T295/V93 southwest bound.
- LNAV MDA: 480-1, 425 (500-1)
- RNAV (GPS) RWY 31
- Category C and D: 480-1 1/4, 425 (500-1 1/4)
- CIRCLING: 580-1, 525 (600-1)
- Visual Segment - Obstacles.
- MISSED APPROACH: Climbing left turn to 2000 direct ANCOR and hold, continue climb-in-hold to 2000.

PORTLAND APP CON

- 309° TDZE 55
- 309° Apt Elev 55

RNAV (GPS) RWY 31
KNOX COUNTY RGNL (RKD)
Circling to Rwy 13, 31 NA at night. Circling NA northwest of Rwy 19 and 31. For inop ALS, increase S-ILS 19 visibility all Cats to 1/2 SM, and increase S-LOC 19 Cat C/D visibility to 2 SM.

MISSING APPROACH: Climb to 1900 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R-033 to KOPVE/I-RUT 16.3 DME and hold. If unable to meet climb gradient, see ILS Y or LOC Y Rwy 19. * Missed approach requires minimum climb of 425 feet per NM to 3200.

AWOS-3PT 118.375
BOSTON CENTER 135.7 282.2
UNICOM 122.8 (CTAF)

MISSING APPROACH: Climb to 1900 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R-033 to KOPVE/I-RUT 16.3 DME and hold. If unable to meet climb gradient, see ILS Y or LOC Y Rwy 19. * Missed approach requires minimum climb of 425 feet per NM to 3200.

AWOS-3PT 118.375
BOSTON CENTER 135.7 282.2
UNICOM 122.8 (CTAF)

MISSING APPROACH: Climb to 1900 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R-033 to KOPVE/I-RUT 16.3 DME and hold. If unable to meet climb gradient, see ILS Y or LOC Y Rwy 19. * Missed approach requires minimum climb of 425 feet per NM to 3200.

AWOS-3PT 118.375
BOSTON CENTER 135.7 282.2
UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 1
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. Rwys 1 helicopter visibility, reduction below 1 SM NA. Circling NA E of Rwys 19 and 31.

MISSING APPROACH: Climbing left turn 5700 direct DABTE and hold.

AWOS-3PT
118.375

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)

5 NM
DABTE

2726
2409
2110

Final approach course offset 16 degrees.

5003
787

RNAV (GPS) RWY 1
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

RNAV (GPS) RWY 1
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

NE-1, 30 NOV 2023 to 25 JAN 2024
RUTLAND, VERMONT
AL-968 (FAA)

RNAV (GPS) Y RWY 19
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

RNP APCH:
Circling NA northeast of Rwys 19 and 31.
Circling Rwy 13, 31 NA at night.
Inop table does not apply to LPV, LNAV/VNAV all Cats;
LNAV Cat C. Baro-VNAV NA.

MISSED APPROACH: Climb to 2700, then climbing right turn to 5700 direct JOGIM and hold,
continue climb-in-hold to 5700.

Procedure NA for arrival on BTV VOR/DME airway radials 135 CW 202.

Procedure NA for arrivals at JOGIM on V487 southbound.

Procedure NA for arrival on MPV VOR/DME airway radials 173 CW 237.

Uncontrolled Area

AIRPORTS:
RUTLAND/SOUTHERN VERMONT RGNL
Joeger-

AIRPORTS:
RUTLAND/SOUTHERN VERMONT RGNL
Joeger-
DME required for LOC only.

- **Rwy 7** helicopter visibility reduction below 1/4 SM NA.
- DME from ENE VOR/DME. Simultaneous reception of I-SFM and ENE DME required.

**AWOS-3PT**

- **PORTLAND APP CON**: 120.025
- **CLNC DEL**: 121.725
- **UNICOM**: 123.075 (CTAF)

**AWOS-3PT**

- Portland
- 120.025
- 119.75 269.35
- **CLNC DEL**: 121.725
- **UNICOM**: 123.075 (CTAF)

**MISSING APPROACH:** Climb to 2500 direct ENE VOR/DME and hold, continue climb-in-hold to 2500.

**SANFORD SEACOAST RGNL (SF&M)**

- **AWOS-3PT**: 120.025
- **PORTLAND APP CON**: 119.75 269.35
- **CLNC DEL**: 121.725
- **UNICOM**: 123.075 (CTAF)

**SANFORD, MAINE**

- **AWOS-3PT**: 120.025
- **PORTLAND APP CON**: 119.75 269.35
- **CLNC DEL**: 121.725
- **UNICOM**: 123.075 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rochester, NH altimeter setting. When local altimeter setting not received, use Rochester, NH altimeter setting: increase LPV DA to 479; increase LNAV/VNAV DA to 699 and visibility all Cats ¾ SM, increase all MDA 40 feet, and Circling Cat C visibility ¾ SM.

MISSED APPROACH: Climb to 3000 direct YEYUV and on track 085° to ENE VOR/DME and hold, continue climb-in-hold to 3000.
Baro-VNAV and VDP NA when using Rochester, NH altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below 1/4 SM NA. DME/DME RNP-0.3 NA. Inop table does not apply to LPV or LNAV Cats A/B. For inop ODALS, increase LNAV/VNAV all Cats visibility to 1/2 and LNAV Cats C/D visibility to 1/1. When local altimeter setting not received, use Rochester, NH altimeter setting: increase LPV DA to 534; increase LNAV/VNAV DA to 713 and visibility all Cats 1/1 SM; increase all MDA 40 feet, LNAV Cats C/D visibility 1/4 SM, and Circling Cat C visibility 1/4 SM; for inop ODALS, increase LNAV/VNAV all Cats visibility to 1/1 and LNAV Cats C/D visibility to 1/1.

**MISSING APPROACH:** Climb to 1000 then climbing left turn to 2400 direct GUNTY and hold.
RNAV (GPS) RWY 32
SANFORD SEACOAST RGNL (SF&M)

AWOS-3PT
120.025

PORTLAND APP CON
119.75  269.35

CLNC DEL
121.725

UNICOM
123.075 (CTAF)

Michael A. Landry, Manager

SANFORD, MAINE
Amdt 1  17JUN21

RNP APCH.

AWOS-3PT
PORTLAND APP CON
CLNC DEL
UNICOM

Procedure NA for arrivals at MESH on V268 northeast bound.

Procedure NA for arrivals at SEROC on V167 southbound.

MISSED APPROACH: Climbing right turn to 3000 direct GUNITY and hold, continue climb-in-hold to 3000.

GUNITY

SANFORD, MAINE
43°24'N-70°42'W

RNAV (GPS) RWY 32
SANFORD SEACOAST RGNL (SF&M)

SANFORD, MAINE
Amdt 1  17JUN21

RNP APCH.

AWOS-3PT
PORTLAND APP CON
CLNC DEL
UNICOM

Procedure NA for arrivals at MESH on V268 northeast bound.

Procedure NA for arrivals at SEROC on V167 southbound.

MISSED APPROACH: Climbing right turn to 3000 direct GUNITY and hold, continue climb-in-hold to 3000.

GUNITY
Inoperative table does not apply to S-25 Cats A/B. For inoperative ODALS, increase S-25 Cats C/D visibility to 1½. When local altimeter setting not received, use Rochester, NH altimeter setting increase all MDA 40 feet, S-25 Cats C/D visibility ½ SM, and Circling Cat C visibility ¼ SM; for inop ODALS, increase S-25 Cats C/D visibility to 1½. Rwy 25 helicopter visibility reduction below ½ SM NA.

AWOS-3 PT 120.025
PORTLAND APP CON ** 119.75 269.35
CLNC DEL 121.725
UNICOM 123.075 (CTAF)
Circling Rwy 20 NA at night. Use Worcester Rgnl altimeter setting, when not received, use Windsor Locks altimeter setting: increase LPV DA to 1090 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ½ SM.

Procedure NA for arrivals at DVANY on V229 and V1 southwest bound.

**CIRCLING**

- **GP 3.00°**
- **TCH 40**
- **2600**
- **022°**

**PHASE 1**

- **2500**
- **2500**
- **1680**

**PHASE 2**

- **1360-1**
- **661 (700-1)**
- **1360-1**
- **661 (700-1)**

**CATEGORY**

- **A:** 1018-1
- **B:** 322 (400-1)
- **C:** NA
- **D:** 1300-1 604 (700-1)

**LNAV MDA**

- **1300-1 604 (700-1)**
- **1300-1 604 (700-1)**
- **1360-1 661 (700-1)**
- **1360-1 661 (700-1)**

**RNAV (GPS) RWY 2**

**SOUTHBRIDGE MUNI (3B0)**

**UNICOM**

- 122.8 (CTAF)

**BRADLEY APP CON**

- 119.0 327.1

**UNICOM**

- 122.8 (CTAF)

**MSA RW02 25 NM**

- 3300

**LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ½ SM.**

**MISSED APPROACH:** Climb to 3000 direct JENBE and via track 292° to RURBY and via track 202° to WITNY and hold.
**LOC RWY 5**

**HARTNESS STATE (SPRINGFIELD) (VSF)**

<table>
<thead>
<tr>
<th>LOC/DME I-YSF</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Aptr Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>111.3</td>
<td>051°</td>
<td>5501</td>
<td>575</td>
<td>578</td>
</tr>
</tbody>
</table>

**DME required.**

**RNAV 1-GPS required.**

**LOCALIZER 111.3**

I-YSF Channel 50

- Rwy 5 helicopter visibility reduction below ½ SM NA.
- Circling to Rwy 11, 23, 29 NA at night.

**ASOS**

| Uncontrolled Unattended | 121.425 |

**BOSTON CENTER**

| Uncontrolled Unattended | 134.7 | 269.475 |

**UNICOM**

BOSTON CENTER 122.8 (CTAF)

**Procedure NA for arrivals at KOSPE on V447 northbound.**

**KOSPE**

3780

**DORIS**

3748

**Procedure NA for arrivals at DORIS on V490 westbound.**

**NEIVA**

6300 (17.9)

**JUBUB (IAF)**

6300 (17.9)

**WILNO**

6300 (17.9)

**VIAS**

WILNO - NEIVA on V490 westbound.

**RNAV 1-GPS required.**

**DME required.**

**Circling to Rwy 11, 23, 29 NA at night.**

**HOLD**

4400 then climbing right turn to 4400.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4400.

**LOC/DMK**

5 NM

**Holding Pattern**

6000

**MIRL Rwy 5**

MIRL Rwy 5-23 and 11-29

**LOC RWY 5**

**HARTNESS STATE (SPRINGFIELD) (VSF)**

Springfield, Vermont

Amdt 5 17JUN21

43°21'N - 72°31'W

397
RNAV (GPS) RWY 21

MINUTE MAN AIR FLD (6B6)

---

**APP CRS**
- **Rwy Idg**: 3110
- **TDZE**: 268
- **Apt Elev**: 280

**RNAV (GPS) RWY 21**

- **UNICOM**: 122.8 (CTAF)

**BOSTON APP CON**
- 142.4 279.6

**Procedure NA** for arrivals on MHT VOR/DME on V490 eastbound.

**Visual Segment - Obstacles**

**Category**
- **A**
- **B**
- **C**
- **D**

- **LNAV MDA**: 960-1 692 (700-1)
- **NA**
- **CIRCLING**: 960-1 1020-1
- **NA**

**MINUTE MAN AIR FLD (6B6)**

**Upgrade**: 20º E from 300º to 270º and hold.

- **RNAV (GPS)**
- **RNP APCH - GPS**

**CAUTION**
- Use Bedford altimeter setting; when not received, use Boston altimeter setting and increase all MDAs 60 feet and visibility Cat B 1/2 SM. Circling NA to Rwy 12 and 30. Rwy 21 helicopter visibility reduction below 1/2 SM NA. Circling Rwy 3 NA at night.

**MINED APPROACH**
- Climbing right turn to 2000 direct ERIGY and hold.

---

**STOW, MASSACHUSETTS**

**AL-5764 (FAA)**

**STOW, MASSACHUSETTS**

**Orig**: 07OCT24
Circling NA to Rwy 4 and 22. For uncompensated Baro-VDNAV systems, LNAV/VDNAV NA below -3°C (27°F) or above 54°C (130°F). Baro-VDNAV NA when using New Bedford altimeter setting. DME/DME RNP-0.3 NA. Rwy 12 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use New Bedford altimeter setting and increase LPV DA to 425 feet, LNAV/VDNAV DA to 448 feet and all MDA 40 feet, increase LPV and LNAV/VDNAV visibilities all Cats ½ SM, increase LNAV Cat C/D visibility ¼ SM, and increase Circling Cat D visibility ½ SM.

**MISSING APPROACH:** (Do not exceed 210K until INNDY) Climb to 500 then climbing right turn to 3000 direct INNDY and hold, continue climb in hold to 3000.

### ASOS
- Providence App Con: 128.7
- Unicom: 122.7 (CTAF)

### Radar Required

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>391-1(^1/6)</td>
<td>350 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VDNAV DA</td>
<td>414-1(^1/4)</td>
<td>373 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>540-1</td>
<td>499 (500-1)</td>
<td>540-1(^1/6)</td>
<td>499 (500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>518 (600-1)</td>
<td>580-1</td>
<td>538 (600-1)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 12**

**TAUNTON MUNI - KING FLD (TAN)**

**RNAV (GPS) RWY 12**

**TAUNTON MUNI - KING FLD (TAN)**

**Orig-A 03DEC20**

41°52'N-71°01'W

399
**RNAV (GPS) RWY 30**

**TAUNTON MUNI - KING FLD (TAN)**

**MISSING APPROACH:** (Do not exceed 210K until INNDY) Climb to 600 then climbing left turn to 3000 direct INNDY and hold. Continue climb in hold to 3000.

**ASOS**
- Providence APP CON: 128.7 269.525

**PROVIDENCE APP CON**
- 128.7 269.525

**UNICOM**
- 122.7 (CTAF)

**Circling NA to Rwy 4 and 22.** Rwy 30 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 46°C.

**Category**
- A
- B
- C
- D

**LPV**
- DA: 388-1 346 (400-1)

**LNAV/VNAV**
- DA: 526-1 84 484 (500-1)

**LNAV MDA**
- 600-1 558 (600-1)
- 600-1 84 558 (600-1)

**CIRCLING**
- 600-1 558 (600-1)
- 600-1 84 558 (600-1)

**RNAV (GPS) RWY 30**

**TAUNTON, MASSACHUSETTS**

**Amdt 2 03JAN19**

**41°52’N-71°01’W**

**RNAV (GPS) RWY 30**

**TAUNTON MUNI - KING FLD (TAN)**

**NE-1, 30 NOV 2023 to 25 JAN 2024**
Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV Cat C and D visibility and Circling Cat C and D visibility ½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 15 NA.

Procedure NA for arrivals at AVONN on V268 southwest bound.

Procedure NA for arrivals at FALMA on V130-374-405 westbound.

LNAV only

NE-1, 30 NOV 2023 to 25 JAN 2024

MISSED APCH FIX 4 NM

BENNT and hold.

to 2000 direct

Climb to 600 then

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct BENNT and hold.
RNAV (GPS) RWY 24
MARTHA’S VINEYARD (MVY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility to RVR 5200; increase LNAV Cats C/D visibility to RVR 5000; increase Circling visibility Cats C to 2 miles and D to 2 ½ mile. For inap MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile. For inap MALSR using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ mile and increase LNAV Cats C/D visibility to 1½ mile. VDP and Baro-VNAV NA when using Hyannis altimeter setting. Night landing: Rw 15 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hyannis altimeter setting.

Procedure NA for arrivals at PEAKE on V167 southeast bound.
Procedure NA for arrivals at CLAMY on V46 westbound.

** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hyannis altimeter setting. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hyannis altimeter setting.
RNAV (GPS) RWY 33
MARTHA'S VINEYARD (MVY)

Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. RWY 33 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 370 ft, LNAV/VNAV DA to 393 ft, and all visibility ½ SM, increase all MDA 60 ft and Cat C and D visibilities ½ SM. Circling RWY 15 NA at night. VDP NA with Hyannis altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 direct BENNT and hold.

Procedure NA for arrivals on ACK VOR/DME airway radials 280 CW 300.

VINEYARD HAVEN, MASSACHUSETTS
Orig-B, 30 JAN 2020

ELEV 67 TDZE 66

HIRL Rwy 6-24
HIRL Rwy 15-33
REIL Rwy 6
REIL Rwy 33

MARTHA'S VINEYARD (MVY)
RNP APCH.

RNAV (GPS) RWY 33
MARTHA'S VINEYARD (MVY)

ATIS 126.25
BOSTON APP CON 133.75
VINEYARD TOWER 121.4 (CTAF)
GND CON 124.35
CLNC DEL 119.7
CLNC DEL (When twr closed) 122.95
UNICOM 122.95

AMA MW 33 NW 25 NM

GALXI 146°

1400 2000 BENNT

1 NM to RWY 33

EDEHO 1.8 NM to RWY 33

(FAF) UNIWY

IPADE (IF/IAF)

326°

4 NM

1500

GP 3.00°

TCH 40

LNAV only.

1 NM to RWY 33

LNAV/ VNAV

DA

316-1 250 (300-1)

339-1 273 (300-1)

LNAV MDA

420-1 354 (400-1)

CIRCLING

500-1 433 (500-1)

473 (500-1)

633 (700-1¾)

713 (800-2¾)

1500 326°

326° to RWY 33

326° to RWY 33

326°

SAM MW 33 NE 1, 30 NOV 2023 to 25 JAN 2024

Rwy 15-24
Rwy 15-33
Rwy 6
Rwy 33

15°

71°

2000

283°

2000 NoPT

(18.1)

2.6 NM

660

2000
east 2°

478

283°

2000 NoPT

(2.6)

6.7 NM

326°

326°

TCH 40

GALXI 146°

2000

Holding Pattern

LNAV/VNAV DA

1 NM

0.8 NM

2.6 NM

6.7 NM

NE-1, 30 NOV 2023 to 25 JAN 2024

LNAV/ VNAV NA below -15°C or above 43°C. Climb to 1400 then climbing left turn to 2000 direct BENNT and hold.

When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 370 ft, LNAV/VNAV DA to 393 ft, and all visibility ½ SM, increase all MDA 60 ft and Cat C and D visibilities ½ SM. Circling RWY 15 NA at night. VDP NA with Hyannis altimeter setting.

Baro-VNAV NA when using Hyannis altimeter setting.
ILS or LOC/DME RWY 5
WATERVILLE ROBERT LAFLEUR (WVL)

Night landing: RwY 14 NA. Helicopter visibility reduction below ½ SM NA. VDP NA when using Augusta altimeter setting. When local altimeter setting not received, use Augusta altimeter setting and increase S-ILS 5 DA to 544 feet; increase all MDAs 40 feet and increase S-LOC 5 Cat C/D and Circling Cat D visibility ½ SM. Inop table does not apply to S-ILS 5.

For inop MALS F, increase S-LOC 5 Cat D visibility to 1 mile. For inop MALS F, when using Augusta altimeter setting, increase S-ILS 5 all Cats visibility to ½ mile and S-LOC 5 Cat C/D visibility to 1½ mile. Autopilot coupled approach NA below 600.

AWOS-3PT 118.375
PORTLAND APP CON* 128.35 299.2
CLNC DEL 124.6 299.2
UNICOM 122.7 (CTAF)

MISS APCH FIX
AUGUSTA AUG
114.95 Chan 96 (Y)

ALTERNATE MISS APCH FIX
DUNNS AU 366

Augusta altitude setting, increase S-ILS 5 all Cats visibility to 1 mile and S-LOC 5 Cat C/D visibility ½ SM. Inop table does not apply to S-ILS 5.

Augusta altitude setting and increase S-ILS 5 DA to 544 feet; increase all MDAs 40 feet and increase S-LOC 5 Cat C/D and Circling Cat D visibility ½ SM. Inop table does not apply to S-ILS 5.

When local altimeter setting not received, use Augusta altimeter setting and increase S-ILS 5 DA to 544 feet; increase all MDAs 40 feet and increase S-LOC 5 Cat C/D and Circling Cat D visibility ½ SM. Inop table does not apply to S-ILS 5.

PROCEDURE NA except for acft equipped with suitable RNAV system with GPS.

One Minute Holding Pattern
PEYS INT I-RLU 12.8
CVLRY I-RLU 6
EKAY I-RLU 3

GS 3.00°
TCH 48

CATEGORY
A
B
C
D

S-ILS 5
509-3/4 200 (200-3/4)

S-LOC 5
680-3/4 371 (400-3/4)

CIRCLING
860-1 527 (600-1)

1100-2 1/4
767 (800-2 1/4)
787 (800-2 1/2)

Ne-1, 30 Nov 2023 to 25 Jan 2024
RNAV (GPS) RWY 5

WATERVILLE ROBERT LAFLEUR (WVL)

Category B/C/D visbility to 1 mile and LNAV Cat D visibility to 1/2 mile. For inop MALS, increase LNAV/VNAV Cat D visibility to 1 mile and LNAV Cat D visibility to 1/2 mile. For inop MALS, when using Augusta altimeter setting, increase LPV DA to 544 feet, LNAV/VNAV DA to 623 feet and all visibilities 1/2 SM; increase all MDAs 40 feet and Circling Cat C visibility 1/2 SM. Night Landing: Rwy 14 NA. For inop MALS, increase LNAV/VNAV Cat D visibility to 1 mile and LNAV Cats C/D visibility to 1/2 mile. For inop MALS, when using Augusta altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat D visibility to 1/2 mile, and LNAV Cat D visibility to 1 mile.

Procedure NA for arrivals at RAZZR on V93 southwest bound and V302 southeast bound.

Procedure NA for arrivals at NOLLI on V3-39 westbound.

4 NM Holding Pattern

PEYSI

CVLRY

EKLAY 1.9 NM to RW05

0.9 NM to RW05

1000

3000

PEYSI

3000 NoPT (5.5)

1.9 NM to RW05

Procedure NA for arrivals at NOLLI on V3-39 westbound.

NP 3.00°

TCH 48

3000 NoPT

1900

0.9 NM to RW05

1000

3000

PEYSI

3000 NoPT

133° (5.5)

4 NM Holding Pattern

PEYSI

CVLRY

EKLAY 1.9 NM to RW05

0.9 NM to RW05

1000

3000

PEYSI

3000 NoPT

1.9 NM to RW05

Procedure NA for arrivals at

WATERVILLE, MAINE

Amdt 1D 07OCT21

44°32'N-69°41'W

209
### RNAV (GPS) RWY 23

**WATERVILLE ROBERT LAFLEUR (WVL)**

**AWOS-3PT**  
118.375

**PORTLAND APP CON**  
128.35  299.2

**CLNC DEL**  
124.6  299.2

**UNICOM**  
122.7 (CTAF)

---

**Circling to Rwy 14 and 32 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta altimeter setting; increase LPV DA to 618 feet and all visibilities ¼ SM; increase all MDAs 40 feet and increase LNAV Cat C and Circling Cat D visibility ¼ SM. VDP NA when using Augusta altimeter setting.**

**MISSED APPROACH:** Climb to 3000 direct JEGIS and via 177° track to RAZZR and hold.

---

**Category**  
A  |  B  |  C  |  D  
---|---|---|---
LPV DA | 583-3/4  | 250 (300-3/4)  | NA  | NA  
LNAV/ VNAV DA |  |  | NA  | NA  
LNAV MDA | 800-1  | 467 (500-1)  | 800-1½  | 467 (500-1½)  
CIRCLING | 860-1  | 527 (600-1)  | 1100-2½  | 767 (800-2½)  

---

**MISSED APCH FIX**

**RAZZR**  
321°

**JEGIS**  
177°

**CUDIB**  
227°

**FONUB**  
GP 3.00° TCH 45

**Note:** LPV and RNAV glidepath not coincident [VGS Angle 3.00/TCH 40].

---

**Weather:**

- **AWOS-3PT**
  - Portland App CON
  - Clnc Del
  - Unicom

---

**Orig-B 07OCT21**

---

**WATERVILLE, MAINE**

**AL-5129 (FAA)**

**WAAS CH 63100 W23A**

**APP CRS 227°**

**Rwy Idg 3333**

**TDZE 3333**

**Apt Elev 3333**
ILS or LOC RWY 20
WESTFIELD-BARNES RGNL (BAF')

**ATIS**
- 127.1 263.15

**BRADLEY APP CON**
- 125.35 281.5

**WESTFIELD TOWER**
- 118.9 (CTAF) 251.1

**GND CON**
- 121.7 289.4

**CLNC DEL**
- 121.7

**AIRPORT**
- WESTFIELD/SPRINGFIELD, MASSACHUSETTS

**COORDINATES**
- 41°33'46"N 72°43'14"W
- 42°09'N-72°43'43"W

**CIRCLING Rwy 20**
- NE-1, 30 NOV 2023 to 25 JAN 2024

**MALSR**
- 3 SM; increase PETGE fix minimums S-LOC 20 Cat E visibility to 1 SM.

**SIMULTANEOUS**
- S-ILS 20 Cat E visibility to RVR 4000; increase S-LOC 20 Cat E visibility to 3 SM; increase PETGE fix minimums S-LOC 20 Cat E visibility to 1/2 SM.

**MISSING APPROACH**
- Climb to 1300 then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb-in-hold to 4000.

**PROJECTION**
- Procedure NA for arrival on GDM VOR/DME airway radials 209 CW 298.

**ILS or LOC RWY 20**
- WESTFIELD-BARNES RGNL (BAF')
Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bradley Intl altimeter setting and increase LPV DA to 561; LNAV/VNAV DA to 996 and increase all Cats visibility to 2½; all MDA 60 feet and LNAV Cats B, C, D and E visibility to 1½. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 2½, LNAV Cat E visibility to 1½. Night landing: Rwy 15 NA.

**NE-1, 30 NOV 2023 to 25 JAN 2024**

- **ATIS**: 127.1 263.15
- **BRADLEY APP CON**: 125.35 281.5
- **ATIS**: 121.7 289.4
- **CLNC DEL**: 121.7

**MALSR**

**MISSED APPROACH**: Climb to 1700 then climbing right turn to 4000 direct CTR VOR/DME and hold. 415

- **MAINS**: 3500
- **204°**

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
<th>D</th>
<th>E</th>
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<td>LPV DA</td>
<td>520/24</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>955-1½</td>
<td>685 (700-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>800/24</td>
<td>530 (600-1½)</td>
<td>800/55</td>
<td>530 (600-1)</td>
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<td>CIRCLING</td>
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<td>890 (900-1½)</td>
<td>1160-2½</td>
<td>890 (900-2½)</td>
<td>1660-3</td>
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**WEATHER:**

- **1765° C**
- **1732° C**
- **1700° C**
- **4000° C**

**AIRPORT:**

- **WESTFIELD-BARNES RGNL (BAF)***

**OTHER:**

- **ATIS**
- **GND CON**
- **CLNC DEL**
For inoperative MALSR, increase Cat A/B visibility.

For inoperative MALSR, increase Cat A/B visibility.

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For inoperative MALSR, increase Cat A/B visibility.
Night landing: Rwy 15 NA. Helicopter visibility reduction below 3/4 SM NA.

Missed Approach: Climb to 3000 via the BAF VORTAC R-028 to KLYDE INT and hold.

ATIS 127.1 263.15
BRADLEY APP CON 125.35 281.5
WESTFIELD TOWER* 118.9 (CTAF) 0 251.1
GND CON 121.7 289.4
CLNC DEL 121.7

RADAR REQUIRED

NUTTN INT BAF [11.6] RADAR

3000
025°
2100
3.0° TCH 43

VBGI and descent angles not coincident (VBGI Angle 3.00/TCH 50).

DECAR INT BAF 6.6 RADAR

3000
KLYDE INT

BAF R-028

Westfield-Barnes RGNL (BAF')
\[42°09' N - 72°43' W\]

Rwy Idg 264
Apt Elev 270

Rwy Idg 9000
Apt Elev 251.1

Category

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<td>780-1</td>
<td>516 (600-1)</td>
<td>780-1½</td>
<td>516 (600-1½)</td>
<td>780-1¾</td>
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HIH Rwy 35-35

Checklist

- 4G
- 03MAR16
- 03MAR23 to 25 JAN 2024
- 025°
- NE-1
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

WESTFIELD-SPRINGFIELD, MASSACHUSETTS

WESTFIELD-BARNES RGNL (BAF)

ATIS 127.1 263.15
FSS 118.9 251.1
CINC DEL 121.7

AIRPORT DIAGRAM

FBO

NE-1, 30 NOV 2023 to 25 JAN 2024

NE-1, 30 NOV 2023 to 25 JAN 2024
NE-1, 30 Nov 2023 to 25 Jan 2024

NOTE: Radar required.

NOTE: Initial departure headings are predicated on avoiding noise sensitive areas, flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(Narrative on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 024° to 1700, then as assigned for radar vectors to HFD VOR/DME, thence....
TAKEOFF RUNWAY 15: Climb on heading 154° to 1300, then as assigned for radar vectors to HFD VOR/DME, thence....
TAKEOFF RUNWAY 20: Climb on heading 204° to 1400, then as assigned for radar vectors to HFD VOR/DME, thence....
TAKEOFF RUNWAY 33: Climb on heading 334° to 1500, then as assigned for radar vectors to HFD VOR/DME, thence....

....from over HFD VOR/DME proceed on HFD VOR/DME R-143 to THUMB INT, then on HTO VOR/DME R-010 to YODER INT, then on CCC VOR/DME R-057 to CCC VOR/DME, then on assigned route. Maintain 3000 or assigned altitude. Expect clearance to requested flight level 10 minutes after departure.
### RNAV (GPS) RWY 23

#### ATIS
| ATIS | 127.525 |

#### BRADLEY APP CON/DEP CON
| RWY 115.35 | 281.5 |

#### TOWER
| TOWER | 134.85 [CTAF] | 348.75 |

#### GND CON
| GND CON | 118.35 | 275.8 |

#### Notes
- **When ALS inop**, increase CAT A B RVR to 5S, vis to 1 mile; CAT CDE vis to 1 3/8 miles.
- **Circling not authorized from RWY 23 clockwise to RWY 33.**

---

**For uncompensated Baro-VNAV systems, Procedure NA below -1.5°C (5°F) or above 54°C (130°F).**

---

**EMERG SAFE ALT 100 NM 6400**

---

**VGS and RNAV glidepath not coincident (VGS I angle 3.30/TCH 34)**

---

**CIRCLING***

**EGPA 600**

---

**3000 HERKK**

---

**Rwy 30 I to 50,395°**

---

**HILR all Rwy***

---

**SPRINGFIELD CHICOPEE, MASSACHUSETTS**

---

**WESTOVER ARB METROPOLITAN (KCEF)**

---

**Amidt 2 19MAY22**

---

**22139**

---

**NE-1, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) Y RWY 10
MOUNT WASHINGTON RGNL (HIE)

Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cat B/C visibilities 1/4 mile. VDP NA with Lyndonville altimeter setting. Circling to Rwy 28 NA at night.

Procedure NA for arrivals at MPV VOR/DME via V-447 southwest bound.

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 45).

Holding Pattern LIDOW 5 NM

REIL Rwy 10 and 28
MIRL Rwy 10-28

Missed Approach: Climbing left turn to 4800 direct LIDOW and hold.
RNAV (GPS) Z RWY 10
MOUNT WASHINGTON RGNL (HIE)

Category A
1507-1 1/2 450 (500-1 1/2)

*LPV DA

Missed approach obstructions require a minimum climb gradient of 335 ft per NM to 4200, if unable to comply, see RNAV (GPS) Y RWY 10.

Local fields not coincident (VGSI Angle 3.50/TCH 45).

When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

MOUNT WASHINGTON RGNL (HIE)

RNAV (GPS) Z RWY 10

Altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

Missed approach obstructions require a minimum climb gradient of 335 ft per NM to 4200, if unable to comply, see RNAV (GPS) Y RWY 10.

Local fields not coincident (VGSI Angle 3.50/TCH 45).

When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

MOUNT WASHINGTON RGNL (HIE)

RNAV (GPS) Z RWY 10

Altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

Missed approach obstructions require a minimum climb gradient of 335 ft per NM to 4200, if unable to comply, see RNAV (GPS) Y RWY 10.

Local fields not coincident (VGSI Angle 3.50/TCH 45).

When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

MOUNT WASHINGTON RGNL (HIE)

RNAV (GPS) Z RWY 10

Altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

Missed approach obstructions require a minimum climb gradient of 335 ft per NM to 4200, if unable to comply, see RNAV (GPS) Y RWY 10.

Local fields not coincident (VGSI Angle 3.50/TCH 45).

When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

MOUNT WASHINGTON RGNL (HIE)

RNAV (GPS) Z RWY 10

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MOUNT WASHINGTON RGNL (HIE)

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Local fields not coincident (VGSI Angle 3.50/TCH 45).

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MOUNT WASHINGTON RGNL (HIE)

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MOUNT WASHINGTON RGNL (HIE)

RNAV (GPS) Z RWY 10

Altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

Missed approach obstructions require a minimum climb gradient of 335 ft per NM to 4200, if unable to comply, see RNAV (GPS) Y RWY 10.

Local fields not coincident (VGSI Angle 3.50/TCH 45).

When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

MOUNT WASHINGTON RGNL (HIE)

RNAV (GPS) Z RWY 10

Altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

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Local fields not coincident (VGSI Angle 3.50/TCH 45).

When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

MOUNT WASHINGTON RGNL (HIE)

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Local fields not coincident (VGSI Angle 3.50/TCH 45).

When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.
RNAV (GPS) RWY 9
WINDHAM (IJD)

### RNAV (GPS) RWY 9

**Procedure NA at night.**
Rwy 9 helicopter visibility reduction below 1 SM NA.

### RNAV (GPS) RWY 9

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<tr>
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<td>1120-2 1/2</td>
<td>NA</td>
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**ASOS**
133.675

**UNICOM**
122.975 (CTAF)

**Visual Segment - Obstacles.**

**Holding Pattern**

- **6000** to **2400**
- **269°**
- **2400** to **CAMPU**

**Procedure NA for arrival on HFD VOR/DME airway radials 053 CW 143.**

**Procedure NA for arrival on ORW VOR/DME airway radials 238 CW 011.**

**MISSED APPROACH:**
Climb to 900 then climbing left turn to 2500 direct DVANY and hold, continue climb-in-hold to 2500.

### RNAV (GPS) RWY 9

**RNP APCH - GPS**

**Procedure NA for arrival on HFD VOR/DME airway radials 053 CW 143.**

**WILLIMANTIC, CONNECTICUT**

### RNAV (GPS) RWY 9

**RNAV (GPS) RWY 9**

**WINDHAM (IJD)**

**RNP APCH - GPS**

**Procedure NA at night.**
Rwy 9 helicopter visibility reduction below 1 SM NA.

### RNAV (GPS) RWY 9

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<td>860-1 1/4</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>980-1</td>
<td>734 (800-1)</td>
<td>1120-2 1/2</td>
<td>NA</td>
</tr>
</tbody>
</table>

**ASOS**
133.675

**UNICOM**
122.975 (CTAF)
Procedure NA at night. DME/DME RNP-0.3 NA. Rwy 27 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDA 80 feet, increase LP and LNAV Cat B and Circling Cat A/B visibility ½ SM, increase LP, LNAV and Circling Cat C visibility ¾ SM.

Procedure NA for arrivals on ORW VOR/DME airway radials 141 CW 283.

Procedure NA for arrivals on PUT VOR/DME airway radials 321 CW 082.

\[
\begin{array}{c|c|c|c|c}
\text{CATEGORY} & \text{A} & \text{B} & \text{C} & \text{D} \\
\hline
\text{LP MDA} & 940-1 & 701 (700-1) & 940-2 & 701 (700-2) \\
\hline
\text{LNAV MDA} & 960-1 & 721 (800-1) & 960-2 & 721 (800-2) \\
\hline
\text{CIRCLING} & 980-1 & 734 (800-1) & 1120-2\frac{1}{2} & 874 (900-2\frac{1}{2}) \\
\end{array}
\]
ILS or LOC RWY 6
BRADLEY INTL (BDL)

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

RADAR required for procedure entry.

D ATIS
118.15

BRADLEY APP CON
123.95 290.55
(061°-240°)
125.35 281.5
(241°-060°)

BRADLEY TOWER
120.3 351.8

GND CON
121.9 348.6

ALSF-2

CINC DEL
121.75 322.3

BRADLEY TOWER

4000

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).

HOLD
7000
3000

One Minute Holding Pattern
PENNA INT
I-BDL 12.8
JANID INT
I-BDL 9.9
HUNEE INT
I-BDL 6.9
JETIX
I-BDL 4.9

GS 300°
TCH 54

4000

CATEGORY
A
B
C
D

S-ILS 6
373/18
200 (200-½)

S-LOC 6
1160/40
987 (1000-3½)

1160/55
987 (1000-1)

1160-2½
987 (1000-2½)

JETIX FIX MINIMUMS (DME REQUIRED)

S-LOC 6
560/24
387 (400-½)

560/35
387 (400-½)

WINDSOR LOCKS, CONNECTICUT
AL-460 (FAA)

WINDSOR LOCKS, CONNECTICUT
Amdt 38B 24MAR22

23334

ELEV 173
TDZE 173

TWR 345

W

BRADLEY INTL (BDL)

41°56’N-72°41’W
SA CATEGORY I ILS-SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED
ILS RWY 6 (CAT II & III)  
BRADLEY INTL (BDL)

**LOC/DME**  I-BDL  
111.1  
**APP CRS**  056°  
**Rwy Ldg**  9509  
**TDZE**  173  
**Apt Elev**  173

**Radar** required for procedure entry.

**D-ATIS**  118.15  
**BRADLEY APP CON**  123.95  290.55 (061°-240°)  
125.35  281.5 (241°-060°)

**BRADLEY TOWER**  120.3  351.8

**GND CON**  121.9  348.6  
**CLNC DEL**  121.75  322.3

**BCDLC**  
**BARNES**  
**BAF**  113.0  
**Chan 77**

**BRADLEY APP CON**  
**MISSING APPROACH:** Climb to 4000 then left turn direct BAF VORTAC and hold.

**HOLD**  7000  3000

**HUNEE INT**  
**I-BDL**  6.9

**JANID INT**  
**I-BDL**  9.9

**LOCALIZER**  111.1  
**I-BDL**  
**Chan 48**

**HARTFORD**

**HFD**  114.9  
**Chan 96**  
**F**  114.9  
**H**  114.9  
**D**  114.9

**S-ILS 6**  
**CAT II**  RA 101/12  
100 DA 273

**S-ILS 6**  
**CAT III**  RVR 06

**CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
RNAV (RNP) Z RWY 6
BRADLEY INTL (BDL)

For uncompensated Baro-VNAV systems, procedure NA below 18°C (64°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1 SM.

MISSED APPROACH: Climb to 3000 on track 058° to KIBBE and hold.

- **A mdt 1 29MAR18**
- **WINDSOR LOCKS, CONNECTICUT**
- **Rwy Idg** 9509
- **Apt Elev** 173
- **APP CRS** 058°
- **GND CON** 120.3 351.8
- **CLNC DEL** 121.9 348.6
- **TDZE** 173
- **ATIS** 118.15

**ELEVATION**

- **MISSED APCH FIX**
  - KIBBE
  - 129°
  - 058°
  - 4 NM

**RNAV (RNP) Z RWY 6**

- **D-ATIS** 118.15
- **BRADLEY APP CON** 123.95 290.55 (061°-240°)
- **BRADLEY TOWER** 120.3 351.8
- **GND CON** 121.9 348.6
- **CLNC DEL** 121.9 348.6
- **CPDLC**

**AUTHORIZATION REQUIRED**

- **RNP 0.11 DA**
  - 545/40
  - 372 (400-34)
- **RNP 0.30 DA**
  - 672/50
  - 499 (500-1)

- **APP CRS** 058°
- **TDZE** 173

See planview for multiple IF locations.

**VGS IN and RNAV glidepath not coincident (VGS Angle 3.00/TCH 71)**.

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

- **RNP 0.11 DA**
  - 545/40
  - 372 (400-34)
- **RNP 0.30 DA**
  - 672/50
  - 499 (500-1)
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop ALS, increase all Cat's visibility to 1/2 SM.

PROCEDURE NA for arrivals at KIBBE on V146-405 southeast bound.

See planview for multiple IF locations.
**RNAV (GPS) RWY 15**

**BRADLEY INTL (BDL)**

**Windsor Locks, Connecticut**

**App CRS** 148°

- **Rwy Idg**: 6847
- **TDZE**: 171
- **Apt Elev**: 173

**HOLD** 6000 / 3500 (121°, 13.1)

- **(IAF)** TWR 345
- **(IF/IAF)** DOCEB
- **(IF/IAF)** CHESTER CTR

**Procedure NA for arrival on CTR VOR/DME airway radials 104 CW 140.**

**HOLD** 4 NM to RW15

**DOCEB**

**BREEN**

**UHLAN**

**HADUX**

**RNAV (GPS) RWY 15**

**Holding Pattern**

**328° 148°**

**GP 3.60°**

**TCH 60**

**6000**

**3500**

**5 NM**

**3.2 NM**

**0.6 NM**

**2.2 NM**

**3000**

**HADUX**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

- **LPV**
- **DA**

- **LNAV/VNAV**
  - **DA**
    - **1040-2 1/2**
    - **869 (900-2 1/2)**
    - **NA**

- **LNAV MDA**
  - **1040-1**
    - **869 (900-1 1/4)**
    - **869 (900-1 1/4)**
    - **NA**

- **CIRCLING**
  - **1040-1 1/4**
    - **867 (900-1 1/4)**
    - **1100-2 3/4**
    - **927 (1000-2 3/4)**
    - **NA**

**NE-1, 30 Nov 2023 to 25 Jan 2024**

**RNAV (GPS) RWY 15**

**Windsor Locks, Connecticut**

**Amndt 4A 12AUG21**

**41°56’N-72°41’W**

**BRADLEY INTL (BDL)**
RNAV (GPS) Y RWY 6
BRADLEY INTL (BDL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

LNAV/ VNAV DA
373/18 200 (300-1/2)
640/50 467 (500-1)
640/24 467 (500-1/2)
700-1 527 (600-1)
947 (1000-2/3)
1047 (1100-3)

RNAV (GPS) Y RWY 6
BRADLEY INTL (BDL)

Amdt 3A  12AUG21
41°56'N-72°41'W

EW-1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) Y RWY 6
BRADLEY INTL (BDL)

Amdt 3A  12AUG21
41°56'N-72°41'W

RNAV (GPS) Y RWY 6
BRADLEY INTL (BDL)

Amdt 3A  12AUG21
41°56'N-72°41'W

RNAV (GPS) Y RWY 24
BRADLEY INTL (BDL)

For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -18°C or above 54°C.

D-ATIS 118.15  
BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)  
BRADLEY TOWER 120.3 351.8  
GND CON 121.9 348.6  
CLNC DEL 121.75 322.3  
CPDLC

NoPT for arrival at KIBBE on V146-405 northwest bound.

RNAV (GPS) Y RWY 24
BRADLEY INTL (BDL)

RNAV (GPS) Y RWY 24
BRADLEY INTL (BDL)
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: RADAR required.

NOTE: Initial departure headings are predicated on avoiding noise sensitive areas, flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Appropriate departure frequency to be assigned by ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 075° or as assigned, thence....
TAKEOFF RUNWAY 15: Climb heading 148° or as assigned, thence....
TAKEOFF RUNWAY 24: Climb heading 238° or as assigned, thence....
TAKEOFF RUNWAY 33: Climb heading 328° or as assigned, thence....

....on RADAR vectors to filed/assigned route or depicted fix. Maintain 4000 or assigned altitude, expect clearance to requested altitude/flight level 10 minutes after departure.
NOTE: Chart not to scale.

COASTAL NINE DEPARTURE

(CSTL9.CCC) 12AUG21

NOTE: RADAR required.
NOTE: Initial departure headings are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

TAKEOFF MINIMUMS:
Rwy 6, 15, 24: Standard.
Rwy 33: Standard with minimum climb of 340’ per NM to 1000.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on assigned heading for RADAR vectors to HFD VOR/DME, thence...

TAKEOFF RUNWAY 15: Climb on heading 148° or as assigned for RADAR vectors to HFD VOR/DME, thence...

TAKEOFF RUNWAY 24: Climb on heading 238° or as assigned for RADAR vectors to HFD VOR/DME, thence...

TAKEOFF RUNWAY 33: Climb on heading 328° or as assigned for RADAR vectors to HFD VOR/DME, thence...

...from over HFD VOR/DME proceed on HFD VOR/DME R-143 to THUMB INT, then on HTO VOR/DME R-010 to YODER INT, then on CCC VOR/DME R-057 to CCC VOR/DME, then on assigned route. Maintain 4000 or assigned altitude. Expect clearance to requested flight level 10 minutes after departure.
RNAV (GPS) RWY 7
WISCASSET (IWI)

**RNAV APCH.**

Procedure NA at night. Rw7 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet.

**ASOS**

| ASOS | 135.725 |

**PORTLAND APP CON**

| 119.75 | 289.35 | (112° - 292°) |
| 120.4 | 299.2 | (293° - 111°) |

**UNICOM**

| UNICOM | 122.8 (CTAF) |

**Procedure NA for arrival at RAZZR on V93 northeast bound.**

**Procedure NA for arrival at SAPPE on V268 southbound.**

**PORTLAND APP CON**

| 119.75 | 289.35 | (112° - 292°) |
| 120.4 | 299.2 | (293° - 111°) |

**UNICOM**

| UNICOM | 122.8 (CTAF) |

**Procedure NA at night. Rw7 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet.**

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>560-1</td>
<td>490</td>
<td>500-1</td>
<td>NA</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 7**

WISCASSET (IWI)

Orig-B 18JUL19

43°58’N - 69°43’W
Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct BAZQE and hold.

Procedure NA for arrival at RAZZR on V93 northeast bound and on V302 northwest bound.

Procedure NA for arrival at NOLLI on V3-39 southwest bound.

RNAV (GPS) RWY 25

WISCASSET, MAINE

ASOS
135.725

PORTLAND APP CON
119.75 269.35 (112° - 292°)
120.4 299.2 (293° - 111°)

UNICOM
122.8 (CTAF)

TCH 40
RW 25
OMDOW
RAZZR
TEKTE
GEMIN
EDEJU
OMDOW
CEZAC

RADAR required for arrivals at CEZAC.

250° to RW25

260°

21336

RNAV (GPS) RWY 25

WISCASSET (IWI)

RNP APCH.

APR CRS
250°

RW1dg 3397
TDZE 70
Apt Elev 70

WISCASSET, MAINE

APP CRS
250°

Orig-8 18JUL19

WISCASSET (IWI)

43°58'N - 69°43'W

451
For inop ALS, increase S-LOC 11 Cats C and D visibility to 1 1/2 SM. When control tower closed: inop table does not apply to S-ILS 11 all Cats. When control tower closed: for inop ALS, increase S-LOC 11 Cat C and D visibility to 1 1/2 SM.

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 3100 on heading 230° and on GDM VOR/DME R-167 to LAWNRN/GDM 23 DME and hold, continue climb-in-hold to 3100.

**ATIS** 126.55  
**BRADLEY APP CON** 119.0 327.1  
**WORCESTER TOWER** 120.5 (CTAF) 263.0

**GARDNER**  
116.95 GDM  
**Chan 116 (Y)**

Procedure NA for arrival on GDM VOR/DME airway radials 179 CW 246.

**LOCALIZER 110.9**  
**Chan 46**

**TDZ/CL Rwy 11**  
**REIL Rwy 15, 29 and 33**

**HILR Rwy 11-29**

**MIRL Rwy 15-33**

**ELEV** 1009  
**TDZE** 980

**CATEGORY**  
**A**  
**B**  
**C**  
**D**

**S-ILS 11**  
1180/18  200 (200-½)

**S-LOC 11**  
1500/24 520 (500-½)  
1500/55 520 (500-1)

**CIRCLING**

1560-1  
551 (600-1)  
1740-1  
2000-3  
991 (1000-3)

**ALTERNATE**

**MISSED APPROACH**

**GS 3.00°**

**TCH 55**

**1800**

**3100**

**GDM R-167**

**LAWRN GDM 23**

**FAF to LAWNRN 5.5 NM**

**MINIMUMS**

**Knots**

60 90 120 150 180

**Min:Sec**

5:30 3:40 2:45 2:12 1:50

**289°**  
**2800**  
**109°**
Autopilot coupled approach NA below 1430 feet.

MISSCED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GDM VOR/DME R-179 to GRIPE INT/GDM 25.5 DME and hold, continue climb-in-hold to 3000.

ATIS 126.55  BRADLEY APP CON 119.0 327.1  WORCESTER TOWER 120.5 (CTAF) 263.0  GND CON 123.85  CLNC DEL 126.65  CLNC DEL 119.0 (When twr closed) 122.95  UNICOM

LOC/DME I-EKW 110.9  APP CRS 289° Rwy Idg 7001 990 TDZE 1009  Apt Elev 1009

Worcester, Massachusetts

NE-1, 30 Nov 2023 to 25 Jan 2024

CATEGORY

S-ILS 29 1190/40 200 (200-3/4)
S-LOC 29 1380/55 390 (400-1)

CIRCLING

1560-1 551 (600-1) 1740-1 731 (800-1) 2000-3 991 (1000-3)
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 on heading 230° and on GDM VOR/DME R-167 to LAWRN/GDM 23 DME and hold, continue climb-in-hold to 3100.

Procedure NA for arrivals at SPENO on V270 westbound.

Procedure NA for arrival on GDM VOR/DME airway radials 179 CW 246.

Procedure NA for arrivals at SPENO on V270 westbound.

Procedure NA for arrival on GDM VOR/DME airway radials 179 CW 246.

Procedure NA when tower closed.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
Inop table does not apply to LPV all Cats.
Inop table does not apply to LNAV Cats A/B.

Procedure NA for arrivals at SPENO on V229 southwest bound and V270 westbound.

Procedure NA for arrivals on BAF VORTAC airway radials 066 CW 121.

Procedure NA for arrivals at WITNY on V229 southwest bound.

Inop table does not apply to LNAV Cats A/B.
Inop table does not apply to LPV all Cats.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).

Procedure NA for arrivals at SPENO on V229 southwest bound and V270 westbound.

Procedure NA for arrivals on BAF VORTAC airway radials 066 CW 121.

Procedure NA for arrivals at WITNY on V229 southwest bound.

Inop table does not apply to LNAV Cats A/B.
Inop table does not apply to LPV all Cats.
DME/DME RNP-0.3 NA.
RNAV (GPS) RWY 29
WORCESTER RGNL (ORH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA.

ATIS 126.55  BRADLEY APP CON 119.0 327.1  WORCESTER TOWER 120.5 (CTAF) 0 263.0  GND CON 123.85  CLNC DEL 128.65  CLNC DEL 119.0 (When twr closed)  UNICOM 122.95

Procedure NA for arrivals at WHYBE on V1 eastbound.

Amdt 2  17AUG17

NE-1, 30 NOV 2023 to 25 JAN 2024

Worcester, Massachusetts
Al-652 (Faa)
### RNP APCH

When local altimeter setting not received, use Bedford altimeter setting and increase all MDAs 200 feet and visibility LNAV Cat C/D ½ SM and visibility Circling Cat B ¼ SM. VDP NA with Bedford altimeter setting.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>BRADLEY APP CON</th>
<th>WORCESTER TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.55</td>
<td>119.0 327.1</td>
<td>120.5 (CTAF) 263.0</td>
<td>123.85</td>
<td>128.65</td>
<td>119.0 (When twr closed)</td>
<td>122.95</td>
</tr>
</tbody>
</table>

Procedure NA for arrival on GDM VOR/DME airway radials 071 CW 209.

Procedure NA for arrival at GRAYM on V14 northbound.

### MISSED APPROACH

Climbing left turn to 3000 direct GRIPE and hold.
When local altimeter setting not received, use Bedford altimeter setting and increase all MDAs 200 feet; increase S-33 Cat C/D visibility 1/2 SM and Circling Cat B 3/4 SM.

MISSED APPROACH: Climbing left turn to 3000 on heading 240° and GDM VOR/DME R-191 to GRAYM INT/GDM 26.7 DME and hold.

The diagram shows a VOR/DME RWY 33 approach with various headings and distances. The approach includes a missed approach procedure with a climbing left turn to 3000 feet on heading 240°.

The diagram also contains information on the approach's headings, distances, and altitudes, including the VOR/DME RWY 33 details and other relevant navigation aids.

Overall, the diagram provides a visual representation of the approach path and key points along the route.
RUNWAY CROSSING CLEARANCES.
CAUTION: BE ALERT TO HOLDING INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAY CLEARANCES.

PCN 35 F/C/W/T RWY 15-33
S-120, D-250, 2D-550

PCN 89 F/C/W/T RWY 11-29
S-85, D-120, 2D-210

GENERAL AVIATION PARKING
TERMINAL

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY CLEARANCES.

EMAS

NE-1, 30 NOV 2023 to 25 JAN 2024
INTENTIONALLY
LEFT
BLANK
INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
RATE OF CLIMB/DESCENT TABLE
(ft per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

<table>
<thead>
<tr>
<th>ft/NM</th>
<th>%</th>
<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>60</td>
<td>90</td>
</tr>
<tr>
<td>152</td>
<td>2.50</td>
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