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

Effective: 0901Z
11 JUL 2024
to: 0901Z
05 SEP 2024

Consult the Change Notice (CN) effective 08 AUG 2024 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
<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Components or Visual Aids Table</td>
<td>A1</td>
</tr>
<tr>
<td>Explanation of Terms/Landing Minima Data</td>
<td>B1</td>
</tr>
<tr>
<td>General Information</td>
<td>C1</td>
</tr>
<tr>
<td>Abbreviations</td>
<td>D1</td>
</tr>
<tr>
<td>Legend—IAP Planview</td>
<td>E1</td>
</tr>
<tr>
<td>Legend—IAP Profile</td>
<td>F1</td>
</tr>
<tr>
<td>Legend—Standard Terminal Arrival Charts</td>
<td>G1</td>
</tr>
<tr>
<td>Legend—Departure Procedure Charts</td>
<td>G2</td>
</tr>
<tr>
<td>Legend—Airport Diagram/Sketch</td>
<td>H1</td>
</tr>
<tr>
<td>Legend—Approach Lighting Systems</td>
<td>I1</td>
</tr>
<tr>
<td>Frequency Pairing</td>
<td>J1</td>
</tr>
<tr>
<td>Index of Terminal Charts and Minimums</td>
<td>K1</td>
</tr>
<tr>
<td>IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area</td>
<td>L1</td>
</tr>
<tr>
<td>IFR Alternate Airport Minimums</td>
<td>M1</td>
</tr>
<tr>
<td>Radar Minimums</td>
<td>N1</td>
</tr>
<tr>
<td>Land and Hold-Short Operations (LAHSO)</td>
<td>O1</td>
</tr>
<tr>
<td>Hot Spots</td>
<td>P1</td>
</tr>
<tr>
<td>Standard Terminal Arrival Charts</td>
<td>Z1</td>
</tr>
<tr>
<td>Terminal Charts</td>
<td>Page 1</td>
</tr>
<tr>
<td>Rate of Climb/Descent Table</td>
<td>Inside Back Cover</td>
</tr>
<tr>
<td>Area of Coverage</td>
<td>Back Cover</td>
</tr>
</tbody>
</table>

**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/

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/

For a list of approved FAA Print Providers, visit our website at: 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
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
INOPERATIVE 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>
TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

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.

LANDING MINIMA FORMAT

<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>288</td>
<td>(300⁻¹/₂)</td>
<td>1440/50</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>288</td>
<td>288</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540⁻¹/₂</td>
<td>1640⁻¹</td>
<td>1640⁻¹/₂</td>
<td>1740⁻²</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>361 (400⁻¹)</td>
<td>461 (500⁻¹)</td>
<td>461 (500⁻¹/₂)</td>
<td>561 (600⁻²)</td>
</tr>
</tbody>
</table>

All weather minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

COPPER MINIMA ONLY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPPER</th>
</tr>
</thead>
<tbody>
<tr>
<td>HAT</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 symbol 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 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. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following "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

<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>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>
<td>90</td>
</tr>
<tr>
<td>0</td>
<td>20</td>
<td>30</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>
</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>

COLD THERMAL AIRPORTS
**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>CAT A</td>
<td>CAT B</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

**C 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>CAT A</td>
<td>CAT B</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>1/2</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
</tr>
<tr>
<td>2000</td>
<td>1/2</td>
</tr>
<tr>
<td>2200</td>
<td>1/2</td>
</tr>
</tbody>
</table>

#### Radar Minima

**Rwy/ GP/Tch/Rp**

<table>
<thead>
<tr>
<th>PAR</th>
<th>2.5°/42/1000</th>
<th>ABCDE</th>
<th>185/1</th>
<th>100 (100-1/4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>2.5°/48/1068</td>
<td>ABCDE</td>
<td>187/16</td>
<td>100 (100-1/4)</td>
</tr>
</tbody>
</table>

**ASR**

<table>
<thead>
<tr>
<th>AB</th>
<th>560/10</th>
<th>463 (500-1/4)</th>
<th>DE</th>
<th>560/50</th>
<th>463 (500-1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>AB</td>
<td>600/50</td>
<td>513 (600-1/4)</td>
<td>CDE</td>
<td>600/60</td>
</tr>
</tbody>
</table>

**CIR**

<table>
<thead>
<tr>
<th>AB</th>
<th>560/10</th>
<th>463 (500-1/4)</th>
<th>DE</th>
<th>560/10</th>
<th>463 (500-1/4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>AB</td>
<td>600/10</td>
<td>503 (600-1/4)</td>
<td>CDE</td>
<td>600/10</td>
</tr>
</tbody>
</table>

**Visibility**

(RVR 100's of feet)

<table>
<thead>
<tr>
<th>Visibility in Statute Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/2</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 500-1/4.

**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
- **V** VHF emergency frequency (121.5) monitored
- **U** UHF 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**

- **A** Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- **NA** Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.
- **V** 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 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 by an authorized non-FAA service provider. 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 12MAR09

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

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 communications section of the chart with a ☯.

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

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

<table>
<thead>
<tr>
<th>ROUTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Procedure Track</td>
</tr>
<tr>
<td>Feeder Route</td>
</tr>
<tr>
<td>Missed Approach</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALTITUDES</th>
</tr>
</thead>
<tbody>
<tr>
<td>5500 Mandatory Altitude</td>
</tr>
<tr>
<td>2500 Minimum Altitude</td>
</tr>
<tr>
<td>4300 Maximum Altitude</td>
</tr>
<tr>
<td>3000 Recommended Altitude</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>INDICATED AIRSPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>175K</td>
</tr>
<tr>
<td>120K</td>
</tr>
<tr>
<td>250K</td>
</tr>
<tr>
<td>180K</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RADIO AIDS TO NAVIGATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOR</td>
</tr>
<tr>
<td>VORTAC</td>
</tr>
<tr>
<td>TACAN</td>
</tr>
<tr>
<td>VOR/DME</td>
</tr>
<tr>
<td>DME</td>
</tr>
<tr>
<td>NDB</td>
</tr>
<tr>
<td>NDB/DME</td>
</tr>
<tr>
<td>LOM (Compass locator at Outer Marker)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FIXES/ATC REPORTING REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reporting Point</td>
</tr>
<tr>
<td>Waypoint</td>
</tr>
<tr>
<td>MAP WP (Flyby)</td>
</tr>
<tr>
<td>MAP WP (Flyover)</td>
</tr>
<tr>
<td>Flyover Point</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALTIMETER-AIRSPEED USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicated Airspeed</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COMPUTER NAVIGATION FIX (CNF)</th>
<th>NO ATC FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>(CFTSP)</td>
<td>Radial line and value</td>
</tr>
<tr>
<td>R-198</td>
<td>Lead Radial</td>
</tr>
<tr>
<td>LR-198</td>
<td>Lead Bearing</td>
</tr>
</tbody>
</table>

NE-1, 11 JUL 2024 to 05 SEP 2024
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

AIRPORTS

OBSUSTACLES

Distance not to scale
International Boundary
Air Defense Identification Zone

Primary and Secondary (named in planview)
Civil
Seaplane Base
Heliport
Joint (Civil-Military)

Spot Elevation
Obstacle
Highest Obstacle

Highest Spot Elevation
Group of Obstacles
Doubtful accuracy
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. RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°, TCH 55.

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: 3.00°.

On Copter procedures this is depicted in the following format: 7.30°, TCH 20.

ILS or LOC APPROACH

Glide Slope Altitude at Outer Marker/FAF

Altitude restrictions at stepdown fixes on final approach not applicable to Precision (ILS) Approaches.

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 23).

Non-vertically guided conventional procedures and RNAV procedures with MDA only.

Horizontal Descent from Holding Pattern

Vertical Descent Angle (VDA)

No bearings shown on TF segments. No bearings shown on RF segments.

RNP APPROACH WITH TF AND RF SEGMENTS

Bearing shown on all (even consecutive) TF segments.

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

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface
Other Than Hard Surface
Stopways, Taxiways, Parking Areas
Metal Surface
Closed Runway
Closed Surface
Non-Movement
Under Construction
Water Runway

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.

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES
Displaced Threshold.................................
Hot Spot ............................................
Runway Holding Position Markings................
Buildings..............................................
Self-Serve Fuel #.................................
Tanks...................................................
Obstructions...........................................
Airport Beacon #.................................
Runway Radar Reflectors........................
Bridges.................................................
Control Tower #.................................

Wind Cone.......................................... Unlit Lit
Landing Tee..........................................
Tetrahedron...........................................

# When Control Tower and Rotating Beacon are
colocated, Beacon symbol will be used and
further identified as TWR.

## See appropriate Chart Supplement for
information.

Runway Weight Bearing Capacity or Pavement
Classification Number (PCN)/Pavement Classification
Rating (PCR) is shown as a codified expression. Refer
to the appropriate Supplement/Directory for applicable
codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75,
D-185, 2D-325, 2D/2D2-1120

NOTE:
Landmark features depicted on Copter Approach insets
and sketches are provided for visual reference only.
Runway TDZ elevation......................TDZE 123

Runway Slope........ 0.3% Down 0.8% UP

NOTE:
Runway Slope measured to midpoint on runways
8000 feet or longer.

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.

Airport diagram scales are variable.

True/magnetic North orientation may vary from
diagram to diagram.

Coordinate values are shown in 1 or 1/2 minute
increments. They are further broken down into
6 second ticks, within each 1 minute increments.

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 refer-
ced 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.

Displaced Threshold
Runway Identification
Visual Screen

Displaced Threshold
Runway Dimensions (in feet)

EMAS

Movement Area Dimensions (in feet)

Airport 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.

LEGEND
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., \( \Box \), \( \circ \), etc.

A dot * • * portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \Box \). Negative symbology, e.g., \( \\circ \), \( \Box \) indicates Pilot Controlled Lighting (PCL).

### CATEGORY I
**APPROACH LIGHTING SYSTEM**

- **ALSF-1**
  - WHITE
  - RED
  - GREEN
  - SEQUENCED FLASHER LIGHTS
  - (High Intensity)
  - LENGTH 2400/3000 FEET

### CATEGORY II
**APPROACH LIGHTING SYSTEM**

- **ALSF-2**
  - WHITE
  - RED
  - GREEN
  - SEQUENCED FLASHER LIGHTS
  - (High Intensity)
  - LENGTH 2400/3000 FEET

### SHORT APPROACH LIGHTING SYSTEM
**SALS/SALSF**

- GREEN
- RED
- SEQUENCED FLASHING LIGHTS FOR SALSF ONLY
- LENGTH 1500 FEET

### SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM
**SSALR**

- GREEN
- LENGTH 2400 FEET

### MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
**MALSR**

- GREEN
- LENGTH 2400 FEET

### OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM
**ODALS**

- WHITE
- OMNIDIRECTIONAL FLASHING LIGHTS
- LENGTH 1500 FEET

### MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS

**TDZ/CL**

- GREEN
- SEQUENCED FLASHING LIGHTS FOR MALSF/SSALF ONLY
- LENGTH 1400 FEET

**WARNING**: CIVIL ALSF-2 WITH RUNWAY ALIGNMENT INDICATOR LIGHTS MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS.

**NOTE**: CIVIL 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, \( \text{\(\mathbb{P}\)}\), \( \text{\(\mathbb{V}\)}\), etc.

A dot \( * * \) portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \text{\(\mathbb{P}\)}\). Negative symbology, e.g., \( \text{\(\mathbb{V}\)}\), indicates Pilot Controlled Lighting (PCL).

**LEGEND**

**APPROACH LIGHTING SYSTEM - UNITED STATES**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**LEGEND** 22195

**PRECISION APPROACH PATH INDICATOR**

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

Legend: □ White ■ Red

**VISUAL APPROACH SLOPE INDICATOR**

- **VASI**
  - VASI 2
  - VASI 4
  - VASI 12

Legend: □ White ■ Red

**PULSATING VISUAL APPROACH SLOPE INDICATOR**

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

Legend: Pulsating White

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.

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

- **TRCV**
  - Above Glide Path
  - On Glide Path
  - Below Glide Path

Legend: Amber Green Red

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**
  - Above glide path
  - On Glide Path
  - Below Glide Path

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>
</tr>
</thead>
<tbody>
<tr>
<td>17Y</td>
<td>108.05</td>
<td>40X</td>
<td>110.30</td>
<td>88Y</td>
<td>114.15</td>
</tr>
<tr>
<td>18X</td>
<td>108.10</td>
<td>40Y</td>
<td>110.35</td>
<td>89Y</td>
<td>114.25</td>
</tr>
<tr>
<td>18Y</td>
<td>108.15</td>
<td>41Y</td>
<td>110.45</td>
<td>90Y</td>
<td>114.35</td>
</tr>
<tr>
<td>19Y</td>
<td>108.25</td>
<td>42X</td>
<td>110.50</td>
<td>91Y</td>
<td>114.45</td>
</tr>
<tr>
<td>20X</td>
<td>108.30</td>
<td>42Y</td>
<td>110.55</td>
<td>92Y</td>
<td>114.55</td>
</tr>
<tr>
<td>20Y</td>
<td>108.35</td>
<td>43Y</td>
<td>110.65</td>
<td>93Y</td>
<td>114.65</td>
</tr>
<tr>
<td>21Y</td>
<td>108.45</td>
<td>44X</td>
<td>110.70</td>
<td>94Y</td>
<td>114.75</td>
</tr>
<tr>
<td>22X</td>
<td>108.50</td>
<td>44Y</td>
<td>110.75</td>
<td>95Y</td>
<td>114.85</td>
</tr>
<tr>
<td>22Y</td>
<td>108.55</td>
<td>45Y</td>
<td>110.85</td>
<td>96Y</td>
<td>114.95</td>
</tr>
<tr>
<td>23Y</td>
<td>108.65</td>
<td>46X</td>
<td>110.90</td>
<td>97Y</td>
<td>115.05</td>
</tr>
<tr>
<td>24X</td>
<td>108.70</td>
<td>46Y</td>
<td>110.95</td>
<td>98Y</td>
<td>115.15</td>
</tr>
<tr>
<td>24Y</td>
<td>108.75</td>
<td>47Y</td>
<td>111.05</td>
<td>99Y</td>
<td>115.25</td>
</tr>
<tr>
<td>25Y</td>
<td>108.85</td>
<td>48X</td>
<td>111.10</td>
<td>100Y</td>
<td>115.35</td>
</tr>
<tr>
<td>26X</td>
<td>108.90</td>
<td>48Y</td>
<td>111.15</td>
<td>101Y</td>
<td>115.45</td>
</tr>
<tr>
<td>26Y</td>
<td>108.95</td>
<td>49Y</td>
<td>111.25</td>
<td>102Y</td>
<td>115.55</td>
</tr>
<tr>
<td>27Y</td>
<td>109.05</td>
<td>50X</td>
<td>111.30</td>
<td>103Y</td>
<td>115.65</td>
</tr>
<tr>
<td>28X</td>
<td>109.10</td>
<td>50Y</td>
<td>111.35</td>
<td>104Y</td>
<td>115.75</td>
</tr>
<tr>
<td>28Y</td>
<td>109.15</td>
<td>51Y</td>
<td>111.45</td>
<td>105Y</td>
<td>115.85</td>
</tr>
<tr>
<td>29Y</td>
<td>109.25</td>
<td>52X</td>
<td>111.50</td>
<td>106Y</td>
<td>115.95</td>
</tr>
<tr>
<td>30X</td>
<td>109.30</td>
<td>52Y</td>
<td>111.55</td>
<td>107Y</td>
<td>116.05</td>
</tr>
<tr>
<td>30Y</td>
<td>109.35</td>
<td>53Y</td>
<td>111.65</td>
<td>108Y</td>
<td>116.15</td>
</tr>
<tr>
<td>31Y</td>
<td>109.45</td>
<td>54X</td>
<td>111.70</td>
<td>109Y</td>
<td>116.25</td>
</tr>
<tr>
<td>32X</td>
<td>109.50</td>
<td>54Y</td>
<td>111.75</td>
<td>110Y</td>
<td>116.35</td>
</tr>
<tr>
<td>32Y</td>
<td>109.55</td>
<td>55Y</td>
<td>111.85</td>
<td>111Y</td>
<td>116.45</td>
</tr>
<tr>
<td>33Y</td>
<td>109.65</td>
<td>56X</td>
<td>111.90</td>
<td>112Y</td>
<td>116.55</td>
</tr>
<tr>
<td>34X</td>
<td>109.70</td>
<td>56Y</td>
<td>111.95</td>
<td>113Y</td>
<td>116.65</td>
</tr>
<tr>
<td>34Y</td>
<td>109.75</td>
<td>80Y</td>
<td>113.35</td>
<td>114Y</td>
<td>116.75</td>
</tr>
<tr>
<td>35Y</td>
<td>109.85</td>
<td>81Y</td>
<td>113.45</td>
<td>115Y</td>
<td>116.85</td>
</tr>
<tr>
<td>36X</td>
<td>109.90</td>
<td>82Y</td>
<td>113.55</td>
<td>116Y</td>
<td>116.95</td>
</tr>
<tr>
<td>36Y</td>
<td>109.95</td>
<td>83Y</td>
<td>113.65</td>
<td>117Y</td>
<td>117.05</td>
</tr>
<tr>
<td>37Y</td>
<td>110.05</td>
<td>84Y</td>
<td>113.75</td>
<td>118Y</td>
<td>117.15</td>
</tr>
<tr>
<td>38X</td>
<td>110.10</td>
<td>85Y</td>
<td>113.85</td>
<td>119Y</td>
<td>117.25</td>
</tr>
<tr>
<td>38Y</td>
<td>110.15</td>
<td>86Y</td>
<td>113.95</td>
<td></td>
<td></td>
</tr>
<tr>
<td>39Y</td>
<td>110.25</td>
<td>87Y</td>
<td>114.05</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

See the Chart Supplement for a complete listing.
# INDEX

## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUBURN/LEWISTON, ME</td>
<td></td>
<td></td>
<td>BEDFORD, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AUBURN/LEWISTON MUNI(LEW)</td>
<td></td>
<td></td>
<td>LAURENCE G HANSCOM FLD(BED)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS ........................................</td>
<td></td>
<td>M</td>
<td>LAHSA</td>
<td></td>
<td>O</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 04</td>
<td></td>
<td>1</td>
<td>HOT SPOT</td>
<td></td>
<td>P</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 04</td>
<td></td>
<td>2</td>
<td>STARS ........................................</td>
<td></td>
<td>Z31</td>
</tr>
<tr>
<td>AUGUSTA, ME</td>
<td></td>
<td></td>
<td>DREEM TWO (RNAV)</td>
<td></td>
<td>Z6</td>
</tr>
<tr>
<td>AUGUSTA STATE(AUG)</td>
<td></td>
<td>L</td>
<td>GRAYM SIX</td>
<td></td>
<td>Z7</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>ZELKA TWO (RNAV)</td>
<td></td>
<td>Z31</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>IAPS ........................................</td>
<td></td>
<td>Z6</td>
</tr>
<tr>
<td>IAPS ........................................</td>
<td></td>
<td>M</td>
<td>RNAV (GPS) RWY 11</td>
<td></td>
<td>22</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 17</td>
<td></td>
<td>4</td>
<td>IAPS ........................................</td>
<td></td>
<td>23</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 17</td>
<td></td>
<td>5</td>
<td>RNAV (GPS) RWY 11</td>
<td></td>
<td>24</td>
</tr>
<tr>
<td>VOR RWY 35</td>
<td></td>
<td>7</td>
<td>RNAV (GPS) RWY 11</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>BANGOR, ME</td>
<td></td>
<td></td>
<td>RNAV (GPS) RWY 12</td>
<td></td>
<td>26</td>
</tr>
<tr>
<td>BANGOR INTL(BGR)</td>
<td></td>
<td>L</td>
<td>RNAV (GPS) RWY 12</td>
<td></td>
<td>27</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>RNAV (GPS) RWY 12</td>
<td></td>
<td>28</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>RNAV (GPS) RWY 12</td>
<td></td>
<td>29</td>
</tr>
<tr>
<td>IAPS ........................................</td>
<td></td>
<td>N</td>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 13</td>
<td></td>
<td>8</td>
<td>DPS ..........................................</td>
<td></td>
<td>31</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 15</td>
<td></td>
<td>9</td>
<td>BANGOR FIVE</td>
<td></td>
<td>32</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td></td>
<td>10</td>
<td>BERLIN, NH</td>
<td></td>
<td>33</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 15</td>
<td></td>
<td>11</td>
<td>BERLIN RGNL(BML)</td>
<td></td>
<td>34</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td></td>
<td>12</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td></td>
<td>13</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>14</td>
<td>IAPS ........................................</td>
<td></td>
<td>N</td>
</tr>
<tr>
<td>DPS ..........................................</td>
<td></td>
<td>15</td>
<td>RNAV (GPS) RWY 15</td>
<td></td>
<td>35</td>
</tr>
<tr>
<td>BARMHARBOR, ME</td>
<td></td>
<td></td>
<td>RNAV (GPS) RWY 18</td>
<td></td>
<td>36</td>
</tr>
<tr>
<td>HANCOCK COUNTY/BAR HARBOR(BHB)</td>
<td></td>
<td>L</td>
<td>BAR HARBOR, ME</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>HANCOCK COUNTY/BAR HARBOR(BHB)</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS ........................................</td>
<td></td>
<td>M</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td></td>
<td>16</td>
<td>IAPS ........................................</td>
<td></td>
<td>N</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td></td>
<td>17</td>
<td>RNAV (GPS) RWY 18</td>
<td></td>
<td>37</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td></td>
<td>18</td>
<td>RNAV (GPS) RWY 18</td>
<td></td>
<td>38</td>
</tr>
<tr>
<td>BIDDEFORD, ME</td>
<td></td>
<td></td>
<td>RNAV (GPS) RWY 18</td>
<td></td>
<td>39</td>
</tr>
<tr>
<td>BIDDEFORD MUNI(B19)</td>
<td></td>
<td>L</td>
<td>RNAV (GPS) RWY 18</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>RNAV (GPS) RWY 18</td>
<td></td>
<td>41</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>RNAV (GPS) RWY 18</td>
<td></td>
<td>42</td>
</tr>
<tr>
<td>IAPS ........................................</td>
<td></td>
<td>O</td>
<td>RNAV (GPS) RWY 18</td>
<td></td>
<td>43</td>
</tr>
<tr>
<td>VOR RWY 06</td>
<td></td>
<td>45</td>
<td>RNAV (GPS) RWY 18</td>
<td></td>
<td>46</td>
</tr>
</tbody>
</table>

# INDEX

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>24193</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
INDEX

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME | PROC | SECT PG | NAME | PROC | SECT PG

BLOCK ISLAND, RI
BLOCK ISLAND STATE(BID)
TAKEOFF MINIMUMS ........................................... L
ALTERNATE MINIMUMS ........................................ M
IAPS ........ RNAV (GPS) RWY 10 ........................ 47
RNAV (GPS) RWY 28 ........................................ 48
VOR/DME RWY 10 ........................................... 49
VOR RWY 28 ................................................ 50

BOIRE FLD
---SEE NASHUA, NH

BOSTON, MA
GENERAL EDWARD LAWRENCE LOGAN INTL
(BOS)
TAKEOFF MINIMUMS ........................................... L
DIVERSE VECTOR AREA ........................................ L
ALTERNATE MINIMUMS ........................................ M
LAHSO ............................................................ O
HOT SPOT ........................................................ P
STARS .... JFUND TWO (RNAV) ......................... Z8
NORWICH SEVEN ............................................. Z16
OOSSH FIVE (RNAV) ......................................... Z17
ROBUC THREE (RNAV) ........................................ Z20
WOONS TWO ................................................... Z30
IAPS ......... ILS OR LOC RWY 04R .................... 51
ILS OR LOC RWY 15R ....................................... 52
ILS OR LOC RWY 22L ....................................... 53
ILS OR LOC RWY 27 ........................................ 54
ILS OR LOC RWY 33L ....................................... 55
ILS RWY 04R (SA CAT I) .................................. 56
ILS RWY 33L (SA CAT I) ................................... 57
ILS RWY 04R (CAT II - III) .................. 58
ILS RWY 33L (CAT II - III) .................. 59
RNAV (RNP) X RWY 33L .............................. 60
RNAV (GPS) RWY 04L ................................. 61
RNAV (GPS) RWY 04R ................................. 62
RNAV (GPS) RWY 15R ................................... 63
RNAV (GPS) RWY 27 ...................................... 64
RNAV (GPS) RWY 32 ...................................... 65
RNAV (GPS) Y RWY 22L .............................. 66
RNAV (GPS) Z RWY 33L .............................. 67
LIGHT VISUAL RWY 33L ............................. 68
AIRPORT DIAGRAM ......................................... 70
DPS ............ BLZRR SIX (RNAV) .............. 71
BRUWN SEVEN (RNAV) ................................. 73
CELTK SEVEN (RNAV) ................................. 75
HYLND SEVEN (RNAV) ................................. 77
LBSTA EIGHT (RNAV) ................................. 79
LOGAN FOUR ............................................ 81
PATSS SEVEN (RNAV) ................................. 83
REVVSS SIX (RNAV) ................................. 85
SSOXS SEVEN (RNAV) ................................. 87
WYLLY FIVE (RNAV) ................................. 89

BRIDGEPORT, CT
BRIDGEPORT/SIKORSKY(BDR)
TAKEOFF MINIMUMS ........................................... L
ALTERNATE MINIMUMS ........................................ M
LAHSO ............................................................ O
STARS .... BRIDGEPORT ONE ......................... Z1
DENNA THREE ............................................. Z5
IAPS .... ILS OR LOC RWY 06 ......................... 90
RNAV (GPS) RWY 06 .................................... 91
RNAV (GPS) RWY 24 .................................... 92
RNAV (GPS) RWY 29 .................................... 93
AIRPORT DIAGRAM ......................................... 94
DPS ........ BRIDGEHAVEN ONE .................... 95

BRIDGEPORT/SIKORSKY
---SEE BRIDGEPORT, CT

BRUNSWICK, ME
BRUNSWICK EXEC(BXM)
TAKEOFF MINIMUMS ........................................... L
ALTERNATE MINIMUMS ........................................ M
IAPS .... ILS OR LOC RWY 01R ....................... 96
RNAV (GPS) RWY 01R .................................... 97
RNAV (GPS) RWY 19L .................................... 98

BURLINGTON, VT
PATRICK LEAHY BURLINGTON INTL(BTV)
TAKEOFF MINIMUMS ........................................... L
ALTERNATE MINIMUMS ........................................ M
LAHSO ............................................................ O
HOT SPOT ........................................................ P
IAPS .... ILS OR LOC RWY 15 ......................... 99
ILS OR LOC/DME RWY 33 ............................ 100
RNAV (GPS) RWY 01 .................................... 101
RNAV (GPS) RWY 15 .................................... 102
RNAV (GPS) Y RWY 33 ................................ 103
RNAV (GPS) Z RWY 33 ................................ 104
VOR RWY 01 ............................................... 105
AIRPORT DIAGRAM ......................................... 106
DPS ........ BURLINGTON ONE .................... 107

CALEDONIA COUNTY
---SEE LYDONVILLE, VT

CAPE COD COAST GUARD AIR STATION
---SEE FALMOUTH, MA

CAPE COD GATEWAY
---SEE HYANNIS, MA

CARIBOU, ME
CARIBOU MUNI(CAR)
TAKEOFF MINIMUMS ........................................... L
ALTERNATE MINIMUMS ........................................ M
IAPS ........ RNAV (GPS) RWY 01 .................. 108
RNAV (GPS) RWY 19 ................................. 109

CARRABASSETT, ME
SUGARLOAF RGNL(B21)
TAKEOFF MINIMUMS ........................................... L
IAPS ........ RNAV (GPS)-A .......................... 110

CENTRAL MAINE /NORRIDGEWOCK
---SEE NORRIDGEWOCK, ME

INDEX

24193
<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHATHAM, MA</td>
<td></td>
<td></td>
<td>CHATHAM MUNI(CQX)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>IAPS  RNAV (GPS)</td>
<td></td>
<td>111</td>
</tr>
<tr>
<td>IAPS  RNAV (GPS)-B</td>
<td></td>
<td></td>
<td>NDB-A</td>
<td></td>
<td>112</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 35</td>
<td></td>
<td>114</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHESTER, CT</td>
<td></td>
<td></td>
<td>CHESTER(SNC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>IAPS  RNAV (GPS)</td>
<td></td>
<td>113</td>
</tr>
<tr>
<td>IAPS  RNAV (GPS)</td>
<td></td>
<td></td>
<td>NDB-A</td>
<td></td>
<td>114</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 35</td>
<td></td>
<td>115</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLAREMONT, NH</td>
<td></td>
<td></td>
<td>CLAREMONT MUNI(CNH)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>IAPS  RNAV (GPS)</td>
<td></td>
<td>115</td>
</tr>
<tr>
<td>IAPS  RNAV (GPS)</td>
<td></td>
<td></td>
<td>NDB-A</td>
<td></td>
<td>116</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 29</td>
<td></td>
<td>117</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONCORD, NH</td>
<td></td>
<td></td>
<td>CONCORD MUNI(CON)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>IAPS  ILS OR LOC RWY 35</td>
<td></td>
<td>117</td>
</tr>
<tr>
<td>IAPS  RNAV (GPS)</td>
<td></td>
<td></td>
<td>NDB-A</td>
<td></td>
<td>117</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 12</td>
<td></td>
<td>118</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 17</td>
<td></td>
<td>119</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 35</td>
<td></td>
<td>120</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td>121</td>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>122</td>
</tr>
<tr>
<td>DANBURY, CT</td>
<td></td>
<td></td>
<td>DANBURY MUNI(DXR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>IAPS  RNAV (GPS)</td>
<td></td>
<td>113</td>
</tr>
<tr>
<td>HOT SPOT</td>
<td></td>
<td>P</td>
<td>STARS  NOBBI FIVE</td>
<td></td>
<td>Z14</td>
</tr>
<tr>
<td>RICYE FOUR</td>
<td></td>
<td>219</td>
<td>VALRE FIVE</td>
<td></td>
<td>Z22</td>
</tr>
<tr>
<td>IAPS  RNAV (GPS)</td>
<td></td>
<td></td>
<td>NDB-A</td>
<td></td>
<td>116</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 08</td>
<td></td>
<td>123</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 08</td>
<td></td>
<td>124</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS)-A</td>
<td></td>
<td>125</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOC RWY 08</td>
<td></td>
<td>126</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>127</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DANIELSON, CT</td>
<td></td>
<td></td>
<td>DANIELSON(LZD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>IAPS  RNAV (GPS)</td>
<td></td>
<td>113</td>
</tr>
<tr>
<td>IAPS  VOR-A</td>
<td></td>
<td></td>
<td>NDB-A</td>
<td></td>
<td>116</td>
</tr>
<tr>
<td>DEAN MEML</td>
<td></td>
<td></td>
<td>SEE HAVERHILL, NH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEBLOIS, ME</td>
<td></td>
<td></td>
<td>DEBLOIS FLIGHT STRIP(43B)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>IAPS  RNAV (GPS)</td>
<td></td>
<td>113</td>
</tr>
<tr>
<td>IAPS  RNAV (GPS)-A</td>
<td></td>
<td></td>
<td>NDB-A</td>
<td></td>
<td>116</td>
</tr>
<tr>
<td>GPS  DEBLOIS ONE (OBSTACLE)</td>
<td></td>
<td>131</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEWITT FLD/OLD TOWN MUNI</td>
<td></td>
<td></td>
<td>SEE OLD TOWN, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEXTER, ME</td>
<td></td>
<td></td>
<td>DEXTER RGNL(1B0)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>IAPS  RNAV (GPS) RWY 16</td>
<td></td>
<td>122</td>
<td>RNAV (GPS) RWY 34</td>
<td></td>
<td>133</td>
</tr>
<tr>
<td>DILLANT/HOPKINS  ---SEE KEENE, NH</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EASTERN SLOPES RGNL  ---SEE FRYEBURG, ME</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EASTPORT, ME</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EASTPORT MUNI(EPM)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS  RNAV (GPS) RWY 15  134</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33  135</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EDWARD F KNAPP STATE  ---SEE BARRE/MONTPELIER, VT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ELLIOT, ME</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEACOAST AIRFIELD(3B4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS  RNAV (GPS) RWY 30  136</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FALMOUTH, MA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAPE COD COAST GUARD AIR STATION(FMH)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS  ILS OR LOC Z RWY 23  137</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC Z RWY 32  138</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 06  139</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14  140</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23  141</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32  142</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COPTER ILS Y OR LOC Y RWY 23  143</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COPTER ILS Y OR LOC Y RWY 32  144</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM       145</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FALMOUTH AIRPARK(5B6)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS  RNAV (GPS) RWY 07  146</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 25  147</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM       148</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FITCHBURG, MA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FITCHBURG MUNI(FIT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS  RNAV (GPS) RWY 14  149</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32  150</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRANKLIN COUNTY STATE  ---SEE HIGHGATE, VT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRENCHVILLE, ME</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTHERN AROOSTOOK RGNL(FVE)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS  RNAV (GPS) RWY 14  151</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32  152</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>PROC</td>
<td>SECT PG</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>------</td>
<td>---------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRYEBURG, ME</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EASTERN SLOPES RGNL(IZG)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS) RWY 05</td>
<td></td>
<td>153</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GARDNER, MA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GARDNER MUNI(GDM)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS)-B</td>
<td></td>
<td>154</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td>155</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GENERAL EDWARD LAWRENCE LOGAN INTL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE BOSTON, MA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GREAT BARRINGTON, MA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WALTER J KOLADZA(GBR)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS) RWY 11</td>
<td></td>
<td>156</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS)-B</td>
<td></td>
<td>157</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GREENVILLE, ME</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GREENVILLE MUNI(3B1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS) RWY 14</td>
<td></td>
<td>158</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32</td>
<td></td>
<td>159</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOOSEHEAD AERO MARINE(52B)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS)-B</td>
<td></td>
<td>160</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GROTON (NEW LONDON), CT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GROTON-NEW LONDON(GON)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... ILS OR LOC RWY 05</td>
<td></td>
<td>162</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 05</td>
<td></td>
<td>163</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td></td>
<td>164</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td></td>
<td>165</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR RWY 05</td>
<td></td>
<td>166</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR RWY 23</td>
<td></td>
<td>167</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>168</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HANCOCK COUNTY/BAR HARBOR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE BAR HARBOR, ME</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARRIMAN-AND-WEST</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE NORTH ADAMS, MA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARTFORD, CT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARTFORD-BRAINARD(HFD)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS .......... STELA ONE</td>
<td></td>
<td>226</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS) RWY 02</td>
<td></td>
<td>169</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LDA RWY 02</td>
<td></td>
<td>170</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td>171</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RIVER VI 02</td>
<td></td>
<td>172</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>173</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS .......... COASTAL NINE</td>
<td></td>
<td>174</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARTNESS STATE (SPRINGFIELD)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE SPRINGFIELD, VT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAVERHILL, NH</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEAN MEMI(5B9)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS) RWY 19</td>
<td></td>
<td>176</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HIGHGATE, VT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRANKLIN COUNTY STATE(FSO)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS) RWY 01</td>
<td></td>
<td>177</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 19</td>
<td></td>
<td>178</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOPEDALE, MA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOPEDALE INDUSTRIAL PARK(1B6)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS)-A</td>
<td></td>
<td>179</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Houlton, ME</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Houlton INTL(HUL)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS) RWY 05</td>
<td></td>
<td>180</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td></td>
<td>181</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>182</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HYANNIS, MA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAPE COD GATEWAY(HYA)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAHSO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... ILS OR LOC RWY 15</td>
<td></td>
<td>183</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 24</td>
<td></td>
<td>184</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 06</td>
<td></td>
<td>185</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 15</td>
<td></td>
<td>186</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 24</td>
<td></td>
<td>187</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td></td>
<td>188</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR RWY 06</td>
<td></td>
<td>189</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>190</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JACKMAN, ME</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEWTON FLD(5B)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS) RWY 13</td>
<td></td>
<td>191</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 31</td>
<td></td>
<td>192</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JAFFREY, NH</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JAFFREY AIRFIELD SILVER RANCH(AFN)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ....... RNAV (GPS)-B</td>
<td></td>
<td>193</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS)-C</td>
<td></td>
<td>194</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td>195</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## INDEX

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>KEENE, NH</td>
<td></td>
<td></td>
<td>MACHIAS, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DILLANT/HOPKINS(EEN)</td>
<td></td>
<td></td>
<td>MACHIAS VALLEY(MVM)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 02</td>
<td>196</td>
<td></td>
<td>RNAV (GPS) RWY 02</td>
<td>197</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>198</td>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td>199</td>
<td></td>
</tr>
<tr>
<td>LAKE ORIDAY</td>
<td></td>
<td></td>
<td>LAKE ORIDAY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--- SEE ROCKLAND, ME</td>
<td></td>
<td></td>
<td>--- SEE ROCKLAND, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAWSONIA, NH</td>
<td></td>
<td></td>
<td>LAKE ORIDAY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAKE ORIDAY</td>
<td></td>
<td></td>
<td>--- SEE ROCKLAND, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAWRENCE, NH</td>
<td></td>
<td></td>
<td>LAWRENCE, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAWRENCE MUNI(LWM)</td>
<td></td>
<td></td>
<td>LAWRENCE MUNI(LWM)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 05</td>
<td>202</td>
<td></td>
<td>RNAV (GPS) RWY 05</td>
<td>203</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td>204</td>
<td></td>
<td>RNAV (GPS) RWY 14</td>
<td>205</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td>206</td>
<td></td>
<td>RNAV (GPS) RWY 23</td>
<td>207</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>207</td>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td>208</td>
<td></td>
</tr>
<tr>
<td>DP'S LAWRENE TWO</td>
<td></td>
<td></td>
<td>DP'S LAWRENE TWO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEBANON, NH</td>
<td></td>
<td></td>
<td>LEBANON, NH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEBANON MUNI(LEB)</td>
<td></td>
<td></td>
<td>LEBANON MUNI(LEB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 07</td>
<td>210</td>
<td></td>
<td>RNAV (GPS) RWY 07</td>
<td>211</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 18</td>
<td>212</td>
<td></td>
<td>RNAV (GPS) RWY 18</td>
<td>213</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td>214</td>
<td></td>
<td>RNAV (GPS) RWY 36</td>
<td>215</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>215</td>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td>216</td>
<td></td>
</tr>
<tr>
<td>LINCOLN, ME</td>
<td></td>
<td></td>
<td>LINCOLN, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LINCOLN MUNI(LRG)</td>
<td></td>
<td></td>
<td>LINCOLN MUNI(LRG)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 16</td>
<td>216</td>
<td></td>
<td>RNAV (GPS) RWY 16</td>
<td>217</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 34</td>
<td>217</td>
<td></td>
<td>RNAV (GPS) RWY 34</td>
<td>218</td>
<td></td>
</tr>
<tr>
<td>LYNDONVILLE, VT</td>
<td></td>
<td></td>
<td>LYNDONVILLE, VT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CALEDONIA COUNTY(CDA)</td>
<td></td>
<td></td>
<td>CALEDONIA COUNTY(CDA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 02</td>
<td>218</td>
<td></td>
<td>RNAV (GPS) RWY 02</td>
<td>219</td>
<td></td>
</tr>
<tr>
<td>MACHIAS, ME</td>
<td></td>
<td></td>
<td>MACHIAS VALLEY(MVM)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>STARS</td>
<td></td>
<td></td>
<td>STARS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 07</td>
<td>220</td>
<td></td>
<td>RNAV (GPS) RWY 07</td>
<td>221</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 17</td>
<td>222</td>
<td></td>
<td>RNAV (GPS) RWY 17</td>
<td>223</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 35</td>
<td>224</td>
<td></td>
<td>RNAV (GPS) RWY 35</td>
<td>225</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 55</td>
<td>226</td>
<td></td>
<td>RNAV (GPS) RWY 55</td>
<td>227</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 60</td>
<td>228</td>
<td></td>
<td>RNAV (GPS) RWY 60</td>
<td>229</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 65</td>
<td>230</td>
<td></td>
<td>RNAV (GPS) RWY 65</td>
<td>231</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>231</td>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td>232</td>
<td></td>
</tr>
<tr>
<td>DP'S MANCHESTER TWO</td>
<td></td>
<td></td>
<td>DP'S MANCHESTER TWO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MANSFIELD, MA</td>
<td></td>
<td></td>
<td>MANSFIELD, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MANSFIELD MUNI(1B9)</td>
<td></td>
<td></td>
<td>MANSFIELD MUNI(1B9)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td>235</td>
<td></td>
<td>RNAV (GPS) RWY 14</td>
<td>236</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 14</td>
<td>237</td>
<td></td>
<td>RNAV (GPS) Y RWY 14</td>
<td>238</td>
<td></td>
</tr>
<tr>
<td>MARSHFIELD, MA</td>
<td></td>
<td></td>
<td>MARSHFIELD, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)</td>
<td></td>
<td></td>
<td>MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td>239</td>
<td></td>
<td>RNAV (GPS) RWY 14</td>
<td>240</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 24</td>
<td>241</td>
<td></td>
<td>VOR RWY 24</td>
<td>242</td>
<td></td>
</tr>
<tr>
<td>MILLINOCKET, ME</td>
<td></td>
<td></td>
<td>MILLINOCKET, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MILLINOCKET MUNI(MLT)</td>
<td></td>
<td></td>
<td>MILLINOCKET MUNI(MLT)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 11</td>
<td>243</td>
<td></td>
<td>RNAV (GPS) RWY 11</td>
<td>244</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 29</td>
<td>245</td>
<td></td>
<td>VOR RWY 29</td>
<td>246</td>
<td></td>
</tr>
<tr>
<td>MINUTE MAN AIR FLD</td>
<td></td>
<td></td>
<td>MINUTE MAN AIR FLD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--- SEE STOW, MA</td>
<td></td>
<td></td>
<td>--- SEE STOW, MA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## INDEX

### INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>MONTAGUE, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TURNERS FALLS(0B5)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS ........................................</td>
<td></td>
<td>244</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .......... RNAV (GPS)-B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOOSEHEAD AERO MARINE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--SEE GREENVILLE, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MORRISVILLE, VT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MORRISVILLE-STOWE STATE(MVL)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS ........................................</td>
<td></td>
<td>245</td>
</tr>
<tr>
<td>IAPS .......... RNAV (GPS) Y RWY 19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 19</td>
<td></td>
<td>246</td>
</tr>
<tr>
<td>RNAV (GPS)-A</td>
<td></td>
<td>247</td>
</tr>
<tr>
<td>MOUNT WASHINGTON RGNL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--SEE WHITEFIELD, NH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NANTUCKET, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NANTUCKET MEML(ACK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS ........................................</td>
<td></td>
<td>248</td>
</tr>
<tr>
<td>IAPS .......... ILS OR LOC RWY 06</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 24</td>
<td></td>
<td>249</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 06</td>
<td></td>
<td>250</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 15</td>
<td></td>
<td>251</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 24</td>
<td></td>
<td>252</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td></td>
<td>253</td>
</tr>
<tr>
<td>VOR RWY 24</td>
<td></td>
<td>254</td>
</tr>
<tr>
<td>GREAT POINT VISUAL RWY 24</td>
<td></td>
<td>255</td>
</tr>
<tr>
<td>TUCKERNUCK VISUAL RWY 06</td>
<td></td>
<td>256</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>257</td>
</tr>
<tr>
<td>NASHUA, NH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BOIRE FLD(ASH)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .......... ILS OR LOC RWY 14</td>
<td></td>
<td>258</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td></td>
<td>259</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32</td>
<td></td>
<td>260</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>261</td>
</tr>
<tr>
<td>NEW BEDFORD, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW BEDFORD RGNL(EWB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .......... ILS OR LOC RWY 05</td>
<td></td>
<td>262</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 06</td>
<td></td>
<td>263</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td></td>
<td>264</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td></td>
<td>265</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32</td>
<td></td>
<td>266</td>
</tr>
<tr>
<td>LOC BC RWY 23</td>
<td></td>
<td>267</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>268</td>
</tr>
<tr>
<td>NEW HAVEN, CT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TWEED/NEW HAVEN(HVN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>STARS ..... BRIDGEPORT ONE</td>
<td></td>
<td>269</td>
</tr>
<tr>
<td>IAPS .......... ILS OR LOC RWY 15</td>
<td></td>
<td>270</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 20</td>
<td></td>
<td>271</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>272</td>
</tr>
<tr>
<td>DPS .......... BRIDGEHAVEN ONE</td>
<td></td>
<td>273</td>
</tr>
<tr>
<td>NEWPORT, NH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PARLIN FLD(2B3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS .......... RNAV (GPS)-A</td>
<td></td>
<td>274</td>
</tr>
<tr>
<td>NEWPORT, RI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEWPORT STATE(UUU)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .......... RNAV (GPS) RWY 36</td>
<td></td>
<td>275</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>276</td>
</tr>
<tr>
<td>VOR/DME RWY 16</td>
<td></td>
<td>277</td>
</tr>
<tr>
<td>NEWPORT, VT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTHEAST KINGDOM INTL(EFK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .......... RNAV (GPS) RWY 15</td>
<td></td>
<td>278</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>279</td>
</tr>
<tr>
<td>NEWTON FL D</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE JACKMAN, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORRIDGEWOCK, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CENTRAL MAINE /NORRIDGEWOCK(OWK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS .......... RNAV (GPS) RWY 03</td>
<td></td>
<td>280</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>281</td>
</tr>
<tr>
<td>NORT ADAMS, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARRIMAN-AND- WEST(AQW)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .......... RNAV (GPS)-A</td>
<td></td>
<td>282</td>
</tr>
<tr>
<td>RNAV (GPS)-B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>283</td>
</tr>
<tr>
<td>NORTH CENTRAL STATE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--SEE PATTUCKET, RI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTH KINGSTOWN, RI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>QUONSET STATE(OQU)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .......... ILS OR LOC RWY 16</td>
<td></td>
<td>285</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 16</td>
<td></td>
<td>286</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 34</td>
<td></td>
<td>287</td>
</tr>
<tr>
<td>VOR RWY 16</td>
<td></td>
<td>288</td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>289</td>
</tr>
</tbody>
</table>
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTHAMPTON, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTHAMPTON(7B2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS .. RNAV (GPS) RWY 14</td>
<td>L</td>
<td>299</td>
</tr>
<tr>
<td>VOR/DME-B</td>
<td></td>
<td>290</td>
</tr>
<tr>
<td>NORTHEAST KINGDOM INTL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE NEWPORT, VT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTHERN AROOSTOOK RGNL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE FRENCHVILLE, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORWOOD, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORWOOD MEML(OWD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS .. RNAV (GPS) RWY 12</td>
<td>M</td>
<td>296</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td></td>
<td>297</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 30</td>
<td></td>
<td>298</td>
</tr>
<tr>
<td>VOR RWY 22</td>
<td></td>
<td>299</td>
</tr>
<tr>
<td>OLD TOWN, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEWITT FLD/OLD TOWN MUNI(OLD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS .. RNAV (GPS) RWY 12</td>
<td>M</td>
<td>296</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td></td>
<td>297</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 30</td>
<td></td>
<td>298</td>
</tr>
<tr>
<td>VOR RWY 22</td>
<td></td>
<td>299</td>
</tr>
<tr>
<td>ORANGE, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ORANGE MUNI(ORE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS .. RNAV (GPS) RWY 32</td>
<td>M</td>
<td>300</td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td>301</td>
</tr>
<tr>
<td>OXFORD, CT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WATERBURY-OXFORD(OXC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS .. RNAV (GPS) RWY 15</td>
<td>M</td>
<td>306</td>
</tr>
<tr>
<td>ILS OR LOC RWY 36</td>
<td></td>
<td>302</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 18</td>
<td></td>
<td>303</td>
</tr>
<tr>
<td>VOR RWY 15</td>
<td></td>
<td>306</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td></td>
<td>307</td>
</tr>
<tr>
<td>PARLIN FLD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE NEWPORT, NH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PATRICK LEAHY BURLINGTON INTL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE BURLINGTON, VT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAWTUCKET, RI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTH CENTRAL STATE(SFZ)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS .. RNAV (GPS) RWY 23</td>
<td>M</td>
<td>308</td>
</tr>
<tr>
<td>LOC RWY 05</td>
<td></td>
<td>310</td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td>311</td>
</tr>
<tr>
<td>VOR-B</td>
<td></td>
<td>312</td>
</tr>
<tr>
<td>PITTSFIELD, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PITTSFIELD MUNI(PSF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS .. RNAV (GPS) RWY 08</td>
<td>M</td>
<td>313</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26</td>
<td></td>
<td>314</td>
</tr>
<tr>
<td>LOC RWY 26</td>
<td></td>
<td>315</td>
</tr>
<tr>
<td>PITTSFIELD, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PITTSFIELD MUNI(2B7)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS .. RNAV (GPS) RWY 18</td>
<td>M</td>
<td>316</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td></td>
<td>317</td>
</tr>
<tr>
<td>PLAINVILLE, CT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROBERTSON FLD(4B8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS .. RNAV (GPS) RWY 02</td>
<td>M</td>
<td>318</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 06</td>
<td></td>
<td>319</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 15</td>
<td></td>
<td>320</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 18</td>
<td></td>
<td>321</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 24</td>
<td></td>
<td>322</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td></td>
<td>323</td>
</tr>
</tbody>
</table>
### INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PORTLAND, ME</strong></td>
<td></td>
<td></td>
<td><strong>PORTLAND, ME</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PORTLAND INTL JETPORT(PWM)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>......</td>
<td>L</td>
<td>IAPS</td>
<td>..........</td>
<td>M</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>......</td>
<td>M</td>
<td>ILA</td>
<td>ILS OR LOC RWY 01</td>
<td>345</td>
</tr>
<tr>
<td>LAHSD</td>
<td>ILS OR LOC RWY 01</td>
<td>346</td>
<td>RNAV (GPS) RWY 01</td>
<td>346</td>
<td></td>
</tr>
<tr>
<td>HOUT SPOT</td>
<td>PER</td>
<td>N</td>
<td>RNAV (GPS) RWY 19</td>
<td>347</td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td>CDGOOG FOUR (RNAV)</td>
<td>32</td>
<td>RNAV (GPS) RWY 19</td>
<td>347</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC RWY 11</td>
<td>324</td>
<td>RNAV (GPS) RWY 28</td>
<td>348</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ILA</td>
<td>ILS OR LOC RWY 11</td>
<td>324</td>
<td>VOR RWY 19</td>
<td>349</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 29</td>
<td>325</td>
<td>RNAV (GPS) RWY 29</td>
<td>331</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ILS RWY 11 (SA CAT I)</td>
<td>326</td>
<td>RNAV (GPS) RWY 36</td>
<td>332</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ILS RWY 29 (SA CAT I II)</td>
<td>327</td>
<td>HARBOR VISUAL RWY 29</td>
<td>333</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ILS RWY 11 (CAT II III)</td>
<td>328</td>
<td>AIRPORT DIAGRAM</td>
<td>334</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 11</td>
<td>329</td>
<td>DPS</td>
<td>HSKE Three (RNAV)</td>
<td>335</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 18</td>
<td>330</td>
<td>NUBLE FOUR (RNAV)</td>
<td>336</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 29</td>
<td>331</td>
<td>PORTLAND SIX</td>
<td>337</td>
<td></td>
</tr>
<tr>
<td><strong>PROVIDENCE, RI</strong></td>
<td></td>
<td></td>
<td><strong>PROVIDENCE, RI</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RHODE ISLAND TF GREEN INTL(PVD)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>......</td>
<td>L</td>
<td>IAPS</td>
<td>ILS OR LOC RWY 05</td>
<td>352</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>......</td>
<td>M</td>
<td>ILA</td>
<td>ILS OR LOC RWY 23</td>
<td>353</td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>.....</td>
<td>N</td>
<td>ILA</td>
<td>ILS OR LOC RWY 34</td>
<td>354</td>
</tr>
<tr>
<td>STARS</td>
<td>JORDN TWO (RNAV)</td>
<td>Z11</td>
<td>ILA</td>
<td>ILS RWY 23 (SA CAT I II)</td>
<td>355</td>
</tr>
<tr>
<td></td>
<td>WIFIOR THREE (RNAV)</td>
<td>Z29</td>
<td>ILA</td>
<td>ILS RWY 05 (CAT II III)</td>
<td>356</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP Z RWY 23</td>
<td>357</td>
<td>RNAV (GPS) RWY 05</td>
<td>358</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 16</td>
<td>359</td>
<td>RNAV (GPS) RWY 16</td>
<td>359</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 34</td>
<td>360</td>
<td>RNAV (GPS) Y RWY 23</td>
<td>361</td>
<td></td>
</tr>
<tr>
<td></td>
<td>VOR/DME RWY 16</td>
<td>362</td>
<td>VOR/DME RWY 23</td>
<td>363</td>
<td></td>
</tr>
<tr>
<td></td>
<td>VOR RWY 05</td>
<td>364</td>
<td>VOR RWY 34</td>
<td>365</td>
<td></td>
</tr>
<tr>
<td></td>
<td>VOR Y RWY 34</td>
<td>365</td>
<td>VOR Z RWY 34</td>
<td>366</td>
<td></td>
</tr>
<tr>
<td></td>
<td>VOR Z RWY 34</td>
<td>366</td>
<td>AIRPORT DIAGRAM</td>
<td>367</td>
<td></td>
</tr>
<tr>
<td><strong>PROVINCETOWN, MA</strong></td>
<td></td>
<td></td>
<td><strong>PROVINCETOWN, MA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PROVINCETOWN MUNI(PVC)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>......</td>
<td>L</td>
<td>IAPS</td>
<td>ILS OR LOC RWY 07</td>
<td>368</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>......</td>
<td>M</td>
<td>ILA</td>
<td>RNAV (GPS) RWY 07</td>
<td>369</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 25</td>
<td>370</td>
<td>RNAV (GPS) RWY 25</td>
<td>370</td>
<td></td>
</tr>
<tr>
<td>PROVINCETOWN MUNI</td>
<td></td>
<td></td>
<td>NDB RWY 25</td>
<td>371</td>
<td></td>
</tr>
<tr>
<td><strong>QUONSET STATE</strong></td>
<td></td>
<td></td>
<td><strong>QUONSET STATE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE NORTH KINGSTOWN, RI</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>RANGELEY, ME</strong></td>
<td></td>
<td></td>
<td><strong>RANGELEY, ME</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RANGELEY LAKE(M57)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>......</td>
<td>L</td>
<td>IAPS</td>
<td>RNAV (GPS)-C</td>
<td>372</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>......</td>
<td>M</td>
<td>STEPHE A BEAN MUNI(8B0)</td>
<td>RNAV (GPS)-D</td>
<td>376</td>
</tr>
<tr>
<td>RANGELEY LAKE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ROCHESTER, NH</strong></td>
<td></td>
<td></td>
<td><strong>ROCHESTER, NH</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SKYHAVEN(DAW)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>......</td>
<td>L</td>
<td>IAPS</td>
<td>RNAV (GPS) RWY 14</td>
<td>374</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>......</td>
<td>M</td>
<td>RNAV (GPS) RWY 32</td>
<td>375</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 14</td>
<td>374</td>
<td>RNAV (GPS) D</td>
<td>376</td>
<td></td>
</tr>
<tr>
<td><strong>RHODE ISLAND TF GREEN INTL</strong></td>
<td></td>
<td></td>
<td><strong>RHODE ISLAND TF GREEN INTL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE PROVIDENCE, RI</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ROBERTSON FLD</strong></td>
<td></td>
<td></td>
<td><strong>ROBERTSON FLD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE PLAINVILLE, CT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ROCHESTER, NH</strong></td>
<td></td>
<td></td>
<td><strong>ROCHESTER, NH</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SKYHAVEN(DAW)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>......</td>
<td>L</td>
<td>IAPS</td>
<td>RNAV (GPS) RWY 15</td>
<td>377</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>......</td>
<td>M</td>
<td>RNAV (GPS) RWY 33</td>
<td>378</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 15</td>
<td>377</td>
<td>NDB RWY 33</td>
<td>379</td>
<td></td>
</tr>
</tbody>
</table>
### INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROCKLAND, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>KNOX COUNTY RGNL(RKD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS ...... ILS OR LOC Rwy 13</td>
<td></td>
<td>380</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 03</td>
<td></td>
<td>381</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 13</td>
<td></td>
<td>382</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 31</td>
<td></td>
<td>383</td>
</tr>
<tr>
<td>RUTLAND, VT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUTLAND/SOUTHERN VERMONT RGNL(RUT)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS ...... ILS Y OR LOC Y Rwy 19</td>
<td></td>
<td>384</td>
</tr>
<tr>
<td>RNAV (GPS) Z Rwy 19</td>
<td></td>
<td>388</td>
</tr>
<tr>
<td>SANFORD, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SANFORD SEACOAST RGNL(SFM)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS ...... ILS OR LOC Rwy 07</td>
<td></td>
<td>389</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 25</td>
<td></td>
<td>391</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 32</td>
<td></td>
<td>392</td>
</tr>
<tr>
<td>RNAV (GPS) Z Rwy 25</td>
<td></td>
<td>393</td>
</tr>
<tr>
<td>SKYHAVEN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SKYHAVEN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SOUTHBRIDGE, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SOUTHBRIDGE MUNI(3B0)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) Rwy 02</td>
<td></td>
<td>394</td>
</tr>
<tr>
<td>SPRINGFIELD, VT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARTNESS STATE (SPRINGFIELD)(VSF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) Rwy 05</td>
<td></td>
<td>395</td>
</tr>
<tr>
<td>LOC Rwy 05</td>
<td></td>
<td>396</td>
</tr>
<tr>
<td>SPRINGFIELD/CHICOPEE, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE WESTOVER ARB/METROPOLITAN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STEPHEN A BEAN MUNI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE RANGELEY, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STOW, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MINUTE MAN AIR FLD(6B6)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) Rwy 21</td>
<td></td>
<td>397</td>
</tr>
<tr>
<td>SUGARLOAF RGNL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE CARRABASSETT, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAUNTON, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAUNTON MUNI - KING FLD(TAN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) Rwy 12</td>
<td></td>
<td>398</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 30</td>
<td></td>
<td>399</td>
</tr>
<tr>
<td>TURNERS FALLS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE MONTAGUE, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TWEED/NEW HAVEN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE NEW HAVEN, CT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VINEYARD HAVEN, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARTHA’S VINEYARD(MVY)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS ...... ILS OR LOC Rwy 24</td>
<td></td>
<td>400</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 06</td>
<td></td>
<td>401</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 15</td>
<td></td>
<td>402</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 24</td>
<td></td>
<td>403</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 33</td>
<td></td>
<td>404</td>
</tr>
<tr>
<td>VOR Rwy 06</td>
<td></td>
<td>405</td>
</tr>
<tr>
<td>WATERVILLE-OXFORD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE OXFORD, CT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WALTER J KOLADZA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE GREAT BARRINGTON, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WATERVILLE, ME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WATERVILLE RGNL(WVL)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS ...... ILS OR LOC/DME Rwy 05</td>
<td></td>
<td>407</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 05</td>
<td></td>
<td>408</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 23</td>
<td></td>
<td>409</td>
</tr>
<tr>
<td>WESTERLY, RI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WESTERLY STATE(WST)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) Rwy 07</td>
<td></td>
<td>410</td>
</tr>
<tr>
<td>LOC Rwy 07</td>
<td></td>
<td>411</td>
</tr>
<tr>
<td>WESTFIELD/SPRINGFIELD, MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WESTFIELD-BARNES RGNL(BAF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>HOT SPOT</td>
<td></td>
<td>P</td>
</tr>
<tr>
<td>STARS ...... DEER PARK THREE</td>
<td></td>
<td>Z4</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 02</td>
<td></td>
<td>413</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 20</td>
<td></td>
<td>414</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 24</td>
<td></td>
<td>415</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>416</td>
</tr>
<tr>
<td>SMEARED</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>WESTOVER ARB/METROPOLITAN(KCEF) SPRINGFIELD/CHICOPEE, MA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS ..................................................</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS .... DEER PARK THREE ........................................</td>
<td>Z4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS ...............................................</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ........ ILS OR LOC RWY 05 ..................................</td>
<td>420</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 23 .................................................</td>
<td>421</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 05 ..................................................</td>
<td>422</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23 ..................................................</td>
<td>423</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 05 .......................................................</td>
<td>424</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 23 .......................................................</td>
<td>425</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM ....................................................</td>
<td>426</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WHITEFIELD, NH MOUNT WASHINGTON RGNL(HIE)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS ..................................................</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS ...............................................</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ........ RNAV (GPS) Y RWY 10 ................................</td>
<td>427</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 10 ...............................................</td>
<td>428</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WILLIAM H MORSE STATE ---SEE BENNINGTON, VT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WILMANTIC, CT WINDHAM(JD)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS ..................................................</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS ...............................................</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ........ RNAV (GPS) RWY 09 ..................................</td>
<td>429</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 27 ..................................................</td>
<td>430</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR-A .................................................................</td>
<td>431</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WINDHAM ---SEE WILMANTIC, CT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WINDSOR LOCKS, CT BRADLEY INTL(BDL)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS ..................................................</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS ...............................................</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAHSO .................................................................</td>
<td>O</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOT SPOT .............................................................</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS .... DEER PARK THREE ........................................</td>
<td>Z4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS ...............................................</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ........ ILS OR LOC RWY 06 ..................................</td>
<td>432</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 24 ..................................................</td>
<td>433</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 33 ..................................................</td>
<td>434</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS RWY 06 (SA CAT I) .............................................</td>
<td>435</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS RWY 24 (SA CAT I - II) .......................................</td>
<td>436</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS RWY 06 (CAT II - III) .........................................</td>
<td>437</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Z RWY 06 .................................................</td>
<td>438</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Z RWY 24 ...............................................</td>
<td>439</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 15 ..................................................</td>
<td>440</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33 ..................................................</td>
<td>441</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 06 ...............................................</td>
<td>442</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 24 ...............................................</td>
<td>443</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COPTER ILS OR LOC RWY 06 .........................................</td>
<td>444</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM ....................................................</td>
<td>445</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS ........ BRADLEY SIX ............................................</td>
<td>446</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COASTAL NINE .......................................................</td>
<td>447</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WISCASSET, ME WISCASSET(ORH)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS ..................................................</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS ...............................................</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ........ ILS OR LOC RWY 11 ..................................</td>
<td>451</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 29 ..................................................</td>
<td>452</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS RWY 11 (CAT II - III) .........................................</td>
<td>453</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 11 ..................................................</td>
<td>454</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 29 ..................................................</td>
<td>455</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33 ..................................................</td>
<td>456</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR/DME RWY 33 .....................................................</td>
<td>457</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM ....................................................</td>
<td>458</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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)

AUBURN/LEWISTON MUNI (LEW) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-2½ or std. w/min. climb of 220’ per NM to 700.

Rwy 22, 300-1¾ 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, 398’ 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, 1105’ 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.

AUGUSTA, ME

AUGUSTA STATE (AUG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5  23FEB23  (23054)  (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1½ or std. w/min. climb of 272’ per NM to 600.
Rwy 17, 300-1½ or std. w/min. climb of 279’ per NM to 600.
Rwy 26, 400-1½ 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.
Rwy 26, pole 30’ from DER, 258’ right of centerline, 27’ AGL/376’ 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.
Rwy 22, multiple poles and trees beginning 562’ from DER, 329’ left of centerline, up to 60’ AGL/135’ 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.
Rwy 17, brush 116’ from DER, 164’ left of centerline, 10’ AGL/47’ MSL.
Rwy 22, multiple poles and trees beginning 562’ from DER, 329’ left of centerline, up to 60’ AGL/135’ MSL.

Rwy 35, terrain and multiple trees beginning 35’ from DER, 340’ left of centerline, up to 60’ AGL/217’ MSL.
Glide slope antenna and multiple trees beginning 65’ from DER, 565’ right of centerline up to 60’ AGL/146’ MSL.
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 MPVVOR/DME before proceeding on course.
Rwy 35, climbing right turn to 3900 direct MPV VOR/DME before proceeding on course.

Rwy 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, 409’ right of centerline, 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 27’ 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.
Trees 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’ right 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 2860’ 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.
Rwy 35, bush 74’ from DER, 288’ left of centerline, up to 10’ AGL/1097’ MSL.
Building 81’ from DER, 488’ right of centerline, up to 6’ AGL/1094’ MSL.
Trees beginning 411’ from DER, crossing centerline, up to 100’ AGL/1132’ MSL.
BEDFORD, MA
LAURENCE G HANSOC MD (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 23, 300-1/2 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 857’ 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.

Tree 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 2180’ 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.

Vehicles on road 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’ right 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, 886’ 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, 248’ 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.
Tree, building beginning 1 NM from DER, 6’ right of centerline, up to 361’ MSL.
Trees, buildings, tower 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.

BELFAST, ME
BELFAST MUNI (BST)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  10MAY07  (07130)  (FAA)
TAKEOFF MINIMUMS:
Rwy 33, 300-1¾ or std. with a min. climb of 219’ per NM to 600.
DEPARTURE PROCEDURE:
Rwy 15, climbing heading 136° to 900 before turning south.
TAKEOFF OBSTACLE NOTES:
Rwy 33, light pole 1955’ from DER, 510’ left of centerline, 100’ AGL/297’ MSL.
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 645’ per NM to 4000 or 2600-3 for climb in visual conditions .
Rwy 31, 400-1 w/ min. climb of 300’ per NM to 4200 or 2600-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 13, climbing left turn direct CAM VOR/DME, continue climb-in-hold (North, right turns, 160° inbound) to 4400 before proceeding on course or...
Rwy 31, climbing right 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.
Poles 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/1279’ MSL.
Rwy 31, multiple trees beginning 116’ from DER, right and left of centerline, up to 95’ AGL/1279’ MSL.

BERLIN, NH
BERLIN RGNL (BML)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  19MAY22  (22139)  (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1½ 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.
Rwy 36, climbing on heading 355° to 3900 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 632’ 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.

CON’T
BERLIN, NH (CON’T)

BERLIN RGNL (BML) (CON’T)

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 375’ 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, 56’ AGL/1340’ MSL.

Trees beginning 4455’ from DER, 58’ right of centerline, up to 59’ 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’ right of centerline, up to 54’ AGL/1212’ MSL.

Trees beginning 1069’ from DER, 680’ 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, 3911’ 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
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 2.4 NM from DER, 880' right of centerline, up to 2269' MSL.

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

Trees beginning 2.3 NM from DER, 588' right of centerline, up to 2106' MSL.

Trees beginning 2.3 NM from DER, 35' left of centerline, up to 1937' MSL.

Trees beginning 2.2 NM from DER, 420' left of centerline, up to 1902' MSL.

Trees beginning 2.1 NM from DER, 999' left of centerline, up to 1637' MSL.

Trees beginning 2.0 NM from DER, 188' right of centerline, up to 1914' MSL.

Trees beginning 2.0 NM from DER, 420' left of centerline, up to 1902' MSL.

Trees beginning 2.3 NM from DER, 35' left of centerline, up to 1937' MSL.

Trees beginning 2.3 NM from DER, 588' right of centerline, up to 2106' 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 2.5 NM from DER, 1659' right of centerline, up to 2373' MSL.

Trees beginning 2.5 NM from DER, 2081' right of centerline, up to 2397' 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, 1501' left of centerline, up to 1344' MSL.

Trees beginning 2.4 NM from DER, 820' right of centerline, up to 1791' MSL.

Trees beginning 2.5 NM from DER, 182' right of centerline, up to 1840' MSL.

Trees beginning 2.5 NM from DER, 886' left of centerline, up to 1432' MSL.

Trees beginning 2.1 NM from DER, 243' left of centerline, up to 1618' MSL.

Trees and vehicles on road beginning 2.1 NM from DER, 999' left of centerline, up to 1637' MSL.

Trees Trees beginning 2.2 NM from DER, 188' right of centerline, up to 1914' MSL.

Trees beginning 2.2 NM from DER, 420' left of centerline, up to 1902' MSL.

Trees beginning 2.3 NM from DER, 35' left of centerline, up to 1937' MSL.

Trees beginning 2.3 NM from DER, 588' right of centerline, up to 2106' MSL.

Trees beginning 2.4 NM from DER, 1510' right of centerline, up to 2248' 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 532' from DER, 532' left of centerline, 59' AGL/125' MSL.
Bush 273' from DER, 515' left of centerline, 73' AGL/138' MSL.
trees beginning 303' from DER, 227' right of centerline, up to 19' AGL/106' MSL.
Bush beginning 390' from DER, 113' right of centerline, up to 23' AGL/104' MSL.
Tree 520' from DER, 342' left of centerline, 77' AGL/138' MSL.
Bush beginning 552' from DER, 22' right of centerline, up to 45' AGL/108' MSL.
Tree 997' from DER, 394' right of centerline, 84' AGL/133' 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 1077' 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, 1027' 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' right of centerline, up to 85' AGL/212' MSL.
Tree 2661' from DER, 695' left of centerline, 112' AGL/228' MSL.
Tree 2682' from DER, 797' 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, grd 15' from DER, 417' left of centerline, 87' MSL.
Rwy sign 17' from DER, 198' left of centerline, 3' AGL/85' MSL.
NT Rwy It 28' from DER, 82' left of centerline, 2' AGL/63' MSL.
Grd 100' 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.
Blgd beginning 481' from DER, 618' left of centerline, up to 43' AGL/164' MSL.
Blgd 499' from DER, 482' right of centerline, 42' AGL/165' MSL.
Blgd 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.
Blgd beginning 543' from DER, 488' right of centerline, up to 44' AGL/168' MSL.
Grd 574' from DER, 401' right of centerline, 115' MSL.
Bush 576' from DER, 618' left of centerline, 70' AGL/119' MSL.
Blgd 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 669' 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.
Blgd 698' from DER, 655' right of centerline, 30' AGL/160' MSL.
CON'T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
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 857' from DER, 515' right of centerline, up to 37' AGL/164' MSL.

Bldg beginning 857' from DER, 506' right of centerline, up to 33' AGL/179' MSL.

Stack 891' from DER, 517' right of centerline, 33' AGL/168' MSL.

Tree 494' 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.

Bush 1084' from DER, 490' right of centerline, up to 128' MSL.

Bush beginning 1098' from DER, 173' right of centerline, 26' AGL/111' MSL.

Bushes beginning 1144' from DER, 164' right of centerline, up to 17' AGL/145' MSL.

Grd beginning 1200' from DER, 280' right of centerline, up to 129' MSL.

Bush 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 2098' 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 2860' from DER, 613' right of centerline, up to 61' AGL/162' MSL.

Bush 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.

Bushes beginning 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, 483' left of centerline, 62' AGL/100' MSL.

Trees beginning 456' 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.

Bush beginning 2563' from DER, 1037' right of centerline, up to 86' AGL/140' MSL.

Bush 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.

Bush beginning 3198' from DER, 1165' right of centerline, up to 91' AGL/190' MSL.

Tree 3232' from DER, 723' right of centerline, 97' AGL/157' MSL.

Bush 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
BEVERLY, MA (CONT’)

Rwy 34, (CONT’), tree 431’ from DER, 580’ left of centerline, 88’ 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, 22’ left of centerline, up to 83’ AGL/160’ MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)

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.

Assumed obstacle 1.7 NM from DER, 1802’ right of centerline, 200’ AGL/429’ MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)

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)

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 9, 300-1¾ or std. w/min. climb of 266' per NM to 300.

Rwy 14, std. w/min. climb of 233' per NM to 1100.

Rwy 22L, 300-1 or std. if tower reports no tall vessels in the departure area.

Rwy 22R, 300-1¾ or std. w/min. climb of 320' per NM to 300.

Rwy 27, std. w/min. climb of 493' per NM to 1000.

Rwy 33L, 300-1¾ 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.

Rwys 32, 33R, NA-Environmental.

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 62' 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.

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

Rwys 32, 33R, NA-Environmental.

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

Trees beginning 1984' from DER, 964' right of centerline, 62' MSL.

Vegetation beginning 1948' from DER, 984' right of centerline, 66' MSL.

Trees beginning 1992' 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.

Stack 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, 68' 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 365' 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.

Pole, trees beginning 1806' from DER, 1805' left of centerline, 208' MSL.

Vehicle 4064' from DER, 1822' left of centerline, 206' 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, 55' 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
BOSTON, MA (CON’T)

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

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.
Building 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, 2635' 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 615' AGL/639' MSL.
Buildings, poles, antennas beginning 1.8 NM from DER, 1114' right of centerline, up to 677' AGL/690' MSL.
Buildings, antenna beginning 1.9 NM from DER, 1507' right of centerline, up to 701' AGL/720' MSL.
Building tower, buildings, crane beginning 2 NM from DER, 1775' 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, 925' left of centerline, up to 51' AGL/67' MSL.
Building 1933' from DER, 862' left of centerline, 70' MSL.
Buildings beginning 1946' from DER, 602' left of centerline, up to 58' 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, 1080' 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 22L, heading as assigned by ATC; requires min. climb of 330' per NM to 1200.
Rwy 22R, heading as assigned by ATC; requires min. climb of 310' per NM to 500.
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 5A 21MAR24 (24081) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence 14' from DER, 95' left of centerline, 17' AGL/18' MSL.
Traverse way 114' from DER, 438' left of centerline, 23' MSL.
Electrical system 131' from DER, 289' right of centerline, 6' AGL/13' MSL.
Traverse way 196' from DER, 345' left of centerline, 24' MSL.
Traverse ways, signs beginning 202' from DER, 149' right of centerline, up to 23' MSL.
Pole, traverse way, fence, sign beginning 252' from DER, 196' left of centerline, up to 20' AGL/25' MSL.
Traverse ways, signs beginning 313' from DER, 38' left of centerline, up to 26' MSL.
Traverse ways beginning 404' from DER, on and right of centerline, up to 24' MSL.
Tree 819' from DER, 236' right of centerline, 36' MSL.
Tree 850' from DER, 246' right of centerline, 46' MSL.
Tree 869' from DER, 232' right of centerline, 51' MSL.
Trees beginning 873' from DER, 34' right of centerline, up to 73' MSL.
Trees beginning 983' from DER, 4' left of centerline, up to 76' MSL.
Trees beginning 1883' from DER, 8' right of centerline, up to 94' MSL.

Rwy 11, traverse way 50' from DER, 342' left of centerline, 23' MSL.
Vegetation 57' from DER, 301' right of centerline, 18' MSL.
Pole 96' from DER, 451' right of centerline, 17' AGL/35' MSL.
Traverse way, fence, sign beginning 108' from DER, 133' left of centerline, up to 25' MSL.
Pole, traverse way, fences beginning 152' from DER, 3' left of centerline, up to 17' AGL/29' MSL.
Tree, signs, poles, fences, traverse ways beginning 163' from DER, on centerline, up to 38' MSL.
Tree 191' from DER, 330' left of centerline, 30' AGL/32' MSL.
Tree, traverse way beginning 196' from DER, 114' left of centerline, up to 38' MSL.
Trees, signs, pipeline, fences, vegetation, traverse ways, terrain beginning 219' from DER, 61' left of centerline, up to 46' 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)

BRIDGEPORT, CT (CON’T)
BRIDGEPORT/SIKORSKY (BDR) (CON’T)

Rwy 11 (CON’T), building, terrain, trees, pole beginning 396’ from DER, 10’ right of centerline, up to 42’ AGL/51’ MSL.
Trees, terrain, traverse way beginning 727’ from DER, 96’ left of centerline, up to 54’ MSL.
Trees, terrain beginning 792’ from DER, 23’ right of centerline, up to 53’ MSL.
Trees, terrain, vegetation beginning 893’ from DER, 39’ left of centerline, up to 68’ MSL.
Pole beginning 1060’ from DER, 222’ right of centerline, up to 61’ AGL/61’ MSL.

Rwy 24, light poles 9’ from DER, 90’ right of centerline, 2’ AGL/8’ MSL.

Vegetation 61’ from DER, 292’ left of centerline, 11’ MSL.

BRUNSWICK, ME
BRUNSWICK EXEC (BXM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 28JUL11 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

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 19L, 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 19R, trees beginning 2137’ from DER, 201’ left of centerline, up to 100’ AGL/179’ MSL.

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 15, 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 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/388’ MSL.
Rwy 15, bush 318’ from DER, 292’ left of centerline, up to 23’ AGL/343’ MSL.

Trees beginning 1418’ from DER, 358’ right of centerline, up to 27 feet AGL/387’ MSL.
Hopper and trees beginning 1801’ from DER, 377’ left of centerline, up to 63’ AGL/403’ MSL.

Building 3453’ from DER, 1145’ left of centerline, 110’ AGL/430’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 2171’ 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/1861’ 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.
Rwy 35, 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/1335’ 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.

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.
Rwy 24, multiple trees beginning 179’ from DER, 216’ left of centerline, up to 100’ AGL/159’ MSL.

CHESTER, CT
CHESTER (SNC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18NOV10 (10322) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 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.
Rwy 35, 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.

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.

CON’T
CLAREMONT, NH (CON'T)

CLAREMONT MUNI (CNH) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 11, terrain 10' from DER, 8' right of centerline, 543' MSL.
Treess 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, 602' 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.
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, 2394' left of centerline, up to 1196' 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.
Tree 2220' from DER, 89' right of centerline, 663' MSL.
Tree 2224' from DER, 199' left of centerline, 652' MSL.
Tree 2226' 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.
Trees beginning 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 761' MSL.
Trees and agricultural equipment beginning 3928' from DER, 75' right of centerline, up to 778' MSL.
Trees beginning 4019' from DER, 53' left of centerline, up to 724' MSL.
Tree 4028' from DER, 436' right of centerline, 781' 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.

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

CLAREMONT, NH (CON'T)

CLAREMONT MUNI (CNH) (CON'T)

Rwy 29 (CON'T), 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, up to 861' MSL. Trees beginning 5772' from DER, 79' left of centerline, up to 838' MSL. Tree 5879' from DER, 557' left of centerline, up to 861' MSL.

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, 300-2¼ 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:

Rwy 12, trees, vegetation beginning at DER, 7' left of centerline, up to 16' AGL/361' MSL. Trees, vegetation, pole beginning 5' from DER, 100' right of centerline, up to 54' AGL/396' MSL. Trees beginning 623' from DER, 297' left of centerline, up to 64' AGL/391' MSL. Trees beginning 1032' from DER, 131' left of centerline, up to 86' AGL/421' MSL. Tree 1075' from DER, 552' right of centerline, 54' AGL/397' MSL. Trees beginning 1417' from DER, 207' right of centerline, up to 97' AGL/431' MSL. Tree 1 NM from DER, 2143' right of centerline, 107' AGL/513' MSL. Tree 1.4 NM from DER, 2160' left of centerline, 76' AGL/622' MSL. Trees beginning 1.6 NM from DER, 1010' left of centerline, up to 78' AGL/639' MSL. Tree 1.6 NM from DER, 331' left of centerline, 66' AGL/655' MSL. Tree 1.6 NM from DER, 154' right of centerline, 97' AGL/662' MSL. Tree 1.8 NM from DER, 699' left of centerline, 78' AGL/768' MSL. Trees, vegetation beginning 1.9 NM from DER, 245' left of centerline, up to 82' AGL/789' MSL. Trees beginning 1.9 NM from DER, 298' right of centerline, up to 89' AGL/777' MSL. Trees beginning 2.2 NM from DER, 1068' left of centerline, up to 100' AGL/832' MSL. Trees, building, vegetation beginning 2.3 NM from DER, 1898' left of centerline, up to 100' AGL/862' MSL.

Rwy 17, trees beginning 96' from DER, 285' left of centerline, up to 35' AGL/350' MSL. Trees beginning 497' from DER, 523' left of centerline, up to 88' AGL/367' MSL. Trees beginning 791' from DER, 591' left of centerline, up to 79' AGL/378' MSL. Tree 984' from DER, 601' right of centerline, 49' AGL/379' MSL. Trees beginning 1093' from DER, 509' right of centerline, up to 77' AGL/406' MSL. Tree 1.2 NM from DER, 1048' left of centerline, 92' AGL/529' MSL. Trees beginning 1.3 NM from DER, 1282' left of centerline, up to 84' AGL/606' MSL. Trees, tower 1.5 NM from DER, 1881' left of centerline, up to 90' AGL/618' MSL.

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

CONCORD, NH (CON’T)
CONCORD MUNI (CON)(CON’T)

Rwy 30, tree 554’ from DER, 563’ right of centerline, 18’ AGL/360’ MSL.

Tower, pole beginning 612’ from DER, 580’ left of centerline, up to 38’ AGL/378’ MSL.

Buildings begin 626’ from DER, 185’ right of centerline, 21’ AGL/362’ MSL.

Tree, pole beginning 845’ from DER, 484’ right of centerline, up to 55’ AGL/396’ MSL.

Trees beginning 938’ from DER, 607’ right of centerline, up to 56’ AGL/397’ MSL.

Trees, pole, building beginning 997’ from DER, 522’ right of centerline, up to 59’ AGL/400’ MSL.

Trees, tower, building beginning 1132’ from DER, 381’ left of centerline, up to 93’ AGL/425’ MSL.

Trees beginning 1429’ from DER, 126’ left of centerline, up to 98’ AGL/430’ MSL.

Tree beginning 2108’ from DER, 140’ right of centerline, 78’ AGL/412’ MSL.

Tree 2186’ from DER, 351’ left of centerline, 104’ AGL/434’ MSL.

Tree 2241’ from DER, 369’ left of centerline, 106’ AGL/436’ MSL.

Tree 2260’ from DER, 599’ left of centerline, 106’ AGL/438’ MSL.

Tree 2266’ from DER, 321’ left of centerline, 111’ AGL/440’ MSL.

Tree beginning 2303’ from DER, 271’ left of centerline, up to 112’ AGL/442’ MSL.

Trees beginning 2403’ from DER, 47’ right of centerline, up to 105’ AGL/437’ MSL.

Rwy 35, fence 259’ from DER, 491’ left of centerline, 8’ AGL/348’ MSL.

Vehicle on road 277’ from DER, 506’ left of centerline, 356’ MSL.

Buildings, tree, vehicle on road beginning 297’ from DER, 90’ left of centerline, up to 21’ AGL/362’ MSL.

Tree 540’ from DER, 42’ right of centerline, 18’ AGL/360’ MSL.

Trees, pole beginning 564’ from DER, 171’ right of centerline, up to 57’ AGL/400’ MSL.

Trees, pole beginning 646’ from DER, 51’ right of centerline, up to 72’ AGL/415’ MSL.

Pole 704’ from DER, 276’ left of centerline, 31’ AGL/372’ MSL.

Trees beginning 713’ from DER, 191’ left of centerline, up to 55’ AGL/396’ MSL.

Trees, pole beginning 882’ from DER, 154’ left of centerline, up to 59’ AGL/400’ MSL.

Trees beginning 1429’ from DER, 47’ left of centerline, up to 70’ AGL/412’ MSL.

Tree 1875’ from DER, 421’ right of centerline, 75’ AGL/418’ MSL.

Trees beginning 1951’ from DER, 40’ right of centerline, up to 86’ AGL/430’ MSL.

Trees beginning 2065’ from DER, 20’ left of centerline, up to 73’ AGL/415’ MSL.

Tree 2202’ from DER, 906’ left of centerline, 85’ AGL/424’ MSL.

Trees beginning 3015’ from DER, 38’ left of centerline, up to 95’ AGL/436’ MSL.

Trees beginning 3433’ from DER, 543’ left of centerline, up to 102’ AGL/440’ MSL.

DANBURY, CT

DANBURY MUNI (DXR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 11JUL24 (24193) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, NA - Obstacles.

Rwy 8, 600-1½.

Rwy 26, 500-3.

Rwy 35, std w/min climb of 475'/NM to 1100, or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 8, climb on heading 084° to 1200 before proceeding on course.

Rwy 26, climb on heading 264° to 1300 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:

Rwy 8, vegetation and sign beginning 25’ from DER, 261’ left of centerline, up to 6’ AGL/457’ MSL.

Vegetation and fence beginning 33’ from DER, 96’ left of centerline, up to 17’ AGL/464’ MSL.

Vehicle on road beginning 33’ from DER, 235’ right of centerline, up to 479’ MSL.

Building 85’ from DER, 180’ left of centerline, 10’ AGL/466’ MSL.

Pole 95’ from DER, 100’ left of centerline, 10’ AGL/467’ MSL.

Trees, vehicle on road, terrain, poles, fence and signs beginning 97’ from DER, 29’ right of centerline, up to 60’ AGL/528’ MSL.

Pole 178’ from DER, 235’ left of centerline, 16’ AGL/467’ MSL.

Tree 194’ from DER, 128’ left of centerline, 477’ MSL.

Pole, terrain and fence beginning 218’ from DER, 130’ left of centerline, up to 20’ AGL/478’ MSL.

Tree 239’ from DER, 210’ left of centerline, 18’ AGL/481’ MSL.

Building, pole and tree beginning 251’ from DER, 70’ left of centerline, up to 22’ AGL/484’ MSL.

Building and poles beginning 302’ from DER, 65’ left of centerline, up to 23’ AGL/487’ MSL.

Buildings, poles, fence, vehicle on road and tree beginning 319’ from DER, 4’ left of centerline, up to 29’ AGL/492’ MSL.

Tree and vehicle on road beginning 436’ from DER, 58’ right of centerline, up to 532’ MSL.

Trees, terrain, poles, vehicle on road, signs and fence beginning 449’ from DER, 1’ right of centerline, up to 56’ AGL/542’ MSL.

Trees, poles, buildings and vehicle on road beginning 475’ from DER, 38’ left of centerline, up to 500’ MSL.

Poles, antenna, fence, vehicle on road and tree beginning 567’ from DER, 68’ left of centerline, up to 32’ AGL/512’ MSL.

Poles, trees, vehicle on road, building and fence beginning 679’ from DER, 5’ left of centerline, up to 28’ AGL/515’ MSL.

Pole and tree beginning 818’ from DER, 81’ left of centerline, up to 29’ AGL/527’ MSL.

Pole and trees beginning 834’ from DER, 33’ left of centerline, up to 35’ AGL/530’ MSL.

Pole and trees beginning 884’ from DER, 162’ left of centerline, up to 62’ AGL/532’ MSL.

Pole 974’ from DER, 552’ left of centerline, 40’ AGL/544’ MSL.

CONT
DANBURY MUNI (DXR) (CON’T)

Trees, poles, and terrain beginning 1190’ from DER, 3’ right of centerline, up to 84’ AGL/590’ MSL.

Trees and vegetation beginning 1260’ from DER, 19’ left of centerline, up to 89’ AGL/618’ MSL.

Trees, terrain and vegetation beginning 1358’ from DER, 22’ left of centerline, up to 69’ AGL/621’ MSL.

Trees and vegetation beginning 1373’ from DER, 29’ right of centerline, up to 73’ AGL/601’ MSL.

Tree and terrain beginning 1531’ from DER, 267’ right of centerline, up to 62’ AGL/615’ MSL.

Tree and terrain beginning 1544’ from DER, 45’ right of centerline, up to 626’ MSL.

Trees, terrain, poles and transmission line beginning 1581’ from DER, 8’ right of centerline, up to 79’ AGL/638’ MSL.

Tree 1583’ from DER, 478’ left of centerline, 92’ AGL/635’ MSL.

Building, trees, terrain and vegetation beginning 1588’ from DER, 39’ left of centerline, up to 60’ AGL/641’ MSL.

Tree and terrain beginning 1658’ from DER, 149’ left of centerline, up to 68’ AGL/659’ MSL.

Trees and buildings beginning 1703’ from DER, 9’ left of centerline, up to 86’ AGL/676’ MSL.

Trees, vehicle on road, poles, terrain, transmission lines and electrical systems beginning 1777’ from DER, 8’ right of centerline, up to 60’ AGL/640’ MSL.

Trees and terrain beginning 1916’ from DER, 130’ left of centerline, up to 89’ AGL/704’ MSL.

Poles, terrain and catenary wires beginning 1927’ from DER, 29’ right of centerline, up to 33’ AGL/645’ MSL.

Trees, terrain and building beginning 1951’ from DER, 6’ left of centerline, up to 96’ AGL/713’ MSL.

Poles, tower, buildings, terrain, vehicle on road, fence, trees, catenary wires, electrical systems and wall beginning 2017’ from DER, 5’ right of centerline, up to 96’ AGL/701’ MSL.

Trees and terrain beginning 2146’ from DER, 127’ left of centerline, up to 726’ MSL.

Trees, terrain, vegetation, buildings, poles, vehicle on road, fence, electrical systems and signs beginning 2165’ from DER, 2’ left of centerline, up to 110’ AGL/736’ MSL.

Tree 2798’ from DER, 128’ right of centerline, 83’ AGL/705’ MSL.

Trees beginning 2814’ from DER, 80’ right of centerline, up to 77’ AGL/711’ MSL.

Trees beginning 2823’ from DER, 20’ right of centerline, up to 92’ AGL/718’ MSL.

Trees beginning 2837’ from DER, 169’ right of centerline, up to 68’ AGL/722’ MSL.

Trees, buildings and poles beginning 2904’ from DER, 33’ right of centerline, up to 105’ AGL/725’ MSL.

Tree 3028’ from DER, 568’ right of centerline, 67’ AGL/729’ MSL.

Trees, catenary wires, electrical system, building and sign beginning 3029’ from DER, 52’ right of centerline, up to 66’ AGL/732’ MSL.

Trees, poles, buildings, catenary wires and electrical system beginning 3089’ from DER, 126’ right of centerline, up to 63’ AGL/734’ MSL.

Trees, poles, electrical system and building beginning 3123’ from DER, 6’ right of centerline, up to 63’ AGL/742’ MSL.

Trees, buildings, vehicle on road, catenary wires, fence, terrain, water tower and tank beginning 3173’ from DER, 4’ right of centerline, up to 79’ AGL/755’ MSL.

Trees beginning 1.1 NM from DER, 541’ right of centerline, up to 759’ MSL.

Trees, building, antenna and tower beginning 1.2 NM from DER, 275’ right of centerline, up to 271’ AGL/1013’ MSL.

Trees beginning 1.4 NM from DER, 2639’ right of centerline, up to 78’ AGL/685’ MSL.

Rwy 26, tree 4’ from DER, 232’ right of centerline, 506’ MSL.

Tree 20’ from DER, 277’ right of centerline, 62’ AGL/518’ MSL.

Trees beginning 59’ from DER, 297’ left of centerline, up to 506’ MSL.

Trees 72’ from DER, 371’ right of centerline, 92’ AGL/549’ MSL.

Trees, fence, vegetation, vehicle on road, building and sign beginning 108’ from DER, 6’ left of centerline, up to 46’ AGL/513’ MSL.

Trees, fence, buildings, poles and vehicle on road beginning 123’ from DER, 5’ right of centerline, up to 103’ AGL/560’ MSL.

Trees beginning 483’ from DER, 146’ left of centerline, up to 82’ AGL/556’ MSL.

Trees, vehicle on road, electrical system, catenary wires and poles beginning 579’ from DER, 108’ right of centerline, up to 102’ AGL/564’ MSL.

Trees and building beginning 729’ from DER, 16’ left of centerline, up to 80’ AGL/567’ MSL.

Trees, poles, electrical systems and catenary wires beginning 743’ from DER, 86’ right of centerline, up to 84’ AGL/571’ MSL.

Tree and catenary wires beginning 949’ from DER, 133’ right of centerline, up to 575’ MSL.

Trees, poles, electrical systems and catenary wires beginning 973’ from DER, 60’ right of centerline, up to 87’ AGL/583’ MSL.

Trees beginning 993’ from DER, 237’ left of centerline, up to 95’ AGL/601’ MSL.

Trees and pole beginning 1051’ from DER, 195’ left of centerline, up to 97’ AGL/613’ MSL.

Trees, catenary wires, poles and buildings beginning 1149’ from DER, 7’ right of centerline, up to 93’ AGL/588’ MSL.

Trees beginning 1212’ from DER, 517’ left of centerline, up to 79’ AGL/623’ MSL.

Trees, terrain, building and vegetation beginning 1237’ from DER, 130’ left of centerline, up to 625’ MSL.

Trees, building and fence beginning 1394’ from DER, 60’ left of centerline, up to 95’ AGL/660’ MSL.

Trees, fence, vegetation and building beginning 1542’ from DER, 60’ left of centerline, up to 75’ AGL/683’ MSL.

Antenna, trees, tower, poles and buildings beginning 1653’ from DER, 4’ left of centerline, up to 64’ AGL/712’ MSL.

Trees beginning 1760’ from DER, 90’ right of centerline, up to 617’ MSL.

Trees beginning 1779’ from DER, 112’ right of centerline, up to 102’ AGL/638’ MSL.

Trees beginning 1908’ from DER, 7’ right of centerline, up to 644’ MSL.

Trees beginning 2197’ from DER, 50’ right of centerline, up to 97’ AGL/664’ MSL.

Trees beginning 2387’ from DER, 122’ right of centerline, up to 94’ AGL/681’ MSL.

Trees beginning 2427’ from DER, 32’ right of centerline, up to 706’ MSL.

Trees beginning 2620’ from DER, 20’ right of centerline, up to 720’ MSL.

CON’T
DANBURY, CT (CON’T)

DANBURY MUNI (DXR) (CON’T)

**Rwy 26 (CON’T),** trees, buildings, poles, electrical systems and terrain beginning 2637’ from DER, on and right of centerline, up to 93’ AGL/759’ MSL.

Tree 4573’ from DER, 1245’ left of centerline, 746’ MSL.

Trees beginning 4586’ from DER, 1187’ left of centerline, up to 67’ AGL/752’ MSL.

Trees beginning 4602’ from DER, 995’ left of centerline, up to 41’ AGL/761’ MSL.

Trees beginning 4685’ from DER, 499’ left of centerline, up to 774’ MSL.

Trees beginning 4736’ from DER, 352’ left of centerline, up to 61’ AGL/782’ MSL.

Trees beginning 4766’ from DER, 1632’ left of centerline, 799’ MSL.

Trees beginning 4768’ from DER, 1588’ left of centerline, 43’ AGL/800’ MSL.

Trees, buildings, antenna, pole and fence beginning 4820’ from DER, on and left of centerline, up to 52’ AGL/817’ MSL.

Trees beginning 1.4 NM from DER, 105’ left of centerline, up to 105’ AGL/851’ MSL.

Trees, building and terrain beginning 1.5 NM from DER, 38’ left of centerline, up to 121’ AGL/888’ MSL.

Trees, terrain, poles, fence, vehicle on road and buildings beginning 1.6 NM from DER, 29’ left of centerline, up to 114’ AGL/903’ MSL.

Trees beginning 1.7 NM from DER, 65’ right of centerline, up to 95’ AGL/763’ MSL.

Trees beginning 1.8 NM from DER, 339’ right of centerline, up to 94’ AGL/774’ MSL.

Trees beginning 1.9 NM from DER, 2846’ right of centerline, up to 88’ AGL/795’ MSL.

Trees and building beginning 2 NM from DER, 1958’ left of centerline, up to 97’ AGL/931’ MSL.

Trees beginning 2.1 NM from DER, 2193’ left of centerline, up to 100’ AGL/940’ MSL.

Trees 2.4 NM from DER, 4307’ left of centerline, 100’ AGL/842’ MSL.

**Rwy 35,** pole, fence and vehicle on road beginning 24’ from DER, 15’ left of centerline, up to 34’ AGL/484’ MSL.

Vegetation 66’ from DER, 245’ right of centerline, 3’ AGL/456’ MSL.

Vegetation 70’ from DER, 445’ right of centerline, 5’ AGL/458’ MSL.

Vehicle on road 91’ from DER, 13’ right of centerline, 465’ MSL.

Vehicle on road 93’ from DER, 53’ right of centerline, 467’ MSL.

Vehicle on road beginning 97’ from DER, 141’ right of centerline, up to 468’ MSL.

Vehicle on road and vegetation beginning 105’ from DER, 4’ right of centerline, up to 469’ MSL.

Poles, vegetation, trees and vehicle on road beginning 115’ from DER, 10’ left of centerline, up to 34’ AGL/485’ MSL.

Tree and vegetation beginning 144’ from DER, 122’ right of centerline, up to 26’ AGL/472’ MSL.

Trees and vehicle on road beginning 152’ from DER, 180’ right of centerline, up to 22’ AGL/474’ MSL.

Poles, vehicle on road and tree beginning 232’ from DER, 30’ right of centerline, up to 34’ AGL/483’ MSL.

Trees, poles and vehicle on road beginning 342’ from DER, 9’ right of centerline, up to 55’ AGL/509’ MSL.

Trees, vehicle on road and tree beginning 388’ from DER, 5’ left of centerline, up to 49’ AGL/496’ MSL.

Buildings, poles and trees beginning 733’ from DER, 62’ right of centerline, up to 44’ AGL/517’ MSL.

Buildings, trees and poles beginning 885’ from DER, 3’ right of centerline, up to 63’ AGL/518’ MSL.

Buildings, trees and poles beginning 916’ from DER, 63’ right of centerline, up to 95’ AGL/621’ MSL.

Trees beginning 944’ from DER, 12’ left of centerline, up to 66’ AGL/513’ MSL.

Trees beginning 2292’ from DER, 795’ right of centerline, up to 77’ AGL/526’ MSL.

Tree 2444’ from DER, 663’ right of centerline, 81’ AGL/528’ MSL.

Tree 2455’ from DER, 643’ right of centerline, 532’ MSL.

Trees beginning 2566’ from DER, 255’ right of centerline, up to 84’ AGL/533’ MSL.

Tree 2706’ from DER, 626’ left of centerline, 84’ AGL/534’ MSL.

Trees beginning 2801’ from DER, 386’ left of centerline, up to 87’ AGL/540’ MSL.

Trees beginning 2878’ from DER, 309’ left of centerline, up to 89’ AGL/543’ MSL.

Trees beginning 3007’ from DER, 422’ left of centerline, up to 105’ AGL/563’ MSL.

Trees beginning 3009’ from DER, 86’ right of centerline, up to 544’ MSL.

Tree 3198’ from DER, 1336’ right of centerline, 608’ MSL.

Tree 3209’ from DER, 1279’ right of centerline, 69’ AGL/611’ MSL.

Trees beginning 3277’ from DER, 1208’ right of centerline, up to 59’ AGL/619’ MSL.

Trees beginning 3708’ from DER, 1223’ right of centerline, up to 83’ AGL/624’ MSL.

Trees beginning 3890’ from DER, 1167’ right of centerline, up to 82’ AGL/625’ MSL.

Poles and trees beginning 4034’ from DER, 1012’ right of centerline, up to 69’ AGL/637’ MSL.

Trees and terrain beginning 4060’ from DER, 9’ right of centerline, up to 96’ AGL/653’ MSL.

Tree 4298’ from DER, 72’ left of centerline, 71’ AGL/565’ MSL.

Tree 4313’ from DER, 105’ left of centerline, 78’ AGL/577’ MSL.

Tree 4330’ from DER, 124’ left of centerline, 74’ AGL/578’ MSL.

Tree 4345’ from DER, 89’ left of centerline, 75’ AGL/583’ MSL.

Trees beginning 4362’ from DER, 82’ left of centerline, up to 65’ AGL/584’ MSL.

Trees beginning 4383’ from DER, 33’ left of centerline, up to 64’ AGL/593’ MSL.

Trees beginning 4431’ from DER, 65’ left of centerline, up to 63’ AGL/594’ MSL.

Trees beginning 4468’ from DER, 145’ left of centerline, up to 69’ AGL/595’ MSL.

Trees 4478’ from DER, 5’ left of centerline, 76’ AGL/610’ MSL.

Trees beginning 4495’ from DER, 9’ left of centerline, up to 85’ AGL/618’ MSL.

Trees and poles beginning 4579’ from DER, 45’ right of centerline, up to 76’ AGL/655’ MSL.

Trees, poles and buildings beginning 4890’ from DER, 18’ right of centerline, up to 85’ AGL/673’ MSL.

Trees beginning 4962’ from DER, 6’ left of centerline, up to 76’ AGL/620’ MSL.

Trees beginning 5197’ from DER, 15’ left of centerline, up to 92’ AGL/622’ MSL.

Trees beginning 5254’ from DER, 27’ left of centerline, up to 104’ AGL/630’ MSL.

Trees and poles beginning 5273’ from DER, 22’ right of centerline, up to 86’ AGL/680’ MSL.

Trees beginning 5391’ from DER, 28’ right of centerline, up to 90’ AGL/686’ MSL.

Tree 5423’ from DER, 88’ left of centerline, 88’ AGL/633’ MSL.

Trees beginning 5435’ from DER, 23’ left of centerline, up to 99’ AGL/648’ MSL.

Trees and building beginning 5493’ from DER, 73’ right of centerline, up to 692’ MSL.

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

DANBURY, CT (CON’T)

DANBURY MUNI (DXR) (CON’T)

Rwy 35 (CON’T), trees and pole beginning 5537’ from DER, 3’ right of centerline, up to 79’ AGL/703’ MSL.
Tree 5563’ from DER, 80’ left of centerline, 62’ AGL/652’ MSL.
Trees beginning 5574’ from DER, 50’ left of centerline, up to 79’ AGL/657’ MSL.
Trees and vehicle on road beginning 5602’ from DER, 33’ right of centerline, up to 102’ AGL/709’ MSL.
Trees beginning 5619’ from DER, 7’ left of centerline, up to 83’ AGL/671’ MSL.
Trees beginning 5645’ from DER, 14’ left of centerline, up to 83’ AGL/676’ MSL.
Trees beginning 5681’ from DER, 20’ right of centerline, up to 106’ AGL/712’ MSL.
Trees and pole beginning 5743’ from DER, 3’ right of centerline, up to 82’ AGL/737’ MSL.
Trees beginning 5768’ from DER, 56’ left of centerline, up to 93’ AGL/680’ MSL.
Trees beginning 5813’ from DER, 63’ left of centerline, up to 110’ AGL/685’ MSL.
Trees, buildings and poles beginning 5852’ from DER, on and right of centerline, up to 86’ AGL/754’ MSL.
Trees beginning 5871’ from DER, 128’ left of centerline, up to 99’ AGL/687’ MSL.
Trees beginning 5892’ from DER, 32’ left of centerline, up to 96’ AGL/692’ MSL.
Trees beginning 5943’ from DER, 18’ left of centerline, up to 99’ AGL/708’ MSL.
Trees, poles, buildings, terrain, tower and antenna beginning 1 NM from DER, left and right of centerline, up to 114’ AGL/632’ MSL.

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

Trees beginning 1.1 NM from DER, 142’ left of centerline, up to 97’ AGL/754’ MSL.
Trees beginning 1.2 NM from DER, 68’ left of centerline, up to 107’ AGL/765’ MSL.
Trees and buildings beginning 1.3 NM from DER, 127’ left of centerline, up to 107’ AGL/808’ MSL.
Trees and buildings beginning 1.4 NM from DER, 127’ left of centerline, up to 115’ AGL/852’ MSL.

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

Trees beginning 2 NM from DER, 1655’ right of centerline, up to 77’ AGL/879’ MSL.
Trees beginning 2.1 NM from DER, 2471’ right of centerline, up to 113’ AGL/908’ MSL.
Trees beginning 2.2 NM from DER, 1335’ right of centerline, up to 100’ AGL/964’ MSL.

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

Trees and building beginning 2.3 NM from DER, 415’ right of centerline, up to 100’ AGL/1009’ MSL.
Trees beginning 2.4 NM from DER, 944’ right of centerline, up to 100’ AGL/1013’ MSL.

DANIELSON, CT

DANIELSON (LZD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/min. climb of 340’ per NM to 900 or 1100-3 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, 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danielson Airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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.
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 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’ left 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.

CON’T
Trees beginning 1.4 NM from DER, 162' right of centerline, 557' MSL.

Trees beginning 1.4 NM from DER, 58' right of centerline, up to 550' MSL.

Trees beginning 1.4 NM from DER, 105' left of centerline, up to 556' MSL.

Trees, terrain beginning 1.4 NM from DER, 537' right of centerline, up to 561' MSL.

Trees, terrain beginning 1.4 NM from DER, 581' right of centerline, 573' MSL.

Trees beginning 1.4 NM from DER, 57' right of centerline, up to 579' MSL.

Trees, terrain beginning 1.4 NM from DER, 358' left of centerline, up to 558' MSL.

Trees, buildings beginning 1.4 NM from DER, 282' right of centerline, up to 587' MSL.

Trees, buildings beginning 1.4 NM from DER, 148' left of centerline, up to 565' 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, buildings 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, 121' 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, buildings 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' left 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, pole beginning 1.6 nm from DER, 16' left of centerline, up to 304' MSL.

Trees, buildings beginning 1.5 NM from DER, 134' right of centerline, up to 630' MSL.

Trees, terrain beginning 1.5 NM from DER, 79' right of centerline, up to 614' MSL.

Trees, terrain beginning 1.5 NM from DER, 18' left of centerline, up to 589' MSL.

Trees beginning 1.5 NM from DER, 121' 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, buildings 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' left of centerline, up to 630' MSL.

Trees, terrain 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 1.5 NM from DER, 10' right of centerline, up to 638' MSL.

Trees, terrain beginning 1.5 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.

Terrain 40' from DER, 477' right of centerline, 245' MSL.

Trees beginning 198' left of centerline, up to 309' MSL.

Trees beginning 318' 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, pole beginning 1.6 nm from DER, 16' left of centerline, up to 304' MSL.

Trees, buildings beginning 1.5 NM from DER, 134' right of centerline, up to 630' MSL.

Trees, terrain beginning 1.5 NM from DER, 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, pole beginning 1.6 nm from DER, 16' left of centerline, up to 304' MSL.

Trees, buildings beginning 1.5 NM from DER, 134' right of centerline, up to 630' MSL.

Trees, terrain beginning 1.5 NM from DER, 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, pole beginning 1.6 nm from DER, 16' left of centerline, up to 304' MSL.

Trees, buildings beginning 1.5 NM from DER, 134' right of centerline, up to 630' MSL.

Trees, terrain beginning 1.5 NM from DER, 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, pole beginning 1.6 nm from DER, 16' left of centerline, up to 304' MSL.

Trees, buildings beginning 1.5 NM from DER, 134' right of centerline, up to 630' MSL.

Trees, terrain beginning 1.5 NM from DER, 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, pole beginning 1.6 nm from DER, 16' left of centerline, up to 304' MSL.

Trees, buildings beginning 1.5 NM from DER, 134' right of centerline, up to 630' MSL.

Trees, terrain beginning 1.5 NM from DER, 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, pole beginning 1.6 nm from DER, 16' left of centerline, up to 304' MSL.

Trees, buildings beginning 1.5 NM from DER, 134' right of centerline, up to 630' MSL.

Trees, terrain beginning 1.5 NM from DER, 108' from DER, 175' right of centerline, up to 286' MSL.
**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)**

**DANIELSON, CT (CON’T)**
**DANIELSON (LZD) (CON’T)**
- Rwy 31 (CON’T), 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, 595’ MSL.

**DEBLOIS, ME**
**DEBLOIS FLIGHT STRIP (43B)**
**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**
**ORIG 01FEB18 (18032) (FAA)**
**DEPARTURE PROCEDURE:**
- Rwy 33, use DEBLOIS departure.

**DEXTER, ME**
**DEXTER RGNL (1B0)**
**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**
**AMDT 1 05APR12 (12096) (FAA)**
**TAKEOFF MINIMUMS:**
- Rwys 7, 25, NA, Turf.
- Rwy 34, 600-2½ or std. w/min. climb of 355’ per NM to 1200.
**DEPARTURE PROCEDURE:**
- Rwy 34, climb heading 157° to 1200 before turning northeast bound.
- Rwy 34, climb 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.

**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 04SEPO3 (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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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.
Tree 1265' from DER, 694' right of centerline, 164' 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 1882' 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.

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.

Rwy 23, sign 16' from DER, 236' left of centerline, 3' AGL/111' 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, 650' 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.

Rwy 25, tree 10' from DER, 217' right of centerline, 80' AGL/119' MSL.
Multiple trees beginning 166' from DER, 6' 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.

FITZBURG, MA
FITZBURG MUNI (FIT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 16MAY24 (24137) (FAA)
TAKEOFF MINIMUMS:

Rwy 14, NA - Obstacles.

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

DEPARTURE PROCEDURE:

Rwy 32, climb on heading 325° to 1100 before proceeding on course.

VCOA:
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, 28' right of centerline, up to 59' AGL/441' MSL.

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

FITCHBURG, MA (CON'T)

FITCHBURG MUNI (FIT) (CON'T)

Rwy 32 (CON'T), trees beginning 2816' from DER, 164' left of centerline, up to 65' AGL/444' MSL. Trees, stack beginning 3368' from DER, 152' right of centerline, up to 449' MSL. Building 3757' from DER, 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 52' AGL/691' MSL. Trees beginning 1.6 NM from DER, 11' right of centerline, up to 721' MSL. Tree 2 NM from DER, 3238' left of centerline, up to 708' 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 32, 300-1¾ or std. w/min. climb of 503' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 101' from DER, 348' right of centerline, up to 80' AGL/1079' MSL.

Rwy 32, trees beginning 3128' from DER, 952' left of centerline, up to 80' AGL/1179' MSL.

Trees beginning 1608' from DER, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5 05OCT23 (23278) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, std w/min climb of 285'/NM to 3400, or 3600-3 for VCOA.

Rwy 32, 700-1¾ 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. Trees beginning 340' from DER, 719' right of centerline, up to 456' 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. 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, 219' left of centerline, up to 511' MSL. Trees beginning 512' 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 558' 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, 98' right of centerline, up to 621' MSL. Trees beginning 1699' from DER, 45' left of centerline, up to 540' MSL. Trees beginning 1801' from DER, 161' left of centerline, up to 545' MSL.

CON'T

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

NE-1, 11 JUL 2024 to 05 SEP 2024
FRYEBURG, ME (CON’T)

EASTERN SLOPES RGNL (IZG) (CON’T)

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

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

NE-1 24193

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

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

NE-1, 11 JUL 2024 to 05 SEP 2024

NE-1, 11 JUL 2024 to 05 SEP 2024

NE-1, 11 JUL 2024 to 05 SEP 2024

NE-1, 11 JUL 2024 to 05 SEP 2024

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.

CON’T
GREENVILLE, ME (CON’T)
GREENVILLE MUNI (3B1) (CON’T)

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.
Trees beginning 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’ left 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’ right 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.
Trees 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.

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, 298’ 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 18, trees beginning 2274’ prior to DER, 370’ left of centerline, up to 80’ AGL/1119’ MSL.
Boats beginning at DER, 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 1231’ 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.

Trees beginning 2328’ from DER, 1082’ right of centerline, up to 80’ AGL/1179’ft MSL.
Sea Lane 36, trees beginning 2755’ prior to DER, 370’ right of centerline, up to 80’ AGL/1119’ MSL.
Trees beginning 2755’ prior to DER, 290’ left of centerline, up to 80’ AGL/1119’ MSL.
Boats beginning at DER, 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, 650’ right of centerline, up to 80’ AGL/1119’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, up to 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.
Trees, 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, 631' 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.
Poles, vehicles on road beginning 2535' from DER, 508' left of centerline, up to 105' MSL.
Tree, poles beginning 2688' 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 569' 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.
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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HARTFORD, CT
HARTFORD-BRAINARD (HFD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 29, NA - Environmental.
Rwy 20, 200-1%/ 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 20, 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.
Tree 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.

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/58' 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.

HIGHGATE, VT
FRANKLIN COUNTY STATE (FSO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30JUN11 (11181) (FAA)
TAKEOFF MINIMUMS:
Rwy 19, 500-2%/ 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/240' MSL.
Trees beginning 215' from DER, 313' right of centerline, up to 90' AGL/309' MSL.
Trees beginning 628' from DER, 660' left of centerline, up to 62' AGL/281' MSL.
Pole 688' from DER, 656' left of centerline, 43' AGL/262' MSL.
Catenary 1299' from DER, 734' left of centerline, 44' AGL/263' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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. with a min. climb of 320’ per NM to 900.
- Rwy 36, 600-1 or std. with a 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, 300-1⅜ 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, 400-2¾ w/ min. climb of 225’ per NM to 1100 or 1100-2½ for VCOA.
- Rwy 23, 300-1¾ 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 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.
- Tree 2706’ from DER, 516’ left of centerline, 74’ AGL/597’ MSL.
- Tree 3455’ from DER, 970’ left of centerline, 643’ MSL.
- Trees beginning 4441’ from DER, 61’ right of centerline, up to 658’ MSL.
- Trees beginning 4497’ from DER, 661’ left of centerline, 688’ MSL.
- Trees and terrain 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.
- Terrain 35’ from DER, 384’ left of centerline, 497’ MSL.
- Trees beginning 80’ from DER, 253’ left of centerline, up to 500’ MSL.
- Trees and terrain beginning 610’ from DER, 34’ 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 traverse ways 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, 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 beginning 5934’ from DER, 1462’ right of centerline, up to 712’ MSL.
- Trees beginning 6070’ from DER, 1396’ right of centerline, up to 713’ MSL.
- 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.

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

HOULTON, ME (CON’T)

HOULTON INTL (HUL) (CON’T)

Rwy 19, sign and terrain beginning 19’ from DER, 300’ left of centerline, up to 481’ 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, 485’ 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.
Tree 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’ right 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’ right 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/980’ 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 883’ from DER, 1’ right of centerline, up to 569’ MSL.
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.
Trees beginning 3318’ from DER, 1’ left of centerline, up to 70’ AGL/602’ MSL.
Tree 4535’ from DER, 680’ left of centerline, 605’ 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.
NE-1, 11 JUL 2024 to 05 SEP 2024

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

HYANNIS, MA
CAPE COD GATEWAY (HYA)

AMDT 4 25JAN24 (24025) (FAA)

TAKEOFF OBSTACLE NOTES:

DEPARTURE PROCEDURE:

TAKEOFF MINIMUMS:

CON’T

Rwy 6, trees, buildings, traverse ways, poles beginning 9’ from DER, 322’ right of centerline, up to 34’ AGL/68’ MSL.

Pole, trees, traverse way beginning 227’ from DER, 316’ right of centerline, up to 35’ AGL/70’ MSL.

Trees beginning 268’ from DER, 288’ right of centerline, up to 41’ AGL/74’ MSL.

Trees, traverse way beginning 271’ from DER, 276’ right of centerline, up to 44’ AGL/77’ MSL.

Trees, traverse way beginning 361’ from DER, 240’ right of centerline, up to 52’ AGL/85’ MSL.

Trees, traverse way, pole beginning 407’ from DER, 103’ right of centerline, up to 55’ AGL/89’ MSL.

Trees beginning 482’ from DER, 618’ left of centerline, up to 34’ AGL/66’ MSL.

Trees 816’ from DER, 718’ left of centerline, 40’ AGL/72’ MSL.

Trees beginning 1558’ from DER, 442’ left of centerline, up to 45’ AGL/80’ MSL.

Trees beginning 1572’ from DER, 528’ left of centerline, up to 46’ AGL/81’ MSL.

Trees beginning 1583’ from DER, 301’ left of centerline, up to 48’ AGL/83’ MSL.

Trees beginning 1599’ from DER, 323’ left of centerline, up to 50’ AGL/85’ MSL.

Trees beginning 1610’ from DER, 771’ right of centerline, up to 52’ AGL/87’ MSL.

Trees beginning 1610’ from DER, 257’ left of centerline, up to 52’ AGL/88’ MSL.

Trees beginning 1650’ from DER, 315’ left of centerline, up to 52’ AGL/88’ MSL.

Trees beginning 1682’ from DER, 251’ left of centerline, up to 54’ AGL/90’ MSL.

Trees beginning 1730’ from DER, 805’ right of centerline, up to 64’ AGL/92’ MSL.

Trees beginning 1833’ from DER, 647’ right of centerline, up to 67’ AGL/96’ MSL.

Trees beginning 1944’ from DER, 751’ left of centerline, up to 60’ AGL/92’ MSL.

Trees beginning 1973’ from DER, 571’ left of centerline, up to 60’ AGL/93’ MSL.

Trees beginning 2161’ from DER, 854’ left of centerline, up to 61’ AGL/95’ MSL.

Trees beginning 2166’ from DER, 528’ right of centerline, up to 68’ AGL/97’ MSL.

Trees beginning 2225’ from DER, 835’ left of centerline, up to 66’ AGL/100’ MSL.

Trees beginning 2274’ from DER, 869’ left of centerline, up to 72’ AGL/108’ MSL.

Tree 3182’ from DER, 206’ left of centerline, 82’ AGL/120’ MSL.

Rwy 15, buildings, poles, fences beginning 7’ from DER, 302’ left of centerline, up to 31’ AGL/72’ MSL.

Fences beginning 33’ from DER, 468’ right of centerline, up to 8’ AGL/48’ MSL.

Buildings, fences beginning 104’ from DER, 396’ right of centerline, up to 24’ AGL/64’ MSL.

Tree, fence, pole beginning 164’ from DER, 388’ right of centerline, up to 37’ AGL/76’ MSL.

Tree, traverse way, tree beginning 282’ from DER, 521’ right of centerline, up to 40’ AGL/78’ MSL.

Pole 398’ from DER, 522’ left of centerline, 36’ AGL/76’ MSL.

Poles, traverse ways, fence beginning 412’ from DER, 370’ right of centerline, up to 40’ AGL/81’ MSL.

Building, pole beginning 463’ from DER, 501’ right of centerline, up to 42’ AGL/79’ MSL.

Buildings, trees, poles beginning 512’ from DER, 140’ right of centerline, up to 49’ AGL/87’ MSL.

Trees, poles beginning 958’ from DER, 18’ left of centerline, up to 56’ AGL/93’ MSL.

Trees beginning 1250’ from DER, 114’ left of centerline, up to 58’ AGL/94’ MSL.

Trees beginning 1329’ from DER, 703’ left of centerline, up to 63’ AGL/97’ MSL.

Trees beginning 1336’ from DER, 130’ left of centerline, up to 65’ AGL/98’ MSL.

Tree 1836’ from DER, 374’ right of centerline, 56’ AGL/91’ MSL.

Tree 1837’ from DER, 331’ right of centerline, 57’ AGL/92’ MSL.

Tree 1845’ from DER, 614’ right of centerline, 63’ AGL/97’ MSL.

Trees beginning 1858’ from DER, 835’ right of centerline, up to 64’ AGL/98’ MSL.

Rwy 24, pole, building, fence beginning 117’ from DER, 487’ left of centerline, up to 33’ AGL/74’ MSL.

Vegetation 229’ from DER, 485’ right of centerline, 7’ AGL/52’ MSL.

Trees, traverse ways, buildings, poles beginning 231’ from DER, 47’ left of centerline, up to 35’ AGL/76’ MSL.

Fences beginning 294’ from DER, 484’ right of centerline, up to 8’ AGL/55’ MSL.

Building, traverse ways beginning 446’ from DER, 10’ right of centerline, up to 16’ AGL/60’ MSL.

Poles, buildings beginning 515’ from DER, 194’ left of centerline, up to 39’ AGL/81’ MSL.

Pole, traverse way beginning 572’ from DER, 316’ right of centerline, up to 15’ AGL/61’ MSL.

Tree 607’ from DER, 224’ right of centerline, 21’ AGL/64’ MSL.

Tree 617’ from DER, 253’ right of centerline, 21’ AGL/65’ MSL.

Pole, trees beginning 618’ from DER, 207’ right of centerline, up to 23’ AGL/66’ MSL.

Poles, trees beginning 644’ from DER, 42’ right of centerline, up to 28’ AGL/69’ MSL.

Poles, trees, buildings beginning 669’ from DER, 107’ right of centerline, up to 31’ AGL/76’ MSL.

Tree, pole beginning 713’ from DER, 577’ left of centerline, up to 43’ AGL/84’ MSL.

Trees, building, poles beginning 734’ from DER, 64’ left of centerline, up to 52’ AGL/93’ MSL.

Trees beginning 823’ from DER, 556’ left of centerline, up to 53’ AGL/95’ MSL.

Trees, poles beginning 847’ from DER, 27’ right of centerline, up to 38’ AGL/86’ MSL.

Trees, poles, buildings beginning 850’ from DER, 3’ left of centerline, up to 57’ AGL/99’ MSL.

Trees, poles, buildings beginning 891’ from DER, 4’ right of centerline, up to 57’ AGL/98’ MSL.

Trees beginning 1394’ from DER, 357’ right of centerline, up to 54’ AGL/99’ MSL.

Trees beginning 1953’ from DER, 274’ right of centerline, up to 57’ AGL/100’ MSL.

Trees beginning 1457’ from DER, 210’ right of centerline, up to 58’ AGL/103’ MSL.

Trees beginning 1492’ from DER, 6’ left of centerline, up to 59’ AGL/100’ MSL.

Trees beginning 1515’ from DER, 84’ right of centerline, up to 59’ AGL/105’ MSL.

Trees beginning 1604’ from DER, 82’ right of centerline, up to 59’ AGL/106’ MSL.

CONT
NE-1, 11 JUL 2024 to 05 SEP 2024

HYANNIS, MA (CON’T)

CAPE COD GATEWAY (HYA) (CON’T)

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

Rwy 24 (CON’T), tree 168’ from DER, 428’ left of centerline, 64’ AGL/106’ MSL.
Trees beginning 1701’ from DER, 3’ left of centerline, up to 66’ AGL/109’ MSL.
Trees beginning 1716’ from DER, 145’ right of centerline, up to 65’ AGL/111’ MSL.
Trees beginning 1786’ from DER, 85’ right of centerline, up to 69’ AGL/116’ MSL.
Tree 1858’ from DER, 665’ left of centerline, 74’ AGL/115’ MSL.

Rwy 33, tree 440’ from DER, 609’ left of centerline, 25’ AGL/78’ MSL.
Trees beginning 483’ from DER, 587’ left of centerline, up to 23’ AGL/77’ MSL.

NE-1 to 1200’ from DER, 315’ right of centerline, 136’ AGL/222’ MSL.

Rwy 24, tree 168’ from DER, 455’ left of centerline, 68’ AGL/113’ MSL.

NE-1, 11 JUL 2024 to 05 SEP 2024

HYANNIS, MA (CON’T)

CAPE COD GATEWAY (HYA) (CON’T)

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

NE-1, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 584' 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 1246' 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.
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, tree 1' from DER, 66' left of centerline, 1181' MSL.
Trees beginning 126' from DER, 140' 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, road, pole beginning 484' from DER, 183' left of centerline, up to 64' AGL/1241' MSL.
Trees, pole beginning 678' from DER, 183' left of centerline, up to 71' 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 74' AGL/1250' MSL.
Trees beginning 886' from DER, on centerline, up to 80' AGL/1224' MSL.
Trees, pole beginning 998' from DER, 12' left of centerline, up to 95' AGL/1271' MSL.
Trees, pole, electrical system beginning 1429' from DER, on centerline, up to 90' AGL/1277' MSL.
Tree 3944' from DER, 1346' right of centerline, 1282' MSL.
Tree 4206' from DER, 1063' right of centerline, 104' AGL/1284' MSL.
Tree 5254' from DER, 1845' left of centerline, 75' AGL/1314' MSL.
Tree 5462' from DER, 1860' left of centerline, 93' AGL/1325' 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.
Rwys 16, 34, trees beginning 8263' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KEENE, NH
DILLANT/HOPKINS (EEN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 17JUN21 (22027) (FAA)

TAKEOFF MINIMUMS:
- Rwys 2, std. w/min. climb of 360' per NM to 2100 or 2800-3 for VCOA.
- Rwys 14, 300-3 w/min. climb of 450' per NM to 4000 or 2800-3 for VCOA.
- Rwys 20, 300-1 w/min. climb of 340' per NM to 4300 or 2800-3 for VCOA.
- Rwys 32, 700-2½ w/min. climb of 280' per NM to 2700 or 2800-3 for VCOA.

DEPARTURE PROCEDURE:
- Rwys 2, climbing left turn heading 353° to 2100 before proceeding on course.
- Rwys 14, climb on heading 142° to 4200 before proceeding on course.
- Rwys 20, climb on heading 198° to 2000 before turning left.
- Rwys 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:
- Rwys 2, bushes, beginning 472' from DER, 75' right of centerline, up to 88' AGL/582' MSL.
- Polo 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.
- Rwys 14, building, beginning abeam DER, 108' right of centerline, up to 21' AGL/495' MSL.
- Polo, 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.
- Polo, trees 1083' from DER, 67' right of centerline, up to 82' AGL/561' MSL.
- Polo, 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.
- 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/603' MSL.
- Polo, trees beginning 4667' from DER, 1' left of centerline, up to 67' AGL/729' MSL.
- Polo, 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, up to 100' AGL/1319' MSL.
- Rwys 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.
- Polo, trees beginning 1761' from DER, 369' left of centerline, up to 104' AGL/614' MSL.
- Trees 2099' from DER, 74½' left of centerline, up to 103' AGL/622' MSL.
- Polo, trees beginning 2326' from DER, 345' left of centerline, up to 103' AGL/623' MSL.
- Trees beginning 2553' from DER, 768' right of centerline, up to 88' AGL/583' MSL.
- Trees beginning 2763' from DER, 704' left of centerline, up to 104' AGL/646' MSL.
- Trees beginning 2950' from DER, 1014' right of centerline, up to 98' AGL/594' MSL.
- Trees beginning 3127' from DER, 543' left of centerline, up to 108' AGL/665' MSL.
- Vegetation beginning 3504' from DER, 1034' left of centerline, up to 114' AGL/665' MSL.
- Transmission lines 4780' from DER, left and right of centerline, up to 52' AGL/630' MSL.
- Rwys 32, trees beginning 212' from DER, 232' right of centerline, up to 24' AGL/493' MSL.
- Trees 357' from DER, 264' left of centerline, 26' AGL/493' MSL.
- Trees beginning 685' from DER, 293' left of centerline, up to 32' AGL/499' MSL.
- Trees beginning 741' from DER, 43' right of centerline, up to 89' AGL/560' MSL.
- Vehicle on road 788' from DER, left and right of centerline, up to 492' MSL.
- Trees beginning 1551' from DER, 403' left of centerline, up to 64' AGL/531' MSL.
- Trees beginning 1785' from DER, 263' left of centerline, up to 64' AGL/533' MSL.
- Trees beginning 2005' from DER, 28' left of centerline, up to 90' AGL/559' MSL.
- Transmission line, trees beginning 2006' from DER, left and right of centerline, up to 70' AGL/543' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LACONIA, NH

LACONIA MUNI (LCI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07MAY09 (09127) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 600-1½ or std. w/ min. climb of 652’ per NM to 1300.
Rwy 26, 300-1 or std. w/ min. climb of 421’ per NM to 900.
DEPARTURE PROCEDURE:
Rwy 8, climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course.
Rwy 26, climb heading 264° to 2500 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.
Trees and terrain beginning 93’ from DER, 5’ left of centerline, up to 71’ AGL/590’ MSL.
Rwy 26, trees and antenna on tower beginning 123’ from DER, 42’ left of centerline, up to 84’ AGL/743’ MSL.
Trees beginning 2145’ from DER, 626’ right of centerline, up to 93’ AGL/672’ 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, 300-1 or std. w/min. climb of 625’ per NM to 600.
Rwy 23, 300-1 or std. w/min. climb of 350’ per NM to 400.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 053° to 1100 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 5, vegetation 174’ from DER, 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, 54’ AGL/186’ 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.
Trees beginning 3831’ from DER, 340’ right of centerline, up to 93’ AGL/331’ MSL.
Tree, pole beginning 4026’ from DER, 5’ right of centerline, up to 95’ AGL/335’ MSL.
Tree 4417’ from DER, 176’ left of centerline, 94’ AGL/247’ MSL.
Trees beginning 4421’ from DER, 49’ left of centerline, up to 108’ AGL/264’ MSL.
Tree 5161’ from DER, 96’ left of centerline, up to 93’ AGL/276’ MSL.
Trees beginning 4727’ from DER, 155’ left of centerline, up to 90’ AGL/280’ MSL.
Trees beginning 4745’ from DER, 45’ left of centerline, up to 85’ AGL/282’ MSL.
Trees beginning 4864’ from DER, 42’ left of centerline, up to 84’ AGL/289’ MSL.
Trees beginning 1.2 NM from DER, 351’ left of centerline, up to 81’ AGL/336’ MSL.
Tree 1.2 NM from DER, 40’ right of centerline, 90’ AGL/354’ MSL.
Tree 1.2 NM from DER, 13’ left of centerline, 85’ AGL/349’ MSL.
Tree 1.2 NM from DER, 225’ right of centerline, 87’ AGL/352’ MSL.
Rwy 14, vegetation 102’ from DER, 105’ right of centerline, 6’ AGL/155’ MSL.
Tree, vegetation, pole beginning 150’ from DER, 9’ left of centerline, up to 57’ AGL/184’ MSL.
Tree, building, pole beginning 197’ from DER, 20’ right of centerline, up to 50’ AGL/198’ MSL.
Tree 938’ from DER, 294’ left of centerline, 64’ AGL/186’ MSL.
Tree 3188’ from DER, 482’ right of centerline, 107’ AGL/290’ MSL.
Tree 3313’ from DER, 644’ right of centerline, 105’ AGL/322’ MSL.
Pole 3473’ from DER, 1391’ right of centerline, 80’ AGL/417’ MSL.
Rwy 23, vegetation 16’ from DER, 183’ right of centerline, 17’ AGL/140’ MSL.
Vegetation 75’ from DER, 478’ left of centerline, 26’ AGL/146’ MSL.
Antenna, tree beginning 272’ from DER, 557’ left of centerline, up to 72’ AGL/173’ MSL.
Stack beginning 3667’ from DER, 1310’ right of centerline, up to 260’ AGL/294’ MSL.
Rwy 32, tree 120’ from DER, 155’ right of centerline, 29’ AGL/143’ MSL.
Tree 159’ from DER, 198’ left of centerline, 50’ AGL/141’ MSL.
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:
- Rw 36, std. w/min. climb of 365' per NM to 1900, or 2100-3 for VCOA.
- Rw 18, 500-2½ w/min. climb of 380' per NM to 3000, or 2100-3 for VCOA.
- Rw 7, 600-2½ w/min. climb of 385' per NM to 3100, or 2100-3 for VCOA.
- Rw 25, 700-3 w/min. climb of 380' per NM to 3400, or 2100-3 for VCOA.

DEPARTURE PROCEDURE:
- Rw 36, climb on heading 004° to 1900 before proceeding on course.
- Rw 18, climb on heading 184° to 2100 before proceeding on course.
- Rw 7, climb on heading 075° to 2100 before proceeding on course.
- Rw 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:
- Rw 36, lighting 10' from DER, 100' left of centerline, 565' MSL.
- Fence, pole, tree beginning 81' from DER, 475' left of centerline, up to 569' MSL.
- Tree 358' from DER, 511' right of centerline, 64' AGL/583' MSL.
- Rw 18, poles beginning 137' from DER, 506' left of centerline, up to 54' AGL/670' MSL.
- Poles, terrain, vegetation, trees beginning 139' from DER, 472' right of centerline, up to 48' AGL/676' MSL.
- Trees, poles beginning 762' from DER, 181' left of centerline, up to 733' MSL.
- Trees, poles, terrain beginning 1133' from DER, 106' right of centerline, up to 738' MSL.
- Trees, poles beginning 1909' from DER, 33' left of centerline, up to 752' MSL.
- Trees, terrain beginning 3990' from DER, 66' left of centerline, up to 743' MSL.
- Trees beginning 4001' from DER, 14' right of centerline, up to 781' MSL.
- Tree 1.2 NM from DER, 1902' left of centerline, 903' MSL.
- Trees, terrain beginning 1.2 NM from DER, 103' left of centerline, up to 891' MSL.
- Trees, terrain beginning 1.4 NM from DER, 964' left of centerline, up to 1007' MSL.
- Tree 1.6 NM from DER, 3045' left of centerline, 1055' MSL.
- Trees, terrain beginning 1.6 NM from DER, 787' left of centerline, up to 951' MSL.
- Trees, terrain, transmission lines beginning 1.6 NM from DER, 2776' right of centerline, up to 879' MSL.
- Rw 7, tree, NAVAID beginning 13' from DER, 125' left of centerline, up to 20' AGL/581' MSL.
- Trees, transmission line, pole beginning 20' from DER, 390' right of centerline, up to 715' MSL.
- Trees, pole beginning 29' from DER, 255' right of centerline, up to 20' AGL/642' MSL.
- Trees, poles, transmission lines, building beginning 524' from DER, 326' right of centerline, up to 100' AGL/729' MSL.
- Tree 1958' from DER, 1010' left of centerline, 98' AGL/752' MSL.
- Transmission lines, poles, trees beginning 1974' from DER, 778' right of centerline, up to 37' AGL/678' MSL.
- Trees, transmission line beginning 2575' from DER, 317' right of centerline, up to 763' MSL.
- Trees beginning 1.4 NM from DER, 167' right of centerline, up to 808' MSL.
- Trees beginning 1.5 NM from DER, 1549' left of centerline, up to 827' MSL.
- Tree 2 NM from DER, 2487' left of centerline, 1134' MSL.
- Trees beginning 2 NM from DER, 1839' left of centerline, up to 1053' MSL.
- Tree 2.2 NM from DER, 3877' left of centerline, 962' MSL.
- Rw 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.
- Trees, pole beginning 1082' from DER, 399' left of centerline, up to 42' AGL/606' MSL.
- Trees 2.2 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:
- Rw 16, 700-2½ w/min climb of 225'/NM to 1300, or 1000-3 for VCOA.
- Rw 34, 300-2 or std w/min climb of 305'/NM to 500.

DEPARTURE PROCEDURE:
- Rw 16, climb on heading 166° to 1100 before proceeding on course.

VCOA:
- Rw 16, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lincoln Rgnl airport at or above 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- Rw 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.
- Trees beginning 108' 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.

CON’T
Rwy 16 (CON’T), 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 3395’ 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 3393’ from DER, 40’ left of centerline, up to 82’ AGL/334’ 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 66’ 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, 3’ 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 2961’ 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, vehicle on road beginning 3118’ from DER, 120’ left of centerline, up to 70’ AGL/354’ MSL.
Trees, vehicle on road 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.
Tree 3295’ from DER, 380’ 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 3533’ from DER, 53’ 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, buildings, poles, 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 3974’ 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/381’ 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.
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 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 beginning 4802’ 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, buildings, vehicle on road beginning 5133’ from DER, 20’ right of centerline, up to 75’ AGL/434’ MSL.
Trees, terrain, vehicles on roads, electrical systems, building beginning 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, vehicles on roads beginning 5240’ from DER, 55’ right of centerline, up to 85’ AGL/439’ MSL.
Trees, vegetation, buildings beginning 5256’ from DER, 2’ left of centerline, up to 78’ AGL/478’ MSL.
Tree, 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, terrain, building, antenna beginning 5356’ from DER, 7’ left of centerline, up to 83’ AGL/485’ MSL.
Trees 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, building beginning 5961’ from DER, 12’ left of centerline, up to 95’ AGL/556’ MSL.
CON’T
1. Takeoff minimums and (obstacle) departure procedures, and diverse vector area (radar vectors)

**LINCOLN, ME (CON’T)**

**LINCOLN RGNL (LRG) (CON’T)**

Rwy 16 (CON’T), 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 1.1 NM from DER, 6’ right of centerline, up to 85’ AGL/499’ MSL.

Trees beginning 1.1 NM from DER, 1’ left 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, terrain 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, terrain beginning 2919’ from DER, 404’ left of centerline, 26’ AGL/217’ MSL.

Building, terrain beginning 3057’ from DER, 357’ right of centerline, up to 29’ AGL/229’ MSL.

Tree 173’ from DER, 486’ 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 beginning 1386’ from DER, 34’ left 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 1541’ 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 3059’ 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, 435’ 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 4042’ from DER, 26’ left of centerline, up to 69’ AGL/326’ MSL.

Trees beginning 4120’ from DER, 72’ right 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.

Trees beginning 4736’ from DER, 1’ right of centerline, up to 73’ AGL/366’ MSL.

Trees beginning 4932’ from DER, 13’ left of centerline, up to 50’ AGL/362’ MSL.

Trees beginning 5632’ from DER, 22’ left of centerline, up to 60’ AGL/364’ MSL.

Trees beginning 5028’ from DER, 15’ left of centerline, up to 76’ AGL/377’ MSL.

Trees beginning 5191’ from DER, 16’ left of centerline, up to 87’ AGL/380’ MSL.

Trees, transmission lines beginning 5261’ from DER, 7’ left of centerline, up to 93’ AGL/387’ MSL.

Trees beginning 5845’ from DER, 29’ right of centerline, up to 85’ AGL/368’ MSL.

Trees beginning 5927’ from DER, 12’ right of centerline, up to 85’ AGL/370’ MSL.

Trees beginning 6550’ from DER, 43’ right of centerline, up to 87’ AGL/371’ MSL.

Trees beginning 1 NM from DER, 14’ right of centerline, up to 99’ AGL/383’ MSL.

**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/1395’ 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.

**CON’T**
LYNDONVILLE, VT (CON’T)
CALEDONIA COUNTY (CDA) (CON’T)

Rwy 2 (CON’T), 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 65’ from DER, left and right of centerline, up to 100’ AGL/319’ MSL.
Rwy 36, multiple buildings, vehicles on road beginning 2453’ from DER, left and right of centerline, up to 25’ AGL/204’ MSL.
Trees beginning 105’ from DER, left and right of centerline, up to 100’ AGL/459’ MSL.
Tower 7922’ from DER, 883’ left of centerline, up 85’ AGL/402’ MSL.

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 heading 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.
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.
Trees beginning 1014’ from DER, 309’ right of centerline, up to 67’ AGL/269’ MSL.
Trees beginning 1102’ from DER, 473’ right of centerline, up to 72’ AGL/272’ MSL.
Tree 1535’ from DER, 600’ 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, 365’ 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.
Building 761’ 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, on centerline, up to 48’ AGL/336’ MSL.
Trees, pole beginning 2053’ from DER, on centerline, up to 49’ AGL/339’ MSL.
Trees, 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.
Poles, trees beginning 2215’ from DER, 118’ right of centerline, up to 58’ AGL/362’ MSL.

CONT
MANCHESTER, NH (CON’T)
MANCHESTER BOSTON RGNL (MHT) (CON’T)

Rwy 17 (CON’T), 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, building 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, tank beginning 3401' from DER, 17' left of centerline, up to 52' AGL/383' MSL.

Trees, pole beginning 3455' 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/406' MSL.

Trees, pole, transmission line, building beginning 4334' 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, 10' 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.

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.

Tree, terrain beginning 5182' from DER, 52' left of centerline, up to 47' AGL/436' 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, vehicles 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 5569' 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.

Trees 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, 26' AGL/233' MSL.

Trees beginning 451' from DER, 220' left of centerline, up to 74' AGL/257' MSL.

Trees beginning 785' from DER, 545' left of centerline, up to 92' AGL/264' MSL.

Tree 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 713' 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.

Pole, tree beginning 1147' from DER, 486' left of centerline, up to 39' AGL/258' 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, 68' AGL/288' MSL.

Trees, poles beginning 2505' from DER, 558' right of centerline, up to 64' AGL/303' MSL.

Tree 2514' from DER, 1155' 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.

CON’T

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

L40
MANCHESTER, NH (CON’T)

MANCHESTER BOSTON RGNL (MHT) (CON’T)

Rwy 35 (CON’T), 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, 528’ 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, 938’ left of centerline, up to 65’ AGL/367’ MSL. Trees beginning 5703’ from DER, 860’ left of centerline, 78’ AGL/395’ MSL. Trees beginning 5851’ from DER, 1038’ left of centerline, up to 77’ AGL/403’ MSL. Trees beginning 5921’ from DER, 1317’ left of centerline, up to 75’ AGL/404’ MSL. Tree 1.2 NM from DER, 795’ left of centerline, up to 71’ AGL/416’ 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, climbing left turn heading 320° to 1600 before proceeding on course. Trees beginning 52’ from DER, 84’ left of centerline, up to 74’ AGL/173’ MSL. Trees beginning 1371’ from DER, 187’ 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:

Rwy 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 75’ from DER, 223’ right of centerline, 105’ MSL. 200’ AAO 2.5 NM from DER, 1984’ left of centerline, 200’ AGL/483’ MSL. 200’ AAO 2.5 NM from DER, 1889’ left of centerline, 200’ AGL/489’ MSL.

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

MERIDEN, CT (CON’T)
MERIDEN MARKHAM MUNI (MMK) (CON’T)
Rwy 18 (CONT), 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 terrain/AAO 2.5 NM from DER, 3748' right of centerline, up to 200' AGL/803' MSL.

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.
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 791’ from DER, left and right of centerline, up to 100’ AGL/489’ MSL.
Rwy 29, antenna, towers, power lines, and stacks beginning 284’ 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.

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, 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 281’ from DER, 317’ left of centerline, up to 67’ AGL/457’ MSL.
Tower 11162’ from DER, 470’ right of centerline, 310’ AGL/708’ MSL.

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

MONTAGUE, MA (CON’T)

TURNERS FALLS (OB5) (CON’T)

Rwy 16 (CON’T), 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 235’ 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.

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.
Multiple buildings beginning 210’ from DER, 469’ right of centerline, up to 84’ AGL/792’ MSL.
Numerous trees and buildings beginning 677’ from DER, 19’ right of centerline, up to 89’ AGL/817’ MSL.
Numerous trees and poles beginning 1309’ from DER, 73’ right of centerline, up to 98’ AGL/846’ MSL.
Numerous trees beginning 5890’ from DER, 1990’ right of centerline, up to 113’ AGL/900’ MSL.
Multiple trees 187’ from DER, 144’ left of centerline, up to 80’ AGL/762’ MSL.
Numerous trees, poles, 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.
Trees beginning 227’ from DER, 33’ right of centerline, up to 60’ AGL/83’ 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 895’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)

AMDT 8A 20APR23 (23110) (FAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

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, 62' 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 200' 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 OBSTACLE NOTES:

Rwy 14, climb heading 319° to 900 before turning left.

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, 62' 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 200' 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.

NE-1, 11 JUL 2024 to 05 SEP 2024

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)

AMDT 8A 20APR23 (23110) (FAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF OBSTACLE NOTES:

Rwy 14, 300-1½ or std. w/min. climb of 276' NM to 300.

Rwy 32, 300-1¼ 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.

TAKEOFF MINIMUMS:

Rwy 14, climb on heading 144° to 700 before turning right.

Rwy 14, trees beginning 276' 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 924' 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 2096' from DER, 94' left of centerline, up to 58' AGL/160' MSL.

Trees beginning 2234' from DER, 80' right of centerline, up to 52' AGL/156' MSL.

Tree 2333' from DER, 731' right of centerline, 160' MSL.

Trees beginning 2456' from DER, 8' right of centerline, up to 176' MSL.

Trees beginning 2623' from DER, 360' left of centerline, up to 162' MSL.

Trees beginning 2849' from DER, 603' 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.

Trees beginning 4059' from DER, 564' left of centerline, 82' AGL/185' MSL.

Rwy 14, light poles 9' from DER, 64' left 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, pole 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.

Trees beginning 1861' from DER, building beginning 118' right of centerline, up to 151' MSL.

Trees beginning 2129' from DER, 392' right 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 2385' from DER, 422' right of centerline, up to 163' MSL.

CONT
NEW BEDFORD, MA (CON’T)
NEW BEDFORD RGNL (EWB) (CON’T)

Rwy 14 (CON’T), sign, tree, building beginning 2916’ from DER, 5’ right of centerline, up to 70’ AGL/171’ MSL.
Tree 2959’ 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 4899’ from DER, 1373’ right of centerline, 143’ AGL/235’ MSL.
Building 1.1 NM from DER, 423’ left of centerline, 228’ AGL/281’ 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.
NAVAIL 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.

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/67’ 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’ right 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’ left of centerline, up to 166’ 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’ right 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, 397’ 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, 1160’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NEW HAVEN, CT
TWEED/NEW HAVEN (HVN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 08SEP22 (22251) (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.
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, 553’ 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 78’ 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’ left of centerline, up to 100’ AGL/145’ MSL.
Trees beginning 4849’ from DER, 1267’ left of centerline, up to 226’ MSL.
Rwy 20, vegetation 18’ 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’ right 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 and pole beginning 1226’ 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, 700-1½ 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.

VOCA:

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.

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' right 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.

Buildings and 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, vehicles, and trees beginning 5503' from DER, 1464' 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.

Rwy 36, vehicles on road beginning from DER, from 130' left to 380' right of centerline, up to 15' AGL/802' MSL.

Trees beginning 61' from DER, from 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 1567' 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, 992' 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, 1335' left of centerline, up to 100' AGL/1241' MSL.

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

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’/NM climb 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.

NEWPORT, 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 42' 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 1759' from DER, 291' right 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.
Poles beginning 423' from DER, 271' right of centerline, up to 42' 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 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 296' from DER, 9' right of centerline, up to 69' AGL/987' MSL.
Trees beginning 613' 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, 1852' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NORRIDGEWOCK, ME
CENTRAL MAINE/NORRIDGEWOCK (OWK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 29MAY14 (223207) (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.
Rwy 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 623’ 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, 1100-2½ 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. Multiple trees and 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. Multiple trees and buildings continuing from 607’ from DER, right and left of centerline, up to 79’ AGL/768’ MSL. Multiple trees and poles continuing from 794’ from DER, from 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/955’ 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 on rising hillside continuing from 5889’ from DER, crossing centerline, up to 105’ AGL/1188’ 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/1227’ 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. CON’T
NORTH ADAMS, MA (CON’T)
HARRIMAN-AND-WEST (AQW) (CON’T)

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.

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, 4’ left of centerline, 15’ AGL/24’ MSL.
Trains beginning 398’ from DER, 138’ left of centerline, 23’ AGL/31’ MSL.
Crane 1826’ 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.
Trees beginning 85’ from DER, 462’ left of centerline, up to 100’ AGL/219’ MSL.
Vehicle on road 1638’ from DER, 116’ left of centerline, 17’ AGL/176’ MSL.

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

NORWOOD, MA
NORWOOD MEML (OWD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9 21MAR24 (24081) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 400-2½ or std w/min climb of 440'/NM to 300.
Rwy 28, 400-2 or std w/min climb of 385'/NM to 400.
Rwy 35, std w/min climb of 260'/NM to 1800, or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 10, climb on heading 104° to 1100 before turning north.
Rwy 28, climb on heading 275° to 800 before turning north.
VCOA:
Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Norwood Meml airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Trees:
- Trees beginning 89' 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.

Poles:
- Poles, trees beginning 2859' from DER, 4' left of centerline, up to 155' AGL/203' MSL.
- Poles, trees beginning 3320' from DER, 443' right of centerline, 140' MSL.
- Poles, trees beginning 3539' from DER, 115' right of centerline, up to 173' MSL.
- Poles, trees beginning 3786' from DER, 687' right of centerline, up to 176' MSL.
- Poles, trees beginning 3881' from DER, 918' right of centerline, up to 177' MSL.
- Poles, trees beginning 4011' from DER, 599' right of centerline, up to 186' MSL.
- Poles, trees beginning 4117' from DER, 22' right of centerline, up to 209' MSL.
- Poles, trees beginning 4239' from DER, 286' right of centerline, up to 222' MSL.
- Poles, trees beginning 4623' from DER, 432' right of centerline, up to 223' MSL.
- Poles, trees beginning 4676' from DER, 9' right of centerline, up to 229' MSL.
- Poles, trees beginning 5754' from DER, 1124' left of centerline, 204' MSL.
- Poles, trees beginning 5788' from DER, 84' left of centerline, up to 208' MSL.
- Poles, trees beginning 5862' from DER, 107' left of centerline, up to 213' MSL.
- Trees beginning 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 6174' from DER, 124' left of centerline, up to 227' 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, 11' left of centerline, up to 254' MSL.
- Trees beginning 1.1 NM from DER, 31' right of centerline, up to 107' AGL/257' MSL.
- Pole 1.9 NM from DER, 2146' left of centerline, 115' AGL/355' MSL.
- Pole 2.3 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.
- Trees beginning 69' from DER, 363' left of centerline, 34' AGL/83' 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/66' 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.
- Tree 1363' from DER, 645' right of centerline, 62' AGL/104' MSL.
- Tree 1582' 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 2564' from DER, 479' right of centerline, up to 97' AGL/143' MSL.
- Trees beginning 2627' from DER, 352' left of centerline, 77' AGL/119' MSL.
- Trees beginning 2716' from DER, 292' left of centerline, up to 81' AGL/124' MSL.
- Trees beginning 2723' from DER, 141' right of centerline, up to 104' AGL/151' MSL.
- Trees beginning 2787' from DER, 179' left of centerline, up to 95' AGL/137' MSL.
- Trees beginning 2815' from DER, 877' right of centerline, up to 110' AGL/155' MSL.

CONT

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

L51

NE-1, 11 JUL 2024 to 05 SEP 2024

24193

NE-1
NORWOOD, MA (CON’T)
NORWOOD MEML (OWD) (CON’T)

Rwy 17 (CON’T), trees beginning 2939’ from DER, 657’ right of centerline, up to 157’ MSL.
Trees beginning 3153’ from DER, 966’ right of centerline, up to 161’ MSL.
Trees beginning 3297’ from DER, 999’ right of centerline, up to 180’ MSL.

Rwy 28, vegetation beginning 15’ from DER, 147’ left of centerline, 4’ AGL/51’ MSL.
Vegetation beginning 98’ from DER, 14’ right of centerline, up to 7’ AGL/54’ MSL.
Vegetation 109’ from DER, 301’ left of centerline, 7’ AGL/53’ MSL.
Tree 114’ from DER, 196’ left of centerline, 17’ AGL/62’ MSL.
Building, vegetation beginning 162’ from DER, 116’ left of centerline, up to 23’ AGL/71’ MSL.
Building, vegetation, pole beginning 222’ from DER, 198’ left of centerline, up to 30’ AGL/78’ MSL.
Vegetation 258’ from DER, 375’ right of centerline, 12’ AGL/56’ MSL.
Tree 356’ from DER, 170’ right of centerline, 18’ AGL/62’ MSL.
Tree 361’ from DER, 238’ left of centerline, 33’ AGL/61’ MSL.
Vegetation, pole beginning 376’ from DER, 5’ left of centerline, up to 40’ AGL/86’ MSL.
Vegetation, pole beginning 487’ from DER, 612’ right of centerline, 22’ AGL/67’ MSL.

Tree 511’ from DER, 2’ right of centerline, 23’ AGL/73’ MSL.
Trees, vehicle on road, pole beginning 532’ from DER, 61’ left of centerline, up to 39’ AGL/89’ MSL.
Trees, poles, vehicle on road beginning 544’ from DER, 18’ right of centerline, up to 38’ AGL/87’ MSL.
Trees, poles, vehicle on road beginning 600’ from DER, 3’ left of centerline, up to 58’ AGL/104’ MSL.
Tree, vehicle on road beginning 609’ from DER, 121’ right of centerline, up to 67’ AGL/111’ MSL.
Trees, poles, vehicle on road beginning 628’ from DER, 32’ right of centerline, up to 74’ AGL/119’ MSL.
Trees, vehicle on road, pole beginning 691’ from DER, 23’ right of centerline, up to 77’ AGL/122’ MSL.

Trees, vehicle on road, pole beginning 753’ from DER, 71’ right of centerline, up to 84’ AGL/129’ MSL.
Tree, vehicle on road beginning 810’ from DER, 54’ right of centerline, up to 86’ AGL/131’ MSL.
Trees, poles, vehicle on road, smokestacks, buildings beginning 834’ from DER, 7’ right of centerline, up to 86’ AGL/132’ MSL.
Tree, vehicle on road, pole, smokestack beginning 886’ from DER, 35’ left of centerline, up to 116’ MSL.
Trees, vehicle on road, smokestacks, building, poles beginning 948’ from DER, 6’ left of centerline, up to 136’ MSL.
Trees beginning 1634’ from DER, 234’ left of centerline, up to 138’ MSL.
Trees, vehicle on road, smokestack, poles, terrain beginning 1662’ from DER, 51’ left of centerline, up to 142’ MSL.

Trees, vehicle on road, poles, building beginning 1793’ from DER, 53’ left of centerline, up to 50’ AGL/148’ MSL.
Tree 1870’ from DER, 341’ right of centerline, 161’ MSL.
Trees, vehicle on road, pole, beginning 1884’ from DER, 13’ right of centerline, up to 172’ MSL.
Trees, pole, vehicle on road, pole beginning 1957’ from DER, 11’ left of centerline, up to 156’ MSL.
Trees, vehicle on road, smokestacks, building beginning 2008’ from DER, 19’ left of centerline, up to 157’ MSL.
Trees, poles, vehicle on road beginning 2022’ from DER, 30’ right of centerline, up to 176’ MSL.

Trees, vehicle on road, smokestacks beginning 2195’ from DER, 7’ left of centerline, up to 163’ MSL.
Trees, smokestack beginning 2220’ from DER, 181’ right of centerline, up to 184’ MSL.
Trees, vehicle on road, poles, smokestacks beginning 2237’ from DER, 6’ right of centerline, up to 186’ MSL.
Tree 2323’ from DER, 101’ left of centerline, 172’ MSL.
Tree 2330’ from DER, 38’ left of centerline, 173’ MSL.
Trees, smokestack, tank, buildings, poles, vehicle on road beginning 2348’ from DER, 38’ left of centerline, up to 175’ MSL.
Trees, poles, smokestacks, vehicle on road beginning 2654’ from DER, 44’ left of centerline, up to 180’ MSL.

Trees, vehicle on road, smokestacks beginning 2795’ from DER, 30’ right of centerline, up to 188’ MSL.
Trees, pole, vehicle on road beginning 2868’ from DER, 41’ left of centerline, up to 81’ AGL/188’ MSL.
Trees, poles, smokestacks, vehicles on road, buildings beginning 2928’ from DER, 1’ left of centerline, up to 90’ AGL/198’ MSL.
Trees, buildings, poles, smokestacks beginning 2990’ from DER, 6’ right of centerline, up to 198’ MSL.
Trees, poles, smokestack, buildings beginning 3646’ from DER, 21’ right of centerline, up to 213’ MSL.
Trees beginning 4151’ from DER, 72’ right of centerline, up to 218’ MSL.

Trees beginning 4166’ from DER, 154’ left of centerline, up to 223’ MSL.
Trees beginning 4314’ from DER, 130’ right of centerline, up to 224’ MSL.

Tower 4363’ from DER, 486’ right of centerline, up to 232’ MSL.
Tower 4465’ from DER, 238’ right of centerline, 157’ AGL/261’ MSL.
Trees, poles, smokestacks, buildings beginning 4577’ from DER, 72’ right of centerline, up to 173’ MSL.
Pole 5446’ from DER, 631’ left of centerline, 225’ MSL.
Smokestacks, trees beginning 5558’ from DER, 33’ left of centerline, up to 117’ AGL/234’ MSL.

Building spire, trees, building beginning 5780’ from DER, 773’ right of centerline, up to 262’ MSL.
Building spire, trees beginning 6044’ from DER, 2’ right of centerline, up to 143’ AGL/284’ MSL.
Building spire, trees beginning 1.2 NM from DER, 36’ left of centerline, up to 283’ MSL.

Trees beginning 1.2 NM from DER, 38’ right of centerline, up to 300’ MSL.
Trees beginning 1.3 NM from DER, 27’ right of centerline, up to 307’ MSL.
Trees beginning 1.4 NM from DER, 7’ left of centerline, up to 291’ MSL.
Trees beginning 1.4 NM from DER, 142’ right of centerline, up to 318’ MSL.
Tree, building beginning 1.5 NM from DER, 3’ right of centerline, up to 324’ MSL.
Trees beginning 1.5 NM from DER, 78’ left of centerline, up to 100’ AGL/297’ MSL.

Building, trees beginning 1.6 NM from DER, 78’ left of centerline, up to 71’ AGL/315’ MSL.
Trees, smokestack, building, tank, antennas beginning 1.6 NM from DER, 117’ right of centerline, up to 127’ AGL/380’ MSL.
Tower 1.6 NM from DER, 722’ right of centerline, 132’ AGL/386’ MSL.
Tree 1.7 NM from DER, 1255’ left of centerline, 314’ MSL.

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

NORWOOD, MA (CON’T)
NORWOOD MEML (OWD) (CON’T)

Rwy 35, signs beginning 20’ from DER, 198’ left of centerline, up to 3’ AGL/50’ MSL.
Tree, vegetation beginning 23’ from DER, 276’ right of centerline, up to 25’ AGL/71’ MSL.
Vegetation 118’ from DER, 468’ left of centerline, 9’ AGL/54’ MSL.
Trees beginning 278’ from DER, 559’ right of centerline, up to 49’ AGL/92’ MSL.
Tree 382’ from DER, 580’ left of centerline, 26’ AGL/70’ MSL.
Tree 599’ from DER, 588’ right of centerline, 58’ AGL/101’ MSL.
Tree 601’ from DER, 478’ left of centerline, 34’ AGL/78’ MSL.
Trees beginning 636’ from DER, 17’ left of centerline, up to 78’ AGL/123’ MSL.
Trees beginning 1494’ from DER, 1’ right of centerline, up to 128’ MSL.
Trees beginning 2285’ from DER, 148’ right of centerline, up to 132’ MSL.
Trees beginning 2792’ from DER, 421’ left of centerline, up to 75’ AGL/124’ MSL.
Trees beginning 683’ from DER, 283’ left of centerline, up to 125’ MSL.
Trees beginning 3123’ from DER, 367’ left of centerline, up to 83’ AGL/133’ MSL.
Tree 3392’ from DER, 1343’ right of centerline, 137’ MSL.
Tree 3531’ from DER, 1392’ right of centerline, 144’ MSL.
Trees beginning 3658’ from DER, 1317’ right of centerline, up to 154’ MSL.
Tree 3968’ from DER, 1326’ right of centerline, 157’ MSL.
Trees beginning 3997’ from DER, 1283’ right of centerline, up to 173’ MSL.
Pole 5686’ from DER, 769’ right of centerline, 150’ AGL/211’ MSL.
Pole 5857’ from DER, 936’ right of centerline, 155’ AGL/216’ MSL.
Tree 1 NM from DER, 2250’ left of centerline, 219’ MSL.
Trees beginning 1.1 NM from DER, 1473’ left of centerline, up to 246’ MSL.

OLD TOWN, ME
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, 19’ AGL/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, 596’ left of centerline, 181’ MSL.
Trees beginning 830’ from DER, 544’ left of centerline, up to 184’ MSL.
Trees beginning 1098’ from DER, 594’ 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.
Trees beginning 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.

CON’T
OLD TOWN, ME (CON’T)
DEWITT FLD/OLD TOWN MUNI (OLD) (CON’T)

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 285’ from DER, 488’ 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, 188’ 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 1544’ 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 3255’ 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, 8’ 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 241’ from DER, 509’ left of centerline, 163’ MSL.

Tree, wall, 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 226’ 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 1889’ from DER, 7’ right of centerline, up to 212’ MSL.

Tree, catenary, pole beginning 1980’ from DER, 28’ left of centerline, up to 233’ MSL.

Tree, pole, building 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.

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, 526’ 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 266’ MSL.
OLD TOWN, ME (CON’T)

DEWITT FL/D/OLD TOWN MUNI (OLD) (CON’T)

Rwy 22 (CON’T), trees beginning 3501’ from DER, 32’ right of centerline, up to 249’ MSL.
Trees beginning 3691’ 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, trees beginning 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.
Tree 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, 495’ 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’ left 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 2889’ 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

ORANGE MUNI (ORE)

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 1300-2½ for climb in visual conditions.
Rwy 19, 300-1¾ or std. w/min. climb of 240’ per NM to 900.
Rwy 32, 400-2½ w/min. climb of 265’ per NM to 1700 or std. w/min. climb of 340’ per NM to 1700 or 1300-2½ 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 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 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 48’ from DER, 23’ right of centerline, up to 94’ AGL/703’ MSL.
Tower 5889’ from DER, 1606’ left of centerline, 88’ AGL/926’ MSL.
Trees 1.1 NM from DER, 2138’ left of centerline, up to 70’ AGL/817’ MSL.
Rwy 19, trees beginning 164’ from DER, 28’ left of centerline, up to 94’ AGL/667’ MSL.
Trees beginning 1113’ from DER, 23’ right of centerline, up to 96’ AGL/705’ MSL.
Trees 1.1 NM from DER, 1931’ right of centerline, up to 83’ AGL/751’ MSL.
Trees 1.2 NM from DER, 2125’ right of centerline, up to 112’ AGL/781’ MSL.
Trees 1.4 NM from DER, 1927’ 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 beginning 12.2 NM from DER, 2386’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

OXFORD, CT
WATERBURY-OXFORD (OXC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 03JAN19 (19003) (FAA)
TAKEOFF MINIMUMS:

Rwy 36, 300-1/4 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, 714’ MSL.

Trees beginning 342’ from DER, 16’ left of centerline, up to 73’ AGL/718’ MSL.

Tree, tower 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 686’ 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.

Tree 1273’ from DER, 254’ right of centerline, 715’ MSL.

Tree 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 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, 666’ left 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 868’ 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:
- Rw 15, 600-3 or 1800-2½ for climb in visual conditions.
- Rw 33, std. w/min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
- Rw 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.
- Rw 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:
- Rw 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.
- Rw 33, multiple trees beginning 4121' from DER, 70' left of centerline, up to 100' AGL/499' MSL.
- Multiple trees beginning 5446' from DER, 239' right of centerline, up to 100' AGL/719' MSL.
- Multiple assumed obstacles beginning 1.6 NM from DER, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI
NORTH CENTRAL STATE (SFZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07MAR13 (13066) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rw 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.
- Rw 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.
- Rw 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.
- Rw 33, trees beginning 58' from DER, 80' left of centerline, up to 45' AGL/554' MSL.
- Poles beginning 291' from DER, 804' 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.
- Rw 8, 1100-2 or std. w/min. climb of 270' per NM to 2500.
- Rw 26, 800-2 or std. w/min. climb of 360' per NM to 2100.
DEPARTURE PROCEDURE:
- Rw 8, climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. Rw
- 26, climb runway heading to 2400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rw 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:
- Rw 36, 300-1½ or std w/min. climb of 220' per NM to 500.
TAKEOFF OBSTACLE NOTES:
- Rw 18, trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL.
- Rw 36, aircraft 49' from DER, 156' left of centerline, 17' AGL/218' 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)

PLAINVILLE, CT
ROBERTSON FLD (4B8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30APR15 (22139) (FAA)
TAKEOFF MINIMUMS:
- Rw 2, std. w/min. climb of 220' per NM to 2400, or 2200-3 for VCOA.
DEPARTURE PROCEDURE:
- Rw 2, climb heading 019° to 2400 before turning right.
- Rw 20, climb heading 199° to 1800 before proceeding on course.
VCOA:
- Rw 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:
- Rw 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 2030' from DER, 786' left of centerline, up to 128' AGL/349' MSL.
- Rw 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:
- Rw 6, climb on heading 056° to 800 before turning left.
TAKEOFF OBSTACLE NOTES:
- Rw 6, tree 14' from DER, 147' left of centerline, 24' AGL/153' MSL. Buildings, trees, pole beginning 14' from DER, 269' left of centerline, up to 22' AGL/164' MSL. Trees beginning 30' from DER, 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, building, poles beginning 627' from DER, 357' left of centerline, up to 52' AGL/202' MSL.
- Tree, NA.VAID 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 2857' 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. Rw 15, terrain 15' from DER, 480' left of centerline, 134' MSL. Trees, pole beginning 28' 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. Tree, 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. Tree, 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.
CONT

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

PLYMOUTH MUNI (PYM) (CON’T)

Rwy 15 (CONT), 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 4686’ from DER, 78’ right of centerline, up to 83’ AGL/256’ MSL.
Tree 4690’ from DER, 96’ left 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 4787’ 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.

Rwy 24, electrical system 5’ from DER, 10’ right of centerline, 1’ AGL/136’ 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 1881’ 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’ left 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’ right 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.

Rwy 33, pole 2’ from DER, 457’ left of centerline, 20’ AGL/162’ 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 595’ from DER, 457’ right of centerline, up to 36’ AGL/178’ MSL.
Trees, electrical system, pole beginning 700’ from DER, 68’ 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 943’ 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, 186’ left of centerline, up to 76’ AGL/227’ MSL.
Trees, electrical system beginning 2379’ 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.

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

NE-1, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PORTLAND, ME
PORTLAND INTL JETPORT (PWM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 10DEC15 (15344) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 300-1½ or std. w/min. climb of 272' 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.
Tree 650' from DER, 551' left of centerline, 25' AGL/67' MSL.
Trees beginning 5943' from DER, 1152' left of centerline, up to 189' AGL/230' MSL.
Rwy 13, tree 2025' from DER, 186' 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.
Trees beginning 207' from DER, 1132' left of centerline, up to 47' AGL/122' MSL.
Trees beginning 4242' from DER, 1132' right of centerline, up to 124' AGL/168' MSL.
Rwy 29, 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.
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.
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.
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.
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.
PORSMOUTH, 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:
Rwys 1, 19, 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Presque Isle Intnl 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.
CON’T
PRESQUE ISLE, ME (CON’T)

PRESQUE ISLE INTL (PQI) (CON’T)

Trees beginning 4350’ from DER, 325’ right of centerline, up to 45’ AGL/722’ MSL.

Trees beginning 1 NM from DER, 1694’ right of centerline, up to 83’ AGL/699’ MSL.

Trees beginning 5989’ from DER, 1896’ right of centerline, up to 47’ AGL/639’ MSL.

Trees beginning 5184’ from DER, 1739’ right of centerline, 83’ AGL/637’ MSL.

Trees beginning 5109’ from DER, 1814’ right of centerline, 81’ AGL/629’ MSL.

Trees beginning 676’ from DER, 9’ left of centerline, up to 62’ AGL/540’ MSL.

Trees beginning 585’ from DER, 225’ right of centerline, up to 55’ AGL/541’ MSL.

Trees beginning 574’ from DER, 434’ left of centerline, up to 60’ AGL/533’ MSL.

Trees beginning 301’ from DER, 445’ left of centerline, up to 68’ AGL/524’ MSL.

Trees beginning 174’ from DER, 410’ left of centerline, up to 60’ AGL/513’ MSL.

Trees 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, 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/682’ MSL.

Tree 2617’ from DER, 181’ left of centerline, 39’ AGL/622’ MSL.

Tree, terrain, building beginning 2635’ from DER, 236’ right of centerline, up to 47’ AGL/672’ MSL.

Tree, vehicles on road 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.

Vehicles on road, terrain, pole beginning 3450’ 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 5771’ 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, 486’ 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 2517’ 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 1382’ 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 585’ 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 5258’ 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, 1894’ right of centerline, up to 83’ AGL/679’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PRINCETON, ME
PRINCETON MUNI (PNN)
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/325’ 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 Int'l 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’ left 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.
  - Trees beginning 2932’ from DER, 28’ right of centerline, up to 82’ AGL/119’ MSL.
  - Tank, pole, tree beginning 2957’ from DER, 2’ right of centerline, up to 121’ MSL.
  - Tree, pole beginning 3146’ from DER, 827’ right of centerline, 85’ MSL.
  - Tree, pole beginning 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 beginning 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.

CONT
PROVIDENCE, RI (CON’T)

RHODE ISLAND TF GREEN INTL (PVD) (CON’T)

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

Rwy 34 (CONT’), 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, pole, 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.
Pole, tree, building beginning 960’ from DER, 146’ left of centerline, up to 101’ MSL.
Pole, tree beginning 1091’ from DER, 45’ left of centerline, up to 103’ MSL.
Tree, pole beginning 1255’ from DER, 188’ left of centerline, up to 140’ MSL.
Tree, pole beginning 1407’ from DER, 277’ 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.
Tower 1.4 NM from DER, 2915’ right of centerline, 255’ AGL/310’ 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.

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.

Rwy 24, boats on the water, up to 1553’ MSL.

STEPHEN A BEAN MUNI (880)

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 362’ from DER, 480’ left of centerline, 70’ AGL/1843’ MSL.

Trees beginning 418’ 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 106' 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 290' 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.
Tree 107' from DER, 433' left of centerline, 53' AGL/112' 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, NAVID 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 2498' 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.
Tree 494' from DER, 614' left of centerline, 45' AGL/96' MSL.
Trees, pole beginning 590' from DER, 507' left of centerline, up to 47' AGL/100' MSL.
Tree 999' from DER, 188' right of centerline, 23' AGL/86' MSL.
Trees 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' right of centerline, up to 66' AGL/152' MSL.
Tree 2387' from DER, 304' left of centerline, 88' AGL/126' MSL.
Tree 3234' from DER, 864' right of centerline, 82' AGL/155' MSL.
Rwy 21, trees beginning 634' from DER, 221' right of centerline, up to 73' AGL/105' MSL.
Tree 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.
Tree 2387' from DER, 304' left of centerline, 88' AGL/126' MSL.
Tree 3234' from DER, 864' right of centerline, 82' AGL/155' MSL.
Tree 21, trees beginning 634' from DER, 221' right of centerline, up to 73' AGL/105' MSL.
Tree 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.
Rwy 31, tower 612' from DER, 465' right of centerline, 14' AGL/68' 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.
- **Rwy 19**, trees beginning 167' from DER, 305' right of centerline, up to 42' AGL/843' MSL.
- Trees beginning 393' 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**, 300-1¼ 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.
- Trees beginning 220' from DER, 19' right of centerline, up to 72' AGL/311' 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.
- Trees beginning 245' from DER, 763' left of centerline, up to 62' AGL/321' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SPRINGFIELD, VT
HARTNESS STATE (SPRINGFIELD) (VSF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwy 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.

Rwy 11, tree, transmission line, pole beginning 218' from DER, 571' MSL.

Rwy 23, tree beginning 95' from DER, 178' right of centerline, up to 598' MSL.

Rwy 29, transmission line, pole beginning 189' from DER, 2' left of centerline, up to 704' MSL.

Rwy 63, poles, transmission line beginning 558' from DER, 94' left of centerline, up to 713' MSL.

Rwy 1013, from DER, 25' left of centerline, up to 721' MSL.

Rwy 1294, from DER, 112' right of centerline, 616' MSL.

Rwy 1381, from DER, 112' right of centerline, up to 633' MSL.

Rwy 3402, from DER, 22' right of centerline, 650' MSL.

Rwy 3699, from DER, 77' right of centerline, 660' MSL.

Rwy 5131, from DER, 1824' right of centerline, 773' MSL.

Rwy 7051, tree beginning 5509' from DER, 1579' right of centerline, up to 799' MSL.

Rwy 7095, trees beginning 5989' from DER, 1426' right of centerline, up to 829' MSL.

Rwy 7096, tree 1 NM from DER, 1709' right of centerline, 945' MSL.

Rwy 7097, 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.

Rwy 7098, 1.6 NM from DER, 685' right of centerline, up to 1166' MSL.

Rwy 7099, trees beginning 1.6 NM from DER, 279' right of centerline, up to 1233' MSL.

Rwy 7100, trees, buildings, pole beginning 1.7 NM from DER, 103' right of centerline, up to 1237' MSL.

Rwy 7101, tree 2 NM from DER, 390' left of centerline, 881' MSL.

Rwy 7102, tree 2.1 NM from DER, 809' left of centerline, 887' MSL.

Rwy 7103, tree 2.1 NM from DER, 304' left of centerline, 899' MSL.

Rwy 7104, trees beginning 2.1 NM from DER, 478' left of centerline, up to 953' MSL.

Rwy 7105, trees beginning 2.2 NM from DER, 43' left of centerline, up to 1025' MSL.

Rwy 7106, tree 2.2 NM from DER, 401' left of centerline, 1057' MSL.

Rwy 7107, trees beginning 2.2 NM from DER, 1574' right of centerline, up to 1271' MSL.

Rwy 7108, trees beginning 2.2 NM from DER, 37' left of centerline, up to 1093' MSL.

Rwy 7109, trees beginning 2.3 NM from DER, 307' right of centerline, up to 1280' MSL.

Rwy 7110, trees beginning 2.3 NM from DER, 557' left of centerline, 1122' MSL.

Rwy 7111, trees beginning 2.3 NM from DER, 841' right of centerline, up to 1294' MSL.

Rwy 7112, 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.

Rwy 7113, trees beginning 2.3 NM from DER, 390' left of centerline, up to 1189' MSL.

Rwy 7114, trees beginning 2.4 NM from DER, 1091' left of centerline, up to 1208' MSL.

Rwy 7115, trees beginning 2.4 NM from DER, 647' left of centerline, up to 1217' MSL.

Rwy 7116, 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 7117, trees beginning 3.5' from DER, 302' right of centerline, up to 648' MSL.

Rwy 7118, trees beginning 5' from DER, 225' left of centerline, up to 584' MSL.

Rwy 7119, tree 2398' from DER, 831' left of centerline, 693' MSL.

Rwy 7120, tree 3096' from DER, 386' left of centerline, 716' MSL.

Rwy 7121, tree 3318' from DER, 953' right of centerline, 754' MSL.

Rwy 7122, tree 3361' from DER, 1185' left of centerline, 721' MSL.

Rwy 7123, tree 3419' from DER, 671' left of centerline, 792' MSL.

Rwy 7124, tree 3495' from DER, 57' right of centerline, 770' MSL.

Rwy 7125, tree 3580' from DER, 511' right of centerline, 787' MSL.

Rwy 7126, trees beginning 3672' from DER, 321' left of centerline, up to 845' MSL.

Rwy 7127, tree 3698' from DER, 1067' right of centerline, 830' MSL.

Rwy 7128, tree 3975' from DER, 650' right of centerline, 846' MSL.

Rwy 7129, tree 4022' from DER, 121' right of centerline, 852' MSL.

Rwy 7130, trees beginning 4153' from DER, 331' left of centerline, up to 870' MSL.

Rwy 7131, trees, transmission line, pole beginning 4154' from DER, 373' right of centerline, up to 903' MSL.

Rwy 7132, trees, tower, poles, transmission line beginning 4465' from DER, 81' right of centerline, up to 938' MSL.

Rwy 7133, trees beginning 4544' from DER, 149' left of centerline, up to 873' MSL.

Rwy 7134, trees beginning 5381' from DER, 131' left of centerline, up to 901' MSL.

Rwy 7135, trees, transmission line, pole beginning 5678' from DER, 198' left of centerline, up to 907' MSL.

Rwy 7136, tree 1.1 NM from DER, 1851' left of centerline, 947' MSL.

Rwy 7137, tree 1.1 NM from DER, 2298' left of centerline, 955' MSL.

Rwy 7138, tree 1.1 NM from DER, 1111' left of centerline, 976' MSL.

Rwy 7139, trees beginning 1.2 NM from DER, 366' left of centerline, up to 1027' MSL.

Rwy 7140, trees beginning 1.2 NM from DER, 266' right of centerline, up to 947' MSL.

Rwy 7141, trees beginning 1.2 NM from DER, 784' left of centerline, up to 1029' MSL.

Rwy 7142, tree 1.2 NM from DER, 1813' right of centerline, 973' MSL.

Rwy 7143, tree 1.2 NM from DER, 1378' right of centerline, 984' MSL.

Rwy 7144, trees beginning 1.2 NM from DER, 153' left of centerline, up to 1054' MSL.

CONT
SPRINGFIELD, VT (CON’T)

HARNESS STATE (SPRINGFIELD) (VSF) (CON’T)

Rwy 11 (CON’T), 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, 306’ left of centerline, 1242’ MSL.
Trees, building beginning 2.5 NM from DER, 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, 426’ 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, 684’ 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.
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.
Tree 1.4 NM from DER, 1910’ right of centerline, 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, building, 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.
Trees, buildings 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, building 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’ centerline, up to 1273’ MSL.
Trees, tower beginning 2.3 NM from DER, 3304’ right of centerline, up to 1282’ MSL.
Trees 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 29, tree 48’ from DER, 472’ left of centerline, 623’ 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 482’ from DER, 177’ left of centerline, up to 648’ MSL.
Tree 1534’ from DER, 633’ left of centerline, 678’ MSL.
Trees beginning 1997’ from DER, 315’ left of centerline, up to 726’ MSL.
Tree 2377’ 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.

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 (CON’T), tree, building, transmission line, pole beginning 3172’ from DER, 387’ left of centerline, up to 786’ MSL.

Tree 3225’ from DER, 793’ left of centerline, 780’ MSL.

Transmission line, 757’ left of centerline, 785’ MSL.

Trees, transmission line, poles, beginning building 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 4728’ from DER, 333’ right of centerline, up to 804’ MSL.

Transmission line, pole, tree 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.

Transmission line, pole, tree beginning 5884’ from DER, 1125’ right of centerline, up to 880’ MSL.

Trees beginning 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 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.

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, 30’ left of centerline, up to 1122’ MSL.

Tree 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 1292’ 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/199' 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.
Buildings, 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.

WATERVILLE, ME
WATERVILLE RGNL (WVL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08NOV18 (24137) (FAA)
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.
Trees beginning 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.
Building 3054' from DER, 585' left of centerline, 30' AGL/430' 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
WESTERLEY 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/100' 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.
Rwys 32, 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.
NE-1, 11 JUL 2024 to 05 SEP 2024

WESTFIELD/SPRINGFIELD, MA
WESTFIELD-BARNES RGNL (BAF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 200-1/2° 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, 400-1/2° 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’ left 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 556’ 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.

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 3255’ 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.

Trees beginning 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.

Trees beginning 1.3 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.

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

WESTFIELD/SPRINGFIELD, MA (CON’T)

WESTFIELD-BARNES RGNL (BAF) (CON’T)

Rwy 15 (CON’T), 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.
Vehicles on road and trees beginning 1.4 NM from DER, 11’ right of centerline, up to 511’ 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, 1005’ right of centerline, up to 59’ AGL/525’ MSL.

Rwy 20, trees beginning 541’ 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 1584’ 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.

Rwy 33, 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.
Trees beginning 958’ from DER, 429’ left of centerline, up to 360’ MSL.
Pole and trees 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.
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.
Trees 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 400-2 ½ 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 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 ...
... 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.
Rwy 28, train beginning 7’ from DER, 469’ right of centerline, up to 23’ AGL/1085’ MSL.

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 1100-2 ½ 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 1100-2 ½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 9, climbing heading 099° 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, climbing heading 170° to 1000 before turning right.
Rwy 27, climbing heading 269° to 800 before proceeding on course.
Rwy 36, climbing 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 beginning 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, to 88’ AGL/349’ MSL.
Vehicle on road beginning 1110’ from DER, left and right of centerline, up to 15’ AGL/299’ MSL.
Rising terrain beginning 1305’ from DER, left and right of centerline, up to 1185’ MSL.
Vehicles on road beginning 1305’ 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.
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 27, train beginning 7’ from DER, 469’ right of centerline, up to 23’ AGL/1058’ 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.

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

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, 73’ 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.
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.
Trees beginning 1583’ from DER, 34’ left of centerline, up to 240’ MSL.
Trees beginning 1624’ from DER, 457’ right of centerline, up to 55’ AGL/254’ MSL.
Trees beginning 1883’ from DER, 477’ left 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 NM from DER, 3419’ left of centerline, up to 565’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' 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 8A  21MAR24  (24109)  (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 300-1½ or std w/min climb of 354' 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 11, tree 6' from DER, 429' left of centerline, 990' MSL. Rwy 15, fence 26' from DER, 345' right of centerline, 9' AGL/1004' MSL. Trees beginning 68' from DER, 404' left of centerline, up to 1018' MSL. Trees beginning 120' from DER, 331' right of centerline, up to 1037' MSL. Rwy 29, tree 54' from DER, 464' right of centerline 9' AGL/983' MSL. Tree 615' from DER, 620' left of centerline 55' AGL/1004' MSL. Tree 1094' from DER, 595' right of centerline, 1014' MSL. Tree 1249' from DER, 724' right of centerline, 1024' MSL. Tree 1385' from DER, 749' right of centerline, 1033' MSL. Trees beginning 1524' from DER, 620' right of centerline, up to 1048' MSL. Trees beginning 1831' from DER, 798' right of centerline, up to 1056' MSL. Trees beginning 2334' from DER, 755' right of centerline, up to 1080' MSL. Tree 2693' from DER, 1087' left of centerline, 1055' MSL. Tree 2909' from DER, 1138' left of centerline, 1085' MSL. Trees beginning 3080' from DER, 1146' left of centerline, up to 1107' MSL. Trees beginning 3210' from DER, 1250' left of centerline, up to 1117' MSL. Trees beginning 3257' from DER, 999' right of centerline, up to 1090' MSL. Tree 3379' from DER, 1079' right of centerline, 1095' MSL. Tree 3447' from DER, 1417' right of centerline, 1098' MSL. Trees beginning 3530' from DER, 256' left of centerline, up to 1125' MSL. Tree 3547' from DER, 1180' right of centerline, 1106' MSL. Tree 3699' from DER, 1295' right of centerline, 1114' MSL. Tree 3868' from DER, 1359' right of centerline, 1135' MSL. Trees beginning 4039' from DER, 264' right of centerline, up to 1137' MSL. Trees beginning 4185' from DER, 1392' right of centerline, up to 1140' MSL. Trees, vehicle on road beginning 4249' from DER, 480' right of centerline, up to 83' AGL/1143' MSL. Trees, vehicle on road beginning 4365' from DER, 249' right of centerline, up to 1161' MSL. Trees, terrain beginning 4565' from DER, 500' right of centerline, up to 1171' MSL. Trees, terrain beginning 4837' from DER, 532' right of centerline, up to 1186' MSL. Trees beginning 5000' from DER, 51' right of centerline, up to 1201' MSL. Trees beginning 5551' from DER, 340' left of centerline, up to 1132' MSL. Tree 1.1 NM from DER, 2263' right of centerline, 1166' MSL. Rwy 33, trees beginning 15' from DER, 370' left of centerline, up to 1043' MSL. Trees beginning 325' from DER, 378' left of centerline, up to 1044' MSL. Trees beginning 359' from DER, 338' right of centerline, up to 1046' MSL. Trees beginning 439' from DER, 285' left of centerline, up to 1057' MSL. Trees beginning 2532' from DER, 527' right of centerline, up to 1079' MSL. Trees beginning 2654' from DER, 375' right of centerline, up to 1105' MSL. Trees beginning 2765' from DER, 519' right of centerline, up to 1119' MSL. Trees, pole beginning 2855' from DER, 371' right of centerline, up to 1122' MSL. Tree 3548' from DER, 1398' left of centerline, 1104' MSL. Tree 4024' from DER, 1488' left of centerline, 1114' MSL.
INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT 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>
<th>ALTERNATE MINIMUMS</th>
<th>Precision Approach</th>
<th>Non-Precision Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUBURN/LEWISTON, ME</td>
<td>AUBURN/LEWISTON MUNI (LEW)</td>
<td>ILS or LOC Rwy 4(^1)</td>
<td>RNAV (GPS) Rwy 4(^2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RNAV (GPS) Rwy 22(^3)</td>
<td>RNAV (GPS) Rwy 35(^4)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>VOR Rwy 35(^4)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LOC, Category C, 800-2½; Category D, 900-2¾.</td>
<td>For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Category C, 800-2½; Category D, 900-2¾;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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).

Bar Harbor, ME

HANCOCK COUNTY/BAR HARBOR (BHB) | ILS or LOC Rwy 22\(^1\) | RNAV (GPS) Rwy 4\(^2\) |
| | RNAV (GPS) Rwy 22\(^2\) | |
| | LOC, Category D, 800-2½. | |
| | Category D, 800-2½. | |
| | NA when local weather not available. | |

Barre-Montpelier, VT

EDWARD F KNAPP STATE (MPV) | RNAV (GPS) Rwy 17 | |
| | RNAV (GPS) Rwy 23\(^4\) | |
| | RNAV (GPS) Z Rwy 11\(^3\) | |
| | RNAV (GPS) Z Rwy 29\(^3\) | |
| | NA when local weather not available. | |
| | Categories A, B, 900-2; Category C, 1600-3; Category D, 1800-3. | |

Bedford, MA

LAURENCE G HANSCOM FLD (BED) | ILS or LOC Rwy 11\(^1\) | RNAV (GPS) Rwy 29\(^2\) |
<p>| | RNAV (GPS) Z Rwy 11(^3) | |
| | RNAV (GPS) Z Rwy 29(^3) | |
| | NA when local weather not available. | |</p>
<table>
<thead>
<tr>
<th>NAME, NH</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BERLIN, NH</td>
<td></td>
</tr>
<tr>
<td>BERLIN</td>
<td>RGNL (BML)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 18</td>
</tr>
<tr>
<td></td>
<td>Category A, 1100-2; Category B, 1200-2; Category C, 1500-3; Category D, 1600-3.</td>
</tr>
<tr>
<td>BEVERLY, MA</td>
<td></td>
</tr>
<tr>
<td>BEVERLY RGNL (BVY)</td>
<td>LOC Rwy 16</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 9</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 16</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 27</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 34</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1NA when tower closed.</td>
</tr>
<tr>
<td></td>
<td>2Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>3Category D, 800-2¾.</td>
</tr>
<tr>
<td>BLOCK ISLAND, RI</td>
<td></td>
</tr>
<tr>
<td>BLOCK ISLAND</td>
<td>RNAV (GPS) Rwy 10</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 28</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 28</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>BOSTON, MA</td>
<td></td>
</tr>
<tr>
<td>GENERAL EDWARD LAWRENCE LOGAN</td>
<td>ILS or LOC Rwy 4R</td>
</tr>
<tr>
<td>INTL (BOS)</td>
<td>RNAV (GPS) Rwy 32</td>
</tr>
<tr>
<td></td>
<td>1LOC, NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>2Categories A, B 900-2; Categories C, D, 900-2½.</td>
</tr>
<tr>
<td>BRIDGEPORT, CT</td>
<td></td>
</tr>
<tr>
<td>BRIDGEPORT/ SIKORSKY (BDR)</td>
<td>ILS or LOC Rwy 6</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 6</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 24</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 29</td>
</tr>
<tr>
<td></td>
<td>1LOC, NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>2LOC, Category C, 900-2½; Category D, 900-2¾.</td>
</tr>
<tr>
<td></td>
<td>3Category C, 900-2½; Category D, 900-2¾.</td>
</tr>
<tr>
<td>BRUNSWICK, ME</td>
<td></td>
</tr>
<tr>
<td>BRUNSWICK</td>
<td>RNAV (GPS) Rwy 1R</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category C, 800-2½; Category D, 800-2¾.</td>
</tr>
<tr>
<td>BURLINGTON, VT</td>
<td></td>
</tr>
<tr>
<td>PATRICK LEAHY BURLINGTON</td>
<td>ILS or LOC Rwy 15</td>
</tr>
<tr>
<td>INTL (BTV)</td>
<td>RNAV (GPS) Rwy 33</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 33</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 18</td>
</tr>
<tr>
<td></td>
<td>1LOC, Category C, 900-2¾; Category D, 1100-3; Category E, 1200-3.</td>
</tr>
<tr>
<td></td>
<td>2NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>3NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>4LOC, Category C, 900-2½; Categories D, E, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>5Category C, 900-2¾; Category D, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>6Category C, 900-2½; Category D, 1100-3; Category E, 1200-3.</td>
</tr>
<tr>
<td></td>
<td>7Categories A, B, C, D, E, 1700-5.</td>
</tr>
<tr>
<td></td>
<td>8Category C, 900-2½; Category D, 1100-3.</td>
</tr>
<tr>
<td>CARIBOU, ME</td>
<td></td>
</tr>
<tr>
<td>CARIBOU MUNI (CAR)</td>
<td>RNAV (GPS) Rwy 1</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 19</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category D, 800-2½.</td>
</tr>
<tr>
<td>CHATHAM, MA</td>
<td></td>
</tr>
<tr>
<td>CHATHAM MUNI (CQX)</td>
<td>RNAV (GPS)-B</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category D, 800-2½.</td>
</tr>
<tr>
<td>CHESTER, CT</td>
<td></td>
</tr>
<tr>
<td>CHESTER (SNC)</td>
<td>RNAV (GPS) Rwy 17</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 35</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>CONCORD, NH</td>
<td></td>
</tr>
<tr>
<td>CONCORD MUNI (CON)</td>
<td>ILS or LOC Rwy 35</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 12</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 17</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 35</td>
</tr>
<tr>
<td></td>
<td>VOR-A2</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1LOC, Categories C, D, 1200-3.</td>
</tr>
<tr>
<td></td>
<td>2Categories D, 1200-3.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>---------------------------</td>
<td>--------------------------------------------------------</td>
</tr>
<tr>
<td>DANBURY, CT</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>DANBURY MUNI (DXR)</td>
<td>LOC Rwy 8(^{123})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 26(^{24})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 8(^{23})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z Rwy 8(^{25})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS)-A(^{6})</td>
</tr>
<tr>
<td></td>
<td>1NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>2NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>3Category B, 900-2; Category C, 900-2½; Category D, 1100-3</td>
</tr>
<tr>
<td></td>
<td>4Categories A, B, 900-2; Category C, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>5Categories A, B, 900-2½; Category C, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>6Categories A, B, 900-2; Category C, 900-2½; Category D, 1100-3</td>
</tr>
<tr>
<td>FALMOUTH, MA</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>CAPE COD COAST GUARD AIR</td>
<td>ILS Z or LOC Z Rwy 23(^{1})</td>
</tr>
<tr>
<td>STATION (FMH)</td>
<td>ILS Z or LOC Z Rwy 32(^{2})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 5(^{5})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 14(^{4})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23(^{23})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 32(^{2})</td>
</tr>
<tr>
<td></td>
<td>1LOC, Category C, 800-2½; Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>2Category C, 800-2½; Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>3NA when local weather not available.</td>
</tr>
<tr>
<td>FITCHBURG, MA</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>FITCHBURG MUNI (FIT)</td>
<td>RNAV (GPS) Rwy 14(^{1})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 32(^{2})</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Categories A, B, 1100-2; Category C, 1200-3.</td>
</tr>
<tr>
<td></td>
<td>2Category B, 1100-2; Category C, 1200-3.</td>
</tr>
<tr>
<td>FRENCHVILLE, ME</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>NORTHERN AROOSTOOK</td>
<td>RNAV (GPS) Rwy 14(^{1})</td>
</tr>
<tr>
<td>RGNL (FVE)</td>
<td>RNAV (GPS) Rwy 32(^{2})</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category C, 900-2½; Category D, 900-2½.</td>
</tr>
<tr>
<td>FRYEBURG, ME</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>EASTERN SLOPES RGNL (IZG)</td>
<td>RNAV (GPS) Rwy 32(^{2})</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category A, 900-2; Category B, 1000-2; Category C, 1200-3</td>
</tr>
<tr>
<td>GREENVILLE, ME</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>GREENVILLE MUNI (3B1)</td>
<td>RNAV (GPS) Rwy 14(^{1})</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category A, B, 1100-2; Category C, 1100-3; Category D, 1200-3</td>
</tr>
<tr>
<td>GROTON (NEW LONDON), CT</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>GROTON-NEW LONDON (GON)</td>
<td>ILS or LOC Rwy 5(^{12})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 5(^{5})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23(^{3})</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 5(^{5})</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 23(^{3})</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>2LOC, Category D, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>3Category D, 900-2½.</td>
</tr>
<tr>
<td>HARTFORD, CT</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>HARTFORD-BRAINARD (HFD)</td>
<td>LDA Rwy 2(^{13})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 2(^{1})</td>
</tr>
<tr>
<td></td>
<td>VOR-A(^{2})</td>
</tr>
<tr>
<td></td>
<td>1Category B, 900-2; Category C, 1000-2½; Category D, 1000-3</td>
</tr>
<tr>
<td></td>
<td>2Categories A, B, 1200-2; Categories C, D, 1200-3.</td>
</tr>
<tr>
<td></td>
<td>3NA when control tower closed.</td>
</tr>
<tr>
<td>HIGHGATE, VT</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>FRANKLIN COUNTY STATE</td>
<td>RNAV (GPS) Rwy 1(^{1})</td>
</tr>
<tr>
<td>GATEWAY (FSG)</td>
<td>RNAV (GPS) Rwy 19(^{19})</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Categories A, B, 800-2½.</td>
</tr>
<tr>
<td>HOULTON, ME</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>HOULTON INTL (HUL)</td>
<td>RNAV (GPS) Rwy 5(^{5})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23(^{3})</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Category A, 900-2½; Category B, 1000-2½; Category C, 1000-2½</td>
</tr>
<tr>
<td>HYANNIS, MA</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>CAPE COD GATEWAY (HYA)</td>
<td>ILS or LOC Rwy 15(^{12})</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC Rwy 24(^{12})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 6(^{6})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 15(^{5})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 24(^{3})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 33(^{3})</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 6(^{6})</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>2ILS, LOC, Category C, 900-2½; Category D, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>3Category C, 900-2½; Category D, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>4Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½</td>
</tr>
<tr>
<td>JACKMAN, ME</td>
<td><strong>NAME</strong> ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>NEWTON FLD (59B)</td>
<td>RNAV (GPS) Rwy 13(^{1})</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 31(^{2})</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Category A, 1000-2; Category B, 1200-2; Category C, 1400-3</td>
</tr>
<tr>
<td></td>
<td>2Category A, 1100-2; Category B, 1200-2; Category C, 1400-3</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>---------------------------</td>
<td>---------------------------------------------------------</td>
</tr>
<tr>
<td>JAFFREY, NH</td>
<td>JAFFREY AIRFIELD SILVER RANCH (AFN)......................</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS)-C VOR-A</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Categories A, B, 900-2.</td>
</tr>
<tr>
<td>KEENE, NH</td>
<td>DILLANT/ HOPKINS (EEN).................................</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category A, 900-2; Category B, 1000-2; Category C, 1300-3; Category D, 1500-3.</td>
</tr>
<tr>
<td>LACONIA, NH</td>
<td>LACONIA MUNI (LCI)........................................</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1LOC, Categories A, B, 1500-2; Categories C, D, 1500-3.</td>
</tr>
<tr>
<td></td>
<td>2Category C, 1700-3; Category D, 2400-3.</td>
</tr>
<tr>
<td>LAWRENCE, MA</td>
<td>LAWRENCE MUNI (LWM).......................................</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 14 VOR Rwy 23</td>
</tr>
<tr>
<td></td>
<td>1NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>2LOC, Category D, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>3Category D, 1100-3.</td>
</tr>
<tr>
<td>LEBANON, NH</td>
<td>LEBANON MUNI (LEB).........................................</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 25</td>
</tr>
<tr>
<td></td>
<td>1LOC, Category A, 1100-2; Category B, 1200-2; Category C, 1300-3; Category D, 1500-3.</td>
</tr>
<tr>
<td></td>
<td>2Category A, 1100-2; Category B, 1200-2; Category C, 1300-3; Category D, 1500-3.</td>
</tr>
<tr>
<td></td>
<td>3Categories A, B, 1200-2; Category C, 1300-3; Category D, 1500-3.</td>
</tr>
<tr>
<td></td>
<td>4Category C, 1300-3; Category D, 1500-3.</td>
</tr>
<tr>
<td>LYNDONVILLE, VT</td>
<td>CALEDONIA COUNTY (CDA)....................................</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Categories A, B, 900-2.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANCHESTER, NH</td>
<td>MANCHESTER BOSTON RGNL (MHT)................................</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC Rwy 17 VOR Rwy 24</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC Rwy 35 RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 35</td>
</tr>
<tr>
<td></td>
<td>1LOC, Category D, 900-2¾.</td>
</tr>
<tr>
<td></td>
<td>2NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>3Category D, 900-2¾.</td>
</tr>
<tr>
<td>MARSHFIELD, MA</td>
<td>MARSHFIELD MUNI-GEORGE HARLOW FLD (GHG)..................</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 24</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category B, 900-2.</td>
</tr>
<tr>
<td>MERIDEN, CT</td>
<td>MERIDEN MARKHAM MUNI (MMK).................................</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 36</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>2Categories A, B, 1000-2.</td>
</tr>
<tr>
<td>MILLINOCKET, ME</td>
<td>MILLINOCKET MUNI (MLT)......................................</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 25 VOR Rwy 29</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>2Category D, 800-2¾.</td>
</tr>
<tr>
<td></td>
<td>3Category D, 1000-3.</td>
</tr>
<tr>
<td>MORRISVILLE, VT</td>
<td>MORRISVILLE-STOWE STATE (MVL)..............................</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z Rwy 19 VOR (GPS)-A</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Categories A, B, 1500-2; Category C, 1500-3.</td>
</tr>
<tr>
<td></td>
<td>2Categories A, B, 1100-2½; Category C, 1300-3.</td>
</tr>
<tr>
<td></td>
<td>3Category A, 900-2; Category B, 1100-2; Category C, 1300-3.</td>
</tr>
<tr>
<td>NANTUCKET, MA</td>
<td>NANTUCKET MUNI (ACK).......................................</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC Rwy 24 RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 15</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 24 VOR Rwy 24</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>2ILS, Category C, 700-2; Category D, 700-2¼; LOC, Category D, 800-2¼.</td>
</tr>
<tr>
<td></td>
<td>3Category D, 800-2¼.</td>
</tr>
<tr>
<td></td>
<td>4Category D, 1000-3.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>NASHUA, NH</strong></td>
<td></td>
</tr>
<tr>
<td>BOIRE FLD (ASH)</td>
<td>ILS or LOC Rwy 14</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 14</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 32</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>2LOC, Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>3Category D, 800-2½.</td>
</tr>
<tr>
<td><strong>NEW BEDFORD, MA</strong></td>
<td></td>
</tr>
<tr>
<td>NEW BEDFORD RGNL (EWB)</td>
<td>ILS or LOC Rwy 5</td>
</tr>
<tr>
<td></td>
<td>LOC BC Rwy 23</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 5</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 14</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 32</td>
</tr>
<tr>
<td></td>
<td>1ILS, LOC, Category D, 900-3.</td>
</tr>
<tr>
<td></td>
<td>2Category D, 900-3.</td>
</tr>
<tr>
<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><strong>NEW HAVEN, CT</strong></td>
<td></td>
</tr>
<tr>
<td>TWEED/NEW HAVEN (HVN)</td>
<td>ILS or LOC Rwy 2</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 2</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 20</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1NA when control tower closed.</td>
</tr>
<tr>
<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><strong>NEWPORT, RI</strong></td>
<td></td>
</tr>
<tr>
<td>NEWPORT STATE (UUU)</td>
<td>RNAV (GPS) Rwy 16</td>
</tr>
<tr>
<td></td>
<td>VOR/DME Rwy 16</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1NA when control tower closed.</td>
</tr>
<tr>
<td><strong>NORTH KINGSTOWN, RI</strong></td>
<td></td>
</tr>
<tr>
<td>QUONSET STATE (OQU)</td>
<td>ILS or LOC Rwy 16</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 16</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 34</td>
</tr>
<tr>
<td></td>
<td>VOR-A</td>
</tr>
<tr>
<td></td>
<td>1NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>2LOC, Category B, 900-2; Category C, 900-2½; Category D, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>3Category D, 900-2½.</td>
</tr>
<tr>
<td><strong>ORANGE, MA</strong></td>
<td></td>
</tr>
<tr>
<td>ORANGE MUNI (ORE)</td>
<td>RNAV (GPS) Rwy 32</td>
</tr>
<tr>
<td></td>
<td>VOR-A</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Categories A, B, 1000-2; Categories C, 1100-3; Category D, 1200-3.</td>
</tr>
<tr>
<td><strong>OXFORD, CT</strong></td>
<td></td>
</tr>
<tr>
<td>WATERBURY-OXFORD (OXC)</td>
<td>RNAV (GPS) Rwy 18</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 36</td>
</tr>
<tr>
<td></td>
<td>Category D, 800-2½.</td>
</tr>
<tr>
<td><strong>PAWTUCKET, RI</strong></td>
<td></td>
</tr>
<tr>
<td>NORTH CENTRAL STATE (SFZ)</td>
<td>RNAV (GPS) Rwy 5</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23</td>
</tr>
<tr>
<td></td>
<td>VOR-A</td>
</tr>
<tr>
<td></td>
<td>VOR-B</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td><strong>PITTSFIELD, MA</strong></td>
<td></td>
</tr>
<tr>
<td>PITTSFIELD MUNI (PSF)</td>
<td>LOC Rwy 26</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 8</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 26</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Category B, 1000-2; Category C, 1300-3; Category D, 1500-3.</td>
</tr>
<tr>
<td></td>
<td>2Categories A, B, 1000-2½; Category C, 1300-3; Category D, 1500-3.</td>
</tr>
<tr>
<td></td>
<td>3Categories A, B, 1100-2; Category C, 1300-3; Category D, 1500-3.</td>
</tr>
<tr>
<td><strong>PLAINVILLE, CT</strong></td>
<td></td>
</tr>
<tr>
<td>ROBERTSON FLD (4B8)</td>
<td>RNAV (GPS) Rwy 2</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category C, 900-2.</td>
</tr>
</tbody>
</table>

1Categories A, B, 2100-2; Category C, 2200-3.  
2Category B, 2700-2; Category C, 2700-3.
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PLYMOUTH, MA</strong></td>
<td></td>
</tr>
<tr>
<td>PLYMOUTH</td>
<td></td>
</tr>
<tr>
<td>MUNI (PYM)</td>
<td>ILS or LOC Rwy 6</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 6</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 15</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 24</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 33</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td><strong>PORTLAND, ME</strong></td>
<td></td>
</tr>
<tr>
<td>PORTLAND INTL</td>
<td></td>
</tr>
<tr>
<td>JETPORT (PWM)</td>
<td>ILS or LOC Rwy 11</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC Rwy 115</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 11</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 18</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 29</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 36</td>
</tr>
<tr>
<td></td>
<td>1NA when approach control closed.</td>
</tr>
<tr>
<td></td>
<td>2NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>3ILS, Category C, 700-2; Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>LOC, Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>4Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>5ILS, Categories A, B, C, 700-2; Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>LOC, Category D, 800-2½.</td>
</tr>
<tr>
<td><strong>PORTSMOUTH, NH</strong></td>
<td></td>
</tr>
<tr>
<td>PORTSMOUTH INTL AT</td>
<td></td>
</tr>
<tr>
<td>PEASE (PSM)</td>
<td>ILS or LOC Rwy 16</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC Rwy 161</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 16</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 34</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>2NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>3LOC, Category D, 800-2¼; Category E, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>4Category D, 800-2¼; Category E, 800-2½.</td>
</tr>
<tr>
<td><strong>PRESQUE ISLE, ME</strong></td>
<td></td>
</tr>
<tr>
<td>PRESQUE ISLE</td>
<td></td>
</tr>
<tr>
<td>INTL (PQI)</td>
<td>ILS or LOC Rwy 12</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 1</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 19</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 28</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 19</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>2NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>3LOC, Category C, 800-2¼; Category D, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>4Category C, 800-2¼; Category D, 900-2½.</td>
</tr>
<tr>
<td><strong>PROVIDENCE, RI</strong></td>
<td></td>
</tr>
<tr>
<td>RHODE ISLAND TF GREEN</td>
<td></td>
</tr>
<tr>
<td>INTL (PVD)</td>
<td>ILS or LOC Rwy 5</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC Rwy 34</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 5</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 16</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 34</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 23</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 5</td>
</tr>
<tr>
<td></td>
<td>VOR/DME Rwy 16</td>
</tr>
<tr>
<td></td>
<td>VOR Y Rwy 34</td>
</tr>
<tr>
<td></td>
<td>VOR Z Rwy 34</td>
</tr>
<tr>
<td></td>
<td>1ILS, LOC, Category D, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>2LOC, Category D, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>3NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>4Category D, 900-2½.</td>
</tr>
<tr>
<td><strong>PROVINCETOWN, MA</strong></td>
<td></td>
</tr>
<tr>
<td>PROVINCETOWN</td>
<td></td>
</tr>
<tr>
<td>MUNI (PVC)</td>
<td>NDB Rwy 25</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 7</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 25</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td><strong>RANGELEY, ME</strong></td>
<td></td>
</tr>
<tr>
<td>STEPHEN A BEAN</td>
<td></td>
</tr>
<tr>
<td>MUNI (8B0)</td>
<td>RNAV (GPS)-D</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 14</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 32</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Categories A, B, 900-2; Category C, 900-2½.</td>
</tr>
<tr>
<td><strong>ROCHESTER, NH</strong></td>
<td></td>
</tr>
<tr>
<td>SKYHAVEN (DAW)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NDB Rwy 33</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 15</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 33</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td><strong>ROCKLAND, ME</strong></td>
<td></td>
</tr>
<tr>
<td>KNOX COUNTY</td>
<td></td>
</tr>
<tr>
<td>RGNL (RKD)</td>
<td>ILS or LOC Rwy 13</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 3</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 13</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 31</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>2ILS, Category C, 700-2; Category D, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>LOC, Category D, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>3Category D, 1100-3.</td>
</tr>
</tbody>
</table>

**NE-1, 11 JUL 2024 to 05 SEP 2024**
<table>
<thead>
<tr>
<th>Name</th>
<th>Alternate Minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rutland, VT</td>
<td></td>
</tr>
<tr>
<td>Rutland/Southern Vermont</td>
<td>ILS Y or LOC Y Rwy 19&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>RGNL (RUT)</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td>RNAV (GPS) Y Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>1 ILS, Categories A, B, C, D, 1400-5; LOC, Categories A, B, 1400-2; Category C, 1800-3; Category D, 2000-3.</td>
<td></td>
</tr>
<tr>
<td>Sanford, ME</td>
<td>RNAV (GPS) Y Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Sanford Seacoast</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>RGNL (SFM)</td>
<td>RNAV (GPS) Y Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>VOR Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>NA when local weather not available. 1 NA when control tower closed.</td>
<td></td>
</tr>
<tr>
<td>Springfield, VT</td>
<td>RNAV (GPS) Y Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Hartness State (Springfield)</td>
<td>RNAV (GPS) Y Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Springfield (SF)</td>
<td>RNAV (GPS) Y Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>1 LOC, Categories A, B, 1300-2; Categories C, D, 2100-3. NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>Taunton, MA</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Taunton Muni-King (TAN)</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>1 NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>Vineyard Haven, MA</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Martha's</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Vineyard (MVY)</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>1 ILS, LOC, Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>2 NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>Waterville, ME</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Waterville (WVL)</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>NA when local weather not available. 1 LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.</td>
<td></td>
</tr>
<tr>
<td>Whitefield, NH</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Mount Washington</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>1 NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>Willimantic, CT</td>
<td>RNAV (GPS) Y Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Windham (IJD)</td>
<td>RNAV (GPS) Y Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>1 Categories A, B, 900-2; Category C, 900-2½.</td>
<td></td>
</tr>
<tr>
<td>Windsor Locks, CT</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Bradley</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>1 LOC, Categories A, B, 1000-2; Categories C, D, 1000-2½.</td>
<td></td>
</tr>
<tr>
<td>Wiscasset, ME</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Wiscasset (IWI)</td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>1 NA when local weather not available. 1 LOC, Categories A, B, 800-2½; Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>2 Category C, 800-2½; Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>WORCESTER</td>
<td>ILS or LOC Rwy 11(^2)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 11(^4)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 33(^4)</td>
</tr>
<tr>
<td></td>
<td>VOR/DME Rwy 33(^4)</td>
</tr>
</tbody>
</table>

\(^1\) NA when local weather not available.
\(^2\) NA when control tower closed.
\(^3\) LOC, Categories C, D, 1000-3.
\(^4\) Categories C, D, 1000-3.
**BANGOR, ME**  
**BANGOR INTL (BGR)**  
**RADAR-1**  118.925  239.3  ▶️ ▾

<table>
<thead>
<tr>
<th>RWY</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>ASR</td>
<td>33</td>
<td>AB</td>
<td>600/24</td>
<td>437</td>
<td>(500-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>600/40</td>
<td>437</td>
<td>(500-¾)</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>AB</td>
<td>700/24</td>
<td>508</td>
<td>(600-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>700/55</td>
<td>508</td>
<td>(600-1¼)</td>
</tr>
</tbody>
</table>

**CIRCLING**  ALL RWY  

<table>
<thead>
<tr>
<th></th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>700-1</td>
<td>508</td>
<td>(600-1)</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>720-1</td>
<td>528</td>
<td>(600-1)</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>740-1½</td>
<td>548</td>
<td>(600-1½)</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>820-2</td>
<td>628</td>
<td>(700-2)</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>880-2½</td>
<td>688</td>
<td>(700-2½)</td>
<td></td>
</tr>
</tbody>
</table>

Circling not authorized Northeast of Rwy 15-33.  
For inoperative ALS, increase S-15 CAT C/D/E visibility to 1½ SM, and S-33 CAT E visibility to 1½ SM.

---

**PORTSMOUTH, NH**  
**PORTSMOUTH INTL AT PEASE (PSM)**  
**RADAR-1**  125.05  269.4  ▶️ ▾

<table>
<thead>
<tr>
<th>RWY</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>PAR</td>
<td>34</td>
<td>ABC</td>
<td>520/40</td>
<td>420</td>
<td>(500-¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DE</td>
<td>520/50</td>
<td>420</td>
<td>(500-1)</td>
</tr>
<tr>
<td>ASR</td>
<td>16</td>
<td>ABC</td>
<td>560/40</td>
<td>476</td>
<td>(500-¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DE</td>
<td>560/50</td>
<td>476</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>34</td>
<td>ABC</td>
<td>560/40</td>
<td>476</td>
<td>(500-¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>560/60</td>
<td>476</td>
<td>(500-1¼)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E</td>
<td>560/60</td>
<td>476</td>
<td>(500-1¼)</td>
</tr>
</tbody>
</table>

**CIRCLING**  ALL RWY  

<table>
<thead>
<tr>
<th></th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>560-1½</td>
<td>460</td>
<td>(500-1½)</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>680-1½</td>
<td>580</td>
<td>(600-1½)</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>780-2½</td>
<td>680</td>
<td>(700-2½)</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>800-2½</td>
<td>700</td>
<td>(700-2½)</td>
<td></td>
</tr>
</tbody>
</table>

Circling NA east of Rwy 16/34.  
ASR Rwy 16; for inoperative MALSR increase CATs A/B visibility to RVR 5000, CATs C/D/E visibility to RVR 6000.  
ASR Rwy 34; for inoperative MALSR increase CATs A/B visibility to RVR 5000, CATs C/D/E visibility to 1½ mile.
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>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>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>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>6,400 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>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>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>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>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>35</td>
<td>10-28</td>
<td>3,320 feet</td>
</tr>
<tr>
<td>PORTLAND, ME</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>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>
**HOT SPOTS**

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>Pilots become confused with the wide expanse of pavement and convergence of numerous twys.</td>
</tr>
<tr>
<td>BEVERLY, MA BEVERLY RGNL (BVY)</td>
<td>HS 1</td>
<td>Prepare to hold short of Rwy 16-34 immediately after exiting the East Ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Acft taxiing on Twy E fail to turn on Twy H and enter Rwy 27 without authorization.</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. Maintain vigilance on Twy D when apch Rwy 15R-33L.</td>
</tr>
<tr>
<td>BURLINGTON, VT PATRICK LEAHY BURLINGTON INTL (BTV)</td>
<td>HS 1</td>
<td>Use caution HS markings approach quickly for Rwy 19 after crossing Rwy 15-33 at Twy A due to crown in middle of Rwy 15-33.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Wrong rwy departure risk. Wide expanse of pavement confusing pilots instructed to depart Rwy 19.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maint vigilance approaching Rwy 01-19 on Twy B from Twy A or after exiting Rwy 15-33. Observe elevated rwy guard lights.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maint vigilance approaching Rwy 01-19 on Twy C from Twy A. Observe elevated rwy guard lights.</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 progresses.</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 marking on Twy C for Rwy 26 is further from the rwy than the std location. It will appear before you expect it.</td>
</tr>
<tr>
<td>GROTON (NEW LONDON), CT GROTON-NEW LONDON (GON)</td>
<td>HS 1</td>
<td>When Idg Rwy 15-33 and exit on Twy C, you immediately enter the parallel Twy B.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>When Idg Rwy 15-33 and exit on Twy J, you immediately enter the parallel Twy B.</td>
</tr>
<tr>
<td>HARTFORD, CT HARTFORD-BRAINARD (HFD)</td>
<td>HS 1</td>
<td>Helipad is in close proximity to the intersection of Twy A and Twy H.</td>
</tr>
<tr>
<td>LAWRENCE, MA LAWRENCE MUNI (LWM)</td>
<td>HS 1</td>
<td>Maintain vigilance approaching Rwy 05-23 hold lines.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Maintain vigilance on Twy A; hold line to Rwy 14-32 appears quickly.</td>
</tr>
</tbody>
</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
### HOT SPOTS

#### (CONTINUED)

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEBANON, NH</td>
<td>HS 1</td>
<td>Rwy hold position marking for Rwy 25 on Twy B is further down the twy than most pilots would expect. When taxiing to Rwy 25 on Twy B the hold line will appear before you expect it.</td>
</tr>
<tr>
<td>LEBANON MUNI (LEB)</td>
<td>HS 2</td>
<td>Access to Rwy 07-25 at B2 or B1 from North ramp creates risk for a runway incursion. Look for elevated guard lights.</td>
</tr>
<tr>
<td>HS 3</td>
<td>Acft routinely back taxi on Rwy 18-36.</td>
<td></td>
</tr>
<tr>
<td>NANTUCKET, MA</td>
<td>HS 1</td>
<td>Maint vigilance while taxiing. High tfc area.</td>
</tr>
<tr>
<td>NANTUCKET MEML (ACK)</td>
<td>HS 2</td>
<td>Maint vigilance while taxiing. High tfc area.</td>
</tr>
<tr>
<td>HS 3</td>
<td>Maint vigilance while taxiing. High tfc area.</td>
<td></td>
</tr>
<tr>
<td>HS 4</td>
<td>Maint vigilance Twy H and Twy E. High tfc area.</td>
<td></td>
</tr>
<tr>
<td>PORTLAND, ME</td>
<td>HS 1</td>
<td>Acft taxing southbound on Twy C must be alert to not miss the turn at Twy A and enter Rwy 11-29 wo authorization.</td>
</tr>
<tr>
<td>PORTLAND INTL JETPORT (PWM)</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>PROVIDENCE, RI</td>
<td>HS 1</td>
<td>Maint vigilance at Twy M and Twy C due to vast amount of pavement and multiple rwy hold lines in close proximity of rwy.</td>
</tr>
<tr>
<td>RHODE ISLAND TF GREEN INTL (PVD)</td>
<td>HS 2</td>
<td>Int of Rwy 16-34, Twy V, Twy N, and Twy T - complex int with a convergence of numerous twys with Rwy 16-34.</td>
</tr>
<tr>
<td>HS 3</td>
<td>Twy M at the int of Twy B use extra vigilance due to vast amount of pavement and multiple hold lines in close proximity of rwy.</td>
<td></td>
</tr>
<tr>
<td>HS 4</td>
<td>Maintain vigilance dep northwest ramp. Twy S is immed adj to northwest ramp. Acft could inadvertently enter Rwy 16-34.</td>
<td></td>
</tr>
<tr>
<td>HS 5</td>
<td>Maint vigilance hold short for Rwy 34 not where expected.</td>
<td></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 VOR/DME 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 VOR/DME 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: This procedure applicable to jet aircraft only.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CAMBRIDGE TRANSITION (CAM.CDOGG4)

From CDOGG on track 085° to KAYCC.

LANDING RUNWAY 11: From KAYCC on track 077° to ARARR, then on track 081° to cross BUXT0 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.

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.

NOTE: Expect PORTLAND APP CON to issue runway transition.
From DEEPO, via 118° track to CONDN; thence via 060° track to SALDY. Depart SALDY heading 060°, expect radar vectors to final approach course.

NOTE: Chart not to scale.
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: Chart not to scale.
NOTE: Turboprop and Prop aircraft only.
NOTE: DME required.
NOTE: RADAR required.

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: Radars Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: WIPOR transition ATC assigned.

NOTE: Chart not to scale.

LANDING BVY ALL RWYS, BED RWY 23 & 29: From DREEM on track 062° to WANLA, then on track 063° to ZELKA, then on track 076° to RIKAH, then on track 097° to EXXRO, then on track 097°. Expect radar vectors to destination airport and final approach course.

LANDING BED RWY 11: From DREEM on track 062° to WANLA, then on track 063° to ZELKA. Expect ILS approach.

LANDING LWM ALL RWYS: From DREEM on track 062° to WANLA, then on track 063° to ZELKA, then on track 076° to RIKAH, then on track 076°, expect radar vectors to final approach course.
**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.

RNAV Arrivals

Z9
ARRIVAL ROUTE DESCRIPTION

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.
NOTE: RADAR Required.
NOTE: After CLAMY, expect RADAR vectors to final approach course.
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.
NOBBI FIVE ARRIVAL

DE LANCEY
112.1 DNY  
Chan 58

PETER
Expect 17000.

CYPER

WIGAN

TRESA

KINGSTON
117.6 IGN  
Chan 123

NOBBI
HPN and DXR arrivals:
Expect 6000 (DME required).
LGA arrivals:
Expect 8000 (DME required).

NOTE: This procedure is applicable
to prop and turboprop
aircraft operating at
250 KIAS or less.

NOTE: Chart not to scale.

NEW YORK APP CON
120.8 263.0
HPN D-ATIS
133.8
LGA D-ATIS ARR
125.95

NEW YORK, NEW YORK

DEER PARK
117.7 DPK  
Chan 124

BRIDGEPORT
108.8 BDR  
Chan 25

MADISON
110.4 MAD  
Chan 41

BLACKHAWK COUNTY

ROCKDALE
112.6 RKA  
Chan 73

PETER
127°

(19)
10000

(35)
10000

DE LANCEY
112.1 DNY  
Chan 58

CYPER

WIGAN

TRESA

KINGSTON
117.6 IGN  
Chan 123

NOBBI
HPN and DXR arrivals:
Expect 6000 (DME required).
LGA arrivals:
Expect 8000 (DME required).

NOTE: This procedure is applicable
to prop and turboprop
aircraft operating at
250 KIAS or less.

NOTE: Chart not to scale.

NEW YORK APP CON
120.8 263.0
HPN D-ATIS
133.8
LGA D-ATIS ARR
125.95

NEW YORK, NEW YORK

DEER PARK
117.7 DPK  
Chan 124

BRIDGEPORT
108.8 BDR  
Chan 25

MADISON
110.4 MAD  
Chan 41

BLACKHAWK COUNTY

ROCKDALE
112.6 RKA  
Chan 73

PETER
127°

(19)
10000

(35)
10000

DE LANCEY
112.1 DNY  
Chan 58

CYPER

WIGAN

TRESA

KINGSTON
117.6 IGN  
Chan 123

NOBBI
HPN and DXR arrivals:
Expect 6000 (DME required).
LGA arrivals:
Expect 8000 (DME required).

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.
NORWICH SEVEN ARRIVAL

(ORW.ORW7) 23334
BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
AL-58 (FAA) BOSTON, MASSACHUSETTS

ARRIVAL ROUTE DESCRIPTION

CALVERTON TRANSITION (CCC.ORW7): From over CCC VOR/DME on CCC R-057 and ORW R-082 to R-238 to ORW VOR/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-263 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-082 to ORW VOR/DME, then on ORW R-263 to PVD VOR/DME. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

NOTE: For Turbojet aircraft only.

NOTE: Landing Rwy 4L/R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL270.

NOTE: Landing Rwy 4R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL230.

NOTE: Landing Rwy 4L/R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL270.

NOTE: Landing Rwy 4R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL230.

NOTE: Landing Rwy 4L/R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL270.

NOTE: Landing Rwy 4R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL230.

NOTE: Landing Rwy 4L/R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL270.

NOTE: Landing Rwy 4R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL230.

NOTE: Landing Rwy 4L/R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL270.

NOTE: Landing Rwy 4R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL230.

NOTE: Landing Rwy 4L/R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL270.

NOTE: Landing Rwy 4R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL230.

NOTE: Landing Rwy 4L/R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL270.

NOTE: Landing Rwy 4R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL230.

NOTE: Landing Rwy 4L/R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL270.

NOTE: Landing Rwy 4R - Expect to cross over PVD VOR/DME on PVD R-263 to PVD VOR/DME. Expect FL230.
NOTE: Chart not to scale.

**OOSHN FIVE ARRIVAL (RNAV) Transition Routes**

- **KENNEBUNK TRANSITION (ENE.OOSHN5)**
- **MERIT TRANSITION (MERIT.OOSHN5)**
- **PROVI TRANSITION (PROVI.OOSHN5)**
- **RIFLE TRANSITION (RIFLE.OOSHN5)**

**AJJAY TRANSITION (AJJAY.OOSHN5)**
**FERNZ TRANSITION (FERNZ.OOSHN5)**
**FEXXX TRANSITION (FEXXX.OOSHN5)**

**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.
From EURRO on track 260° to cross OOSHN between 9000 and 14000 and at 250K.

Landing Rwy s 4L/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 215° to cross 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 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 s 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 035° to cross LEEZI at 6000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

Landing Rwy 27: From OOSHN on track 217° to cross AYBEE at 6000 and at 210K, then on track 272°. Expect RADAR vectors to final approach course.

Landing Rwy s 32, 33L: 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.
ROBUC THREE ARRIVAL (RNAV) Transition 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.

**NEWES**

**KENNEDY (JFK)**

**MERIT**

**FEXXX FL230**

**17000 079° (11)**

**RUIZE FL230**

**FL210**

**AL-58 (FAA)**

**ROBUC THREE ARRIVAL (RNAV) Transition Routes**

**KENNEDY TRANSITION (JFK.ROBUC3)**

**MERIT TRANSITION (MERIT.ROBUC3)**

**RUIZE TRANSITION (RUIZE.ROBUC3)**

**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 Routes

ROBUC THREE ARRIVAL (RNAV) Arrival Routes

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
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 TKMAN 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 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 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 JOODY 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.

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS aircraft.
NOTE: Expect PORTLAND APP CON to issue runway transition 10 NM prior to SAACO.
NOTE: Radar Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
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.

KBAF, 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.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.WIPOR3):

HINGZ TRANSITION (HINGZ.WIPOR3):

HANCOCK TRANSITION (HNK.WIPOR3):

From WIPOR on track 142° to ORW VOR/DME, then on track 129° to SAUGY.

Landing KPVD Rwys 5, 34: From SAUGY on track 129° to LAFAY, then on track 129°. Expect radar vectors to final approach course.

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 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.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
ARRIVAL ROUTE DESCRIPTION

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.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turboprop aircraft only.
INTENTIONALLY LEFT BLANK
RNAV (GPS) RWY 22
AUBURN/LEWISTON MUNI (LEW)

RNP APCH.

Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA 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
CLNCE DEL 353.9
UNICOM 124.05

MISSED APPROACH: Climb to 3100 direct AUBIN and hold.

Category

<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>546-1</td>
<td>276 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>867-2</td>
<td>597 (600-2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>780-1</td>
<td>510 (500-1)</td>
<td>780-1 3/8</td>
<td>510 (500-1 3/8)</td>
</tr>
</tbody>
</table>

AERONAUTICAL CHART
AUBURN/LEWISTON, MAINE

Amdt 1C 18JUL19
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 ½ SM, and Circling Cat D ¼ SM; SHAWE fix minimums increase S-LOC 17 Cat C and D visibility ½ SM, and Circling Cat D visibility ¼ SM. Glideslope unusable below 430 feet. Circling Rwy 8, 26 NA at night. # DME from AUG VOR/DME.

MALSR

HILR Rwy 17-35

MIIR L 8-26

REIL Rwy 35

SHWE FIX MINIMUMS #

S-LOC 17

940-1

588 (600-1)

980-1

628 (700-1)

980-1 ¼

628 (700-1 ¼)

808 (900-2 ¼)

1160-2 ½

980-1 ¼

628 (700-1 ¼)

808 (900-2 ¼)

1160-2 ½

S-ILS 17

900 - 1/2

200 (200-1/2)

900 - 1/4

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

200 (200-1/2)

200 (200-1/2)

200 (200-1/2)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)

552 (600-1/4)
RNAV (GPS) RWY 17
AUGUSTA STATE (AUG)

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 1/2 SM; increase all MDA 40 feet and visibility LNAV Cats C and D 1/4 SM, and Circling Cat D 1/4 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -30°C or above 41°C. Circling Rwy 8, 26 NA at night.

**ASOS**
118.325

**PORTLAND APP CON**
128.35 299.2

**CLNC DEL**
119.95 299.2

**UNICOM**
123.0 (CTAF)

**MISSING APPROACH:**
Climb to 800 then climbing left turn to 3000 direct RAZZR and hold.

**MALSR**

**RNP APCH - GPS.**

- **UPDIZ**
  - 3500 185° (10.9)
  - 2800 NoPT
  - 185° (5)

- **IF/IAF UPDIZ**
  - 351°

- **ZAKUX**
  - 2 NM to RW17

- **(FAF) EMUSK**
  - 389°
  - RW17 674

- **(IAT) VIENA**
  - 5002

- **ANSYN**
  - 3500 185°

- **GP 3.00° TCH 60**

- **MISSED APCH FIX**
  - RAZZR 4 NM

- **ELEV 352 TDZE 348**

**AUGUSTA, MAINE**

**AL-29 (FAA)**

**ELEVATION**

**Category**

<table>
<thead>
<tr>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>548-1/2</td>
<td>675-5/6</td>
<td>640-1/2</td>
<td>960-1</td>
</tr>
<tr>
<td>200 (200-1/2)</td>
<td>327 (400-5/6)</td>
<td>292 (300-1/2)</td>
<td>608 (700-1)</td>
</tr>
</tbody>
</table>

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**Orig-D 21MAR24**

**44°19'N-69°48'W**
RNAV (GPS) RWY 35
AUGUSTA STATE (AUG)

Circling to Rw 26 NA at night. Rw 35 helicopter visibility reduction below ½ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Asos
118.325

Portland App Con *
128.35  299.2

Clnc Del
119.95  299.2

Unicom
123.0 (ctaf)

AUGUSTA, MAINE
AL-29 (FAA)
23222

RNP APCH.

MISSED APPROACH: Climb to 3000 direct UCENO and left turn on track 233° to NOLLI and hold.

RNAV (GPS) RWY 35
AUGUSTA STATE (AUG)

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
**VOR RWY 35**

**AUGUSTA STATE (AUG)**

**AUGUSTA, MAINE**

**APP CRS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-35</td>
<td>1100-1</td>
<td>1100-1½</td>
<td>1100-2</td>
<td>750 (800-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>748 (800-1)</td>
<td>748 (800-1½)</td>
<td>748 (800-2)</td>
<td>808 (900-2½)</td>
</tr>
</tbody>
</table>

**DACCI FIX MINIMUMS**

<table>
<thead>
<tr>
<th>Category</th>
<th>S-35</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>840-1</td>
<td>960-1</td>
</tr>
<tr>
<td></td>
<td>490 (500-1)</td>
<td>608 (700-1)</td>
</tr>
</tbody>
</table>

**Missed Approach:**

Climb to 1200 on AUG VOR/DME R-346, then climbing left turn to 2300 direct AUG VOR/DME and hold.

**Rwy 35 Helicopter Visibility Reduction Below ½ SM NA:**

When local altimeter setting not received, use Waterville altimeter setting: increase all MDA 40 feet and visibility S-35 Cats C and D ½ SM, and Circling Cat D ¼ SM. DACCI fix minimums increase visibility S-35 Cats C and D ½ SM, and Circling Cat D ¼ SM. Circling Rwy 8, 26 NA at night.
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 1/4 SM.

Procedure NA for arrivals at RINTH on V39 northeast bound.

One Minute Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 15</td>
<td>660/24</td>
<td>468 (500-1/2)</td>
<td>660/50</td>
<td>468 (500-1)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 15</td>
<td>392/18</td>
<td>200 (200-1/2)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ALTERNATE MISSED APCH FIX**

- Climb to 3000 on heading 150° and BGR VORTAC R-154 to ELSUH/BGR 18.3 DME/RADAR and hold.

- For inoperative ALS, increase S-ILS 15 Cat E visibility to RVR 4000, and S-LOC 15 Cat C/D/E visibility to 1/4 SM.

**NE-1, 11 JUL 2024 to 05 SEP 2024**
Circling NA northeast of Rwys 15 and 33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5500, and LNAV Cat E visibility to 1/4 SM.

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

RNP APCH.

**ATIS**

**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

---

**LNAV only.**

**MALSR**

**MISSED APPROACH:**

Climb to 3000 direct IKEXE and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

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.
Baro-VNAV NA when using Bangor altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°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 of SM. Increase all MDAs 100 feet and LNAV visibility C/D, and Circling visibility C/D 1/3 SM. Circling Rwy 17, 35 NA at night. Rwy 4 helicopter visibility reduction below 1/3 SM NA.

AWOS-3PT 118.35  BANGOR APP CON 133.6  CLNC DEL 119.9  UNICOM 123.0 (CTAF)

RNP APCH - GPS.

**Category**

**LPV DA** 333-3/4 250 (300-3/4)

**LNAV/VNAV DA**

**LNAV MDA**

**CIRCLING**

**HOLDING**

**LNAV only**

**HALBO 2.3 NM to RW04**

**AWOS-3PT 118.35**

**BANGOR APP CON 133.6**

**CLNC DEL 119.9**

**UNICOM 123.0 (CTAF)**

**ELEV 83**

**TDZE 83**

**3000 BECRA**

**LNAV only**

**HALBO 2.3 NM to RW04**

For uncompensated Baro-VNAV systems, increase all MDAs 100 feet and LNAV visibility C/D, and Circling visibility C/D 1/3 SM. Circling Rwy 17, 35 NA at night. Rwy 4 helicopter visibility reduction below 1/3 SM NA.
RNAV (GPS) RWY 22

HANCOCK COUNTY/BAR HARBOR (BHB)

BAR HARBOR, MAINE

AL-992 (FAA)

23334

Baro-VNAV NA when using Bangor altimeter setting. When local altimeter setting not received, use Baro-VNAV NA and increase LPV DA to 366 feet; increase LNAV/VNAV NA to 780 feet and all visibilities 1/2 SM. Increase all MDA's 100 feet and LNAV visibility Cats C/D, and Circling visibility Cats C/D 1/4 SM. When using Baro-VNAV NA at night, inop table does not apply to LNAV/VNAV NA below -15°C or above 49°C. Circling Rwy 17, 35 NA at night.

MISSED APPROACH: Climb to 2900 direct WHAME and hold.

AWOS-3PT

BANGOR APP CON

CLNC DEL

UNICOM

118.35

133.6  284.65

119.9

123.0 (CTAF)

122.7 0

CDLAC

CARDA

BECRA

3000

3000

3000

3000

134°

224°

134°

224°

134°

224°

134°

224°
For inop ALS, increase S-LOC 29 Cats C and D to 1¾ 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.

R-111
GDM
Rwy Idg 7011
TDZE 128
Apt Elev 132

ILS or LOC RWY 29
LAURENCE G HANSCOM FLD (BED)

BEDFORD, MASSACHUSETTS

LOC/DME I-ULJ
111.15
APP CRS 293°
Chan 48(Y)

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.
RNAV (RNP) Y RWY 11
LAURENCE G HANSCOM FLD (BED)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ZIMOT and hold.

Procedure NA for arrivals at BRONC on V431 westbound.

VLXRNC RF required.

See planview for multiple IF locations.

MIRL Rwy 5-23
HIRL Rwy 11-29
REIL Rwys 5 and 23

CATEGORY
RNP 0.30 DA

AUTHORIZATION REQUIRED
RNAV (RNP) Y RWY 29
LAURENCE G HANSCOM FLD (BED)

APP CRS 293°
Rwy Idg 7011
TDZE 128
Apt Elev 132

MALSR

MISSED APPROACH: Climb to 2000
on track 293° to COMON then on
track 297° to SOSYO and hold.

ATIS 124.6
BOSTON APP CON 124.4
HANSOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

RNAV (RNP) Y RWY 29
LAURENCE G HANSCOM FLD (BED)

AUTHORIZATION REQUIRED
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

RNAV (GPS) RWY 23
Bedford, MA

Apt Elev 132
TDZE 128

MISS APCH FIX
4 NM
088°

WHYBE

3000 to CACVA
Tr 211°

WHYBE

CIRCLING

143°

1800

233°

053°

6000

2000

Rwy 23 helicopter visibility reduction below ¼ SM NA.

LNAV MDA 640-1 (512-1)
CIRCLING 740-1 (512-1)

LAURENCE G HANSCOM FLD (BED)

42°28’N-71°17’W

RNAV (GPS) RWY 23
LAURENCE G HANSCOM FLD (BED)

NE-1, 11 JUL 2024 to 05 SEP 2024

Bedford, MA

Amdt 1A 08SEP22

5107
128
132

APP CRS
233°

Rwy Idg
TDZE
Apt Elev

26
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.

**ATIS** | **124.6**
---|---
**BOSTON APP CON** | **124.4**
**HANSCOM TOWER** | **118.5 (CTAF)**
**GND CON** | **121.7**
**CLNC DEL** | **121.85**
**UNICOM** | **122.95**

**ELEV 132**
**TDZE 132**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

NE-1, 11 JUL 2024 to 05 SEP 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.
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 ¾ mile. Baro-VNAV NA when using Bangor Intl altimeter. Helicopter visibility reduction below ¾ 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]

**WAAS CH 99536 W15A**

APP CRS 151°

Rwy Idg 4000

TDZE 198

Apt Elev 198

**UNICOM (BST)**

**BELFAST MUNI (BST)**

**BELFAST, MAINE**

**AL-6448 (FAA)**

**WUTEG**

331°

3000

3000 Napt (7.8)

241°

3000

4 NM

**ACYOG**

**YATUT**

**DURIN**

2100

**NOCIY**

2.2 NM to RW15

2100

900

3000

**ACYOG**

* LNAV only.

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 ¾ mile. Baro-VNAV NA when using Bangor Intl altimeter. Helicopter visibility reduction below ¾ SM NA.
RNAV (GPS) RWY 33

Belfast Muni (BST)

APP CRS 332°

- WAAS CH 90336
- W33A
- Rwy Idg 4000
- TDZE 190
- Apt. Elev 198

Baro-VNAV NA when using Bangor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 20°C (-4°F) or above 54°C (130°F). Rwy 33 helicopter visibility reduction below 1/3 SM NA. When local altimeter setting not received, use Bangor Intl altimeter setting and increase all DA/MDA 60 feet; increase LPV Cats A/B, LNAV/VNAV all Cats and Circling Cat C visibility 1/3 SM, increase LPV and LNAV Cat C visibility 1/5 SM.

**AWOS-AV**

- 122.975

**BANGOR APP CON**

- 118.925
- 239.3

**UNICOM**

- 122.975 (CTAF)

**ELEV** 198

**TDZE** 190

**ANGLE** 1158

**ANGLE** 1222

**ANGLE** 1424

**MISSED APPROACH:**

Climb to 660 then climbing right turn to 2500 direct NAXGE and hold.

**AWOS-AV**

122.975

**BANGOR APP CON**

118.925 239.3

**UNICOM**

122.975 (CTAF)

**ELEV** 198

**TDZE** 190

**ANGLE** 1158

**ANGLE** 1222

**ANGLE** 1424

**MISSED APPROACH:**

Climb to 660 then climbing right turn to 2500 direct NAXGE and hold.
Circling Rwy 14 NA at night. Rwy 32 helicopter visibility reduction below \( \frac{3}{4} \) 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.

**AWOS-AV**
- Portland APP CON: 119.075, 125.5, 269.35
- CTAF: 122.9

**RNP APCH-GPS.**
- Climb-out to 3000 when using Augusta State altimeter setting.

**CTAF**
- 119.075
- 125.5
- 269.35
- 122.9

**REIL Rwy 32**
- MIRL Rwy 14-32

**RNAV (GPS) Y RWY 32**
- BETHEL RGNL (B1)

**RNAV (GPS) Y RWY 32**
- BETHEL, MAINE
- Orig-A 03NOV22

**ELEV** 674
**TDZE** 667

**MENRE**
- 8500
- 5500
- 4800

**BUSKS**
- 6400
- 4800

**CAXEN**
- 935
- 1800

**IF**
- 233°
- 143°

**IAF**
- 2567
- 4800

**MISSED APPROACH:** Climbing left turn to 4800 direct BUSKS and hold, continue climb-in-hold to 4800.
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 15.08°.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct WAKBI and hold.

Rwy 9 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night.

LNAV MDA 105°

<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>480-1</td>
<td>394 (400-1)</td>
<td>480-1½</td>
<td>394 (400-1½)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>560-1</td>
<td>474 (500-1)</td>
<td>560-1½</td>
<td>474 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>600-1</td>
<td>493 (500-1)</td>
<td>820-2</td>
<td>713 (800-2)</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 9
BEVERLY RGNL (BVY)

ELEV 107
TDZE 86

BEVERLY, MASSACHUSETTS

Amdt 1 28DEC23
**RNAV (GPS) RWY 16**

**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

**Holding Pattern**

- **VGSi and RNAV glidepath not coincident**
  - (VGSi Angle 3.50/TCH 41).

**Circling RW 9 NA at night. RW 16 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C or above 54° C.**

**RNAV (GPS) RWY 16**

**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

**Holding Pattern**

- **VGSi and RNAV glidepath not coincident**
  - (VGSi Angle 3.50/TCH 41).

**Circling RW 9 NA at night. RW 16 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C or above 54° C.**
Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WAKBI and hold.

ATIS 119.2 BOSTON APP CON 124.4 BEVERLY TOWER* 125.2 (CTAF) GND CON 121.6 UNICOM 122.95

RNAV (GPS) RWY 27
BEVERLY RGNL (BVY)

BEVERLY, MASSACHUSETTS
AL-5039 (FAA) 23362

WAAS CH 99731 APP CRS 270° W27A
Rwy Idg 4505 TDZE 91 Apt Elev 107

RNAV (GPS) RWY 27
BEVERLY RGNL (BVY)

BEVERLY, MASSACHUSETTS
Amdt 1C 28DEC23

42°35'N-70°55'W 

RNAV (GPS) RWY 27
BEVERLY RGNL (BVY)

BEVERLY, MASSACHUSETTS
AL-5039 (FAA) 23362

WAAS CH 99731 APP CRS 270° W27A
Rwy Idg 4505 TDZE 91 Apt Elev 107

RNAV (GPS) RWY 27
BEVERLY RGNL (BVY)

BEVERLY, MASSACHUSETTS
Amdt 1C 28DEC23

42°35'N-70°55'W 

RNAV (GPS) RWY 27
BEVERLY RGNL (BVY)

BEVERLY, MASSACHUSETTS
AL-5039 (FAA) 23362

WAAS CH 99731 APP CRS 270° W27A
Rwy Idg 4505 TDZE 91 Apt Elev 107

RNAV (GPS) RWY 27
BEVERLY RGNL (BVY)

BEVERLY, MASSACHUSETTS
Amdt 1C 28DEC23

42°35'N-70°55'W 

RNAV (GPS) RWY 27
BEVERLY RGNL (BVY)

BEVERLY, MASSACHUSETTS
AL-5039 (FAA) 23362

WAAS CH 99731 APP CRS 270° W27A
Rwy Idg 4505 TDZE 91 Apt Elev 107

RNAV (GPS) RWY 27
BEVERLY RGNL (BVY)

BEVERLY, MASSACHUSETTS
Amdt 1C 28DEC23

42°35'N-70°55'W 

RNAV (GPS) RWY 27
BEVERLY RGNL (BVY)

BEVERLY, MASSACHUSETTS
AL-5039 (FAA) 23362

WAAS CH 99731 APP CRS 270° W27A
Rwy Idg 4505 TDZE 91 Apt Elev 107

RNAV (GPS) RWY 27
BEVERLY RGNL (BVY)

BEVERLY, MASSACHUSETTS
Amdt 1C 28DEC23

42°35'N-70°55'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Lawrence altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lawrence altimeter setting. Increase LPV DA to 416 and LNAV/VNAV DA to 502 and all MDA 40 feet; increase LPV all Cats visibility and LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility 1/3 SM and Circling Cats C and D visibility 1/4 SM. Circling Rwy 9 NA at night. Rwy 34 helicopter visibility reduction below 1/3 SM NA. Rwy 9 helicopter visibility reduction below 1 SM NA.

Climb to 2000 direct HOMUX and on track 045° to WAKBI and hold.

**ATIS** 119.2  **BOSTON APP CON** 124.4  **BEVERLY TOWER** 125.2 (CTAF)  **GND CON** 121.6  **UNICOM** 122.95

---

**RADAR REQUIRED**

- **HOMUX**
- **WAKBI**
- **RW34**
- **UNIRE**
- **WUSUP**
- **CROCR**

**CIRCLING**

- **Category A**
  - LPV DA: 382-1
  - LNAV/VNAV DA: 468-1/4
  - LNAV MDA: 540-1
  - CIRCLING: 600-1

- **Category B**
  - LPV DA: 280 (300-1)
  - LNAV/VNAV DA: 366 (400-1/4)
  - LNAV MDA: 438 (500-1)
  - CIRCLING: 493 (500-1)

- **Category C**
  - LPV DA: 540-1/4
  - LNAV/VNAV DA: 438 (500-1/4)
  - LNAV MDA: 820-2
  - CIRCLING: 713 (800-2)

- **Category D**
  - LPV DA: 880-2/1
  - LNAV/VNAV DA: 773 (800-2/1)

---

**BEVERLY RGNL (BVY)**

**42°35'N-70°55'W**

**RNAV (GPS) RWY 34**
BEVERLY, MASSACHUSETTS

LOC RWY 16
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

DME required. RADAR required for procedure entry.

© 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.

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

© 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.

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

© 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.

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

© 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.

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

© 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.

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.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

BEVERLY THREE DEPARTURE

TOP ALTITUDE: 2000

BEVERLY, MASSACHUSETTS

BEVERLY THREE DEPARTURE (BVY3.BVY) 29DEC22

AL-5039 (FAA)

BEVERLY RGNL (BVY)
BEVERLY, MASSACHUSETTS

DME and RADAR required.

NE-1, 11 JUL 2024 to 05 SEP 2024

CONTINUED ON FOLLOWING PAGE
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 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)

**RwY 6 helicopTer ViSiBiLity redUctiOn below 3/8 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 1/8 SM, and Circling visibility Cat C 1/4 SM. VDP NA when using Sanford altimeter setting. Circling RwY 24 NA at night.**

Procedure NA for arrivals at ARMiE on V167 southbound.

**RNP APhC.**

<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>680-1</td>
<td>523 (600-1)</td>
<td>680-1 1/2</td>
<td>523 (600-1 1/2)</td>
</tr>
<tr>
<td>CIRCling</td>
<td>780-1</td>
<td>623 (700-1)</td>
<td>800-1 3/4</td>
<td>643 (700-1 3/4)</td>
</tr>
</tbody>
</table>

**MISsed aPProACH: ClimbiNg left turn to 3000 direct ENE VOR/DME and hold, continue climb-in-hold to 3000.**

BIDDEFORD, MAINE
Orig-B 02DEC21

43°28'N - 70°28'W
**SANFORD 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>S-6</td>
<td>700-1</td>
<td>543 (600-1)</td>
<td>700-1 ½</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>543 (600-1)</td>
<td>543 (600-1)</td>
<td>543 (600-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>720-1</td>
<td>800-1 ¾</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>543 (600-1)</td>
<td>563 (600-1)</td>
<td>643 (700-1 ¼)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**SANFORD 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>S-6</td>
<td>740-1</td>
<td>583 (600-1)</td>
<td>740-1 ½</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>740-1</td>
<td>760-1</td>
<td>840-2</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>583 (600-1)</td>
<td>603 (700-1)</td>
<td>683 (700-2)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 800, then climbing left turn to 2300 direct ENE VOR/DME and hold.

**VDP NA when using Sanford altimeter setting. Circling RWY 24 NA at night.**

Rwy 6 helicopter visibility reduction below ¾ SM NA.

**Obtain local altimeter on CTAF; when not received, use Sanford altimeter setting.**

**VGSI and descent angles not coincident (VGSI Angle 3.5°/TCH 31).**

**Portland APP CON**

**UNICOM**

**119.75 269.35**

**123.0 (CTAF)**
RNAV (GPS) RWY 10

BLOCK ISLAND STATE (BID)

**Category**
- A
- B
- C
- D

**LNAV MDA**
- 580-1
- 472 (500-1)
- 580-1 ½
- 472 (500-1 ½)
- NA

**Circling**
- 640-1
- 532 (600-1)
- 640-1 ½
- 532 (600-1 ½)
- NA

**AWOS-3PT**
- 134.775

**Providence APP CON**
- 125.75
- 319.2

**CLNC DEL**
- 120.1

**UNICOM**
- 123.0 (CTAF)

**APP CRS**
- 104°

**Rwy 10**
- TDZE
- 108
- Apt Elev
- 108

**Rwy 10 helicopter visibility reduction below ¾ SM NA.**

**MISSED APPROACH:** Climbing right turn to 1700 direct SUFOK and hold.

Procedure NA for arrivals at GARRD on V139 southwest bound.

Procedure NA for arrivals at JORDN on V268 westbound.

**Final approach course offset 5.26°.**

5 NM Holding Pattern

SUFOK

RHINA

104°

104°

1700

0.9 NM to ILACI

0.9

0.5

6.2 NM

3.6 NM

Visual Segment - Obstacles.

**RNAV (GPS) RWY 10**

**BLOCK ISLAND STATE (BID)**

**ELEV 108**

**TDZE 108**

**REIL Rwys 10 and 28**

**MIRL Rwy 10-28**

**ILACI**

**MAP**

**IF/IAF**

**Block is 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 28**

**BLOCK ISLAND STATE (BID)**

- **AWOS-3PT**: 134.775
- **PROVIDENCE APP CON**: 125.75
- **CLNC DEL**: 120.1
- **UNICOM**: 123.0

**Procedure for arrivals at FALMA via V130-374 eastbound.**

- **2000 N oPT**: 279°
- **4 NM**: 099°

**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>358-1</td>
<td>250 (300-1)</td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>570-1</td>
<td>462 (500-1)</td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>540-1</td>
<td>432 (500-1)</td>
<td>540-1</td>
<td>432 (500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>640-1</td>
<td>532 (600-1)</td>
<td>640-1</td>
<td>532 (600-1)</td>
</tr>
</tbody>
</table>

**Note:**
- LPV DA for arrivals at FALMA via V130-374 eastbound.
- Baro-VNAV and VDP NA when using Westerly State altimeter setting.
- Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
- DME/DME RNP-0.3 NA. If local altimeter setting not received, use Westerly State altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Westerly State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**MISSED APPROACH:** Climb to 1500 direct CUGDA and on track 287° to SUFOK and hold.
MISSED APPROACH: Climbing right turn to 1700 on heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.

Rwy 10 helicopter visibility reduction below ¾ SM NA.

AWOS-3PT 134.775

PROVIDENCE APP CON * 125.75 319.2

CLNC DEL 120.1

UNICOM 123.0 (CTAF)

One Minute Holding Pattern

RHINA SEY 5.3

1700

hdg

300°

SEY R-284

RHINA SEY 5.3

SEY

VOR/DME

SEY

3.6 NM

1.4

104°

284°

VGSI and descent angles not coincident (VGSI Angle 3.5°/TCH 48).

CATEGORY

A

B

C

D

S-10

580-1 472 (500-1)

580-1 472 (500-1 ¼)

NA

CIRCLING

640-1 532 (600-1)

640-1 ½ 532 (600-1 ½)

NA

BLOCK ISLAND STATE (BID)

NE-1, 11 JUL 2024 to 05 SEP 2024

Amdt 5D 11OCT18

41°10’N-71°35’W
VOR RWY 28
BLOCK ISLAND STATE (BID)

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.

AWOS-3PT
PROVIDENCE APP CON *
CLNC DEL
UNICOM

134.775
125.75 319.2
120.1
123.0 (CTAF)

ELEV 108
TDZE 108

REIL Rwys 10 and 28
MIRL Rwy 10-28

CATEGORY
A
B
C
D

S-28
580-1
472 (500-1)
580-1 2/3
472 (500-1 1/3)
NA

CIRCLING
640-1
532 (600-1)
640-1 1/2
532 (600-1 1/2)
NA

BLOCK ISLAND, RHODE ISLAND
Amdt 5A 16JUL20

41° 10’N - 71° 35’W

NE-1, 11 JUL 2024 to 05 SEP 2024
### General Edward Lawrence Logan Intl (BOS)

**ILS or LOC RWY 15R**

#### Category D

<table>
<thead>
<tr>
<th>Item</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>MALSR</td>
<td>ELEV 19</td>
</tr>
<tr>
<td>Rwy Idg</td>
<td>TDZE 17</td>
</tr>
<tr>
<td>Aptelev</td>
<td>19</td>
</tr>
</tbody>
</table>

**Location**

- **BOSTON, MASSACHUSETTS**
- **NE-1, 11 JUL 2024 to 05 SEP 2024**

**MAP**

- **AL-58 (FAA)**
- **24193**

**RNP APCH - GPS. From AADMS.**

- **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**
  - 128.8
  - 257.8
  - 132.225

**Procedure NA for arrival on GDM VOR/DME airway radials 071 CW 111.**

**For inop ALS, increase S-LOC 15R Cat C/D visibility to 1 3/4 SM.**

**DME required.**

**ALTERNATE MISSED APCH FIX**

- **BOSTON**
  - 112.7
  - BOS
  - Chan 74
  - 114.7
  - LFV
  - Chan 94

**LOCALIZER**

- **BOSTON**
  - 113.0
  - BOS
  - Chan 44
  - 1.0

**IAP**

- **SWIGG**
  - I-MDC 15.3
  - GDM 36.1
- **WOBUR**
  - I-MDC 10.5
- **MALDy**
  - I-MDC 6.5
- **ZAS Mu**
  - I-MDC 1.8

**ILS or LOC RWY 15R**

- **GS 3.00° TCH 60**
- **3000**
- **1700**
- **149°**
- **4.8 NM**
- **4.1 NM**
- **4.7 NM**
- **0.4 NM**

**AIRPORTS**

- **BOSTON, MASSACHUSETTS**
  - **Amended**
  - **28 13JUN24**

**IS Phillips**

- **BOSTON TOWER**
  - (WEST)
  - (EAST)

**GPS**

- **AADMS**
- **(IAF)**

**Navaid**

- **GARDNER**
  - 116.95
  - GDM 36.1
  - Chan 116 (Y)

**ILS**

- **1448**
- **3000**
- **1700**
- **149°**

**NGA**

- **531**
- **515**
- **925**
- **700**
- **639**
- **333**

**MLS**

- **3000**
- **1700**
- **101**
- **161°**
- **217**

**TCH**

- **580/24**
- **563 (600-1/1)**
- **580-1/4**
- **563 (600-1/1)**

**CLNC DEL**

- **121.65**
- **257.8**

**SC**

- **120.6**
- **263.1**

**TDZ/CL Rwys 4R, 15R and 33L**

- **CELTS**
  - I-MDC 6.5
  - Chan 14
  - 111°
- **MALDY**
  - I-MDC 6.5
  - Chan 44
  - 1.1
- **WOBUR**
  - I-MDC 10.5
  - Chan 74
- **ZAS Mu**
  - I-MDC 1.8

**DME**

- **5000 X 100**
- **7001 X 150**
- **7864 X 150**
- **10006 X 150**

**For NE-1, 11 JUL 2024 to 05 SEP 2024**

**DG**

- **45°**
- **125°**
- **2500**
- **125°**
- **2000**
- **125°**
- **2500**
- **125°**

**HILR**

- **4L-22R, 4R-22L, 9-27, 14-32 and 15R-33L**

**MIRL**

- **Rwy 15L-33R**
- **REIL**
  - Rwys 4R, 15R and 33L
  - TDZ/CL Rwys 4R, 15R and 33L

**MISSED APPROACH. Climb to 3000 on BOS VOR/DME R-154 to CELTS INT/BOS 11.7 DME and hold.**
ILS or LOC RWY 22L
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>ILS or LOC</td>
<td>216/40</td>
<td>200 (200–7/4)</td>
<td>540/40</td>
<td>524 (600–7/4)</td>
</tr>
</tbody>
</table>

**RADAR** required for procedure entry. DME or RADAR required.

| Inop table does not apply to S-ILS 22L. |

**BOSTON, MASSACHUSETTS**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**MINIMUM ALTITUDE**

**S-ILS 22L**

**216/40** 200 (200–7/4)

**S-LOC 22L**

**540/40** 524 (600–7/4) 540-1/4 524 (600–1/4)
MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-268 to BOSOX INT/BOS 29.9 DME and hold.

BAD weather: Proceed to the VFR alternative at AYBEE.
**BOSTON, MASSACHUSETTS**

**AL-58 (FAA)**

**ILS RWY 4R (SA CAT I)**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**LOC/DME**

- **I-BOS 110.3**
- **Rwy Idg 8851**
- **TDZE 18**
- **Apt Elev 19**

**APP CRS**

- **035°**

**RNP APCH - GPS. From GOSHI.**

**DME required.**

**When control tower reports tall vessels in approach area, procedure NA. Requires specific OPSPEC, MSPEC, or LOA approval.**

**Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.**

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>BOSTON APP CON</th>
<th>BOSTON TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.0</td>
<td>120.6</td>
<td>128.8 257.8</td>
<td>132.2</td>
<td>121.75</td>
<td>121.65</td>
</tr>
<tr>
<td></td>
<td>263.1</td>
<td>(WEST) 257.8</td>
<td>(EAST)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MISSING APPROACH: Climb to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.**

**VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 67).**

<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 4R</td>
<td>RA 168/14</td>
<td>150 DA 168</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SA CATEGORY 1 ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
**BOSTON, MASSACHUSETTS**

**ILS RWY 4R (CAT II & III)**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**LOC/DME** I-BOS

**APP CRS** 110.3

**Rwy Idg** 035°

**TDZE** 18

**Apt Elev** 19

**S-ILS 4R**

**AIRCRAFT CERTIFICATION REQUIRED**

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

When control tower reports tall vessels in approach area, procedure NA. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown. When control tower reports tall vessels in approach area, procedure NA. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.
ILS RWY 33L (CAT II & III)
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

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 required.

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

LOC/DME I-LIP APP CRS Rwy Idg 10083
d 10083 X 150
Apt Elev 16
5000 X 100
7001 X 150
7864 X 150
10006 X 150

ELEV 19  D  TDZE 16

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

MISSED APCH FIX
WAXEN BOS (IF)
WAXEN BOS (IF)

LOCALIZER 110.7
I-LIP Ch 44

BOSTON, MASSACHUSETTS
AL-58 (FAA)
24193

ILS RWY 33L (CAT II & III)
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

42°22'N-71°00'W
ILS RWY 33L (CAT II & III)

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS
Amdt 5G 13JUN24

59
RNAV (RNP) X RWY 33L
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

APP CRS 330°
Rwy Ldg 10033
TDZE 16
Apt Elev 19

ELEV 19
TDZE 16

BOSTON, MASSACHUSETTS
AL-58 (FAA)
24193

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°F. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4000.

Authorisation Required

General Edward Lawrence Logan Intl (BOS)
42°22’N-71°00’W
RNAV (RNP) X RWY 33L

_CATEGORY A_ B _C_ D_
RNP 0.30 DA 273/24 257 (300-½)

Authorization Required

General Edward Lawrence Logan Intl (BOS)
42°22’N-71°00’W
RNAV (RNP) X RWY 33L

_Boston APP CON_ 128.8 257.8 (East)
_Boston Tower_ 132.225 257.8 (West)
_GND CON_ 121.75 121.9
_CLINC DEL_ 121.65 257.8
_CPDLC_
RNAV (GPS) RWY 4L
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct UJEGE and hold, continue climb-in-hold to 3000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Rw 4L helicopter visibility reduction below RVR 4000 NA. When control tower reports tall vessels in approach area: increase LPV DA to 369 and all Cats visibility to RVR 5500. LPV and LNAV/VNAV NA when vessels taller than 1.37 feet present.

Procedure NA for arrivals at WOONS on V3-16 southwest bound.

Final approach course offset 2.00°.

LNAV MDA 600/55 586 (600-1) 600-1¼ 586 (600-1¾)
RNAV (GPS) RWY 4R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

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 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 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.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 67).

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 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 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. For inop ALS increase LNAV/VNAV 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 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.

Category

<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>218/18</td>
<td>200 (200-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>514/50</td>
<td>496 (500-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>480/24</td>
<td>462 (500-½)</td>
<td>480/50</td>
<td>462 (500-1)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 15R
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Amdt 2A  13JUN24

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cats C and D visibility to 1 ¾ SM.

Procedure NA for arrival on GDM VOR/DME airway radials 042 CW 191.

Category

A
217/18

B
200 (200-1/2)

C
567-1/8

D
550 (600-1/8)

LNAV MDA
620/24
603 (700-1/8)
620-1/2
603 (700-1/3)
RNAV (GPS) RWY 27
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct WANTU and on track 266° to BOSOX 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

MAA RW 27 25 NM
2500

VNAV
LNAV/
RNAV (GPS) RWY 32
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS

APP CRS
331°

Rwy Ldg
5000

TDZE
19

Apt Elev
19

BOSTON TOWER

GND CON
128.8  257.8 (WEST)

CLNC DEL
132.225  257.8 (EAST)

CPDLC

D-ATIS
135.0

BOSTON APP CON
120.6  263.1

GDLC
121.75  121.9

CTCLC
121.65  257.8

Final approach course offset 10.05°.

Procedure NA for arrivals at SCUPP on V167 northbound.

Procedure NA for arrivals at WOONS on V3-16 southwest bound.

Procedure NA for arrivals at INNDY on V139-268 southwest bound.

Procedure NA for arrivals at DUNKK on V141 southeast bound.

NE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) X RWY 22L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For inap ALS, increase LNAV/VNAV Cat D visibility to RVR 6000 and LNAV Cat D visibility to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 43°C.

D-ATIS 135.0
BOSTON APP CON 120.6 263.1
BOSTON TOWER 128.8 257.8 (WEST)
GND CON 121.75 121.9
CLNC DEL 121.65 257.8
CPDLC

WINNI and hold. Climb to 3000 direct

MISSED APPROACH: Climb to 3000 direct WINNI and hold.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

MISSED APCH FIX

WINNI

GP 3.00°

TCH 55

1.4 NM to RW22L

1.4 NM to RW22L

1.0 NM to RW22L

1.0 NM to RW22L

3.1 NM

3.1 NM

4.9 NM

4.9 NM

3.5 NM

3.5 NM

Amdt 1F 13JUN24

NE-1, 11 JUL 2024 to 05 SEP 2024

NE-1, 11 JUL 2024 to 05 SEP 2024

42°22'N-71°00'W
RNAV (GPS) Y RWY 22L
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop table does not apply to LPV all Cats.

MISSED APPROACH: Climb to 3000 direct WINNI and hold.

WINNI and hold.

Climb to 3000 direct
RNAP (GPS) Z RWY 33L
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct WAXEN and hold.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 68).

RNAV (GPS) Z RWY 33L
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS

Amdt 2F 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W

RNAV (GPS) Z RWY 33L
LIGHT VISUAL RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

AL-58 (FAA)

BOSTON, MASSACHUSETTS

RADAR REQUIRED

BOSTON, MASSACHUSETTS (BOS) LIGHT VISUAL RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL

BOS 11.5 MYNOT

BOS 112.7 BOS Chan 74

LOCALIZER 110.7 I-LIP Chan 44

BOSTON 112.7 BOS Chan 74

NOISE SENSITIVE AREA

LOCALIZER 110.7 I-LIP Chan 44

BOSTON 112.7 BOS Chan 74

NOISE SENSITIVE AREA

LOCALIZER 110.7 I-LIP Chan 44

BOSTON 112.7 BOS Chan 74

NOISE SENSITIVE AREA

WEATHER MINIMUMS:
3000 FEET CEILING AND 5 MILE VISIBILITY.

VERTICAL GUIDANCE NAVIGATION 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.
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.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020 ANNUAL RATE OF CHANGE 0.1° E
NOTE: Jet aircraft only.

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: 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.
NOTE: Chart not to scale.

RNAV 1-DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
5000

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.

(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 TEKAA, 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.

**CELTK SEVEN DEPARTURE (RNAV)**

- **RNAV 1 - DME/DME/IRU or GPS.**
- RADAR required for non-GPS equipped aircraft.

**TAKOFF 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.

**TAKEOFF MINIMUMS:**

- 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.
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.
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, 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.
BOSTON DEP CON
133.0
D-ATIS 135.0
CLNC DEL
121.65 257.8
CPDLC
GND CON
121.75 121.9
BOSTON TOWER
128.8 257.8 (WEST)
132.225 257.8 (EAST)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS
Rwys 4L, 14, 15L, 32, 33R: NA - ATC.
Rwys 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500’ per NM to 520.
Rwy 22L: 300-1 with minimum climb of 500’ per 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: Chart not to scale.

(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 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.
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

NOTE: Chart not to scale.
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: 300-1¼ 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: 300-1¼ 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: 300-1½ 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.
**NE-1, 11 JUL 2024 to 05 SEP 2024**

**GENERAL EDWARD LAWRENCE LOGAN INTL**

**PATSS7**

**PATSS SEVEN DEPARTURE (RNAV)**

**RNAV 1 - DME/DME/IRU or GPS.**

**TOP ALTITUDE:**

5000

**NOTE:** Chart not to scale.

---

**BOSTON DEP CON**

133.0

D-ATIS

135.0

CLNC DEL

121.65 257.8

CPDLC

GND CON

121.75 121.9

BOSTON TOWER

128.8 257.8 (WEST)

132.225 257.8 (EAST)

---

**PATSS**

**PATSS SEVEN DEPARTURE (RNAV)**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

---

**TAKEOFF MINIMUMS:**

Rwy 4L, 14, 15L, 32, 33L: 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.

---

**NE-1, 11 JUL 2024 to 05 SEP 2024**

---

**BOSTON TOWER**

121.75 121.9

GND CON

121.65 257.8

CLNC DEL

121.65 257.8

D-ATIS

135.0

BOSTON DEP CON

133.0

---

**TAKEOFF MINIMUMS:**

Rwy 4L, 14, 15L, 32, 33L: 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.

---

**BOSTON TOWER**

121.75 121.9

GND CON

121.65 257.8

CLNC DEL

121.65 257.8

D-ATIS

135.0

BOSTON DEP CON

133.0

---

**TAKEOFF MINIMUMS:**

Rwy 4L, 14, 15L, 32, 33L: 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.
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.
**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′ per NM to 1300.

**RNAV 1 - DME/DME/IRU or GPS.**

RADAR required for non-GPS equipped aircraft.

**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.

**SSOXS SEVEN DEPARTURE (RNAV)**

**SSOXS**

**NOTE:** Chart not to scale.

**TOP ALTITUDE:** 5000

**HURBE** 4000

**RNAV 1-DME/DME/IRU or GPS.**

**RADAR required for non-GPS equipped aircraft.**

**SSOXS SEVEN DEPARTURE (RNAV)**

**BOSTON, MASSACHUSETTS**

**SANDY POINT**

**SEY**

**SANDY POINT**

**SEY**

**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’ 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.

**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.
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.

TAKEOFF MINIMUMS:
- Rwys 4L/R, 9, 14, 15L/R, 22L/R, 32, 33L/R: NA-ATC.
- Rwy 27: Standard with a minimum climb of 500’ per NM to 2300.

TOP ALTITUDE: 5000

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.
Autopilot coupled approach NA below 350.

Circling Rwy 11, 29 NA at night.
Rwy 6 helicopter visibility reduction below 3/4 SM NA.

MISSING APPROACH: Climb to 1800 on the BDR VOR/DME R-054 to MILUM INT and hold.

Autopilot coupled approach NA below 350.

Circling Rwy 11, 29 NA at night.
Rwy 6 helicopter visibility reduction below 3/4 SM NA.

MISSING APPROACH: Climb to 1800 on the BDR VOR/DME R-054 to MILUM INT and hold.
RNAV (GPS) RWY 6
BRIDGEPORT/SIKORSKY (BDR)

RNAV (GPS) RWY 6
BRIDGEPORT, CONNECTICUT

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 ½ SM NA.

2600 direct BAYYS and hold.

ATIS
NEW YORK APP CON
BRIDGEPORT TOWER
GND CON
CLNC DEL
CLNC DEL (When twr closed)
UNICOM

119.15
124.075 343.65
120.9 (CTAF) 257.8
121.75 257.8
121.75
123.0

APP CRS
Rwy Idg
TDZE
Apt Elev

4677
7
9

LNAV MDA
CIRCLING

480-1
471 (500-1)
620-1
611 (700-1)
820-2½
811 (900-2½)
820-2¾
811 (900-2¾)

Category
A
B
C
D

LPV DA
257-¼
250 (300-¾)

LNAV/ VNAV DA
284-7/6
277 (300-%)

LNAV MDA
380-1
373 (400-1)

2600 BAYYS

DABVE (IF)
STANE (FAF)

GP 3.00°
TCH 51

1800 (6.2)
1800
1 NM to
(CFLVP)

1 NM

2600-1 direct BAYYS and hold.

REIL Rwys 6, 11, 24, and 29
HIRL Rwys 6-24 and 11-29

1058
**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** 121.75
**CLNC DEL** 124.075 (When twr closed)
**UNICOM** 123.0

**ELEV 9**
**TDZE 7**

**APP CRS 236°**

**Rwy Idg** 4357
**Apt Elev** 7

**CIRCLING**

**055°**
**235°**

**Rwy 24 helicopter visibility reduction below 1 SM NA.**
**Circling Rwy 11, 29 NA at night.**

**MISSED APPROACH:** Climb to 1800 direct STANE and hold.

**1800 direct STANE and hold.**

**MIAV MDA**

**4 NM**

**1800**

**STANE**

**WIMAK**

**MILUM**

**DWAIN**

**VGSi and RNAV glidepath not coincident**

**VGSI Angle 3.00/TCH 52.**

**RNP APCH - GPS.**

**TDZE**

**Rwy 11, 29 NA at night.**

**Rwy 24 helicopter visibility reduction below 1 SM NA.**

**BRIDGEPORT, CONNECTICUT**

Amdt 1C  30NOV23
RNP APCH - GPS.

- Rwy 29 helicopter visibility reduction below 1 SM NA.
- Circling Rwy 11, 29 NA at night. Rwy 29 Straight-in minimums NA at night.

**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 121.75 (When twr closed) 124.075 CLNC DEL 123.0 UNICOM

**Procedure NA for arrival on MAD VOR/DME airway radials 155 CW 317.**

**Visual Segment-Obstacles.**

- Procedure NA for arrival on CCC VOR/DME airway radials 263 CW 057.

**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.

**Direct ZONKO and hold.**

**MAD**

**CIRCLING**

- 480-1
- 471 (500-1)
- 620-1
- 611 (700-1)
- 820-2½
- 821 (900-2½)

**RNP APCH - GPS.**

- Rwy 29 helicopter visibility reduction below 1 SM NA.
- Circling Rwy 11, 29 NA at night. Rwy 29 Straight-in minimums NA at night.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.

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.
Baro-VNAV NA when using Portland altimeter setting. 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. 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 1/4 SM; increase all MDA 60 feet and LNAV Cat C/D visibilities 1/4 SM and Circling Cat C/D visibilities 1/8 SM. For inop ALS when using Portland altimeter setting, increase LNAV Cat C/D visibility to 1/2 SM.

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 19L
BRUNSWICK EXEC (BXM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°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 1/4 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 3/4 SM.

**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-3PT**
  - 134.875
- **PORTLAND APP CON**
  - 119.75 269.35
- **CLNC DEL**
  - 120.4 299.2
- **UNICOM**
  - 122.725 (CTAF)

**Procedure NA for arrivals at NOLLI on V3-39 southwest bound.**

**Procedure NA for arrivals at MESH on V268 southwest bound.**
RNAV (GPS) RWY 1
PATRICK LEAHY BURLINGTON INTL (BTV)

Amdt 1 19MAY22

5 NM Holding Pattern
VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 27).

-10°C
Rwy 1 helicopter visibility reduction below ½ SM NA.

BURLINGTON, VERMONT

PATRICK LEAHY BURLINGTON INTL (BTV)

RNAV (GPS) RWY 1

1900 W01A

-10°C
Rwy 1 helicopter visibility reduction below ½ SM NA.

BURLINGTON, VERMONT

RNAV (GPS) RWY 1

PATRICK LEAHY BURLINGTON INTL (BTV)
Circling Rwy 1 NA at night. Rwy 15 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

MISSED APPROACH: Climb to 1000 then climbing right turn to 5600 direct YUNUD and hold, continue climb-in-hold to 5600.

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

RNAV (GPS) RWY 15
PATRICK LEAHY BURLINGTON INTL (BTV)

WAAS CH 72736
APP CRS 146° Rwy Idg 7820
TDZE 326 Apt Elev 335

MALSR

RNP APCH - GPS.

-10°C

For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

Circling Rwy 1 NA at night. Rwy 15 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

MISSED APPROACH: Climb to 1000 then climbing right turn to 5600 direct YUNUD and hold, continue climb-in-hold to 5600.

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

RNAV (GPS) RWY 15
PATRICK LEAHY BURLINGTON INTL (BTV)

WAAS CH 72736
APP CRS 146° Rwy Idg 7820
TDZE 326 Apt Elev 335

MALSR

RNP APCH - GPS.

-10°C

For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

Circling Rwy 1 NA at night. Rwy 15 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

MISSED APPROACH: Climb to 1000 then climbing right turn to 5600 direct YUNUD and hold, continue climb-in-hold to 5600.

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

RNAV (GPS) RWY 15
PATRICK LEAHY BURLINGTON INTL (BTV)

WAAS CH 72736
APP CRS 146° Rwy Idg 7820
TDZE 326 Apt Elev 335

MALSR

RNP APCH - GPS.

-10°C

For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

Circling Rwy 1 NA at night. Rwy 15 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

MISSED APPROACH: Climb to 1000 then climbing right turn to 5600 direct YUNUD and hold, continue climb-in-hold to 5600.

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

RNAV (GPS) RWY 15
PATRICK LEAHY BURLINGTON INTL (BTV)

WAAS CH 72736
APP CRS 146° Rwy Idg 7820
TDZE 326 Apt Elev 335

MALSR

RNP APCH - GPS.

-10°C

For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

Circling Rwy 1 NA at night. Rwy 15 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

MISSED APPROACH: Climb to 1000 then climbing right turn to 5600 direct YUNUD and hold, continue climb-in-hold to 5600.

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

RNAV (GPS) RWY 15
PATRICK LEAHY BURLINGTON INTL (BTV)

WAAS CH 72736
APP CRS 146° Rwy Idg 7820
TDZE 326 Apt Elev 335

MALSR

RNP APCH - GPS.

-10°C

For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

Circling Rwy 1 NA at night. Rwy 15 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

MISSED APPROACH: Climb to 1000 then climbing right turn to 5600 direct YUNUD and hold, continue climb-in-hold to 5600.
RNAV (GPS) Z RWY 33
PATRICK LEAHY BURLINGTON INTL (BTV)

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

MISSD APCH FIX

Rwy 33 helicopter visibility reduction below 1/2 SM NA.

Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct STAEV and hold.

ATIS
BURLINGTON APP CON
BURLINGTON TOWER
GND CON
CLNC DEL
UNICOM

ELEV 335
TDZE 334

MIRL Rwy 1-19
HIRL Rwy 15-33

WAAS CH 65812
APP CRS 326°
Rwy Idg 7819
TDZE 334
Apt Elev 335

RNP APCH - GPS.

104
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.

NOTE: Chart not to scale

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 APPROACH: Climb to 3000 direct AKYAK and hold.

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 ¾ SM.
Baro-VNAV and VDP NA when using Presque Isle altimeter setting. Rwy 19 helicopter visibility reduction below ¾ 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 ½ SM and Circling Cat D visibility ¼ SM.

**MISSED APPROACH:**
Climb to 1300 then climbing left turn to 3000 direct AKYAK and hold.

### ASOS
- **CARIBOU, MAINE:** 135.125
- **BOSTON CENTER:** 124.75 239.05
- **CLNC DEL:** 124.75
- **UNICOM:** 122.8 (CTAF)

### RNAV (GPS) RWY 19

**CARIBOU MUNI (CAR)**

**APCH:**
- **RNAV (GPS) RWY 19**

**IAP:**
- **ILS RWY 19**
  - **ILS CAT A\D**
  - **ILS CAT B\C**

**Category:**
- **LPV DA**
  - **870-1 250 (300-1)**
- **LNAV/ VNAV DA**
  - **894-1 274 (300-1)**
- **LNAV MDA**
  - **980-1 360 (400-1)**

**CIRCLING**
- **1140-1 520 (600-1)**
  - **1140-1\½**
  - **1400-2\½**

**HOLD 3000**
- **004°**
  - **184°**

**ELEV 620**

**TDZE 620**

**HOLD 3000**
- **004°**
  - **184°**

**GP 3.00°**
- **TCH 40**

**184°**
- **2500**

**3000**
- **AKYAK**

**3000**
- **ULOVY**

**3000**
- **IKAVE**

**3000**
- **RW19**

**3000**
- **AKYAK**

**1300**
- **004°**

**184°**
- **004°**

**6000**
- **184°**

**184°**
- **2500**

**184°**
- **1420**

**3016 X 75**

**46°52'N 68°01'W**

### Amdt 1A 16JUL20

**109**
Procedure NA at night. Rwy 17 and 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rangeley altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct ZOGTU and hold.

5 NM Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

RNP APCH - GPS.

AWOS-AV 120.0

BOSTON CENTER 120.25 346.4

UNICOM 122.8 (CTAF)

Procedure NA for arrivals at AUG VOR/DME on V39 southwest bound.
CHATHAM, MASSACHUSETTS
AL-5247 (FAA)

RNAV (GPS)-B
CHATHAM MUNI (CQX)

ASOS
135.875

BOSTON APP CON *
118.2

CLNC DEL
127.3

UNICOM
122.8 (CTAF)

122.95

APP CRS
240°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
64

CATEGORY
B
C
D

3000
CIRCLING
680-1
536 (600-1)

VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 39).

NUNKE
UMANE

Procedure NA for arrivals at ACK VOR/DME on V141 southbound.

- MSA RW24 25 NM
- Holding Pattern

- 3000
- CEPUL

NE-1, 11 JUL 2024 to 05 SEP 2024
- 111

- 41°41'N - 69°59'W
- 111
NDB-A
CHATHAM MUNI (CQX)

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: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.

One Minute Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>600-1½ 536 (600-1½)</td>
<td>680-1¼ 616 (700-1½)</td>
<td>780-2¼ 716 (800-2¼)</td>
<td>41°41'N - 69°59'W</td>
</tr>
<tr>
<td>AWOS-3</td>
<td>NEW YORK APP CON</td>
<td>UNICOM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td>-----------------</td>
<td>--------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>118.325</td>
<td>124.075 343.65</td>
<td>122.725 (CTAF)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at HFD on V16-374 southwest bound.

**RNAV (GPS) RWY 17**

**CHESTER (SNC)**

- **Category:** A
- **LNAV MDA:** 960-1
- **Circling:** 960-1
- **Unicom:** 122.725 (CTAF)

**Categories and MDA Values:**

- **A:** 960-1
- **B:** 544 (600-1)
- **C:** NA
- **D:** NA

**Minimum Descent Altitude (MDA):**

- **LNAV MDA:** 960-1
- **Circling:** 960-1

**MIA/DME RNP 0.3 NA:**

- Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
- When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

**Missed Approach:** Climb to 2100 direct AKIJE and via track 168° to FLIBB and hold.

**Unicom:**

- **AWOS-3:** 118.325
- **NEW YORK APP CON:** 124.075 343.65
- **UNICOM:** 122.725 (CTAF)

**Diagram Notes:**

- Holding Pattern 4 NM at MOMDE.
- Procedure NA for arrivals at HFD on V58-167 eastbound.
- Procedure NA for arrivals at FLIBB on V16-374 southwest bound.

**REIL Rwy 17 and 35**

**MIRL Rwy 17-35**

**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)

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.

NoPT for arrival at FLIBB on V16-374 Northeast bound.

NE-1, 11 JUL 2024 to 05 SEP 2024

CHESTER, CONNECTICUT

APP CRS
354°

Rwy Idg 2722
TDZE 416
Apt Elev 416

ELEV 416
TDZE 416

3100

35°

354°

2100
FLIBB

AKUE

RW35

3.04°
TCH 40

2000

348°

354°

RW35

4 NM

3.04°

348°

2000

4.8 NM

5.1 NM

LNAV MDA 820-1 404 (500-1) NA
CIRCLING 920-1 1020-1

CHESTER, CONNECTICUT
Orig-B 12AUG21

41° 23' N - 72° 30' W

RNAV (GPS) RWY 35

23222

NE-1, 11 JUL 2024 to 05 SEP 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.

Apt Elev 544

5.1.1-2

Visual Segment - Obstacles.

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>LNAV MDA</td>
<td>1520-1½</td>
<td>1520-1½</td>
<td>977 (1000-1½)</td>
<td>977 (1000-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1520-1½</td>
<td>1740-1½</td>
<td>976 (1000-1½)</td>
<td>1196 (1200-1½)</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 29

CLAREMONT MUNI (CNH)
**NDB-A**

**CLAREMONT MUNI (CNH)**

**ELEV 544**

- **Procedure NA at night. Obtain local altimeter setting on CTAF.**
  - **CTAF**; when not received, use Springfield altimeter setting and increase all MDA 20 feet.
  - **MISSED APPROACH:** Climbing left turn to 3500 via CNH NDB 228° bearing outbound then right turn direct CNH NDB and hold.

- **2040-1 1/4 1496 (1500-1 1/4)**
  - 2060 when using Springfield altimeter setting.

- **2800**
  - **EVBAC LEB 22**
  - **228°**
  - **048°**
  - **3500 CNH 228°**
  - **CNH 228°**

- **CLAREMONT IAF 233 CNH**

- **-3°C**

- **UNICOM 122.7 (CTAF)**

- **Springfield altimeter setting.**

- **Maintain 3500 or above until established outbound for procedure turn.**

**ELEV 544**
CONCORD, NEW HAMPSHIRE

AL-95 (FAA)

RNAV (GPS) RWY 12
CONCORD MUNI (CON)

APP CRS
Rwy Idg 3200
TDZE 342
Apt Elev 342

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.

ASOS
132.325

BOSTON APP CON
127.35 269.075

CLNC DEL
133.65

UNICOM
122.7 (CTAF)

MISSED APPROACH: Climbing left turn to 4200 direct VACBU and hold, continue climb-in-hold to 4200.

- Procedure NA for arrival on CON VOR/DME airway radials 223 CW 246.
- Holding Pattern 4200 to VACBU 301° (8.9).
RNAV (GPS) RWY 17
CONCORD MUNI (CON)

RNP APCH.

<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>1000-1</td>
<td>661 (700-1)</td>
<td>1000-17/8</td>
<td>661 (700-17/8)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1000-1</td>
<td>1080-1</td>
<td>1500-3</td>
<td>1158 (1200-3)</td>
</tr>
</tbody>
</table>

Amdt 1 17JUN21

RNAV (GPS) RWY 17
CONCORD MUNI (CON)

NE-1, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 35**

**CONCORD MUNI (CON)**

**MISSED APPROACH:**
Climb to 4500 direct INKOW and hold, continue climb-in-hold to 4500.

**ASOS**
132.325

**BOSTON APP CON**
127.35 269.075

**CINC DEL**
133.65

**UNICOM**
122.7 (CTAF)

**MISSP APCH FIX**

5 NM 390° INKOW

Procedure NA for arrivals at LURCH on V39 southbound.

1.7 NM 351° to RW35

**MIRL Rwy 12-30**

**HIRL Rwy 17-35**

**TPV**

**LPV**

**DA**

**LNAV**

**VNAV**

**MDA**

**CIRCLING**

**MALSR**

**Visibility to 1 SM, LNAV Cats C and D visibility to 1½ SM.**

**MALSR**

**CLNC DEL**

**UNICOM**

122.7 (CTAF)

**CONCORD, NEW HAMPSHIRE**

**Amdt 1 17JUN21**

**1708**

**1548**

**10000**

**3800**

**LNAV only.**

**171°**

**351°**

**10000**

**3800**

**GP 3.00°**

**TCH 49**

**RNP APCH.**

Circling Rwy 12, 17, 30 NA at night. For inop ALS, increase LNAV/VNAV visibility to 1½ SM, LNAV Cats C and D visibility to 1½ SM.
Circling Rwy 12, 17, 30 NA at night.

MISSING APPROACH: Climbing right turn to 4000 direct CON VOR/DME and hold, continue climb-in-hold to 4000.

ASOS
132.325

BOSTON APP CON
127.35 269.075

CLNC DEL
133.65

UNICOM
122.7 (CTAF)

FAF to MAP 3.1 NM

Knots
60 90 120 150 180

Min:Sec
3:06 2:04 1:33 1:14 1:02

CATEGORY
A  B  C  D

CIRCLING
940-1 1080-1 1500-3

598 (600-1) 738 (800-1) 1158 (1200-3)
RNAV (GPS) RWY 26
DANBURY MUNI (DXR)

When local altimeter setting not received, use White Plains altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat A ½ SM and LP visibility Cat C ½ SM and Circling visibility Cat C ¾ 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°.

<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>1020-1</td>
<td>564 (600-1)</td>
<td>1020-1½</td>
<td>564 (600-1½)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1280-1</td>
<td>824 (900-1)</td>
<td>1280-1¼</td>
<td>824 (900-1¼)</td>
</tr>
<tr>
<td>Circling</td>
<td>1280-1¼</td>
<td>823 (900-1¼)</td>
<td>1300-2½</td>
<td>843 (900-2½)</td>
</tr>
</tbody>
</table>
RNAV (GPS) Y RWY 8
DANBURY MUNI (DXR)

WASHINGTON, CONNECTICUT  AL-5272 (FAA)

RNP APCH - GPS.

- Rwy 8 helicopter visibility reduction below 1 SM NA.
- Circling to Rwy 17 and 26 NA at night. Circling NA south of Rwy 8-26.

**MISSED APPROACH:** Climbing left turn to 3000 direct LOVES and hold, continue climb-in-hold to 3000.

**Visual Segment - Obstacles.**

- 3000
- LOVES

**POI:**
- WAVES
- UHNUF
- RW08

**POIs (IF):**
- Egers
- 3000
- 084°

**POIs (IAF):**
- Basye
- EZHED

**PFA:**
- 084°
- 2100

**LNAV MDA:**
- 1240-1 (800-1)
- 1240-1¼ (800-1¼)
- 1240-2½ (800-2½)

**CIRCLING MDA:**
- 1240-1 (800-1)
- 1280-1½ (900-1½)
- 1300-2½ (900-2½)
- 1540-3 (1100-3)

**MIRL:**
- 518
- 1030

**REIL:**
- Rwy 8 and 26
RNAV (GPS) Z RWY 8
DANBURY MUNI (DXR)

NE-1, 11 JUL 2024 to 05 SEP 2024

When local altimeter setting not received, use White Plains altimeter setting and increase LPV DA to 1090 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1412 feet and all visibilities ½ SM. Increase all MDAs 60 feet; and Circling visibility Cat A ¼ 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.

Lost Navigation:
- Climb to 1200 then left turn to 3000 direct LOVES and hold.
- 3000 direct LOVES climbing left turn to 3010, LOVES and hold.

ATIS 127.75 HPN ASOS 133.8 NEW YORK APP CON 126.4 257.65 DANBURY TOWER 119.4 UNICOM 122.95 CINC DEL 128.6 (When twr closed)

RW08 3000 2100 (5.6) 084° 4.5 (6.5)

ELEV 457 TDZE 457

LOVES 3000 RW08

125
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.

CIRCLING
NE-1, 11 JUL 2024 to 05 SEP 2024

Category A

CIRCLING 1340-1¾ 883 (900-1¾)

Category B

1340-2¾ 883 (900-2¾)

Category C

1540-3 1083 (1100-3)

Category D

41°22'N-73°29'W

DANBURY, CONNECTICUT
Orig-8 11AUG22
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ANNUAL RATE OF CHANGE
0.0° E

FIELD ELEV 457

TOWER TIE-DOWN
NORTH

TOWER TIE-DOWN
SOUTH

AIRPORT ADMINISTRATION

CITY RUN-UP RAMP

FIELD ELEV 452

ELEV 452

ELEV 453

ELEV 453

ELEV 453

ELEV 453

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. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2600 direct PUT VOR/DME and hold.

AWOS-3
119.125

UD ASOS
133.675

PROVIDENCE APP CON *
123.675 244.875

UNICOM
123.0 (CTAF)

---

REIL Rwy 31
MIRL Rwy 13-31

FAV to MAP 8.5 NM
Knots
60 90 120 150 180

Min:Sec
8:30 5:40 4:15 3:24 2:50

---

SNAPO VOR/DME
One Minute Holding Pattern

---

CIRCLING
1120-1¼ 882 (900-1¼) NA

---

SNAPO FIX MINIMUMS

---

CIRCLING
900-1 1080-1¼

---

DANIELSON, CONNECTICUT
Amrdt 6F 24MAR22

41°49'N-71°54'W

129
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.

BHB AWOS 3-PT

RNP APCH.

Δ NA

CTAF

122.9
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.

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)**

**WAAS**

<table>
<thead>
<tr>
<th>CH 86923</th>
<th>APP CRS 157°</th>
<th>Rwy Idg 3008</th>
<th>TDZE 526</th>
<th>Apt Elev 533</th>
</tr>
</thead>
</table>

**UNICOM**

122.8 (CTAF)

**BANGOR APP CON**

118.925 239.3

**Procedures**

- **MISSED APPROACH:** Climb to 3000 direct ATVUW and hold.
- **NAVAID:** WAAS 86823

**ELEVATION**

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>533</td>
<td>526</td>
</tr>
</tbody>
</table>

**Categories**

<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>1260-1</td>
<td>734 (800-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1300-1</td>
<td>774 (800-1)</td>
<td>1300-1¼</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1300-1</td>
<td>767 (800-1)</td>
<td>1360-1¼</td>
<td>827 (900-1¼)</td>
</tr>
</tbody>
</table>

**ATU VW**

Augusta altimeter setting and increase all MDA 40 feet. Circling NA to Rwy 7 and 25.

**RNAV (GPS) RWY 16**

**DEXT**

**Orig-C 17JUN21**

**45°00’N - 69°14’W**
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. Rwy 16, 34 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 7 and 25.

**BANGOR APP CON**

**UNICOM**

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>533</td>
<td>526</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 34**

**DEXTHER RGNL (1B)**

**WAAS CH 65723**

**APP CRS 337°**

**Rwy Idg 3008**

**TDZE 526**

**Apt Elev 533**

**NA**

**Procedure NA for arrivals on BGR VORTAC airway radials 239 CW 038.**

**Procedure NA for arrivals at WUGES on V-3 westbound.**

**Procedure NA for arrivals at RAZZR on V-93 southwest bound.**
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 ½ 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 ½ 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.

MISSING APPROACH: Climb to 500 then climbing right turn to 4000 direct PIERR and hold, continue climb-in-hold to 4000.

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 ½ 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 ½ 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.
RNAV (GPS) RWY 33
EASTPORT MUNI (EPM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 47°C. Rwy 33 helicopter visibility reduction below ½ SM. 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 Boro-VNAV NA when using Hancock County-Bar Harbor altimeter setting. Circling Rwy 15 NA at night.

AWOS-AV
122.8
BOSTON CENTER
124.25 290.5
UNICOM
122.8 (CTAF)

MISSED APPROACH:
Climb to 4000 direct PIERR and hold; continue climb-in-hold to 4000.

MIRL Rwy 15-33
REIL Rwy 15 and 33

Amdt 1A 25APR19

EASTPORT, MAINE
AL-9125 (FAA)

22363

EASTPORT, MAINE
NE-1, 11 JUL 2024 to 05 SEP 2024
Circling NA northeast of Rwy 14 and northwest of Rwy 23. For inop ALS, increase S-LOC 23 Cats C/D visibility to RVR 5500.

#RVR 1800 authorized with use of FD or AP or HUD to DA.

**ATIS**

**BOSTON APP CON**

**COAST GUARD TOWER**

**GND CON**

**MALSR**

**MISSING APPROACH:** Climb to 1400 then climbing left turn heading 050° and MYV VOR/DME R-036 to 3000 direct JAYHA and hold.

**ATIS**

**BOSTON APP CON**

**COAST GUARD TOWER**

**GND CON**

**MALSR**

**MISSING APPROACH:** Climb to 1400 then climbing left turn heading 050° and MYV VOR/DME R-036 to 3000 direct JAYHA and hold.

**ATIS**

**BOSTON APP CON**

**COAST GUARD TOWER**

**GND CON**

**MALSR**

**MISSING APPROACH:** Climb to 1400 then climbing left turn heading 050° and MYV VOR/DME R-036 to 3000 direct JAYHA and hold.

**ATIS**

**BOSTON APP CON**

**COAST GUARD TOWER**

**GND CON**

**MALSR**

**MISSING APPROACH:** Climb to 1400 then climbing left turn heading 050° and MYV VOR/DME R-036 to 3000 direct JAYHA and hold.

**ATIS**

**BOSTON APP CON**

**COAST GUARD TOWER**

**GND CON**

**MALSR**

**MISSING APPROACH:** Climb to 1400 then climbing left turn heading 050° and MYV VOR/DME R-036 to 3000 direct JAYHA and hold.

**ATIS**

**BOSTON APP CON**

**COAST GUARD TOWER**

**GND CON**

**MALSR**

**MISSING APPROACH:** Climb to 1400 then climbing left turn heading 050° and MYV VOR/DME R-036 to 3000 direct JAYHA and hold.
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.
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 radial 228.

Procedure NA for arrival on LFV VOR/DME airway radials 300 CW 349.

Procedure NA for arrivals at GLESO and hold.
DME required.

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.

**NOT FOR CIVIL USE**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

Rwy 05-23
PCN 33 F/A/W/T
Rwy 14-32
PCN 26 F/A/W/T

JANUARY 2020 ANNUAL RATE OF CHANGE 0.1° E
RNAV (GPS) RWY 7
FALMOUTH AIRPARK (5B6)

**BOSTON APP CON**
118.2

**UNICOM**
123.075 (CTAF)

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 direct BUTRE and hold.

**RNAV APCH - GPS.**

- Rw 7 helicopter visibility reduction below 1 SM NA. Use Cape Cod Coast Guard Air Station altimeter setting. When not received, procedure NA. Procedure NA at night.

- **Procedure NA** at night.

- **Guard Air Station altimeter setting. When not received, procedure NA.**

- **Rwy 7 helicopter visibility reduction below 1 SM NA.**

- **Use Cape Cod Coast Guard Air Station altimeter setting. When not received, procedure NA.**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>480-1</td>
<td>439 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>519 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**AL-10083 (FAA)**

**FALMOUTH, MASSACHUSETTS**

**41°35'N-70°32'W**

**Orig 24MAR22**

**NE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 25
FALMOUTH AIRPARK (5B6)

UNICOM
APP CRS
Apt Elev
TDZE
247°
41
41

RNAV (GPS) RWY 25
FALMOUTH, MASSACHUSETTS
41°35'N-70°32'W

LIRL Rwy 7-25

LNAV MDA
500-1
459 (500-1)
NA

CIRCLING
560-1
519 (600-1)
NA

BOSTON APP CON
118.2
UNICOM
123.075 (CTAF)
122.7

Rwy 25 helicopter visibility reduction below 1 SM NA. Use Cape Cod Coast Guard Air Station altimeter setting. When not received, procedure NA. Procedure NA at night.

MISSED APPROACH:
Climb to 2000 direct BUTRE and hold.
RNAP APCH.

Rwy 14 helicopter visibility reduction below 3/4 SM NA. Circling NA southwest of Rwy 14-32 at night.

Procedure NA for arrival on GDM VOR/DME airway radials 339 CW 042.

Final approach course offset 13.77°.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

NARNA NA southwest of Rwy 14-32 at night.
Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**ASOS**

135.725

**BOSTON CENTER**

124.75 239.05

**UNICOM**

122.7 (CTAF)

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV</td>
<td>DA</td>
<td>1270-1</td>
<td>286 (300-1)</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV</td>
<td>DA</td>
<td>1519-2</td>
<td>535 (600-2)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td></td>
<td>1460-1</td>
<td>476 (500-1)</td>
<td>1460-1½</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1460-1½</td>
<td>476 (500-1½)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1560-1</td>
<td>573 (600-1)</td>
<td>1580-1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1560-1</td>
<td>573 (600-1)</td>
<td>1580-1</td>
</tr>
</tbody>
</table>

**MIRL Rwy 14-32**

REIL Rwys 14 and 32

**RNAV (GPS) RWY 14**

NORTHERN AROOSTOOK RGNL (FVE)

**FRENCHVILLE, MAINE**

Amrdt 1A 31DEC20

47°17'N-68°19'W

**RNAV (GPS) RWY 14**

NORTHERN AROOSTOOK RGNL (FVE)
**RNAV (GPS) RWY 32**

**NORTHERN AROOSTOOK RGNL (FVE)**

**FRENCHVILLE, MAINE (FVE)**

**APP CRS** 314°

**MISSED APPROACH:** Climb to 3100 direct CESGE and hold.

**RNP APCH.**

**ASOS** 135.725

**BOSTON CENTER** 124.75 239.05

**UNICOM** 122.7 (CTAF) *

---

**WAAS**

<table>
<thead>
<tr>
<th>CH</th>
<th>App CRS</th>
<th>Rwy Ldg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>42942</td>
<td>314°</td>
<td>4600</td>
<td>987</td>
<td>987</td>
</tr>
</tbody>
</table>

**MIRL Rwy 14-32**

**REIL Rwys 14 and 32**

**MIRL Rwy 14-32**

**Amdt 2 20JUN19**

**47°17’N-68°19’W**

---

**NE-1, 11 JUL 2024 to 05 SEP 2024**
When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all DA to 1005 feet and increase LPV all Cats visibility ¼ SM; increase all MDA 100 feet, and increase LNAV Cat B visibility ¼ SM and Cat C visibility ½ SM, and increase Circling Cat B visibility ¼ SM. Rwy 32 helicopter visibility reduction below ¼ 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.

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.

MISSED APPROACH: Climbing right
turn to 4800 direct VISLY and hold,
continue climb-in-hold to 4800.

BOSTON CENTER
123.75 338.2

UNICOM
122.8 (CTAF) 0
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.

Procedure NA for arrivals at WIGAN on V123-157 southbound, and arrivals at BOWAN on V487 southwest bound.
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.

**MISSING APPROACH:**
Climbing left turn to 4000 direct PIHIV and hold.

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>346°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rwy Idg</td>
<td>N/A</td>
</tr>
<tr>
<td>TDZE</td>
<td>N/A</td>
</tr>
<tr>
<td>Apt Elev</td>
<td>739</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1500-1 NA</td>
<td>1560-1¼</td>
<td>861 (900-1¼)</td>
<td>921 (1000-1¼)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1600-1¼</td>
<td>1660-1¼</td>
<td>NA</td>
<td>861 (900-1¼)</td>
</tr>
</tbody>
</table>

**PITTSFIELD ALTIMETER SETTING MINIMUMS**

- **APP CRS:** 346°
- **Rwy Idg:** N/A
- **TDZE:** N/A
- **Apt Elev:** 739

**UNICOM:** 122.8 (CTAF) 121.6

**ALBANY APP CON:** 132.825 307.2

**ELEV:** 739

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**WALTER J KOLADZA (GBR)**

**RNAV (GPS)-B**

**GREAT BARRINGTON, MASSACHUSETTS**

**Orig-A 30DEC21**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. Night landing: Rwy 3, 21, 32 NA.
** Missed approach requires minimum climb of 215 feet per NM to 4200.

**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 radii 251 CW 038.

**RNAV (GPS) RWY 14**

GREENVILLE MUNI (3B1)

---

**GREENVILLE, MAINE**

Amdt 1 21JUL16
Circling Rw3, 31 NA at night. Baro-VNAV and VDP NA when using Bangor altimeter setting. Rw32 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 ½ SM, increase LNAV/VNAV DA to 1095 feet and all visibilities ½ SM; increase all MDAs 300 feet and LNAV visibilities Cat A/B ½ SM and Cat C/D ½ SM, and Circling visibility Cat A/B ½ SM.

MISSING APCH FIX: Climb to 2200 then climbing 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.

**BOSTON CENTER**

CTAF

120.25  346.4

**CTAF**

122.9

**ELEV** 1028

SEE MOOSEHEAD AERO MARINE SEAPLANE BASE LANDING CHART

**MOOSEHEAD AERO MARINE (52B)**

RNP APCH - GPS.

RNAV (GPS)-B

MOOSEHEAD AEROMarine (52B)

**GREENVILLE, MAINE**

AL-5935 (FAA)

**Rwy Idg** N/A

**TDZE** N/A

**Apt Elev** 1028

**APP CRS** 163°

**Rwy Idg** N/A

**TDZE** N/A

**Apt Elev** 1028

**APP CRS** 163°

**RNAV (GPS)-B**

MOOSEHEAD AERO MARINE (52B)
GROTON (NEW LONDON), CONNECTICUT

ILS or LOC RWY 5
GROTON-NEW LONDON (GON)

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 (when twr closed)

CLNC DEL
121.65

LOC/DME I-GON
111.3
Chan 50

APP CRS
048°

Rwy Idg
5000

TDZE
8

Apt Elev
9

MalSR

Circling Rwy 15 NA at night.
For inop ALS, increase S-LOC Cat C/D visibility to 1 3/4.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MISSED APPROACH: Climbing right turn to 2100
on GON VOR/DME R-062 to BABET INT/GON.
5.7 DME and hold, continue climb-in-hold to 2100.

ALTERNATE MISSED APCH FIX

Procedure NA for arrival on
GON VOR/DME
airway radials 220 CW 257.

Procedure NA for arrivals at
MAD VOR/DME
on V34 northwest bound.

ELEV 9
TDZE 8

 One Minute Holding Pattern

 PINET INT
I-GON 6.7

MONDI INT
I-GON 13.2

BABET INT
GON 5.7

S-ILS 5

208/24
200 (200-1/2)

S-LOC 5

500/24 492 (500-1/2)
500/50 492 (500-1)

CIRCLING

580-1
571 (600-1)
620-1
611 (700-1)
700-2
691 (700-2)
840-2 3/4
831 (900-2 1/4)

GROTON-NEW LONDON (GON)

NE-1, 11 JUL 2024 to 05 SEP 2024
Procedures NA for arrivals at MAD VOR/DME on V34 northwest bound.

Procedures NA for arrival on GON VOR/DME airway radials 220 CW 290.

MISSED APPROACH: Climb to 2100 direct BRRET or on track 068° to BABET and hold, continue climb-in-hold to 2100.

LPV all Categories visibility to RVR 4500 and LNAV Categories visibility C/D to 1.5 NM.

Procedure NA below -15°C or above 54°C. For inop ALS, increase 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 LNAV LPV all Categories visibility to RVR 4500 and LNAV Categories visibility C/D to 1.5 NM.
RNAV (GPS) RWY 23
GROTON-NEW LONDON (GON)

GROTON (NEW LONDON), CONNECTICUT
AL-5049 (FAA)

APP CRS
Rwy Idg 5000
TDZE 8
Apt Elev 9

RNAV APCH-GPS

Circling Rwy 15 NA at night.
Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to
2000 direct PINET and hold.

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
(when twr closed) 121.65

[IF/IAF] GROTON

[IF/IAF] PROVIDENCE

VOR/DME via V167 eastbound
and V404 southeast bound.

GROTON CON

PINET

RG: 2 NM to RW23

HIRKA

JOGIL

BRRET

2 NM to RW23

VGS and descent angles not coincident
(VGSI Angle 3.00/TCH 49).

GND CON
125.6

2100

048°

236.775

121.65

228°

4 NM

Proceeding to RW23 holding pattern.

Holding Pattern

2000

PINET

3.50°

TCH 50

2 NM

4 NM

6 NM

T intends to

CIRCLING

580-1
571 (600-1)

560-15/6
552 (600-1/6)

560-1
552 (600-1/6)

571 (600-1)
611 (700-1)

700-2
691 (700-2)

840-2\(\frac{3}{4}\)
831 (900-2\(\frac{3}{4}\))

GROTON.ipv.signo.com
**RNAV (GPS) RWY 33**

**GROTON-NEW LONDON (GON)**

- **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 (when twr closed)
- **CLNC DEL**: 121.65

**Rwy 33 helicopter visibility reduction below ¼ SM NA.**

**Procedure NA for arrival at GON VOR/DME via V374 westbound.**

**Category A**

- **LNAV MDA**: 460-1
- **452 (500-1)**
- **452 (500-1)**

**Category B**

- **LNAV MDA**: 460-1
- **452 (500-1)**
- **452 (500-1)**

**Category C**

- **LNAV MDA**: 460-1
- **452 (500-1)**
- **452 (500-1)**

**Category D**

- **LNAV MDA**: 460-1
- **452 (500-1)**
- **452 (500-1)**

**MISSED APPROACH:** Climbing right turn to 2000 direct SUFOK and hold.

**2000 to SUFOK 149° (14.2)**

**GROTON-NEW LONDON, CONNECTICUT**

**Orig-C 07NOV19**

**41°20'N - 72°03'W**
Procedure NA for arrivals on GON VOR/DME airway radials 220 CW 280.

Procedure NA for arrivals at MAD VOR/DME on V34 northwest bound.

For inop ALS, increase S-5 Cat C/D visibility to 1NM.

MISSED APPROACH: Climbing right turn to 2100 on GON R-062 to BABET INT/GON 5.7 DME and hold, continue climb-in-hold to 2100.

Circling Rwy 15 NA at night.

Amdt 8D 03NOV22
Circling Rwy 15 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrival at PVD VOR/DME via V139 northeast bound, V167 eastbound and V405 southeast bound.

MISSED APPROACH: Climbing left turn to 2000 via GON R-207 to RINTS INT/GON 5.6 DME and hold.
### RNAV (GPS) RWY 2

**HARTFORD-BRAINARD (HFD)**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>002°</td>
<td>4006</td>
<td>17</td>
<td>18</td>
</tr>
</tbody>
</table>

**Category B**

- **Circling NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA.**
- **Straight-in Rwy 2 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.**

**ATIS**

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>126.45</td>
<td>127.8</td>
<td>269.325</td>
<td>119.6 (CTAF)</td>
</tr>
</tbody>
</table>

**GND CON**

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>121.6</td>
<td>121.6</td>
<td>122.95</td>
<td></td>
</tr>
</tbody>
</table>

**CLNC DEL**

- **Brainard Tower**
- **TWR 75**
- **BRADLEY APP CON 2123**
- **WEGOT**
- **MADISON (IAF)**
- **SNIVL (IAF)**
- **THUMB (IAF)**

**UNICOM**

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 2**

**HARTFORD-BRAINARD (HFD)**

**Final approach course offset 22.0°.**

**Procedure NA for arrivals at SNIVL on V58 and T216 southeast bound.**

**Procedure NA for arrival on MAD VOR/DME airway radials 317 CW 078.**

**Procedure NA for arrivals at THUMB on V58 and T216 southeast bound.**

**Visual Segment - Obstacles.**

- **GERRE**
- **DANNS 1.4 NM to GERRE**
- **LOMIS**

**HARTFORD, CONNECTICUT**

- **Orig-D 09SEP21**
- **23222**

**RNAV (GPS) RWY 2**

- **HARTFORD-BRAINARD (HFD)**
- **AL-189 (FAA)**
LDA RWY 2
HARTFORD-BRAINARD (HFD)

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
BRAINARD TOWER 119.6 (CTAF) 248.2
GND CON 121.6
CINC DEL 121.6
UNICOM 122.95

Procedure NA for arrivals on MAD VOR/DME airway radials 031 CW 078.

Procedure NA for arrivals at WEGOT on V1 southwest bound.

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 42).

One Minute Holding Pattern

Category A

S-2
680-1 663 (700-1) 680-1 663 (700-1)

CIRCLING
680-1 900-1 920-2 920-3
682 (700-1) 882 (900-1) 902 (1000-2) 902 (1000-3)

DANNS FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)

S-2
460-1 443 (500-1) 460-1 443 (500-1)

CIRCLING
580-1 900-1 920-2 920-3
562 (600-1) 882 (900-1) 902 (1000-2) 902 (1000-3)

Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 11, 20, 29 NA. Night landing: Rwy 2 operational VGSI required, remain on or above VGSI glidepath until threshold.
RIVER VISUAL RWY 2

RADAR REQUIRED

WEATHER MINIMUMS:
- Closed
- Airport (closed) 1.5 NM northeast of Hartford-Brainard
- 114.9 HFD Chan 96
- 127.8 GND CON
- 126.45 ATIS

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 4.0°
- 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.

AIRPORT DIAGRAM
23166
HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT

ATIS
126.45
BRAINARD TOWER* 119.6  248.2
GND CON
121.6
CLNC DEL
121.6

NE-1, 11 JUL 2024 to 05 SEP 2024

NE-1, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS:
Rwys 11, 29: NA-Environmental.
Rwy 2: Standard.
Rwy 20: 200-1½% 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.
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
DEAN MEML (5B9)

DME/DME RNP-0.3 NA. 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.

MISSED APPROACH: Climbing right turn to 4000 direct JEMUV and hold.

LEB ASOS 118.65
BOSTON CENTER 135.7 282.2
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at MPV VOR/DME via V447 southwest bound.

HAVERHILL, NEW HAMPSHIRE

AL-10136 (FAA) 23222

RNAV (GPS) RWY 19
DEAN MEML (5B9)

HAVERHILL, NEW HAMPSHIRE
Orig-A 30DEC21

176
RNAV (GPS) RWY 1
FRANKLIN COUNTY STATE (FSO)

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.

Amdt 3C 14JUL22  

Procedure NA for arrivals at JUTEK on V487 southbound.

Procedure NA for arrivals on BTV VOR/DME airway radials 311 CW 014.

MISSED APPROACH: Climb to 3000 then climbing left turn to 006° direct JUTEK 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>LPV DA</td>
<td>512-1</td>
<td>284 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1024-2½</td>
<td>796 (800-2½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1200-1</td>
<td>692 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>692 (700-1)</td>
<td>732 (800-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

64°56'N-73°06'W  177
RNAV (GPS) RWY 19
FRANKLIN COUNTY STATE (FSO)

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.

4 NM Holding Pattern

HOLD 6000 1800

6000 1800

185°

6.3 NM

1800

4.20°

TCH 45

3.4 NM

MIRL Rwy 1-19
REIL Rwy 1 and 19

HIGHGATE, VERMONT
AL-6141 (FAA)
21280

WAAS CH 78122
W19A

APP CRS 185°

Rwy Idg TDZE Apt Elev 3001 228 228

RNP APCH - GPS.

HIGHGATE, VERMONT
Amdt 2 07OCT21

RNP APCH - GPS.

HIGHGATE, VERMONT
Amdt 2 07OCT21

RNP APCH - GPS.

HIGHGATE, VERMONT
Amdt 2 07OCT21

RNP APCH - GPS.

HIGHGATE, VERMONT
Amdt 2 07OCT21

RNP APCH - GPS.

HIGHGATE, VERMONT
Amdt 2 07OCT21

RNP APCH - GPS.
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 ¼ mile; increase LNAV Cat C visibility ½ mile; increase Circling Cat C visibility ¾ mile. Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CIYEP and hold.
MISSED APPROACH:
Climb to 3000 direct CIYEP and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 1, 19 NA at night. Circling NA for Cat C east of Rwy 5-23.

RNP APCH - GPS.

ASOS
132.025

BOSTON CENTER
120.25 346.4

UNICOM
122.8 (CTAF)

UNICOM 122.8 (CTAF)
ILS or LOC RWY 15
CAPE COD GATEWAY (HYA)

**MISSING APCH FIX: Climb to 1000 then climbing left turn to 2000 direct LFV VOR/DME and hold.

VDP NA when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase all DA to 286 feet and all MDA 40 feet, increase S-LOC 15 Cat C and D visibility to RVR 5500 and Circling Cat C and D visibility 1/2 mile. For inop ALS when using Chatham altimeter setting, increase S-LOC 15 Cats A and B visibility to RVR 5500 and Cats C and D to 1/2 SM. For inop ALS, increase S-LOC 15 Cats A and B visibility to RVR 5500. 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. **RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Chatham altimeter setting).

**NE-1, 11 JUL 2024 to 05 SEP 2024**
ILS or LOC RWY 24
CAPE COD GATEWAY (HYA)

ATIS 123.8
BOSTON APP CON * 118.2 284.6
HYANNIS TOWER* 119.5 (CTAF) 0 257.8
GND CON 118.45
CLNC DEL 125.15
CLNC DEL 120.125 (When twr closed)
UNICOM 122.95

MISSED APPROACH:
Climb to 700 then climbing left turn to 1700 on heading 045° and on ACK VOR/ DME R-359 to BOGEY INT/ I-HYA 5.1 DME and hold.

RADAR required.

When local altimeter setting not received, use Chatham altimeter setting and increase all DA to 325 feet and increase all MDA 40 feet, increase S-LOC 24 Cats C/D visibility to RVR 6000 and increase Circling Cats C/D visibility ¼ SM. Inop table does not apply to S-ILS 24 all Cats and S-LOC 24 Cats A/B. For inop ALS, increase S-LOC 24 Cats C/D visibility to ½ SM. For inop ALS, when using Chatham altimeter setting, increase S-LOC 24 Cats C/D visibility to ¾ SM. Straight-in/Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

Rwy 24 helicopter visibility reduction below RVR 5000 NA.

Landing Area

GARDS △
MARAON 114.7 LFV
 Chan 94

One Minute
Holding Pattern

GS 3.00°
TCH 50°

CATEGORY
A
B
C
D
S-ILS 24
293/50
250 (300-1)
S-LOC 24
480/50
437 (500-1)

CIRCLING
560-1
580-1
860-2/4
860-2/3

AMDT 19B 18 JUL 2024 to 05 SEP 2024

NE-1, 11 JUL 2024 to 05 SEP 2024

184
RNAV (GPS) RWY 6
CAPE COD GATEWAY (HYA)

MISSED APPROACH:
Climb to 1700 direct MECEJ and hold.

RNP APCH - GPS.

Baro-VNAV NA below -1.5°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 ½ SM; increase all MDAs 40 feet; LNAV Cats C and D visibility ½ SM; Circling Cats C and D visibility ¼ SM. Circling RWy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. RWy 6 helicopter visibility reduction below ¼ SM NA.

ATIS 123.8
BOSTON APP CON 118.2 284.6
HYANNIS TOWER 119.5 (CTAF) 257.8
GND CON 118.45
CLNC DEL 125.15
CLNC DEL 120.125
UNICOM 122.95

Procedure NA for arrivals at ACK VOR/DME via V46 and V34-58 eastbound.

ATTENTION TO SAFETY OF LIFE AT SEA:
Any ship's accumulation of fuel, water, or other material that may cause environmental harm must contact 1-800-433-4311 immediately.

NE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 24
CAPE COD GATEWAY (HYA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. RWy 24
circling visibility reduction below RVR 5000 NA. When local altimeter setting not received, use
Chatham altimeter setting; increase LPV DA to 500 ft; increase LNAV/VNAV DA to 650 ft; increase
all MDA's 40 ft. LNAV visibility C and D to RVR 6000 ft. and circling visibility C/D 1/2 SM. Baro-VNAV NA
when using Chatham Muni altimeter setting. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. LNAV Cat C/D visibility to 1 1/2 SM. Inop table does
not apply to LPV all Cats, and LNAV Cats A and B. Straight in/circling RWy 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 1/2 SM.

ATIS | BOSTON APP CON | HYANNIS TOWER | GND CON | CLNC DEL | CLNC DEL | UNICOM
---|---|---|---|---|---|---
123.8 | 118.2 284.6 | 119.5 (CTAF) 257.8 | 118.45 | 125.15 | 120.125 (When twr closed) | 122.95

RNP APCH - GPS

 CATEGORY

 LPV DA 318/50 275 (300-1)
 LNAV/VNAV DA 441/50 398 (400-1)
 LNAV MDA 500/50 457 (500-1)
 CIRCLING 560-1 580-1 860-2 526 (600-1)

NE-1, 11 JUL 2024 to 05 SEP 2024
HYANNIS, MASSACHUSETTS
Chan 92 114.5 MVY
MARTHA'S VINEYARD
AIS 1238
1182.2 294.6
ALTERNATE MISSED APCH FIX
11845
1195.5 CAPE COD GATEWAY
1202 290.5
NE-1, 11 JUL 2024 to 05 SEP 2024

Rwy 6
Category A

When local altimeter setting not received, use Chatham altimeter setting and operational VGSI required, remain on or above VGSI glidepath until threshold.

114.5, MWY 92
059°, R-359
639
2050
269
228°
058°

APCH FIX
ALTERNATE MISSED

114.5, MWY 92
059°, R-359
546
639
2050

Rwy 6:增加MDAs 40英尺，Circling Cat A和Circling Cat C/D visibility SM.

VOR/DME RWY 16
058°

VOR/DME RWY 24
058°

269°

183°

When local altimeter setting not received, use Chatham altimeter setting and operational VGSI required, remain on or above VGSI glidepath until threshold.

CIRCLING Rwy 24 at night, increase all MDA 40 feet and S-6 Cat A and Circling Cat C/D visibility SM.

Rwy 6:增加MDAs 40英尺，Circling Cat A和Circling Cat C/D visibility SM.

At 10B 15JUN23 Amdt 10
RNAV (GPS) RWY 13
NEWTON FLD (50B)

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.

AWOS: 3
122.9

BOSTON CENTER
120.25 346.4

CTAF
122.9

LP MDA
2080-1½ 902 (1000-1½)

LNAV MDA
2160-1½ 982 (1000-1½)

CIRCLING
2160-1½ 982 (1000-1½)

Amdt 1 03NOV22

Jackman, Maine
45°38'N - 70°15'W

NEWTON FLD (59B)
RNAV (GPS) RWY 13

NE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 31
NEWTON FLD (59B)

**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

**Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA.**

**-21°C**

**Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA.**

**21°C**
**RNAV (GPS)-B**

**JAFFREY AIRFIELD SILVER RANCH (AFN)**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1760-1</td>
<td>1820-1</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Orig-A</td>
<td>22APR21</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ASOS**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>135.875</td>
<td>123.75</td>
<td>338.2</td>
</tr>
</tbody>
</table>

**BOSTON CENTER**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>122.8</td>
<td>(CTAF)</td>
</tr>
</tbody>
</table>

**UNICOM**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>123.75</td>
<td>338.2</td>
</tr>
</tbody>
</table>

---

**RNAV (GPS)-B**

**When local altimeter setting not received, use Keene altimeter setting and increase all MDA 120 feet and all Cats visibility ¼ 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.**

**Holding Pattern**

- 3000 - 203° - 023° - 3000

- 8.9 NM - 4.4 NM - 1.7 NM - 0.5

- 4 NM

- *2020 when using Keene altimeter setting.*

**Categories: A, B, C, D**

**ELEV 1040**

**42°48'N-72°00'W**

**193**
**RNAV (GPS)-C**

**JAFFREY AIRFIELD SILVER RANCH (AFN)**

**APP CRS**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDZE</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Apt Elev**

| 1040 |

**ELEV**

| 1040 |

**ASOS**

| 135.875 |

**RWP**

| 203° |

**RNP APCH**

| Procedure NA at night. |

**BOSTON CENTER**

| 123.75 | 338.2 |

**UNICOM**

| 122.8 (CTAF) |

**MISSED APPROACH:** Climb to 3000 direct SCROB and hold.

### Holding Pattern

- **SCROB**
- **QOSNU**
- **PETAPE**
- **OGIPE**
- **NOMBE**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>1680-1</td>
<td>640 (700-1)</td>
<td>1840-1</td>
<td>800 (800-1)</td>
</tr>
</tbody>
</table>

**Analysis**

- The RNAV (GPS)-C procedure is depicted with holding patterns at various locations.
- The diagram includes radial and degree markings for navigation.
- The holding pattern is outlined with specific entry and holding points.

**Legend**

- NE-1, 11 JUL 2024 to 05 SEP 2024
- NE-1, 11 JUL 2024 to 05 SEP 2024
- NE-1, 11 JUL 2024 to 05 SEP 2024
- NE-1, 11 JUL 2024 to 05 SEP 2024

**JAFFREY, NEW HAMPSHIRE**

**RAIL Rwy 16-34**

**Amdt 1 25FEB21**

**42°48'N-72°00'W**
MISSED APPROACH: Climbing left turn to 3000 on GDM VOR/DME R-023 to SCROB/GDM 8.9 DME 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>CIRCLING</td>
<td>1900</td>
<td>860</td>
<td>180</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>1900</td>
<td>1/4</td>
<td>860</td>
<td>900-1/4</td>
</tr>
<tr>
<td></td>
<td>1780</td>
<td>1/4</td>
<td>860</td>
<td>900-1/4</td>
</tr>
</tbody>
</table>

If IAF/GARDNER, 116.95 GDM Chan 116 (Y)
Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to S-ILS 2 all Cats, S-LOC 2 Cats C/D and 21°C. CIMVI fix minimums S-LOC 2 Cat A. For inop ALS, increase S-LOC 2 Cat A visibility to 1/2 SM and increase CIMVI fix minimums S-LOC 2 Cat B visibility to 1/2 SM and Cat C/D visibility to 1 1/2 SM. DME from EEN DME. DME use requires simultaneous reception of I-EEN and EEN DME.

**AWOS-3PT**

**BOSTON CENTER**

**UNICOM**

119.025  

123.75  338.2

123.0 (CTAF)

**Malfunction, IAFs and ILS**

- IAFs 116.95 GDM 13 EEN 6.7
- ILS glideslope not coincident (VGSI Angle 3.00°/TCH 39).
- NA.

Procedure NA for arrival on GDM VOR/DME airway radials 298 CW 339.

**CI-LOC RWY 2**

**DILLANT/HOPKINS (EEN)**

**LOCALIZER 108.9**

**I-EEN:**

1078

**KEENE**

Chan 31

(109.4)

**ELEV 488**

**TDZE 488**

**Amdt 6 24MAR22**

**KEENE, NEW HAMPSHIRE**

**AL-668 (FAA)**

**LOC 1-EEN**

108.9

**APP CRS**

018°

**Rwy Ldg**

6201

**TDZE**

488

**Apt Elev**

488

**MALSR**

**CIRCLING**

- CIRCLING
- CIMVI Fix Minimums (DME Required)

**S-LOC 2**

1840-1  1525 (1400-1)

1840-3  1352 (1400-3)

1840-1/2  1352 (1400-1/2)

1840-3  1352 (1400-3)

1980-3  1492 (1500-3)

**CIRCLING**

- S-LOC 2
- 1320-1  832 (900-1)

1320-1/2  932 (1000-1/2)

1760-3  1272 (1300-3)

1980-3  1492 (1500-3)

**CI-LOC RWY 2**

**DILLANT/HOPKINS (EEN)**

**KEENE, NEW HAMPSHIRE**

**42°54'N-72°16'W**

**ILS or LOC RWY 2**
RNAV (GPS) RWY 2

**AWOS-3PT**  119.025  
**BOSTON CENTER**  123.75  338.2  
**UNICOM**  123.0 (CTAF)  

**MALSR**
- Climb to 1600 then climbing left turn to 3400 direct JUNPU and hold.

**MISSED APPROACH:**
- Climb to 1600 then climbing left turn to 3400 direct JUNPU and hold.

**Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA.**

**Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase Circling Rwy 32 NA visibility to 5 SM.**

**Category:**
- **A**: 1380-1, 852 (900-1)
- **B**: 1340-2, 852 (900-2)
- **C**: 892 (900-1½), 992 (1000-1½)
- **D**: 1272 (1300-3), 1492 (1500-3)

**KEENE, NEW HAMPSHIRE**  
Amdt 1  07OCT21  

**MIRL Rwy 14-32**  
**REIL Rwy 14 and 32**  

**IAP CRS**
- Rwy Idg 488
- TDZE 488
- Apt Elev 488

**AWOS-3PT**
- KEENE, NEW HAMPSHIRE  
- 119.025  
- 123.75  338.2  
- 123.0 (CTAF)  

**UNICOM**
- 123.0 (CTAF)  
- 123.75  338.2  
- 119.025  

**AWOS-3PT**  119.025  
**BOSTON CENTER**  123.75  338.2  
**UNICOM**  123.0 (CTAF)  

**MALSR**
- Climb to 1600 then climbing left turn to 3400 direct JUNPU and hold.

**MISSED APPROACH:**
- Climb to 1600 then climbing left turn to 3400 direct JUNPU and hold.

**Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA.**

**Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase Circling Rwy 32 NA visibility to 5 SM.**

**Category:**
- **A**: 1380-1, 852 (900-1)
- **B**: 1340-2, 852 (900-2)
- **C**: 892 (900-1½), 992 (1000-1½)
- **D**: 1272 (1300-3), 1492 (1500-3)
Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. For inop ALS, increase S-ILS 8 visibility all Cats ½ SM, YURUN fix minimums increase S-LOC 8 Cats C and D visibility ½ SM. When local altimeter setting not received, use Concord altimeter setting and increase S-ILS DA to 876 feet; increase S-ILS 8 DA to 983 feet and all visibilities ½ SM and increase all MDAs 100 feet, increase S-LOC 8 visibility Cat A ½ SM. Increase YURUN fix minimums visibility Cats C/D ½ SM and Circling visibility Cat C ½ SM. Inop table does not apply to S-LOC 8 Cats C and D.

MISS APPROACH: Climb to 1150 then climbing left turn to 5000 on heading 264° and ENE VOR/DME R-300 to ANIER INT and hold, continue climb-in-hold to 5000.

*Missed approach requires minimum climb of 295 feet per NM to 1500.

Procedure NA for arrival on CON VOR/DME airway radials 330 CW 037.

AWOS-3PT
133.525

BOSTON APP CON
134.75 254.25

CLNC DEL
119.85

UNICOM
123.0 (CTAF)

AL-785 (FAA)  23110

LACONIA, NEW HAMPSHIRE
Amdt 2A 03NOV22

43°34'N-71°25'W

ILS or LOC RWY 8
LACONIA MUNI (LCI)

LOCALIZER 108.5
115°

CONCORD IAF
120°

ANIER
125°

EN-1 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 8
LACONIA MUNI (LCI)

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 ¼ 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 2 ½ SM.

**AWOS-3PT**
- 133.525

**BOSTON APP CON**
- 134.75

**CLNC DEL**
- 119.85

**UNICOM**
- 123.0 (CTAF)

**MISSING APCH FIX**
- KOSHI

**VGSI and RNAV glideslope not coincident**
- VGSI Angle 3.00°/TCH 44

**3000 KOSHI**

**MALSR**
- 2.5 NM

**CATEGORY**
- A
- B
- C
- D

**LPV DA**
- 978-3¼
- 433 (500-3¼)

**LNAV MDA**
- 1380-3¼
- 835 (900-3¼)
- 1380-1½
- 835 (900-1½)

**CIRCLING**
- 1420-1
- 875 (900-1)
- 1600-1½
- 1055 (1100-1½)
- 2160-3
- 1615 (1700-3)
- 2860-3
- 2315 (2400-3)

**LACONIA, NEW HAMPSHIRE**
- Orig-D 03NOV22
- 43°34’N-71°25’W

**RNAV (GPS) RWY 8**

**LACONIA MUNI (LCT)**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**WAAS CH 73003 083° W08A**
- APP CRS 5646
- Rwy Idg 545
- TDZE 545
- Apt Elev 545

**RNAV (GPS) RWY 8**

**LACONIA, NEW HAMPSHIRE**
- AL-785 (FAA)
- 23110
RNAV (GPS) RWY 26
LACONIA MUNI (LCI)

**RNAV (GPS) RWY 26**

**LACONIA MUNI (LCI)**

**AWOS-3PT**

**133.525**

**BOSTON APP CON**

**134.75**

**254.25**

**CLNC DEL**

**119.85**

**UNICOM**

**123.0 (CTAF)**

**APP CRS**

**C**

**264°**

**Rwy Idg**

**TDZE**

**5286**

**533**

**Apt Elev**

**545**

**LNAV MDA**

**1420-1½**

**1600-1½**

**2160-3**

**2860-3**

**1420-3**

**887 (900-3)**

**1238**

**LACONIA, NEW HAMPSHIRE**

Orig-D 17JUN21

**43°34’N-71°25’W**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**REIL Rwy 26**

**HIRL Rwy 8-26**

**43°34’N-71°25’W**

**LACONIA MUNI (LCT)**

**RNAV (GPS) RWY 26**
ILS or LOC RWY 5

**LAWRENCE MUNI (L.WM)**

**ATIS**
- 126.75

**BOSTON APP CON**
- 124.4
- 279.6

**LAWRENCE TOWER**
- 119.25 (CTAF)

**ELEV**
- 148

**TDZE**
- 144

**MIN:**
- 5:24
- 3:36
- 2:42
- 2:10
- 1:48

**PROCEDURE NA for arrivals at BOS VOR/DME on V3 southbound.**

- **MISSED APPROACH:** Climb to 700 then climbing right turn to 2000 direct WITCH and hold.

- **DME required. RNAV 1-GPS required.**

- **Circling Rwy 32 NA at night. DME from LWM DME.**

- **Simultaneous reception of I-LWM and LWM DME required.**

**DME**
- **Rwy 14 5.4 NM**
- **Rwy 32 5.4 NM**

**HOLD**
- **2000**

**GS**
- **3.00°**

**TWR**
- **3654 X 100 NE-1, 11 JUL 2024 to 05 SEP 2024**

**FREQ:**
- **122.8**
- **TWR (When twr closed)**
- **119.25**
- **112.7 (CTAF)**
- **124.3**
- **124.3**
- **126.15**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**S-ILS 5**
- 344-¾
- 200 (200-¾)

**S-LOC 5**
- 520-1
- 376 (400-1)

**CIRCLING**
- 740-1
- 592 (600-1)
- 840-2
- 692 (700-2)
- 1220-3
- 1072 (1100-3)

**DME**
- **required. RNAV 1-GPS required.**

**Rwy ldg**
- 144

**Apt Elev**
- 148

**Knots**
- 60
- 90
- 120
- 150
- 180

**Min/Sec**
- 5:24
- 3:36
- 2:42
- 2:10
- 1:48

**NE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 5
LAWRENCE MUNI (LWM)

**A**
Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

**ATIS**
126.75
BOSTON APP CON 124.4 279.6
LAWRENCE TOWER * 119.25 (CTAF)
GND CON 124.3
CLNC DEL 124.3
CLNC DEL 126.15
(When twr closed)
UNICOM 122.8

Procedure NA for arrivals at SOSYO on V431 westbound.

Procedure NA for arrival on BOS VOR/DME airway radials 240 CW 030.

** CATEGORY **
LPV DA 344-3/4 200 (200-3/4)
LNAV/ VNAV DA 604-1/8 460 (500-1/8)
LNAV MDA 600-1 456 (500-1)
CIRCLING 740-1 592 (600-1)

**RNAV (GPS) RWY 5**
**LAWRENCE MUNI (LWM)**

**RNAV (GPS) RWY 5**
**LAWRENCE MUNI (LWM)**

**Amdt 2 15AUG19**
**NE-1, 11 JUL 2024 to 05 SEP 2024**
Circling to Rwy 32 NA at night.

Procedure NA for arrivals at KHRIS on T314 northeast bound.

MISSED APPROACH: Climbing left turn to 2000 direct WITCH and hold.

ATIS  BOSTON APP CON  LAWRENCE TOWER*  GND CON  CLNC DEL  CLNC DEL  UNICOM
126.75  124.4  279.6  119.25 (CTAF)  124.3  126.15 (When twr closed)  122.8

RNAV (GPS) RWY 14

RNAV (GPS) RWY 14

ATIS  BOSTON APP CON  LAWRENCE TOWER*  GND CON  CLNC DEL  CLNC DEL  UNICOM
126.75  124.4  279.6  119.25 (CTAF)  124.3  126.15 (When twr closed)  122.8

RNAV (GPS) RWY 14

RNAV (GPS) RWY 14
RNAV (GPS) RWY 23

**Lawrence Muni (LWM)**

**ATIS**
126.75

**BOSTON APP CON**
124.4  279.6

**Lawrence Tower**
119.25 (CTAF)

**GND CON**
124.3

**CLNC Del**
124.3

**CLNC Del**
126.15

**UNICOM**
122.8

---

**Misssed Approach**: Climb to 2000 direct TEWKS and hold.

**Circling Rwy 32 NA at night. Rwy 23 helicoper visibility reduction below 0.5 SM NA.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 NM</td>
<td>2.5 NM</td>
<td>6.5 NM</td>
<td>10 NM</td>
</tr>
</tbody>
</table>

**LPV**

- DA: 562-1/8
- LNAV/ VNAV: 717-1/8

**LNAV**

- MDA: 660-1/8
- 516 (600-1)

**Circling**

- MDA: 740-1
- 592 (600-1)

---

**Lawrence Muni (LWM)**

**ATIS**
126.75

**BOSTON APP CON**
124.4  279.6

**Lawrence Tower**
119.25 (CTAF)

**GND CON**
124.3

**CLNC Del**
124.3

**CLNC Del**
126.15

**UNICOM**
122.8

---

**Misssed Approach**: Climb to 2000 direct TEWKS and hold.

**Circling Rwy 32 NA at night. Rwy 23 helicoper visibility reduction below 0.5 SM NA.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 NM</td>
<td>2.5 NM</td>
<td>6.5 NM</td>
<td>10 NM</td>
</tr>
</tbody>
</table>

**LPV**

- DA: 562-1/8
- LNAV/ VNAV: 717-1/8

**LNAV**

- MDA: 660-1/8
- 516 (600-1)

**Circling**

- MDA: 740-1
- 592 (600-1)
RNAV (GPS) RWY 32
LAWRENCE MUNI (LWM)

Final approach course offset 7.43°

2000 WITCH

WAAS APP CRS Rwy Idg TDZE Apt Elev
CH 78342 309° 3574 147 148
W32A

RNP APCH - GPS.

ATIS 126.75
BOSTON APP CON 124.4 279.6
LAWRENCE TOWER 119.25 (CTAF)
GND CON 124.3
CLNC DEL 124.3 (When twr closed)
CLNC DEL 126.15
UNICOM 122.8

[MAP] MIRL Rwy 14-32
[IF] HIRL Rwy 5-23
[IAF] REIL Rwys 5, 23 and 32

 pauses

Rwy 32 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct WITCH and hold.

CATEGORY LP MDA LP MDA CIRCLING
A 640-1 493 (500-1) 680-1 533 (600-1) 740-1 592 (600-1)
B 0.3
C 3.1 NM
D 7.6 NM

NE-1, 11 JUL 2024 to 05 SEP 2024

LAWRENCE, MASSACHUSETTS
Orig 08SEP22
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
T

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.
**ILS or LOC RWY 18**

**LEBANON MUNI (LEB)**

**ATIS**
- **118.65**

**BOSTON CENTER**
- **134.7**
- **269.475**

**LEBANON TOWER**
- **125.95 (CTAF)**
- **235.775**

**GND CON**
- **121.6**

**UNICOM**
- **122.95**

---

**DME required. RNP APCH-GPS.**

Autopilot coupled approach NA below 750.

**MISSED APPROACH:** Climb to 2100 then climbing right turn to 4700 direct HAMMM and hold, continue climb-in-hold to 4700.

---

**LOCALIZER 111.9**
- **Ch**n 56
- **LOC offset 3.00°**

**APP CRS**
- **187°**

**Rwy Idg**
- **5200**

**TDZE**
- **573**

**Apt Elev**
- **603**

---

**REIL Rwy 18**
- **4700**

**ELEV 603**
- **TDZE 573**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**AMDT 8 27JAN22**

**4 NM Holding Pattern**
- **HAMMM I-DVR 3.4°**
- **HAANK I-DVR 9.6°**
- **BURGR OM I-DVR 7.1°**
- **FRYYS I-DVR 4.2°**
- **GULEC I-DVR 2.4°**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**S-ILS 18**
- **915-1**
- **342 (400-1)**

**S-LOC 18**
- **1320-1 747 (800-1 1/4)**
- **1320-2 747 (800-2)**

**CIRCLING**
- **1640-1 1037 (1100-1 1/4)**
- **1720-1 1117 (1200-1 1/2)**
- **1820-3 1217 (1300-3)**
- **2020-3 1417 (1500-3)**

**Knots**
- **60**
- **90**
- **120**
- **150**
- **180**

**Min:Sec**
- **5:18**
- **3:32**
- **2:39**
- **2:07**
- **1:46**

---

**ELEV 603**
- **TWR 634**
- **36**
- **MIRL Rwy 7-25**
- **HIRL Rwy 18-36**
- **REIL Rwy 7 and 25**
- **REIL Rwy 18**

---

**LEBANON, NEW HAMPSHIRE**

**Amrd 8 27JAN22**

**43°38'N-72°18'W**
RNP APCH.

Rwy 25 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at MPV VOR/DME via V151 northbound.

Procedure NA for arrivals on CON VOR/DME airway radials 330 CW 037.

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 51).
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 16
LINCOLN RGNL (LRG)

Amdt 1 30NOV23

RNAV MDA
900-1 692 (700-1)
NA

Category
A
B
C
D

LNAV MDA
900-1 692 (700-1)
NA

ROW W: 06W - 24W
2400 X 100

MIRL Rwy 16-34
REIL Rwy 16 and 34

45°22'N-68°32'W

NE-1, 11 JUL 2024 to 05 SEP 2024

RNP APCH - GPS.

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 34
LINCOLN RGNL (LRG)

**APP CRS**
- 346°

**Rwy Idg**
- 2805

**TDZE**
- 208

**Apt Elev**
- 208

**CIRCLING**

**RNAV (GPS) RWY 34**

**LINCOLN RGNL (LRG)**

**MLT ASOS**
- 135.225

**BOSTON CENTER**
- 124.25
- 290.5

**UNICOM**
- 122.8 (CTAF)

**ELEV 208**

**TDZE 208**

**Rwys 16 and 34**

**MIRL Rwy 16-34**

**REIL Rwy 16 and 34**

**4 NM**

**3400**

**076°**

**1281**

**WIXIV**

**LADNE**

**WIXIV**

**LELSE**

**RAEGN**

**LADNE**

**V**

**NA**

Procedure NA at night. Rw 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.

**HOLD**
- 2800
- LELSE

**Visual Segment - Obstacles.**

**RAEGN**

**LADNE**

**Holding Pattern**

**5.5 NM**

**6 NM**

**CATEGtory**
- A
- B
- C
- D

**LNAV MDA**
- 1180-1¼
- 1240-1½
- 1180-1½
- 1240-1½

**MLT ASOS**
- 135.225

**BOSTON CENTER**
- 124.25
- 290.5

**UNICOM**
- 122.8 (CTAF)

**MIRL Rwy 16-34**

**REIL Rwy 16 and 34**

**4 NM**

**3400**

**076°**

**1281**

**WIXIV**

**LADNE**

**WIXIV**

**LELSE**

**RAEGN**

**LADNE**

**V**

**NA**

Procedure NA at night. Rw 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.

**HOLD**
- 2800
- LELSE

**Visual Segment - Obstacles.**

**RAEGN**

**LADNE**

**Holding Pattern**

**5.5 NM**

**6 NM**

**CATEGtory**
- A
- B
- C
- D

**LNAV MDA**
- 1180-1¼
- 1240-1½
- 1180-1½
- 1240-1½

**MLT ASOS**
- 135.225

**BOSTON CENTER**
- 124.25
- 290.5

**UNICOM**
- 122.8 (CTAF)

**MIRL Rwy 16-34**

**REIL Rwy 16 and 34**

**4 NM**

**3400**

**076°**

**1281**

**WIXIV**

**LADNE**

**WIXIV**

**LELSE**

**RAEGN**

**LADNE**

**V**

**NA**

Procedure NA at night. Rw 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.

**HOLD**
- 2800
- LELSE

**Visual Segment - Obstacles.**

**RAEGN**

**LADNE**

**Holding Pattern**

**5.5 NM**

**6 NM**

**CATEGtory**
- A
- B
- C
- D

**LNAV MDA**
- 1180-1¼
- 1240-1½
- 1180-1½
- 1240-1½

**MLT ASOS**
- 135.225

**BOSTON CENTER**
- 124.25
- 290.5

**UNICOM**
- 122.8 (CTAF)
**RNAV (GPS) RWY 2**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>2000-1</td>
<td>2000-1(\frac{1}{4})</td>
<td>NA</td>
</tr>
<tr>
<td>815 (900-1)</td>
<td>815 (900-1(\frac{1}{4}))</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2000-1</td>
<td>2000-1(\frac{1}{4})</td>
<td>NA</td>
</tr>
<tr>
<td>812 (900-1)</td>
<td>812 (900-1(\frac{1}{4}))</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**APP CRS 024°**

<table>
<thead>
<tr>
<th>Rwy Ldg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>3302</td>
<td>1185</td>
<td>1188</td>
</tr>
</tbody>
</table>

**Missed Approach:** Climbing left turn to 4000 direct CEVEY and hold.

**Procedures for arrivals at MPV VOR/DME on V447 southwest bound.**

**LNAV MDA**

When local altimeter setting not received, use Whitefield altimeter setting: increase all MDA 80 feet and visibility LNAV Cat A and Circling Cat A. 1/4 SM. Circling Rwy 20 NA at night.

**RNAV (GPS) RWY 2**

**CALEDONIA COUNTY (CDA)**

**UNICOM 122.8 (CTAF)**

**AWOS-3 119.275**

**BOSTON CENTER 135.7 282.2**

**ELEV 1188**

**TDZE 1185**
APP CRS
356°
Apt Elev 96
TDZE 96

RNP APCH - GPS.
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.

MISSED APPROACH: Climbing left turn to 3000 direct AYUYU and hold, continue climb-in-hold to 3000.

AWOS-AV
122.8

BOSTON CENTER
124.25 290.5

UNICOM
122.8 (CTAF)

MACHIAS, MAINE

APM CRS
2880
Rwy Idg
TDZE 96
Apt Elev 96

RNAV (GPS) RWY 36
MACHIAS VALLEY (MVM)

ELEV 96
TDZE 96

U. P. 0.9%
105°
3000

4 NM
356°
1.5 NM to RW36
DEELR

1.5 NM to RW36
DEELR

1800
356°
356°

REIL Rwy 36
MIRL Rwy 18-36

MACHIAS, MAINE

Amdt 1 03NOV22

NE-1, 11 JUL 2024 to 05 SEP 2024

219
RNP APCH - GPS. From TEETO.
DME required.

MISSED APPROACH: Climb to 3000 on heading 057° and CON VOR/DME R-154 to KHRIS/CON 21.3 DME and hold, continue climb-in-hold to 3000.

Procedure NA for arrival on GDM VOR/DME airway radials 071 CW 111.

GARDNER
116.95 GDM
Chan 116 (Y)

MANCHESTER TOWER
121.9

GND CON
121.9

ATIS
119.55

BOSTON APP CON
124.9 269.075

CLNC DEL
135.9

ATIS
119.55

BOSTON APP CON
124.9 269.075

MANCHESTER TOWER
121.3 239.025

GND CON
121.9

CLNC DEL
135.9

VOR/DME airway radials 071 CW 111.

ILS or LOC RWY 17

MANCHESTER, NEW HAMPSHIRE

RNP APCH - GPS. From PURBL. DME required.

ATIS
119.55

BOSTON APP CON
124.9  269.075

MANCHESTER TOWER
121.3  239.025

GND CON
121.9

CLNC DEL
135.9

MALSR
229  266

MISSED APPROACH: Climb to 900 then climbing left turn to 2100 on heading 145° and on CON VOR/DME R-171 to MANCH/CON 22.9 DME and hold, continue climb-in-hold to 2100.

LOCALIZER 109.1
I-MNA 6.9
Chan 28

VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 67).}

3.1 NM
3.8
200 (200-1/2)
660/24  431 (400-1/2)
880-1  614 (700-1)

2.5 NM
660/40  431 (400-3/4)
714 (800-2)

1.6 NM
980-2  834 (900-2/3)
**ILS or LOC RWY 35**

**MANCHESTER, NEW HAMPSHIRE**

**ATIS**
119.55

**BOSTON APP CON**
124.9
269.075

**MANCHESTER TOWER**
121.3
239.025

**GND CON**
121.9

**CLNC DEL**
135.9

---

**LOCALIZER 109.1**

**Chan 28**

**PN**
2500

**GS 3.00°**

**TCH 68**

**REIL**
112°

**IHOBB**

**ELEV** 266

**TDZE** 265

---

Rwy 35 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-LOC 35 Cats A/B visibility to RVR 5500.

**From SHOWZ:** RNAV 1-DME/DME/IRU or GPS required.
DME or RADAR required.

**ATIS**

**BOSTON APP CON**

**MANCHESTER TOWER**

**GND CON**

**CLNC DEL**

---

**ALSF-2**

---

**MISSED APPROACH:** Climb to 4000 direct CON VOR/DME and hold.

---

**GS 3.00°**

**TCH 68**

**REIL**

**IHOBB**

**ELEV**

**TDZE**

---

**SILO**

**MM**

---

**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.**

---

** CATEGORY**

** I-MHT**

**XOHWI**

**MNTIN**

**I-MHT**

**YOULL**

**PELAN**

**XOHWI**

**I-MHT**

**YOULL**

**PELAN**

**I-MHT**

**XOHWI**

**MNTIN**

**I-MHT**

**YOULL**

**PELAN**

**I-MHT**

**XOHWI**

**MNTIN**

**I-MHT**

**YOULL**

**PELAN**

**I-MHT**

**XOHWI**

**MNTIN**

**I-MHT**

**YOULL**

**PELAN**

---

**NE-1, 11 JUL 2024 to 05 SEP 2024**

---

**AMDT 5 22APR21**

---

**MANCHESTER, NEW HAMPSHIRE**

---

**NE-1, 11 JUL 2024 to 05 SEP 2024**

---

**Amdt 5 22APR21**

---

**MANCHESTER, NEW HAMPSHIRE**

---

**MISSED APCH FIX**

**CONCORD**

**CON**

---

**I-MHT**

**XOHWI**

**MNTIN**

**I-MHT**

**YOULL**

**PELAN**

**I-MHT**

**XOHWI**

**MNTIN**

**I-MHT**

**YOULL**

**PELAN**

**I-MHT**

**XOHWI**

**MNTIN**

**I-MHT**

**YOULL**

**PELAN**

**I-MHT**

**XOHWI**

**MNTIN**

**I-MHT**

**YOULL**

**PELAN**

**I-MHT**

**XOHWI**

**MNTIN**

**I-MHT**

**YOULL**

**PELAN**

**I-MHT**

**XOHWI**

**MNTIN**

**I-MHT**

**YOULL**

**PELAN**

---

**NE-1, 11 JUL 2024 to 05 SEP 2024**

---

**Amdt 5 22APR21**

---

**MANCHESTER, NEW HAMPSHIRE**

---

**NE-1, 11 JUL 2024 to 05 SEP 2024**

---

**Amdt 5 22APR21**

---

**MANCHESTER, NEW HAMPSHIRE**
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.

MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00º/TCH 68).

VA CATEGORY 1 ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MANCHESTER, NEW HAMPSHIRE

Amdt 5 22APR21

ILS RWY 35 (SA CAT I)

MANCHESTER BOSTON RGNL (MHT)

MANCHESTER, NEW HAMPSHIRE

AL-246 (FAA)
ILS RWY 35 (CAT II & III)
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.

MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

4000 CON VOR/DME
MISSED APCH FIX
CONCORD

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MANCHESTER, NEW HAMPSHIRE
Amat 5 22APR21

42°56'N-71°26'W
ILS RWY 35 (CAT II & III)
RNAV (RNP) Z RWY 17
MANCHESTER BOSTON RGNL (MHT)

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.

RADAR required for procedure entry.

See planview for multiple IF locations.

VGS and RNAV glidepath not coincident (VGS Angle 3.10/TCH 67).

APP CRS
Rwy Idg 8914
TDZE 229
Apt Elev 266

ATIS
119.55

BOSTON APP CON
124.9 269.075

MANCHESTER TOWER
121.3 239.025

GND CON
121.9

CLNC DEL
135.9

MALSR

MISSING APPROACH:
Climb to 2100 on track 172° to YOUll and hold.

ELEV 266
TDZE 229

NE-1, 11 JUL 2024 to 05 SEP 2024

AUTHORIZATION REQUIRED
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. When local altimeter not received, procedure NA. For inop ALSF-2, increase RNP 0.20 all Cats visibility to 1 1/2 SM and RNP 0.30 all Cats visibility to 1 1/2 SM.

MISSING APCH FIX: Climb to 3000 on track 352° to BLUUM and hold, continue climb-in-hold to 3000.

**RNAV (RNP) Z 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

**ALFS-2**

**MISSING APCH FIX**: Climb to 3000 on track 352° to BLUUM and hold, continue climb-in-hold to 3000.

**FOR UNCOMPENSATED BARO-VNAV SYSTEMS**, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. When local altimeter not received, procedure NA. For inop ALSF-2, increase RNP 0.20 all Cats visibility to 1 1/2 SM and RNP 0.30 all Cats visibility to 1 1/2 SM.

**MISSING APCH FIX**: Climb to 3000 on track 352° to BLUUM and hold, continue climb-in-hold to 3000.

**MANCHESTER, NEW HAMPSHIRE**

**266 ELEV**

**TDZE 265**

**REIL Rwys 6 and 24**
**TDZ/CL Rwys 17 and 35**
**HILR Rwys 6-24 and 17-35**

**AUTHORIZATION REQUIRED**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP 0.20 DA</td>
<td>755/60</td>
<td>490 (500-1 1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>802-1 1/6</td>
<td>537 (600-1 1/4)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RNAV (RNP) Z RWY 35**
MANCHESTER BOSTON RGNL (MHT)

**42°56’N-71°26’W**

**MANCHESTER, NEW HAMPSHIRE**

**Orig-A 17AUG17**

**AL-246 (FAA)**
**RNAV (GPS) RWY 6**

**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

---

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.**

**MISSED APPROACH:** Climb to 3000 direct CUXOV and on track 139° to KHRIS and hold, continue climb-in-hold to 3000.

---

**4 NM Holding Pattern**

**HEDGI**

**CUTSA**

**RUW06**

**KHRI**

**CUXOV**

**MANCHESTER BOSTON RGNL (MHT)**

**RNAV (GPS) RWY 6**

**WAAS**

**APP CRS** 057°

**Rwy Idg** 224

**TDZE** 224

**Apt Elev** 266

**TWR** 58214

**W06A**

**APP CRS** 057°

**Rwy Idg** 224

**TDZE** 224

**Apt Elev** 266

---

**MANCHESTER, NEW HAMPSHIRE**

Amdt 3 17JUN21

---

**42°56'N-71°26'W**

**MANCHESTER BOSTON RGNL (MHT)**

**RNAV (GPS) RWY 6**
RNAV (GPS) RWY 24
MANCHESTER BOSTON RGNL (MHT)

MISSED APPROACH: Climbing right turn to 5000 direct CON VOR/DME and hold. Continue climb-in-hold to 5000.

ATIS 119.55
BOSTON APP CON 124.9 269.075
MANCHESTER TOWER 121.3 239.025
GND CON 121.9
CLNC DEL 135.9

Rwy 24 helicopter visibility reduction below 4000 NA.

MANCHESTER, NEW HAMPSHIRE
Amdt 2 22APR21

RNAV (GPS) RWY 24
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.

ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL
--- | --- | --- | --- | ---
119.55 | 124.9 | 269.075 | 121.3 | 239.025
121.9 | 135.9

MISSED APPROACH:
Climb to 2000 direct YOULL and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°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 ½ mile; increase LNAV/VNAV DA to 793 and all Cats visibility ½ mile; increase all MDA 40 feet and LNAV Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. For inop ALSF, increase LNAV Cats A/B visibility to RVR 5500 and LNAV NA when using Nashua altimeter setting. Helicopter visibility reduction below ¼ 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 mile.

MISSED APPROACH: Climb to 3000 direct BLUUM and hold, continue climb-in-hold to 3000.

### ATIS
- 119.55

### BOSTON APP CON
- 124.9
- 269.075

### MANCHESTER TOWER
- 121.3
- 239.025

### GND CON
- 121.9

### CLNCE DEL
- 135.9

### ELEV
- 266

### TDZE
- 265

### RADAR required for procedure entry.

**CIRCLING**

- CLR
- MDL
- RCL
- ICN
- LCL
- MLW
- UFR

### VNAV and LNAV glidepath not coincident (VGS Angle 3.00°/TCH 68).

- LPV
- LNAV/VNAV DA 465/18
- LNAV MDA 760/40
- LNAV/VNAV MDA 760/40

### CATEGORY

- A
- B
- C
- D

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>465/18</td>
<td>761/60</td>
<td>760/40</td>
</tr>
<tr>
<td>B</td>
<td>200 (200-⅔)</td>
<td>496 (500-1¼)</td>
<td>495 (500-1)</td>
</tr>
<tr>
<td>C</td>
<td>980-2</td>
<td>760/50</td>
<td>1100-2⅓</td>
</tr>
<tr>
<td>D</td>
<td>714 (800-2)</td>
<td>834 (900-2)</td>
<td></td>
</tr>
</tbody>
</table>
MANCHESTER BOSTON RGNL (MHT)
MANCHESTER, NEW HAMPSHIRE

AIRPORT DIAGRAM
24025

ATIS
119.55
MANCHESTER TOWER
121.3  239.025
GND CON
121.9
CINC DEL
135.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

HIRL Rwys 6-24 and 17-35
REIL Rwys 6 and 24
TDZ/CI Rwys 17 and 35

NE-1, 11 JUL 2024 to 05 SEP 2024

MANCHESTER, NEW HAMPSHIRE
MANCHESTER BOSTON RGNL (MHT)
MANCHESTER ONE DEPARTURE

MANCHESTER BOSTON RGNL (MHT)
MANCHESTER, NEW HAMPSHIRE

TURBOJET AIRCRAFT - Takeoff runway 6 or 17, climb as assigned by ATC.
ALL OTHER AIRCRAFT - Takeoff runway 24 or 35, climb as assigned by ATC.

NOTE: RADAR required.

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.

MANCHESTER ONE DEPARTURE
25FEB21
ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239 025
BOSTON DEP CON
124.9 269.075

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.

TOP ALTITUDE: 3000

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):
NEIE TRANSITION (PPORT4.NEIE):

NOTE: Chart not to scale.
Circling NA to Rwy 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.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WHYBE and hold.

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00°/TCH 38).

**RNAV (GPS) RWY 32**

MANSFIELD MUNI (1B9)

**MAPS RW32 25 NM**

**WAYBE**

**WOONS**

**AVONN**

**GEONS**

**EASTN**

**RAYNM**

**HOLD**

**UNICOM**

**TAN ASOS**

**BOSTON APP CON**

**132.675**

**124.1**

**123.0 (CTAF)**

**MANSFIELD, MASSACHUSETTS**

**AL-5322 (FAA)**

22363

RNAV (GPS) RWY 32

MANSFIELD MUNI (1B9)

**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>452-1</td>
<td>331 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>520-1</td>
<td>399 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>600-1</td>
<td>640-1</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**Amdt 1 01DEC22**

**MANSFIELD, MASSACHUSETTS**

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.

Procedure NA for arrivals at WHYBE on V1 northeast bound.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BURDY and hold.

**RNAV (GPS) Z RWY 14**

**MANSFIELD MUNI (1B9)**
COPTER RNAV (GPS) Y RWY 14
MANSFIELD MUNI (1B9)

RNP APCH - GPS.

**NA**
Procedure NA at night. Use Taunton altimeter setting.

<table>
<thead>
<tr>
<th>TAN ASOS</th>
<th>BOSTON APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>132.675</td>
<td>123.0 (CTAF)</td>
<td></td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climbing left turn to 2000 direct BURDY and hold.

Limit final and missed approach to 70K.
Increase to 90K upon reaching the missed approach altitude; maintain 90K while in holding.

**TAN ASOS** 132.675

**BOSTON APP CON** 124.1

**UNICOM** 123.0 (CTAF)

**MISSING APCH FIX**

**ELEV** 123
**TDZE** 121

**COPTER MDA**

**LP** 520-1
**MDA** 399 (400-1)

**COPPER RNAV**

**LP** 580-1
**MDA** 459 (500-1)

**MIRL Rwy 14-32**
MARSHFIELD, MASSACHUSETTS 23278

AL-5593 (FAA)

RNAV (GPS) RWY 6
MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

AWOS-3
120.0

BOSTON APP CON
124.1

UNICOM
122.8 (CTAF)

PRE-FLIGHT CHECKLIST:

1. Ensure WAAS system is operating properly.
2. Check WAAS installation and settings.
3. Verify DME/DME RNP-0.3 NA.
4. Ensure VDP visibility.

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 3/4 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 Cat's visibility 1/4 mile.

AWOS-3
120.0

BOSTON APP CON
124.1

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 6
MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

AWOS-3
120.0

BOSTON APP CON
124.1

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 6
MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

RNAV (GPS) RWY 6

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.
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 ¼ 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**

<table>
<thead>
<tr>
<th></th>
<th>120.0</th>
<th></th>
<th>124.1</th>
<th></th>
<th>122.8 (CTAF)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BOSTON APP CON</strong></td>
<td></td>
<td><strong>UNICOM</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>CH 86337</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>W24A</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>W330</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>TDZE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Apt Elev</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 24**

**MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)**

**MARSHFIELD, MASSACHUSETTS**

**AWOS-3**

**BOSTON APP CON**

**UNICOM**

**CH 86337**

**W24A**

**W330**

**TDZE**

**Apt Elev**

**LNAV only.**

**Category A**

**Category B**

**Category C**

**Category D**

**LNAV DA**

**LPV DA**

**LNAV/ VNAV DA**

**LNAV MDA**

**CIRCLING**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**MISSED APPROACH:** Climb to 2000 direct WUGLA and on track 261° to JUDMU and hold.
RNAV (GPS) RWY 36
MERIDEN MARKHAM MUNI (MMK)

**CAUTION:** Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

**Note:** Procedure NA for arrival on MAD VOR/DME airway radials 258 CW 317.

### ASOS
- **ASOS:** 134.925

### BRADLEY APP CON
- **BRADLEY APP CON:** 127.8 269.325

### CLNC DEL
- **CLNC DEL:** 120.65

### UNICOM
- **UNICOM:** 123.05 (CTAF)

**RNAV (GPS) RWY 36**

**MISSED APPROACH:** Climb to 800 then climbing right turn to 2500 direct WEGOT and hold.

**ELEV 103**

**TDZE 99**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**MERIDEN, CONNECTICUT**

**MERIDEN, CONNECTICUT**

**Orig-F 05NOV20**
MISSED APPROACH: Climbing right turn to 2700 on HFD VOR/DME R-251 to MIDD INT/HFD 10.6 DME and hold, continue climb-in-hold to 2700.

MADISON 8.5 ACELA INT Chan 96

VOR/DME MAD
110.4
Chan 41

APP CRS
345°

Rwy Idg
3100

Apt Elev
103

ASOS
134.925

ELEV
103

TDZE
99

MERIDEN, CONNECTICUT

MERIDEN MARKHAM MUNI (MMK)

41°31’N-72°50’W

NE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 29
MILLINOCKET MUNI (MLT)

MISSED APPROACH: Climb to 920 then climbing right turn to 2300 direct JEBIV and hold.

* LNAV only

** 1.5 NM to RW29

CIRCLING

APPROACH CRS

LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ 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 C visibility ½ SM and Cat C visibility ½ SM. Night landing: Rwy 11, 34 NA.

Asos

135.225

BOSTON CENTER

120.25 346.4

1342

1061

1277

34

2300

2300

798

920

2300

287°

30°

60°

90°

120°

150°

180°

210°

240°

270°

300°

330°

360°

MILLINOCKET, MAINE

AL-261 (FAA)

23278

Amdt 1C 09SEP21

MILLINOCKET, MAINE

Amdt 1C 09SEP20

45°39'N-68°41'W

MILLINOCKET MUNI (MLT)

NE-1, 11 JUL 2024 to 05 SEP 2024

MILLINOCKET, MAINE

Amdt 1C 09SEP21

45°39'N-68°41'W
**MILLINOCKET, MAINE**

**VOR/DME MLT**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>4713</td>
<td>408</td>
<td>408</td>
</tr>
</tbody>
</table>

**Category**

- **B**
- **C**
- **D**
- **A**

**VOR RWY 29**

**MILLINOCKET MUNI (MLT)**

**ASOS**

- **135.225**

**BOSTON CENTER**

- **120.25**

**UNICOM**

- **122.8 (CTAF)**

**AL-261 (FAA)**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**VOR/WAY 29**

**Heliport 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 1/4 SM, Cat C visibility 1/2 SM; increase S-29 Cat D visibility 1/2 SM; ULOGE fix minimums: increase S-29 Cat C/D and Circling Cat A/B visibility 1/4 SM, and Circling Cat C visibility 1/2 SM. Procedure NA at night.**

**ASOS**

- **135.225**

**BOSTON CENTER**

- **120.25**

**UNICOM**

- **122.8 (CTAF)**

**ELEV 408**

**TDZE 408**

**3000 MLT**

*1180 When using Houlton altimeter setting.*

**One Minute Holding Pattern**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

**S-29**

- **1060-1**
- **652 (700-1)**
- **1060-1 1/4**
- **652 (700-1 1/4)**
- **1060-2**
- **652 (700-2)**

**CIRCLING**

- **1100-1**
- **692 (700-1)**
- **1100-2**
- **692 (700-2)**
- **1380-3**
- **972 (1000-3)**

**ULOGE FIX MINIMUMS**

**S-29**

- **880-1**
- **472 (500-1)**
- **880-1 1/4**
- **472 (500-1 1/4)**
- **880-1 1/2**
- **472 (500-1 1/2)**

**CIRCLING**

- **1100-1**
- **692 (700-1)**
- **1100-2**
- **692 (700-2)**
- **1380-3**
- **972 (1000-3)**

**MISSED APPROACH: Climbing right turn to 3000 direct MLT VOR/DME and hold, continue climb-in-hold to 3000.**

**Map of Millinocket, Maine**

- **ASOS**
- **BOSTON CENTER**
- **UNICOM**

**ELEV 408**

**TDZE 408**

**REIL Rwy 29**

**MIRL Rwy 11-29**

**FAT to MAP 7.7 NM**

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min:Sec</td>
<td>7.42</td>
<td>5.08</td>
<td>3.51</td>
<td>3.05</td>
<td>2.34</td>
</tr>
</tbody>
</table>

**Millinocket, Maine**

**Orig C 09SEP21**

**AL-261 (FAA)**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**45°39'N-68°41'W**

**243**
MONTAGUE, MASSACHUSETTS

RNAV (GPS)-B

ATEG CRS

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Circling</td>
<td>1480-1½</td>
<td>1480-1½</td>
<td>1640-3</td>
<td>NA</td>
</tr>
</tbody>
</table>

BOSTON CENTER
123.75 338.2

MONTAGUE, MASSACHUSETTS
AL-6107 (FAA)

RNAV (GPS)-B

UNICOM
123.0 (CTAF)

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.

MISSED APPROACH: (MAX 210K)
Climbing right turn to 3500 direct YIDPU and hold.

-26°C

MIRL Rwy 16-34
REIL Rwy 16

42°35'N-72°31'W
RNAV (GPS) Y RWY 19

MORRISVILLE-STOWE STATE (MVL)

ASOS
135.625

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)

MISSED APPROACH: (Do not exceed 165K until LIQED) Climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

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.

**RNAV (GPS) Y RWY 19**

**MORRISVILLE-STOWE STATE (MVL)**

**ASOS**
135.625

**BOSTON CENTER**
135.7 282.2

**UNICOM**
122.8 (CTAF)

**MISSED APPROACH:** (Do not exceed 165K until LIQED) Climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

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.

**ASOS**
135.625

**BOSTON CENTER**
135.7 282.2

**UNICOM**
122.8 (CTAF)

**MISSED APPROACH:** (Do not exceed 165K until LIQED) Climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

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. 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 ft per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000. Missed approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000. Drag approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb gradient, climb of 325 feet per NM to 3000; if unable to meet climb grade
Circling NA for Cat C east of Rwy 1-19. When local altimeter setting not received, use Burlington altimeter setting and increase all MDAs 120 feet.

**MISSED APPROACH:** Climbing left turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

**Procedure NA for arrival on MPV VOR/DME airway radials 317 CW 037.**
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 inap 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.

**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 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 1½ SM.

MISSED APPROACH: Climb to 1800 direct WAIVS and hold.

Procedure NA for arrivals at ACK VOR/DME on airway radials 270 CW 280.

Radar Required for arrivals at BOMLY.

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 1½ SM.

MISSED APPROACH: Climb to 1800 direct WAIVS and hold.
**RNAV (GPS) RWY 15**

**NANTUCKET MEML (ACK)**

### WAAS CH 97623 W15A

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>151°</td>
<td>4500</td>
<td>45</td>
<td>47</td>
</tr>
</tbody>
</table>

**RNP APCH.**

- **Boro-VNAV NA** when using Hyannis altimeter setting. For uncompensated Baro-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 1/4 mile.

**MISSED APPROACH:** Climb to 2300 direct DUPKE and hold.

### NANTUCKET TOWER

- **ATIS** 127.5
- **BOSTON APP CON** 126.1
- **NANTUCKET TOWER** 118.3 (CTAF)
- **GND CON** 132.5
- **CLNC DEL** 119.375
- **UNICOM** 122.95

**Procedure NA for arrivals at CRACO via V141 northwest bound.**

**Procedure NA for arrivals at MVY VOR/DME via V146 westbound.**

**ELEV 47**

**TDZE 45**

**151°**

**DUPKE**

**2000**

**104° (16.2)**

**MARSHAS VINEYARD MVY**

**HOKEL (IF) 2000**

**WEBIDI 2.8 NM to RW15**

**LNAV only.**

**2000**

**151°**

**HOKEL**

**2000**

**WEBIDI 2.8 NM to RW15**

**LNAV only.**

<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>295-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>480-1½</td>
<td>435 (500-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>440-1</td>
<td>395 (400-1)</td>
<td>440-1½</td>
<td>395 (400-1½)</td>
</tr>
</tbody>
</table>
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.

**MISSED APPROACH:** Climb to 2500 direct CEROD and on track 260° to CLAMY and hold.

Procedure NA for arrivals at LFV VOR/DME on V167 northeast bound.
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.

**MISSING 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.
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.
NE-1, 11 JUL 2024 to 05 SEP 2024

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS or LOC RWY 14
BOIRE FLD (ASH)

NePT for arrival at MUGGY on T316 eastbound.
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.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct PELAN and hold.

RNAV (GPS) RWY 14
BOIRE FLD (ASH)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
### NEW BEDFORD, MASSACHUSETTS

<table>
<thead>
<tr>
<th>Location</th>
<th>Contact</th>
<th>Frequency</th>
<th>CAT</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROVIDENCE</td>
<td>PROVIDENCE</td>
<td>126.85</td>
<td>128.7</td>
<td>A/B/C</td>
</tr>
<tr>
<td>NEW BEDFORD</td>
<td>TOWER</td>
<td>269.525</td>
<td>118.1</td>
<td>A/B/C</td>
</tr>
<tr>
<td>UNICOM</td>
<td></td>
<td>121.9</td>
<td>122.9</td>
<td>A/B/C</td>
</tr>
</tbody>
</table>

### ONE MINUTE HOLDING PATTERN

- **2100**

### VFR APPROACH

- **234°** (headings)

### CATEGORY

- **A**: 270/24
- **B**: 200 (200-1/2)
- **C**: 720/24 650 (700-1/2)
- **D**: 650 (700-1/3)

### CIRCLING

- **240-24** 350 (400-1/3)
- **240-30** 350 (400-3)

### ILS or LOC RWY 5

**NEW BEDFORD RGNL (EWB)**

**MISSING APPROACH**: Climb to 800 then climbing left turn to 2100 on heading 210° and on I-EBW localizer SW course R-234 to BONNI INT/I-EBW 11.4 DME and hold.

**On I-EBW localizer SW course**

- **234°**

**WIDON FIX MINIMUMS**

- **S-LOC 5**: 420/24 350 (400-1/3)
- **CIRCING**: 600-1 521 (600-1) 640-1 561 (600-1) 720-1 641 (700-1/3) 960-3 881 (900-3)

**AFR**

- **I-EBW**: 114.2 MVY

**NEW BEDFORD RGNL (EWB)**

**MISSING APPROACH**: Climb to 800 then climbing left turn to 2100 on heading 210° and on I-EBW localizer SW course R-234 to BONNI INT/I-EBW 11.4 DME and hold.

**On I-EBW localizer SW course**

- **234°**

**WIDON FIX MINIMUMS**

- **S-LOC 5**: 420/24 350 (400-1/3)
- **CIRCING**: 600-1 521 (600-1) 640-1 561 (600-1) 720-1 641 (700-1/3) 960-3 881 (900-3)

**AFR**

- **I-EBW**: 114.2 MVY

**NEW BEDFORD RGNL (EWB)**

**MISSING APPROACH**: Climb to 800 then climbing left turn to 2100 on heading 210° and on I-EBW localizer SW course R-234 to BONNI INT/I-EBW 11.4 DME and hold.

**On I-EBW localizer SW course**

- **234°**

**WIDON FIX MINIMUMS**

- **S-LOC 5**: 420/24 350 (400-1/3)
- **CIRCING**: 600-1 521 (600-1) 640-1 561 (600-1) 720-1 641 (700-1/3) 960-3 881 (900-3)

**AFR**

- **I-EBW**: 114.2 MVY
RNAV (GPS) RWY 14
NEW BEDFORD RGNL (EWB)

**Rwy 14** helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet, and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ½ SM.

**MISSED APPROACH:** Climb to 600 then climbing right turn to 3000 direct COSSY and hold.

**Procedure NA** for arrivals at BURDY on V139-268 northeast bound.

**Procedure NA** for arrivals at LAFAY on V139 southwest bound and T300 northwest bound.

**Category**
- **LP MDA**: 540-1 463 (500-1)
- **LNAV MDA**: 560-1 483 (500-1)
- **CIRCLING**
  - 620-1 541 (600-1)
  - 640-1 561 (600-1)
  - 720-1 641 (700-1)

**Nearest Navigation Aids**
- WEBS
- ZISGA
- IAF
- COSSY
- ODOMY
- IHXOK
- COIRL
- COIRL (IF/IAF)
- ODOMY
- TWR
- HDG
- TDZE
- MIRL Rwy 14-32
- HIRL Rwy 5-23
- REIL Rwy 32
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 3/4 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 1/4 SM. For inop MALSR, increase LPV all Cats visibility 3/4 mile, LNAV/VNAV and LNAV Cat A/B visibility 1/4 mile. For inop MALSR, when using Taunton altimeter setting, increase LNAV/VNAV all Cats visibility 3/4 mile, LNAV Cat A/B visibility 1/4 mile and Cat C/D visibility 3/4 mile.

Procedure NA for arrivals at BONNI on V268 northeast bound.
RNAV (GPS) RWY 32
NEW BEDFORD RGNL (EWB)

**NEW BEDFORD, MASSACHUSETTS**

**WAAS**
CH 99427
W32A

**APP CRS**
Rwy Idg 5002
TDZE 68
Apt Elev 79

**RNP APCH - GPS.**

- Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile. *VDP NA when using Taunton altimeter setting.

**ATIS**
PROVIDENCE APP CON

- PROVIDENCE APP CON
- NEW BEDFORD TOWER
- GND CON
- UNICOM

- ATIS 126.85
- PROVIDENCE APP CON 128.7
- NEW BEDFORD TOWER 118.1 [CTAF] 239.0
- GND CON 121.9
- UNICOM 122.95

**Visual Segment - Obstacles.**

- 4 NM Holding Pattern

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LP MDA</strong></td>
<td>720-1</td>
<td>652 (700-1)</td>
<td>720-1½</td>
<td>652 (700-1½)</td>
</tr>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>880-1</td>
<td>880-1½</td>
<td>880-2½</td>
<td>812 (900-2½)</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>880-1</td>
<td>880-1½</td>
<td>880-2½</td>
<td>812 (900-2½)</td>
</tr>
</tbody>
</table>

**NEW BEDFORD TOWER**
L 118.1 (CTAF)

**NEW BEDFORD RGNL (EWB)**
**NEW BEDFORD, MASSACHUSETTS**

**AL-644 (FAA)**

**LOC BC RWY 23**

**NEW BEDFORD RGNL (EWB)**

---

**LOC/DME I-EWB**

<table>
<thead>
<tr>
<th>109.7</th>
<th>APP CRS</th>
</tr>
</thead>
<tbody>
<tr>
<td>234°</td>
<td>---------</td>
</tr>
</tbody>
</table>

**Rwy Idg**

<table>
<thead>
<tr>
<th>5000</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>78</td>
<td>79</td>
</tr>
</tbody>
</table>

**Apt Elev**

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 ½ SM. VDP NA with Taunton altimeter setting. Helicopter visibility reduction below ½ 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 ¼ mile.

**MALS R**

**MISS Approach**

Climb to 2100 on I-EWB SW course to BONNI/I-EWB 11.4 DME and hold.

**ELEV**

<table>
<thead>
<tr>
<th>79</th>
</tr>
</thead>
</table>

**TDZE**

<table>
<thead>
<tr>
<th>78</th>
</tr>
</thead>
</table>

**LOCALIZER 109.7 I-EWB**

<table>
<thead>
<tr>
<th>Chan 34</th>
</tr>
</thead>
</table>

**ZEDVI I-EWB 4.8 RADAR**

**MISS Apoch Fix**

BONNI I-EWB 11.4

**MIRL Rwy 14-32**

<table>
<thead>
<tr>
<th>5002 X 75</th>
</tr>
</thead>
</table>

**HIRL Rwy 5-23**

<table>
<thead>
<tr>
<th>5400 X 150</th>
</tr>
</thead>
</table>

**REIL Rwy 32 A**

**FURBS I-EWB 10.9**

**234°**

**I-EWB SW crs**

1.3 NM to RW23

**Disregard GS indications.**

**ZEDVI I-EWB 4.8 RADAR**

**FURBS I-EWB 10.9**

**1700**

**234°**

**2000**

**FAF to MAP 4.3 NM**

<table>
<thead>
<tr>
<th>Knots</th>
<th>Min:Sec</th>
</tr>
</thead>
<tbody>
<tr>
<td>60</td>
<td>4:18</td>
</tr>
<tr>
<td>90</td>
<td>2:52</td>
</tr>
<tr>
<td>120</td>
<td>2:09</td>
</tr>
<tr>
<td>150</td>
<td>1:43</td>
</tr>
<tr>
<td>180</td>
<td>1:26</td>
</tr>
</tbody>
</table>

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.6</td>
<td>3.5 NM</td>
<td>6.1 NM</td>
</tr>
</tbody>
</table>

**CIRCLING**

620-1 642-1 720-1

541 (600-1) 561 (600-1) 641 (700-1½) 881 (900-3)

**NEW BEDFORD, MASSACHUSETTS**

Amdt 13A 20APR23

**41°41'N-70°57'W**

267
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

NEW BEDFORD, MASSACHUSETTS

AIRPORT DIAGRAM

NEW BEDFORD RGNL (EWB)
ILS or LOC RWY 2
TWEED/NEW HAVEN (HVN)

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

Rwy 2 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-ILS all Cats visibility to RVR 4500.

At 1500, MAD VOR/DME and hold.

For inop ALS, increase S-ILS all Cats visibility to RVR 4500.
Rwy 2 helicopter visibility reduction below RVR 4000 NA.

Minimum Altitude: 600

S-ILS 2
S-LOC 2
CIRCLING

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

New Haven, Connecticut
Amdt 18A 08SEP22

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 1/2 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.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

**Table: Category 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>295/40</td>
<td>287 (300-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>365/40</td>
<td>358 (400-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>400/40</td>
<td>393 (400-3/4)</td>
<td>400/45</td>
<td>393 (400-3/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>720-1</td>
<td>707 (800-1)</td>
<td>780-2 1/4</td>
<td>767 (800-2 1/4)</td>
</tr>
</tbody>
</table>

NEW HAVEN, CONNECTICUT
Amdt 1A 08SEP22

41°16'N - 72°53'W
RNAV (GPS) RWY 20
TWEED/NEW HAVEN (HVN)

MISSED APPROACH: Climb to 1800 direct PEPE and hold.

Procedure NA for arrivals at SOARS on V34 northwest bound and V34 northbound.

Procedure NA for arrivals at SORRY on V3-99 westbound.

Procedure NA for arrivals at SOARS on V3-99 westbound.

Procedure NA for arrival on HFD VOR/DME on airway radials 211 CW 282.

Rwy 20 helicopter visibility reduction below 3/4 SM NA.

**ATIS**

**NEW YORK APP CON**

**NEW HAVEN TOWER**

**GND CON**

**CLNC DEL**

**CLNC DEL**

**UNICOM**

**Amdt 1 08SEP22**

**New Haven, Connecticut**

**RNAV (GPS) RWY 20**

**Tweed/New Haven (HVN)**

**WEAAS**

**CH 45937**

**W20A**

**APP CRS**

**Rwy Idg**

**Ap Elev**

**41°16'N-72°53'W**

**271**
WARNING: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
BRIDGEHAVEN ONE DEPARTURE

TOP ALTITUDE: 2000

OUT: GAYEL 110.4 MAD R-182

OUT: SOARS 110.4 MAD R-182

OUT: NEION 115.9 JFK

OUT: HAAYS 116.6 CMK

OUT: SPARTA 115.7 SAX

OUT: BROADWAY 114.2 BWZ

OUT: CARME 116.6 CMK

OUT: BRIDGEPORT 108.8 BDR

OUT: DEER PARK 117.7 DPK

OUT: KENNEDY 115.9 JFK

OUT: BIGGY 112.9 SBJ

OUT: WHITE

OUT: PARKE

OUT: ZIMMZ

OUT: COATE R-311

OUT: LANNA

OUT: NEWEL

OUT: ELIOT

OUT: SOLBERG 112.9 SBJ

NOTE: Chart not to scale.

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.

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.
RNAV (GPS)-A
PARLIN FLD (2B3)

LEB ASOS
118.65

BOSTON CENTER
134.7 269.475

UNICOM
122.8 (CTAF)

 MISSPED APPROACH: Climbing left turn to 4000 direct ARIME and hold.

DA NA

DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA to Rwy 12 and 30. Circling NA east of Rwy 18-36. Helicopter visibility reduction below 1 SM NA. Use Lebanon altimeter setting.

Procedure NA for arrivals at TAPSE on V93/T295 northeast bound.

Procedure NA for arrivals at STRUM on V131 southbound and V490 westbound.

NEWPORT, NEW HAMPSHIRE
AL-10139 (FAA)
21168

RNAV (GPS)-A
PARLIN FLD (2B3)

NEWPORT, NEW HAMPSHIRE
Orig 26MAY16

43°23'N-72°11'W

274
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 1/2 SM NA.

**RNAV (GPS) RWY 16**
NEWPORT STATE (UUU)

### Holding Pattern
**FEKWU**
VGS1 and descent angles not coincident (VGS1 Angle 3.75/TCH 40).

### RNP APPROACH

<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>600-1</td>
<td>438 (500-1)</td>
<td>600-1/4</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>528 (600-1)</td>
<td>760-1</td>
<td>780-1/4</td>
</tr>
<tr>
<td></td>
<td>588 (600-1)</td>
<td>608 (700-1/4)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

### Unicom
123.05 (CTAF)
**LOC RWY 22**

NEWPORT STATE (UUU)

**ASOS**

<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>720-1</td>
<td>548 (600-1)</td>
<td>720-1/8</td>
<td>548 (600-1)%</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>760-1</td>
<td>588 (600-1)</td>
<td>780-1/4</td>
<td>608 (700-1)</td>
</tr>
</tbody>
</table>

**DAAME FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)**

<table>
<thead>
<tr>
<th>Category</th>
<th>S-22</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>640-1</td>
<td>548 (500-1)</td>
</tr>
<tr>
<td></td>
<td>760-1</td>
<td>588 (600-1)</td>
</tr>
</tbody>
</table>

**MISSING APPROACH:** Climbing left turn to 2100 via PVD VOR/DME R-165 to NICOD INT/21.5 DME and hold.

**When local altimeter setting not received, use Providence altimeter setting and increase all MDA 60 feet.** Straight-in Rwy 22 NA at night, Circling Rwy 4, 22, 34 NA 00 night.

**SAFETY INFORMATION:**

- 780 when using Providence altimeter setting.
- Increase all MDA 60 feet.

**NEWPORT, RHODE ISLAND**

**Amdt 7F 04NOV21**

**NEWPORT STATE (UUU)**

**LOC RWY 22**

24081

**NEWPORT, RHODE ISLAND**

**AL-5594 (FAA)**

276

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**NEWPORT STATE (UUU)**

**LOC RWY 22**

276
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, and 34 NA at night. Rwy 16 helicopter visibility reduction below ¾ 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.

One Minute Holding Pattern

VOR and descent angles not coincident (VGSI Angle 3.75/TCH 40).

Category A

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-16</td>
<td>680-1</td>
<td>518 (600-1)</td>
<td>680-1½</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>528 (600-1)</td>
<td>760-1</td>
<td>708-1½</td>
</tr>
</tbody>
</table>

Amdt 1D 04NOV21

NE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 3
CENTRAL MAINE/NORRIDGEWOCK (OWK)

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 and Circling Cat B visibility ¼ 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.

AWOS-AV 123.075
PORTLAND APP CON 128.35 299.2
UNICOM 122.8 (CTAF)

<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>980-1</td>
<td>710 (800-1)</td>
<td>1080-2¼</td>
<td>810 (900-2½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

NORRIDGEWOCK, MAINE
Orig-A 12OCT17

44°43'N-69°52'W

279
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 ¾ 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 ¾ 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.

NE-1, 11 JUL 2024 to 05 SEP 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.

Procedure NA for arrivals on CAM VOR/DME airway radials 203 CW 286.

Procedure NA for arrivals at BOWAN on V487 southbound and V292/T295 westbound.

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.

Procedure NA for arrivals on CAM VOR/DME airway radials 203 CW 286.

Procedure NA for arrivals at BOWAN on V487 southbound and V292/T295 westbound.

Procedure NA for arrivals at BOWAN on V487 southbound and V292/T295 westbound.

Procedure NA for arrivals on CAM VOR/DME airway radials 203 CW 286.

Procedure NA for arrivals on CAM VOR/DME airway radials 203 CW 286.

Procedure NA for arrivals on CAM VOR/DME airway radials 203 CW 286.

Procedure NA for arrivals on CAM VOR/DME airway radials 203 CW 286.

Procedure NA for arrivals on CAM VOR/DME airway radials 203 CW 286.

Procedure NA for arrivals on CAM VOR/DME airway radials 203 CW 286.

Procedure NA for arrivals on CAM VOR/DME airway radials 203 CW 286.

Procedure NA for arrivals on CAM VOR/DME airway radials 203 CW 286.
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.

RNAV (GPS)-B
HARRIMAN-AND-WEST (AQW)

ASOS
134.775

ALBANY APP CON
132.825 307.2

UNICOM
122.8 (CTAF)

MISSED APCH FIX
SWOBS

Visual Segment - Obstacles.

4 NM Holding Pattern

MIRL Rwy 11-29

Orig 03JAN19
Circling RWy 5 NA at night. For inop ALS, increase S-LOC 16 Cat C/D visibility to 2½ 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.

GS 3.00°
TCH 50

CATEGORY
A  B  C  D
S-ILS 16 218-1/2 200 (200½)
S-LOC 16 840-½ 202 (900½) 840-¾ 822 (900¾) 840-1¾ 822 (900½) 820 (900½)
C CIRCLING 840-1½ 822 (900-1½) 840-2½ 822 (900-2½) 880-2¼ 850 (900-2½)

BEYEL FIX MINIMUMS
S-LOC 16 460-½ 442 (500-½) 460-⅘ 442 (500-½)
C CIRCLING 620-1 602 (700-1)

TWr 7100
Circlng Ldg 18
Apt Elev 18

MALSR

MISSD APPROACH: Climb to 500 then climbing left turn to 3000 on heading 145° and PVD VOR/DME R-165 to FALMA and hold.

PROVIDENCE TOWER

GND CON

CLNC DEL

UNICOM

ALTERNATE MISSED APCH FIX

Sachuest Point National Wildlife Refuge

NE-1, 11 JUL 2024 to 05 SEP 2024

AL-338 (FAA)

24193

ILS or LOC RWY 16
QUONSET STATE (OQU)

S-LOC 16 Cat C/D visibility to 2½ SM.

Circling Rwy 5 NA at night. For inop ALS, increase S-LOC 16 Cat C/D visibility to 2½ SM.
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.

Procedure NA for arrivals at FOSTY on V146-151-405 northwest bound and V3-16 northeast bound.

MISSED APPROACH: Climb to 3000 direct BADTA and on track 149°* to FALMA and hold.

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.
Circling Rwy 5 NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.

MISSING 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
118.6 123.675 244.875 126.35 (CTAF) 252.9 134.5 226.675 134.5 122.95

RNAV (GPS) RWY 34
QUONSET STATE (OQU)

Procedures NA for arrivals at FALMA on V310-374 eastbound and on V405 southeast bound.

NE-1, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 34
QUONSET STATE (OQU)
**VOR RWY 34**

**QUONSET STATE (OQU)**

**PROVENCE APP CON**

<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>244.875</td>
<td>126.35</td>
<td>252.9</td>
<td>134.5</td>
</tr>
</tbody>
</table>

**AL-338 (FAA)**

**VOR/I DME PVD**

<table>
<thead>
<tr>
<th>Channel</th>
<th>110.0 ORW</th>
<th>110.0 ORW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chan 37</td>
<td>Chan 37</td>
<td>Chan 37</td>
</tr>
</tbody>
</table>

**Rwy Idg**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Aptelev</th>
</tr>
</thead>
<tbody>
<tr>
<td>7100</td>
<td>11</td>
<td>18</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climbing right turn to 1800 on PVD VOR/I DME R-186 to BRUCE INT/PVD 13.2 DME and hold.

**Circling Rwy 5 NA at night, Rwy 34 helicopter visibility reduction below 1 SM NA.**

**Procedures**

- Procedure NA for arrival on PVD VOR/I DME airway radials 115 CW 263.
- Procedure NA for arrival on SEY VOR/I DME airway radials 046 CW 099.

**VOR/DME R-186 to BRUCE INT/PVD 13.2 DME and hold.**

**Remain within 10 NM**

**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 (700-1)</td>
<td>660-1½</td>
<td>649 (700-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>660-1</td>
<td>642 (700-1)</td>
<td>660-1½</td>
<td>880-2½</td>
</tr>
<tr>
<td>S-34</td>
<td>580-1</td>
<td>569 (600-1)</td>
<td>580½</td>
<td>569 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>620-1</td>
<td>602 (700-1)</td>
<td>620-2½</td>
<td>880-2½</td>
</tr>
</tbody>
</table>

**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 (700-1)</td>
<td>660-1½</td>
<td>649 (700-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>660-1</td>
<td>642 (700-1)</td>
<td>660-1½</td>
<td>880-2½</td>
</tr>
<tr>
<td>S-34</td>
<td>580-1</td>
<td>569 (600-1)</td>
<td>580½</td>
<td>569 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>620-1</td>
<td>602 (700-1)</td>
<td>620-2½</td>
<td>880-2½</td>
</tr>
</tbody>
</table>

**HIRL Rwy 16-34 i**

**MIRL Rwy 5-23 i**

**REIL Rwy 5-23 i**

**UNICOM** 122.95

**ATIS** 118.6

**GND CON** 134.5

**UNICOM** 122.95

**DISTANCE**

<table>
<thead>
<tr>
<th>FAF to MAP 5.2 NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knots</td>
</tr>
<tr>
<td>60</td>
</tr>
<tr>
<td>90</td>
</tr>
<tr>
<td>120</td>
</tr>
<tr>
<td>150</td>
</tr>
<tr>
<td>180</td>
</tr>
</tbody>
</table>

**NE-1, 11 JUL 2024 to 05 SEP 2024**
VOR-A
QUONSET STATE (OQU)

ATIS* 118.6
PROVIDENCE APP CON 123.675 244.875
QUONSET TOWER* 126.35 (CTAF) 252.9
GND CON 134.5
CLNC DEL 134.5
UNICOM 122.95

Circling Rwy 5 NA at night.

MISSED APPROACH: Climbing left turn to 2000 on heading 100° and PVD R-165 to FAALMA INT/MVY 25.3 DME and hold.

FAF to MAP 7 NM

One Minute Holding Pattern

PVD

R-165

D

Identification and Location Information:

- VOR/DME PVD 115.6 Chan 103
- IDG TDZE
- Apt Elev 18
- APP CRS 188°
- Category B
- North Kingstown, Rhode Island
- Amdt 6 01FEB18

Weather Information:

- NE-1, 11 JUL 2024 to 05 SEP 2024

Miscellaneous:

- 41°36'N - 71°25'W
- 287
**RNAV (GPS) RWY 14**

**NORTHAMPTON (7B2)**

**App CRS**
- **143°**
  - Rwy Idg: 3335
  - TDZE: 121
  - Apt Elev: 121

**RNAV (GPS) RWY 14**

**NORTHAMPTON, MASSACHUSETTS**

**UNICOM**
- 122.7 (CTAF)

**BRADLEY APP CON**
- 125.35
- 281.5

**CLNC DEL**
- 133.6

**Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Windsor Locks altimeter setting. Rwy 14 helicopter visibility reduction below 1 SM NA.**

**V**

- **WARIC**
- 4200
- 250° (13.3)

**Procedure NA for arrivals at WARIC on T295 northeast bound and T608 southeast bound.**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**VGSI and descent angles not coincident (VGSI Angle 4.50/TCH 60).**
- *1820 when using Windsor Locks altimeter setting.
- **1260 when using Windsor Locks altimeter setting.**

**VE**
- **GRABB**
- **Elev 121**
- **TDZE 121**

**LNAV MDA**
- 899 (900-1¼)
- 940 (900-1¼)
- **1339 (1400-1¼)**

**CIRCLING**
- 899 (900-1¼)
- 1279 (1300-1¼)

**WINDSOR LOCKS ALTIMETER SETTING MINIMUMS**
- NA

**RNPA PCP - GPS.**

**Procedure NA for arrivals at WARIC on T295 northeast bound and T608 southeast bound.**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**VGSI and descent angles not coincident (VGSI Angle 4.50/TCH 60).**
- *1820 when using Windsor Locks altimeter setting.
- **1260 when using Windsor Locks altimeter setting.**

**VE**
- **GRABB**
- **Elev 121**
- **TDZE 121**

**LNAV MDA**
- 899 (900-1¼)
- 940 (900-1¼)
- **1339 (1400-1¼)**

**CIRCLING**
- 899 (900-1¼)
- 1279 (1300-1¼)

**WINDSOR LOCKS ALTIMETER SETTING MINIMUMS**
- NA
VOR/DME-B
NORTHAMPTON (7B2)

Category B

BRADLEY APP CON
125.35  281.5

CLNC DEL
133.6

UNICOM
122.7 (CTAF)

Radar Required

Obtain local altimeter on CTA; when not received, use Windsor Locks altimeter setting.

Missed Approach: Climbing right turn to 4000 via CTR R-095 to CTR VOR/DME and hold.
Rwy 35 helicopter visibility reduction below ½ SM NA. For inop ALS, increase LPV all Cats visibility to ½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Circling NA at night.

**Procedure NA for arrivals at WHYBE on V316 southwest bound.**

**Procedure NA for arrivals at WOONS on V3-16 southeast bound.**

**Procedure NA for arrivals at BURDY on V139-268 southwest bound.**

**RNAV (GPS) RWY 35**

**Norwood, Massachusetts**

**Amdt 1E 31DEC20**

**Norwood MEML (OWD)**

**Norwood MEML (OWD)**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TOP ALTITUDE:  
2000

RADAR required.  
DME required: BLZZR, BRUWN, HYLND, PATSS, REVSS DEPARTURES

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: 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**

**RNAV MDA**:
- **560-1**
- **435 (500-1)**
- **560-1 1/2**
- **435 (500-1 1/4)**
- **NA**

**Circling**:
- **640-1**
- **513 (600-1)**
- **700-1**
- **573 (600-1)**
- **760-1 1/4**
- **633 (700-1 1/4)**
- **NA**

**OLD TOWN, MAINE**

**Amdt 1 19MAY22**

**UNICOM**
- 122.8 (CTAF)

### Holding Pattern

- **HOLD**
- **3000**
- **ZIMFA**

### Visual Segment - Obstacles

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>560-1</td>
<td>435 (500-1)</td>
<td>560-1 1/2</td>
<td>435 (500-1 1/4)</td>
</tr>
<tr>
<td><strong>Circling</strong></td>
<td>640-1</td>
<td>513 (600-1)</td>
<td>700-1</td>
<td>573 (600-1)</td>
</tr>
</tbody>
</table>

### Missed Approach Fix

- **TIGSE**
- **112°**
- **4 NM**

### OLD TOWN, MAINE

### Diagram

- **RNAV (GPS)**
- **Circling**
- **Holding Pattern**
- **VOR**
- **UNAVY**
- **JUKSA**
- **WATER RWY 17W-35W**
- **DEEPWOODS MOA**
- **VISUAL SEGMENT - OBSTACLES**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**LONGITUDE:**
- **44°57'N-68°40'W**

**296**
RNAV (GPS) RWY 22
DEWITT FLD/OLD TOWN MUNI (OLD)

OLD TOWN, MAINE

44°57'N-68°40'W
297

Category
A
B
C
D
LPV DA
467-1
340 (400-1)
NA
NA
LNAV MDA
560-1
433 (500-1)
NA
NA
CRIRLING
640-1
513 (600-1)
700-1
573 (600-1)
NA
Circling NA to Rwys 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.

**DACT/CTA:**

- **BGR ASOS:** 127.75
- **BANGOR APP CON:** 118.925 239.3
- **UNICOM:** 122.8 (CTAF)

**REIL Rwys 12-30**

- **MIRL Rwys 4-22**
- **MIRL Rwys 4-22**

**FAF to MAP 3.6 NM**

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min:Sec</td>
<td>3:36</td>
<td>2:24</td>
<td>1:48</td>
<td>1:26</td>
<td>1:12</td>
</tr>
</tbody>
</table>

**DEWITT FLD/OLD TOWN MUNI (OLD)**

- **NEW TOWN, MAINE**
- **Amdt 6 14JUL22**

**TCH 41**

- **4.00°**
- **TCH 41**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-22</td>
<td>640-1 513 (600-1)</td>
<td>640-1</td>
<td>700-1</td>
</tr>
<tr>
<td>513 (600-1)</td>
<td>573 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
Amdt 8 12AUG21

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold, continue climb-in-hold to 3500.

NoPT for arrival on GDM VOR/DME airway radials 042 CW 191.

MIRL Rwys 1-19 and 14-32 

CATEGORY

One Minute Holding Pattern

3.8 NM

6 NM

112°

6000

292°

3500

292°

6000

3500

112°

3000

4400

2600

GDM 116.95 VOR

Chan 116 (Y)

WETMU

Airway radials 042 CW 191.

NoPT for arrival on GDM VOR/DME airway radials 042 CW 191.

CIRCLING

301
RNAV (GPS) RWY 18
WATERBURY-OXFORD (OXC)

Rwy 18 helicopter visibility reduction below 3/4 SM NA.

For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct CUTMA and hold.

Procedure NA for arrival 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.

**Amdt 3 03JAN19**
**Rwy 36 helicopter visibility reduction below 3/4 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.**

**MISSED APPROACH:** Climb to 3000 direct ZATMI and hold, continue climb-in-hold to 3000.
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)
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 3700 direct JEXEN and hold, continue climb-in-hold to 3700.

LEW AWOS-3 118.025
PORTLAND APP CON 125.5 353.9
UNICOM 122.8 (CTAF)

MISSAP CH 86329 W33A
APP CRS 329°
Rwy Idg 2997 TDZE 345
Apt Elev 345

MISSED APCH FIX

2549
2533
3600 to SPD WY (25.4)

4 NM

3700 JEXEN
Visual Segment - Obstacles.

329°
2300

3600 to SPD WY

Apt Elev
TDZE

CATEGORY
1
1
1

LP MDA
1120-1
1120-1/4
NA

775 (800-1)
775 (800-1/4)

RNAV MDA
1140-1
1140-1/4
NA

795 (800-1)
795 (800-1/4)

CIRCLING
1220-1/4
1400-1/2
NA

875 (900-1/4)
1055 (1100-1/2)

148°
328°

895 (900-1)
995 (800-1)

1120-1
775 (800-1)

995 (800-1)
1120-1/4
1140-1/4
1220-1/4
1400-1/2
1055 (1100-1/2)

W33A
86329

WAAS
AL-9228 (FAA)
23222
OXFORD, MAINE

RNAV (GPS) RWY 33
OXFORD COUNTY RGNL (81B)

ODX-1, 11 JUL 2024 to 05 SEP 2024
PAWTUCKET, RHODE ISLAND

AWOS-3PT
PROVIDENCE APP CON*
CLNC DEL
UNICOM

120.775
123.675
244.875
124.35
123.075 (CTAF)

RWP Ldg 5000
TDZE 429
Apt Elev 441

RNP APCH - GPS.

Circling Rwy 15, 33 NA at night. For inoperative MALS, increase LPV all Cats visibility to ½ mile. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>PROVIDENCE APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.775</td>
<td>123.675</td>
<td>244.875</td>
<td>124.35</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>123.075 (CTAF)</td>
</tr>
</tbody>
</table>

PAWTUCKET, RHODE ISLAND

AWOS-3PT
PROVIDENCE APP CON*
CLNC DEL
UNICOM

120.775
123.675
244.875
124.35
123.075 (CTAF)

RWP Ldg 5000
TDZE 429
Apt Elev 441

RNP APCH - GPS.

Circling Rwy 15, 33 NA at night. For inoperative MALS, increase LPV all Cats visibility to ½ mile. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>PROVIDENCE APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.775</td>
<td>123.675</td>
<td>244.875</td>
<td>124.35</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>123.075 (CTAF)</td>
</tr>
</tbody>
</table>

PAWTUCKET, RHODE ISLAND

AWOS-3PT
PROVIDENCE APP CON*
CLNC DEL
UNICOM

120.775
123.675
244.875
124.35
123.075 (CTAF)

RWP Ldg 5000
TDZE 429
Apt Elev 441

RNP APCH - GPS.

Circling Rwy 15, 33 NA at night. For inoperative MALS, increase LPV all Cats visibility to ½ mile. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>PROVIDENCE APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.775</td>
<td>123.675</td>
<td>244.875</td>
<td>124.35</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>123.075 (CTAF)</td>
</tr>
</tbody>
</table>

PAWTUCKET, RHODE ISLAND

AWOS-3PT
PROVIDENCE APP CON*
CLNC DEL
UNICOM

120.775
123.675
244.875
124.35
123.075 (CTAF)

RWP Ldg 5000
TDZE 429
Apt Elev 441

RNP APCH - GPS.

Circling Rwy 15, 33 NA at night. For inoperative MALS, increase LPV all Cats visibility to ½ mile. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>PROVIDENCE APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.775</td>
<td>123.675</td>
<td>244.875</td>
<td>124.35</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>123.075 (CTAF)</td>
</tr>
</tbody>
</table>

PAWTUCKET, RHODE ISLAND

AWOS-3PT
PROVIDENCE APP CON*
CLNC DEL
UNICOM

120.775
123.675
244.875
124.35
123.075 (CTAF)

RWP Ldg 5000
TDZE 429
Apt Elev 441

RNP APCH - GPS.

Circling Rwy 15, 33 NA at night. For inoperative MALS, increase LPV all Cats visibility to ½ mile. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>PROVIDENCE APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.775</td>
<td>123.675</td>
<td>244.875</td>
<td>124.35</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>123.075 (CTAF)</td>
</tr>
</tbody>
</table>

PAWTUCKET, RHODE ISLAND

AWOS-3PT
PROVIDENCE APP CON*
CLNC DEL
UNICOM

120.775
123.675
244.875
124.35
123.075 (CTAF)

RWP Ldg 5000
TDZE 429
Apt Elev 441

RNP APCH - GPS.

Circling Rwy 15, 33 NA at night. For inoperative MALS, increase LPV all Cats visibility to ½ mile. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>PROVIDENCE APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.775</td>
<td>123.675</td>
<td>244.875</td>
<td>124.35</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>123.075 (CTAF)</td>
</tr>
</tbody>
</table>

PAWTUCKET, RHODE ISLAND

AWOS-3PT
PROVIDENCE APP CON*
CLNC DEL
UNICOM

120.775
123.675
244.875
124.35
123.075 (CTAF)

RWP Ldg 5000
TDZE 429
Apt Elev 441

RNP APCH - GPS.

Circling Rwy 15, 33 NA at night. For inoperative MALS, increase LPV all Cats visibility to ½ mile. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>PROVIDENCE APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.775</td>
<td>123.675</td>
<td>244.875</td>
<td>124.35</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>123.075 (CTAF)</td>
</tr>
</tbody>
</table>

PAWTUCKET, RHODE ISLAND

AWOS-3PT
PROVIDENCE APP CON*
CLNC DEL
UNICOM

120.775
123.675
244.875
124.35
123.075 (CTAF)

RWP Ldg 5000
TDZE 429
Apt Elev 441
**RNAV (GPS) RWY 23**

**NORTH CENTRAL STATE (SFZ)**

**PAWTUCKET, RHODE ISLAND** (NE-1, 11 JUL 2024 to 05 SEP 2024)

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 (59°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2600 direct WALLU and hold.

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>86431</td>
<td>227°</td>
<td>5000</td>
<td>429</td>
<td>441</td>
</tr>
</tbody>
</table>

**AWOS-3PT**

<table>
<thead>
<tr>
<th>PROVIDENCE APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.775</td>
<td>123.675</td>
<td>244.875</td>
</tr>
<tr>
<td></td>
<td>123.075</td>
<td>(CTAF)</td>
</tr>
</tbody>
</table>

**Pilot’s Note**

- **AWOS-3PT**
- **VOR/DME airway radials 240 CW 278.**

**RNAV (GPS) RWY 23**

**NORTH CENTRAL STATE (SFZ)**

**PAWTUCKET, RHODE ISLAND**

Amdt 1B 16JUL20

41°55'N-71°29'W

309
Circling RWY 15, 33 NA at night. VDP NA with Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet; increase S-5 Cat C and Circling Cat C visibility ¼ mile, and ESUE fix minimums S-5 Cat C visibility ½ mile.

Procedure NA for arrivals on ORW VOR/DME airway radials 057 CW 128.

ESULE Fix minimums S-5 Cat C visibility 1 mile. Increase S-5 Cat C and Circling Cat C visibility 1 mile, and use Providence altimeter setting and increase all MDA 100 feet; altimeter setting. When local altimeter setting not received, Circling RWY 15, 33 NA at night. VDP NA with Providence altimeter setting and increase all MDA 100 feet; increase S-5 Cat C and Circling Cat C visibility ¼ mile.

ESULE Fix minimums S-5 Cat C visibility 1 mile. Increase S-5 Cat C and Circling Cat C visibility 1 mile, and use Providence altimeter setting and increase all MDA 100 feet; altimeter setting. When local altimeter setting not received, Circling RWY 15, 33 NA at night. VDP NA with Providence altimeter setting and increase all MDA 100 feet; increase S-5 Cat C and Circling Cat C visibility ¼ mile, and ESUE fix minimums S-5 Cat C visibility ½ mile.

Amdt 7C 16Jul20

NE-1, 11 JUL 2024 to 05 SEP 2024

PAWTUCKET, RHODE ISLAND
Amdt 7C 16JUL20

41°55'N-71°29'W

NORTH CENTRAL STATE (SFZ)
LOC RWY 5

AWOS-3PT 120.775
PROVIDENCE APP CON * 123.675 244.875
CLNC DEL 124.35
UNICOM 123.075 (CTAF)
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility.

Procedure NA for arrivals at PUT VOR/DME via V146-151 northwest bound.

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)

PAWTUCKET, RHODE ISLAND
Chan 121

ELEV 441

PROVIDENCE 115.6 PVD Channel 103

VOR-B
NORTH CENTRAL STATE (SFZ)
RNAV (GPS) RWY 8

PITTSFIELD MUNI (PSF)

Circling NA south of Rwy 8 and southwest of Rwy 32. Rwy 8 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

Procedure NA for arrivals at BOWAN on V292/T295 westbound and V487 southbound.

MISSED APPROACH: Climb to 5000 direct AZBAF and hold, continue climb-in-hold to 5000.

ASOS
135.375

ALBANY APP CON
132.825 307.2

CLNC DEL
128.6

UNICOM
122.7 (CTAF)
RNAV (GPS) RWY 26

PITTSFIELD MUNI (PSF)

**RNAV (GPS) RWY 26**

**PITTSFIELD MUNI (PSF)**

**Category**

<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>1409-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LPV DA</td>
<td>1678-1(\frac{3}{8})</td>
<td>519 (500-1(\frac{3}{8}))</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1911-2</td>
<td>752 (800-2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2220-1(\frac{1}{4})</td>
<td>2220-1(\frac{1}{2})</td>
<td>2220-3</td>
<td>1061 (1100-3)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1032 (1100-1(\frac{1}{4}))</td>
<td>2400-3</td>
<td>1212 (1300-3)</td>
<td>1292 (1300-3)</td>
</tr>
</tbody>
</table>

**Amdt 2B 30NOV23**

**PITTSFIELD, MASSACHUSETTS**

**42°26'N-73°17'W**
MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 on heading 240° and PFWL VOR/DME R-021 to HIDAL INT/PWL 30 DME and hold.

*Missed approach requires minimum climb of 300 feet per NM to 2800.
RNAV (GPS) RWY 18

PITTSFIELD MUNI (2B7)

Rwy 18 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Bangor altimeter setting; when not received procedure NA.

**Table: UNICOM**

<table>
<thead>
<tr>
<th>UNICOM</th>
<th>122.8 (CTAF)</th>
<th>127.75</th>
<th>2033</th>
</tr>
</thead>
</table>

**Table: BANGOR APP CON**

<table>
<thead>
<tr>
<th>CAT</th>
<th>184°</th>
<th>197</th>
<th>197</th>
</tr>
</thead>
<tbody>
<tr>
<td>CATEGORY</td>
<td>A</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>LPV DA</td>
<td>610-1 1/8</td>
<td>413 (500-1 1/4)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>785-1 3/4</td>
<td>588 (600-1 1/4)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>474-1 5/8</td>
<td>543 (600-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>800-1 1/8</td>
<td>603 (700-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at RINTH on V39 northeast bound.
Rwy 36 helicopter visibility reduction below ¾ SM NA.

Baro-VNAV NA. Use Bangor altimeter setting; when not received procedure NA.

**Missed Approach**: Climb to 2600 direct OROSE and hold.

**Procedure NA**
- For arrival on AUG VOR/DME airway, radials 053 CW 141.
- For arrival on BGR VORTAC airway, radials 239 CW 283.

**Rwy 36**
- Helicopter visibility reduction below ¾ SM NA.
- Use Bangor altimeter setting; when not received procedure NA.

**UNICOM**
- 122.8 (CTAF)

**RNAV (GPS) RWY 36**
- Category A
- LPAV 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 (500-1/2)
- NA
- CIRCLING
- 800-1 603 (700-1)
- 880-2 683 (700-2)
- NA

**ELEV 197**
**TDZE 194**
Procedure NA for arrival on MAD VOR/DME airway radials 258 CW 031.

Circling NA east of Rwy 2-20. Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Meriden altimeter setting.

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct BRISS and hold.

Amdt 1A 16MAY24

visibility reduction below 1 SM NA. When local altimeter setting not received, use Meriden altimeter setting.

NE-1, 11 JUL 2024 to 05 SEP 2024
ILS or LOC RWY 6
PLYMOUTH MUNI (PYM)

LOC/DME 1-PYM
109.35
APP CRS 056°
Rwy Idg 4650
TDZE 145
Apt Elev 148

RNP APCH - GPS. From PVD VOR/DME.

MALSF

MISSED APPROACH: Climb to 640 then climbing right turn to 2000 on heading 100° and on BOS VOR/DME R-162 to FREDO INT/BOS 32.6 DME and hold.

Rwy 6 helicopter visibility reduction below ¾ SM NA.

DME required for LOC only. Aircraft not GPS equipped - RADAR required for procedure entry.

Circling Rwy 15, 24 NA at night.

Rwy 6 helicopter visibility reduction below ¾ SM NA.

For inop ALS, increase S-ILS 6 visibility all Cats to ¾ SM.

Rwy 15, 24 NA at night.

ASOS
135.625
BOSTON APP CON *
118.2
CINC DEL
284.6
127.75
UNICOM
122.725 (CTAF)

ALTERNATE MISSED APCH FIX

Procedure NA for arrival on PVD VOR/DME airway radials 093 CW 165.

IAP PROVIDENCE
115.6 PVD
Chan 103

IF
BUVKE
I-PYM 12.4

AIRCRAFT not GPS equipped - RADAR required for procedure entry.

DME required for LOC only.

For inop ALS, increase S-ILS 6 visibility all Cats to ¾ SM.

S-ILS 6
436-¾ 291 (300-¾) NA

S-LOC 6
480-¾ 335 (400-¾) NA

CIRCLING
620-1 472 (500-1) 640-1 492 (500-1) 760-1¾ 612 (700-1¾) NA

CATEGORIES

<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 6</td>
<td>436-¾</td>
<td>291</td>
<td>300-¾</td>
<td>NA</td>
</tr>
<tr>
<td>S-LOC 6</td>
<td>480-¾</td>
<td>335</td>
<td>400-¾</td>
<td>NA</td>
</tr>
</tbody>
</table>

41°55'N-70°44'W

NE-1, 11 JUL 2024 to 05 SEP 2024
Rwy 15 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 15 NA at night, Circling Rwy 15, 24 NA at night.

**RNAV (GPS) RWY 15**

**PLYMOUTH MUNI (PYM)**

**ASOS** 135.625  |  **BOSTON APP CON** 118.2 284.6  |  **CLNC DEL** 127.75  |  **UNICOM** 122.725 (CTAF) 122.9

**MISSING APPROACH**: Climb to 600 then climbing left turn to 2000 direct GAILS and hold.

**ELEV 148 TDZE 147**

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>500-1 353 (400-1)</td>
<td></td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>560-1 413 (500-1)</td>
<td>560-1 413 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>620-1 472 (500-1)</td>
<td>640-1 492 (500-1)</td>
<td>760-1 413 (700-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**REIL Rwy 24**

**MIRL Rwy 6-24 and 15-33**

**Visual Segment - Obstacles**

**FARED**

**SCALD**

**CREPT 1.6 NM to RW15**

**RW15**

**GAILS**
Rwy 24 helicopter visibility reduction below 1 SM NA.
Circling Rwy 15, 24 NA at night.

Procedure NA for arrival on LFV VOR/DME airway radial 228 CW 002.

Procedure NA for arrivals at GAILS on V141 southeast bound.

RNP APCH - GPS.

Circling Rwy 6-24 and 15-33 NA at night.

Misplaced: 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.

**MISSED APPROACH:** Climb to 700 then climbing right turn to 3000 direct GAILS and hold.

Procedure NA for arrivals at MVY VOR/DME on V146 northwest bound.

**NE-1, 11 JUL 2024 to 05 SEP 2024**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

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.

**MISSED APPROACH:** Climb to 700 then climbing right turn to 3000 direct GAILS and hold.

Procedure NA for arrivals at MVY VOR/DME on V146 northwest bound.

**NE-1, 11 JUL 2024 to 05 SEP 2024**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
PORTLAND INTL JETPORT (PWM)  

ILS RWY 11 (SA CAT I)  

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**NE-1, 11 JUL 2024 to 05 SEP 2024**
Portland, Maine
AL-329 (FAA)

ILS RWY 29 (SA CAT I & II)
PORTLAND INTL JETPORT (PWM)

LOC/DME I-GCS

109.9

APP CRS

290°

Rwy Ldg

7200

TDZE

56

Apt Elev

76

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.

MISSED APPROACH:
Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.

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

SPECIAL AIRCRAFT CERTIFICATION REQUIRED

MISR 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.

MISSED APPROACH:
Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.

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

SPECIAL AIRCRAFT CERTIFICATION REQUIRED

MISR 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.

MISSED APPROACH:
Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.

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

SPECIAL AIRCRAFT CERTIFICATION REQUIRED

MISR 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.

MISSED APPROACH:
Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.

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

SPECIAL AIRCRAFT CERTIFICATION REQUIRED

MISR 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.

MISSED APPROACH:
Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.

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

SPECIAL AIRCRAFT CERTIFICATION REQUIRED

MISR 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.

MISSED APPROACH:
Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.
ILS RWY 11 (CAT II & III)  
PORTLAND INTL JETPORT (PWM)

**Procedure NA when control tower closed.**

**ILS RWY 11**  
PORTLAND, MAINE

**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

**MISSED APPROACH:** Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.

**PORTLAND INTL JETPORT**  
AL-329 (FAA)

**NE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 18
PORTLAND INTL JETPORT (PWM)

PORTLAND, MAINE
AL-329 (FAA)

RNAP 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 ¾ SM NA.

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.

PORTLAND INTL JETPORT (PWM)

Amdt 2A 16JUL20

NE-1, 11 JUL 2024 to 05 SEP 2024

330
**RNAV (GPS) RWY 29**
**PORTLAND INTL JETPORT (PWM)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1/4 mile, increase LNAV Cat C/D visibility to 1/2 mile.

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MALSR**

**MISSING APPROACH:** Climb to 3000 direct BUXTO and hold, continue climb-in-hold to 3000.

**ATIS**

**PORTLAND APP CON**

**119.05**

**PORTLAND TOWER**

**120.9 (CTAF) 257.8**

**GND CON**

**121.9**

**CINC DEL**

**121.9**

**UNICOM**

**122.95**

**RNAV (GPS) RWY 29**

**PORTLAND INTL JETPORT (PWM)**

**ATIS**

**119.05**

**PORTLAND APP CON**

**269.35**

**PORTLAND TOWER**

**120.9 (CTAF) 257.8**

**GND CON**

**121.9**

**CINC DEL**

**121.9**

**UNICOM**

**122.95**

**Procedures NA for arrival on AUG VOR/DME airway radials 141 CW 251.**

**Procedures NA for arrivals at ENE VOR/DME on V93-T29S southwest bound.**

**LPV**

**DA**

**567-1/3**

**511 (500-1/4)**

**LNAV/VNAV DA**

**580/24 524 (600-1/2)**

**580/55 524 (600-1)**

**LNAV MDA**

**580/24 524 (600-1/2)**

**580/55 524 (600-1)**

**CIRCLING**

**620-1 544 (600-1)**

**640-1 564 (600-1)**

**740-14 664 (700-1/4)**

**860-2/5 784 (800-2/5)**

**CATEGORY**

**A**

**B**

**C**

**D**

**A**

**B**

**C**

**D**

**LPV**

**DA**

**567-1/3**

**511 (500-1/4)**

**LNAV/VNAV DA**

**580/24 524 (600-1/2)**

**580/55 524 (600-1)**

**LNAV MDA**

**580/24 524 (600-1/2)**

**580/55 524 (600-1)**

**CIRCLING**

**620-1 544 (600-1)**

**640-1 564 (600-1)**

**740-14 664 (700-1/4)**

**860-2/5 784 (800-2/5)**

**CATEGORY**

**A**

**B**

**C**

**D**

**LPV**

**DA**

**567-1/3**

**511 (500-1/4)**

**LNAV/VNAV DA**

**580/24 524 (600-1/2)**

**580/55 524 (600-1)**

**LNAV MDA**

**580/24 524 (600-1/2)**

**580/55 524 (600-1)**

**CIRCLING**

**620-1 544 (600-1)**

**640-1 564 (600-1)**

**740-14 664 (700-1/4)**

**860-2/5 784 (800-2/5)**
RNAV (GPS) RWY 36
PORTLAND INTL JETPORT (PWM)

PORTLAND, MAINE
AL-329 (FAA)

WAAS
CH 49225
W36A

APP CRS 358°
Rwy Idg 5150
TDZE 49
Apt Elev 76

RNP APCH.

Rwy 36 helicopter visibility reduction below 3/4 SM NA.

ATIS
PORTLAND APP CON *
PORTLAND TOWER *
GND CON
CLNC DEL
UNICOM
119.05
119.75 269.35
120.9 (CTAF) 257.8
121.9
121.9
122.95

RADAR required for procedure entry at JANOB.

Procedure NA for arrival on ENE VORTAC airway radials 178 CW 197.

BEYDA 1.9 NM to RW36

(VGSI Angle 3.25/TCH 54).

VGSI and descent angles not coincident.

MISSED APPROACH: Climb to 3100 direct JANOB and hold, continue climb-in-hold to 3100.

PORTLAND, MAINE
Amdt 2A 16JUL20

43°39’N-70°19’W

RNAV (GPS) RWY 36

PORTLAND INTL JETPORT (PWM)

NE-1, 11 JUL 2024 to 05 SEP 2024

NE-1, 11 JUL 2024 to 05 SEP 2024

332
Then proceed southwest toward the Portland bridge and LOC course.

From the north, proceed to the entrance of Portland Harbor with Fort Gorges on the left and Portland Breakwater Lighthouse on the left. Proceed southwest toward Peaks Island. Turn left towards the entrance of Portland Harbor between Great Diamond Island 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 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.

Then proceed southwest toward the Portland bridge and LOC course.

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).

Amdt 3 02DEC21
NOTE: Chart not to scale.

NOTE: For Turbojets only.

NOTE: For non-GPS equipped aircraft: CON DME
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: CON DME
must be operational for Takeoff Rwy 11.

TAKEOFF MINIMUMS:
Rwy 11: Standard with minimum climb of 350’ per
NM to 1300.
Rwy 29: Standard.

NOTE: Chart not to scale.

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.
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.
PORTLAND SIX DEPARTURE

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

NOTE: Chart not to scale.

TOP ALTITUDE: 3000

MONTPELIER
116.9 MPV
Chan 116

BURLINGTON
117.5 BTV
Chan 122

SYRACUSE
117.0 SYR
Chan 117

CONCORD
112.9 CON
Chan 76

KENNEBUNK
117.1 ENE
Chan 118

BOSTON
112.7 BOS
Chan 74

MARCONI
114.7 LFV
Chan 94

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 18, 29: Standard.
Rwy 11: 300-1 1/4 or standard with minimum climb of 272’ per NM to 400.
Rwy 36: 400-2 3/4 or standard with minimum climb of 235’ per NM to 600.

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.
RNAV (GPS) RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

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 ITAWA and hold, continue climb-in-hold to 3300.

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

Missed Approach Fix

PORTSMOUTH, NEW HAMPSHIRE
AL-678 (FAA)

Amdt 2 02DEC21
NE-1, 11 JUL 2024 to 05 SEP 2024

43°05'N-70°49'W
341
Holdings in instructions is required. Readback of all runway crossing clearances.

CAUTION: Be alert to the annual rate of change.

January 2020
Annual rate of change: 0.1° E
TOP ALTITUDE: 3000

NOTE: Rwys 16, 34: Standard.

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.

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.

**NOTE:** Chart not to scale.

### TAKEOFF MINIMUMS:

Rwy 16, 34: Standard.

### DEPARTURE ROUTE DESCRIPTION

**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.
Circling Rwy 10, 19 NA at night. For inop ALS, increase S-LOC Cat C/D visibility to 1/2 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 arrival on MLT VOR/DME airway radials 066 CW 097°.

DME required for LOC only.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct PQI VOR/DME and hold, continue climb-in-hold to 3000.

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 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3400 direct CORAC and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

<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>765-1</td>
<td>292 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1081-1-3/4</td>
<td>608 (600-1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1140-1</td>
<td>547 (500-1)</td>
<td>1020-1-3/4</td>
<td>547 (500-1/3)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 1000 then climbing right turn to 3500 direct JURDO and hold. Continue climb-in-hold to 3500.
VOR RWY 19
PRESQUE ISLE INTL (PQI)

AWOS-3PT
118.025

BOSTON CENTER
124.75 239.05

CLNC DEL
121.6

UNICOM
122.8 (CTAF)

122.6

Remain within 10 NM

PQI VOR/DME

2700
180°

360°

2300

VGS and descent angles not coincident (VGS Angle 3.70/TCH 50).

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct PQI VOR/DME and hold.

VGSI Angle 3.70/TCH 50.

CATEGORY
A
B
C
D

S-19
1280-1
746 (800-1)
746 (800-1¼)
746 (800-2¼)
746 (800-2½)

1280-1½
746 (800-1¼)
746 (800-2¼)
746 (800-2½)

1280-2¼
746 (800-2¼)
746 (800-2½)

1280-2½
746 (800-2½)

CIRCLING
1280-1

1280-1½

1280-2¼

1280-2½

FEBOB FIX MINIMUMS

S-19
1060-1
526 (600-1)
1060-1½
526 (600-1½)
1060-1¼
526 (600-1¼)

1060-1¾

606 (700-1)
626 (700-1)
626 (700-1)
626 (700-1)

1160-1

1300-2¼

1360-2¾

676 (800-2¼)
826 (900-2½)

FEBOB
2.7

PQI
3.5

PQI
4.7

TCH 50

FAF to MAP 4.7 NM

Knots
60
90
120
150
180

Min:Sec
4:42
3:08
2:21
1:53
1:34

PRESQUE ISLE, MAINE
Amdt 10C 20JUN19

46°41'N-68°03'W

349
RNAV (GPS) RWY 33
PRINCETON MUNI (PNN)

AWOS-AV 122.7
BOSTON CENTER 124.25 290.5
UNICOM 122.7 (CTAF)

MISSED APCH FIX

30 NM to CAKLO
3000

Boro-VNAV and VDP NA when using Bangor altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Bangor altimeter setting: increase LPV DA to 661 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 683 feet and all visibilities ½ SM; increase all MDAs 160 feet and visibility LNAV Cat C/D ½ SM and Circling Cat C/D ½ SM.

PRINCETON, MAINE
45°12'N-67°34'W
351

NE-1, 11 JUL 2024 to 05 SEP 2024
When tower closed: increase S-ILS 5 all Cats and S-LOC 5 Cats A and B visibilities to ⅛ SM, and S-LOC 5 Cats C and D visibility to 1 SM.

When control tower closed, for inop ALS, increase S-ILS 5 Cats A and D visual approach minimums.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 on heading 270° and PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

**RSOE 20 17DEC17**

**Visibility to 1 SM. RADAR or DME required for localizer minimums. When control tower closed, for inop ALS, increase S-LOC 5 visibility to 1 SM.**
DME REQUIRED

LOCATION  111.5

ILS or LOC RWY 34
RHODE ISLAND TF GREEN INTL (PVD)

D-ATIS  PROVIDENCE APP CON  PROVIDENCE TOWER  GND CON  CLNC DEL
124.2  123.675  244.875  120.7 (CTAF)  257.8  121.9  348.6  126.65  348.6

PROVIDENCE, RHODE ISLAND

PROVIDENCE, RHODE ISLAND

TDZ/CL Rwy 5
REIL Rwy 16
HIRL Rwys 5-23 and 16-34

CAT

A

B

C

D

S-ILS 34
331/40
281 (300-3/4)

S-LOC 34
380/40
330 (400-3/4)

CIRCLING
560-1
640-1
640-1
860-2

6081 X 150
547
453
300

Rwy Idg
6081
50

Apt Elev
54

DME REQUIRED

LOC/DME I-UNQ 111.5
Chan 52

APP CRS
33°

Rwy Idg
50

TDZE
50

ELEV 54

TDZE 50

NE-1, 11 JUL 2024 to 05 SEP 2024

PROVIDENCE, RHODE ISLAND

Amdt 12B 20JUN19

PROVIDENCE APP CON

PROVIDENCE TOWER

GND CON

CLNC DEL

DME REQUIRED

Climb to 700 then climbing left turn to 2500 on heading 300° and on PVD VOR/DME. Climb to 700 then climbing left turn to 2500 on heading 300° and on PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold. MWSSR: MISSPR APPROACH: Climb to 700 then climbing left turn to 2500 on heading 300° and on PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.
**ILS RWY 5 (CAT II & III)**

**RHODE ISLAND TF GREEN INTL (PVD)**

**PROCEDURE NA when control tower closed.**

**MISSING APPROACH:** Climb to 800 then climbing left turn to 2500 on heading 270° and PVD VOR/DME R-321 to FOSTY INT/ORW 23.3 DME and hold.

### S-ILS 5

- **CATEGORY:** II & III
- **AIRCREW CERTIFICATION REQUIRED:** Special Aircrew
- **SAFETY INDEX:** NA
- **DME 6 NM:** 8700

### PROCEDURE CON

- **LOC/DME I-PVD:** 109.3 Chan 30
- **APP CRS:** 047°
- **Rwy Idg 8700 TDZE 53 Apt Elev 54**
- **PROVIDENCE TOWER:** 120.7 (CTAF) 257.8
- **GND CON:** 121.9 348.6
- **CLNC DEL:** 126.65 348.6

### NAVIGATION AIDS

- **LOCALIZER 109.3 I-PVD CHAN 30**: Loc 4.4 IAF 091° hdg
- **CUTS I I-PVD 13.5 RADAR**: Loc 6.9 IAF 1049
- **FOSTY ORW 23.5 CHAN 37**: Loc 4.2 IAF 047°

### CATEGORICAL DETAILS

<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 5</td>
<td>II</td>
<td>RA 106/12</td>
<td>100</td>
<td>DA 153</td>
</tr>
<tr>
<td>S-ILS 5</td>
<td>IIa</td>
<td>RVR 700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-ILS 5</td>
<td>IIb</td>
<td>RVR 600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-ILS 5</td>
<td>IIc</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROVIDENCE, RHODE ISLAND**

**Amdt 20 07DEC17**

**PROVIDENCE, RHODE ISLAND**

**AL-333 (FAA)**

**NE-1, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). RF required. For inop MALS R, increase RNP 0.30 all Cats visibility to 1/4. GPS Required.

Climb to 2500 on track 227° to WI KIT and right turn to STUF Y and on track 013° to FOSTY and hold.

---

**Radar Required**

**EOS**: 227°

**WIKIT**: 2500 ft on track 227°

**STUFY**: On track 013°

**FOSTY**: RF required

**WIKIT**

**STUFY**

**HOSE**: RF required

**WIKIT**

**STUFY**

**TCH**: 51

**GP**: 3.00°

**TCH**: 41

**RNP 0.30 DA**: 434/40

**384 (400-3/4)**

---

**Authorization Required**
RNAV (GPS) RWY 5
RHOE 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 ¾ 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 ½ SM.

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 ¾ 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 ½ SM.

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 ¾ 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 ½ SM.

Amdt 1 07DEC17

Cats C and D visibility to 1 SM. When control tower closed: For inop ALS, increase LNAV Cat and 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 ¾ 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 ½ SM.
PROVIDENCE, RHODE ISLAND

RNAV (GPS) RWY 16
RHODE ISLAND TF GREEN INTL (PVD)

DAVIS-COMPUTER

RNAV APCH.

A 1571

Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.

D-ATIS

PROVIDENCE APP CON

PROVIDENCE TOWER

GND CON

CLNC DEL

124.2

123.675

244.875

120.7 (CTAF) ∗

257.8

121.9

348.6

126.65

348.6

124.2

123.675

244.875

120.7

257.8

121.9

348.6

126.65

348.6

124.2

123.675

244.875

120.7

257.8

121.9

348.6

126.65

348.6

M 1571

Visual Segment - Obstacles.

FOSTY

HOKMI

AVONN

PROVIDENCE PVD

HUTUB

2500

3 NM to RW16

33° (10.6)

547

203

PROVIDENCE, RHODE ISLAND

Orig-G 03DEC20

41°43'N-71°26'W

359

RHODE ISLAND TF GREEN INTL (PVD)

RNAV (GPS) RWY 16

PROVIDENCE, RHODE ISLAND

AL-333 (FAA)
Amdt 2A  20JUN19

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND**

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND TF GREEN INTL (PVD)**

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND TF GREEN INTL (PVD)**

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND TF GREEN INTL (PVD)**

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND TF GREEN INTL (PVD)**

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND TF GREEN INTL (PVD)**

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND TF GREEN INTL (PVD)**

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND TF GREEN INTL (PVD)**

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND TF GREEN INTL (PVD)**

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND TF GREEN INTL (PVD)**

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND TF GREEN INTL (PVD)**

**RNAV (GPS) RWY 34**

**PROVIDENCE, RHODE ISLAND TF GREEN INTL (PVD)**

**RNAV (GPS) RWY 34**

**PROVIDENCE, 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 CAT C/D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.
Missed Approach: Climbing right turn to 2500 via PVD R-321 to FOS TY INT and hold.

Providence, Rhode Island

115.6 PVD
Chan 103

Elev

APP CRS

Rwy Idg:

TDZE

5516

54

Apt Elev

54

D-ATIS

124.2

Providence App Con

* 123.675 244.875

Providence Tower

* 120.7 (CTAF) 257.8

GND CON

121.9 348.6

CLNC Del

126.65 348.6

One Minute Holding Pattern

VgsI and descent angle not coincident (VgsI Angle 3.00/TCH 49).

2200

345°

165°

1800

3.18°

1140

3.3 NM

7 NM

1.7 NM

Category

A

B

C

D

S-16

600-1

546 (600-1)

600-1½

546 (600-1½)

CIRCLING

600-1

546 (600-1)

640-1¾

586 (600-1¾)

640-2½

586 (600-2½)

860-1¾

806 (900-2½)

RHODE ISLAND TF GREEN INTL (PVD)

VOR/DME RWY 16

PROVIDENCE, RHODE ISLAND

Amdt 4F 20JUN19

41°43'N-71°26'W

NE-1, 11 JUL 2024 to 05 SEP 2024

NE-1, 11 JUL 2024 to 05 SEP 2024

NE-1, 11 JUL 2024 to 05 SEP 2024
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.

PROVIDENCE TOWER 120.7 (CTAF) 257.8
GND CON 121.9 348.6
CLNC DEL 126.65 348.6

PROVIDENCE APP CON 123.675 244.875

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 Cats C/D visibility to 2 SM. When control tower closed: increase S-5 Cats A and B visibility to 3/4 SM, and S-5 Cats C and D visibility to 1 1/4 SM. When control tower closed: HODVU fix minimums: increase S-5 Cats A and B visibility to 3/4 SM, and S-5 Cats C and D visibility to 1 1/4 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.

---

### Holding Pattern

**Category:**
- **A:** 760/24
- **B:** 707 (800-1/4)
- **C:** 760-2
- **D:** 860-2/3

**Holding Pattern:**
- 2000 to RENCH
- 041° (3.1)
- 2100 NoPT to UEFO
- 104° hdg (5.3) and 041° (3.1)
- 2100 NoPT to RENCH
- 041° (3.1)

**MAP:**
- 2000 to RENCH
- 2100 NoPT to RENCH
- 041° (3.1)

**F AF:**
- 5.9 NM

**F AF:**
- 5.9 NM

**Knots:**
- 60
- 90
- 120
- 150
- 180

**MinSec:**
- 5:54
- 3:56
- 2:57
- 2:22
- 1:58

---

PROVIDENCE, RHODE ISLAND

**PROVIDENCE TF GREEN INTL**

**PROVIDENCE TF GREEN INTL (PVD)**
Rwy 34 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-34 Cat A/B visibility to RVR 5500.

MISSED APPROACH: Climb to 2500 on PVD VOR/DME R-321 to FOSTY INT and hold.

Category A

700/40 650 (700-½)

Category B

700-1½ 650 (700-1½)

Category C

700-1½ 646 (700-1½)

Category D

860-2½ 806 (900-2½)

For inop ALS, increase S-34 Cat A/B visibility to RVR 5500.

Rwy 34 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-34 Cat A/B visibility to RVR 5500.

MISSED APPROACH: Climb to 2500 on PVD VOR/DME R-321 to FOSTY INT and hold.

Category A

700/40 650 (700-½)

Category B

700-1½ 650 (700-1½)

Category C

700-1½ 646 (700-1½)

Category D

860-2½ 806 (900-2½)
**Rwy 34**

- Helicopter visibility reduction below RVR 4000 NA.
- DME required. For inop ALS, increase Cat A/B visibility to RVR 5500, and Cat C/D to RVR 6000.
- Amdt 6 07DEC17

---

**DME REQUIRED**

PROVIDENCE APP CON:

- 123.675 244.875

PROVIDENCE TOWER:

- 120.7 (CTAF) 257.8

GND CON:

- 121.9 348.6

CLNC DEL:

- 126.65 348.6

---

**PROVIDENCE, RHODE ISLAND**

**VOR/DME**:

- **PVD**
  - 115.6
  - Chan 103

**APP CRS**:

- **326°**

**Rwy Idg**:

- **6081**

**TDZE**:

- **50**

**Apt Elev**:

- **54**

**MALSR**

- **237°**

---

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**VOR Z RWY 34**

**RHODE ISLAND TF GREEN INTL (PVD)**

**24193**

**PROVIDENCE, RHODE ISLAND**

**AL-333 (FAA)**

**Provide, Rhode Island**

**Amdt 6 07DEC17**

**41°43'N-71°26'W**

**RHODE ISLAND TF GREEN INTL (PVD)**

**VOR Z RWY 34**
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.

AIRPORT DIAGRAM

PROVIDENCE, RHODE ISLAND

NE-1, 11 JUL 2024 to 05 SEP 2024

24193
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 Cat 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 ½ mile and all MDA 80 feet. For inop MALSF when using Hyannis altimeter setting, increase LPV Cat A/B visibility to ½ mile. Baro-VNAV and VDP NA when using Hyannis altimeter setting.

MISSED APCH: Climb to 3000 direct WULGA and hold.

AWOS-3PT 119.275  BOSTON APP CON* 118.2  CLNC DEL 120.65  UNICOM 122.8 (CTAF)  122.85 0

PROVINCETOWN MUNI (PVC)

PROVINCETOWN, MASSACHUSETTS  AL-5313 (FAA)

42°04'N-70°13'W  369
RNAV (GPS) RWY 25
PROVINCETOWN MUNI (PVC)

AWOS-3PT  119.275
BOSTON APP CON*  118.2
CLNC DEL  120.65
UNICOM  122.8 (CTAF)

MISSED APPROACH: Climb to 3000 direct JOBEB and hold.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

LNAV MDA

PROVINCETOWN, MASSACHUSETTS
AL-5313 (FAA)
22139

NE-1, 11 JUL 2024 to 05 SEP 2024

Providence Muni (PVC)
**RNAV (GPS)-C**

**RANGELEY LAKE (M57)**

**APP CRS**
- 091°

**Rwy Idg**
- N/A

**Apt Elev**
- 1518

**RANGELEY, MAINE**

**BOSTON CENTER**

**CTAF**

**124.25  290.5**

**122.9**

**Procedure NA at night. Obtain local altimeter on CTAF; when not received, use Berlin altimeter setting.**

**MISSED APPROACH:** Climb to 6000 direct SAWTO and on track 044° to EYEES and hold, continue climb-in-hold to 6000.

**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>CIRCLING</td>
<td>2400-1 1/4</td>
<td>2620-1 1/2</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>882 (900-1 1/4)</td>
<td>1102 (1200-1 1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2540-1 1/4</td>
<td>2760-1 1/2</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>1022 (1100-1 1/4)</td>
<td>1242 (1300-1 1/2)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RANGELEY LAKE (M57)**

**Amdt 1 10SEP20**

**44°57'N-70°40'W**

**AIRPORTS**

- **SAWTO**
- **EYEES**
- **FOXAL**
- **ZEMSI**
- **AUGUSTA AUG**
- **SHINY**

**ELEV 1518**

**5500**

**HOLD 6000**

**5 NM**

**244°**

**064°**

**3600**

**091°**

**3791**

**3774**

**1799**

**2171**

**1878**

**3795**

**3160**

**3450**

**3627**

**NE-1, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 14**

**STEPHEN A BEAN MUNI (8B0)**

**RANGELEY, MAINE**

**AWOS-3PT**

| Rangeley, ME | 118.0 | BOSTON CENTER | 124.25 290.5 | UNICOM | 122.8 (CTAF) |

**RNAV (GPS) RWY 14**

**WAAAS**

- **CH 40046**
- **APP CRS 134°**
- **Rwy Idg 4299**
- **TDZE 1820**
- **Apt Elev 1821**

**RNP APCH - GPS.**

- **Circling Rwy 32 NA at night.**

**Final approach course offset 4.99°.**

**MISSED APPROACH:** Climb to 2400 then climbing right turn to 6400 direct ORKOE and track 342° to JIGZY and hold, continue climb-in-hold to 6400.

**2080-1 260 (300-1)**

**LNAV MDA**

- **2260-1 440 (500-1)**
- **2360-1 539 (600-1)**

**CH 26093**

- **TDZE 1820**
- **Apt Elev 1821**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**WAAS**

- **CH 40046**
- **APP CRS 134°**
- **Rwy Idg 4299**
- **TDZE 1820**
- **Apt Elev 1821**

**RNP APCH - GPS.**

- **Circling Rwy 32 NA at night.**

**Final approach course offset 4.99°.**

**MISSED APPROACH:** Climb to 2400 then climbing right turn to 6400 direct ORKOE and track 342° to JIGZY and hold, continue climb-in-hold to 6400.

**2080-1 260 (300-1)**

**LNAV MDA**

- **2260-1 440 (500-1)**
- **2360-1 539 (600-1)**

**CH 26093**

- **TDZE 1820**
- **Apt Elev 1821**

**NE-1, 11 JUL 2024 to 05 SEP 2024**
Final approach course offset 16.99°.

Circling NA for Cat C northeast of Rwy 14-32. Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.

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.

RPN APCH - GPS.

Circling NA for Cat C northeast of Rwy 14-32. Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.

Final approach course offset 16.99°.

Final approach course offset 16.99°.

Final approach course offset 16.99°.

Final approach course offset 16.99°.

Final approach course offset 16.99°.

Final approach course offset 16.99°.

Final approach course offset 16.99°.
MISSED APPROACH: Climbing right turn to 6000 direct SHINY and hold, continue climb-in-hold to 6000.

Circling Rwy 32 NA at night.
Rwy 15 helicopter visibility reduction below ½ 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)

---

**RPA P**
 CATEGORY B C D

**APP CRS**
Rwy Idg 4201
TDZE 318
Apt Elev 322

---

**RNAV (GPS) RWY 15**
**SKYHAVEN (DAW)**

---

**MISSPED APPROACH:** Climb to 3000 direct LGURI and hold, continue climb-in-hold to 3000.

---

**CONCORD**
Procedure NA for arrivals at CON VOR/DME on airway radials 036 CW 088.

---

**4 NM Holding Pattern**

---

**CATEGORY**
LPV DA 620-76 302 (300-76) NA
LNAV, VNAV DA 804-1 804 (500-1) NA
LNAV MDA 920-1 920-1 602 (600-1) 602 (600-1) NA
CIRCLING 960-1 960-1 638 (700-1) 638 (700-1) NA

---

**ROCHESTER, NEW HAMPSHIRE**
Orig 01DEC22

---

**43°17'N-70°56'W**

---

**RNAV (GPS) RWY 15**
**SKYHAVEN (DAW)**

---

**377**
RNAV (GPS) RWY 33
SKYHAVEN (DAW)

ASOS
135.275

BOSTON APP CON
125.05 269.4

UNICOM
122.7 (CTAF)

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 1½ SM.

MISSED APPROACH: Climb to 3800 direct TRASS and hold, continue climb-in-hold to 3800.

Category
LPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING

A
572-3/4
699-1
780-3/4
960-1

B
250 (300-3/4)
377 (400-1)
458 (500-3/4)
638 (700-1)

C
D
NA
NA
NA
NA
**CATEGORY** A B C D

**ELEV** 55 D **TDZE** 54

**APP CRS** 129° **Rwy Idg** 5012 **TDZE** 54 **Apt Elev** 55

**MALSR** 54

**AWOS-3PT** 119.025 **PORTLAND APP CON** 120.4 299.2 **CLNC DEL** 123.8 **UNICOM** 123.05 (CTAF)

**MISSING APPROACH:** Climbing to 700, then climbing right turn to 2000 on heading 348° and on AUG R-137 to NOXKS/I-RMZ 6.3 DME and hold.

- **VDP NA when using Wiscasset altimeter setting.** When local altimeter setting not received, use Wiscasset altmeter 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 ½ SM. For inop ALS when using Wiscasset altmeter setting increase S-ILS 13 all Cats visibility to ½ SM and S-LOC 13 Cats C/D to ½ SM.

**ROCKLAND, MAINE**

**Amdt 2A  27JAN22**

**AWOS-3PT**

**PORTLAND APP CON**

**CLNC DEL**

**UNICOM** 123.05 (CTAF)

**ELEV** 55

**TDZE** 54

**S-LOC 13** 440-½ 386 (400-½)

**S-ILS 13** 440-½ 386 (400-½)

**CIRCLING** 580-1 525 (600-1)

**ROCKLAND, MAINE**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**ILS or LOC RWY 13**

**KNOX COUNTY RGNL (RKD)**

**ROCKLAND, MAINE**

**Amdt 2A  27JAN22**

**AWOS-3PT**

**PORTLAND APP CON**

**CLNC DEL**

**UNICOM** 123.05 (CTAF)

**ELEV** 55

**TDZE** 54

**S-LOC 13** 440-½ 386 (400-½)

**S-ILS 13** 440-½ 386 (400-½)

**CIRCLING** 580-1 525 (600-1)

**ROCKLAND, MAINE**

**Amdt 2A  27JAN22**

**AWOS-3PT**

**PORTLAND APP CON**

**CLNC DEL**

**UNICOM** 123.05 (CTAF)

**ELEV** 55

**TDZE** 54

**S-LOC 13** 440-½ 386 (400-½)

**S-ILS 13** 440-½ 386 (400-½)

**CIRCLING** 580-1 525 (600-1)
RNAV (GPS) RWY 3
KNOX COUNTY RGNL (RKD)

**.awos-3pt 119.025**
**.portland app con 120.4 299.2**
**.clnc del 123.8**
**.unicom 123.05 (ctaf)**

**misled approach:** climb to 3000 direct hevur and on track 300° to razzr and hold.

**procedure na for arrivals on bgr vortac airway radials 239° cw 283.**
RNAV (GPS) RWY 13
KNOX COUNTY RGNL (RKD)

<table>
<thead>
<tr>
<th>WAAS CH 48940</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>W13A</td>
<td>129°</td>
<td>5012</td>
<td>54</td>
</tr>
</tbody>
</table>

**Category:**

<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>254-1/2</td>
<td>200 (200-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>402-3/4</td>
<td>348 (400-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>480-1/2</td>
<td>426 (500-1/2)</td>
<td>480-3/4</td>
<td>426 (500-3/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>525 (600-1)</td>
<td>720-13/4</td>
<td>665 (700-13/4)</td>
</tr>
</tbody>
</table>

**Map Details:**

- Holding Pattern: 4 NM, 309°, 129° to AVMAW
- ZIGOS: 1800 feet, 2.1 NM to RW13
- RW13: 2.1 NM to ZIGOS
- MALS: Climb to 800 then climbing right turn to 2400 direct AVMAW and hold.

**Airports:**

- PORTLAND APP CON: 119.025
- CLNC DEL: 123.8
- UNICOM: 123.05 (CTAF)

**Weather Stations:**

- AWOS-3PT: 119.025
- CH 48940: 120.4 299.2

**Additional Information:**

- For inop ALS increase LNAV/VNAV all Cats visibility to 1 1/2 SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 1 1/2 SM and LNAV Cat C/D to 1 1/2 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
- For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM and LNAV Cat C/D to 1 SM. For incompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**Altitude and Distance:**

- 1140-3: 1085 (1100-3)
- 5412 X 100
- 927
- 2106
- MIRL Rwy 3-31
- HIRL Rwy 13-31

**Technological Systems:**

- LPV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
- AWOS-3PT
- Rockland, Maine

**NOTAMs:**

- NE-1, 11 JUL 2024 to 05 SEP 2024
- AL-993 (FAA)

**Orig:** 22JUN17
Rwy 31 helicopter visibility reduction below 3/4 SM NA.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>PORTLAND APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.025</td>
<td>120.4 299.2</td>
<td>123.8</td>
<td>123.05 (CTAF)</td>
</tr>
</tbody>
</table>

Procedure NA for arrival at ENE VOR/DME on T295/V93 southwest bound.

Procedure NA for arrival on BGR VORTAC airway radials 239 CW 251.

Procedure NA for arrivals at IQSAL on BGR VORTAC.

MISSED APPROACH: Climbing left turn to 2000 direct ANCOR and hold, continue climb-in-hold to 2000.

Visual Segment - Obstacles.

<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>480-1</td>
<td>425 (500-1)</td>
<td>480-1¼</td>
<td>425 (500-1¼)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>525 (600-1)</td>
<td>720-1¾</td>
<td>1140-3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>665 (700-1¾)</td>
<td>1085 (1100-3)</td>
</tr>
</tbody>
</table>

Rockland, Maine

Orig-B 05NOV20

44°04'N - 69°06'W

NE-1, 11 JUL 2024 to 05 SEP 2024
Circling to Rwy 13, 31 NA at night.
Circling NA northeast of Rwy 31.
Incotab does not apply to S-ILS 19 all Cats, S-LOC 19 Cats C/D.

AWOS-3PT
118.375

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)

One Minute Holding Pattern

MISSED APPROACH: Climb to 2840 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R 033 to KOPVE/I-RUT 16.3 DME and hold.

ILS Y or LOC Y RWY 19
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

AWOS-3PT
118.375

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)

One Minute Holding Pattern

MISSED APPROACH: Climb to 2840 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R 033 to KOPVE/I-RUT 16.3 DME and hold.

ILS Y or LOC Y RWY 19
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

AWOS-3PT
118.375

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)

One Minute Holding Pattern

MISSED APPROACH: Climb to 2840 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R 033 to KOPVE/I-RUT 16.3 DME and hold.

ILS Y or LOC Y RWY 19
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

AWOS-3PT
118.375

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)

One Minute Holding Pattern

MISSED APPROACH: Climb to 2840 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R 033 to KOPVE/I-RUT 16.3 DME and hold.

ILS Y or LOC Y RWY 19
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

AWOS-3PT
118.375

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)

One Minute Holding Pattern

MISSED APPROACH: Climb to 2840 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R 033 to KOPVE/I-RUT 16.3 DME and hold.

ILS Y or LOC Y RWY 19
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

AWOS-3PT
118.375

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)

One Minute Holding Pattern

MISSED APPROACH: Climb to 2840 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R 033 to KOPVE/I-RUT 16.3 DME and hold.
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. Rwy 1 helicopter visibility reduction below 1 SM NA. Circling NA E of Rwys 19 and 31.

**MISSING approaches:** Climbing left turn 5700 direct DABTE and hold.

**AWOS-3PT** 118.375  
**BOSTON CENTER** 135.7 282.2  
**UNICOM** 122.8 (CTAF)

**FINAL APPROACH COURSE**

- **DABTE**  
- **DABTE**

**Procedure NA for arrivals at JAMMA on V229 southbound.**

**Procedure NA for arrivals on CAM VOR/DME airway radials 345 CW 108.**

**HOLDING PATTERN**

- **JUVIM**

**5 NM Holding Pattern**

- **JUVIM**

**VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 17).**

**5700 DABTE**

**REIL Rwy 13**

**MIRL Rwys 1-19 and 13-31**

**REIL Rwy 13**

**DME/DME RNP-0.3 NA.**

**LNAV MDA**

**LP MDA**

**CIRCLING**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>2420-1/4</td>
<td>2420-1/2</td>
<td>2420-3</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>3100-1/4</td>
<td>3100-1/2</td>
<td>3100-3</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3100-1/4</td>
<td>3100-1/2</td>
<td>3100-3</td>
</tr>
</tbody>
</table>
**RNAV (GPS) Y RWY 19**

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

**AWOS-3PT**

<table>
<thead>
<tr>
<th>BOSTON CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>122.8</td>
</tr>
</tbody>
</table>

**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.**

**Procedure NA for arrival on BTV VOR/DME airway radials 135 CW 202.**

**Procedure NA for arrivals at JOGIM on V487 southbound.**

**MISSAPEDAPHPH FIX**

**5 NM Holding Pattern**

**Procedure NA for arrival on BTV VOR/DME airway radials 135 CW 202.**

**Procedure NA for arrivals at JOGIM on V487 southbound.**

**MISSED APPROACH:** Climb to 2700, then climbing right turn to 5700 direct JOGIM and hold, continue climb-in-hold to 5700.

**2700**  
5700  
6000

**2409**  
1744  
867

**5700** 5700 5700

**24193**

**AWOS-3PT**

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>118.375</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDZE</td>
<td>787</td>
</tr>
</tbody>
</table>

**LNAV Cat C. Baro-VNAV NA. Inop table does not apply to LPV, LNAV/VNAV all Cats; LNAV Cat C. Baro-VNAV NA.**

**LPV**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPV</td>
<td>DA</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**LNAV/ VNAV**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPV</td>
<td>DA</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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>WPV</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CIRCLING**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPV</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RUTLAND/ SOUTHERN VERMONT RGNL (RUT)**

**Amdt 3 08NOV18**

**NE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) Z RWY 19

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

Circling NA northeast of Rwys 19 and 31.
Circling Rwy 13, 31 NA at night.
Inop table does not apply to LNAV/VNAV all Cats.
Baro-VNAV NA. For inop ALS, increase LPV all Cats visibility to 1½ miles.

Procedure NA for arrival on BTV VOR/DME airway radials 135 CW 202.

Procedure NA for arrivals at JOGIM on V487 southbound.

MISSED APCH FIX

- Climb to 1500 then climbing right turn to 5700 direct JOGIM and hold, continue climb-in-hold to 5700.
- Missed approach requires minimum climb of 420 feet per NM to 3200; if unable to meet climb gradient, see RNAV (GPS) Y RW 19.

Approved Apch Fix:

- JOGIM
- MIRL Rwys 1-19 and 13-31
- REIL Rwy 13

RNAV (GPS) Z RWY 19

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

RNAV (GPS) Z RWY 19

RUTLAND, VERMONT

Amdt 1 08NOV18

NE-1, 11 JUL 2024 to 05 SEP 2024
ILS or LOC RWY 7
SANFORD SEA COAST RGNL (SF M)

DME required.

**V** Rwy 7 helicopter visibility reduction below 1/4 SM NA. VDP NA when using Rochester altimeter setting. DME from ENE VOR/DME. Simultaneous reception of I-SFM and ENE DME required. When local altimeter setting not received, use Rochester altimeter setting; increase S-ILS 7 DA to 479 feet; increase all MDAs 40 feet and S-LOC 7 Cats C/D visibility 1/4 SM and Circling Cat C visibility 1/4 SM.

**A** MISSED APPROACH: Climb to 2500 direct ENE VOR/DME and hold, continue climb-in-hold to 2500.

---

**AWOS-3PT** 120.025
**PORTLAND APP CON** 119.75 268.35
**CLNC DEL** 121.725
**UNICOM** 123.075 (CTAF)

---

**LOC I-SFM** 111.5
**APP CRS** 075°
**Rwy Idg** TDZE 241
**Apt Elev** 244

---

**SANFORD, MAINE**

Amdt 5A 16MAY24

---

**SANFORD MAINE**

Amdt 5A 16MAY24

---

**389**
RNAV (GPS) RWY 25
SANFORD SEACOAST RGNL (SF'M)

Baro-VNAV and VDP NA when using Rochester altimeter setting. Rwys 25 and 26 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV or LNAV Cats A and B. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cats C/D visibility to 1%. When local glider setting not received, use Rochester glider setting: increase LPV DA to 534; increase LNAV/VNAV DA to 713 and visibility all Cats ½ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cats C/D visibility to 1%.

ODALS
CLNC DEL
UNICOM

AWOS-3PT
PORTLAND APP CON
CLNC DEL

120.025
119.75
121.725

123.075 (CTAF)

GUNTY
1800
256°
076°
6000
2400

Sanford, Maine

Orig-D 16MAY24

43°24'N - 70°42'W

391
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)

Procedure NA for arrivals at MESH on V268 northeast bound.
Procedure NA for arrivals at SEROC on V167 southbound.

SANFORD, MAINE
Amdt 1 17JUN21

NE-1, 11 JUL 2024 to 05 SEP 2024

0.3%  U P
P
P
P
P
22x76
18x558
143x117
2000
RYDER
3000
MIRL Rwy 14-32
316°
RNAV (GPS) RWY 32
SANFORD SEACOAST RGNL (SF'M)
RNAP APCH.

Category A

LNAV MDA 660-1 421 (500-1) 660-1¼ 421 (500-1¼)
CIRCLING 760-1 516 (600-1) 1180-2 936 [1000-2¼] 1240-3 996 [1000-3]

CIRCLING 760-1 516 (600-1) 1180-2 936 [1000-2¼] 1240-3 996 [1000-3]

SANFORD SEACOAST RGNL (SF'M)
RNAV (GPS) RWY 32

SANFORD, MAINE
Amdt 1 17JUN21

43°24'N-70°42'W
SANFORD, MAINE

VOR RWY 25
SANFORD SEACOAST RGNL (SFM)

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 and increase all MDA 40 feet, S-25 Cats C/D visibility ½ SM, and Circling Cat C visibility ½ SM; for inop ODALS, increase S-25 Cats C/D visibility to 1½. Rwy 25 helicopter visibility reduction below ½ SM NA.

AWOS-3PT 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 ⅛ 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.

 Procedure NA for arrivals at DVANY on V229 and V1 southwest bound.
**LOC RWY 5**

**HARTNESS STATE (SPRINGFIELD) (VSF)**

<table>
<thead>
<tr>
<th>DME required.</th>
<th>RNAV 1-GPS required.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Rwy 5** helicopter visibility reduction below 1/2 SM NA. Circling to Rwy 11, 23, 29 NA at night.

**ASOS**

| 121.425 |

**BOSTON CENTER**

| 134.7 | 269.475 |

**UNICOM**

| 122.8 (CTAF) |

**SPRINGFIELD, VERMONT**

**AL-5057 (FAA)**

**LOC/DME I-VSF 111.3**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rdg</th>
<th>APT Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>051°</td>
<td>5501</td>
<td>578</td>
</tr>
</tbody>
</table>

**ELEV 578**

**TDZE 575**

**LOCALIZER 111.3**

| Chan 50 |

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4400 direct WILNO/13 DME and hold.

Procedure NA for arrivals at KOSPE on V447 northbound.

Procedure NA for arrivals at DORIS on V490 westbound.

RNAV 1-GPS required.

DME required.

**S-5**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1760-1/4</td>
<td>1760-1/2</td>
<td>1760-3</td>
<td>1185 (1200-3)</td>
</tr>
</tbody>
</table>

**CIRCLING**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1760-1/4</td>
<td>1760-1/2</td>
<td>2600-3</td>
<td>2022 (2100-3)</td>
</tr>
</tbody>
</table>

**NEIVA**

| I-VSF 6.9 |

**MENNE**

| I-VSF 13 |

**WILNO**

| I-VSF 13 |

**NEIVA**

| I-VSF 9.5 |

**MENNE**

| I-VSF 6.9 |

**WILNO**

| I-VSF 13 |

**LOC/DME**

| 2900 x 75 |

**MIRL Rwy 5**

| 2000 |

**HOLD 4400**

| 4400 |

**PROCEDURE NA**

For arrivals at KOSPE on V447 northbound.

For arrivals at DORIS on V490 westbound.

RNAV 1-GPS required.

DME required.

**5 NM**

<table>
<thead>
<tr>
<th>Holding Pattern</th>
<th>WILNO</th>
<th>NEIVA</th>
<th>MENNE</th>
</tr>
</thead>
<tbody>
<tr>
<td>231° 051°</td>
<td>I-VSF 13</td>
<td>I-VSF 9.5</td>
<td>I-VSF 6.9</td>
</tr>
</tbody>
</table>

**HOLD 4400**

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4400 direct WILNO/13 DME and hold.

RNAV 1-GPS required.

DME required.

**S-5**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1760-1/4</td>
<td>1760-1/2</td>
<td>1760-3</td>
<td>1185 (1200-3)</td>
</tr>
</tbody>
</table>

**CIRCLING**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1760-1/4</td>
<td>1760-1/2</td>
<td>2600-3</td>
<td>2022 (2100-3)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 21
MINUTE MAN AIR FLD (6B6)

<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>692 (700-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>960-1</td>
<td>680 (700-1)</td>
<td>1020-1</td>
<td>740 (800-1)</td>
</tr>
</tbody>
</table>

**Procedure NA for arrival on GDM VOR/DME airway radials 071 CW 111.**

Circling NA to Rwys 12 and 30. Rw 21 helicopter visibility reduction below ¾ SM NA. Circling Rw 3 NA at night. Use Bedford altimeter setting, when not received, use Boston altimeter setting and increase all MDAs 60 feet and visibility Cat B ¾ SM.

**MINDED APPROACH:**
Climbing right turn to 2000 direct ERIGY and hold.

**Visual Segment - Obstacles.**

- **ERIGY**
- **EGORE**
- **4 NM Holding Pattern**
- **3.0 NM**

**Notes:**
- **RNAV (GPS) RWY 21**
- **MINUTE MAN AIR FLD (6B6)**
- **42°28'N-71°31'W**
- **16 MAY 2024**
RNAV (GPS) RWY 30
TAUNTON MUNI - KING FLD (TAN)

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.

600 3000 INNDY
ICARA 304°
Elevation 42
TDZE 42

Procedure NA for arrivals at ZUNUX on V167 southeast bound.

Procedure NA for arrivals at GAILS on V151 eastbound.

Missed 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.
Procedure NA for arrivals at AVONN on V268 southwest bound.

Procedure NA for arrivals at FALMA on V130-374-405 westbound.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct BENNT and hold.

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.

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.

Revised: 05 FEB 2024
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 Cts 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 1/2 mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 1/4 mile. For inop MALSR using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1 1/4 mile and increase LNAV Cats C/D visibility to 1 1/2 mile. VDP and Baro-VNAV NA when using Hyannis altimeter setting. Night landing: Rwy 15 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hyannis altimeter setting.

** MISSED APPROACH: Climb to 500 then climbing left turn to 2500 direct CLAMY and hold.
RNAV (GPS) RWY 33
MARATHA'S VINEYARD (MVY)

**ATIS**
126.25

**BOSTON APP CON**
133.75

**VINEYARD TOWER**
121.4 (CTAF)

**GND CON**
124.35

**CLNC DEL**
124.35

**CLNC DEL**
119.7
(When twr closed)

**UNICOM**
122.95

---

**RNAV (GPS) RWY 33**

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 ½ 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 ¼ 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.

---

**NE-1, 11 JUL 2024 to 05 SEP 2024**

---

**RNP APCH.**
**VOR RWY 6**

**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

(When twr closed)

**UNICOM**

122.95

---

**MISSED APPROACH:** Climb to 500 then climbing right turn to 2500 via MVY VOR/DME R-180 to CLAMY INT/ACK 23.9 DME and hold.

---

**Radar Required**

---

**VOR/DME MVY**

114.5

**App CRS**

050°

**Rwy Ldg**

TDZE

**Apt Elev**

67

---

**AVAIL**

**ELEV**

67

**TDZE**

58

---

**Amdt 2B 06DEC18**

**405**

---

**NE-1, 11 JUL 2024 to 05 SEP 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
WATERVILLE RGNL (WVL)

ILS or LOC/DME RWY 5

AWOS-3PT 118.375
PORTLAND APP CON* 128.35 299.2
CLNC DEL 124.6 299.2
AWOS-3PT 118.375
PORTLAND APP CON* 128.35 299.2
CLNC DEL 124.6 299.2

MISSED APCH FIX
AUGUSTA
114.95
Chan 96 (Y)

LOCALIZER 110.5
I-RLU 12.8
Chan 42

 interacting system with GPS.
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.

**MISSING APCH FIX**

```plaintext
AWOS-3PT  PORTLAND APP CON*  CLNC DEL  UNICOM
118.375  128.35  299.2  124.6  299.2  122.7 (CTAF)
```

**RNAV (GPS) RWY 23**

**WATERVILLE RGNL (WVL)**

**WATERVILLE, MAINE**

**INDIA WIDENING**

**APP CRS**  227°

**Rwy Idg**  5500

**TDZE**  333

**Apt Elev**  333

**1.4 NM**

**1.9 NM**

**2.0 NM**

**3.0 NM**

**4.6 NM**

**227°**

**JEGIS**

**RAZZR**

**CUDIB**

**FONUB**

**YIKUP**

**1.9 NM**

**to RW23**

**3000**

**GP 3.00°**

**RNAV glidepath not coincident (VGS Angle 3.00/TCH 40).**

**LNAV only.**

**1.4 NM**

**to RW23**

**CIRCLING**

**LNAV MDA**

**800-1**  467 (500-1)

**800-1½**  467 (500-1½)

**800-½**  467 (500-1½)

**LPV DA**

**583-¾**  250 (300-¾)

**LNAV/ VNAV DA**

**NA**

**LNAV MDA**

**860-1**  527 (600-1)

**1100-2½**  767 (800-2½)

**1120-2½**  787 (800-2½)

**CIRCLING**

**RW23**

**3000**

**227°**

**Procedure Turn**

**NA**

**GP 3.00°**

**TCH 45**

**1.4 NM**

**0.5 NM**

**3.1 NM**

**6.1 NM**

** categories A B C D**

**NE-1, 11 JUL 2024 to 05 SEP 2024**
Circling to Rwy 14 and 32 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.

**LOC RWY 7**

**PROVIDENCE APP CON**

**ASOS**

**UNICOM**

**ELEV** 81

**TDZE** 76

**FAF to MAP** 4.6 NM

**KNOTS**

Min:Sec 4:36 3:04 2:18 1:50 1:32

**CATEGORIES**

A  B  C  D

S-7  520-1  444 (500-1)  520-1  444 (500-1½)

CIRCLING  580-1  499 (500-1)  720-2  679 (700-2½)

**EQUIPMENT**

**APP CRS** 068°

**Rwy Idg**

**TDZE**

**Apt Elev**

**LOC/DME** 1-RLS 108.9

Chn 26

**MALSF** -/-

**MISSING APPROACH:** Climbing right turn to 2000 on heading 180° and SEY R-314 to KLUTZ INT/I-RLS 5.3 DME and hold, continue climb-in-hold to 2000.
Baro-VNAV NA when using Bradley Intl altimeter setting. 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 Bradley Intl altimeter setting and increase LPV DA to 561; LNAV/VNAV DA to 996 and increase all Cats visibility to 2 1/2; all MDA 60 feet and LNAV Cats B, C, D and E visibility to 1/2. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 2 1/2, LNAV Cat E visibility to 1 1/2. Night landing: Rwy 15 NA.

**Holding Pattern**

- **LEADS**
- **PETGE**
- **3 NM to RW20**
- **204°**
- **2200**

**Category**

- **LPV DA**
  - A: 520/24
  - B: 250 (300-1/2)
- **LNAV/VNAV DA**
  - A: 955-1/2
  - B: 685 (700-1/2)
- **LNAV MDA**
  - A: 800/24
  - B: 530 (600-1/2)
- **CIRCLING**
  - A: 1160-2 3/4
  - B: 890 (900-2 1/4)
  - C: 1150 (1100-3)

**ATIS**

- 127.1 263.15

**BRADLEY APP CON**

- 125.35 281.5

**WESTFIELD TOWER**

- 118.9 (CTAF)

**GND CON**

- 121.7 289.4

**CLNC DEL**

- 121.7

**WESTFIELD-BARNES RGNL (BAF)**

**MALSR**

- **W**
- **M**

**MISSED APPROACH**

- Climb to 1700 then climbing right turn to 4000 direct CTL VOR/DME and hold.

**Westfield tower**

- **ATIS**
  - CTAF 121.7 289.4

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**414**

**WESTFIELD/BARNES RGNL (BAF)**

**RNAV (GPS) RWY 20**

**42°09'N-72°43'W**
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.

VOR or TACAN RWY 2
WESTFIELD-BARNES RGNL (BAF')

NE-1, 11 JUL 2024 to 05 SEP 2024
AIRPORT DIAGRAM

WESTFIELD-BARNES RGNL (B.A.F)
WESTFIELD/SPRINGFIELD, MASSACHUSETTS

ARNG

COMPASS ROSE

ELEV 262

HS 1

HS 2

VOR RECEIVER CHECKPOINT

FBO

ADMINISTRATION

TWR 352

FBO

MASSACHUSETTS ARNG

WESTFIELD TOWER

118.9 251.1

GND CON

121.7 289.4

CLNC DEL

121.7 (When Twr Clsd)

ATIS

127.1 263.15

REIL Rwy 15

MIRL Rwy 15-33

HIRL Rwy 2-20

Rwy 02-20

PCN 58 R/B/W/T

S-75, D-160, 2D-240

Rwy 15-33

PCN 26 F/A/X/U

S-51, D-60, 2D-155

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
COASTAL NINE DEPARTURE

TOP ALTITUDE: 3000

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)

(coastal nine departure)

12AUG21
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.
**When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.

**Circling not authorized all CAT actf from Rwy 23 clockwise to Rwy 33.

LNAV visibility reduction by Helicopters NA.

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (130°F).
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 ¼ mile. VDP NA with Lyndonville altimeter setting. Circling to Rwy 28 NA at night.

MISSED APPROACH: Climbing left turn to 4800 direct LIDOW and hold.

Procedure NA for arrivals at MPV VOR/DME via V-447 southwest bound.

5 NM Holding Pattern LIDOW

4800 284° 104°

104°

3400

PAYIK 4.7 NM to RW10

2.3 NM to RW10

LIDOW

ELJUM

VGSI and descent angles not coincident
(VGSI Angle 3.50/TCH 45).

6.1 NM

2.4 NM

2.4 NM

2.3

104°

104°

1057

1072

WHITEFIELD, NEW HAMPSHIRE

APP CRS

104°

Rwy 1dg

4001

TDZE

1057

Apt Elev

1072

BOSTON CENTER

135.7

282.2

UNICOM

122.8 (CTAF)

ASOS

118.525

24025

RNAV (GPS) Y RWY 10
MOUNT WASHINGTON RGNL (HIE)

Orig-A 30DEC21

NEW HAMPSHIRE

44º22’N-71º33’W

427
RNAV (GPS) Z RWY 10
MOUNT WASHINGTON RGNL (HIE)

**Missed Approach**: Climb to 7100 direct CVN (Cresy) and via track 099° to JOBBY and hold, continue climb-in-hold to 7100.

Procedure NA for arrivals at MPV VOR/DME via V-447 southwest bound.

- **ASOS** 118.525
- **BOSTON CENTER** 135.7 282.2
- **UNICOM** 122.8 (CTAF)

*Missed approach obstructions require a minimum climb gradient of 335 ft per NM to 4200, if unable to comply, see RNAV (GPS) Z RWY 10.*

**DVOR**

- MPV
- Whitefield, New Hampshire
- ** orig-A 29JUL10**

**Note**: 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**

**WILLIAMANTIC, CONNECTICUT**

**APP CRS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP</td>
<td>MDA</td>
<td>640-1</td>
<td>401</td>
<td>(400-1)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>860-1</td>
<td>621</td>
<td>(700-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>980-1</td>
<td>734</td>
<td>(800-1)</td>
<td></td>
</tr>
</tbody>
</table>

**2.5 NM to RW09**

**CLNC DEL**

**ASOS**

| 133.675 |

**BRADLEY APP CON**

| 127.8 | 269.325 |

**UNICOM**

| 122.975 [CTAF] |

**ELEV**

| 246 |

**TDZE**

| 239 |

**HFD**

**HARTFORD**

**IAF**

**CAMPU**

**JUFOH**

**DVANY**

**ZARAS**

**Rw09**

**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.

**NOTE:**

- Procedure NA at night.
- Rwy 9 helicopter visibility reduction below 1 SM NA.
- 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.

**Amdt 1D 08SEP22**

**NE-1, 11 JUL 2024 to 05 SEP 2024**

**AL-5250 (FAA)**

**23222**

**41°45’N-72°11’W**

**429**
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 Cats A/B visibility 1/2 SM, increase LP, INAV and Circling Cat C visibility 1/3 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.

Procedure NA for arrivals on PUT VOR/DME airway radials 141 CW 283.

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 Cats A/B visibility 1/2 SM, increase LP, INAV and Circling Cat C visibility 1/3 SM.

Procedure NA for arrivals on ORW VOR/DME airway radials 321 CW 082.

Procedure NA for arrivals on ORW VOR/DME airway radials 321 CW 082.
Procedure NA at night. Visibility reduction by helicopters NA.

NoPT for arrivals on ORW VOR/DME airway radial 057 CW 259.
WINDSOR LOCKS, CONNECTICUT

LOC/DME I-BDL
111.1
APP CRS
056°
Rwy Idg
9509
TDZE
173
Apt Elev
173

RADAR required for procedure entry.

D-ATIS
118.15

BRADLEY APP CON
123.95 290.55
(061°-240°)
(241°-060°)
125.35 281.5
BRADLEY TOWER
120.3 351.8
GND CON
121.9 348.6
CINC DEL
121.75 322.3

∆ 274

APER CRST
5
2
F
A
B
A
S
M
190°
3100
010°
3600

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

23334

111.1

LOCALIZER
111.1
1-BDL

1-BDL

1391
1419

R-237
R-317
R-124

Holding Pattern
One Minute

JANID INT
I-BDL 6.9
HUNEE INT
I-BDL 12.8

Pen L
Pen R

(3)

HD

Rwy Idg
987
1160
1160-2
1.9
2.9
3.9
4.9

GS 3.00°
TCH 54

3 NM
3 NM
2 NM
2 NM
1 NM

CATEGORY
A
B
C
D

S-ILS 6
373/18
200 (200-½)

S-LOC 6
1160/40
987 (1000-¾)

987 (1000-1)

1160-2½
987 (1000-½)

1160/55

1160/55

S-LOC 6
560/24
387 (400-½)

387 (400-½)

560/35

560/35

307

058°

238°

058°

2032

FAF to MAP 4.9 NM

Knots
60
90
120
150
180

Min:Sec
4:54
3:16
2:27
1:58
1:38

WINDSOR LOCKS, CONNECTICUT

Amdt 38B 24MAR22

41°56'N-72°41'W

4000

NE-1, 11 JUL 2024 to 05 SEP 2024

FRIDAY, JUNE 15, 2023
ILS or LOC RWY 24
BRADLEY INTL (BDL)

NoPT for arrival at KIBBE on V146-405 northwest bound.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71).

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

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS
118.15

BRADLEY APP CON
111.1  236°

Rwy Idg
TDZE
Apt Elev
9509
170
173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.
ILS or LOC RWY 33
BRADLEY INTL (BDL)

Inop table does not apply to S-ILS 33 all Cats. For inop ALS, increase S-LOC 33 Cat A/B visibility to RVR 5500 and Cat C/D to RVR 6000.

Procedure NA for arrivals on ORW VOR/DME airway radials 259 CW 011.

For inop ALS, increase S-LOC 33 Cat A/B visibility to RVR 5500 and Cat C/D to RVR 6000.

Procedure NA for arrival on ORW VOR/DME airway radial 053.

Category A

S-ILS 33
580/40 409 (500-3/4)

CIRCLING
700-1 527 (600-1)

Mixing Category A/B VGS1 and/or ILS glidepath not coincident (VGSI Angle 3.00° TCH 59)

Circling
700-1 527 (600-1)

One Minute Holding Pattern

Holding Pattern

GS 3.00°
TCH 59

NE-1, 11 JUL 2024 to 05 SEP 2024
MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

RADAR required for procedure entry.

Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

D-ATIS 118.15  
BRADLEY APP CON 123.95 290.55 (061°-240°)  
231.55 125.35 281.5 (241°-060°)  
BRADLEY TOWER 120.3 351.8  
GND CON  121.9 348.6  
CLNC DEL  121.75 322.3  
CPDLC  

LOCALIZER 111.1  
I-BDL  114.9  
Chan 48  

HARTFORD  114.9  
HFD  121.9  
Chan 96  
ALTERNATE MISSED APCH FIX

HOLD 7000 3000

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

One Minute Holding Pattern

PENNA INT I-BDL 12.8

JANID INT I-BDL 9.9

HUNEE INT I-BDL 6.9

4000

BAF

S-ILS 6

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

Windsor Locks, Connecticut

Amdt 38B 24MAR22

41°56’N-72°41’W

ILS RWY 6 (SA CAT I)

Bradley Intl (BDL)

ILS RWY 6 (SA CAT I)

Bradley Intl (BDL)
SA CATEGORY I: Requires specific OPSPEC, MSPEC or LOA approval.
SA CATEGORY II: Requires specific OPSPEC, MSPEC or LOA approval.

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

SA CATEGORY I & II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
BRADLEY INTL (BDL)

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

D-ATIS 118.15  
BRADLEY APP CON 123.95 290.55 (061°-240°)  
125.35 281.8 (241°-060°)  
BRADLEY TOWER 120.3 351.8

GND CON 121.9 348.6  
CLNC DEL 121.75 322.3

RADAR required for procedure entry.

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of out-of-town or HUD to touchdown.

LOC/DMC I-BDL 111.1  
APP CRS 056°  
Rwy lgd 9509  
TDZE 173  
Apt Elev 173

TWR 345  
HIRL Rwy 6 and 24  
REIL Rwy 6 and 15

BRADLEY INTL (BDL)
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°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 1½ SM.

See planview for multiple IF locations.

**RNAV (RNP) Z RWY 6**

**BRADLEY INTL (BDL)**

**APP CRS**

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>BRADLEY APP CON</th>
<th>BRADLEY TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.15</td>
<td>123.95 290.55</td>
<td>120.3 351.8</td>
<td>121.9 348.6</td>
<td>121.75 322.3</td>
<td></td>
</tr>
</tbody>
</table>

**AUTHORIZATION REQUIRED**

**ELEVATION**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP 0.11</td>
<td>DA</td>
<td>545/40</td>
<td>372 (400-3½)</td>
<td></td>
</tr>
<tr>
<td>RNP 0.30</td>
<td>DA</td>
<td>672/50</td>
<td>499 (500-1)</td>
<td></td>
</tr>
</tbody>
</table>

**WINDSOR LOCKS, CONNECTICUT**

**Amdt 1 29MAR18**

41°56’N-72°41’W
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 Cats visibility to 1½ SM.

MISSED APPROACH: Climb to 3000 on track 238° to PENNA and hold.

Procedure NA for arrivals at KIBBE on V146-405 southeast bound.

See planview for multiple IF locations.
RNAV (GPS) Y RWY 24
BRADLEY INTL (BDL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
### COPTER ILS or LOC RWY 6

**BRADLEY INTL (BDL)**

**ELEV 173**

**D**

**TDZE 173**

### RADAR Required for Procedure Entry

For inop ALS, increase H-ILS 6 visibility to RVR 2400 and H-LOC 6 visibility to RVR 4000.

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>118.15</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRADLEY APP CON</td>
<td>123.95  290.55 (061°-240°)</td>
</tr>
<tr>
<td>125.35  281.5 (241°-060°)</td>
<td></td>
</tr>
</tbody>
</table>

### BRADLEY TOWER

<table>
<thead>
<tr>
<th>GND CON</th>
<th>121.9  348.6</th>
</tr>
</thead>
<tbody>
<tr>
<td>CINC DEL</td>
<td>121.75  322.3</td>
</tr>
</tbody>
</table>

### COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

**BRADLEY APP CON**

**123.95  290.55 (061°-240°)**

**125.35  281.5 (241°-060°)**

For inop ALS, increase H-ILS 6 visibility to RVR 2400 and H-LOC 6 visibility to RVR 4000.

**For inop ALS, increase H-ILS 6 visibility to RVR 2400 and H-LOC 6 visibility to RVR 4000.**

### COPTER ILS or LOC RWY 6

**H-LOC 6**

273/12  100 (100- 1/4)

**H-LOC 6**

1160/24  987 (1000- 1/5)

**H-ILS 6**

CAT II  RA 101

**JETIX FIX MINIMUMS (DME REQUIRED)**

- GS 3.00°
- HCH 54

**4000**

**BAF**

**3600**

**3100**

**JETIX**

**114.9 HFD**

**Chan 96**

**HARTFORD**

**114.9 HFD**

**Chan 96**

**ALTERNATE MISSED APCH FIX**

- **HARTFORD**
- **APCH FIX**
- **REIL**
- **Rwy 6 and 24**
- **HIRL Rwys 6-24 and 15-33**
- **REIL Rwys 6 and 15**

**ELEV 173**

**D**

**TDZE 173**

**WINDSORS LOCKS, CONNECTICUT**

Amdt 2A  24MAR22

41°56’N-72°41’W
Readback of all runway holding instructions is required.

CAUTION: Be alert to runway crossing clearances.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

WARNING:
- NO-TAXI ISLANDS
- DE-ICE AREA

PCN 71 F/B/X/T
S-200, D-200, 2D-350, 2D/2D2-710
PCN 64 F/A/X/T
S-200, D-200, 2D-350
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.
COASTAL NINE DEPARTURE

TOP ALTITUDE: 4000

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:
Rwys 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.
RNP APCH.

Procedure NA on V93 northeast bound. Procedure NA for arrival at RAZZR on V268 southbound.

Procedure NA at night. Rwy 7 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 EDEJU and hold.

ASOS

<table>
<thead>
<tr>
<th>Category</th>
<th>PORTLAND APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.725</td>
<td>119.75 289.35 (112° -292°)</td>
<td>122.8 (CTAF)</td>
</tr>
<tr>
<td></td>
<td>120.4 299.2 (293°-111°)</td>
<td></td>
</tr>
</tbody>
</table>

Bazqe (IF)

Avoil (FAF)

Avail

070°

3000

(TCH 40)

3.04°

6.2 NM

4.9 NM

LNAV MDA

WISCASSET, MAINE

Orig-B 18JUL19

43°58'N - 69°43'W

ASOS

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>70</td>
<td>70</td>
</tr>
</tbody>
</table>

EDEJU

NE-1, 11 JUL 2024 to 05 SEP 2024

NE-1, 11 JUL 2024 to 05 SEP 2024

AL-6265 (FAA) 24025

RNAV (GPS) RWY 7

WISCASSET (IWI)

VRGS and descent angles not coincident (VGSI Angle 4.00/TCH 40).

Procedure NA for arrival at SAPPE on V268 southbound.

EDEJU

WISCASSET, MAINE

Orig-B 18JUL19

43°58'N - 69°43'W

RNAV (GPS) RWY 7

WISCASSET (IWI)

449
RNAV (GPS) RWY 25
WISCASSET (IWI)

APP CRS
250°
Rwy Idg 3397
TDZE 70
Apt Elev 70

RNP APCH.

- 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.

ASOS
135.725

PORTLAND APP CON
119.75 289.35 (112° - 292°)
120.4 299.2 (293° - 111°)

UNICOM
122.8 (CTAF)

- 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.

- Procedure NA for arrival at CEZAC.

- RADAR required for arrivals at CEZAC.

- Procedure Turn NA

PORTLAND APP CON:
- 119.75
- 289.35 (112° - 292°)
- 120.4
- 299.2 (293° - 111°)

UNICOM:
- 122.8 (CTAF)

LANV MDA

- 580-1
- 513 (600-1)
- NA

WISCASSET, MAINE
Orig-B 18JUL19

HERE, 11 JUL 2024 to 05 SEP 2024

43°58'N - 69°43'W
For inop ALS, increase S-LOC 11 Cats C and D visibility to 1½ 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 1½ SM.

**MISSING 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.

**Procedure NA for arrival on GDM VOR/DME airway radials 179 CW 246.**

**Procedure NA for arrivals at SPENO on V270 westbound.**

**One Minute Holding Pattern**

- **R-LOC INT I-LSR 5.5**
- **I-LSR 1.4**
- **GND 3.0°**
- **TCH 55**

**FAF to MAP 5.5 NM**

<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 11</td>
<td>1180/18</td>
<td>200 (200-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 11</td>
<td>1500/24</td>
<td>520 (500-½)</td>
<td>1500/55</td>
<td>520 (500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1560-1</td>
<td>1740-1</td>
<td>2000-3</td>
<td>991 (1000-3)</td>
</tr>
</tbody>
</table>

**Knots**

- 60
- 90
- 120
- 150
- 180

**Min:Sec**

- 5:30
- 3:40
- 2:45
- 2:12
- 1:50

**ELEV 1009**

**TDZE 980**

**Worcester, Massachusetts**

**Amdt 25b 05Oct23**

**2048**

**LOCALIZER 110.9**

**Chan 46**

**Worcester RGNL (ORH)**

**ILS or LOC RWY 11**

**Worcester, Massachusetts**

**AL-652 (FAA)**

**23334**
MISSED 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.

Tiles: 1100 TWR

Category: B

APP CRS

Worcester Tower

Worcester Regional

CIRCLING

Rwy 1dg

MISSED 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.

Tiles: 1100 TWR

Category: B

APP CRS

Worcester Tower

Worcester Regional

CIRCLING
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.

ATIS 126.55  BRADLEY APP CON  119.0 327.1
WORCESTER TOWER  120.5 (CTAF)  263.0
GND CON  123.85  CLNC DEL  128.65
CLNC DEL  119.0  (When twr closed)
UNICOM  122.95

ILS RWY 11 (CAT II & III)
WORCESTER RGNL (ORH)

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 climbing to 3100.

ATIS 126.55  BRADLEY APP CON  119.0 327.1
WORCESTER TOWER  120.5 (CTAF)  263.0
GND CON  123.85  CLNC DEL  128.65
CLNC DEL  119.0  (When twr closed)
UNICOM  122.95

ILS RWY 11 (CAT II & III)
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.
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).

RNAV (GPS) RWY 11
WORCESTER RGNL (ORH)

WORCESTER, MASSACHUSETTS

ATIS 126.55
BRADLEY APP CON 119.0 327.1
WORCESTER TOWER 120.5 [CTAF] 263.0
GND CON 123.85
CLNC DEL 128.65
CLNC DEL 119.0
UNICOM 122.95

TDZ/CL Rwy 11

MISSED APPROACH: Climb to 2700 direct SPAGS and hold.

TDZ/CL Rwy 11

WORCESTER TOWER

CLNC DEL 128.65

WITNY

WARNING

ATIS

BRADLEY APP CON

WORCESTER TOWER

Worcester, Massachusetts

RNAV (GPS) RWY 11
Worcester RGNL (ORH)

Amdt 2 17AUG17

LNAV/MD A

1520/40 540 (600-3/4) 1520/55 540 (600-1)

CIRCLING

1560-1 551 (600-1) 1720-1 711 (800-1) 2000-3 991 (1000-3)

AL-652 (FAA)

23278

454
RNAV (GPS) RWY 29
Worcester RGNL (ORH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130F).
DME/DME RNP -0.3 NA.

ATIS 126.55  BRADLEY APP CON 119.0 327.1  WORCESTER TOWER* 120.5 (CTAF) 263.0  GND CON 123.85  CLNC DEL 128.65  CLNC DEL 119.0  (When twr closed)  UNICOM 122.95

MISSED APPROACH: Climb to 3000 direct RILOC and hold.

Procedure NA for arrivals at WHYBE on V1 eastbound.

ELEV 1009  TDZE 990

RNAV only.

* LNAV only.

1 NM to RW29

289°

LNAV/ VNAV DA

1190/50  200 (200-1)

1261/50  271 (300-1)

1360/55  370 (400-1)

1560-1  551 (600-1)

1720-1  711 (800-1)

2000-3  991 (1000-3)

TWR 1100

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29
MIRL Rwy 15-33

Worcester, Massachusetts
Amdt 2 17AUG17

42°16'N-71°53'W

NE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 33
WORCESTER RGNL (ORH)

When local altimeter setting not received, use Bedford altimeter setting and increase all MDA's 200 feet and visibility LNAV C/D \( \frac{5}{4} \) SM and visibility Circling Cat B \( \frac{3}{4} \) SM. VDP NA with Bedford altimeter setting.

MISSED APPROACH:
Climbing left turn to 3000 direct GRIPE and hold.

Procedure NA for arrival on GDM VOR/DME airway radials 071 CW 209.

Procedure NA for arrival at GRAYM on V14 northbound.

Procedure NA with Bedford altimeter setting.

MDAs 200 feet and visibility LNAV Cat C/D \( \frac{5}{4} \) SM and visibility Circling Cat B \( \frac{3}{4} \) SM.

When local altimeter setting not received, use Bedford altimeter setting and increase all MDA's 200 feet and visibility.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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>
<td>150</td>
<td>230</td>
</tr>
<tr>
<td>200</td>
<td>3.29</td>
<td>200</td>
<td>300</td>
</tr>
<tr>
<td>210</td>
<td>3.46</td>
<td>210</td>
<td>320</td>
</tr>
<tr>
<td>220</td>
<td>3.62</td>
<td>220</td>
<td>330</td>
</tr>
<tr>
<td>230</td>
<td>3.79</td>
<td>230</td>
<td>350</td>
</tr>
<tr>
<td>240</td>
<td>3.95</td>
<td>240</td>
<td>360</td>
</tr>
<tr>
<td>250</td>
<td>4.11</td>
<td>250</td>
<td>380</td>
</tr>
<tr>
<td>260</td>
<td>4.28</td>
<td>260</td>
<td>390</td>
</tr>
<tr>
<td>270</td>
<td>4.44</td>
<td>270</td>
<td>410</td>
</tr>
<tr>
<td>280</td>
<td>4.61</td>
<td>280</td>
<td>420</td>
</tr>
<tr>
<td>290</td>
<td>4.77</td>
<td>290</td>
<td>440</td>
</tr>
<tr>
<td>300</td>
<td>4.94</td>
<td>300</td>
<td>450</td>
</tr>
<tr>
<td>310</td>
<td>5.10</td>
<td>310</td>
<td>470</td>
</tr>
<tr>
<td>320</td>
<td>5.27</td>
<td>320</td>
<td>480</td>
</tr>
<tr>
<td>330</td>
<td>5.43</td>
<td>330</td>
<td>500</td>
</tr>
<tr>
<td>340</td>
<td>5.60</td>
<td>340</td>
<td>510</td>
</tr>
<tr>
<td>350</td>
<td>5.76</td>
<td>350</td>
<td>530</td>
</tr>
<tr>
<td>360</td>
<td>5.92</td>
<td>360</td>
<td>540</td>
</tr>
<tr>
<td>370</td>
<td>6.09</td>
<td>370</td>
<td>560</td>
</tr>
<tr>
<td>380</td>
<td>6.25</td>
<td>380</td>
<td>570</td>
</tr>
<tr>
<td>390</td>
<td>6.42</td>
<td>390</td>
<td>590</td>
</tr>
<tr>
<td>400</td>
<td>6.58</td>
<td>400</td>
<td>600</td>
</tr>
<tr>
<td>450</td>
<td>7.41</td>
<td>450</td>
<td>680</td>
</tr>
<tr>
<td>500</td>
<td>8.23</td>
<td>500</td>
<td>750</td>
</tr>
<tr>
<td>550</td>
<td>9.05</td>
<td>550</td>
<td>830</td>
</tr>
</tbody>
</table>
AREA OF COVERAGE

U.S. TERMINAL PUBLICATION VOLUMES

Including Puerto Rico and the Virgin Islands