

NE-1 CT MA ME NH RI VT 12 JUN 25 to 07 AUG 25



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Northeast (NE) Vol 1 of 4

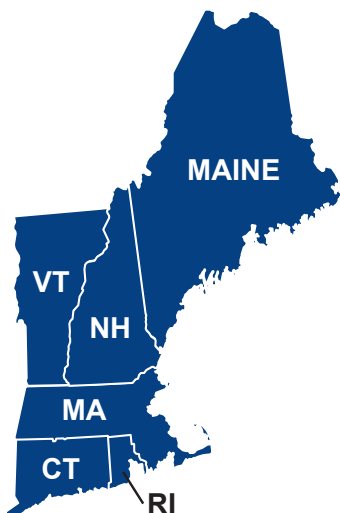
Effective: 0901Z

12 JUN 2025

to: 0901Z

07 AUG 2025

Consult the Change Notice
(CN) effective 10 JUL 2025 for
revised Instrument Procedure
Charts for this volume



Consult NOTAMs for latest information

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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

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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

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800[†]/2000*/2200*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 [†] To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA. For ILS procedures with a 200 foot HAT with a restriction on autopilot usage, RVR 1800 authorized with use of FD or HUD to DA.

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

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MAL, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

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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

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

CATEGORY	A		B		C		D	
	S-ILS 27		S-LOC 27		CIRCLING			
DA	1352/24		288		200		(200-½)	
Visibility (RVR 100's of feet)	1440/24		1540-1		1640-1		1640-1½	
Aircraft Approach Category	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
HAT	1440/50		288 (300-1)		1740-2			
MDA	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
HAA	1440/50		288 (300-1)		1740-2			
Visibility in Statute Miles	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	

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

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction

Height of MDA/DA
Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

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

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

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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 table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas 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.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

Users may ignore the presence of **C** symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

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.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-¼)				
ASR	10		ABC	560/40	463	(500-¾)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1¼)
CIR	10		AB	560-1¼	463	(500-1¼)	CDE	560-1½	463	(500-1½)
	28		AB	600-1¼	503	(600-1¼)	CDE	600-1½	503	(600-1½)

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 500-1½.

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 Minima not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- ⚠ NA Alternate minima are Not Authorized due to unmonitored facility or absence of weather reporting service.
- ▼ Airport is published in the Takeoff Minima, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed 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.



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 Minima, 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.

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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

Equipment Requirements Box

Standard Procedure Notes Box

From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.

DME required for LOC only.

▼

 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



Equipment Requirements Box


RNAV 1 - DME/DME/IRU or GPS


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 

KEY MIKE

- 7 times within 5 seconds
- 5 times within 5 seconds
- 3 times within 5 seconds

FUNCTION

- Highest intensity available
- Medium or lower intensity (Lower REIL or REIL-off)
- Lowest intensity available (Lower REIL or REIL-off)

ABBREVIATIONS 25107

AAF.....	Army Air Field	D-ATIS.....	Digital-Automatic Terminal Information Service
AAUP.....	Attention All Users Page	DA.....	Decision Altitude
ADF.....	Automatic Direction Finder	DEP.....	Departure
ADIZ.....	Air Defense Identification Zone	DEP CON.....	Departure Control
AFAUX.....	Air Force Auxiliary	DER.....	Departure End of Runway
AFB.....	Air Force Base	DH.....	Decision Height
AFRC.....	Armed Forces Reserve Center/Air Force Reserve Command	DME.....	Distance Measuring Equipment
AGL.....	Above Ground Level	DP.....	Departure Procedure
AFHP.....	Air Force Heliprot	DTHR.....	Displaced Runway Threshold
AFIS.....	Automatic Flight Information Service	DVA.....	Diverse Vector Area
AHP.....	Army Heliprot	ELEV.....	Elevation
ALF.....	Auxiliary Landing Field	EMAS.....	Engineered Material Arresting System
ALS.....	Approach Light System	EXEC.....	Executive
ALSF.....	Approach Light System with Sequenced Flashing Lights	FAF.....	Final Approach Fix
ANGB.....	Air National Guard Base	FD.....	Flight Director System
ANGS.....	Air National Guard Station	FL.....	Flight Level
Ant.....	Antenna	FLD.....	Field
AOB.....	At or Below	FM.....	Fan Marker
AP.....	Autopilot System	FMS.....	Flight Management System
APCH.....	Approach	GBAS.....	Ground Based Augmentation System
APP CON.....	Approach Control	GCA.....	Ground Control Approach
AR.....	Authorization Required	GCO.....	Ground Communication Outlet
ARB.....	Air Reserve Base	GLS.....	Ground Based Augmentation System
ARPT.....	Airport	GP.....	Landing System
ARR.....	Arrival	GPS.....	Glidepath
AS.....	Air Station	GS.....	Global Positioning System
ASOS.....	Automated Surface Observing System	HAA.....	Glide Slope
ASR.....	Airport Surveillance RADAR	HAL.....	Height Above Airport
ASSC.....	Airport Surface Surveillance Systems	HAT.....	Height Above Landing
ATC.....	Air Traffic Control	HATH.....	Height Above Touchdown
ATCT.....	Airport Traffic Control Tower	HCH.....	Height Above Threshold
ATIS.....	Automatic Terminal Information Service	hdg.....	Heliport Crossing Height
AUNICOM.....	Automated UNICOM	HIRL.....	Heading
AWOS.....	Automated Weather Observing System	HUD.....	High Intensity Runway Lights
Baro-VNAV.....	Barometric Vertical Navigation	IAF.....	Head-up Display
BC.....	Back Course	IAP.....	Initial Approach Fix
brg.....	Bearing	ICAO.....	Instrument Approach Procedure
CAPT.....	Captain	IF.....	International Civil Aviation Organization
CAT.....	Category	IFR.....	Intermediate Fix
CCW.....	Counterclockwise	ILS.....	Instrument Flight Rules
CDI.....	Course Deviation Indicator	IM.....	Instrument Landing System
CGAS.....	Coast Guard Air Station	INC.....	Inner Marker
Chan.....	Channel	Inop.....	Incorporated
CIR.....	Circling	INT.....	Inoperative
CL.....	Centerline Lighting System	INTCNTL.....	Intersection
CLNC DEL.....	Clearance Delivery	INTL.....	Intercontinental
CNF.....	Computer Navigation Fix	JNGB.....	International
CPDLC.....	Controller Pilot Data Link Communications	JRB.....	Joint National Guard Base
CTAF.....	Common Traffic Advisory Frequency	K.....	Joint Reserve Base
CW.....	Clockwise	KIAS.....	Knots
		LAAS.....	Knots Indicated Airspeed
			Local Area Augmentation System

ABBREVIATIONS 25107

LDA.....	Localizer Type Directional Aid	OPSPEC.....	Operations Specification
Ldg.....	Landing	PAR.....	Precision Approach Radar
LIRL.....	Low Intensity Runway Lights	PDC.....	Pre-Departure Clearance
LNAV.....	Lateral Navigation	PRM.....	Precision Runway Monitor
LOA.....	Letter of Agreement/Authorization	Pvt.....	Private
LOC.....	Localizer	R.....	Radial
LOM.....	Locator Outer Marker	RA.....	Radio Altimeter setting height
LP.....	Localizer Performance	RAIL.....	Runway Alignment Indicator Lights
LPV.....	Localizer Performance with Vertical Guidance	RCLS.....	Runway Centerline Light System
LR.....	Lead Radial	REIL.....	Runway End Identifier Lights
LRRS.....	Long Range RADAR Station	RF.....	Radius to Fix
MAA.....	Maximum Authorized Altitude	RGNL.....	Regional
MALS.....	Medium Intensity Approach Lighting System	RLLS.....	Runway Lead-in Light System
MALSF.....	Medium Approach Lighting System with Sequenced Flashers	RNAV.....	Area Navigation
MALSR.....	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RNP.....	Required Navigation Performance
MAP.....	Missed Approach Point	RPI.....	Runway Point of Interception)
MCAF.....	Marine Corps Air Facility	RVR.....	Runway Visual Range
MCALF.....	Marine Corps Auxiliary Landing Field	RWY.....	Runway
MCAS.....	Marine Corps Air Station	S.....	Straight-in
MCB.....	Marine Corps Base	SALS.....	Simplified Short Approach Light System
MCOLF.....	Marine Corps Outlying Field	SALSF.....	Short Approach Lighting System with Sequenced Flashing Lights
MDA.....	Minimum Descent Altitude	SDF.....	Simplified Directional Facility
MEA.....	Minimum Enroute Altitude	SFB.....	Space Force Base
MEML.....	Memorial	SID.....	Standard Instrument Departure
METRO.....	Metropolitan	SM.....	Statute Mile
MIRL.....	Medium Intensity Runway Lights	SR-SS.....	Sunrise-Sunset
MM.....	Middle Marker	SSALF.....	Short Approach Lighting System with Sequenced Flashing Lights
MOCA.....	Minimum Obstruction Clearance Altitude	SSALR.....	Simplified Short Approach Light System with Runway Alignment Indicator Lights
MRA.....	Minimum Reception Altitude	SSALS.....	Simplified Short Approach Lighting System
MSL.....	Mean Sea Level	ST.....	Saint
MSPEC.....	Management Specification	STE.....	Sainte
MUNI.....	Municipal	STAR.....	Standard Terminal Arrival
N/A.....	Not Applicable	TAA.....	Terminal Arrival Area
NA.....	Not Authorized	TACAN.....	Tactical Air Navigation
NAAS.....	Naval Auxiliary Air Station	TCH.....	Threshold Crossing Height
NAF.....	Naval Air Facility	TDZ.....	Touchdown Zone
NALF.....	Naval Auxiliary Landing Field	TDZE.....	Touchdown Zone Elevation
NAS.....	Naval Air Station	TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
NDB.....	Nondirectional Radio Beacon	TDZL.....	Touchdown Zone Lights
NM.....	Nautical Mile	THR.....	Threshold
NOLF.....	Naval Outlying Field	TODA.....	Takeoff Distance Available
NoPT.....	No Procedure Turn	TORA.....	Takeoff Run Available
NOTAM.....	Notice to Airmen	tr.....	Track
NS.....	Naval Station	TRML.....	Terminal
NTL.....	National	TWR.....	Tower
ODALS.....	Omnidirectional Approach Lighting System	UNICOM.....	Universal Communications Station
ODP.....	Obstacle Departure Procedure	USA.....	United States Army
OM.....	Outer Marker	USAF.....	United States Air Force

ABBREVIATIONS 25107

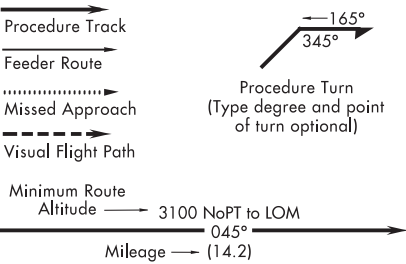
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
VOR.....	Very High Frequency Omni-Directional Range
VORTAC.....	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint

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PLANVIEW SYMBOLS

ROUTES



ALTITUDES

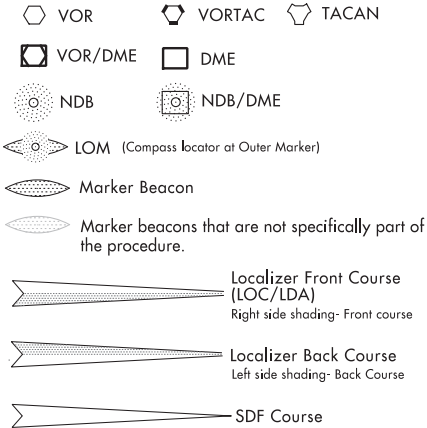
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	<u>3000</u> Altitude

INDICATED AIRSPEED

<u>175K</u>	<u>120K</u>	<u>250K</u>	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

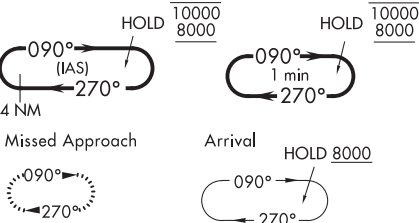
RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency



HOLDING PATTERNS

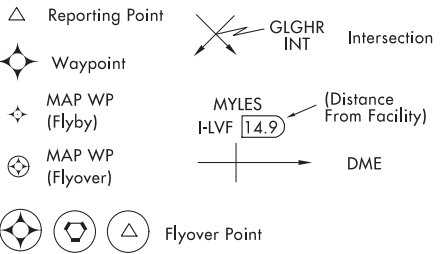
Hold-in-lieu of Procedure Turn



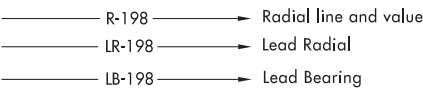
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS



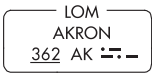
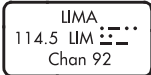
x Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



○ LOC/LDA/SDF Transmitter □ LOC/DME (shown when installation is offset from its normal position off the end of the runway.)

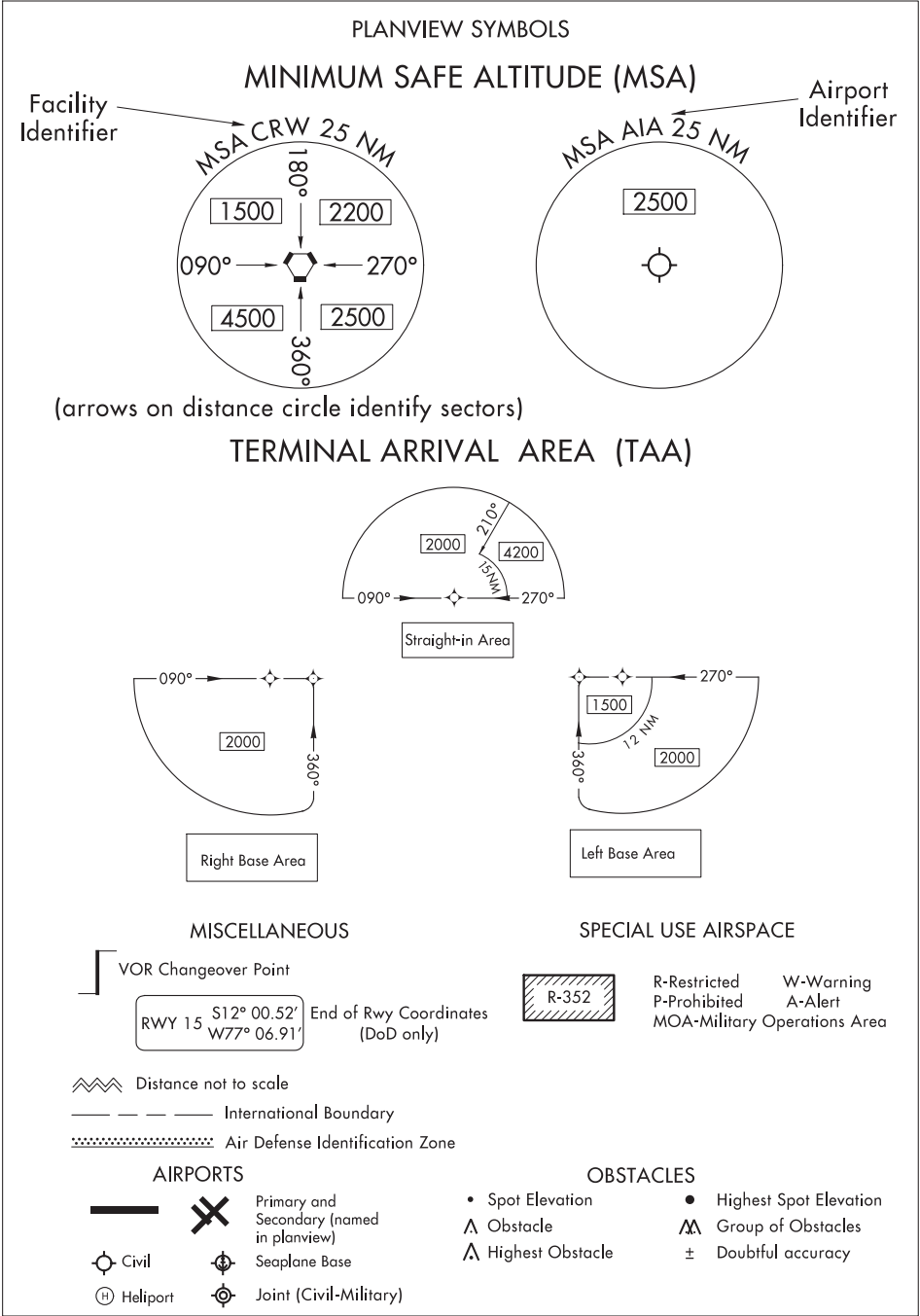
Primary NAVAID

Secondary NAVAID



TACAN or DME NAVAID





LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

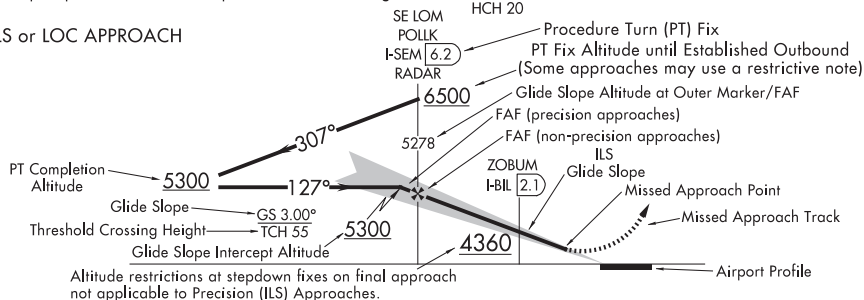
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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: $\angle 3.00^\circ$ TCH 55

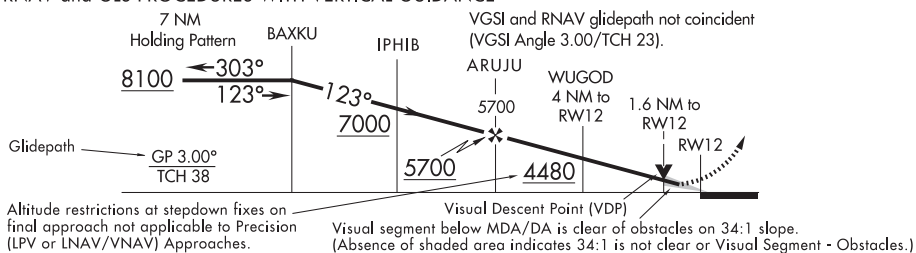
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

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

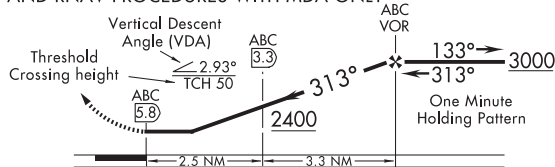
ILS or LOC APPROACH



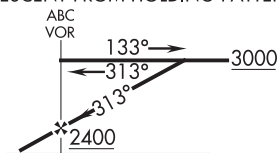
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



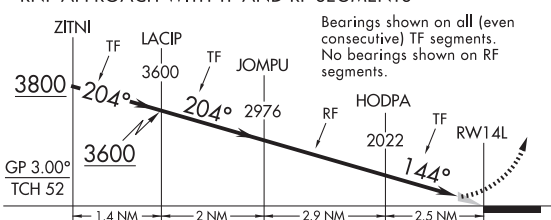
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



Bearings shown on all (even consecutive) TF segments. No bearings shown on RF segments.

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000	Mandatory Block
4300	Maximum Altitude	3000	Altitude

PROFILE SYMBOLS

- ↗ Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- ▼ Visual Descent Point (VDP)
- Visual Flight Path
- Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 24361

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:



Localizer Front Course

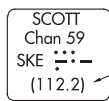
Localizer Back Course
(Shading on left)

(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

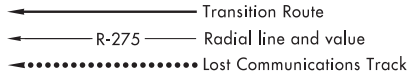


VHF Paired Frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

ROUTES

MAA FL200 Maximum Authorized Altitude
4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude
270° Arrival Route
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks



V12 J80 Airway/Jet Route Identification



Holding pattern with maximum restricted airspace (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



R-Restricted
P-Prohibited
MOA-Military Operations Area

ALTITUDES

5500 2300 4800
Mandatory Altitude (Cross at) Minimum Altitude (Cross at or above) Maximum Altitude (Cross at or below)



Block Altitude

Altitude change at other than Radio Aids to Navigation

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage) (75) DME Mileage (when not obvious)

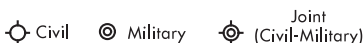


Flyover Point

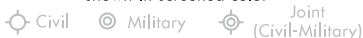


Computer Navigation Fix (CNF) - No ATC Function

AIRPORTS



Airports not served by the procedure shown in screened color



MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

N

Indicates True North is not aligned to the top of the page

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier

LEGEND 23334

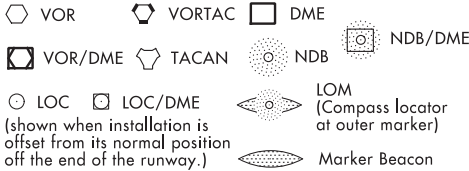
DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

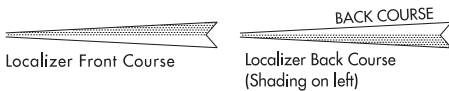
Compulsory:



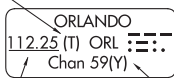
Non-Compulsory:



(shown when installation is offset from its normal position off the end of the runway.)



(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVIAID Box



VHF Paired Frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

→ Obvious DME (DME mileage matches route mileage) [75] → DME Mileage (when not obvious)

Waypoint (Compulsory) Waypoint (Non-Compulsory)

Flyover Point

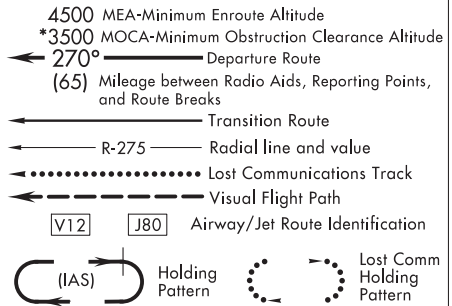
x Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS



▼ Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES



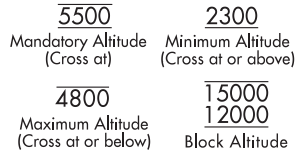
Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



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

ALTITUDES



TOP ALTITUDE: 5000

Top altitude restriction

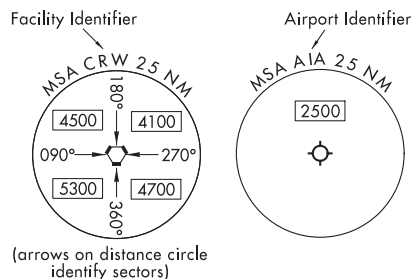
INDICATED AIRSPEED



AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

LEGEND 23334

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface

Other Than Hard Surface

Taxiways, Parking Areas

Stopways, Overruns, Blast Pads

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.

uni-directional

bi-directional

Jet Barrier

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

Landing Tee

Tetrahedron

When Control Tower and Rotating Beacon are co-located, 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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

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
(shown when rounded runway slope is $\geq 0.3\%$)

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.

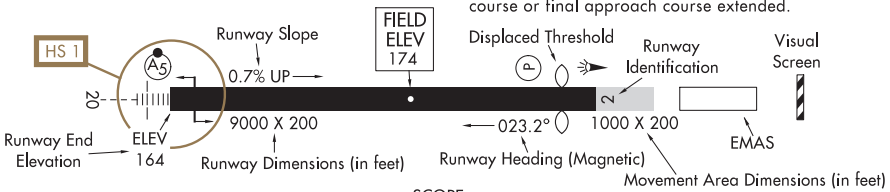
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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 referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

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



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.

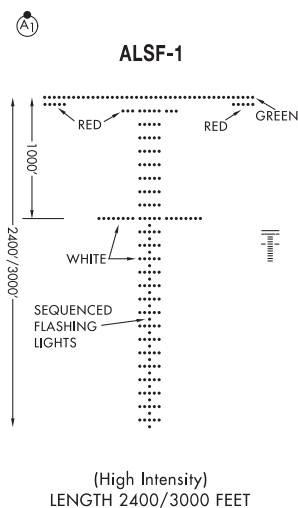
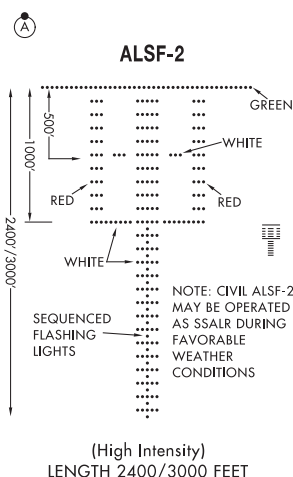
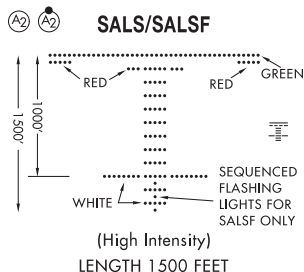
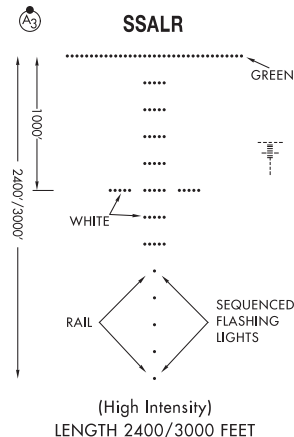
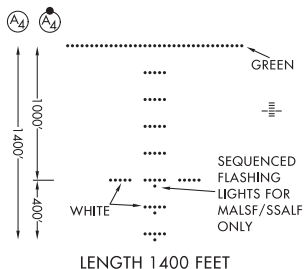
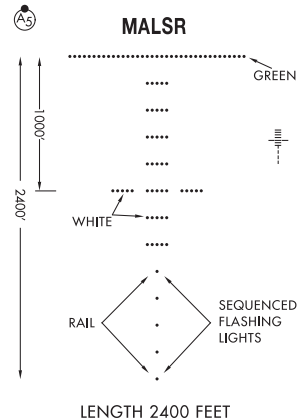
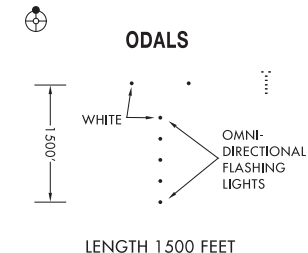
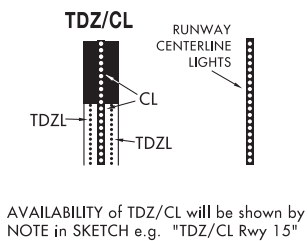
LEGEND

LEGEND 22195

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (A3), etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (A1) indicates Pilot Controlled Lighting (PCL).

CATEGORY I
APPROACH LIGHTING SYSTEMCATEGORY II
APPROACH LIGHTING SYSTEMSHORT APPROACH
LIGHTING SYSTEMSIMPLIFIED SHORT
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator LightsMEDIUM INTENSITY (MALS and
MALSF) OR SIMPLIFIED SHORT
(SSALS and SSALF)
APPROACH LIGHTING SYSTEMSMEDIUM INTENSITY
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator LightsOMNIDIRECTIONAL
APPROACH LIGHTING SYSTEMRUNWAY TOUCHDOWN ZONE
AND CENTERLINE
LIGHTING SYSTEMS

LEGEND 22195

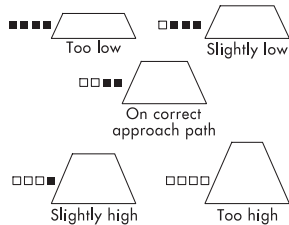
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A₂), (V) etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A₁). Negative symbology, e.g., (A₁), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH
PATH INDICATOR**

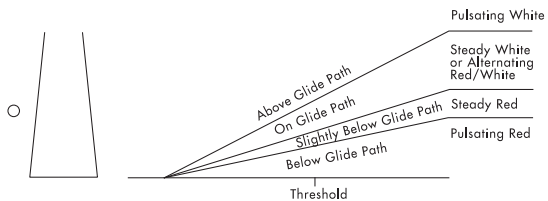
PAPI



Legend: □ White ■ Red

(V₂) **PULSATING VISUAL APPROACH
SLOPE INDICATOR**

PVASI



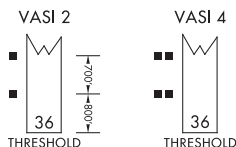
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) **VISUAL APPROACH
SLOPE INDICATOR**

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED
NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW

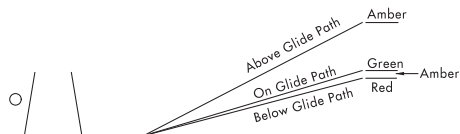


VASI 12



(V₄) **TRI-COLOR VISUAL APPROACH
SLOPE INDICATOR**

TRCV

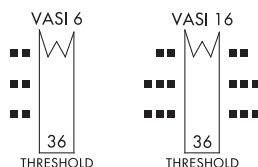


CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V₃) **VISUAL APPROACH
SLOPE INDICATOR**

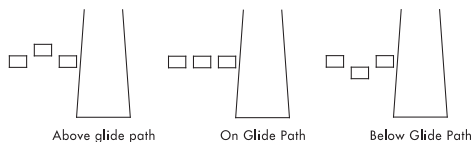
VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.



ALIGNMENT OF ELEMENTS SYSTEMS

APAP



Painted panels which may be lighted at night.
To use the system the pilot positions the aircraft so the elements are in alignment.

LEGEND 22195

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF CLIMB TABLE (ft per min)												
The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.												
ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

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INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF DESCENT TABLE												
The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.												
ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

AUBURN/LEWISTON, ME
AUBURN/LEWISTON MUNI(LEW)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 042
 RNAV (GPS) RWY 042
 RNAV (GPS) RWY 223

AUGUSTA, ME
AUGUSTA STATE(AUG)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 174
 RNAV (GPS) RWY 175
 RNAV (GPS) RWY 356
 VOR RWY 357

BANGOR, ME
BANGOR INTL(BGR)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
RADAR MINIMUMSN
IAPS ILS OR LOC RWY 338
 ILS Y OR LOC Y RWY 159
 ILS RWY 33 (SA CAT I - II)10
 ILS Y RWY 15 (CAT II - III)11
 RNAV (GPS) RWY 1512
 RNAV (GPS) RWY 3313
AIRPORT DIAGRAM14
DPS BANGOR FIVE15

BAR HARBOR, ME
HANCOCK COUNTY/BAR HARBOR(BHB)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 2216
 RNAV (GPS) RWY 0417
 RNAV (GPS) RWY 2218

BARRE/MONTPELIER, VT
EDWARD F KNAPP STATE(MPV)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 1719
 RNAV (GPS) RWY 1720
 RNAV (GPS) RWY 3521

BEDFORD, MA
LAURENCE G HANSCOM FLD(BED)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
LAHSOO
HOT SPOTP
STARS DREEM TWO (RNAV)Z6
 GRAYM SIXZ7
 ZELKA TWO (RNAV)Z31
IAPS ILS OR LOC RWY 1122
 ILS OR LOC RWY 2923
 RNAV (RNP) Y RWY 1124
 RNAV (RNP) Y RWY 2925
 RNAV (GPS) RWY 2326
 RNAV (GPS) Z RWY 1127
 RNAV (GPS) Z RWY 2928
AIRPORT DIAGRAM29
DPS HANSCOM FIVE30

BELFAST, ME
BELFAST MUNI(BST)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 1532
 RNAV (GPS) RWY 3333

BENNINGTON, VT
WILLIAM H MORSE STATE(DDH)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 1334

BERLIN, NH
BERLIN RGNL(BML)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 1835

BETHEL, ME
BETHEL RGNL(0B1)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) Y RWY 3236

BEVERLY, MA
BEVERLY RGNL(BVY)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
LAHSOO
HOT SPOTP
STARS DREEM TWO (RNAV)Z6
 GRAYM SIXZ7
 ZELKA TWO (RNAV)Z31
IAPS RNAV (GPS) RWY 0937
 RNAV (GPS) RWY 1638
 RNAV (GPS) RWY 2739
 RNAV (GPS) RWY 3440
AIRPORT DIAGRAM41
DPS BEVERLY THREE42

BIDDEFORD, ME
BIDDEFORD MUNI(B19)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 0644
 VOR RWY 0645

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
BLOCK ISLAND, RI			BRIDGEPORT, CT		
BLOCK ISLAND STATE(BID)			BRIDGEPORT/SIKORSKY(BDR)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 10	46		LAHSO	O	
RNAV (GPS) RWY 28	47		STARS BRIDGEPORT ONE	Z1	
VOR/DME RWY 10	48	 DENNA THREE	Z5	
VOR RWY 28	49		IAPS ILS OR LOC RWY 06	89	
			RNAV (GPS) RWY 06	90	
			RNAV (GPS) RWY 24	91	
			RNAV (GPS) RWY 29	92	
			AIRPORT DIAGRAM	93	
			DPS BRIDGEHAVEN ONE	94	
BOIRE FLD			BRIDGEPORT/SIKORSKY		
---SEE NASHUA, NH			---SEE BRIDGEPORT, CT		
BOSTON, MA			BRUNSWICK, ME		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)			BRUNSWICK EXEC(BXM)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
DIVERSE VECTOR AREA	L		ALTERNATE MINIMUMS	M	
ALTERNATE MINIMUMS	M		IAPS ILS OR LOC RWY 01R	95	
LAHSO	O		RNAV (GPS) RWY 01R	96	
HOT SPOT	P		RNAV (GPS) RWY 19L	97	
STARS JFUND TWO (RNAV)	Z8				
..... NORWICH SEVEN	Z16				
..... OOSHNI FIVE (RNAV)	Z17				
..... ROBUC THREE (RNAV)	Z20				
..... WOONS TWO	Z30				
IAPS ILS OR LOC RWY 04R	50				
..... ILS OR LOC RWY 15R	51				
..... ILS OR LOC RWY 22L	52				
..... ILS OR LOC RWY 27	53				
..... ILS OR LOC RWY 33L	54				
..... ILS RWY 04R (SA CAT I)	55				
..... ILS RWY 33L (SA CAT I)	56				
..... ILS RWY 04R (CAT II - III)	57				
..... ILS RWY 33L (CAT II - III)	58				
..... RNAV (RNP) X RWY 33L	59				
..... RNAV (GPS) RWY 04L	60				
..... RNAV (GPS) RWY 04R	61				
..... RNAV (GPS) RWY 15R	62				
..... RNAV (GPS) RWY 27	63				
..... RNAV (GPS) RWY 32	64				
..... RNAV (GPS) X RWY 22L	65				
..... RNAV (GPS) Y RWY 22L	66				
..... RNAV (GPS) Z RWY 33L	67				
..... LIGHT VISUAL RWY 33L	68				
AIRPORT DIAGRAM	69				
DPS BLZZR SIX (RNAV)	70				
..... BRUWN SEVEN (RNAV)	72				
..... CELTK SEVEN (RNAV)	74				
..... HYLND SEVEN (RNAV)	76				
..... LBSTA EIGHT (RNAV)	78				
..... LOGAN FOUR	80				
..... PATSS SEVEN (RNAV)	82				
..... REVSS SIX (RNAV)	84				
..... SSOXS SEVEN (RNAV)	86				
..... WYLYY FIVE (RNAV)	88				
BRADLEY INTL			CARRABASSETT, ME		
---SEE WINDSOR LOCKS, CT			SUGARLOAF RGNL(B21)		
			TAKEOFF MINIMUMS	L	
			IAPS RNAV (GPS) RWY 01	107	
			RNAV (GPS) RWY 19	108	
			CENTRAL MAINE/NORRIDGEWOCK		
			---SEE NORRIDGEWOCK, ME		

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
CHATHAM, MA			DEXTER, ME		
CHATHAM MUNI(CQX)			DEXTER RGNL(1B0)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 16	131
IAPS	RNAV (GPS)-B	110		RNAV (GPS) RWY 34	132
	NDB-A	111	DILLANT/HOPKINS		
CHESTER, CT			---SEE KEENE, NH		
CHESTER(SNC)			EASTERN SLOPES RGNL		
TAKEOFF MINIMUMS		L	---SEE FRYEBURG, ME		
ALTERNATE MINIMUMS		M	EASTPORT, ME		
IAPS	RNAV (GPS) RWY 17	112	EASTPORT MUNI(EPM)		
	RNAV (GPS) RWY 35	113	TAKEOFF MINIMUMS		L
CLAREMONT, NH			ALTERNATE MINIMUMS		M
CLAREMONT MUNI(CNH)			IAPS	RNAV (GPS) RWY 14	133
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 32	134
IAPS	RNAV (GPS) RWY 29	114	EDWARD F KNAPP STATE		
	NDB-A	115	---SEE BARRE/MONTPELIER, VT		
CONCORD, NH			ELIOT, ME		
CONCORD MUNI(CON)			SEACOAST AIRFIELD(3B4)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 30	135
IAPS	ILS OR LOC RWY 35	116	FALMOUTH, MA		
	RNAV (GPS) RWY 12	117	CAPE COD COAST GUARD AIR STATION(FMH)		
	RNAV (GPS) RWY 17	118	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 35	119	ALTERNATE MINIMUMS		M
	VOR-A	120	IAPS	ILS Z OR LOC Z RWY 23	136
AIRPORT DIAGRAM		121		ILS Z OR LOC Z RWY 32	137
DANBURY, CT				RNAV (GPS) RWY 05	138
DANBURY MUNI(DXR)				RNAV (GPS) RWY 14	139
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 23	140
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 32	141
HOT SPOT		P		COPTER ILS Y OR LOC Y RWY 23	142
STARS	NOBBI FIVE	Z14		COPTER ILS Y OR LOC Y RWY 32	143
	RICED FOUR	Z19	AIRPORT DIAGRAM		144
	VALRE FIVE	Z28	FALMOUTH AIRPARK(5B6)		
IAPS	RNAV (GPS) RWY 26	122	TAKEOFF MINIMUMS		L
	RNAV (GPS) Y RWY 08	123	IAPS	RNAV (GPS) RWY 07	145
	RNAV (GPS) Z RWY 08	124		RNAV (GPS) RWY 25	146
	RNAV (GPS)-A	125	AIRPORT DIAGRAM		147
	LOC RWY 08	126	FITCHBURG, MA		
AIRPORT DIAGRAM		127	FITCHBURG MUNI(FIT)		
DANIELSON, CT			TAKEOFF MINIMUMS		L
DANIELSON(LZD)			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	STARS	GRAYM SIX	Z7
IAPS	VOR-A	128	IAPS	RNAV (GPS) RWY 14	148
DEAN MEML				RNAV (GPS) RWY 32	149
---SEE HAVERHILL, NH			FRANKLIN COUNTY STATE		
DEBLOIS, ME			---SEE HIGHGATE, VT		
DEBLOIS FLIGHT STRIP(43B)			FRENCHVILLE, ME		
TAKEOFF MINIMUMS		L	NORTHERN AROOSTOOK RGNL(FVE)		
IAPS	RNAV (GPS)-A	129	TAKEOFF MINIMUMS		L
DPS	DEBLOIS ONE (OBSTACLE)	130	ALTERNATE MINIMUMS		M
DEWITT FLD/OLD TOWN MUNI			IAPS	RNAV (GPS) RWY 14	150
---SEE OLD TOWN, ME				RNAV (GPS) RWY 32	151

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
FRYEBURG, ME			HAVERHILL, NH		
EASTERN SLOPES RGNL(IZG)			DEAN MEML(5B9)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 19	175	
IAPS RNAV (GPS) RWY 32	152				
GARDNER, MA			HIGHGATE, VT		
GARDNER MUNI(GDM)			FRANKLIN COUNTY STATE(FSO)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS)-B	153		ALTERNATE MINIMUMS	M	
VOR-A	154		IAPS RNAV (GPS) RWY 01	176	
			RNAV (GPS) RWY 19	177	
GENERAL EDWARD LAWRENCE LOGAN INTL			HOPEDALE, MA		
---SEE BOSTON, MA			HOPEDALE INDUSTRIAL PARK(1B6)		
GREAT BARRINGTON, MA			TAKEOFF MINIMUMS	L	
WALTER J KOLADZA(GBR)			IAPS RNAV (GPS)-A	178	
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 11	155		HOULTON, ME		
RNAV (GPS)-B	156		HOULTON INTL(HUL)		
GREENVILLE, ME			TAKEOFF MINIMUMS	L	
GREENVILLE MUNI(3B1)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 05	179	
IAPS RNAV (GPS) RWY 14	157		RNAV (GPS) RWY 23	180	
RNAV (GPS) RWY 32	158		AIRPORT DIAGRAM	181	
MOOSEHEAD AERO MARINE(52B)			HYANNIS, MA		
TAKEOFF MINIMUMS	L		CAPE COD GATEWAY(HYA)		
IAPS RNAV (GPS)-B	159		TAKEOFF MINIMUMS	L	
GROTON (NEW LONDON), CT			ALTERNATE MINIMUMS	M	
GROTON-NEW LONDON(GON)			LAHSO O		
TAKEOFF MINIMUMS	L		IAPS ILS OR LOC RWY 15	182	
ALTERNATE MINIMUMS	M		ILS OR LOC RWY 24	183	
HOT SPOT	P		RNAV (GPS) RWY 06	184	
IAPS ILS OR LOC RWY 05	161		RNAV (GPS) RWY 15	185	
RNAV (GPS) RWY 05	162		RNAV (GPS) RWY 24	186	
RNAV (GPS) RWY 23	163		RNAV (GPS) RWY 33	187	
RNAV (GPS) RWY 33	164		VOR RWY 06	188	
VOR RWY 05	165		AIRPORT DIAGRAM	189	
VOR RWY 23	166		JACKMAN, ME		
AIRPORT DIAGRAM	167		NEWTON FLD(59B)		
HANCOCK COUNTY/BAR HARBOR			TAKEOFF MINIMUMS	L	
---SEE BAR HARBOR, ME			ALTERNATE MINIMUMS	M	
HARRIMAN-AND-WEST			IAPS RNAV (GPS) RWY 13	190	
---SEE NORTH ADAMS, MA			RNAV (GPS) RWY 31	191	
HARTFORD, CT			JAFFREY, NH		
HARTFORD-BRAINARD(HFD)			JAFFREY AIRFIELD SILVER RANCH(AFN)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
HOT SPOT	P		IAPS RNAV (GPS)-B	192	
STARS STELA ONE	Z26		RNAV (GPS)-C	193	
IAPS RNAV (GPS) RWY 02	168		VOR-A	194	
LDA RWY 02	169		KEENE, NH		
VOR-A	170		DILLANT/HOPKINS(EEN)		
RIVER VISUAL RWY 02	171		TAKEOFF MINIMUMS	L	
AIRPORT DIAGRAM	172		ALTERNATE MINIMUMS	M	
DPS COASTAL NINE	173		IAPS ILS OR LOC RWY 02	195	
HARTNESS STATE (SPRINGFIELD)			RNAV (GPS) RWY 02	196	
---SEE SPRINGFIELD, VT			AIRPORT DIAGRAM	197	
KNOX COUNTY RGNL			NE-1, 12 JUN 2025 to 07 AUG 2025		
---SEE ROCKLAND, ME					

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
LACONIA, NH			MANCHESTER, NH		
LACONIA MUNI(LCI)			MANCHESTER BOSTON RGNL(MHT)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC RWY 08	198		STARS ROZZE TWO (RNAV)	Z23	
RNAV (GPS) RWY 08	199		IAPS ILS OR LOC RWY 06	219	
RNAV (GPS) RWY 26	200		ILS OR LOC RWY 17	220	
LAURENCE G HANSCOM FLD			ILS OR LOC RWY 35	221	
---SEE BEDFORD, MA			ILS RWY 35 (SA CAT I)	222	
LAWRENCE, MA			ILS RWY 35 (CAT II - III)	223	
LAWRENCE MUNI(LWM)			RNAV (RNP) Z RWY 17	224	
TAKEOFF MINIMUMS	L		RNAV (RNP) Z RWY 35	225	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 06	226	
HOT SPOT	P		RNAV (GPS) RWY 24	227	
STARS DREEM TWO (RNAV)	Z6		RNAV (GPS) Y RWY 17	228	
GRAYM SIX	Z7		RNAV (GPS) Y RWY 35	229	
ZELKA TWO (RNAV)	Z31		AIRPORT DIAGRAM	230	
IAPS ILS OR LOC RWY 05	201		DPS MANCHESTER ONE	231	
RNAV (GPS) RWY 05	202		PPOINT FOUR (RNAV)	232	
RNAV (GPS) RWY 14	203		MANSFIELD, MA		
RNAV (GPS) RWY 23	204		MANSFIELD MUNI(1B9)		
RNAV (GPS) RWY 32	205		TAKEOFF MINIMUMS	L	
AIRPORT DIAGRAM	206		ALTERNATE MINIMUMS	M	
DPS LAWRENCE TWO	207		STARS WOONS TWO	Z30	
LEBANON, NH			IAPS RNAV (GPS) RWY 32	233	
LEBANON MUNI(LEB)			RNAV (GPS) Z RWY 14	234	
TAKEOFF MINIMUMS	L		COPTER RNAV (GPS) Y RWY 14	235	
ALTERNATE MINIMUMS	M		MARSHFIELD, MA		
HOT SPOT	P		MARSHFIELD MUNI - GEORGE HARLOW FLD		
IAPS ILS OR LOC RWY 18	209		(GHG)		
RNAV (GPS) RWY 07	210		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 18	211		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 25	212		STARS WOONS TWO	Z30	
RNAV (GPS) RWY 36	213		IAPS RNAV (GPS) RWY 06	236	
AIRPORT DIAGRAM	214		RNAV (GPS) RWY 24	237	
LINCOLN, ME			MARTHA'S VINEYARD		
LINCOLN RGNL(LRG)			---SEE VINEYARD HAVEN, MA		
TAKEOFF MINIMUMS	L		MERIDEN, CT		
IAPS RNAV (GPS) RWY 16	215		MERIDEN MARKHAM MUNI(MMK)		
RNAV (GPS) RWY 34	216		TAKEOFF MINIMUMS	L	
LYNDONVILLE, VT			ALTERNATE MINIMUMS	M	
CALEDONIA COUNTY(CDA)			IAPS RNAV (GPS) RWY 36	238	
TAKEOFF MINIMUMS	L		VOR RWY 36	239	
ALTERNATE MINIMUMS	M		MILLINOCKET, ME		
IAPS RNAV (GPS) RWY 02	217		MILLINOCKET MUNI(MLT)		
MACHIAS, ME			TAKEOFF MINIMUMS	L	
MACHIAS VALLEY(MVM)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 11	240	
IAPS RNAV (GPS) RWY 36	218		RNAV (GPS) RWY 29	241	
MINUTE MAN AIR FLD			VOR RWY 29	242	
---SEE STOW, MA			MONTAGUE, MA		
MONTAGUE, MA			TURNERS FALLS(0B5)		
TURNERS FALLS(0B5)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS)-B	243	
IAPS RNAV (GPS)-B	243				

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---SEE GREENVILLE, ME

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RNAV (GPS) RWY 27 430
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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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 issued in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

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

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

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

AUBURN/LEWISTON, ME

AUBURN/LEWISTON MUNI (LEW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 22, 300-1½ or std. w/min. climb of 320' per NM to 500.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONT

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

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

25163

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, 1109' 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, 386' right of centerline, 60' AGL/300' MSL.
 Trees, pole beginning 246' from DER, 14' right of centerline, up to 60' AGL/303' MSL.
 Trees, pole beginning 869' from DER, 104' right of centerline, up to 72' AGL/312' MSL.
 Tree 1877' from DER, 356' left of centerline, 104' AGL/344' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 23FEB23 (23054) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1% or std. w/min. climb of 272' per NM to 600.
Rwy 17, 300-1% or std. w/min. climb of 279' per NM to 600.
Rwy 26, 400-1% or std. w/min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees, fence, pole beginning 25' from DER, 48' right of centerline, up to 100' AGL/445' MSL.
 Trees 117' from DER, 322' left of centerline, 100' AGL/442' MSL.
 Trees beginning 310' from DER, 15' left of centerline, up to 100' AGL/445' MSL.
 Tower 5173' from DER, 1866' left of centerline, 156' AGL/527' MSL.
Rwy 17, trees beginning 42' from DER, 5' right of centerline, up to 100' AGL/425' MSL.
 Trees, poles, vehicle on road, building beginning 67' from DER, 51' left of centerline, up to 100' AGL/442' MSL.
 Trees 3860' from DER, 1460' right of centerline, 100' AGL/448' MSL.
 Trees beginning 4131' from DER, 1598' right of centerline, up to 100' AGL/481' MSL.
Rwy 26, pole 30' from DER, 258' right of centerline, 27' AGL/376' MSL.
 Pole 34' from DER, 496' left of centerline, 30' AGL/379' MSL.
 Trees beginning 50' from DER, 22' left of centerline, up to 100' AGL/442' MSL.
 Trees beginning 100' from DER, 15' right of centerline, up to 100' AGL/442' MSL.
 Trees beginning 2161' from DER, 47' left of centerline, up to 100' AGL/445' MSL.
 Trees beginning 5821' from DER, 784' right of centerline, up to 100' AGL/501' MSL.
 Tower 5819' from DER, 962' right of centerline, 186' AGL/573' MSL.
 Tower 1.4 NM from DER, 1488' right of centerline, 180' AGL/665' MSL.
 Tower 1.5 NM from DER, 1401' right of centerline, 199' AGL/658' MSL.

BANGOR, ME

BANGOR INTL (BGR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27APR17 (17117) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, tree 1694' from DER, 868' left of centerline, 56' AGL/215' MSL.
 Trees beginning 2436' from DER, 1116' left of centerline, up to 89' AGL/271' MSL.
 Tree 3958' from DER, 1371' left of centerline, 87' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY/BAR HARBOR (BHB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 07MAR13 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climbing right turn via heading 220° to 2100 before proceeding on course.
Rwy 22, climb via heading 224° to 1100 before proceeding east or southeast bound.
Rwy 35, climb via heading 349° to 600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

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

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



25163

BARRE/MONTPELIER, VT

EDWARD F KNAPP STATE (MPV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 13NOV14 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 500-2 w/min. climb of 270' per NM to 2700 or 1900-3 for climb in visual conditions.**Rwy 23**, 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 048° to 2100 then climbing left turn to 3900 direct MPV VOR/DME before proceeding on course.**Rwy 17**, climb heading 168° to 2600 then climbing left turn to 3500 direct MPV VOR/DME before proceeding on course.**Rwy 35**, climbing right turn to 3900 direct MPV VOR/DME before proceeding on course.**Rwys 17, 23**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Edward F Knapp state airport at or above 2900' MSL.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicles on road beginning 0.69' from DER, crossing centerline, up to 15' AGL/1133' MSL.

Terrain 104' from DER, 253' left of centerline, up to 1089' MSL.

Trees beginning 347' from DER, crossing centerline, up to 100' AGL/1199' MSL.

Rwy 17, tower 80' from DER, 368' right of centerline, up to 41' AGL/1223' MSL.

Trees beginning 139' from DER, 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' left of centerline, up to 68' AGL/1195' MSL.

Rod 615' from DER, 580' left of centerline, up to 60' AGL/1195' MSL.

Trees beginning 1263' from DER, crossing centerline, up to 100' AGL/1183' MSL.

Pole 2801' from DER, 702' left of centerline, up to 27' AGL/1202' MSL.

Pole 2867' from DER, 152' right of centerline, up to 55' AGL/1233' MSL.

Trees 2880' from DER, crossing centerline, up to 100' AGL/1243' MSL.

Tower 3010' from DER, 404' right of centerline, up to 36' AGL/1221' MSL.

Trees 3299' from DER, crossing centerline, up to 100' AGL/1275' MSL.

Trees 4491' from DER, crossing centerline, up to 100' AGL/1389' MSL.

Trees 4944' from DER, crossing centerline, up to 100' AGL/1459' MSL.

Trees 6298' from DER, crossing centerline, up to 100' AGL/1499' MSL.

Trees 7273' from DER, crossing centerline, up to 100' AGL/1559' MSL.

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.

NE-1, 12 JUN 2025 to 07 AUG 2025



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



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NE-1

NE-1, 12 JUN 2025 to 07 AUG 2025



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



25163

BEDFORD, MA

LAURENCE G HANSCOM FLD (BED)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 19MAY22 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1 or std. w/min. climb of 258' per NM to 400.**Rwy 23**, 300-1½ or std. w/min. climb of 439' per NM to 400.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees, vegetation, building beginning 44' from DER, 309' left of centerline, up to 30' AGL/166' MSL.

Fence 152' from DER, 248' right of centerline, 6' AGL/132' MSL.

Trees beginning 255' from DER, 84' left of centerline, up to 39' AGL/171' MSL.

Tree 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.

Trees beginning 2910' from DER, 235' right of centerline, up to 231' MSL.

Trees beginning 3233' from DER, 42' left of centerline, up to 231' MSL.

Trees beginning 3328' from DER, 2' right of centerline, up to 232' MSL.

Trees beginning 3719' from DER, 7' right of centerline, up to 235' MSL.

Rwy 11, sign 81' from DER, 237' right of centerline, 7' AGL/126' MSL.

Tree 1431' from DER, 683' right of centerline, 166' MSL.

Tree 1672' from DER, 898' right of centerline, 181' MSL.

Tree 1874' from DER, 954' left of centerline, 180' MSL.

Tree 1885' from DER, 959' right of centerline, 219' MSL.

Trees, building beginning 2108' from DER, 456' right of centerline, up to 231' MSL.

Tree 2244' from DER, 266' left of centerline, 182' MSL.

Trees beginning 2311' from DER, 117' left of centerline, up to 197' MSL.

Tree 2981' from DER, 421' left of centerline, 199' MSL.

Tree 3302' from DER, 99' left of centerline, 206' MSL.

Rwy 23, sign 2' from DER, 303' right of centerline, 133' MSL.

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' left of centerline, 221' MSL.

Trees beginning 1420' from DER, 138' right of centerline, up to 232' MSL.

Trees, building beginning 1588' from DER, 88' left of centerline, up to 259' MSL.

Trees beginning 2149' from DER, 545' left of centerline, up to 268' MSL.

Trees beginning 2464' from DER, 523' left of centerline, up to 277' MSL.

Trees beginning 2830' from DER, 659' left of centerline, up to 283' MSL.

Trees, building beginning 3549' from DER, 261' left of centerline, up to 286' MSL.

Trees beginning 3813' from DER, 301' left of centerline, up to 292' MSL.

Tree 4089' from DER, 39' right of centerline, 236' MSL.

Trees beginning 4164' from DER, 131' left of centerline, up to 302' MSL.

Tree 4443' from DER, 89' right of centerline, 244' MSL.

Tree 4549' from DER, 810' right of centerline, 252' MSL.

Trees beginning 4588' from DER, 45' right of centerline, up to 260' MSL.

Tree 4902' from DER, 912' right of centerline, 262' MSL.

Tree 4904' from DER, 602' right of centerline, 264' MSL.

Trees beginning 5089' from DER, 686' right of centerline, up to 272' MSL.

Tree 5381' from DER, 1368' right of centerline, 276' MSL.

Trees beginning 5387' from DER, 384' right of centerline, up to 291' MSL.

Trees beginning 5392' from DER, 176' left of centerline, up to 308' MSL.

Tree 5571' from DER, 1263' right of centerline, 294' MSL.

Trees beginning 5664' from DER, 46' left of centerline, up to 310' MSL.

Trees, building beginning 5719' from DER, 246' right of centerline, up to 310' MSL.

Trees beginning 5912' from DER, 393' left of centerline, up to 319' MSL.

Trees, buildings beginning 5990' from DER, 174' right of centerline, up to 326' MSL.

Trees beginning 6045' from DER, 99' left of centerline, up to 321' MSL.

Trees, building beginning 1 NM from DER, 49' left of centerline, up to 363' MSL.

CONT



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



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



25163

BEDFORD, MA (CON'T)

LAURENCE G HANSCOM FLD (BED) (CON'T)

Rwy 23 (CON'T), trees, building beginning 1 NM from DER, 40' right of centerline, up to 339' MSL.

Tree, building beginning 1 NM from DER, 306' right of centerline, up to 345' MSL.

Trees, buildings beginning 1 NM from DER, 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.

Tree 391' from DER, 487' left of centerline, 20' AGL/153' MSL.

Poles, trees beginning 1109' from DER, 4' left of centerline, up to 22' AGL/240' MSL.

Tree 1207' from DER, 776' right of centerline, 182' MSL.

Tree 1735' from DER, 887' right of centerline, 183' MSL.

Tree 2571' from DER, 899' right of centerline, 200' MSL.

Trees beginning 2678' from DER, 50' right of centerline, up to 106' AGL/243' MSL.

Trees beginning 4126' from DER, 229' right of centerline, up to 62' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1% or std w/min climb of 224'/NM to 500.

DEPARTURE PROCEDURE:

Rwy 15, climb heading 136° to 900 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 27' from DER, 286' left of centerline, up to 213' MSL.

Trees beginning 73' from DER, 365' right of centerline, up to 216' MSL.

Trees, pole beginning 161' from DER, 216' left of centerline, up to 215' MSL.

Tree 537' from DER, 522' right of centerline, 217' MSL.

Tree 554' from DER, 603' right of centerline, 219' MSL.

Trees beginning 597' from DER, 12' right of centerline, up to 225' MSL.

Rwy 33, tree, transmission lines, poles, building beginning 135' from DER, 10' right of centerline, up to 288' MSL.

Tree 660' from DER, 60' left of centerline, 217' MSL.

Trees beginning 739' from DER, 227' left of centerline, up to 249' MSL.

Pole, trees beginning 817' from DER, 37' left of centerline, up to 75' AGL/261' MSL.

Trees beginning 1706' from DER, 662' right of centerline, up to 301' MSL.

Trees, building, pole beginning 1799' from DER, 56' right of centerline, up to 304' MSL.

Trees beginning 2252' from DER, 183' left of centerline, up to 271' MSL.

Tree 2720' from DER, 204' left of centerline, 273' MSL.

Tree 5029' from DER, 187' right of centerline, 326' MSL.

Tree 5932' from DER, 337' left of centerline, 357' MSL.

Tree 5984' from DER, 431' right of centerline, 348' MSL.

Trees beginning 1 NM from DER, 605' right of centerline, up to 364' MSL.

Trees beginning 1 NM from DER, 507' right of centerline, up to 374' MSL.

Trees beginning 1 NM from DER, 579' right of centerline, up to 377' MSL.

Trees beginning 1.3 NM from DER, 1071' left of centerline, up to 402' MSL.

Trees beginning 1.3 NM from DER, 1391' left of centerline, up to 421' MSL.

Tree 1.5 NM from DER, 1557' left of centerline, 433' MSL.

Tree 1.5 NM from DER, 1620' left of centerline, 430' 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/1139' MSL.



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



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



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BERLIN, NH

BERLIN RGNL (BML)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19MAY22 (22139) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

Tree 73' from DER, 411' left of centerline, 28' AGL/1156' MSL.

Tree 189' from DER, 471' right of centerline, 80' AGL/1173' MSL.

Trees beginning 297' from DER, 18' right of centerline, up to 91' AGL/1191' MSL.

Tree 732' from DER, 578' left of centerline, 70' AGL/1189' MSL.

Trees beginning 832' from DER, 119' left of centerline, up to 74' AGL/1192' MSL.

Trees beginning 886' from DER, 73' left of centerline, up to 78' AGL/1196' MSL.

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 3281' from DER, 25' left of centerline, up to 72' AGL/1261' MSL.

Tree 3778' 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.

Tower, 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' left of centerline, up to 54' AGL/1212' MSL.

Tree 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 (0B1)

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.

CON'T



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



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



25163

BETHEL, ME (CON'T)

BETHEL RGNL (0B1) (CON'T)

Rwy 14 (CON'T), 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.
 Trees beginning 464' from DER, 463' right of centerline, up to 725' MSL.
 Tree 783' from DER, 565' right of centerline, 730' MSL.
 Trees beginning 935' from DER, 235' right of centerline, up to 734' MSL.
 Trees beginning 1145' from DER, 250' right of centerline, up to 736' MSL.
 Trees beginning 1252' from DER, 328' right of centerline, up to 737' MSL.
 Trees beginning 1454' from DER, 110' right of centerline, up to 739' MSL.
 Trees beginning 1501' from DER, 70' right of centerline, up to 750' MSL.
 Trees beginning 1605' from DER, 61' right of centerline, up to 756' MSL.
 Trees beginning 1834' from DER, 31' right of centerline, up to 759' MSL.
 Trees beginning 3615' from DER, 328' left of centerline, up to 800' MSL.
 Trees beginning 3945' from DER, 96' left of centerline, up to 805' MSL.
 Trees beginning 4062' from DER, 140' right of centerline, up to 784' MSL.
 Tree 4191' from DER, 166' right of centerline, 787' MSL.
 Trees beginning 4225' from DER, 115' left of centerline, up to 837' MSL.
 Tree 4236' from DER, 1621' right of centerline, 791' MSL.
 Trees beginning 4351' from DER, 20' right of centerline, up to 807' MSL.
 Tree 4466' from DER, 232' right of centerline, 813' MSL.
 Tree 4471' from DER, 472' right of centerline, 821' MSL.
 Tree 4673' from DER, 480' left of centerline, 848' MSL.
 Trees beginning 4677' from DER, 121' left of centerline, up to 868' MSL.
 Trees beginning 4721' from DER, 78' right of centerline, up to 829' MSL.
 Tree 5059' from DER, 654' left of centerline, 891' MSL.
 Trees beginning 5069' from DER, 140' right of centerline, up to 848' MSL.
 Trees beginning 5121' from DER, 391' left of centerline, up to 895' MSL.
 Trees beginning 5153' from DER, 271' right of centerline, up to 870' MSL.
 Trees beginning 5389' from DER, 60' right of centerline, up to 907' MSL.
 Trees beginning 5411' from DER, 217' left of centerline, up to 924' MSL.
 Trees beginning 5456' from DER, 533' left of centerline, up to 937' MSL.
 Trees beginning 5651' from DER, 197' left of centerline, up to 938' MSL.
 Trees beginning 5722' from DER, 350' left of centerline, up to 941' MSL.
 Tree 5756' from DER, 295' right of centerline, 908' MSL.
 Tree 5823' from DER, 1929' right of centerline, 909' MSL.
 Trees beginning 5857' from DER, 150' right of centerline, up to 938' MSL.
 Tree 5908' from DER, 278' left of centerline, 967' MSL.
 Trees beginning 5962' from DER, 31' left of centerline, up to 981' MSL.
 Tree 5999' from DER, 10' right of centerline, 951' MSL.
 Tree 1 NM from DER, 372' left of centerline, 1004' MSL.
 Tree 1 NM from DER, 786' left of centerline, 1010' MSL.
 Trees beginning 1 NM from DER, 60' left of centerline, up to 1021' MSL.
 Trees beginning 1 NM from DER, 825' right of centerline, up to 984' MSL.
 Tree 1.1 NM from DER, 1254' right of centerline, 988' MSL.
 Trees beginning 1.1 NM from DER, 390' left of centerline, up to 1073' MSL.
 Tree 1.1 NM from DER, 252' right of centerline, 1023' MSL.
 Trees beginning 1.1 NM from DER, 784' right of centerline, up to 1045' MSL.
 Tree 1.1 NM from DER, 1718' right of centerline, 1047' MSL.
 Trees beginning 1.1 NM from DER, 112' left of centerline, up to 1131' MSL.
 Tree 1.2 NM from DER, 1400' right of centerline, 1133' MSL.
 Trees beginning 1.2 NM from DER, 160' right of centerline, up to 1179' MSL.
 Tree 1.2 nm from DER, 2150' right of centerline, 1213' MSL.
 Tree 1.2 NM from DER, 2584' right of centerline, 1238' MSL.
 Trees beginning 1.3 NM from DER, 281' left of centerline, up to 1136' MSL.
 Tree 1.3 NM from DER, 1633' right of centerline, 1322' MSL.
 Tree 1.3 NM from DER, 1010' right of centerline, 1374' MSL.

CON'T



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



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

25163

BETHEL, ME (CON'T)

BETHEL RGNL (0B1) (CON'T)

Rwy 32 (CON'T), trees beginning 1.3 NM from DER, 468' right of centerline, up to 1505' MSL.

Tree 1.3 NM from DER, 821' left of centerline, 1165' MSL.

Trees beginning 1.3 NM from DER, 22' left of centerline, up to 1263' MSL.

Tree 1.4 NM from DER, 2307' right of centerline, 1782' MSL.

Trees beginning 1.4 NM from DER, 320' right of centerline, up to 1788' MSL.

Trees beginning 1.4 NM from DER, 17' left of centerline, up to 1344' MSL.

Trees beginning 1.4 NM from DER, 820' right of centerline, up to 1791' MSL.

Trees beginning 1.5 NM from DER, 182' right of centerline, up to 1840' MSL.

Trees beginning 2 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.

Tree 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.

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.

BEVERLY, MA

BEVERLY RGNL (BVY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 01MAR18 (18060) (FAA)

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 228' 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/188' MSL.

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

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

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

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

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

Tree 2662' from DER, 787' 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/83' MSL.

Grd 100' from DER, 426' right of centerline, 89' MSL.

CON'T

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

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



25163

BEVERLY, MA (CON'T)

BEVERLY RGNL (BVY) (CON'T)

Rwy 16 (CON'T), 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 289' from DER, 520' right of centerline, 115' MSL.

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

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

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

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

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

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

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

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

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

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

Grd 574' from DER, 401' right of centerline, 115' MSL.

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

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

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

Vehicle in parking lot 667' 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.

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

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 758' from DER, 515' right of centerline, up to 37' AGL/164' MSL.

Bldg beginning 857' from DER, 406' right of centerline, up to 33' AGL/179' MSL.

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

Tree 894' from DER, 368' right of centerline, 31' AGL/150' MSL.

Bush 903' from DER, 496' left of centerline, 65' AGL/121' MSL.

Grd 908' from DER, 353' right of centerline, 118' MSL.

Vehicle in parking lot 918' from DER, 524' right of centerline, 128' MSL.

Bush beginning 938' from DER, 264' left of centerline, up to 53' AGL/109' MSL.

Vehicle in parking lot 994' from DER, 588' right of centerline, 129' MSL.

Grd beginning 1008' from DER, 490' right of centerline, up to 128' MSL.

Bush 1084' from DER, 173' right of centerline, 26' AGL/111' MSL.

Pole 1086' from DER, 434' right of centerline, 28' AGL/162' MSL.

Grd 1116' from DER, 710' right of centerline, 126' MSL.

Bldg 1123' from DER, 604' right of centerline, 36' AGL/167' MSL.

Bush 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.

Bldg beginning 2909' from DER, 973' right of centerline, up to 56' AGL/156' MSL.

Bush beginning 3293' from DER, 1086' right of centerline, up to 72' AGL/166' MSL.

Rwy 27, bush 44' from DER, 439' left of centerline, 26' AGL/82' MSL.

Trees beginning 182' from DER, 229' left of centerline, up to 16' AGL/81' MSL.

Bush 214' from DER, 463' left of centerline, 49' AGL/98' MSL.

Tree 243' from DER, 318' right of centerline, 15' AGL/83' MSL.

Bushes beginning 279' from DER, 270' left of centerline, up to 31' AGL/92' MSL.

Tree 419' from DER, 119' left of centerline, 43' AGL/92' MSL.

CON'T



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



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



25163

BEVERLY, MA (CON'T)

BEVERLY RGNL (BVY) (CON'T)

Rwy 27 (CON'T), bush 455' from DER, 463' 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, 85' AGL/136' MSL.
Bush 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 85' 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 3194' from DER, 1165' right of centerline, up to 91' AGL/190' MSL.
Tree 3232' from DER, 723' right of centerline, 97' AGL/157' MSL.
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.
Bldgs beginning 5490' from DER, 530' 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 405' from DER, 452' right of centerline, 68' AGL/148' MSL.
Tree 431' from DER, 580' left of centerline, 58' AGL/152' MSL.
Tree 460' from DER, 582' left of centerline, 63' AGL/156' MSL.
Bush beginning 461' from DER, 526' left of centerline, up to 63' AGL/154' MSL.
Tree 695' from DER, 338' left of centerline, 40' AGL/142' MSL.
Bush beginning 698' from DER, 282' left of centerline, up to 50' AGL/153' MSL.
Tree 905' from DER, 222' left of centerline, 39' AGL/141' MSL.
Bush beginning 940' from DER, 214' left of centerline, up to 34' AGL/135' MSL.
Tree 1032' from DER, 700' right of centerline, 86' AGL/174' MSL.
Bush beginning 1034' from DER, 89' right of centerline, up to 91' AGL/173' MSL.
Bush beginning 1238' from DER, 300' right of centerline, up to 96' AGL/182' MSL.
Pole, beginning 1309' from DER, 1' right of centerline, up to 9' AGL/158' MSL.
Tree 1622' from DER, 214' right of centerline, 78' AGL/167' MSL.
Bush beginning 1662' from DER, 458' right of centerline, up to 81' AGL/153' MSL.
Tree 1682' from DER, 499' left of centerline, 80' AGL/165' MSL.
Bush beginning 1686' from DER, 50' left of centerline, up to 71' AGL/166' MSL.
Tree 1911' from DER, 427' left of centerline, 79' AGL/164' MSL.
Bush beginning 1923' from DER, 22' left of centerline, up to 83' AGL/160' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, multiple trees beginning 121' from DER, 243' left of centerline, up to 60' AGL/229' MSL.
Multiple trees beginning 23' from DER, 132' right of centerline, up to 60' AGL/219' MSL.
Multiple trees beginning 538' from DER, 6' right of centerline, up to 60' AGL/229' MSL.
Rwy 24, multiple trees beginning 342' from DER, 287' left of centerline, up to 60' AGL/219' MSL.
Multiple trees beginning 492' from DER, 242' right of centerline, up to 60' AGL/209' MSL.
Multiple trees beginning 1317' from DER, 44' right of centerline, up to 60' AGL/209' MSL.
Assumed obstacle 1.7 NM from DER, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

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)



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



25163

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**, 300-1¼ 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. w/min. climb of 320' per NM to 300.**Rwy 22R**, 300-1¼ or std. w/min. climb of 320' per NM to 300.**Rwy 27**, std. w/min. climb of 487' per NM to 1000.**Rwy 33L**, 300-1¼ or std. w/min. climb of 232' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100 feet prior to DER.

DEPARTURE PROCEDURE:

Rwys 4L/R, climb on heading 035° to 500 before turning left.**Rwy 22L**, climb on heading 215° to 800 before turning right.**Rwy 22R**, climb on heading 215° to 900 before turning right.**Rwy 33L**, climb on heading 330° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

Trees, pole beginning 3656' from DER, 1068' left of centerline, up to 120' MSL.

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

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

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

Tree 4085' from DER, 1069' left of centerline, 159' MSL.

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

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

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

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

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

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

Trees beginning 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.

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

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

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

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

Antenna 480' from DER, 321' left of centerline, 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 395' from DER, on centerline, 15' AGL/31' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONT



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



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



25163

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.

Buildings beginning 1.3 NM from DER, 118' left of centerline, up to 259' AGL/269' MSL.

Cranes, buildings beginning 1.4 NM from DER, 62' right of centerline, up to 411' MSL.

Building 1.4 NM from DER, 106' left of centerline, 261' AGL/271' MSL.

Building 1.5 NM from DER, 207' left of centerline, 267' AGL/278' MSL.

Antenna, buildings beginning 1.6 NM from DER, 2984' right of centerline, up to 414' MSL.

Buildings beginning 1.6 NM from DER, 2511' right of centerline, up to 484' MSL.

Building 1.6 NM from DER, 2655' right of centerline, 548' AGL/560' MSL.

Building 1.6 NM from DER, 2468' right of centerline, 635' MSL.

Buildings, antennas, stack, building tower beginning 1.6 NM from DER, 1533' right of centerline, up to 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 82' 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, 600-2¼ 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, sign 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, sign 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)



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



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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.
Trees, pole beginning 1060' from DER, 222' right of centerline, up to 61' AGL/61' MSL.
Pole 1631' from DER, 497' right of centerline, 73' AGL/73' MSL.
Tree, pole beginning 1667' from DER, 715' right of centerline, up to 94' 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.
Trees, vegetation, traverse ways beginning 164' from DER, 245' right of centerline, up to 31' MSL.
Trees beginning 255' from DER, 261' left of centerline, up to 30' MSL.
Rwy 29, light poles 10' from DER, 113' left of centerline, 3' AGL/10' MSL.
Tree 110' from DER, 359' right of centerline, 18' MSL.
Trees beginning 162' from DER, 87' right of centerline, up to 54' MSL.
Building 539' from DER, 644' right of centerline, 58' AGL/64' MSL.
Trees, building beginning 543' from DER, 77' right of centerline, up to 75' MSL.
Trees beginning 779' from DER, 314' right of centerline, up to 80' MSL.
Trees, pole beginning 1355' from DER, 68' right of centerline, up to 94' MSL.
Smokestack 2.2 NM from DER, 273' left of centerline, 497' AGL/511' MSL.
Smokestack 2.2 NM from DER, 230' left of centerline, 509' 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 1R, tree 1985' from DER, 345' right of centerline, 100' AGL/156' MSL.
Tree 2823' from DER, 1045' left of centerline, 100' AGL/159' MSL.
Rwy 19L, trees beginning 2170' from DER, 457' left of centerline, up to 100' AGL/179' MSL.
Tree 2136' from DER, 498' right of centerline, 100' AGL/169' 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 1, climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.
Rwy 15, for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.
Rwy 19, climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.
Rwy 33, climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL.
Rwy 15, bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL.
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 19, trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL.
Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL.
Rwy 33, pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL.
Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.



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



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



25163

CARIBOU, ME

CARIBOU MUNI (CAR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 53' from DER, 365' right of centerline, 634' MSL.

Terrain 162' from DER, 339' left of centerline, 628' MSL.

Tree 178' from DER, 298' right of centerline, 641' MSL.

Tree 320' from DER, 429' right of centerline, 648' MSL.

Tree 334' from DER, 576' right of centerline, 653' MSL.

Terrain 369' from DER, 407' left of centerline, 633' MSL.

Tree 401' from DER, 521' right of centerline, 655' MSL.

Trees, vehicles on road beginning 441' from DER, 31' right of centerline, up to 656' MSL.

Terrain 568' from DER, 485' left of centerline, 640' MSL.

Terrain 749' from DER, 648' left of centerline, 652' MSL.

Terrain beginning 908' from DER, 391' left of centerline, up to 654' MSL.

Terrain beginning 1118' from DER, 366' left of centerline, up to 659' MSL.

Terrain beginning 1282' from DER, 560' left of centerline, up to 664' MSL.

Terrain beginning 1495' from DER, 564' left of centerline, up to 668' MSL.

Rwy 11, trees, buildings beginning 2' from DER, 164' left of centerline, up to 100' AGL/724' MSL.

Terrain 105' from DER, 181' right of centerline, 623' MSL.

Building, pole, tree beginning 132' from DER, 372' right of centerline, up to 37' AGL/661' MSL.

Trees, poles, buildings beginning 197' from DER, 23' right of centerline, up to 100' AGL/724' MSL.

Trees, poles, transmission lines, building, terrain beginning 210' from DER, 158' left of centerline, up to 100' AGL/734' MSL.

Trees, poles, transmission lines, vehicles on roads, buildings beginning 405' from DER, 7' right of centerline, up to 100'

AGL/727' MSL.

Trees, vehicles on road, poles, transmission lines, sign, buildings beginning 431' from DER, 10' left of centerline, up to 100'

AGL/737' MSL.

Rwy 19, pole 10' from DER, 439' left of centerline, 13' AGL/638' MSL.

Poles, terrain beginning 18' from DER, 183' left of centerline, up to 15' AGL/639' MSL.

Trees, poles, transmission lines beginning 71' from DER, 9' right of centerline, up to 659' MSL.

Buildings, poles, terrain, trees beginning 89' from DER, 192' left of centerline, up to 37' AGL/661' MSL.

Trees, transmission lines, poles, building, tank beginning 528' from DER, 76' left of centerline, up to 675' MSL.

Rwy 29, trees beginning 105' from DER, 120' right of centerline, up to 100' AGL/721' MSL.

Trees beginning 131' from DER, 155' left of centerline, up to 100' AGL/717' MSL.

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/1039' MSL.

Trees and terrain beginning 4012' from DER, left and right of centerline, up to 100' AGL/1291' MSL.

Trees and terrain beginning 1 NM from DER 456' left and right of centerline, up to 100' AGL/1593' MSL.

Trees and terrain beginning 1.6 NM from DER, left and right of centerline, up to 100' AGL/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/1355' MSL.

Trees and terrain beginning 1.1 NM from DER, left and right of centerline, up to 100' AGL/1392' MSL.

Trees and terrain beginning 1.2 NM from DER, 199' left of centerline, up to 100' AGL/1398' MSL.

Trees and terrain beginning 1.3 NM from DER, left and right of centerline, up to 100' AGL/1447' MSL.

Trees and terrain beginning 1.4 NM from DER, left and right of centerline, up to 100' AGL/1474' MSL.

Trees and terrain beginning 1.5 NM from DER, 233' left of centerline, up to 100' AGL/1477' MSL.



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



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



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CHATHAM, MA

CHATHAM MUNI (CQX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-1 or std. w/ min. climb of 462' per NM to 300.**Rwy 24**, 400-2 or std. w/ min. climb of 248' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 6, multiple trees beginning 26' from DER, 158' left of centerline, up to 100' AGL/169' MSL.

Multiple trees beginning 62' from DER, 245' right of centerline, up to 100' AGL/159' MSL.

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

Multiple trees beginning 318' from DER, 227' right of centerline, up to 100' AGL/159' MSL.

Tower 1.6 NM from DER, 2526' right of centerline, 313' AGL/318' MSL.

CHESTER, CT

CHESTER (SNC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-3 or std. w/ min. climb of 285' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning at DER, 350' left of centerline CW to 250' right of centerline, up to 100' AGL/449' MSL.**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.

Tree line beginning 100' from DER, 250' left of centerline to 1000' right of centerline, up to 100' AGL/469' MSL.

CLAREMONT, NH

CLAREMONT MUNI (CNH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, 3100-3 for climb in visual conditions.

VCOA:

Rwys 11, 29, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Claremont Muni at or above 3500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, terrain 10' from DER, 8' right of centerline, 543' MSL.

Trees and vegetation beginning 21' from DER, 73' left of centerline, up to 571' MSL.

Trees beginning 44' from DER, 120' right of centerline, up to 613' MSL.

Tree 1835' from DER, 63' left of centerline, 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.

Tree 1.9 NM from DER, 2902' left of centerline, 856' MSL.

Trees beginning 1.9 NM from DER, 2004' left of centerline, up to 888' MSL.

Trees beginning 2 NM from DER, 1102' left of centerline, up to 899' MSL.

Tree 2 NM from DER, 2839' left of centerline, 1093' MSL.

Trees beginning 2 NM from DER, 325' left of centerline, up to 1117' MSL.

Trees beginning 2.1 NM from DER, 1477' left of centerline, up to 1134' MSL.

Trees beginning 2.4 NM from DER, 2994' left of centerline, up to 1136' MSL.

Rwy 29, terrain 1' from DER, 1' right of centerline, 533' MSL.

Tree 3' from DER, 321' left of centerline, 573' MSL.

Tree, pole and transmission line beginning 11' from DER, 47' right of centerline, up to 587' MSL.

Trees beginning 324' from DER, 126' left of centerline, up to 590' MSL.

Tree 1910' from DER, 108' right of centerline, 588' MSL.

Tree 1973' from DER, 198' right of centerline, 600' MSL.

Trees beginning 1980' from DER, 29' right of centerline, up to 611' MSL.

Trees beginning 2040' from DER, 124' left of centerline, up to 608' MSL.

Tree 2074' from DER, 168' right of centerline, 617' MSL.

Trees beginning 2079' from DER, 67' right of centerline, up to 628' MSL.

Tree 2125' from DER, 183' left of centerline, 634' MSL.

Trees beginning 2137' from DER, 80' left of centerline, up to 648' MSL.

Tree 2190' from DER, 190' right of centerline, 652' MSL.

CON'T



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



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



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CLAREMONT, NH (CON'T)

CLAREMONT MUNI (CNH) (CON'T)

Rwy 29 (CON'T), tree 2220' from DER, 89' right of centerline, 663' MSL.
 Tree 2224' from DER, 199' left of centerline, 652' MSL.
 Tree 2236' from DER, 309' right of centerline, 686' MSL.
 Trees beginning 2238' from DER, 96' left of centerline, up to 665' MSL.
 Trees beginning 2304' from DER, 18' left of centerline, up to 668' MSL.
 Tree 2334' from DER, 214' right of centerline, 695' MSL.
 Trees beginning 2338' from DER, 112' left of centerline, up to 675' MSL.
 Tree 2344' from DER, 356' right of centerline, 713' MSL.
 Trees beginning 2359' from DER, 9' right of centerline, up to 719' MSL.
 Tree 2427' from DER, 222' left of centerline, 678' MSL.
 Trees beginning 2465' from DER, 101' left of centerline, up to 684' MSL.
 Trees beginning 2570' from DER, 15' left of centerline, up to 705' MSL.
 Trees beginning 3525' from DER, 2' right of centerline, up to 720' MSL.
 Trees beginning 3582' from DER, 129' left of centerline, up to 712' MSL.
 Tree 3601' from DER, 443' right of centerline, 737' MSL.
 Trees beginning 3640' from DER, 145' right of centerline, up to 738' MSL.
 Trees beginning 3667' from DER, 17' left of centerline, up to 720' MSL.
 Trees beginning 3710' from DER, 149' right of centerline, up to 753' MSL.
 Trees beginning 3813' from DER, 19' right of centerline, up to 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.
 Trees beginning 5567' from DER, 278' left of centerline, up to 799' MSL.
 Trees beginning 5593' from DER, 6' left of centerline, up to 832' MSL.
 Trees beginning 5769' from DER, 10' right of centerline, up to 850' MSL.
 Tree 5771' from DER, 351' left of centerline, 833' MSL.
 Trees beginning 5772' from DER, 79' left of centerline, up to 838' MSL.
 Tree 5872' from DER, 427' left of centerline, 842' MSL.
 Tree 5879' from DER, 557' left of centerline, 861' MSL.
 Trees beginning 5898' from DER, 102' left of centerline, up to 872' MSL.
 Trees beginning 5995' from DER, 188' left of centerline, up to 893' MSL.
 Trees beginning 1 NM from DER, 384' right of centerline, up to 866' MSL.
 Tree 1 NM from DER, 1318' left of centerline, 929' MSL.
 Tree 1 NM from DER, 949' left of centerline, 946' MSL.
 Trees beginning 1 NM from DER, 4' left of centerline, up to 953' MSL.
 Tree 1.1 NM from DER, 1254' right of centerline, 871' MSL.
 Tree 1.1 NM from DER, 596' right of centerline, 879' MSL.
 Tree 1.1 NM from DER, 1381' right of centerline, 917' MSL.
 Tree 1.1 NM from DER, 2054' right of centerline, 929' MSL.
 Trees beginning 1.1 NM from DER, 1018' right of centerline, up to 1000' MSL.
 Tree 1.2 NM from DER, 1112' right of centerline, 1013' MSL.
 Trees beginning 1.2 NM from DER, 1' right of centerline, up to 1017' MSL.
 Trees beginning 2.3 NM from DER, 969' right of centerline, up to 1024' MSL.
 Trees beginning 2.4 NM from DER, 454' right of centerline, up to 1031' MSL.
 Tree and rising terrain beginning 2.4 NM from DER, 968' right of centerline, up to 1031' MSL.
 Tree 2.4 NM from DER, 3881' left of centerline, 959' MSL.
 Trees beginning 2.5 NM from DER, 938' left of centerline, up to 967' MSL.
 Tree 2.5 NM from DER, 3781' right of centerline, 1087' MSL.
 Trees beginning 2.5 NM from DER, 215' right of centerline, up to 1088' MSL.
 Trees beginning 2.5 NM from DER, 227' left of centerline, up to 1078' MSL.

NE-1, 12 JUN 2025 to 07 AUG 2025

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



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

25163

CONCORD, NH

CONCORD MUNI (CON)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, 600-3 w/min. climb of 235' per NM to 2200 or std. w/min. climb of 310' per NM to 1500 or 1300-3 for climb in visual conditions.

Rwy 17, 300-2½ or std. w/min. climb of 260' per NM to 700.

Rwy 30, std. w/min. climb of 240' per NM to 1200 or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 12, climb heading 121° to 1400 before proceeding on course.

Rwy 17, climb heading 171° to 1000 before turning left.

Rwy 35, climb heading 351° to 1300 before proceeding on course.

VCOA:

Rwys 12, 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Concord airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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.

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.

Building 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 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.

Trees 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.

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

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



25163

DANBURY, CT

DANBURY MUNI (DXR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 11JUL24 (24193) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, NA - Obstacles.

Rwy 8, 600-134.

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/476' 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.

Trees and vegetation beginning 983' from DER, 8' left of centerline, up to 57' AGL/551' MSL.

Trees and pole beginning 997' from DER, 18' right of centerline, up to 61' AGL/550' MSL.

Trees and vegetation beginning 1118' from DER, 16' left of centerline, up to 567' MSL.

Trees beginning 1146' from DER, 213' right of centerline, up to 52' AGL/555' MSL.

Trees beginning 1175' from DER, 18' left of centerline, up to 97' AGL/593' MSL.

Trees, vegetation, pole 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 terrain beginning 1378' 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, terrain 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 1770' 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 2897' 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.

CON'T



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



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

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DANBURY, CT (CON'T)

DANBURY MUNI (DXR) (CON'T)

Rwy 8 (CON'T), trees, pole, buildings, catenary wires and electrical system beginning 3087' 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, poles, 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.
 Tree 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 84' AGL/712' MSL.
 Trees beginning 1760' from DER, 90' right of centerline, up to 617' MSL.
 Trees beginning 1879' 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.
 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.
 Tree 4766' from DER, 1632' left of centerline, 799' MSL.
 Tree 4768' from DER, 1588' left of centerline, 48' 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.
 Tree 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.
 Poles, trees and vehicle on road beginning 342' from DER, 9' right of centerline, up to 55' AGL/509' MSL.
 Trees, vehicle on road and poles 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.

CON'T

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

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



25163

DANBURY, CT (CON'T)

DANBURY MUNI (DXR) (CON'T)

Rwy 35 (CON'T), building, 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/521' 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/635' MSL.

Pole and tree 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.

Tree 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.

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, 82' 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 5758' 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/832' MSL.

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.

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.

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.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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



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NE-1



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



25163

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.

Trees beginning 1.3 nm from DER, 808' left of centerline, up to 524' MSL.

Tree 1.3 NM from DER, 272' left of centerline, 525' MSL.

Trees beginning 1.3 NM from DER, on centerline, up to 534' MSL.

Tree, building beginning 1.3 NM from DER, 267' left of centerline, up to 539' MSL.

Trees beginning 1.3 NM from DER, 189' right of centerline, up to 533' MSL.

Trees beginning 1.3 nm from DER, 58' right of centerline, up to 550' MSL.

Tree 1.4 NM from DER, 182' right of centerline, 557' MSL.

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

Trees beginning 1.4 NM from DER, 337' right of centerline, up to 561' MSL.

Tree 1.4 NM from DER, 581' right of centerline, 573' MSL.

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

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

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

Trees, building beginning 1.4 NM from DER, 148' left of centerline, up to 567' MSL.

Trees beginning 1.4 NM from DER, 260' right of centerline, up to 593' MSL.

Trees beginning 1.4 NM from DER, 69' right of centerline, up to 600' MSL.

Trees, building beginning 1.4 NM from DER, 603' right of centerline, up to 608' MSL.

Trees beginning 1.4 NM from DER, 20' left of centerline, up to 580' MSL.

Trees, terrain beginning 1.5 NM from DER, 172' right of centerline, up to 609' MSL.

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

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

Trees beginning 1.5 NM from DER, 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, building beginning 1.5 NM from DER, 22' left of centerline, up to 604' MSL.

Tree 1.5 NM from DER, 452' right of centerline, 629' MSL.

Trees beginning 1.5 NM from DER, 124' right of centerline, up to 630' MSL.

Trees beginning 1.5 NM from DER, 17' right of centerline, up to 633' MSL.

CONT



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



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



25163

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

Rwy 13 (CON'T), trees, pole beginning 1.6 nm from DER, 444' right of centerline, up to 635' MSL.

Trees, building, terrain beginning 1.6 NM from DER, 10' right of centerline, up to 638' MSL.

Trees, terrain beginning 1.6 NM from DER, 18' right of centerline, up to 641' MSL.

Trees beginning 1.7 NM from DER, 277' right of centerline, up to 661' MSL.

Rwy 31, terrain 40' from DER, 477' right of centerline, 245' MSL.

Trees beginning 54' from DER, 199' left of centerline, up to 309' MSL.

Trees beginning 81' from DER, 11' left of centerline, up to 311' MSL.

Trees, terrain beginning 108' from DER, 175' right of centerline, up to 286' MSL.

Trees beginning 269' from DER, 25' right of centerline, up to 294' MSL.

Trees beginning 469' from DER, 52' right of centerline, up to 302' MSL.

Trees beginning 567' from DER, 67' right of centerline, up to 327' MSL.

Trees beginning 1884' from DER, 117' right of centerline, up to 330' MSL.

Trees beginning 2057' from DER, 9' right of centerline, up to 338' MSL.

Trees beginning 2603' from DER, 240' right of centerline, up to 339' MSL.

Tree, transmission line beginning 2659' from DER, 46' left of centerline, up to 316' MSL.

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

Trees beginning 2898' from DER, 682' left of centerline, up to 319' MSL.

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

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

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

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

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

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

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

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

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

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

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

Trees, transmission lines, terrain beginning 3466' from DER, 4' right of centerline, up to 434' MSL.

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

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

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

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

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

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

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

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

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

Tree 5391' from DER, 301' left of centerline, 425' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 2.3 NM from DER, 3950' left of centerline, 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.

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



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



25163

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 16, 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

AMDT 1 05SEP24 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, light poles 10' from DER, 74' left of centerline, 48' MSL.

Trees beginning 21' from DER, 86' right of centerline, up to 48' AGL/88' MSL.

Trees, vegetation beginning 48' from DER, 137' left of centerline, up to 66' MSL.

Trees, vegetation beginning 301' from DER, 254' left of centerline, up to 69' MSL.

Pole 523' from DER, 345' left of centerline, 70' MSL.

Pole, trees beginning 628' from DER, 414' left of centerline, up to 82' MSL.

Tree 790' from DER, 633' left of centerline, 96' MSL.

Trees beginning 794' from DER, 484' left of centerline, up to 100' MSL.

Trees beginning 1521' from DER, 510' left of centerline, up to 108' MSL.

Tree 1757' from DER, 364' right of centerline, 94' MSL.

Tree 1847' from DER, 490' left of centerline, 119' MSL.

Trees beginning 1848' from DER, 82' left of centerline, up to 131' MSL.

Trees beginning 1894' from DER, 340' right of centerline, up to 99' MSL.

Tree 1946' from DER, 647' left of centerline, 137' MSL.

Trees, transmission lines, building beginning 1951' from DER, 14' left of centerline, up to 146' MSL.

Trees beginning 2200' from DER, 166' right of centerline, up to 121' MSL.

Trees beginning 2253' from DER, 16' right of centerline, up to 129' MSL.

Trees beginning 2553' from DER, 83' right of centerline, up to 138' MSL.

Trees beginning 2647' from DER, on and right of centerline, up to 140' MSL.

Trees beginning 2734' from DER, 50' right of centerline, up to 144' MSL.

Trees, pole, building beginning 2864' from DER, 49' left of centerline, up to 150' MSL.

Tree 2901' from DER, 53' right of centerline, 153' MSL.

Trees beginning 2952' from DER, 241' right of centerline, up to 155' MSL.

Trees, transmission line, utility building beginning 2989' from DER, 1' right of centerline, up to 160' MSL.

Trees, poles, tower, building, transmission line beginning 2989' from DER, 97' left of centerline, up to 155' MSL.

Trees, building beginning 3237' from DER, 24' left of centerline, up to 75' AGL/167' MSL.

Tree 4794' from DER, 352' right of centerline, 169' MSL.

Trees beginning 4815' from DER, 287' right of centerline, up to 98' AGL/178' MSL.

Rwy 32, trees, pole, vehicle on roadway beginning 2' from DER, 168' left of centerline, up to 56' AGL/102' MSL.

Trees beginning 14' from DER, 177' right of centerline, up to 54' MSL.

Tree, pole beginning 192' from DER, 131' left of centerline, up to 69' AGL/103' MSL.

Trees beginning 2345' from DER, 140' left of centerline, up to 106' MSL.

ELIOT, ME

SEACOAST AIRFIELD (3B4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 04SEP03 (22251) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, house 118' right of DER, 23' AGL/129' MSL.

Brush 200' from DER, 66' left of centerline, 16' AGL/122' MSL.

Trees 345' from DER, 140' left of centerline, 71' AGL/130' MSL.

Rwy 30, trees 220' from DER, 125' right of centerline, 19' AGL/144' MSL.

Brush 100' right of DER, 20' AGL/159' MSL.



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



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

25163

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.

Tree 4078' from DER, 196' right of centerline, 228' MSL.

Rwy 14, tree 1138' from DER, 749' right of centerline, 148' MSL.

Tree 1190' from DER, 818' left of centerline, 150' MSL.

Trees beginning 1333' from DER, 224' right of centerline, up to 155' MSL.

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, 560' right of centerline, 185' MSL.

Tree 2061' from DER, 724' right of centerline, 189' MSL.

FALMOUTH AIRPARK (5B6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24MAR22 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 25, std. w/min. climb of 235' per NM to 700, or 1000 and 3 for VCOA.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Falmouth Airpark at or above 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, multiple trees 64' from DER, 458' right of centerline, 80' AGL/133' MSL.

Multiple trees beginning 76' from DER, 30' right of centerline, up to 80' AGL/140' MSL.

Multiple trees 87' from DER, 300' left of centerline, 80' AGL/133' MSL.

Multiple trees beginning 265' from DER, 16' left of centerline, up to 80' AGL/136' MSL.

Multiple trees beginning 1902' from DER, 18' left of centerline, up to 80' AGL/140' MSL.

Multiple trees beginning 2080' from DER, 28' right of centerline, up to 80' AGL/143' MSL.

Multiple trees beginning 2270' from DER, 19' left of centerline, up to 80' AGL/143' MSL.

Multiple trees beginning 3573' from DER, 115' left of centerline, up to 80' AGL/146' MSL.

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.

FITCHBURG, MA

FITCHBURG 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:

Rwy 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Fitchburg Muni airport at or above 2100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 32, vegetation 8' from DER, 197' right of centerline, 349' MSL.

Trees, vegetation, building beginning 33' from DER, 17' right of centerline, up to 438' MSL.

Trees beginning 2128' from DER, 28' right of centerline, up to 59' AGL/441' MSL.

CON'T

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

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

25163

FITCHBURG, MA (CON'T)

FITCHBURG MUNI (FIT) (CON'T)

Rwy 32 (CON'T), trees, stack beginning 3368' from DER, 152' right of centerline, up to 449' MSL.

Building 3757' from DER, 192' left of centerline, 92' AGL/465' MSL.

Trees beginning 4464' from DER, 29' right of centerline, up to 518' MSL.

Trees, pole beginning 5505' from DER, 95' left of centerline, up to 589' MSL.

Trees beginning 1.2 NM from DER, 640' left of centerline, up to 685' MSL.

Trees, building beginning 1.6 NM from DER, 506' left of centerline, up to 52' AGL/691' MSL.

Trees beginning 1.6 NM from DER, 1' right of centerline, up to 721' MSL.

Tree 2 NM from DER, 3238' left of centerline, 790' MSL.

Tree 2.3 NM from DER, 1717' left of centerline, 836' MSL.

Antenna, pole, trees beginning 2.3 NM from DER, 1296' left of centerline, up to 134' AGL/954' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL (FVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 300-1¼ 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, 700-1¼ w/min climb of 460'/NM to 6600 or std w/min climb of 904'/NM to 4900, or 3600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 14, climb on heading 143° to 2900 before turning.

Rwy 32, climb on heading 323° to 1300 before turning left.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Eastern Slopes Rgnl airport at or above 3900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 2' from DER, 237' left of centerline, up to 443' MSL.

Trees beginning 29' from DER, 222' right of centerline, up to 449' MSL.

Trees beginning 116' from DER, 298' right of centerline, up to 456' MSL.

Trees beginning 340' from DER, 71' left of centerline, up to 447' MSL.

Trees beginning 719' from DER, 120' left of centerline, up to 454' MSL.

Tree 1425' from DER, 876' right of centerline, 468' MSL.

Tree 1608' from DER, 663' right of centerline, 480' MSL.

Trees beginning 1618' from DER, 795' right of centerline, up to 492' MSL.

Tree 2077' from DER, 836' left of centerline, 475' MSL.

Tree 1.7 NM from DER, 3212' right of centerline, 692' MSL.

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.

Trees beginning 1861' from DER, 46' left of centerline, up to 549' MSL.

CON'T

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

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

25163

FRYEBURG, ME (CON'T)

EASTERN SLOPES RGNL (IZG) (CON'T)

Rwy 32 (CON'T), trees beginning 1896' from DER, 526' right of centerline, up to 631' MSL.
 Trees beginning 1984' from DER, 63' right of centerline, up to 679' MSL.
 Trees beginning 1988' from DER, 15' left of centerline, up to 550' MSL.
 Trees beginning 2195' from DER, 61' left of centerline, up to 551' MSL.
 Trees beginning 5928' from DER, 1908' left of centerline, up to 629' MSL.
 Trees beginning 1 NM from DER, 1714' left of centerline, up to 630' MSL.
 Trees beginning 1.1 NM from DER, 1562' left of centerline, up to 723' MSL.
 Trees beginning 1.2 NM from DER, 1342' left of centerline, up to 938' MSL.
 Trees beginning 1.3 NM from DER, 1336' left of centerline, up to 1054' MSL.
 Trees beginning 1.5 NM from DER, 2796' left of centerline, up to 700' MSL.

GARDNER, MA

GARDNER MUNI (GDM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10JAN13 (13010) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 3' from DER, 470' right of centerline, up to 100' AGL/1183' MSL.
 Trees beginning 58' from DER, 172' left of centerline, up to 100' AGL/1183' MSL.
 Trees beginning 1.0 NM from DER, 1579' left of centerline, up to 100' AGL/1229' MSL.
 Trees beginning 1.3 NM from DER, 2535' right of centerline, up to 100' AGL/1163' MSL.
Rwy 36, trees beginning 130' from DER, 260' right of centerline, up to 100' AGL/1091' MSL.
 Trees beginning 159' from DER, 436' left of centerline, up to 100' AGL/1104' MSL.

GREAT BARRINGTON, MA

WALTER J KOLADZA (GBR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 11, vehicles beginning 5' from DER, from 253' left to 531' right of centerline, up to 15' AGL/740' MSL.
 Trees beginning 55' from DER, from 282' left of centerline to 898' left of centerline, up to 100' AGL/ 854' MSL.
 Trees beginning 505' from DER, 496' right of centerline, up to 100' AGL/ 854' MSL.
 Trees beginning 1337' from DER, 91' right of centerline, up to 100' AGL/ 874' MSL.
 Vehicles beginning at 1635' from DER, from 951' left to 926' right of centerline, up to 15' AGL/ 740' MSL.
Rwy 29, vehicles beginning 16' from DER, 471' left of centerline to 1815' right of centerline, up to 15' AGL/ 864' MSL.
 Trees beginning 19' from DER, from 249' to 1532' right of centerline, up to 100' AGL/ 844' MSL.
 Trees beginning 19' from DER, from 495' to 2608' left of centerline, up to 100' AGL/ 844' MSL.
 Trees beginning 496' from DER, 495' left of centerline, up to 100' AGL/844' MSL.
 Trees beginning 250' from DER, 249' right of centerline, up to 100' AGL/844' MSL.
 Trees beginning 429' from DER, 17' left of centerline, up to 100' AGL/ 834' MSL.
 Vehicles beginning at 1562' from DER, from 897' left to 826' right of centerline, up to 15' AGL/759' MSL.
 Trees beginning 1650' from DER, 154' right of centerline, up to 100' AGL/844' MSL.

GREENVILLE, ME

GREENVILLE MUNI (3B1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 900-2½ 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

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

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

25163

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

MOOSEHEAD AERO MARINE (52B) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

Sea Lane 14, std. w/min. climb of 849' per NM to 2200 or 500-2½ w/min. climb of 280' per NM to 2600 or 3900-3 for VCOA.
Sea Lane 18, std. w/min. climb of 378' per NM to 2800 or 3900-3 for VCOA.
Sea Lane 32, std. w/min. climb of 685' per NM to 2500 or 700-1½ w/min. climb of 300' per NM to 4000 or 3900-3 for VCOA.
Sea Lane 36, std. w/min. climb of 270' per NM to 3300 or 3900-3 for VCOA.

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Sea Lane 14, trees beginning 4116' prior to DER, 296' left of centerline, up to 80' AGL/1119' MSL.
Trees beginning 3063' prior to DER, 191' right of centerline, up to 80' AGL/1159' MSL.
Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL.
Trees beginning 2' from DER, 167' left of centerline, up to 80' AGL/1179' MSL.
Sea Lane 18, trees beginning 2274' prior to DER, 370' left of centerline, up to 80' AGL/1119' MSL.
Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL.
Trees beginning 711' from DER, 621' right of centerline, up to 80' AGL/1179' MSL.
Trees beginning 1212' from DER, 783' left of centerline, up to 80' AGL/1139' MSL.
Sea Lane 32, trees beginning 3390' prior to DER, 191' left of centerline, up to 80' AGL/1159' MSL.
Trees beginning 2976' prior to DER, 296' right of centerline, up to 80' AGL/1119' MSL.
Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL.
Trees beginning 2328' from DER, 1082' right of centerline, up to 80' AGL/1179ft MSL.
Sea Lane 36, trees beginning 2755' prior to DER, 370' right of centerline, up to 80' AGL/1119' MSL.
Trees beginning 571' prior to DER, 290' left of centerline, up to 80' AGL/1119' MSL.
Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL.
Trees beginning 694' from DER, 381' left of centerline, up to 80' AGL/1179' MSL.
Trees beginning 2440' from DER, 650' right of centerline, up to 80' AGL/1119' MSL.

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

25163

NE-1



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



25163

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**, 300-1% or std w/min climb of 390'/NM to 300.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, utility building 73' from DER, 150' left of centerline, 3' AGL/9' MSL.

Fences beginning 186' from DER, 480' left of centerline, up to 7' AGL/18' MSL.

Poles, vehicles on road beginning 205' from DER, 467' left of centerline, up to 30' AGL/39' MSL.

Tree, poles, NAVAID beginning 415' from DER, 261' left of centerline, up to 38' AGL/50' MSL.

Tree 652' from DER, 491' left of centerline, 55' MSL.

Trees, poles, tower beginning 828' from DER, 122' left of centerline, up to 79' AGL/91' MSL.

Trees beginning 1322' from DER, 645' right of centerline, up to 85' MSL.

Tree, buildings beginning 1509' from DER, 315' right of centerline, up to 86' MSL.

Trees beginning 2867' from DER, 1025' right of centerline, up to 94' MSL.

Tree 3240' from DER, 1032' left of centerline, 98' MSL.

Rwy 15, trees beginning 1702' from DER, 208' left of centerline, up to 55' MSL.

Tree 1897' from DER, 831' left of centerline, 75' MSL.

Tree 2132' from DER, 856' left of centerline, 78' MSL.

Trees beginning 2275' from DER, 596' left of centerline, up to 102' MSL.

Trees beginning 2535' from DER, 508' left of centerline, up to 105' MSL.

Trees beginning 2685' from DER, 666' left of centerline, up to 147' MSL.

Trees beginning 2785' from DER, 70' left of centerline, up to 154' MSL.

Trees beginning 2879' from DER, 43' left of centerline, up to 156' MSL.

Tree 3376' from DER, 144' right of centerline, 100' MSL.

Trees beginning 3613' from DER, 103' right of centerline, up to 117' MSL.

Tree 3876' from DER, 242' right of centerline, 123' MSL.

Trees beginning 3956' from DER, 8' right of centerline, up to 146' MSL.

Rwy 23, vegetation 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.

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



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

25163

HARTFORD, CT

HARTFORD-BRAINARD (HFD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA - Environmental.**Rwy 20**, 200-1% 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 2, climb heading 024° to 900 before turning left.**Rwy 20**, climbing left turn heading 175° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

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

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

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

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.

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

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

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

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

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

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

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

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

Tree 1137' from DER, 228' right of centerline, 37' AGL/85' MSL.

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

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

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

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

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

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

Spire 1.1 NM from DER, 431' left of centerline, 150' AGL/195' MSL.

HAVERHILL, NH

DEAN MEML (5B9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17JUN21 (21364) (FAA)

TAKEOFF MINIMUMS:

Rwy 19, NA-Terrain.**Rwy 1**, std. w/min. climb of 355' per NM to 1500, or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 1, climb on heading 353° to intercept MPV VOR/DME R-088 westbound to 4700 before proceeding on course.

VCOA:

Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dean Meml airport heading 353° at or above 1500 to intercept MPV VOR/DME R-088 westbound to 4700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicles on road 22' from DER, 439' right of centerline, 15' AGL/555' MSL.

Transmission lines beginning 176' from DER, 178' right of centerline, up to 37' AGL/582' MSL.

Buildings 279' from DER, 291' left of centerline, 24' AGL/563' MSL.

Transmission lines 417' from DER, 151' left of centerline, 37' AGL/573' MSL.

Trees beginning 868' from DER, 329' right of centerline, up to 100' AGL/640' MSL.

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)

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



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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, 300-1½ or std. w/ min. climb of 385' per NM to 800.**Rwy 5**, 400-2 or std. w/ min. climb of 355' per NM to 900.**Rwy 19**, 400-2½ w/ min. climb of 225' per NM to 1100 or 1100-2½ for VCOA.**Rwy 23**, 300-1¼ or std. w/ min. climb of 315' per NM to 900.

DEPARTURE PROCEDURE:

Rwy 1, climb on heading 010° to 1000 before turning right.**Rwy 5**, climb on heading 049° to 1200 before turning right.**Rwy 19**, climb on heading 190° to 1100 before turning left.**Rwy 23**, climb on heading 229° to 1000 before turning left.

VCOA:

Rwy 19, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Houlton Intl Airport at or above 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees and poles beginning 166' from DER, 34' right of centerline, up to 564' MSL.

Vehicles on road 487' from DER, left and right of centerline, 15' AGL/514' MSL.

Poles beginning 700' from DER, 105' left of centerline, up to 34' AGL/512' MSL.

Tree 2706' from DER, 516' left of centerline, 74' AGL/597' MSL.

Tree 3455' from DER, 970' left of centerline, 643' MSL.

Tree 3928' from DER, 410' left of centerline, 657' MSL.

Trees beginning 4441' from DER, 61' right of centerline, up to 658' MSL.

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

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

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

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

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

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

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

Trees beginning 80' from DER, 253' left of centerline, up to 500' MSL.

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

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

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

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

Trees beginning 769' from DER, 451' left of centerline, up to 523' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 5934' from DER, 1462' right of centerline, up to 712' MSL.

Trees beginning 6070' from DER, 1386' 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.

CONT



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



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



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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' left of centerline, 673' MSL.

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

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

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

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

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

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

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

Tree 1.8 NM from DER, 2939' 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/880' MSL.

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

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

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

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

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

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

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

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

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

Trees and terrain beginning 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.

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

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HYANNIS, MA

CAPE COD GATEWAY (HYA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25JAN24 (24025) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1 or std w/min climb of 366'/NM to 300.

DEPARTURE PROCEDURE:

Rwy 33, climb on heading 336° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

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.

Tree, traverse way beginning 260' 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 62' AGL/90' MSL.

Trees beginning 1610' from DER, 257' left of centerline, up to 52' AGL/87' 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 1945' 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 2186' 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.

Pole, 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, fences beginning 412' from DER, 370' left 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, 814' 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 263' from DER, 548' 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, building 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 1434' 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

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

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



25163

HYANNIS, MA (CON'T)

CAPE COD GATEWAY (HYA) (CON'T)

Rwy 24 (CON'T), tree 1687' 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.

Trees beginning 1868' from DER, 183' left of centerline, up to 76' AGL/117' MSL.

Rwy 33, tree 440' from DER, 609' left of centerline, 25' AGL/76' MSL.

Trees beginning 483' from DER, 587' left of centerline, up to 23' AGL/77' MSL.

Tree 704' from DER, 498' left of centerline, 18' AGL/78' MSL.

Trees beginning 709' from DER, 504' left of centerline, up to 21' AGL/80' MSL.

Trees beginning 757' from DER, 508' left of centerline, up to 19' AGL/81' MSL.

Trees beginning 807' from DER, 517' left of centerline, up to 22' AGL/84' MSL.

Trees beginning 837' from DER, 524' left of centerline, up to 25' AGL/86' MSL.

Trees beginning 862' from DER, 522' left of centerline, up to 27' AGL/87' MSL.

Trees beginning 885' from DER, 532' left of centerline, up to 30' AGL/89' MSL.

Trees beginning 1006' from DER, 605' left of centerline, up to 32' AGL/92' MSL.

Tree 1138' from DER, 797' right of centerline, 54' AGL/100' MSL.

Trees beginning 1175' from DER, 781' right of centerline, up to 57' AGL/105' MSL.

Trees beginning 1208' from DER, 747' right of centerline, up to 53' AGL/107' MSL.

Trees beginning 1273' from DER, 592' left of centerline, up to 31' AGL/93' MSL.

Trees beginning 1282' from DER, 746' right of centerline, up to 52' AGL/112' MSL.

Trees beginning 1312' from DER, 747' right of centerline, up to 54' AGL/116' MSL.

Trees beginning 1356' from DER, 646' left of centerline, up to 43' AGL/106' MSL.

Trees beginning 1543' from DER, 776' right of centerline, up to 54' AGL/118' MSL.

Trees beginning 1584' from DER, 664' right of centerline, up to 58' AGL/123' MSL.

Trees beginning 1729' from DER, 560' left of centerline, up to 48' AGL/114' MSL.

Tree 2361' from DER, 431' left of centerline, 49' AGL/115' MSL.

Tree 2927' from DER, 1142' right of centerline, 55' AGL/128' MSL.

Tree 2971' from DER, 1023' right of centerline, 53' AGL/129' MSL.

Trees beginning 2971' from DER, 973' right of centerline, up to 65' AGL/134' MSL.

Trees beginning 3007' from DER, 1076' right of centerline, up to 54' AGL/141' MSL.

Trees beginning 3069' from DER, 1031' right of centerline, up to 54' AGL/143' MSL.

Trees beginning 3122' from DER, 939' right of centerline, up to 54' AGL/145' MSL.

Trees beginning 3161' from DER, 966' right of centerline, up to 48' AGL/149' MSL.

Tree 3179' from DER, 1053' right of centerline, 52' AGL/150' MSL.

Trees beginning 3181' from DER, 905' right of centerline, up to 47' AGL/151' MSL.

Trees beginning 3211' from DER, 964' right of centerline, up to 50' AGL/156' MSL.

Trees beginning 3222' from DER, 833' right of centerline, up to 50' AGL/157' MSL.

Trees beginning 3247' from DER, 833' right of centerline, up to 51' AGL/161' MSL.

Tree 3325' from DER, 1213' right of centerline, 48' AGL/162' MSL.

Tree 3341' from DER, 1361' right of centerline, 42' AGL/163' MSL.

Tree 3348' from DER, 1256' right of centerline, 53' AGL/164' MSL.

Trees beginning 3348' from DER, 1229' right of centerline, up to 53' AGL/165' MSL.

Trees beginning 3366' from DER, 1085' right of centerline, up to 54' AGL/167' MSL.

Trees, building beginning 3386' from DER, 1108' right of centerline, up to 50' AGL/171' MSL.

Trees, building, pole beginning 3535' from DER, 953' right of centerline, up to 45' AGL/172' MSL.

Trees beginning 3593' from DER, 1189' right of centerline, up to 54' AGL/176' MSL.

Tree 3619' from DER, 1356' right of centerline, 53' AGL/178' MSL.

Trees, buildings, pole beginning 3635' from DER, 918' right of centerline, up to 48' AGL/182' MSL.

Trees beginning 3872' from DER, 1177' right of centerline, up to 52' AGL/189' MSL.

Transmission lines, trees, poles, tower, catenary wires beginning 3957' from DER, 958' right of centerline, up to 97' AGL/235' MSL.

Catenary wires, trees, transmission lines, poles beginning 4470' from DER, 381' right of centerline, up to 105' AGL/220' MSL.

Transmission line 4656' from DER, 1528' left of centerline, 91' AGL/171' MSL.

Transmission line, tower beginning 4689' from DER, 334' left of centerline, up to 95' AGL/181' MSL.

Transmission line 5116' from DER, 798' left of centerline, 91' AGL/183' MSL.

Transmission line 5119' from DER, 184' left of centerline, 86' AGL/194' MSL.

Transmission line 5161' from DER, 184' left of centerline, 95' AGL/200' MSL.

JACKMAN, ME

NEWTON FLD (59B)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/min. climb of 345' per NM to 2200 or 2500-3 for VCOA.

Rwy 31, std. w/min. climb of 300' per NM to 3800 or 2500-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 13, climb on heading 112° to 3500 before proceeding on course.

Rwy 31, climb on heading 306° to 2800 before turning right.

CON'T



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



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



25163

JACKMAN, ME (CON'T)

NEWTON FLD (59B) (CON'T)

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.
Electrical system, pole, trees, road beginning 14' from DER, 135' left of centerline, up to 1208' MSL.
Tree 22' from DER, 410' right of centerline, 62' AGL/1229' MSL.
Trees, road beginning 42' from DER, 106' right of centerline, up to 1232' MSL.
Trees, pole, road beginning 240' from DER, 8' left of centerline, up to 37' AGL/1215' MSL.
Trees, road, pole beginning 484' from DER, 183' left of centerline, up to 64' AGL/1241' MSL.
Trees, pole beginning 678' from DER, 184' 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 986' from DER, on centerline, up to 80' AGL/1254' MSL.
Trees, pole beginning 998' from DER, 12' left of centerline, up to 95' AGL/1271' MSL.
Trees, poles, electrical system beginning 1429' from DER, on centerline, up to 90' AGL/1277' MSL.
Tree 3944' from DER, 1346' right of centerline, 1282' MSL.
Tree 4206' from DER, 1063' right of centerline, 104' AGL/1284' MSL.
Tree 5354' 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.
Rwy 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)



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



25163

KEENE, NH

DILLANT/HOPKINS (EEN)

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

TAKEOFF MINIMUMS:

- Rwy 2**, std. w/min. climb of 360' per NM to 2100 or 2800-3 for VCOA.
Rwy 14, 900-3 w/min. climb of 450' per NM to 4000 or 2800-3 for VCOA.
Rwy 20, 300-1 w/min. climb of 340' per NM to 4300 or 2800-3 for VCOA.
Rwy 32, 700-2½ w/min. climb of 280' per NM to 2700 or 2800-3 for VCOA.

DEPARTURE PROCEDURE:

- Rwy 2**, climbing left turn heading 353° to 2100 before proceeding on course.
Rwy 14, climb on heading 142° to 4200 before proceeding on course.
Rwy 20, climb on heading 198° to 2000 before turning left.
Rwy 32, climbing right turn heading 350° to 2100 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

- Rwy 2**, bushes, beginning 472' from DER, 75' right of centerline, up to 88' AGL/582' MSL.
 Trees beginning 603' from DER, 57' right of centerline, up to 93' AGL/586' MSL.
 Pole 1062' from DER, 23' right of centerline, up to 53' AGL/545' MSL.
 Trees beginning 1097' from DER, 182' left of centerline, up to 69' AGL/559' MSL.
 Trees beginning 1576' from DER, 10' left of centerline, up to 109' AGL/593' MSL.
 Trees beginning 1774' from DER, left and right of centerline, up to 100' AGL/579' MSL.
 Trees 1.4 NM from DER, 2838' right of centerline, up to 100' AGL/1099' MSL.
Rwy 14, building, beginning abeam DER, 108' right of centerline, up to 21' AGL/495' MSL.
 Pole, trees beginning 129' from DER, 133' left of centerline, up to 56' AGL/534' MSL.
 Vehicle on road beginning 229' from DER, left and right of centerline, up to 494' AGL.
 Trees 494' from DER, 125' left of centerline, up to 100' AGL/573' MSL.
 Trees beginning 604' from DER, 81' right of centerline, up to 45' AGL/518' MSL.
 Trees beginning 1039' from DER, left and right of centerline, up to 100' AGL/573' MSL.
 Pole, trees 1083' from DER, 67' right of centerline, up to 82' AGL/561' MSL.
 Pole, trees 1189' from DER, 94' left of centerline, up to 89' AGL/566' MSL.
 Trees beginning 1326' from DER, 54' right of centerline, up to 96' AGL/577' MSL.
 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.
 Pole, trees beginning 4667' from DER, 1' left of centerline, up to 67' AGL/729' MSL.
 Pole, trees beginning 1.3 NM from DER, 4' left of centerline, up to 61' AGL/1050' MSL.
 Tree 2.1 NM from DER, 3816' left of centerline, 100' AGL/1319' MSL.
Rwy 20, trees 45' from DER, 411' right of centerline, up to 25' AGL/497' MSL.
 Trees beginning 556' from DER, 629' right of centerline, up to 94' AGL/556' MSL.
 Poles beginning 1024' from DER, 646' left of centerline, up to 36' AGL/529' MSL.
 Trees, pole beginning 1761' from DER, 369' left of centerline, up to 104' AGL/614' MSL.
 Trees 2099' from DER, 745' left of centerline, up to 103' AGL/622' MSL.
 Pole, 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 106' AGL/665' MSL.
 Vegetation beginning 3504' from DER, 1034' left of centerline, up to 114' AGL/665'.
 Transmission lines 4780' from DER, left and right of centerline, up to 52' AGL/630' MSL.
Rwy 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, 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 2066' from DER, left and right of centerline, up to 70' AGL/543' MSL.

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.

CONT



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



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



25163

LACONIA, NH (CON'T)

LACONIA MUNI (LCI) (CON'T)

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, 529' right of centerline, 25' AGL/143' MSL.

Tree 387' from DER, 388' left of centerline, 69' AGL/150' MSL.

Tree 591' from DER, 546' left of centerline, 92' AGL/154' MSL.

Tree 598' from DER, 561' left of centerline, 100' AGL/162' MSL.

Tree 644' from DER, 566' right of centerline, 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.

Trees beginning 4614' 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.

LEBANON, NH

LEBANON MUNI (LEB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

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

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

Rwy 7, 600-2¼ w/min. climb of 385' per NM to 3100, or 2100-3 for VCOA.

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

DEPARTURE PROCEDURE:

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

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

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

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

CON'T



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



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

25163

LEBANON, NH (CON'T)

LEBANON MUNI (LEB) (CON'T)

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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.

Rwy 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, 3048' 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.

Rwy 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' right 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.

Rwy 25, trees, building beginning 198' from DER, 453' left of centerline, up to 593' MSL.

Tree 382' from DER, 503' right of centerline, 92' AGL/581' MSL.

Trees, pole beginning 1082' from DER, 399' left of centerline, up to 42' AGL/606' MSL.

Tree 2.8 NM from DER, 3002' right of centerline, 1232' MSL.

Tree 2.9 NM from DER, 3201' right of centerline, 1013' MSL.

LINCOLN, ME

LINCOLN RGNL (LRG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 700-2¼ w/min climb of 225'/NM to 1300, or 1000-3 for VCOA.

Rwy 34, 300-2 or std w/min climb of 305'/NM to 500.

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 16, tree 4' from DER, 302' right of centerline, 19' AGL/215' MSL.

Trees beginning 11' from DER, 258' left of centerline, up to 55' AGL/256' MSL.

Tree 66' from DER, 145' right of centerline, 22' AGL/223' MSL.

Trees beginning 89' from DER, 162' right of centerline, up to 49' AGL/249' MSL.

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.

Trees beginning 636' from DER, 14' left of centerline, up to 65' AGL/281' MSL.

Trees beginning 725' from DER, 251' left of centerline, up to 83' AGL/291' MSL.

Trees beginning 746' from DER, 51' left of centerline, up to 82' AGL/301' MSL.

Trees, poles, buildings, sign beginning 946' from DER, 113' right of centerline, up to 62' AGL/287' MSL.

Trees, poles, sign, building beginning 1263' from DER, 29' left of centerline, up to 85' AGL/305' MSL.

Trees beginning 1791' from DER, 8' right of centerline, up to 86' AGL/306' MSL.

Trees beginning 2256' from DER, 35' left of centerline, up to 82' AGL/316' MSL.

Trees beginning 2394' from DER, 20' left of centerline, up to 82' AGL/321' MSL.

Trees beginning 2528' from DER, 40' left of centerline, up to 82' AGL/324' MSL.

Trees beginning 2625' from DER, 41' right of centerline, up to 52' AGL/307' MSL.

Trees beginning 2634' from DER, 9' left of centerline, up to 82' AGL/335' MSL.

Trees beginning 2731' from DER, 15' right of centerline, up to 56' AGL/309' MSL.

CON'T

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

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

25163

LINCOLN, ME (CON'T)

LINCOLN RGNL (LRG) (CON'T)

Rwy 16 (CON'T), trees, electrical systems beginning 2793' from DER, 19' left of centerline, up to 78' AGL/341' MSL.
 Trees beginning 2875' from DER, 37' right of centerline, up to 66' AGL/312' MSL.
 Trees, pole, electrical system beginning 2886' from DER, 35' left of centerline, up to 74' AGL/345' MSL.
 Tree 2933' from DER, 58' right of centerline, 73' AGL/319' MSL.
 Trees, electrical system beginning 2934' from DER, 34' right of centerline, up to 81' AGL/325' MSL.
 Trees beginning 2981' from DER, 19' left of centerline, up to 77' AGL/351' MSL.
 Trees, electrical systems, pole beginning 3087' from DER, 4' right of centerline, up to 88' AGL/334' MSL.
 Trees, 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, vehicle on road 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 4602' 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.
 Trees, vehicle on road beginning 5314' from DER, 361' right of centerline, up to 75' AGL/448' MSL.
 Trees, fence, poles, electrical system, buildings, terrain beginning 5319' from DER, 37' right of centerline, up to 87' AGL/459' MSL.
 Trees, terrain, building, antenna beginning 5356' from DER, 7' left of centerline, up to 83' AGL/485' MSL.
 Trees, terrain beginning 5513' from DER, 6' right of centerline, up to 86' AGL/470' MSL.
 Trees beginning 5517' from DER, 36' left of centerline, up to 95' AGL/511' MSL.
 Trees beginning 5583' from DER, 88' left of centerline, up to 83' AGL/512' MSL.
 Trees beginning 5651' from DER, 35' left of centerline, up to 87' AGL/516' MSL.
 Trees beginning 5781' from DER, 40' left of centerline, up to 90' AGL/535' MSL.
 Trees, building beginning 5961' from DER, 12' left of centerline, up to 95' AGL/556' MSL.
 Trees beginning 6021' from DER, 97' right of centerline, up to 83' AGL/485' MSL.
 Trees, terrain beginning 1 NM from DER, 70' left of centerline, up to 88' AGL/629' MSL.
 Trees, pole beginning 1 NM from DER, 6' right of centerline, up to 85' AGL/492' MSL.
 Trees beginning 1.1 NM from DER, 2' right of centerline, up to 95' AGL/501' MSL.
 Trees beginning 1.1 NM from DER, 47' left of centerline, up to 93' AGL/732' MSL.
 Towers, trees 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.
 Towers, 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.

CON'T

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

25163

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

25163

LINCOLN, ME (CON'T)

LINCOLN RGNL (LRG) (CON'T)

Rwy 34, tree 6' from DER, 413' right of centerline, 23' AGL/220' MSL.
 Building 20' from DER, 404' left of centerline, 26' AGL/217' MSL.
 Building, terrain beginning 90' from DER, 357' right of centerline, up to 29' AGL/229' MSL.
 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 2624' from DER, 451' left of centerline, up to 86' AGL/295' MSL.
 Trees beginning 2716' from DER, 4' left of centerline, up to 70' AGL/300' MSL.
 Trees beginning 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, 433' right of centerline, 25' AGL/300' MSL.
 Trees beginning 3286' from DER, 80' left of centerline, up to 74' AGL/303' MSL.
 Trees beginning 3290' from DER, 251' right of centerline, up to 40' AGL/306' MSL.
 Trees beginning 3348' from DER, 183' right of centerline, up to 57' AGL/326' MSL.
 Trees beginning 3488' from DER, 169' right of centerline, up to 39' AGL/329' MSL.
 Trees beginning 3505' from DER, 194' right of centerline, up to 40' AGL/337' MSL.
 Trees beginning 3622' from DER, 11' right of centerline, up to 43' AGL/343' MSL.
 Trees beginning 3901' from DER, 113' left of centerline, up to 72' AGL/306' MSL.
 Trees beginning 4018' from DER, 248' left of centerline, up to 37' AGL/308' MSL.
 Trees beginning 4042' from DER, 26' left of centerline, up to 69' AGL/326' MSL.
 Trees beginning 4120' from DER, 72' left of centerline, up to 40' AGL/327' MSL.
 Trees beginning 4137' from DER, 8' left of centerline, up to 55' AGL/336' MSL.
 Trees beginning 4380' from DER, 25' left of centerline, up to 59' AGL/345' MSL.
 Trees beginning 4397' from DER, 6' right of centerline, up to 73' AGL/364' MSL.
 Trees beginning 4440' from DER, 3' left of centerline, up to 67' AGL/355' MSL.
 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 4973' 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 6050' 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/1359' MSL.

Terrain beginning 2529' from DER, 74' left of centerline, 1339' MSL.

Trees beginning 2919' from DER, 554' left of centerline, up to 80' AGL/1395' MSL.

Terrain beginning 2989' from DER, 51' right of centerline, 1322' MSL.

Trees beginning 4533' from DER, 1636' left of centerline, up to 80' AGL/1419' MSL.

Terrain beginning 1.1 NM from DER, 61' left of centerline, 1446' MSL.

Trees beginning 1.1 NM from DER, 276' left of centerline, up to 80' AGL/1477' MSL.

Terrain beginning 1.5 NM from DER, 454' left of centerline, 1466' MSL.

Trees beginning 1.6 NM from DER, 648' left of centerline, up to 80' AGL/1558' MSL.

Rising terrain beginning 9.2 NM from DER, 1.9 NM left of centerline, up to 2773' MSL.

Rwy 20, terrain beginning 115' from DER, left and right of centerline, up to 1198' MSL.

Trees beginning 578' from DER, 107' right of centerline, up to 80' AGL/1257' MSL.

Rising terrain beginning 3.3 NM from DER, 4397' right of centerline, up to 1659' MSL.

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

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

25163

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.

Tree 1014' from DER, 309' right of centerline, 87' AGL/269' MSL.

Trees beginning 1102' from DER, 473' right of centerline, up to 72' AGL/272' MSL.

Tree 1535' from DER, 660' left of centerline, 78' AGL/281' MSL.

Trees beginning 1893' from DER, 215' left of centerline, up to 97' AGL/297' MSL.

Tree 2056' from DER, 366' left of centerline, 102' AGL/302' MSL.

Tree 2154' from DER, 469' left of centerline, 102' AGL/307' MSL.

Trees beginning 2189' from DER, 551' left of centerline, up to 107' AGL/308' MSL.

Tree 2315' from DER, 653' left of centerline, 107' AGL/313' MSL.

Rwy 17, vehicles on roadway 643' from DER, 640' left of centerline, 303' MSL.

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.

Tree, vehicles on roadway, building beginning 2146' from DER, 138' left of centerline, up to 43' AGL/352' MSL.

Trees, sign, building, pole beginning 2177' from DER, 1' left of centerline, up to 44' AGL/359' MSL.

Trees, pole beginning 2215' from DER, 118' right of centerline, up to 58' AGL/362' MSL.

Tree, building, pole, terrain, vehicles on roadway, spire, sign beginning 2267' from DER, 4' left of centerline, up to 46' AGL/362' MSL.

Trees, vehicles on roadway, pole, building beginning 2383' from DER, on centerline, up to 55' AGL/366' MSL.

Trees, pole, building beginning 2846' from DER, 64' left of centerline, up to 52' AGL/370' MSL.

Trees beginning 2876' from DER, 196' right of centerline, up to 368' MSL.

Trees, pole, building beginning 2885' from DER, 2' right of centerline, up to 70' AGL/378' MSL.

Trees, pole beginning 3155' from DER, 11' right of centerline, up to 78' AGL/384' MSL.

Trees, building, tank beginning 3216' from DER, 37' left of centerline, up to 51' AGL/379' MSL.

Trees, pole, building beginning 3401' from DER, 17' left of centerline, up to 52' AGL/383' MSL.

Trees, pole beginning 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.

CONT

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

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



25163

MANCHESTER, NH (CON'T)

MANCHESTER BOSTON RGNL (MHT) (CON'T)

Rwy 17 (CON'T), trees, elevator, grain elevator, pole, tank, building, antenna, vertical point beginning 3721' from DER, 6' right of centerline, up to 396' MSL.

Trees beginning 3994' from DER, 49' left of centerline, up to 62' AGL/401' MSL.

Trees beginning 4090' from DER, 147' left of centerline, up to 62' AGL/402' MSL.

Trees beginning 4197' from DER, 50' left of centerline, up to 70' AGL/405' MSL.

Trees, pole, transmission line, building beginning 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.

Tree, 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 5696' from DER, 14' left of centerline, up to 80' AGL/455' MSL.

Trees beginning 5787' from DER, 16' right of centerline, up to 65' AGL/452' MSL.

Tree 5929' from DER, 474' left of centerline, 68' AGL/457' MSL.

Tree, pole beginning 5952' from DER, 73' left of centerline, up to 66' AGL/459' MSL.

Trees beginning 1 NM from DER, 98' left of centerline, up to 96' AGL/461' MSL.

Trees beginning 1 NM from DER, 17' left of centerline, up to 463' MSL.

Tree 1.1 NM from DER, 336' right of centerline, 453' MSL.

Tree 1.2 NM from DER, 608' left of centerline, 100' AGL/458' MSL.

Rwy 24, terrain 3' from DER, on centerline, 221' MSL.

Pole 221' from DER, 475' left of centerline, 18' AGL/227' MSL.

Building 394' from DER, 581' left of centerline, 28' AGL/233' MSL.

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

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

Trees beginning 810' from DER, 352' left of centerline, up to 119' AGL/293' MSL.

Tree 2556' from DER, 1112' right of centerline, 85' AGL/294' MSL.

Trees beginning 3529' from DER, 1042' right of centerline, up to 101' AGL/313' MSL.

Rwy 35, tree 612' from DER, 613' left of centerline, 237' MSL.

Tree 712' from DER, 493' left of centerline, 239' MSL.

Tree 719' from DER, 623' right of centerline, 38' AGL/243' MSL.

Trees beginning 891' from DER, 527' left of centerline, up to 26' AGL/248' MSL.

Tree 1114' from DER, 788' right of centerline, 261' MSL.

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.

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

Tree 2514' from DER, 1135' left of centerline, 75' AGL/295' MSL.

Trees beginning 2518' from DER, 923' left of centerline, up to 74' AGL/297' MSL.

Trees beginning 2785' from DER, 694' left of centerline, up to 78' AGL/301' MSL.

Trees beginning 3093' from DER, 511' left of centerline, up to 78' AGL/305' MSL.

Tree 3358' from DER, 1235' left of centerline, 314' MSL.

Tree 3378' from DER, 1133' left of centerline, 318' MSL.

Tree 3422' from DER, 1212' left of centerline, 106' AGL/319' MSL.

Trees beginning 3475' from DER, 268' left of centerline, up to 327' MSL.

Trees beginning 4270' from DER, 261' left of centerline, up to 86' AGL/333' MSL.

Tree 5359' from DER, 1186' left of centerline, 84' AGL/352' MSL.

Tree 5509' from DER, 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, 1038' left of centerline, up to 65' AGL/368' MSL.

Trees beginning 5703' from DER, 1259' left of centerline, up to 63' AGL/370' MSL.

Tree 5775' from DER, 1860' left of centerline, 78' AGL/395' MSL.

Trees beginning 5851' from DER, 1038' left of centerline, up to 77' AGL/403' MSL.

Trees beginning 5934' from DER, 1317' left of centerline, up to 76' AGL/409' MSL.

Tree, pole beginning 1 NM from DER, 795' left of centerline, up to 71' AGL/416' MSL.

Trees beginning 1 NM from DER, 1093' left of centerline, up to 68' AGL/417' MSL.

Tree 1.2 NM from DER, 1944' left of centerline, 85' AGL/407' MSL.

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



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



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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, 200-1% or std. w/min. climb of 205' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' NM climb gradient, takeoff must occur no later than 1100' prior to DER.

DEPARTURE PROCEDURE:

Rwy 24, climb heading 242° to 500 before turning north.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees and bushes beginning 21' from DER, left and right of centerline, up to 51' AGL/51' MSL.

Trees, poles and buildings beginning 1001' from DER, left and right of centerline, up to 59' AGL/68' MSL.

Boat mast beginning 2734' from DER, left and right of centerline, up to 125' AGL/125' MSL.

Rwy 24, trees beginning 15' from DER, 84' left of centerline, up to 74' AGL/74' MSL.

Tree 474' from DER, 624' right of centerline, up to 71' AGL/77' MSL.

Trees beginning 1371' from DER, left and right of centerline, up to 88' AGL/92' MSL.

Trees beginning 4463' from DER, 1298' left of centerline, up to 88' AGL/153' MSL.

Tree 6031' from DER, 1306' left of centerline, up to 89' AGL/158' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15FEB07 (07046) (FAA)

TAKEOFF MINIMUMS:

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 1500-2% for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 176° to 1100 before proceeding on course.

Rwy 36, climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, 200' AAO 1.9 NM from DER, 3441' left of centerline, 200' AGL/417' MSL.

200' AAO 1.9 NM from DER, 3563' left of centerline, 200' AGL/417' MSL.

Terrain 50' from DER, 440' right of centerline, 109' MSL.

200' AAO 1.9 NM from DER, 3346' left of centerline, 200' AGL/410' MSL.

Terrain 122' from DER, 223' right of centerline, 105' MSL.

200' AAO 2.5 NM from DER, 1984' left of centerline, 200' AGL/483' MSL.

200' AAO 2.5 NM from DER, 1889' left of centerline, 200' AGL/489' MSL.

Multiple power lines beginning 500' from DER, 216' right of centerline, up to 52' AGL/172' MSL.

Multiple power lines beginning 781' from DER, 192' left of centerline, up to 52' AGL/150' MSL.

Rwy 36, multiple towers 3 NM from DER, 2284' right of centerline, up to 1117' AGL/1220' MSL.

Multiple terrain/AAO 2.5 NM from DER, 3748' right of centerline, up to 200' AGL/903' MSL.

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



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

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MILLINOCKET, ME

MILLINOCKET MUNI (MLT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 400-3 or std. w/ min. climb of 535' per NM to 1000.

Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE:

Rwy 11, climb via heading 107° and MLT R-330 to MLT VOR/DME thence...

Rwy 16, climb via heading 156° and MLT R-309 to MLT VOR/DME thence...

Rwy 29, climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...

Rwy 34, climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...

...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL.

Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL.

Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL.

Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL.

Rwy 16, vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL.

Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL.

Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL.

Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL.

Rwy 29, antenna, towers, power lines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL.

Obstacle light on localizer, antenna, and power lines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL.

Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL.

Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL.

Rwy 34, trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL.

Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/ 457' MSL.

Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA

TURNERS FALLS (0B5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 1000-3 w/min. climb of 480' per NM to 2000 or std. w/min. climb of 610' per NM to 1800, or 1600-3 for VCOA.

Rwy 34, std. w/min. climb of 270' per NM to 1800, or 1600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 34, climb heading 338° to 1000 before turning right.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Turners Falls airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, vegetation 84' from DER, 387' right of centerline, 361' MSL.

Vegetation 91' from DER, 229' right of centerline, 369' MSL.

Trees beginning 163' from DER, 219' right of centerline, up to 429' MSL.

Vegetation 172' from DER, 222' left of centerline, 364' MSL.

Vegetation and trees beginning 277' from DER, 117' left of centerline, up to 407' MSL.

Vegetation beginning 557' from DER, 262' left of centerline, up to 421' MSL.

Trees beginning 820' from DER, 400' right of centerline, up to 439' MSL.

Trees beginning 850' from DER, 345' left of centerline, up to 472' MSL.

Trees beginning 1909' from DER, 600' left of centerline, up to 481' MSL.

Trees beginning 2182' from DER, 423' left of centerline, up to 512' MSL.

Trees beginning 2280' from DER, 349' left of centerline, up to 531' MSL.

Trees beginning 2677' from DER, 358' left of centerline, up to 552' MSL.

Trees beginning 1.6 NM from DER, 714' left of centerline, up to 718' MSL.

Trees beginning 1.7 NM from DER, 327' left of centerline, up to 783' MSL.

Trees beginning 1.8 NM from DER, 162' left of centerline, up to 920' MSL.

Trees beginning 1.9 NM from DER, crossing extended runway centerline, up to 1045' MSL.

Trees beginning 2 NM from DER, crossing extended runway centerline, up to 1081' MSL.

Trees beginning 2.1 NM from DER, crossing extended runway centerline, up to 1143' MSL.

Trees beginning 2.2 NM from DER, crossing extended runway centerline, up to 1161' MSL.

Trees and buildings beginning 2.4 NM from DER, 174' right of centerline, up to 200' AGL/1100' MSL.

Trees and tower beginning 2.4 NM from DER, 126' left of centerline, up to 200' AGL/1320' MSL.

Trees beginning 2.5 NM from DER, 1646' right of centerline, up to 865' MSL.

Rwy 34, building 120' from DER, 494' left of centerline, 33' AGL/370' MSL.

Pole 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.

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

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



25163

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, 1940' right of centerline, up to 113' AGL/900' MSL.

Multiple trees 187' from DER, 144' left of centerline, up to 54' AGL/762' MSL.

Numerous trees, 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.

NASHUA, NH

BOIRE FLD (ASH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27JUN13 (21112) (FAA)

DEPARTURE PROCEDURE:

Rwy 32, climb heading 319° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 47' from DER, left and right of centerline, up to 80' AGL/262' MSL.

Pole 707' from DER, 673' right of centerline, up to 37' AGL/221' MSL.

Poles beginning 853' from DER, 170' left of centerline, up to 28' AGL/217' MSL.

Pole 989' from DER, 560' right of centerline, up to 53' AGL/240' MSL.

Trees beginning 1030' from DER, 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 20' from DER, 99' right of centerline, up to 96' AGL/295' MSL.

Trees beginning 882' from DER, on centerline, up to 80' AGL/259' MSL.

Trees beginning 2333' from DER, 107' left of centerline, up to 97' AGL/300' MSL.

Tree 3562' from DER, 1324' right of centerline, up to 80' AGL/312' MSL.



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



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



25163

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 20APR23 (23110) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 300-1½ or std. w/min. climb of 276' NM to 300.**Rwy 32**, 300-1½ or std. w/min. climb of 251' per NM to 300 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, pole 37' from DER, on and left of centerline, 13' AGL/87' MSL.

Vehicle on roadway 198' from DER, 499' right of centerline, 105' MSL.

Tree, pole beginning 227' from DER, on centerline, up to 9' AGL/110' MSL.

Tree, terrain, pole, vehicle on roadway beginning 508' from DER, 22' right of centerline, up to 4' AGL/111' MSL.

NAVAID, vegetation beginning 524' from DER, 56' left of centerline, up to 30' AGL/103' MSL.

Tree, vehicle on roadway, vegetation beginning 718' from DER, 21' left of centerline, up to 31' AGL/122' MSL.

Tree, vegetation beginning 825' from DER, 85' right of centerline, up to 8' AGL/122' MSL.

Tree, vegetation beginning 896' from DER, 90' left of centerline, up to 29' AGL/126' MSL.

Tree, terrain beginning 1016' from DER, 214' right of centerline, up to 134' MSL.

Trees beginning 1198' from DER, 104' right of centerline, up to 32' AGL/143' MSL.

Trees beginning 1268' from DER, 369' left of centerline, up to 36' AGL/145' MSL.

Trees beginning 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 2393' 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.

Tree 3929' from DER, 664' 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.

Tree, smokestack, building beginning 1981' from DER, 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 2855' from DER, 422' right of centerline, up to 163' MSL.

Sign, tree, building beginning 2916' from DER, 5' right of centerline, up to 70' AGL/171' MSL.

Tree 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.

NAVAID 7' from DER, on centerline, 1' AGL/65' MSL.

Vehicle on roadway 29' from DER, 258' left of centerline, 75' MSL.

Vehicle on roadway 99' from DER, 204' right of centerline, 74' MSL.

Tree 2171' from DER, 903' right of centerline, 54' AGL/127' MSL.

Tree 2544' from DER, 1165' left of centerline, 137' MSL.

Tree 2840' from DER, 1134' right of centerline, 146' MSL.

Rwy 32, vegetation, wall beginning 38' from DER, 178' right of centerline, up to 95' MSL.

Tree, vegetation beginning 176' from DER, 110' right of centerline, up to 109' MSL.

Trees beginning 311' from DER, 112' right of centerline, up to 124' MSL.

Wall 366' from DER, 220' left of centerline, 2' AGL/87' MSL.

Tree 393' from DER, 41' left of centerline, 92' MSL.

Trees beginning 398' from DER, 8' left of centerline, up to 96' MSL.

CONT



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



25163



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



25163

NEW BEDFORD, MA (CON'T)

NEW BEDFORD RGNL (EWB) (CON'T)

Rwy 32 (CON'T), trees beginning 417' from DER, 59' right of centerline, up to 45' AGL/134' MSL.

Pole beginning 539' from DER, 350' left of centerline, up to 29' AGL/107' MSL.

Trees beginning 559' from DER, 67' right of centerline, up to 139' MSL.

Tree, pole beginning 686' from DER, 557' left of centerline, up to 120' MSL.

Trees beginning 775' from DER, 6' right of centerline, up to 148' MSL.

Tree, building beginning 856' from DER, 5' left of centerline, up to 140' MSL.

Trees beginning 1283' from DER, 30' left of centerline, up to 141' MSL.

Trees beginning 1848' from DER, 500' left of centerline, up to 144' MSL.

Tree 2225' from DER, 609' left of centerline, 147' MSL.

Tree 2270' from DER, 804' left of centerline, 148' MSL.

Trees beginning 2272' from DER, 512' left of centerline, up to 155' MSL.

Trees beginning 2377' from DER, 753' left of centerline, up to 157' MSL.

Trees beginning 2535' from DER, 679' 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, 387' right of centerline, up to 221' MSL.

Tree 5522' from DER, 1461' left of centerline, 226' MSL.

Trees beginning 5587' from DER, 574' right of centerline, up to 225' MSL.

Trees beginning 5671' from DER, 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.

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, 300-1% 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.

CON'T



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



25163



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



25163

NEW HAVEN, CT (CON'T)

TWEED/NEW HAVEN (HVN) (CON'T)

Rwy 2 (CON'T), 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' right 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' left of centerline, up to 28' MSL.
Tree 583' from DER, 564' right of centerline, 52' MSL.
Tree, building, and pole beginning 737' from DER, 560' right of centerline, up to 59' MSL.
Tree, pole, transmission line, and building beginning 944' from DER, 551' right of centerline, up to 80' MSL.
Tree 953' from DER, 542' left of centerline, 43' MSL.
Trees beginning 1226' from DER, 656' right of centerline, up to 54' AGL/90' MSL.
Tree, building, transmission line beginning 1250' from DER, 416' right of centerline, up to 101' MSL.
Trees beginning 2097' from DER, 860' left of centerline, up to 67' MSL.
Trees beginning 2184' from DER, 703' left of centerline, up to 68' MSL.
Trees beginning 2225' from DER, 296' left of centerline, up to 77' MSL.
Trees beginning 2589' from DER, 170' left of centerline, up to 83' MSL.
Trees beginning 2607' from DER, 151' left of centerline, up to 95' MSL.
Trees beginning 2684' from DER, 120' right of centerline, up to 96' AGL/108' MSL.
Trees beginning 2748' from DER, 133' left of centerline, up to 76' AGL/99' MSL.

NEWPORT, NH

PARLIN FLD (2B3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26MAY16 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, 30, NA-Environmental.
Rwy 18, 600-2½ w/min. climb of 365' per NM to 3400 or 2300-3 for climb in visual conditions.
Rwy 36, 700-1¼ w/min. climb of 487' per NM to 3700 or 2300-3 for climb in visual conditions.
NOTE: Procedure NA at night.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 182° to 3200 before proceeding on course.
Rwy 36, climb heading 002° to 2100 before proceeding on course.

VCOA:

Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Parlin Fld at or above 2900 before proceeding on course.

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, 1946' right of centerline, up to 100' AGL/1103' MSL.
Tower 1.0 NM from DER, 155' right of centerline, 206' AGL/990' MSL.
Buildings, vehicles, and trees beginning 1.4 NM from DER, 2233' right of centerline, up to 100' AGL/1123' MSL.
Trees beginning 1.4 NM from DER, 2374' left of centerline, up to 100' AGL/1103' MSL.
Trees beginning 1.6 NM from DER, 2567' left of centerline, up to 100' AGL/1222' MSL.
Trees beginning 1.7 NM from DER, 2804' left of centerline, up to 100' AGL/1281' MSL.
Trees beginning 1.9 NM from DER, 2480' left of centerline, up to 100' AGL/1300' MSL.
Trees beginning 2.0 NM from DER, 3003' left of centerline, up to 100' AGL/1359' MSL.
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.

CON'T



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



25163

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

25163

NEWPORT, NH (CON'T)

PARLIN FLD (2B3) (CON'T)

Rwy 36 (CON'T), 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' MSL/946' MSL.
 Trees beginning 1056' from DER, from 25' right to 854' left of centerline, up to 100' AGL/966' MSL.
 Trees beginning 1485' from DER, from 37' right to 937' left of centerline, up to 100' AGL/985' MSL.
 Trees beginning 1587' from DER, 381' left of centerline, up to 100' AGL/1005' MSL.
 Trees beginning 1634' from DER, 455' left of centerline, up to 100' AGL/1024' MSL.
 Trees beginning 1703' from DER, 429' left of centerline, up to 100' AGL/1044' MSL.
 Trees beginning 1796' from DER, 292' left of centerline, up to 100' AGL/1064' MSL.
 Trees beginning 1880' from DER, 352' left of centerline, up to 100' AGL/1084' MSL.
 Trees beginning 4213' from DER, from 313' left to 1324' right of centerline, up to 100' AGL/1005' MSL.
 Trees continuing from 5591' from DER, on rising hillside, 826' left of centerline, up to 100' AGL/1103' MSL.
 Trees continuing from 5936' from DER, on rising hillside, 913' left of centerline, up to 100' AGL/1123' MSL.
 Trees continuing from 1.0 NM from DER, on rising hillside, 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.

NEWPORT, RI

NEWPORT STATE (UUU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 20DEC07 (07354) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-2¼ 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 1799' 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.

CON'T

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

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NE-1



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



25163

NEWPORT, VT (CON'T)

NORTHEAST KINGDOM INTL (EFK) (CON'T)

Rwy 23, wall 16' from DER, 333' right of centerline, 5' AGL/928' MSL.
Trees beginning 54' from DER, 377' right of centerline, up to 67' AGL/985' MSL.
Trees beginning 139' from DER, 475' left of centerline, up to 958' MSL.
Trees beginning 172' from DER, 14' left of centerline, up to 90' AGL/1000' MSL.
Trees beginning 298' from DER, 9' right of centerline, up to 69' AGL/987' MSL.
Trees beginning 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, 1952' left of centerline, 72' AGL/1077' MSL.
Trees beginning 5828' from DER, 1854' left of centerline, up to 77' AGL/1101' MSL.
Trees beginning 1.1 NM from DER, 898' left of centerline, up to 90' AGL/1131' MSL.

NORRIDGEWOCK, ME

CENTRAL MAINE/NORRIDGEWOCK (OWK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 29MAY14 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1½ or std. w/min. climb of 210' per NM to 500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.
Rwy 15, std. w/min. climb of 235' per NM to 1100, or 1400-2½ for climb in visual conditions.
Rwy 21, std. w/min. climb of 285' per NM to 1000, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 028° to 1200 before turning left.
Rwy 15, climb heading 148° to 1100 before proceeding on course or for climb in visual conditions: cross Central Maine/Norridgewock at or above 1500 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 21, climb heading 208° to 1000 before proceeding on course or for climb in visual conditions: cross Central Maine/Norridgewock at or above 1500 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 33, climbing right turn to 1900 direct AUG VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 3' from DER, 196' right of centerline, up to 100' AGL/439' MSL.
Trees beginning 139' from DER, 487' left of centerline, up to 100' AGL/367' MSL.
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 523' from DER, 608' left of centerline, up to 100' AGL/409' MSL.
Rwy 33, trees beginning 4' from DER, 21' left of centerline, up to 100' AGL/359' MSL.
Trees beginning 264' from DER, 4' right of centerline, up to 100' AGL/379' MSL.

NORTH ADAMS, MA

HARRIMAN-AND-WEST (AQW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12NOV15 (15316) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 1100-2½ 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.

CON'T



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



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

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NORTH ADAMS, MA (CON'T)

HARRIMAN-AND-WEST (AQW) (CON'T)

Rwy 11 (CON'T), 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/1287' MSL.
 Trees on rising hillside and along hilltop continuing from 1.2 NM from DER, 3' right of centerline, up to 65' AGL/1306' MSL.
 Trees on rising hillside continuing from 1.2 NM from DER, 7' left of centerline, up to 91' AGL/1294' MSL.
 Trees on hilltop 1.9 NM from DER, 3504' right of centerline, up to 111' AGL/1705' MSL.
 Transmission tower and transmission line 2 NM from DER, crossing centerline, 50' AGL/1527' MSL.
Rwy 29, pole 9' from DER, 49' right of centerline, 4' AGL/653' MSL.
 Trees beginning 60' from DER, 314' left of centerline, up to 65' AGL/707' MSL.
 Trees continuing from 143' from DER, left and right of centerline, up to 75' AGL/745' MSL.
 Trees continuing from 427' from DER, left and right of centerline, up to 96' AGL/765' MSL.
 Multiple buildings 827' from DER, 501' left of centerline, up to 28' AGL/717' MSL.
 Trees and buildings continuing from 1061' from DER, 26' left of centerline, up to 94' AGL/782' MSL.
 Trees and buildings continuing from 1487' from DER, 56' right of centerline, up to 76' AGL/726' MSL.
 Trees and buildings continuing from 1667' from DER, left and right of centerline, up to 60' AGL/828' MSL.
 Trees continuing from 1975' from DER, 18' left of centerline, up to 77' AGL/865' MSL.
 Multiple trees, buildings, and vehicles, continuing from 2172' from DER, up to 99' AGL/886' MSL.
 Trees on rising hillside continuing from 1.1 NM from DER, left and right of centerline, up to 80' AGL/966' MSL.
 Trees on rising hillside continuing from 1.4 NM from DER, left and right of centerline, up to 93' AGL/1038' MSL.
 Trees on rising hillside continuing from 1.5 NM from DER, left and right of centerline, up to 99' AGL/1043' MSL.
 Trees on rising hillside continuing from 1.6 NM from DER, left and right of centerline, up to 112' AGL/1116' MSL.
 Trees on rising hillside continuing from 1.6 NM from DER, left and right of centerline, up to 74' AGL/1197' MSL.
 Trees on hilltop continuing from 1.7 NM from DER, left and right of centerline, up to 119' AGL/1215' MSL.
 Trees on rising hillside continuing from 2.3 NM from DER, left and right of centerline, up to 75' AGL/1295' MSL.
 Trees on rising hillside to hilltop continuing from 2.4 NM from DER, left and right of centerline, up to 51' AGL/1479' MSL.

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.

CON'T

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

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NORTHAMPTON, MA (CON'T) **NORTHAMPTON (7B2) (CON'T)**

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.

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 400.
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:

Rwy 10, vegetation, terrain beginning 13' from DER, 26' right of centerline, up to 12' AGL/52' MSL.
 Trees beginning 89' from DER, 115' left of centerline, up to 69' AGL/110' MSL.
 Tree, vegetation 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, trees beginning 2859' from DER, 4' left of centerline, up to 155' AGL/203' MSL.
 Tree 3320' from DER, 443' right of centerline, 140' MSL.
 Trees beginning 3539' from DER, 115' right of centerline, up to 173' MSL.
 Trees beginning 3786' from DER, 687' right of centerline, up to 176' MSL.
 Trees beginning 3881' from DER, 918' right of centerline, up to 177' MSL.
 Trees beginning 4011' from DER, 599' right of centerline, up to 186' MSL.
 Trees beginning 4117' from DER, 22' right of centerline, up to 209' MSL.
 Trees beginning 4239' from DER, 286' right of centerline, up to 222' MSL.
 Trees beginning 4623' from DER, 432' right of centerline, up to 223' MSL.
 Trees beginning 4676' from DER, 9' right of centerline, up to 229' MSL.
 Tree 5754' from DER, 1124' left of centerline, 204' MSL.
 Trees beginning 5788' from DER, 84' left of centerline, up to 208' MSL.
 Trees beginning 5882' from DER, 107' left of centerline, up to 213' MSL.
 Tree 5932' from DER, 658' left of centerline, 217' MSL.
 Trees beginning 5940' from DER, 12' left of centerline, up to 218' MSL.
 Trees beginning 6075' from DER, 19' left of centerline, up to 219' MSL.
 Trees beginning 1 NM from DER, 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.
 Tree 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 1592' from DER, 745' right of centerline, 67' AGL/110' MSL.
 Trees beginning 1720' from DER, 775' right of centerline, up to 73' AGL/117' MSL.
 Trees beginning 1823' from DER, 244' left of centerline, up to 75' AGL/117' MSL.

CON'T

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



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NORWOOD, MA (CON'T)

NORWOOD MEML (OWD) (CON'T)

Rwy 17 (CON'T), 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.

Tree 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.

Trees beginning 2939' from DER, 657' right of centerline, up to 157' MSL.

Trees beginning 3153' from DER, 996' right of centerline, up to 161' MSL.

Trees beginning 3297' from DER, 999' right of centerline, up to 180' MSL.

Rwy 28, vegetation 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/81' MSL.

Tree, poles, building, vehicle on road beginning 376' from DER, 5' left of centerline, up to 40' AGL/86' MSL.

Vegetation 487' from DER, 612' right of centerline, 22' AGL/67' MSL.

Pole 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 beginning 753' from DER, 71' right of centerline, up to 84' AGL/129' MSL.

Tree, pole, 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, building 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 2199' 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, poles 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, vehicle 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' right of centerline, up to 223' MSL.

Trees beginning 4314' from DER, 130' right of centerline, up to 224' MSL.

Trees, pole beginning 4363' from DER, 486' right of centerline, up to 232' MSL.

Tower 4465' from DER, 238' right of centerline, 157' AGL/261' MSL.

Poles, trees, 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 spires, 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.

CON'T



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



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



25163

NORWOOD, MA (CON'T)

NORWOOD MEML (OWD) (CON'T)

Rwy 28 (CON'T), 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.

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 683' from DER, 68' right of centerline, up to 78' AGL/121' 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 2876' from DER, 283' left of centerline, up to 125' MSL.

Trees beginning 2949' from DER, 516' left of centerline, up to 130' 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 1A 28NOV24 (24333) (FAA)

TAKEOFF MINIMUMS:

Rwys 17W, 35W, NA-Environmental.

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, 488' left of centerline, up to 192' MSL.

Trees beginning 1253' from DER, 594' right of centerline, up to 203' MSL.

Trees beginning 1300' from DER, 297' left of centerline, up to 197' MSL.

Trees beginning 1512' from DER, 502' right of centerline, up to 207' MSL.

Trees beginning 1583' from DER, 299' right of centerline, up to 219' MSL.

Trees beginning 1819' from DER, 25' left of centerline, up to 198' MSL.

Trees beginning 1956' from DER, 668' left of centerline, up to 202' MSL.

Tree 2050' from DER, 988' right of centerline, 223' MSL.

Trees beginning 2073' from DER, 217' right of centerline, up to 225' MSL.

Tree 2115' from DER, 909' left of centerline, 220' MSL.

Trees beginning 2157' from DER, 710' left of centerline, up to 221' MSL.

Trees beginning 2173' from DER, 719' left of centerline, up to 224' MSL.

Trees beginning 2232' from DER, 29' left of centerline, up to 228' MSL.

Trees beginning 2488' from DER, 18' right of centerline, up to 239' MSL.

Trees beginning 2523' from DER, 9' right of centerline, up to 242' MSL.

Trees beginning 3111' from DER, 335' right of centerline, up to 250' MSL.

Tree 3262' from DER, 1279' right of centerline, 252' MSL.

Trees beginning 3277' from DER, 585' right of centerline, up to 254' MSL.

Trees beginning 3411' 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



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



25163



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



25163

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, 468' left of centerline, 46' AGL/152' MSL.

Trees, vehicles on road beginning 324' from DER, 285' right of centerline, up to 149' MSL.

Trees beginning 392' from DER, 20' right of centerline, up to 63' AGL/172' MSL.

Trees beginning 410' from DER, 168' left of centerline, up to 67' AGL/172' MSL.

Trees beginning 1034' from DER, 436' left of centerline, up to 173' MSL.

Trees beginning 1173' from DER, 278' left of centerline, up to 177' MSL.

Trees beginning 1251' from DER, 331' left of centerline, up to 72' AGL/186' MSL.

Trees beginning 1294' from DER, 168' left of centerline, up to 71' AGL/188' MSL.

Trees beginning 1336' from DER, 470' left of centerline, up to 198' MSL.

Trees beginning 1370' from DER, 38' left of centerline, up to 203' MSL.

Trees beginning 1532' from DER, 63' left of centerline, up to 204' MSL.

Tree 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, 6' left of centerline, up to 72' AGL/242' MSL.

Trees beginning 3967' from DER, 122' right of centerline, up to 243' MSL.

Trees beginning 4148' from DER, 13' right of centerline, up to 85' AGL/248' MSL.

Rwy 22, fences, sign, general utility buildings, walls 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, walls, vegetation, trees, 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.

Trees, fences, walls 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.

Trees, building, pole beginning 573' from DER, 331' left of centerline, up to 204' MSL.

Tree 729' from DER, 628' right of centerline, 160' MSL.

Trees beginning 773' from DER, 561' right of centerline, up to 161' MSL.

Trees beginning 963' from DER, 369' left of centerline, up to 207' MSL.

Tree 1047' from DER, 698' left of centerline, 215' MSL.

Trees beginning 1086' from DER, 36' left of centerline, up to 218' MSL.

Trees beginning 1511' from DER, 101' right of centerline, up to 180' MSL.

Trees beginning 1584' from DER, 78' right of centerline, up to 186' MSL.

Tree 1627' from DER, 266' right of centerline, 188' MSL.

Trees beginning 1664' from DER, 203' right of centerline, up to 191' MSL.

Trees beginning 1665' from DER, 64' left of centerline, up to 228' MSL.

Tree 1764' from DER, 255' right of centerline, 193' MSL.

Trees beginning 1781' from DER, 3' right of centerline, up to 194' MSL.

Trees beginning 1827' from DER, 571' left of centerline, up to 229' MSL.

Trees beginning 1873' from DER, 83' left of centerline, up to 232' MSL.

Tree 1877' from DER, 73' right of centerline, 195' MSL.

Trees beginning 1889' from DER, 7' right of centerline, up to 212' MSL.

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

Trees, poles, 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.

Trees, terrain beginning 2859' from DER, 501' left of centerline, up to 244' MSL.

Trees beginning 2892' from DER, 187' left of centerline, up to 245' MSL.

Trees beginning 2967' from DER, 528' right of centerline, up to 232' MSL.

Trees beginning 2984' from DER, 71' right of centerline, up to 234' MSL.

Trees beginning 2991' from DER, 32' left of centerline, up to 250' MSL.

Trees beginning 3039' from DER, 15' right of centerline, up to 246' MSL.

Trees beginning 3067' from DER, 206' 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.

CON'T



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



25163



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



25163

OLD TOWN, ME (CON'T)

DEWITT FLD/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, tree 11' from DER, 365' left of centerline, 43' AGL/163' MSL.

Trees beginning 48' from DER, 355' left of centerline, up to 171' MSL.

Tree 67' from DER, 477' right of centerline, 37' AGL/146' MSL.

Trees beginning 149' from DER, 358' right of centerline, up to 51' AGL/164' MSL.

Trees beginning 443' from DER, 373' left of centerline, up to 173' MSL.

Tree 504' from DER, 603' right of centerline, 166' MSL.

Trees beginning 589' from DER, 354' 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, 529' right of centerline, up to 173' MSL.

Tree 971' from DER, 631' left of centerline, 78' AGL/190' MSL.

Trees beginning 1011' from DER, 14' left of centerline, up to 78' AGL/194' MSL.

Tree 1030' from DER, 499' right of centerline, 71' AGL/176' MSL.

Trees beginning 1038' from DER, 362' right of centerline, up to 179' MSL.

Trees beginning 1537' from DER, 332' right of centerline, up to 81' AGL/192' MSL.

Trees beginning 1705' from DER, 12' right of centerline, up to 89' AGL/196' MSL.

Trees beginning 1809' from DER, 7' right of centerline, up to 97' AGL/206' MSL.

Trees beginning 1890' from DER, 172' left of centerline, up to 90' AGL/202' MSL.

Trees beginning 1973' from DER, 13' left of centerline, up to 94' AGL/207' MSL.

Trees beginning 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 1300-2 ½ for climb in visual conditions.

Rwy 19, 300-1 ¾ or std. w/min. climb of 240' per NM to 900.

Rwy 32, 400-2 ¼ w/ min. climb of 265' per NM to 1700 or std. w/min. climb of 340' per NM to 1700 or 1300-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 1, climb heading 016° to 1800 before proceeding on course. For climb in visual conditions: cross Orange Muni Airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 14, climb heading 142° to 2000 before proceeding on course. For climb in visual conditions: cross Orange Muni Airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 19, climb heading 196° to 1500 before proceeding on course.

Rwy 32, climb heading 322° to 1700 before proceeding on course. For climb in visual conditions: cross Orange Muni airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1, pole and trees beginning 272' from DER, 6' left of centerline, up to 92' AGL/624' MSL.

Terrain and trees beginning 5' from DER, 23' right of centerline, up to 100' AGL/632' MSL.

Rwy 14, trees beginning 186' from DER, 15' left of centerline, up to 90' AGL/699' MSL.

Buildings and trees beginning 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 1130' 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 1.2 NM from DER, 2366' left of centerline, up to 94' AGL/841' MSL.

Trees 1.7 NM from DER, 3315' right of centerline, up to 61' AGL/906' MSL.



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



25163



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



25163

OXFORD, CT

WATERBURY-OXFORD (OXC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ 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.

Tower, tree beginning 509' from DER, 213' left of centerline, up to 82' AGL/733' MSL.

Transmission line, trees beginning 513' from DER, 4' left of centerline, up to 81' AGL/734' MSL.

Trees beginning 659' from DER, 28' right of centerline, up to 706' MSL.

Trees beginning 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 2191' from DER, 323' left of centerline, up to 95' AGL/780' MSL.

Trees beginning 2378' from DER, 349' left of centerline, up to 783' MSL.

Trees beginning 2604' from DER, 377' left of centerline, up to 786' MSL.

Tree 3396' from DER, 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.

NE-1, 12 JUN 2025 to 07 AUG 2025



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



25163

NE-1



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



25163

OXFORD, ME

OXFORD COUNTY RGNL (81B)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, 600-3 or 1800-2½ for climb in visual conditions.

Rwy 33, std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 15, climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

Rwy 33, climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, multiple trees beginning 3607' from DER, 572' left of centerline, up to 100' AGL/679' MSL.

Multiple assumed obstacles beginning 1.7 NM from DER, 1478' left of centerline, up to 200' AGL/849' MSL.

Rwy 33, multiple trees beginning 4121' from DER, 70' left of centerline, up to 100' AGL/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:

Rwy 5, tree 103' from DER, 233' right of centerline, 34' AGL/434' MSL.

Windsock abeam DER, 233' right of centerline, 16' AGL/426' MSL.

Bush 40' from DER, 249' left of centerline, 28' AGL/428' MSL.

Pole 25' from DER, 505' left of centerline, 78' AGL/439' MSL.

Tree 346' from DER, 569' left of centerline, 87' AGL/438' MSL.

Rwy 15, trees beginning 148' from DER, 32' left of centerline, up to 74' AGL/523' MSL.

Trees beginning 119' from DER, 417' right of centerline, up to 93' AGL/552' MSL.

Pole 200' from DER, 286' right of centerline, 74' AGL/504' MSL.

Tree 2569' from DER, on centerline, 67' AGL/516' MSL.

Rwy 23, trees beginning 144' from DER, 278' left of centerline, up to 90' AGL/480' MSL.

Pole 171' from DER, 511' left of centerline, 85' AGL/475' MSL.

Trees beginning 916' from DER, 602' right of centerline, 87' AGL/456' MSL.

Pole 176' from DER, 507' right of centerline, 65' AGL/446' MSL.

Rwy 33, trees beginning 58' from DER, 80' left of centerline, up to 45' AGL/554' MSL.

Poles beginning 291' from DER, 207' left of centerline, up to 80' AGL/490' MSL.

Trees beginning 23' from DER, 504' right of centerline, up to 75' AGL/494' MSL.

Trees beginning 819' from DER, 415' right of centerline, up to 94' AGL/504' MSL.

Poles beginning 827' from DER, 523' right of centerline, up to 44' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

Rwys 14, 32, NA.

Rwy 8, 1100-2 or std. w/min. climb of 270' per NM to 2500.

Rwy 26, 800-2 or std. w/min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE:

Rwy 8, climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26**, climb runway heading to 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, pole 75' from DER, 35' right of centerline, 17' AGL/1136' MSL.

Pole 164' from DER, 107' right of centerline, 30' AGL/1146' MSL.

Trees beginning 310' from DER, 457' right of centerline, up to 64' AGL/1185' MSL.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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



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



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PITTSFIELD, ME

PITTSFIELD MUNI (2B7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2B 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ or std w/min climb of 230'/NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 18, electrical system 8' from DER, 99' left of centerline, 5' AGL/177' MSL.

Electrical system 8' from DER, 99' right of centerline, 6' AGL/177' MSL.

Trees beginning 20' from DER, 258' right of centerline, up to 224' MSL.

Tree 800' from DER, 682' left of centerline, 221' MSL.

Tree 934' from DER, 658' left of centerline, 224' MSL.

Tree 964' from DER, 728' right of centerline, 230' MSL.

Trees beginning 1083' from DER, 588' left of centerline, up to 227' MSL.

Trees beginning 1198' from DER, 142' left of centerline, up to 230' MSL.

Tree 1229' from DER, 799' right of centerline, 235' MSL.

Trees beginning 1272' from DER, 18' right of centerline, up to 244' MSL.

Trees beginning 1634' from DER, 142' left of centerline, up to 234' MSL.

Trees beginning 2042' from DER, 460' left of centerline, up to 235' MSL.

Tree 2863' from DER, 598' right of centerline, 252' MSL.

Rwy 36, electrical system 61' from DER, 114' right of centerline, 3' AGL/199' MSL.

Trees beginning 62' from DER, 291' right of centerline, up to 226' MSL.

Building, pole beginning 104' from DER, 482' left of centerline, up to 31' AGL/228' MSL.

Tree 172' from DER, 480' right of centerline, 232' MSL.

Trees, buildings, transmission lines, poles beginning 275' from DER, 39' left of centerline, up to 246' MSL.

Tree 312' from DER, 577' right of centerline, 243' MSL.

Tree, pole, transmission line, building beginning 607' from DER, 124' right of centerline, up to 259' MSL.

Tree, pole, buildings, transmission lines beginning 957' from DER, 16' right of centerline, up to 273' MSL.

Trees beginning 1146' from DER, 16' right of centerline, up to 282' MSL.

Trees, transmission line, pole beginning 1210' from DER, 162' left of centerline, up to 259' MSL.

Tree 1534' from DER, 667' left of centerline, 260' MSL.

Trees beginning 1611' from DER, 293' left of centerline, up to 263' MSL.

Tree 1750' from DER, 694' left of centerline, 268' MSL.

Trees beginning 1800' from DER, 446' left of centerline, up to 270' MSL.

Trees, building beginning 1952' from DER, 50' left of centerline, up to 289' MSL.

Trees beginning 2709' from DER, 45' right of centerline, up to 285' MSL.

Trees beginning 2795' from DER, 120' left of centerline, up to 292' MSL.

Trees beginning 3054' from DER, 935' right of centerline, up to 297' MSL.

Tree 3353' from DER, 1306' right of centerline, 298' MSL.

Tree 3518' from DER, 147' left of centerline, 294' MSL.

Trees beginning 3523' from DER, 967' right of centerline, up to 308' MSL.

Trees beginning 3768' from DER, 99' left of centerline, up to 312' MSL.

Trees beginning 3928' from DER, 1325' right of centerline, up to 320' MSL.

Tree 4509' from DER, 1604' right of centerline, 324' MSL.

Trees beginning 4663' from DER, 1536' right of centerline, up to 340' MSL.

Tree 5406' from DER, 1847' right of centerline, 343' MSL.

Trees beginning 5501' from DER, 1554' right of centerline, up to 346' MSL.

Trees beginning 5655' from DER, 1554' right of centerline, up to 357' MSL.

Tree 5977' from DER, 1818' right of centerline, 355' MSL.

PLAINVILLE, CT

ROBERTSON FLD (4B8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 30APR15 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std. w/min. climb of 220' per NM to 2400, or 2200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 019° to 2400 before turning right.

Rwy 20, climb heading 199° to 1800 before proceeding on course.

VCOA:

Rwy 2, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Robertson Fld at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 6' from DER, 143' left of centerline, up to 96' AGL/267' MSL.

Poles and trees beginning 128' from DER, 143' right of centerline, up to 102' AGL/273' MSL.

Trees beginning 2018' from DER, 128' right of centerline, up to 118' AGL/329' MSL.

Trees beginning 2038' from DER, 786' left of centerline, up to 128' AGL/349' MSL.

Rwy 20, trees, poles and buildings beginning 46' from DER, 23' left of centerline, up to 71' AGL/262' MSL.

Trees beginning 356' from DER, 99' right of centerline, up to 61' AGL/252' MSL.

Trees beginning 2020' from DER, 10' right of centerline, up to 71' AGL/262' MSL.

Trees and poles beginning 2025' from DER, 247' left of centerline, up to 98' AGL/289' MSL.



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



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



25163

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 30NOV23 (23334) (FAA)

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 056° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 14' from DER, 147' left of centerline, 24' AGL/153' MSL.
Buildings, trees, pole beginning 14' from DER, 289' left of centerline, up to 22' AGL/164' MSL.
Tree 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, NAVAID beginning 863' from DER, 240' left of centerline, up to 209' MSL.
Trees beginning 873' from DER, on centerline, up to 83' AGL/233' MSL.
Trees, poles, building beginning 876' from DER, 40' left of centerline, up to 215' MSL.
Trees, buildings, poles beginning 1045' from DER, 9' left of centerline, up to 233' MSL.
Trees beginning 1624' from DER, 8' left of centerline, up to 82' AGL/234' MSL.
Trees beginning 1761' from DER, 12' left of centerline, up to 88' AGL/239' MSL.
Trees beginning 2637' from DER, 21' left of centerline, up to 86' AGL/241' MSL.
Trees beginning 2696' from DER, 10' left of centerline, up to 87' AGL/243' MSL.
Trees beginning 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.
Rwy 15, terrain 15' from DER, 480' left of centerline, 134' MSL.
Vehicles on road beginning 26' 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.
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 4656' 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.

CONT



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



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



25163

PLYMOUTH, MA (CON'T) PLYMOUTH MUNI (PYM) (CON'T)

Rwy 24 (CON'T), 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' right of centerline, up to 93' AGL/216' MSL.

Trees beginning 2174' from DER, 605' left of centerline, up to 98' AGL/215' MSL.

Trees beginning 2312' from DER, 478' left of centerline, up to 106' AGL/222' MSL.

Trees beginning 2477' from DER, 376' right of centerline, up to 94' AGL/219' MSL.

Trees beginning 2949' from DER, 395' 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.

Terrain 22' from DER, 238' right of centerline, 146' MSL.

Light poles, vehicles on road beginning 40' from DER, 255' left of centerline, up to 34' AGL/175' MSL.

Pole, vehicles on road, trees beginning 72' from DER, 268' left of centerline, up to 38' AGL/180' MSL.

Stacks, buildings beginning 123' from DER, 337' right of centerline, up to 20' AGL/167' MSL.

Buildings, stack beginning 268' from DER, 301' right of centerline, up to 168' MSL.

Poles, electrical system beginning 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 843' 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, 106' 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.

PORTLAND, ME PORTLAND INTL JETPORT (PWM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1¼ or std. w/min. climb of 272' per NM to 400.

Rwy 36, 400-2¼ 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.

Trees beginning 1 NM from DER, 2025' left of centerline, up to 186' AGL/228' MSL.

Trees beginning 1 NM from DER, 1660' left of centerline, up to 209' AGL/251' MSL.

Rwy 18, tree 107' from DER, 522' right of centerline, 33' AGL/77' MSL.

Tree 178' from DER, 481' right of centerline, 38' AGL/82' MSL.

Trees beginning 207' from DER, left and right of centerline, up to 57' AGL/78' MSL.

Trees beginning 403' from DER, 503' right of centerline, up to 66' AGL/110' MSL.

Trees beginning 1038' from DER, left and right of centerline, up to 65' AGL/109' MSL.

Trees beginning 1257' from DER, left and right of centerline, up to 83' AGL/127' MSL.

Trees beginning 1676' from DER, 217' right of centerline, up to 99' AGL/143' MSL.

Trees beginning 4242' from DER, 1132' right of centerline, up to 124' AGL/168' MSL.

Rwy 29, trees beginning 1301' from DER, 789' left of centerline, up to 47' AGL/122' MSL.

Trees 2185' from DER, 830' left of centerline, up to 74' AGL/149' MSL.

Trees beginning 2742' from DER, 811' right of centerline, up to 83' AGL/180' MSL.

Trees beginning 3103' from DER, 1245' left of centerline, up to 114' AGL/189' MSL.

Trees beginning 4218' from DER, 1362' left of centerline, up to 129' AGL/204' MSL.

Rwy 36, building 11' from DER, 149' left of centerline, 2' AGL/46' MSL.

Fence 23' from DER, 495' left of centerline, 21' AGL/68' MSL.

Vehicles on road, beginning 196' from DER, 251' left of centerline, up to 17' AGL/56' MSL.

Trees beginning 364' from DER, 87' left of centerline, up to 60' AGL/73' MSL.

Trees beginning 21' from DER, 252' left of centerline, up to 56' AGL/101' MSL.

Trees beginning 238' from DER, 515' left of centerline, up to 68' AGL/112' MSL.

Trees beginning 1281' from DER, 832' right of centerline, up to 85' AGL/129' MSL.

Trees beginning 1699' from DER, 450' right of centerline, up to 76' AGL/121' MSL.

Trees beginning 2298' from DER, 848' left of centerline, up to 81' AGL/125' MSL.

Tree 3545' from DER, 1437' left of centerline, 93' AGL/138' MSL.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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



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

25163

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 05APR12 (12096) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, climb heading 165° to 600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 34, building 519' from DER, 439' right of centerline, 16' AGL/115' MSL.

Trees beginning 2752' from DER, 1090' right of centerline, 90' AGL/170' MSL.

PRESQUE ISLE, ME

PRESQUE ISLE INTL (PQI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1½ w/min. climb of 230' per NM to 1200, or std. w/min. climb of 465' per NM to 800, or 1100-3 for VCOA.

Rwy 10, 300-1½ or std. w/min. climb of 280' per NM to 900.

Rwy 19, std. w/min. climb of 275' per NM to 1600, or 1100-3 for VCOA.

Rwy 28, 300-1½ w/min. climb of 225' per NM to 1600, or std. w/min. climb of 260' per NM to 1000, or 1100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 093° to 1600 before proceeding on course.

VCOA:

Rwys 1, 19, 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Presque Isle Intl at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, terrain beginning 8' from DER, 372' left of centerline, up to 541' MSL, terrain 164' from DER, 470' left of centerline, 545' MSL.

Sign 174' from DER, 289' right of centerline, 3' AGL/540' MSL.

Terrain, lighting beginning 180' from DER, 149' left of centerline, up to 546' MSL.

Lighting 201' from DER, 150' right of centerline, 3' AGL/541' MSL.

Sign 220' from DER, 320' right of centerline, 3' AGL/542' MSL.

Terrain beginning 296' from DER, 559' right of centerline, up to 553' MSL.

Terrain beginning 580' from DER, 97' left of centerline, up to 565' MSL.

Terrain 891' from DER, 48' right of centerline, 557' MSL.

Fence 896' from DER, 601' right of centerline, 5' AGL/559' MSL.

Building 934' from DER, 258' right of centerline, 12' AGL/567' MSL.

Vehicles on road, tree, NAVAID, fence, terrain beginning 945' from DER, 0' of centerline, up to 574' MSL.

Terrain beginning 1003' from DER, 523' left of centerline, up to 570' MSL.

Tree, terrain, fence, vehicles on road beginning 1082' from DER, 13' left of centerline, up to 59' AGL/613' MSL.

Tree 1344' from DER, 199' right of centerline, 8' AGL/575' MSL.

Vehicles on road, fence, terrain, tree beginning 1346' from DER, 32' right of centerline, up to 620' MSL.

Tree 2365' from DER, 470' left of centerline, 68' AGL/620' MSL.

Trees beginning 2397' from DER, 409' right of centerline, up to 30' AGL/646' MSL.

Tree, terrain, vehicles on road beginning 2490' from DER, 331' right of centerline, up to 36' AGL/659' MSL.

Pole, terrain beginning 2584' from DER, 139' right of centerline, up to 38' AGL/662' MSL.

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

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

Tree, vehicles on road, poles, terrain beginning 2685' from DER, 272' right of centerline, up to 49' AGL/699' MSL.

Trees beginning 3390' from DER, 240' left of centerline, up to 67' AGL/644' MSL.

Vehicles on road, terrain, pole beginning 3550' from DER, 175' right of centerline, up to 718' MSL.

Tree, terrain, electrical system, building, pole beginning 4350' from DER, 325' right of centerline, up to 45' AGL/722' MSL.

Trees beginning 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, 496' MSL.

Tree 1314' from DER, 850' left of centerline, 49' AGL/521' MSL.

Tree 2377' from DER, 131' left of centerline, 69' AGL/534' MSL.

Tree 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.

CON'T

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

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

25163

PRESQUE ISLE, ME (CON'T)

PRESQUE ISLE INTL (PQI) (CON'T)

Rwy 10 (CON'T), trees beginning 1.3 NM from DER, 1147' right of centerline, up to 53' AGL/722' MSL.
 Tree 1.3 NM from DER, 1622' right of centerline, 70' AGL/729' MSL.
 Trees beginning 1.3 NM from DER, 1196' right of centerline, up to 72' AGL/761' MSL.
 Tree, terrain, building, fence beginning 1.3 NM from DER, 952' right of centerline, up to 65' AGL/763' MSL.
 Tree, terrain beginning 1.4 NM from DER, 1005' right of centerline, up to 69' AGL/767' MSL.
Rwy 19, trees beginning 619' from DER, 590' right of centerline, up to 50' AGL/490' MSL.
 Tree 1362' from DER, 797' left of centerline, 58' AGL/509' MSL.
 Trees beginning 1542' from DER, 779' left of centerline, up to 64' AGL/515' MSL.
 Tree 1610' from DER, 902' right of centerline, 69' AGL/502' MSL.
 Trees beginning 1871' from DER, 921' right of centerline, up to 79' AGL/513' MSL.
 Tree 2060' from DER, 1028' right of centerline, 89' AGL/524' MSL.
 Tree 2831' from DER, 1161' right of centerline, 92' AGL/526' MSL.
Rwy 28, lighting 9' from DER, 30' right of centerline, 2' AGL/474' MSL.
 Trees beginning 51' from DER, 264' right of centerline, up to 18' AGL/487' MSL.
 Tree, vegetation beginning 134' from DER, 255' right of centerline, up to 53' AGL/510' MSL.
 Tree 160' from DER, 464' left of centerline, 55' AGL/508' MSL.
 Tree 162' from DER, 508' left of centerline, 60' AGL/512' MSL.
 Trees beginning 174' from DER, 410' left of centerline, up to 60' AGL/513' MSL.
 Trees beginning 301' from DER, 445' left of centerline, up to 68' AGL/524' MSL.
 Trees beginning 574' from DER, 434' left of centerline, up to 60' AGL/533' MSL.
 Trees beginning 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, 1694' right of centerline, up to 83' AGL/679' MSL.

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/298' MSL.
Rwy 33, bushes beginning 33' from DER, 194' left of centerline, up to 16' AGL/275' MSL.
 Poles beginning 70' from DER, 495' left of centerline, up to 29' AGL/298' MSL.
 Trees beginning 248' from DER, left and right of centerline, up to 100' AGL/344' MSL.

PROVIDENCE, RI

RHODE ISLAND TF GREEN INTL (PVD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 13 07DEC17 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 300-2 w/min. climb of 220' per NM to 1100 or std. w/ min. climb of 250' per NM to 500 or 1000-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 23, climb on heading 227° to 700 before turning right.

VCOA:

Rwy 34, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Rhode Island TF Green Intl at or above 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain 22' from DER, 437' left of centerline, 45' MSL.
 Lighting 675' from DER, 598' left of centerline, 68' MSL.
 Tree 794' from DER, 614' left of centerline, 74' MSL.
 Tree 880' from DER, 722' right of centerline, 78' MSL.
 Trees beginning 1215' from DER, 497' left of centerline, up to 107' MSL.
 Tree 1303' from DER, 849' right of centerline, 88' MSL.
 Trees beginning 1464' from DER, 733' right of centerline, up to 105' MSL.
 Trees beginning 2080' from DER, 454' left of centerline, up to 115' MSL.
 Trees beginning 2205' from DER, 783' right of centerline, up to 120' MSL.
Rwy 16, terrain 32' from DER, 221' right of centerline, 34' MSL.
 Tree, building, terrain beginning 82' from DER, 136' right of centerline, up to 71' MSL.
 Tree 406' from DER, 579' left of centerline, 49' MSL.
 Trees beginning 1172' from DER, 792' left of centerline, up to 72' MSL.
 Trees beginning 1468' from DER, 407' left of centerline, up to 87' MSL.

CON'T

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

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



25163

PROVIDENCE, RI (CON'T)

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

Rwy 16 (CON'T), tree 1570' from DER, 827' right of centerline, 85' MSL.

Tree, pole beginning 1585' from DER, 490' left of centerline, up to 110' MSL.

Tree 1659' from DER, 911' right of centerline, 92' MSL.

Tree 2014' from DER, 907' left of centerline, 113' MSL.

Trees beginning 2015' from DER, 759' left of centerline, up to 119' MSL.

Pole, tree beginning 2534' from DER, 22' right of centerline, up to 118' MSL.

Trees beginning 2563' from DER, 9' left of centerline, up to 90' AGL/123' MSL.

Tree, pole beginning 2932' from DER, 28' right of centerline, up to 82' AGL/119' MSL.

Tank, tree, pole beginning 2957' from DER, 2' right of centerline, up to 121' MSL.

Tree, pole beginning 3146' from DER, 9' right of centerline, up to 87' AGL/123' MSL.

Tower 3891' from DER, 1346' right of centerline, 94' AGL/131' MSL.

Rwy 23, traverse way 206' from DER, 554' left of centerline, 61' MSL.

Pole 331' from DER, 588' left of centerline, 86' MSL.

Terrain 530' from DER, 613' right of centerline, 67' MSL.

Tree, pole beginning 661' from DER, 485' right of centerline, up to 85' MSL.

Tree 1004' from DER, 585' right of centerline, 101' MSL.

Tree 1007' from DER, 723' left of centerline, 116' MSL.

Trees beginning 1099' from DER, 494' right of centerline, up to 114' MSL.

Trees beginning 1181' from DER, 720' left of centerline, up to 117' MSL.

Trees beginning 1512' from DER, 591' left of centerline, up to 124' MSL.

Tree 1583' from DER, 908' right of centerline, 119' MSL.

Trees beginning 1697' from DER, 497' right of centerline, up to 123' MSL.

Trees beginning 1917' from DER, 494' left of centerline, up to 125' MSL.

Trees beginning 2066' from DER, 531' right of centerline, up to 87' AGL/137' MSL.

Rwy 34, fence beginning 71' from DER, 313' left of centerline, up to 59' MSL.

Building, sign, fence beginning 105' from DER, 288' right of centerline, up to 23' AGL/76' MSL.

Fence 210' from DER, 209' left of centerline, 8' AGL/61' MSL.

Tree, traverse way, pole beginning 296' from DER, 9' right of centerline, up to 110' MSL.

Pole beginning 309' from DER, 22' left of centerline, up to 73' MSL.

NAVAID 400' from DER, 189' left of centerline, 20' AGL/74' MSL.

Tank, tree, pole, traverse way, building beginning 414' from DER, 8' right of centerline, up to 120' MSL.

Building, pole beginning 437' from DER, 94' left of centerline, up to 77' MSL.

Building 519' from DER, 495' left of centerline, 84' MSL.

Building, traverse way beginning 546' from DER, 276' left of centerline, up to 27' AGL/85' MSL.

Pole, lighting, building beginning 588' from DER, 53' left of centerline, up to 88' MSL.

Tree, lighting, building, pole, electrical system beginning 643' from DER, 29' left of centerline, up to 39' AGL/94' MSL.

Pole, building beginning 828' from DER, 162' left of centerline, up to 100' MSL.

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, 27' left of centerline, up to 145' MSL.

Tree 1492' from DER, 793' right of centerline, 121' MSL.

Trees beginning 1568' from DER, 172' right of centerline, up to 127' MSL.

Trees beginning 2306' from DER, 421' right of centerline, up to 129' MSL.

Trees beginning 2407' from DER, 154' right of centerline, up to 131' MSL.

Tree 2524' from DER, 388' right of centerline, 132' MSL.

Trees beginning 2589' from DER, 435' right of centerline, up to 133' MSL.

Trees beginning 2953' from DER, 155' right of centerline, up to 138' MSL.

Tree 3262' from DER, 1065' right of centerline, 93' AGL/143' MSL.

Tower 1.4 NM from DER, 2915' right of centerline, 255' AGL/310' MSL.

Tower 1.5 NM from DER, 2927' right of centerline, 282' AGL/334' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (07214) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL.

Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL.

Rwy 25, bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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



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NE-1

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

25163

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.

Vehicles on roadway beginning 3200' from DER, 957' right of centerline, up to 15' AGL/1614' MSL.

Boats on the water, up to 1553' MSL.

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

STEPHEN A BEAN MUNI (8B0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, std w/min climb of 489'/NM to 5000 or 2300-3 for VCOA.

Rwy 32, std w/min climb of 456'/NM to 3600 or 2300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 32, climb on heading 319° to 4200 before proceeding on course.

VCOA:

All Runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Steven A Bean Muni at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 11' from DER, 200' right of centerline, up to 67' AGL/1853' MSL.

Tree 129' from DER, 465' left of centerline, 58' AGL/1839' MSL.

Tree 302' from DER, 480' left of centerline, 70' AGL/1843' MSL.

Trees beginning 415' from DER, 82' left of centerline, up to 93' AGL/1859' MSL.

ROCHESTER, NH

SKYHAVEN (DAW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 05JAN17 (17005) (FAA)

DEPARTURE PROCEDURE:

Rwy 33, climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VOR/DME R-095 to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL.

Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL.

Rwy 33, trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL.

Trees beginning 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, NAVAID beginning 817' from DER, 71' left of centerline, up to 100' AGL/169' MSL.

Trees beginning 969' from DER, 141' right of centerline, up to 100' AGL/166' MSL.

Trees beginning 1061' from DER, 142' left of centerline, up to 100' AGL/183' MSL.

Trees beginning 1265' from DER, on centerline, up to 100' AGL/169' MSL.

Trees beginning 1357' from DER, 212' left of centerline, up to 100' AGL/192' MSL.

Trees beginning 1652' from DER, 66' left of centerline, up to 100' AGL/199' MSL.

CON'T

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

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



25163

ROCKLAND, ME (CON'T)

KNOX COUNTY RGNL (RKD) (CON'T)

Rwy 3 (CON'T), 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.

Tree, poles, building beginning 1031' from DER, 115' right of centerline, up to 31' AGL/108' MSL.

Trees beginning 1376' from DER, 399' right of centerline, up to 66' AGL/139' MSL.

Trees beginning 1832' from DER, 44' 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, 884' 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.

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, 476' right of centerline, up to 62' AGL/321' MSL.

CON'T



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



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

25163

SANFORD, ME (CON'T)

SANFORD SEACOAST RGNL (SFM) (CON'T)

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.

SOUTHBIDGE, MA

SOUTHBIDGE MUNI (3B0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11MAR10 (10070) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 022° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL.
Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL.
Rwy 20, trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL.
Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (VSF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 11, 23, 29, 3000-3 for VCOA

VCOA:

All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hartness State (Springfield) airport at or above 3400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree, transmission line, pole beginning 3' from DER, 295' left of centerline, up to 688' MSL.
Tree 47' from DER, 218' right of centerline, 571' MSL.
Trees beginning 95' from DER, 178' right of centerline, up to 598' MSL.
Trees, transmission line, pole beginning 189' from DER, 2' left of centerline, up to 704' MSL.
Trees, poles, transmission line beginning 558' from DER, 94' left of centerline, up to 713' MSL.
Trees beginning 1013' from DER, 25' left of centerline, up to 721' MSL.
Tree 1294' from DER, 112' right of centerline, 616' MSL.
Trees beginning 1297' from DER, 24' right of centerline, up to 633' MSL.
Tree 3402' from DER, 22' right of centerline, 650' MSL.
Tree 3699' from DER, 77' right of centerline, 660' MSL.
Tree 5131' from DER, 1824' right of centerline, 773' MSL.
Trees beginning 5509' from DER, 1579' right of centerline, up to 799' MSL.
Trees beginning 5989' from DER, 1426' right of centerline, up to 829' MSL.
Tree 1 NM from DER, 1709' right of centerline, 945' MSL.
Trees beginning 1 NM from DER, 1346' right of centerline, up to 1054' MSL.
Tower, antenna, trees beginning 1.1 NM from DER, 302' right of centerline, up to 76' AGL/1161' MSL.
Trees beginning 1.6 NM from DER, 685' right of centerline, up to 1166' MSL.
Trees beginning 1.6 NM from DER, 279' right of centerline, up to 1233' MSL.
Trees, buildings, pole beginning 1.7 NM from DER, 103' right of centerline, up to 1237' MSL.
Tree 2 NM from DER, 390' left of centerline, 881' MSL.
Tree 2.1 NM from DER, 809' left of centerline, 887' MSL.
Tree 2.1 NM from DER, 304' left of centerline, 899' MSL.
Trees beginning 2.1 NM from DER, 478' left of centerline, up to 953' MSL.
Trees beginning 2.2 NM from DER, 43' left of centerline, up to 1025' MSL.
Tree 2.2 NM from DER, 401' left of centerline, 1057' MSL.
Trees beginning 2.2 NM from DER, 1574' right of centerline, up to 1271' MSL.
Trees beginning 2.2 NM from DER, 37' left of centerline, up to 1093' MSL.
Trees beginning 2.3 NM from DER, 307' right of centerline, up to 1260' MSL.
Tree 2.3 NM from DER, 557' left of centerline, 1122' MSL.
Trees beginning 2.3 NM from DER, 841' right of centerline, up to 1294' MSL.
Trees beginning 2.3 NM from DER, 63' left of centerline, up to 1126' MSL.
Building, poles, transmission line, trees beginning 2.3 NM from DER, 104' right of centerline, up to 102' AGL/1314' MSL.
Trees beginning 2.3 NM from DER, 390' left of centerline, up to 1189' MSL.
Trees beginning 2.4 NM from DER, 1091' left of centerline, up to 1208' MSL.
Trees beginning 2.4 NM from DER, 647' left of centerline, up to 1217' MSL.
Trees beginning 2.5 NM from DER, 29' left of centerline, up to 1266' MSL.
Building, trees beginning 2.5 NM from DER, 589' right of centerline, up to 26' AGL/1173' MSL.
Rwy 11, trees beginning 35' from DER, 302' right of centerline, up to 648' MSL.
Trees beginning 56' from DER, 225' left of centerline, up to 584' MSL.
Tree 2988' from DER, 831' left of centerline, 693' MSL.
Tree 3096' from DER, 386' left of centerline, 716' MSL.

CON'T

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

25163



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



25163

SPRINGFIELD, VT (CON'T)

HARTNESS STATE (SPRINGFIELD) (VSF) (CON'T)

Rwy 11 (CON'T), tree 3318' from DER, 953' right of centerline, 754' MSL.
 Tree 3361' from DER, 1185' left of centerline, 721' MSL.
 Tree 3419' from DER, 671' left of centerline, 792' MSL.
 Tree 3495' from DER, 57' right of centerline, 770' MSL.
 Tree 3580' from DER, 511' right of centerline, 787' MSL.
 Trees beginning 3672' from DER, 321' left of centerline, up to 845' MSL.
 Tree 3698' from DER, 1067' right of centerline, 830' MSL.
 Tree 3975' from DER, 650' right of centerline, 846' MSL.
 Tree 4022' from DER, 121' right of centerline, 852' MSL.
 Trees beginning 4153' from DER, 331' left of centerline, up to 870' MSL.
 Trees, transmission line, pole beginning 4154' from DER, 373' right of centerline, up to 903' MSL.
 Trees, tower, poles, transmission line beginning 4465' from DER, 81' right of centerline, up to 938' MSL.
 Trees beginning 4544' from DER, 149' left of centerline, up to 873' MSL.
 Trees beginning 5381' from DER, 131' left of centerline, up to 901' MSL.
 Trees, transmission line, poles beginning 5678' from DER, 198' left of centerline, up to 907' MSL.
 Tree 1.1 NM from DER, 1851' left of centerline, 947' MSL.
 Tree 1.1 NM from DER, 2298' left of centerline, 955' MSL.
 Tree 1.1 NM from DER, 1111' left of centerline, 976' MSL.
 Trees beginning 1.2 NM from DER, 366' left of centerline, up to 1027' MSL.
 Trees beginning 1.2 NM from DER, 266' right of centerline, up to 947' MSL.
 Trees beginning 1.2 NM from DER, 784' left of centerline, up to 1029' MSL.
 Tree 1.2 NM from DER, 1813' right of centerline, 973' MSL.
 Tree 1.2 NM from DER, 1378' right of centerline, 984' MSL.
 Trees beginning 1.2 NM from DER, 153' left of centerline, up to 1054' MSL.
 Trees beginning 1.2 NM from DER, 449' right of centerline, up to 1120' MSL.
 Trees beginning 1.2 NM from DER, 571' left of centerline, up to 1075' MSL.
 Trees beginning 1.3 NM from DER, 101' right of centerline, up to 1237' MSL.
 Trees beginning 1.3 NM from DER, 319' left of centerline, up to 1097' MSL.
 Trees beginning 1.3 NM from DER, 592' right of centerline, up to 1269' MSL.
 Trees beginning 1.4 NM from DER, 766' left of centerline, up to 1101' MSL.
 Tower, trees beginning 1.4 NM from DER, 11' right of centerline, up to 74' AGL/1408' MSL.
 Trees beginning 1.4 NM from DER, 1219' left of centerline, up to 1106' MSL.
 Trees beginning 1.4 NM from DER, 175' left of centerline, up to 1172' MSL.
 Trees beginning 1.5 NM from DER, 19' left of centerline, up to 1192' MSL.
 Trees beginning 1.8 NM from DER, 97' left of centerline, up to 1208' MSL.
 Trees beginning 2.2 NM from DER, 245' left of centerline, up to 1210' MSL.
 Tree 2.2 NM from DER, 3069' left of centerline, 1242' MSL.
 Tree 2.2 NM from DER, 2553' left of centerline, 1261' MSL.
 Trees beginning 2.2 NM from DER, 306' left of centerline, up to 1289' MSL.
 Trees beginning 2.3 NM from DER, 208' left of centerline, up to 1326' MSL.
 Tree 2.4 NM from DER, 3985' left of centerline, 1336' MSL.
 Trees beginning 2.4 NM from DER, 876' left of centerline, up to 1368' MSL.
 Trees beginning 2.4 NM from DER, 447' left of centerline, up to 1420' MSL.
 Tree 2.4 NM from DER, 4186' left of centerline, 1437' MSL.
 Trees beginning 2.5 NM from DER, 116' left of centerline, up to 1445' MSL.
 Trees beginning 2.5 NM from DER, 610' left of centerline, up to 1479' MSL.
 Trees beginning 2.5 NM from DER, 62' right of centerline, up to 1123' MSL.
Rwy 23, trees beginning 28' from DER, 315' left of centerline, up to 591' MSL.
 Tree 96' from DER, 181' right of centerline, 596' MSL.
 Tree 157' from DER, 426' right of centerline, 619' MSL.
 Tree 285' from DER, 530' right of centerline, 631' MSL.
 Trees, pole, transmission line beginning 492' from DER, 2' right of centerline, up to 640' MSL.
 Tree 1019' from DER, 584' left of centerline, 606' MSL.
 Trees beginning 1107' from DER, 187' left of centerline, up to 613' MSL.
 Tree 1.2 NM from DER, 1610' left of centerline, 759' MSL.
 Trees beginning 1.2 NM from DER, 1702' left of centerline, up to 776' MSL.
 Tree 1.3 NM from DER, 2175' right of centerline, 772' MSL.
 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.

CON'T

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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



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NE-1



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



25163

SPRINGFIELD, VT (CON'T)

HARTNESS STATE (SPRINGFIELD) (VSF) (CON'T)

Rwy 23 (CON'T), 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' of 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 428' from DER, 177' left of centerline, up to 648' MSL.
 Tree 1534' from DER, 833' left of centerline, 678' MSL.
 Trees beginning 1997' from DER, 315' left of centerline, up to 726' MSL.
 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.
 Tree, building, transmission line, pole beginning 3172' from DER, 387' left of centerline, up to 786' MSL.
 Tree 3225' from DER, 789' left of centerline, 798' MSL.
 Tree 3331' from DER, 890' right of centerline, 757' MSL.
 Trees, transmission line, poles, building beginning 3351' from DER, 148' left of centerline, up to 805' MSL.
 Trees beginning 3371' from DER, 166' right of centerline, up to 769' MSL.
 Trees beginning 3898' from DER, 148' right of centerline, up to 797' MSL.
 Trees, poles, transmission line, buildings beginning 3941' from DER, 71' left of centerline, up to 806' MSL.
 Transmission line, pole, tree beginning 4726' from DER, 0' left of centerline, up to 72' AGL/834' MSL.
 Trees, transmission line, pole beginning 4728' from DER, 333' right of centerline, up to 804' MSL.
 Trees beginning 4939' from DER, 73' left of centerline, up to 837' MSL.
 Transmission line, pole beginning 5000' from DER, 123' right of centerline, up to 46' AGL/820' MSL.
 Transmission line, pole beginning 5255' from DER, 270' right of centerline, up to 39' AGL/824' MSL.
 Trees, pole, transmission line beginning 5271' from DER, 446' right of centerline, up to 828' MSL.
 Tree 5864' from DER, 168' right of centerline, 830' MSL.
 Trees, transmission line, pole beginning 5897' from DER, 55' right of centerline, up to 836' MSL.
 Tree, transmission line, pole beginning 1 NM from DER, 1125' right of centerline, up to 880' MSL.
 Trees beginning 1 NM from DER, 274' right of centerline, up to 881' MSL.
 Trees beginning 1.1 NM from DER, 91' right of centerline, up to 889' MSL.
 Trees, buildings beginning 1.1 NM from DER, 43' right of centerline, up to 919' MSL.
 Trees, transmission line, poles beginning 1.2 NM from DER, 250' right of centerline, up to 963' MSL.
 Trees, pole, transmission line beginning 1.3 NM from DER, 628' right of centerline, up to 971' MSL.
 Trees beginning 1.3 NM from DER, 119' left of centerline, up to 841' MSL.
 Trees beginning 1.3 NM from DER, 82' right of centerline, up to 1013' MSL.
 Trees beginning 1.4 NM from DER, 148' left of centerline, up to 848' MSL.
 Trees beginning 1.5 NM from DER, 347' left of centerline, up to 860' MSL.
 Trees beginning 1.5 NM from DER, 1750' left of centerline, up to 863' MSL.
 Trees beginning 1.6 NM from DER, 184' right of centerline, up to 1029' MSL.
 Trees beginning 1.6 NM from DER, 241' left of centerline, up to 875' MSL.
 Tree 1.6 NM from DER, 1188' left of centerline, 876' MSL.
 Trees beginning 1.6 NM from DER, 19' left of centerline, up to 900' MSL.
 Trees beginning 1.6 NM from DER, 101' right of centerline, up to 1047' MSL.
 Trees beginning 1.7 NM from DER, 562' left of centerline, up to 932' MSL.
 Trees beginning 1.7 NM from DER, 404' left of centerline, up to 991' MSL.
 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 1252' MSL.
 Trees beginning 2.3 NM from DER, 1442' left of centerline, up to 1148' MSL.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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



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

25163

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 (24361) (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/159' MSL.

Rwy 30, terrain beginning 147' from DER, 284' right of centerline, 43' MSL.

Trees and terrain beginning 1044' from DER, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 585' from DER, 492' left of centerline, up to 100' AGL/159' MSL.

Trees beginning 707' from DER, 543' right of centerline, up to 100' AGL/159' MSL.

Rwy 15, trees beginning 276' from DER, 156' left of centerline, up to 100' AGL/159' MSL.

Pole 411' from DER, 475' right of centerline, 45' AGL/97' MSL.

Trees beginning 430' from DER, 79' right of centerline, up to 100' AGL/159' MSL.

Rwy 24, trees beginning 594' from DER, 201' left of centerline, up to 100' AGL/149' MSL.

Trees beginning 606' from DER, 442' right of centerline, up to 100' AGL/159' MSL.

Building 791' from DER, 266' left of centerline, 25' AGL/75' MSL.

Rwy 33, trees beginning 36' from DER, 120' left of centerline, up to 100' AGL/179' MSL.

Trees beginning 67' from DER, 75' right of centerline, up to 100' AGL/169' MSL.

WATERVILLE, ME

WATERVILLE RGNL (WVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, std w/min climb of 375' to 700, or 1000-2½ for VCOA.

VCOA:

Rwy 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Waterville Rgnl airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 615' from DER, 572' right of centerline, 66' AGL/358' MSL.

Tree 1201' from DER, 616' left of centerline, 57' AGL/366' MSL.

Rwy 14, tree 215' from DER, 292' right of centerline, 41' AGL/333' MSL.

Tree 238' from DER, 296' left of centerline, 42' AGL/333' MSL.

Tree 249' from DER, 509' left of centerline, 77' AGL/371' MSL.

Trees beginning 264' from DER, 257' right of centerline, up to 63' AGL/351' MSL.

Rwy 32, tree 590' from DER, 234' right of centerline, 67' AGL/334' MSL.

Tree 634' from DER, 134' left of centerline, 73' AGL/340' MSL.

Tree, building beginning 2121' from DER, 144' left of centerline, up to 82' AGL/419' MSL.

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.

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

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



25163

WESTERLY, RI

WESTERLY STATE (WST)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 02JUN11 (11153) (FAA)

TAKEOFF MINIMUMS:

Rwy 25, 300-1

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 36' from DER 57' right of centerline, up to 70' AGL/120' MSL.
Tree 789' from DER, 332' left of centerline, 41' AGL/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.

Rwy32, trees beginning 32' from DER, 46' right of centerline, up to 84' AGL/173' MSL.

Trees beginning 152' from DER, 41' left of centerline, up to 85' AGL/174' MSL.

WESTFIELD/SPRINGFIELD, MA

WESTFIELD-BARNES RGNL (BAF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 200-1½ or std. w/min. climb of 210' per NM to 600, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.**Rwy 15**, 400-1½ or std. w/min. climb of 460' per NM to 800.**Rwy 33**, std. w/min. climb of 340' per NM to 1800 or 1500-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 024° to 1700 before proceeding on course.**Rwy 15**, climb heading 154° to 1300 before proceeding on course.**Rwy 20**, climb heading 204° to 1400 before proceeding on course.**Rwy 33**, climb heading 334° to 1500 before proceeding on course.

VCOA:

Rwy 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Westfield-Barnes Rgnl airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 3074' from DER, 658' left of centerline, 77' AGL/352' MSL.

Tree 3231' from DER, 747' right of centerline, 72' AGL/350' MSL.

Tree 3377' from DER, 867' left of centerline, 75' AGL/354' MSL.

Tree 4381' from DER, 144' 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 558' 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.

CONT



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



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



25163

WESTFIELD/SPRINGFIELD, MA (CON'T)

WESTFIELD-BARNES RGNL (BAF) (CON'T)

Rwy 15 (CON'T), 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.

Terrain and trees beginning 1 NM from DER, 12' left of centerline, up to 592' MSL.

Trees beginning 1.3 NM from DER, 48' right of centerline, up to 464' MSL.

Tree 1.3 NM from DER, 313' right of centerline, 476' MSL.

Trees beginning 1.3 NM from DER, 6' right of centerline, up to 484' MSL.

Trees beginning 1.3 NM from DER, 212' right of centerline, up to 490' MSL.

Trees beginning 1.4 NM from DER, 102' right of centerline, up to 493' MSL.

Trees beginning 1.4 NM from DER, 107' right of centerline, up to 500' MSL.

Trees beginning 1.4 NM from DER, 392' right of centerline, up to 511' MSL.

Vehicles on road and trees beginning 1.4 NM from DER, 11' right of centerline, up to 512' MSL.

Vehicles on road and trees beginning 1.4 NM from DER, 292' right of centerline, up to 521' MSL.

Vehicles on road and trees beginning 1.4 NM from DER, 9' right of centerline, up to 524' MSL.

Trees beginning 1.5 NM from DER, 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 1594' from DER, 256' right of centerline, 76' AGL/318' MSL.

Tree 1597' from DER, 486' right of centerline, 80' AGL/320' MSL.

Trees beginning 1622' from DER, 47' left of centerline, up to 75' AGL/321' MSL.

Trees beginning 1676' from DER, 38' right of centerline, up to 87' AGL/329' MSL.

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.

Towers beginning 1.5 NM from DER, 2439' left of centerline, up to 307' AGL/545' MSL.

WESTOVER ARB/METROPOLITAN (KCEF)

SPRINGFIELD/CHICOPEE, MA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 19MAY22 (22139) (USAF)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 276' per NM to 1600.

Rwy 15, std. w/min. climb of 264' per NM to 1800.

Rwy 33, std. w/min. climb of 296' per NM to 1800.

CON'T



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



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NE-1



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



25163

WESTOVER ARB/METROPOLITAN (KCEF) (CON'T) SPRINGFIELD/CHICOPEE, MA (CON'T)

TAKEOFF OBSTACLE NOTES:

- Rwy 15**, multiple trees beginning 1374' from DER, extending from 891' right to 1395' left of centerline, up to 125' AGL/ 357' MSL.
Pylon 6019' from DER, 2141' left of centerline, 127' AGL/409' MSL.
Rwy 23, taxiing aircraft 87' from DER, 466' right of centerline, 32' AGL/267' MSL.
Multiple trees beginning 1194' from DER, extending from 199' right to 729' left of centerline, up to 125' AGL/371' MSL.
Pylon 4564' from DER, 1555' left of centerline, 125' AGL/371' MSL.
Rwy 33, multiple trees beginning 2830' from DER, extending from 456' right to 1230' left of centerline, up to 125' AGL/ 330' MSL.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:

- Rwy 10**, std. w/ min. climb of 670' per NM to 5100 or 3100-3 for climb in visual conditions.
Rwy 28, std. w/ min. climb of 540' per NM to 2300, or 400-2½ with minimum climb of 340' per NM to 2800, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

- Rwy 10**, climbing left turn direct GMA NDB thence ...
or for climb in visual conditions, cross Mount Washington RGNL Airport at or above 4000' MSL, then on course 250° to GMA NDB, thence ...
Rwy 28, climb direct GMA NDB thence ... or for climb in visual conditions, cross Mount Washington RGNL Airport at or above 4000' MSL, then on course 250° to GMA NDB, thence ...
... climb in GMA NDB holding pattern (hold West, left turns, 104° bearing inbound) to cross GMA NDB at or above 5500' MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

- Rwy 10**, train beginning 7' from DER, 467' left of centerline, up to 23' AGL/1125' MSL.
Bush 52' from DER, 373' right of centerline, 10' AGL/1082' MSL.
Trees beginning 61' from DER, left and right of centerline, up to 100' AGL/1418' MSL.
Rising terrain beginning 153' from DER, left and right of centerline, up to 1185' MSL.
Poles beginning 686' from DER, 379' left of centerline, 45' AGL/1128' MSL.
Rwy 28, train beginning 7' from DER, 469' right of centerline, up to 23' AGL/1085' MSL.
Vehicles on road beginning 8' from DER, left and right of centerline, up to 15' AGL/1097' MSL.
Rising terrain beginning 213' from DER, 485' left of centerline, up to 1303' MSL.
Trees beginning 269' from DER, left and right of centerline, up to 100' AGL/1438' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

- Rwy 9**, std. w/ min. climb of 411' per NM to 900, or 1100-2½ for climb in visual conditions.
Rwy 18, 300-2 or std. w/ min. climb of 434' per NM to 700.
Rwy 27, 300-2 or std. w/ min. climb of 270' per NM to 800.
Rwy 36, std. w/ min. climb of 405' per NM to 700, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

- Rwy 9**, climb heading 089° to 900 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 18, climb heading 170° to 1000 before turning right.
Rwy 27, climb heading 269° to 800 before proceeding on course.
Rwy 36, climb heading 358° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 9**, vehicle on road beginning 22' from DER, 461' right of centerline, up to 15' AGL/292' MSL.
Trees beginning 29' from DER, 92' right of centerline, up to 52' AGL/301' MSL.
Vehicle on road beginning 66' from DER, 188' left of centerline, up to 15' AGL/292' MSL.
Fence 75' from DER, 196' right of centerline, 6' AGL/277' MSL.
Poles beginning 284' from DER, left and right of centerline, up to 51' AGL/322' MSL.
Trees beginning 466' from DER, 229' right of centerline, up to 88' AGL/349' MSL.
Vehicle on road beginning 1110' from DER, left and right of centerline, up to 15' AGL/299' MSL.
Trees beginning 1147' from DER, left and right of centerline, up to 80' AGL/376' MSL.
Catenary beginning 1305' from DER, 126' right of centerline, up to 41' AGL/310' MSL.
Trees beginning 4005' from DER, left and right of centerline, up to 80' AGL/587' MSL.
Trees beginning 1.1 NM from DER, left and right of centerline, up to 80' AGL/668' MSL.
Rwy 18, vehicle in parking lot 17' from DER, 264' left of centerline, 15' AGL/264' MSL.
Trees beginning 47' from DER, 66' right of centerline, up to 80' AGL/315' MSL.
Trees beginning 123' from DER, 45' left of centerline, up to 80' AGL/326' MSL.
Pole 413' from DER, 147' left of centerline, 30' AGL/279' MSL.
Trees beginning 2097' from DER, 19' right of centerline, up to 80' AGL/412' MSL.
Trees beginning 2901' from MSL, 81' left of centerline, up to 80' AGL/418' MSL.

CON'T



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



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



25163

WILLIMANTIC, CT (CON'T)

WINDHAM (IJD) (CON'T)

Rwy 18 (CON'T), trees beginning 1.6 NM from DER, 2908' left of centerline, up to 80' AGL/516' MSL.

Rwy 27, trees beginning 122' from DER, 117' left of centerline, up to 63' AGL/272' MSL.

Trees beginning 134' from DER, 126' right of centerline, up to 55' AGL/264' MSL.

Trees beginning 193' from DER, left and right of centerline, up to 82' AGL/317' MSL.

Trees beginning 2981' from DER, 442' right of centerline, up to 83' AGL/539' MSL.

Rwy 36, tree 31' from DER, 502' left of centerline, 93' AGL/312' MSL.

Trees beginning 130' from DER, 157' right of centerline, up to 99' AGL/329' MSL.

Trees beginning 195' from DER, 22' left of centerline, up to 103' AGL/316' MSL.

Trees beginning 4742' from DER, 1397' left of centerline, up to 80' AGL/546' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 12AUG21 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, std. w/min. climb of 340' per NM to 1000 or 1200-3 for VCOA.

VCOA:

Rwy 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bradley Intl airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, lighting 9' from DER, 9' right of centerline, 2' AGL/163' MSL.

Tree 20' from DER, 464' left of centerline, 27' AGL/184' MSL.

Trees beginning 70' from DER, 494' left of centerline, up to 198' MSL.

Trees beginning 1227' from DER, 730' left of centerline, up to 230' MSL.

Tree 1956' from DER, 920' right of centerline, 78' AGL/231' MSL.

Trees beginning 1969' from DER, 30' right of centerline, up to 245' MSL.

Rwy 15, lighting 3' from DER, 5' left of centerline, 2' AGL/170' MSL.

Terrain 7' from DER, 7' right of centerline, 169' MSL.

Building 1413' from DER, 740' right of centerline, 38' AGL/204' MSL.

Tree 1520' from DER, 897' right of centerline, 49' AGL/219' MSL.

Trees beginning 2336' from DER, 743' left of centerline, up to 49' AGL/246' MSL.

Trees beginning 2864' from DER, 884' left of centerline, up to 251' MSL.

Rwy 24, lighting 2' from DER, 4' left of centerline, 2' AGL/174' MSL.

Fence and pole beginning 1239' from DER, 773' left of centerline, up to 36' AGL/215' MSL.

Tree 1945' from DER, 978' right of centerline, 237' MSL.

Trees beginning 2024' from DER, 912' right of centerline, up to 244' MSL.

Tree 3389' from DER, 598' left of centerline, 70' AGL/258' MSL.

Tree 3456' from DER, 1085' left of centerline, 276' MSL.

Trees beginning 3542' from DER, 619' left of centerline, up to 277' MSL.

Tree 3705' from DER, 490' right of centerline, 71' AGL/270' MSL.

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.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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



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NE-1



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



25163

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, 1382' 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.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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



25163

NE-1

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.
ANA 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**NA 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)

	Precision Approach	Non-Precision Approach
Standard	600-2	800-2
A Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	
US Military (USA/USN/USAF)	See Service Regulations	

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).

NAME ALTERNATE MINIMUMS

AUBURN/LEWISTON, ME

AUBURN/LEWISTON
MUNI (LEW).....**ILS or LOC Rwy 4¹³**
RNAV (GPS) Rwy 4²
RNAV (GPS) Rwy 22³

¹LOC, Category C, 800-2½; Category D, 900-2¾.

²Category C, 800-2¼; Category D, 900-2¾;

³NA when local weather not available.

AUGUSTA, ME

AUGUSTA STATE (AUG).....**ILS or LOC Rwy 17¹**
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 35²
VOR Rwy 35²

NA when local weather not available.

¹ILS, LOC, Category D, 900-2½.

²Category D, 900-2½.

BANGOR, ME

BANGOR INTL (BGR).....**ILS or LOC Rwy 33¹**
ILS Y or LOC Y Rwy 15²
RADAR-1³
RNAV (GPS) Rwy 15³
RNAV (GPS) Rwy 33³

¹ILS, LOC, Categories A, B, 1200-2; Categories C, D, E, 1200-3.

²ILS, Category D, 700-2; Category E, 700-2½;

LOC, Category E, 800-2½.

³Category E, 800-2½.

NAME ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY/
BAR HARBOR (BHB).....**ILS or LOC Rwy 22¹**
RNAV (GPS) Rwy 4²
RNAV (GPS) Rwy 22²

¹LOC, Category D, 800-2½.

²Category D, 800-2½.

BARRE-MONTEPIER, VT

EDWARD F
KNAPP STATE (MPV).....**RNAV (GPS) Rwy 17**
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 11¹²**
ILS or LOC Rwy 29¹²
RNAV (GPS) Rwy 23³⁴
RNAV (GPS) Z Rwy 11³⁴
RNAV (GPS) Z Rwy 29³

¹NA when control tower closed.

²LOC, Category C, 800-2¼; Category D, 800-2½.

³Category C, 800-2¼; Category D, 800-2½.

⁴NA when local weather not available.

NAME ALTERNATE MINIMUMS

BENNINGTON, VT

WILLIAM H MORSE

STATE (DDH).....**RNAV (GPS) Rwy 13**

NA when local weather not available.

Categories A, B, 1800-2; Category C, 1800-3.

BERLIN, NH

BERLIN

RGNL (BML).....**RNAV (GPS) Rwy 18**

NA when local weather not available.

Category A, 1100-2; Category B, 1200-2;

Category C, 1500-3; Category D, 1600-3.

BEVERLY, MA

BEVERLY RGNL (BVY).....**RNAV (GPS) Rwy 9¹**

RNAV (GPS) Rwy 16¹

RNAV (GPS) Rwy 27¹

RNAV (GPS) Rwy 34²

NA when local weather not available.

¹Category D, 800-2½.

²Category D, 800-2½.

BLOCK ISLAND, RI

BLOCK ISLAND

STATE (BID).....**RNAV (GPS) Rwy 10**

RNAV (GPS) Rwy 28

VOR Rwy 28

NA when local weather not available.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN

INTL (BOS).....**ILS or LOC Rwy 4R¹**

RNAV (GPS) Rwy 32²

¹LOC, NA when local weather not available.

²Categories A, B 900-2; Categories C, D, 900-2½.

BRIDGEPORT, CT

BRIDGEPORT/

SIKORSKY (BDR).....**ILS or LOC Rwy 6¹**

RNAV (GPS) Rwy 6²

RNAV (GPS) Rwy 24²

RNAV (GPS) Rwy 29²

¹LOC, Category C, 900-2½; Category D, 900-2¾.

²Category C, 900-2½; Category D, 900-2¾.

BRUNSWICK, ME

BRUNSWICK

EXEC (BXM).....**RNAV (GPS) Rwy 1R**

NA when local weather not available.

Category C, 800-2¾; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

BURLINGTON, VT

PATRICK LEAHY BURLINGTON

INTL (BTV).....**ILS or LOC Rwy 15¹²³**

ILS or LOC Rwy 33²⁴

RNAV (GPS) Rwy 15⁵

RNAV (GPS) Y Rwy 33⁶

RNAV (GPS) Z Rwy 33⁷

¹LOC, Category C, 900-2¾; Categories D, E, 1100-3.

²NA when control tower closed.

³NA when local weather not available.

⁴LOC, Categories A, B, 1000-2; Category C, 1000-2¾; Categories D, E, 1100-3.

⁵Category C, 900-2¾; Category D, 1100-3.

⁶Category C, 900-2½; Category D, 1100-3;

Category E, 1200-3.

⁷Categories A, B, C, D, E, 1700-5.

CARIBOU, ME

CARIBOU

MUNI (CAR).....**RNAV (GPS) Rwy 1**

RNAV (GPS) Rwy 19

NA when local weather not available.

Category D, 800-2½.

CHATHAM, MA

CHATHAM MUNI (CQX).....**RNAV (GPS)-B**

NA when local weather not available.

Category D, 800-2½.

CHESTER, CT

CHESTER (SNC).....**RNAV (GPS) Rwy 17**

RNAV (GPS) Rwy 35

NA when local weather not available.

CONCORD, NH

CONCORD

MUNI (CON).....**ILS or LOC Rwy 35¹**

RNAV (GPS) Rwy 12²

RNAV (GPS) Rwy 17²

RNAV (GPS) Rwy 35²

VOR-A²

NA when local weather not available.

¹LOC, Categories C, D, 1200-3.

²Categories C, D, 1200-3.

DANBURY, CT

DANBURY MUNI (DXR).....**LOC Rwy 8¹²³**

RNAV (GPS) Rwy 26²⁴

RNAV (GPS) Y Rwy 8²³

RNAV (GPS) Z Rwy 8²⁵

RNAV (GPS)-A⁶

¹NA when control tower closed.

²NA when local weather not available.

³Category B, 900-2; Category C, 900-2½;

Category D, 1100-3.

⁴Categories A, B, 900-2; Category C, 900-2½.

⁵Categories A, B, 900-2½.

⁶Categories A, B, 900-2; Category C, 900-2¾;

Category D, 1100-3.

NAME ALTERNATE MINIMUMS

EASTPORT, ME

EASTPORT MUNI (EPM).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.
Category D, 800-2½.

FALMOUTH, MA

CAPE COD COAST GUARD AIR
STATION (FMH).....ILS Z or LOC Z Rwy 23¹
ILS Z or LOC Z Rwy 32¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 23²³
RNAV (GPS) Rwy 32²

¹LOC, Category C, 800-2½; Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

³NA when local weather not available.

FITCHBURG, MA

FITCHBURG
MUNI (FIT).....RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 32²

NA when local weather not available.

¹Categories A, B, 1100-2; Category C, 1200-3.

²Category B, 1100-2; Category C, 1200-3.

FRENCHVILLE, ME

NORTHERN AROOSTOOK
RGNL (FVE).....RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 32

¹NA when local weather not available.

Category C, 900-2½; Category D, 900-2¾.

FRYEBURG, ME

EASTERN SLOPES
RGNL (IZG).....RNAV (GPS) Rwy 32
NA when local weather not available.
Category A, 900-2; Category B, 1000-2;
Category C, 1200-3.

GROTON (NEW LONDON), CT

GROTON-NEW
LONDON (GON).....ILS or LOC Rwy 5¹²
RNAV (GPS) Rwy 5³
RNAV (GPS) Rwy 23³
VOR Rwy 5³
VOR Rwy 23³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 900-2¾.

³Category D, 900-2¾.

HARTFORD, CT

HARTFORD-BRAINARD (HFD).....LDA Rwy 2¹³
RNAV (GPS) Rwy 2¹
VOR-A²

¹Category B, 900-2; Category C, 1000-2¾;

Category D, 1000-3.

²Categories A, B, 1200-2; Categories C, D, 1200-3.

³NA when control tower closed.

NAME ALTERNATE MINIMUMS

HIGHGATE, VT

FRANKLIN COUNTY
STATE (FSO).....RNAV (GPS) Rwy 1¹
RNAV (GPS) Rwy 19

NA when local weather not available.

¹Categories A, B, 800-2½.

HOULTON, ME

HOULTON INTL (HUL).....RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23¹

NA when local weather not available.

¹Category A, 900-2½; Category B, 1000-2½;

Category C, 1000-2¾.

HYANNIS, MA

CAPE COD
GATEWAY (HYA).....ILS or LOC Rwy 15¹²
ILS or LOC Rwy 24¹²
RNAV (GPS) Rwy 6³
RNAV (GPS) Rwy 15³
RNAV (GPS) Rwy 24³
RNAV (GPS) Rwy 33³
VOR Rwy 6⁴

NA when local weather not available.

¹NA when control tower closed.

²ILS, LOC, Category C, 900-2½;

Category D, 900-2½.

³Category C, 900-2½; Category D, 900-2½.

⁴Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-2¾.

JACKMAN, ME

NEWTON FLD (59B).....RNAV (GPS) Rwy 13¹
RNAV (GPS) Rwy 31²

NA when local weather not available.

¹Category A, 1000-2; Category B, 1200-2;

Category C, 1400-3.

²Category A, 1100-2; Category B, 1200-2;

Category C, 1400-3.

JAFFREY, NH

JAFFREY AIRFIELD SILVER
RANCH (AFN).....RNAV (GPS)-B
RNAV (GPS)-C
VOR-A¹

NA when local weather not available.

¹Categories A, B, 900-2.

KEENE, NH

DILLANT/
HOPKINS (EEN).....ILS or LOC Rwy 2¹
RNAV (GPS) Rwy 2²

NA when local weather not available.

¹LOC, Categories A, B, 1400-2; Category C,
1400-3; Category D, 1500-3.

²Category A, 900-2; Category B, 1000-2;

Category C, 1300-3; Category D, 1500-3.

NAME ALTERNATE MINIMUMS

LACONIA, NH

LACONIA MUNI (LCI).....**ILS or LOC Rwy 8¹**
RNAV (GPS) Rwy 8²
RNAV (GPS) Rwy 26³

NA when local weather not available.

¹LOC, Categories A, B, 1500-2;

Categories C, D, 1500-3.

²Category C, 1700-3; Category D, 2400-3.

³Categories A, B, 900-2; Category C, 900-3;

Category D, 1000-3.

LAWRENCE, MA

LAWRENCE

MUNI (LWM).....**ILS or LOC Rwy 5¹²**
RNAV (GPS) Rwy 5³
RNAV (GPS) Rwy 14³
RNAV (GPS) Rwy 23³

¹NA when control tower closed.

²LOC, Category C, 800-2¼; Category D, 1100-3.

³Category C, 800-2¼; Category D, 1100-3.

LEBANON, NH

LEBANON

MUNI (LEB).....**ILS or LOC Rwy 18¹**
RNAV (GPS) Rwy 7²
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 25⁴
RNAV (GPS) Rwy 36³

¹LOC, Category A, 1100-2; Category B, 1200-2;

Category C, 1300-3; Category D, 1500-3.

²Category A, 1100-2; Category B, 1200-2;

Category C, 1300-3; Category D, 1500-3.

³Categories A, B, 1200-2; Category C, 1300-3;

Category D, 1500-3.

⁴Category C, 1300-3; Category D, 1500-3.

LYNDONVILLE, VT

CALEDONIA

COUNTY (CDA).....**RNAV (GPS) Rwy 2**
 NA when local weather not available.
 Categories A, B, 900-2.

MANCHESTER, NH

MANCHESTER BOSTON

RGNL (MHT).....**ILS or LOC Rwy 6¹**
ILS or LOC Rwy 17¹
ILS or LOC Rwy 35¹
RNAV (GPS) Rwy 6³
RNAV (GPS) Y Rwy 17³
RNAV (GPS) Y Rwy 35²³

¹LOC, Category D, 900-2¾.

²NA when local weather not available.

³Category D, 900-2¾.

MANSFIELD, MA

MANSFIELD

MUNI (1B9).....**COPTER RNAV (GPS) Y Rwy 14**
RNAV (GPS) Rwy 32
RNAV (GPS) Z Rwy 14

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW
 FLD (GHG).....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24

NA when local weather not available.

Category B, 900-2.

MERIDEN, CT

MERIDEN MARKHAM

MUNI (MMK).....**RNAV (GPS) Rwy 36¹**
VOR Rwy 36²

¹NA when local weather not available.

²Categories A, B, 1000-2.

MILLINOCKET, ME

MILLINOCKET

MUNI (MLT).....**RNAV (GPS) Rwy 11¹²**
RNAV (GPS) Rwy 29¹³
VOR Rwy 29¹³

¹NA when local weather not available.

²Category D, 800-2¼.

³Category D, 1000-3.

MORRISVILLE, VT

MORRISVILLE-STOWE

STATE (MVL).....**RNAV (GPS) Y Rwy 19¹**
RNAV (GPS) Z Rwy 19²
RNAV (GPS)-A³

NA when local weather not available.

¹Categories A, B, 1500-2; Category C, 1500-3.

²Categories A, B, 1100-2½; Category C, 1300-3.

³Category A, 900-2; Category B, 1100-2;

Category C, 1300-3.

NANTUCKET, MA

NANTUCKET

MEML (ACK).....**ILS or LOC Rwy 6¹²**
ILS or LOC Rwy 24¹³
RNAV (GPS) Rwy 6⁴
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24⁴
RNAV (GPS) Rwy 33⁵
VOR Rwy 24⁴

NA when local weather not available.

¹NA when control tower closed.

²ILS, Category C, 700-2; Category D, 700-2¼;

LOC, Category D, 800-2¼.

³LOC, Category D, 800-2¼.

⁴Category D, 800-2¼.

⁵Category D, 1000-3.

NASHUA, NH

BOIRE FLD (ASH).....**ILS or LOC Rwy 14¹²**
RNAV (GPS) Rwy 14³
RNAV (GPS) Rwy 32³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2½.

³Category D, 800-2½.

NAME ALTERNATE MINIMUMS

NEW BEDFORD, MA

NEW BEDFORD

RGNL (EWB).....ILS or LOC Rwy 5¹

LOC BC Rwy 23²

RNAV (GPS) Rwy 5²

RNAV (GPS) Rwy 14³

RNAV (GPS) Rwy 23²

RNAV (GPS) Rwy 32²⁴

¹ILS, LOC, Category D, 900-3.

²Category D, 900-3.

³NA when local weather not available.

⁴Categories A, B, 900-2; Category C, D, 900-2½.

NEW HAVEN, CT

TWEED/NEW

HAVEN (HVN).....ILS or LOC Rwy 2¹²

RNAV (GPS) Rwy 2³

RNAV (GPS) Rwy 20³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category C, 800-2¼; Category D, 900-2¼.

³Category C, 800-2¼; Category D, 900-2¼.

NEWPORT, RI

NEWPORT

STATE (UUU).....RNAV (GPS) Rwy 16

VOR/DME Rwy 16

NA when local weather not available.

NEWPORT, VT

NORTHEAST KINGDOM

INTL (EFK).....

RNAV (GPS) Rwy 36

NA when local weather not available.

Category C, 1100-3.

NORTH ADAMS, MA

HARRIMAN-AND-

WEST (AQW).....

RNAV (GPS)-A¹

RNAV (GPS)-B²

¹Categories A, B, 2100-2; Category C, 2200-3.

²Category B, 2700-2; Category C, 2700-3.

NORTH KINGSTOWN, RI

QUONSET

STATE (OQU).....ILS or LOC Rwy 16¹²

RNAV (GPS) Rwy 16³

RNAV (GPS) Rwy 34³

VOR-A³

¹NA when control tower closed.

²ILS, LOC, Categories A, B, 900-2; Category C,

900-2½; Category D, 900-2¼.

³Category D, 900-2¼.

NORWOOD, MA

NORWOOD MEML (OWD).....

LOC Rwy 35

RNAV (GPS) Rwy 35

Categories C, D, 1200-3.

NAME

ALTERNATE MINIMUMS

ORANGE, MA

ORANGE MUNI (ORE).....RNAV (GPS) Rwy 32

VOR-A¹

NA when local weather not available.

¹Categories A, B, 1000-2; Category C, 1100-3;

Category D, 1200-3.

OXFORD, CT

WATERBURY-

OXFORD (OXC).....

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

Category D, 800-2¼.

PAWTUCKET, RI

NORTH CENTRAL

STATE (SFZ).....

RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

VOR-A

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF).....LOC Rwy 26¹

RNAV (GPS) Rwy 8²

RNAV (GPS) Rwy 26³

NA when local weather not available.

¹Category B, 1000-2; Category C, 1300-3;

Category D, 1500-3.

²Categories A, B, 1000-2½; Category C, 1300-3;

Category D, 1500-3.

³Categories A, B, 1100-2; Category C, 1300-3;

Category D, 1500-3.

PLAINVILLE, CT

ROBERTSON FLD (4B8).....RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 20

NA when local weather not available.

Category C, 800-2¼.

PLYMOUTH, MA

PLYMOUTH

MUNI (PYM).....

ILS or LOC Rwy 6

RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 24

RNAV (GPS) Rwy 33

NA when local weather not available.

NAME ALTERNATE MINIMUMS

SPRINGFIELD, VT

HARTNESS STATE
(SPRINGFIELD) (VSF).....RNAV (GPS) Rwy 5
Categories A, B, 1300-2; Categories C, D, 2100-3.
NA when local weather not available.

TAUNTON, MA

TAUNTON MUNI/KING
FLD (TAN).....RNAV (GPS) Rwy 12
NA when local weather not available.
Category D, 800-2½.

VINEYARD HAVEN, MA

MARTHA'S
VINEYARD (MVY).....ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 15²³
RNAV (GPS) Rwy 24²³
RNAV (GPS) Rwy 33²
VOR Rwy 6²

¹ILS, LOC, Category D, 800-2½.
²NA when local weather not available.
³Category D, 800-2½.

WATERVILLE, ME

WATERVILLE
RGNL (WVL).....ILS or LOC/DME Rwy 5¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23²

NA when local weather not available.
¹LOC, Category C, 800-2½; Category D, 800-2½.
²Category C, 800-2½; Category D, 800-2½.

WESTFIELD/SPRINGFIELD, MA

WESTFIELD-
BARNES RGNL (BAF).....ILS or LOC Rwy 20¹²
RNAV (GPS) Rwy 2³
RNAV (GPS) Rwy 20⁴
VOR or TACAN Rwy 2⁴
VOR Rwy 20⁴

NA when local weather not available.
¹NA when tower closed.
²LOC, Categories, A, B, 1000-2;
Category C, 1000-3; Categories D, E, 1400-3.
³Categories A, B, 1100-2; Category C, 1100-3;
Categories D, E, 1400-3.
⁴Categories A, B, 900-2; Category C, 900-2¾;
Categories D, E, 1400-3.

WHITEFIELD, NH

MOUNT WASHINGTON
RGNL (HIE).....RNAV (GPS) Y Rwy 10¹
RNAV (GPS) Z Rwy 10
NA when local weather not available.
¹Categories A, B, 900-2; Category C, 900-2¾.

NAME ALTERNATE MINIMUMS

WILLIMANTIC, CT

WINDHAM (IJD).....RNAV (GPS) Rwy 9¹
RNAV (GPS) Rwy 27¹
VOR-A
Category C, 900-2½.
¹NA when local weather not available.

WINDSOR LOCKS, CT

BRADLEY
INTL (BDL).....ILS or LOC Rwy 6¹
ILS or LOC Rwy 24²
ILS or LOC Rwy 33²
RNAV (GPS) Rwy 15³
RNAV (GPS) Rwy 33⁴
RNAV (GPS) Y Rwy 6⁴
RNAV (GPS) Y Rwy 24⁴

¹LOC, Categories A, B, 1000-2; Categories C, D,
1000-2½.
²LOC, Category C, 1000-2¾; Category D, 1100-3.
³Categories A, B, 900-2½; Category C, 1000-2¾.
⁴Category C, 1000-2¾; Category D, 1100-3.

WISCASSET, ME



WISCASSET (IWI).....RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

WORCESTER, MA

WORCESTER
RGNL (ORH).....ILS or LOC Rwy 11¹²³
ILS or LOC Rwy 29¹²³
RNAV (GPS) Rwy 11⁴
RNAV (GPS) Rwy 29¹⁴
RNAV (GPS) Rwy 33¹⁴
VOR/DME Rwy 33¹⁴

¹NA when local weather not available.
²NA when control tower closed.
³LOC, Categories C, D, 1000-3.
⁴Categories C, D, 1000-3.

RADAR INSTRUMENT APPROACH MINIMUMS



BANGOR, ME
BANGOR INTL (BGR)
RADAR-1 118.925 239.3  

Amdt 5, 27APR17 (17117) (FAA)

ELEV 192

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	
ASR	33		AB	600/24	437	(500-½)	
			CDE	600/40	437	(500-¾)	
	15		AB	700/24	508	(600-½)	
			CDE	700/55	508	(600-1¼)	
C CIRCLING	ALL RWY		A	700-1	508	(600-1)	
			B	720-1	528	(600-1)	
			C	740-1½	548	(600-1½)	
			D	820-2	628	(700-2)	
			E	880-2½	688	(700-2½)	

Circling not authorized Northeast of Rwy 15-33.
For inoperative ALS, increase S-15 CAT C/D/E visibility to 1¾ SM, and S-33 CAT E visibility to 1¼ SM.

PORTSMOUTH, NH
PORTSMOUTH INTL AT PEASE (PSM)
RADAR-1 125.05 269.4   NA

Amdt 1B, 18APR24 (24109) (FAA)

ELEV 100

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR	34	3.0°/64/1221	ABCDE	284/24	200	(200-½)
ASR	16		ABC	520/40	420	(500-¾)
			DE	520/50	420	(500-1)
	34		ABC	560/40	476	(500-¾)
			D	560/50	476	(500-1)
			E	560/60	476	(500-1¼)
CIRCLING	ALL RWY	AB	560-1¼	460	(500-1¼)	
		C	680-1½	580	(600-1½)	
		D	780-2¼	680	(700-2¼)	
		E	800-2½	700	(700-2½)	

Circling NA east of Rwy 16/34.
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 1 ¾ mile.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS

23278

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.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
BEDFORD, MA			
LAURENCE G HANSCOM			
FLD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,662 feet
BEVERLY, MA			
BEVERLY RGNL (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
BRIDGEPORT/SIKORSKY (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
PATRICK LEAHY BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	Twy A	3,600 feet
	33	01-19	2,900 feet
HYANNIS, MA			
CAPE COD GATEWAY (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEML (ACK)	06	15-33	4,316 feet
	33	06-24	3,650 feet
NORWOOD, MA			
NORWOOD MEML (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL			
JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,100 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	24	15-33	5,850 feet
	33	06-24	4,550 feet

23278

NE-1, 12 JUN 2025 to 07 AUG 2025

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24361

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 ellipses 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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA LAURENCE G HANSCOM FLD (BED)	HS 1	Pilots become confused with the wide expanse of pavement and convergence of numerous twys.
BEVERLY, MA BEVERLY RGNL (BVY)	HS 1	Rwy incursion risk. Rwy 16-34 at Twy E. Direct access to Rwy from East ramp.
	HS 2	Maintain vigilance on Twy E while taxiing to Rwy 27. Be alert to not miss the turn onto Twy H.
	HS 3	Rwy Incursion Risk. Rwy 16-34 and Twy A. Runway Position Holding Markings further from Rwy than expected with abnormal angle.
BOSTON, MA GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Maintain vigilance when taxiing on Rwy 15L-33R apch Rwy 04L-22R.
	HS 2	Twy N and Rwy 15R-33L.
	HS 3	Maintain vigilance on Twy E and Twy K when apch Rwy 04L-22R.
	HS 4	Maintain vigilance on Twy C when apch Rwy 09-27.
		Maintain vigilance on Twy D when apch Rwy 15R-33L.
BURLINGTON, VT PATRICK LEAHY BURLINGTON INTL (BTV)	HS 1	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.
	HS 2	Wrong rwy departure risk. Wide expanse of pavement confusing pilots instructed to depart Rwy 19.
	HS 3	Maint vigilance approaching Rwy 01-19 on Twy B from Twy A or after exiting Rwy 15-33. Observe elevated rwy guard lights.
	HS 4	Maint vigilance approaching Rwy 01-19 on Twy C from Twy A. Observe elevated rwy guard lights.
DANBURY, CT DANBURY MUNI (DXR)	HS 1	Maintain vigilance confusing twy configuration. Pilots unfamiliar should ask for progressives.
	HS 2	Area not visible from the twr.
	HS 3	Active ramp adjacent to twy.
	HS 4	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.
GROTON (NEW LONDON), CT GROTON-NEW LONDON (GON)	HS 1	When Idg Rwy 15-33 and exit on Twy C, you immediately enter the parallel Twy B.
	HS 2	When Idg Rwy 15-33 and exit on Twy J, you immediately enter the parallel Twy B.
HARTFORD, CT HARTFORD-BRAINARD (HFD)	HS 1	Helipad 1 is near the intersection of Twy A and H, north apron, and Twy A north of Twy H.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

24361

24361

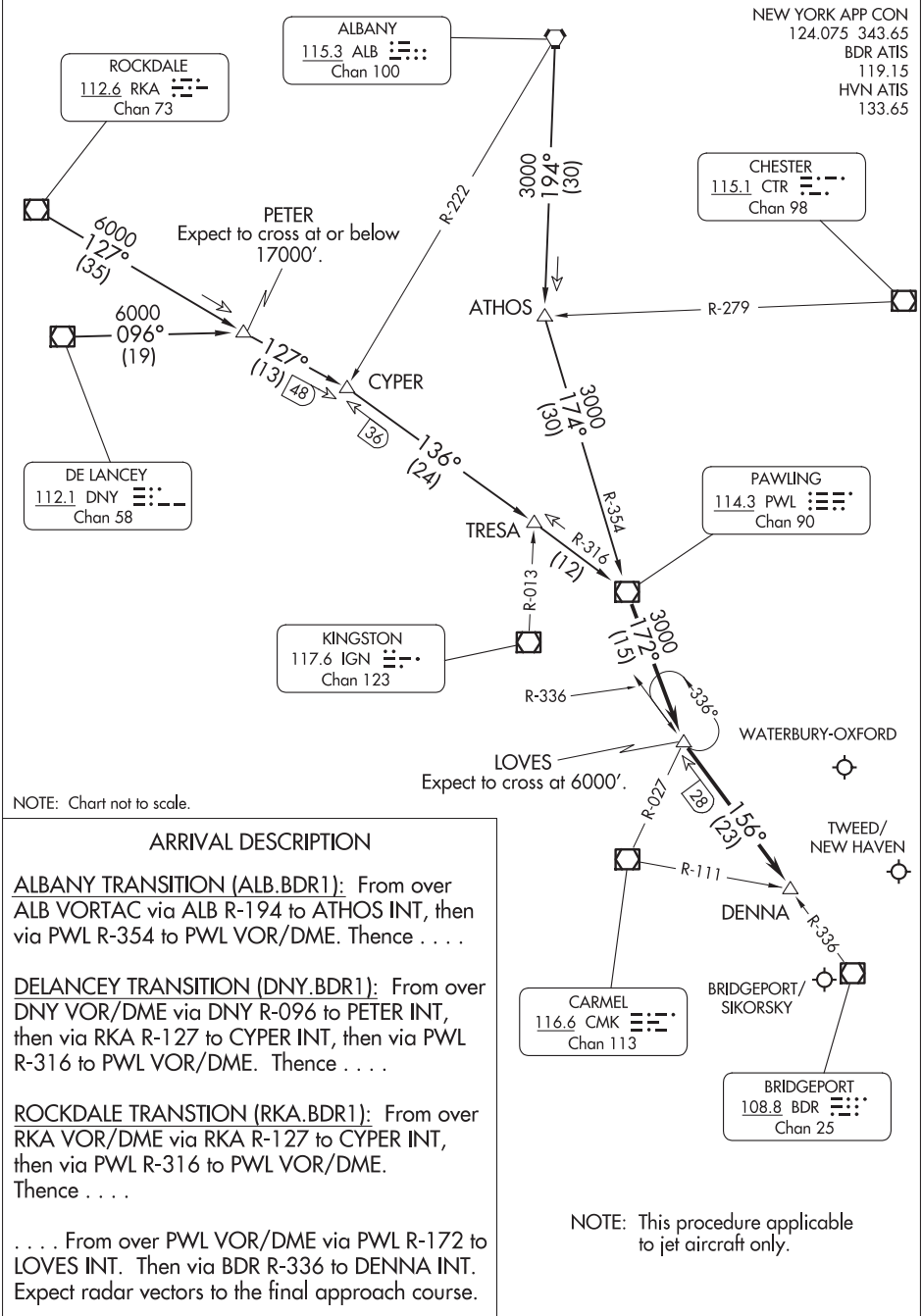
HOT SPOTS

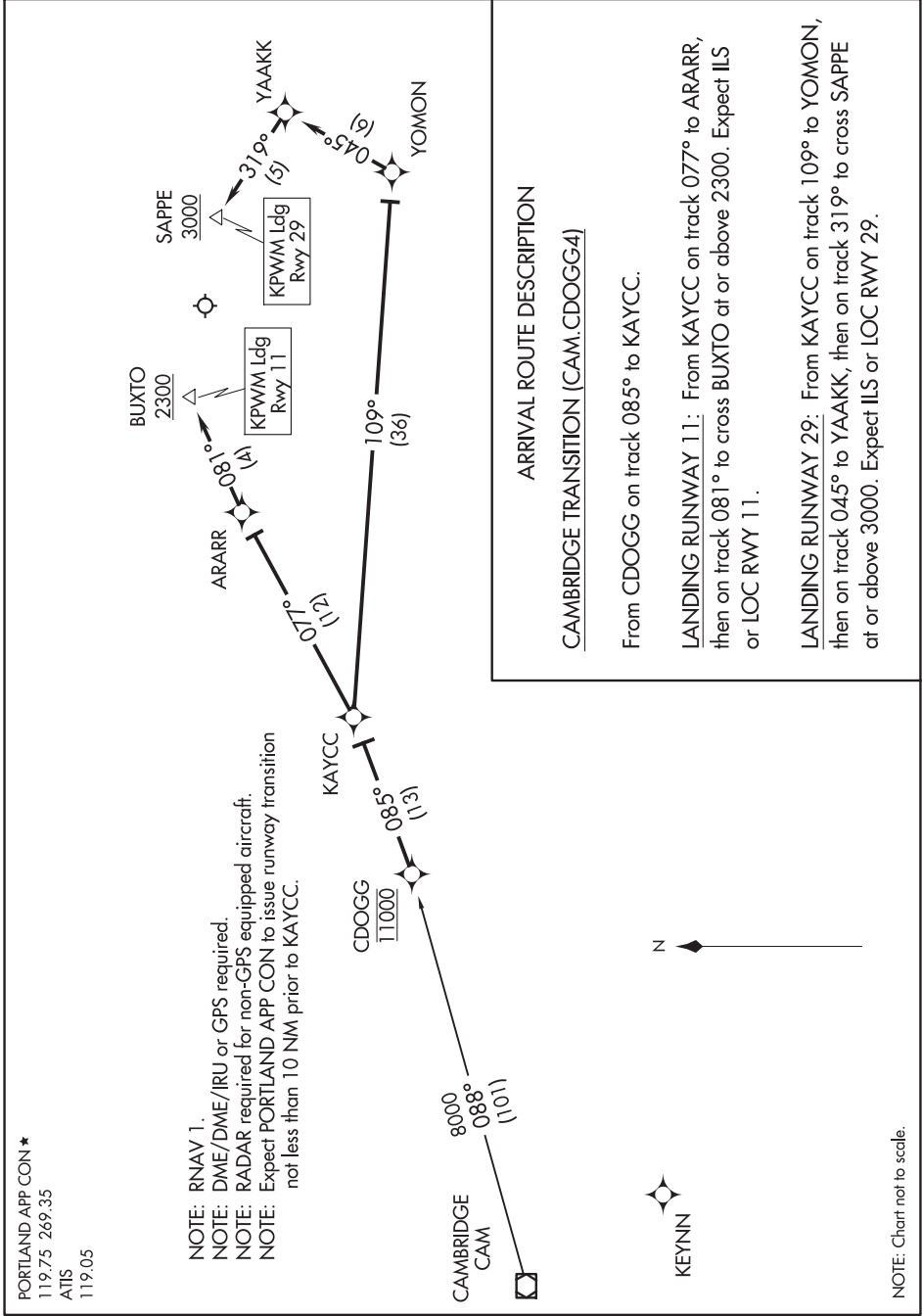
(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAWRENCE, MA LAWRENCE MUNI (LWM)	HS 1	Maintain vigilance approaching Rwy 05-23 hold lines.
	HS 2	Maintain vigilance on Twy A; hold line to Rwy 14-32 appears quickly.
LEBANON, NH LEBANON MUNI (LEB)	HS 1	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.
	HS 2	Access to Rwy 07-25 at B2 or B1 from North ramp creates risk for a runway incursion. Look for elevated guard lights.
	HS 3	Acft routinely back taxi on Rwy 18-36.
NANTUCKET, MA NANTUCKET MEML (ACK)	HS 1	Maint vigilance while taxiing. High tfc area.
	HS 2	Maint vigilance while taxiing. High tfc area.
	HS 3	Maint vigilance while taxiing. High tfc area.
	HS 4	Maint vigilance Twy H and Twy E. High tfc area.
PORTLAND, ME PORTLAND INTL JETPORT (PWM)	HS 1	Acft taxiing southbound on Twy C must be alert to not miss the turn at Twy A and enter Rwy 11-29 w/o authorization.
	HS 2	Acft taxiing 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.
PROVIDENCE, RI RHODE ISLAND TF GREEN INTL (PVD)	HS 1	Maint vigilance at Twy M and Twy C due to vast amount of pavement and multiple rwy hold lines in close proximity of rwy.
	HS 2	Int of Rwy 16-34, Twy V, Twy N, and Twy T -complex int with a convergence of numerous twys with Rwy 16-34.
	HS 3	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.
	HS 4	Maintain vigilance dep northwest ramp. Twy S is immed adj to northwest ramp. Acft could inadvertently enter Rwy 16-34.
	HS 5	Maint vigilance hold short for Rwy 34 not where expected.
WESTFIELD/SPRINGFIELD, MA WESTFIELD-BARNES RGNL (BAF)	HS 1	Maintain vigilance departing ramp. Twy A and Twy B complex int in close proximity to Rwy's.
	HS 2	Unusual location for Rwy hold position marking on Twy A for Rwy 15.
WINDSOR LOCKS, CT BRADLEY INTL (BDL)	HS 1	Aircraft on Twy S missing Twy C may enter Rwy 24.
	HS 2	Aircraft on Twy D missing Twy S may enter Rwy 33.

*See appropriate Chart Supplement HOT SPOT table for additional information.

24361





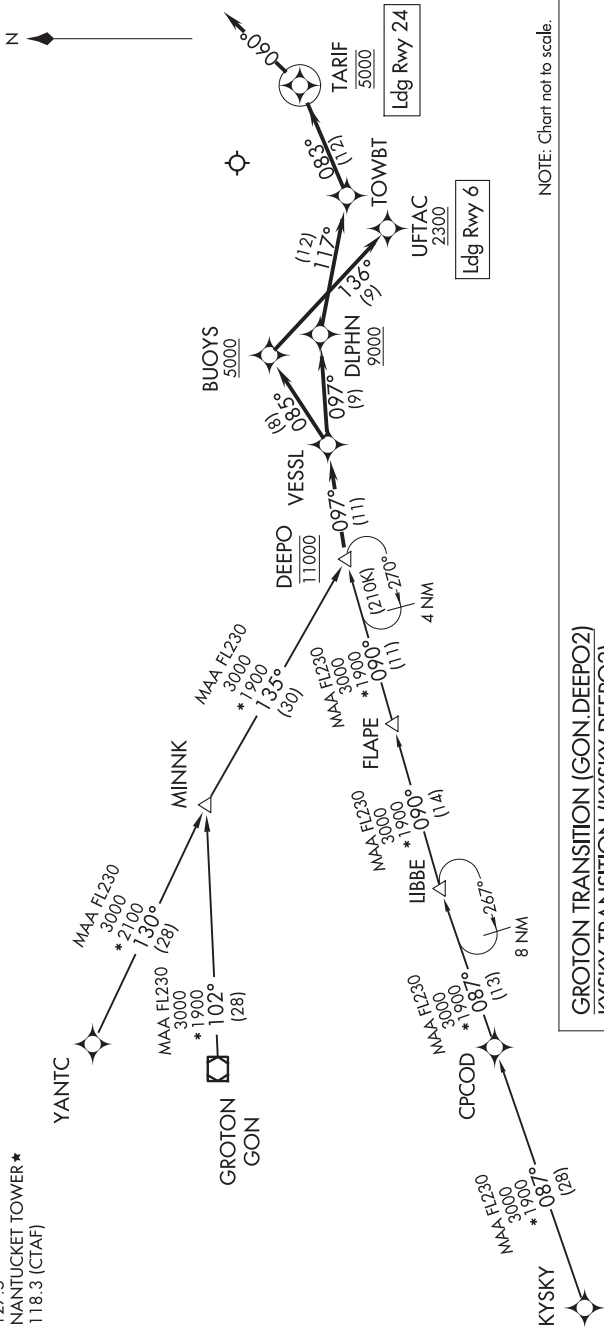
BOSTON APP CON
133.75 318.1
ATIS
127.5
NANTUCKET TOWER ★
118.3 (CTAF)

RNAV 1 - DME/DME/IRU or GPS
RADAR required

(DEEPO.DEEPO2) 25107
DEEPO TWO ARRIVAL (RNAV)

AL-659 (FAA)

NANTUCKET MEML (ACK)
NANTUCKET, MASSACHUSETTS



NOTE: Chart not to scale.

GROTON TRANSITION (GON.DEEPO2)
KYSKY TRANSITION (KYSKY.DEEPO2)
YANTIC TRANSITION (YANTIC.DEEPO2)

From DEEPO on track 097° to VESSL.

LANDING RUNWAY 6: From VESSL on track 085° to cross BUOYS at or above 5000, then on track 136° to cross UFTAC at or above 2300. Expect ILS or LOC RWY 6 approach.
LANDING RUNWAY 24: From VESSL on track 097° to cross DIPHN at or above 9000, then on track 117° to TOWBT, then on track 083° to cross TARIF at 5000, then on track 060°. Expect RADAR vectors to final approach course.

DEEPO TWO ARRIVAL (RNAV)
(DEEPO.DEEPO2) 17APR25

NANTUCKET, MASSACHUSETTS
NANTUCKET MEML (ACK)

(MAD.DPK3) 23334

AL-460 (FAA)

DEER PARK THREE ARRIVAL

WINDSOR LOCKS, CONNECTICUT

BRADLEY APP CON
123.95 290.55 (061-240)
125.35 281.5 (241-060)
BDL D-ATIS
118.15

WESTFIELD-BARNES
RGNL

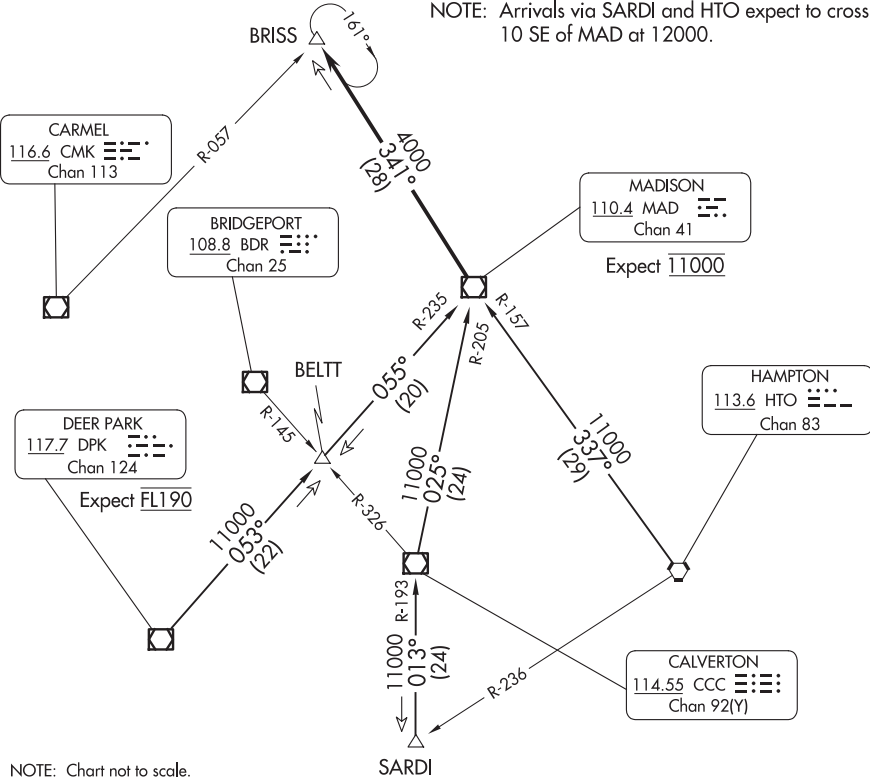


WESTOVER ARB/
METROPOLITAN



BRADLEY
INTL

NOTE: Applicable to arrivals 11000 and above.
NOTE: RADAR required.
NOTE: Arrivals via SARDI and HTO expect to cross
10 SE of MAD at 12000.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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.

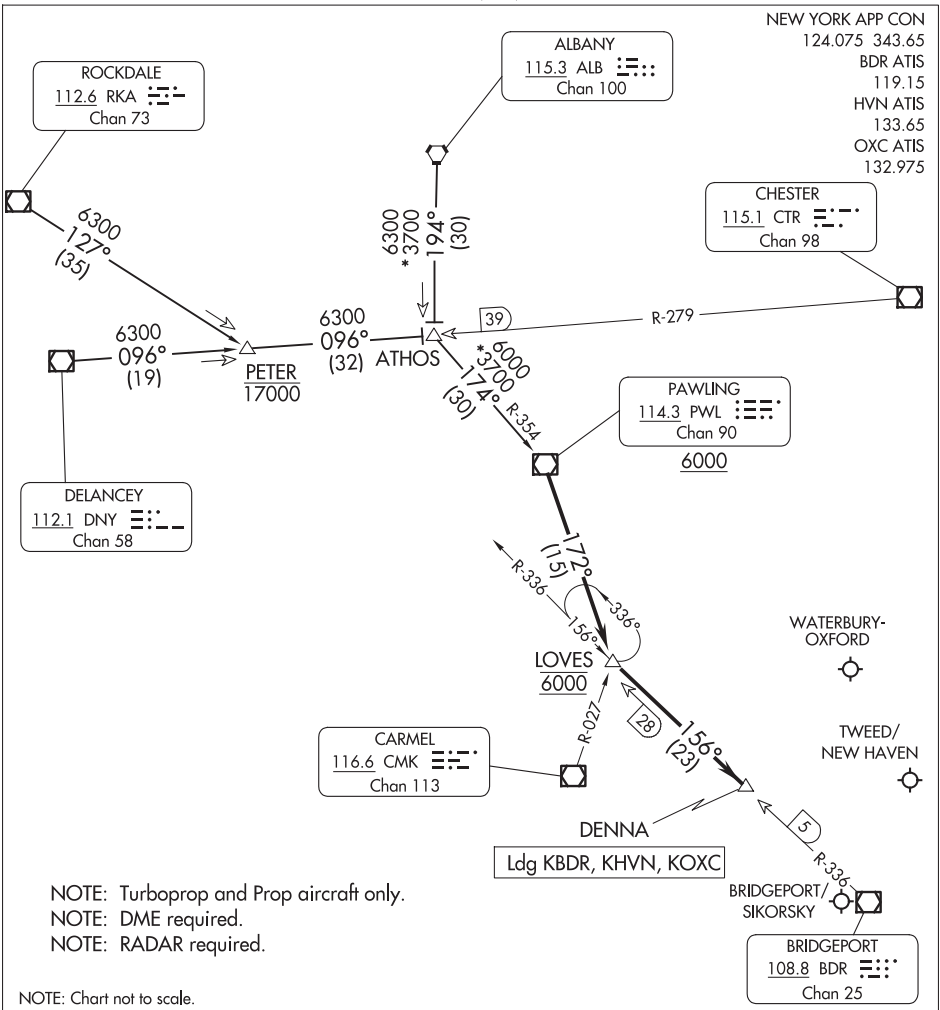
DEER PARK THREE ARRIVAL

WINDSOR LOCKS, CONNECTICUT

(MAD.DPK3) 25OCT07

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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.

BEDFORD, MASSACHUSETTS

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.

GRAYM SIX ARRIVAL

AL-626 (FAA)

BEDFORD, MASSACHUSETTS

BOSTON APP CON
124.4 279.6
BRADLEY APP CON
119.0 327.1
BED ATIS
124.6
BVY ATIS
119.2
LWM ATIS
126.75

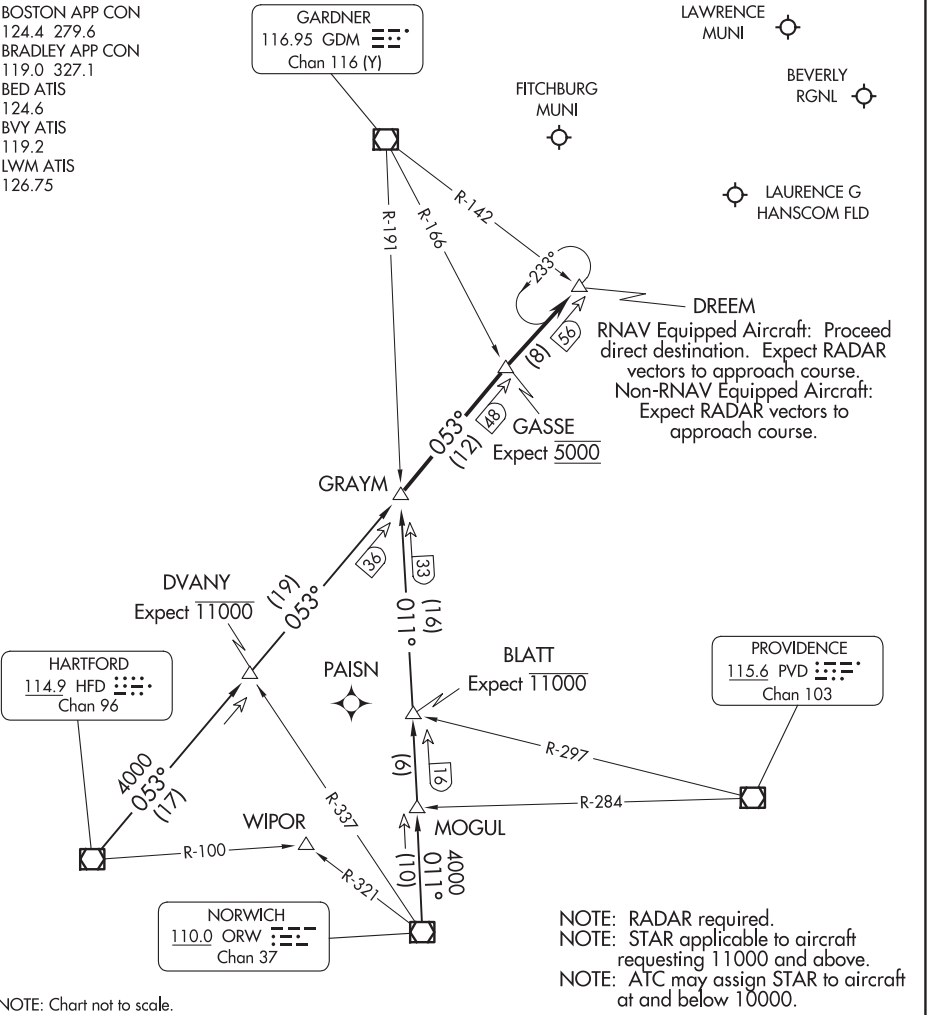
GARDNER
116.95 GDM
Chan 116 (Y)

LAWRENCE
MUNI

FITCHBURG
MUNI

BEVERLY
RGNL

LAURENCE G
HANSCOM FLD



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HARTFORD TRANSITION (HFD.GRAYM6): From over HFD VOR/DME on HFD R-053 to GRAYM. Thence. . . .
NORWICH TRANSITION (ORW.GRAYM6): From over ORW VOR/DME on ORW R-011 to GRAYM. Thence. . . .
. . . . From over GRAYM on HFD R-053 to GASSE, then to DREEM, at DREEM:
RNAV EQUIPPED AIRCRAFT: Proceed direct destination expect radar vectors to approach course.
NON-RNAV EQUIPPED AIRCRAFT: Expect radar vectors to approach course.

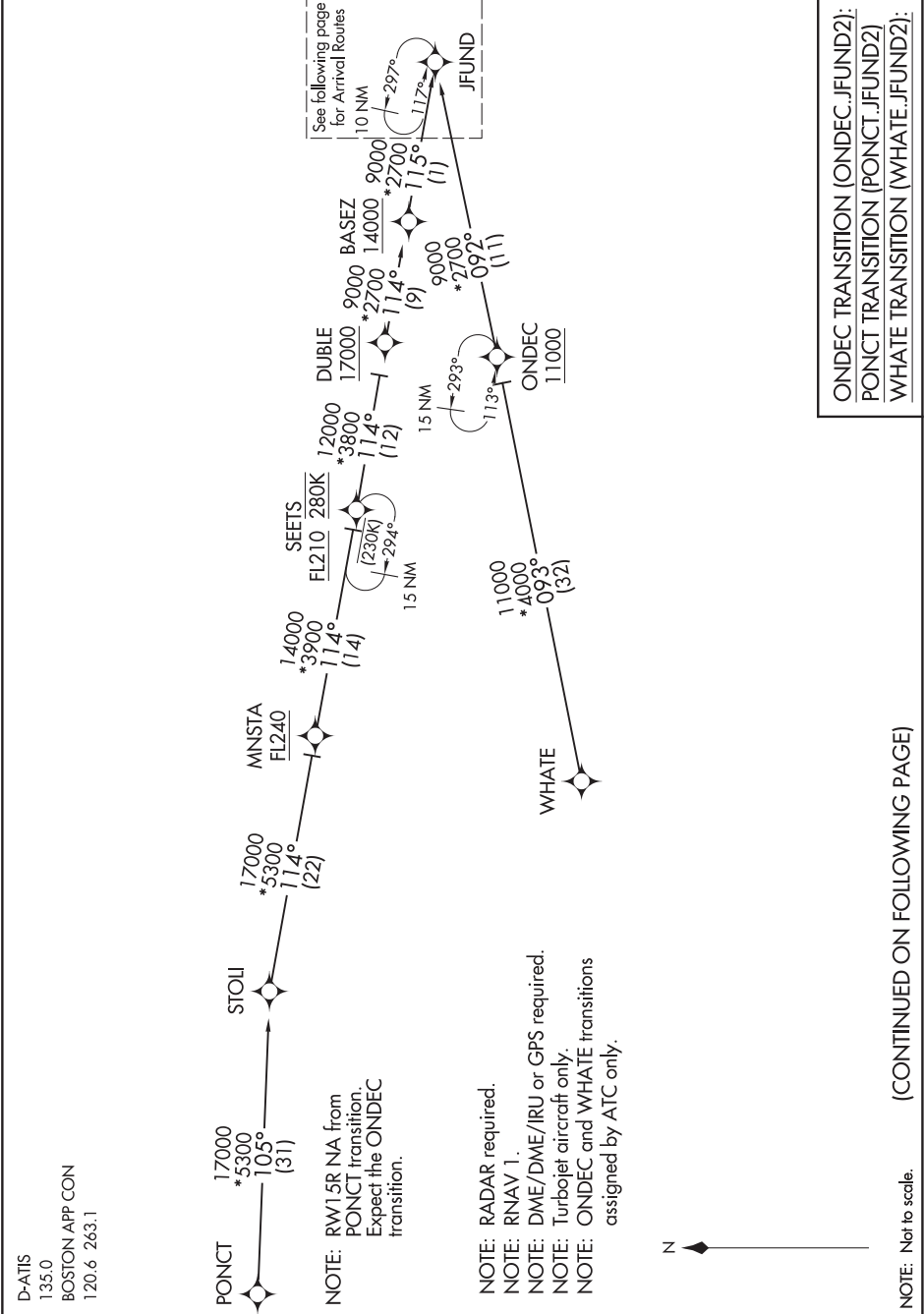
GRAYM SIX ARRIVAL

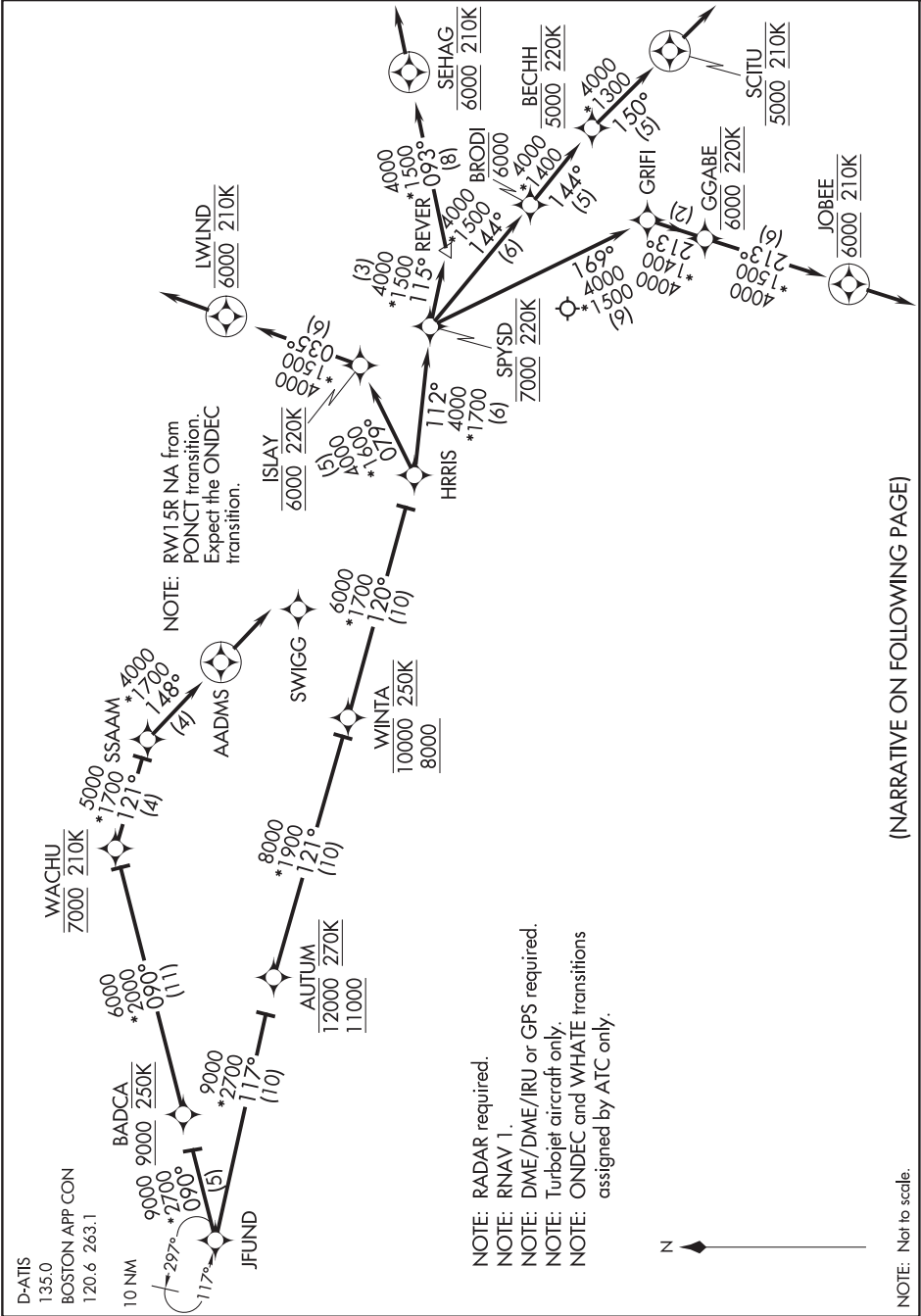
BEDFORD, MASSACHUSETTS

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NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025





NE-1, 12 JUN 2025 to 07 AUG 2025

(NARRATIVE ON FOLLOWING PAGE)

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(JFUND.JFUND2) 17285

JFUND TWO ARRIVAL(RNAV)

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

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.

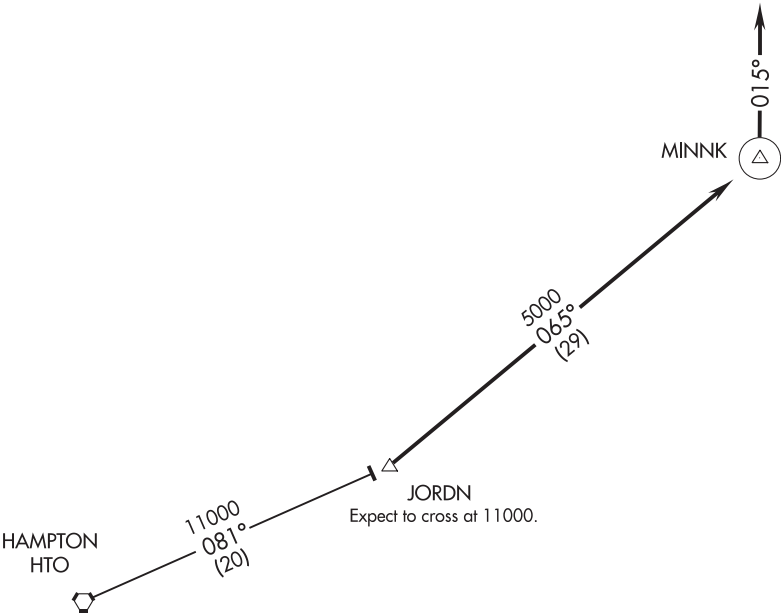
LANDING RUNWAYS 32, 33L: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 112° to cross SPYSD at 7000 and at 220K, then on track 144° to cross BRODI at or below 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.

JFUND TWO ARRIVAL(RNAV)

(JFUND.JFUND2) 12OCT17

BOSTON, MASSACHUSETTS
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

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.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HAMPTON TRANSITION (HTO.JORDN2):

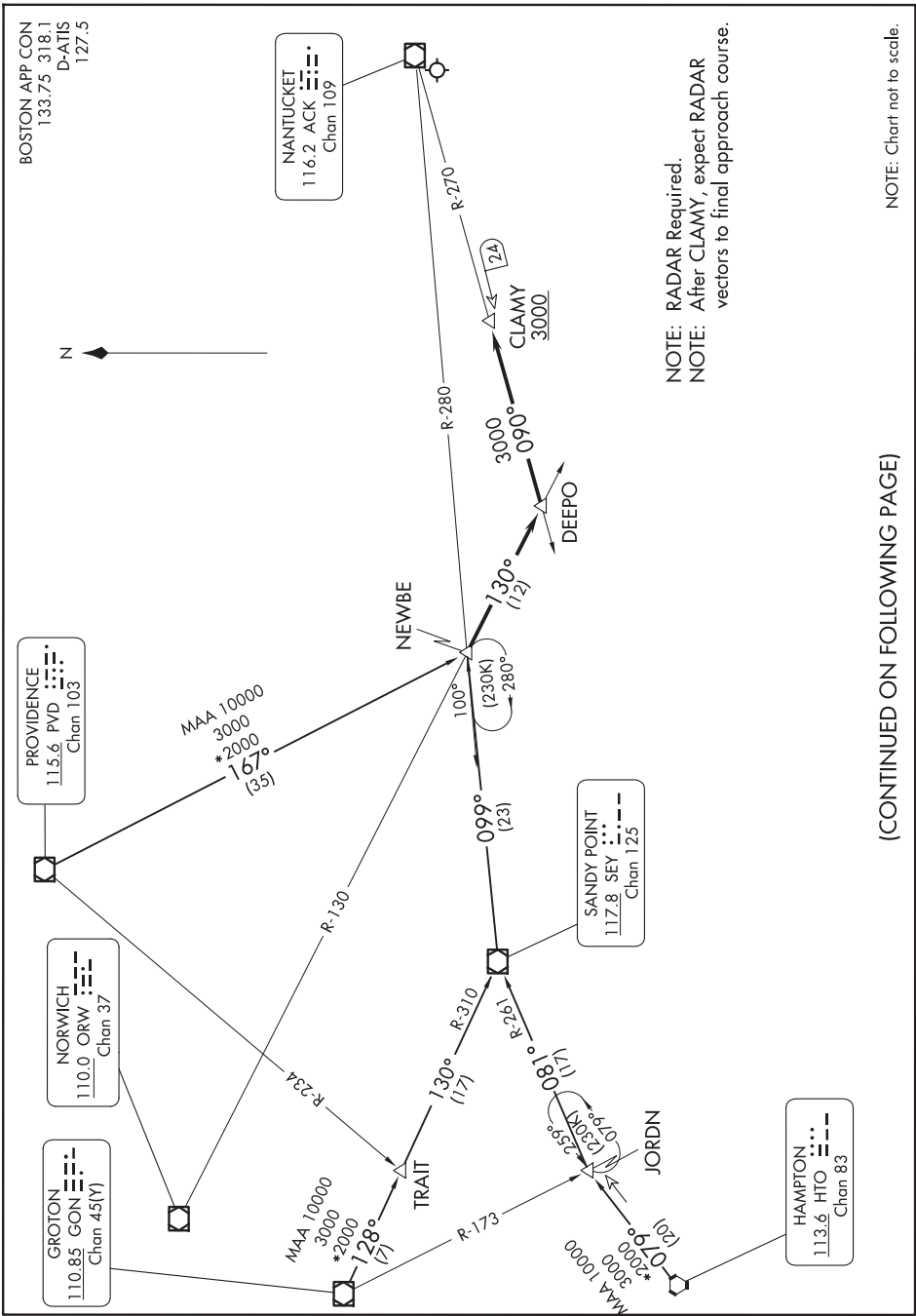
... From JORDN, via 065° track to MINNK. Depart MINNK heading 015°, expect RADAR vectors to final approach course.

NEWBE THREE ARRIVAL

AL-659 (FAA)

NANTUCKET MEML (ACK)
NANTUCKET, MASSACHUSETTS

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(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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NEWBE THREE ARRIVAL

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

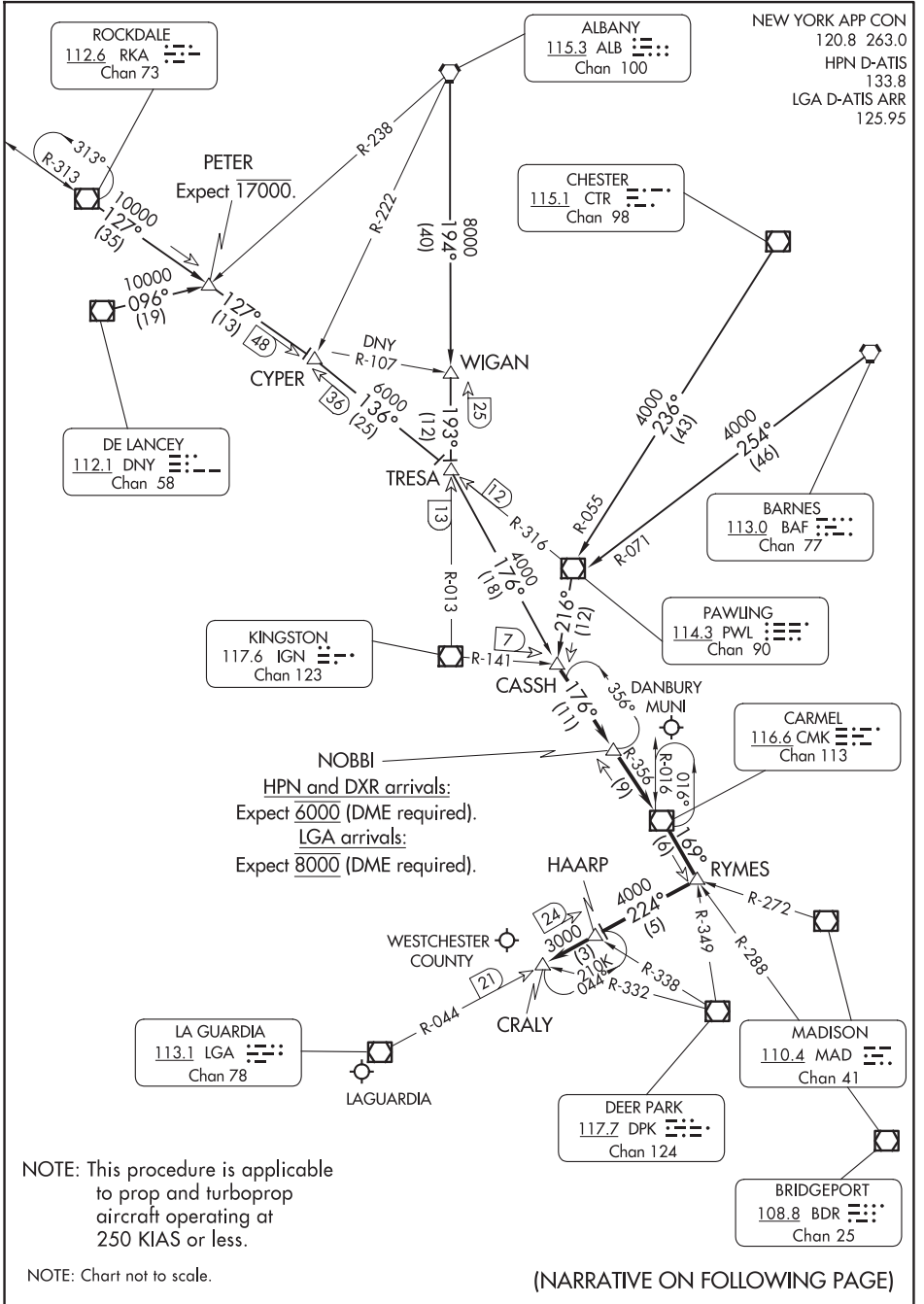
. . . . From over NEWBE on ORW R-130 to DEEPO, then on ACK R-270 to cross CLAMY at or above 3000. After CLAMY, expect vectors to the final approach course.

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NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



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NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK

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. . . .

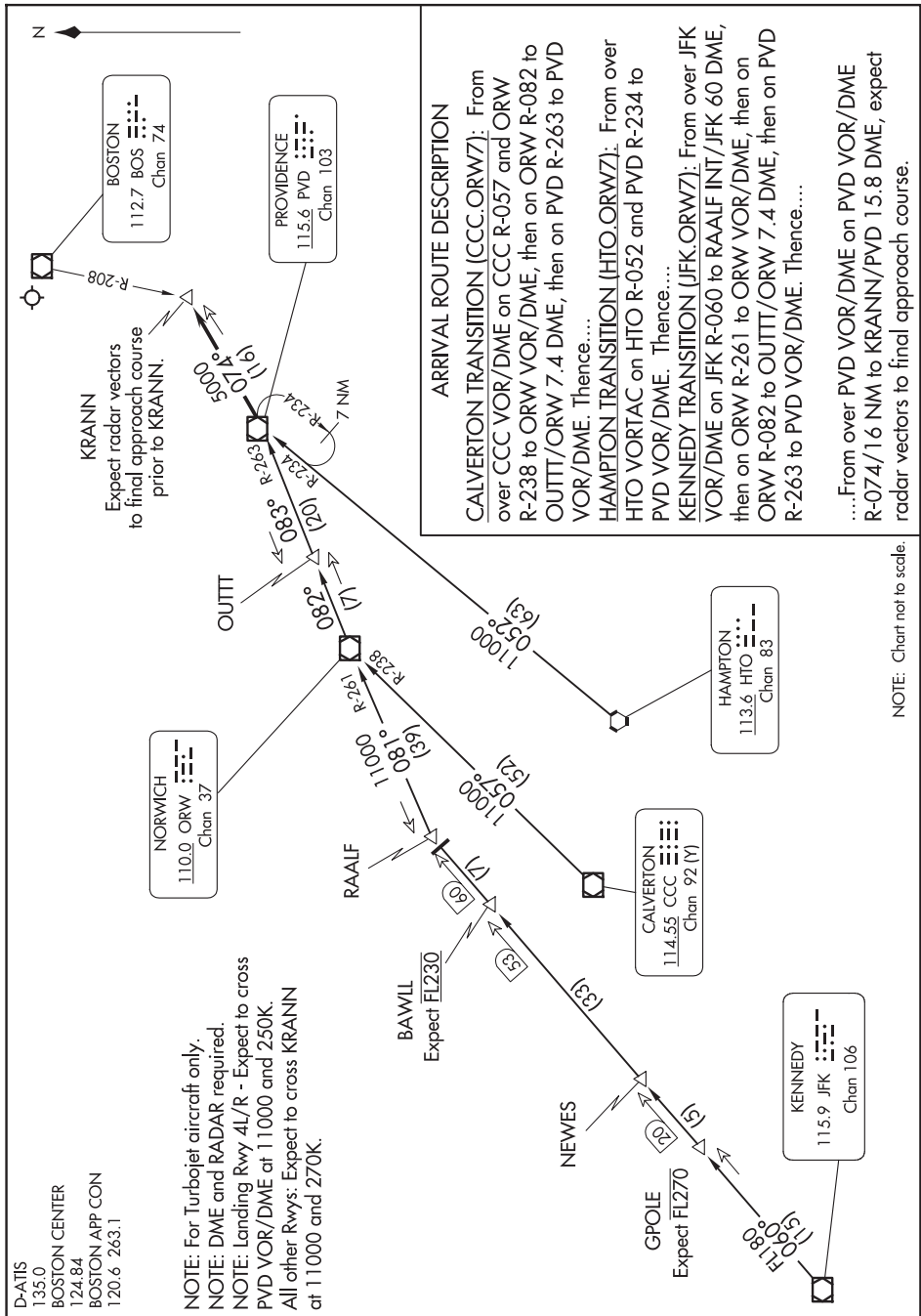
. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

(ORW.ORW7) 23334

NORWICH SEVEN ARRIVAL

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

NE-1, 12 JUN 2025 to 07 AUG 2025



NORWICH SEVEN ARRIVAL

(ORW.ORW7) 21JUL16

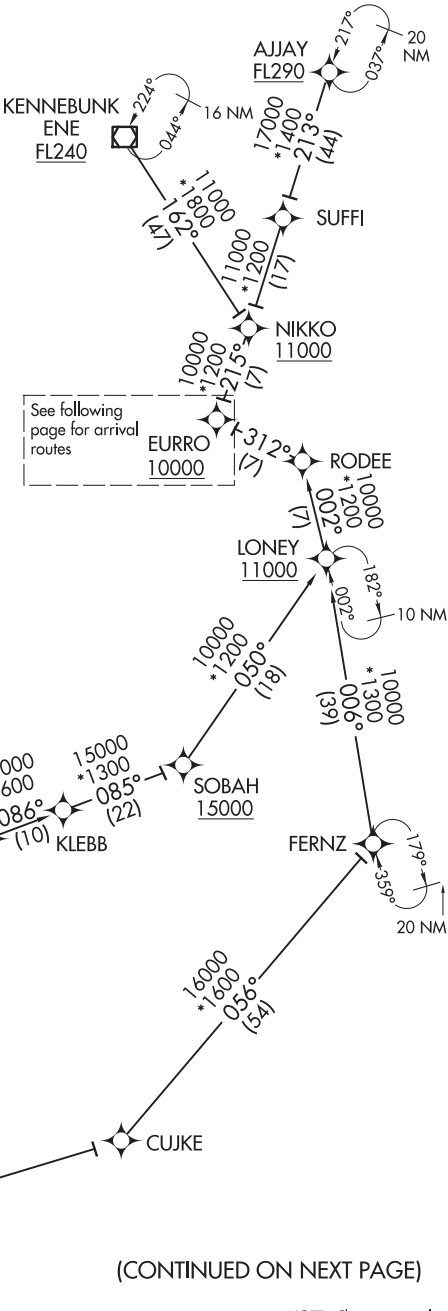
BOSTON, MASSACHUSETTS
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NE-1, 12 JUN 2025 to 07 AUG 2025

D-ATIS
135.0
BOSTON APP CON
120.6 263.1

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: FEXXX, MERIT, PROVI, RIFLE transitions assigned by ATC only.

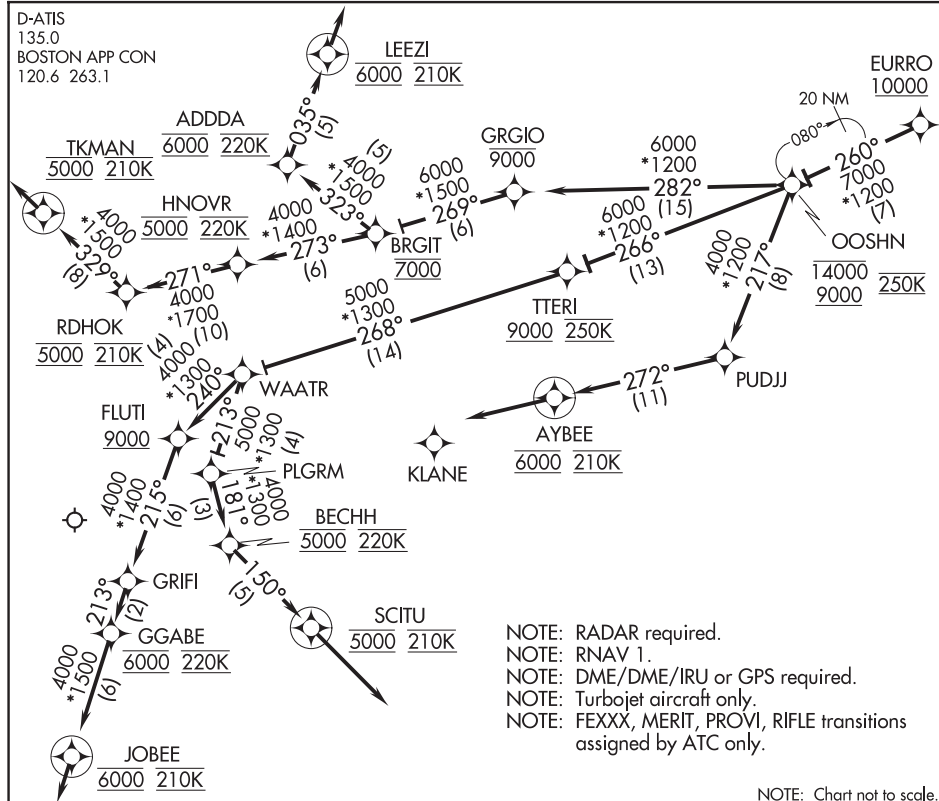
- AJJAY TRANSITION (AJJAY.OOSH5)
FERNZ TRANSITION (FERNZ.OOSH5)
FEXXX TRANSITION (FEXXX.OOSH5)
KENNEBUNK TRANSITION (ENE.OOSH5)
MERIT TRANSITION (MERIT.OOSH5)
PROVI TRANSITION (PROVI.OOSH5)
RIFLE TRANSITION (RIFLE.OOSH5)



OOSHIN FIVE ARRIVAL (RNAV) Arrival Routes

BOSTON, MASSACHUSETTS

D-ATIS
135.0
BOSTON APP CON
120.6 263.1



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.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

Landing Rwys 4L/R: From OOSHN on track 266° to cross TTER1 at or above 9000 and at 250K, then on track 268° to WAATR, then on track 240° to cross FLUT1 at or above 9000, then on track 215° to GRIF1, 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° 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 Rwys 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 PUDJJ, then on track 272° to cross AYBEE at 6000 and at 210K, then on track 272°. Expect RADAR vectors to final approach course.

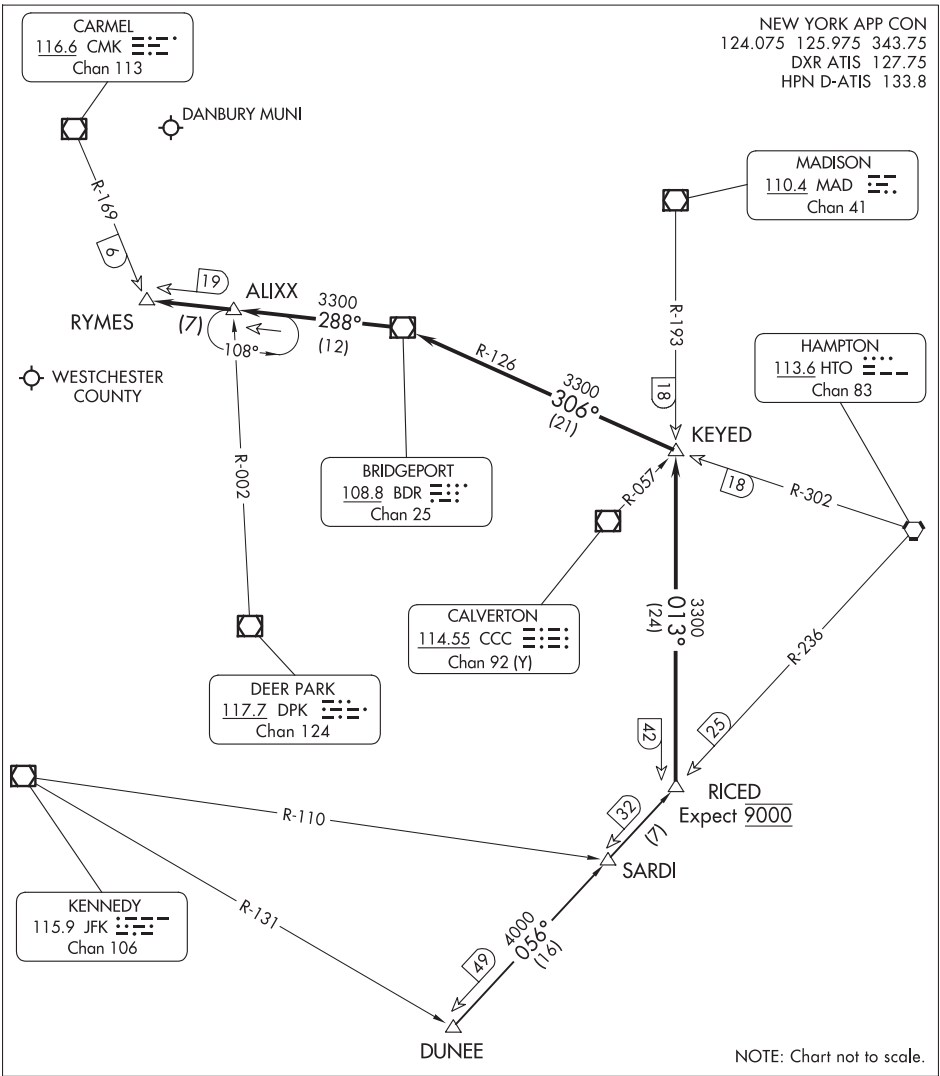
Landing Rwy's 32, 33L: From OOSH on track 266° to cross TTERI at or above 9000 at 250K, then on track 268° to WAATR, then on track 213° to PLGRM, then on track 181° to cross BECHH at 5000 and at 220K, then on track 150° to cross SCITU at 5000 and at 210K, then on track 150°. Expect RADAR vectors to final approach course.

OOSHN FIVE ARRIVAL (RNAV) Arrival Routes

BOSTON, MASSACHUSETTS

(EURRO.OOSHNS) 12OCT17

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)



ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

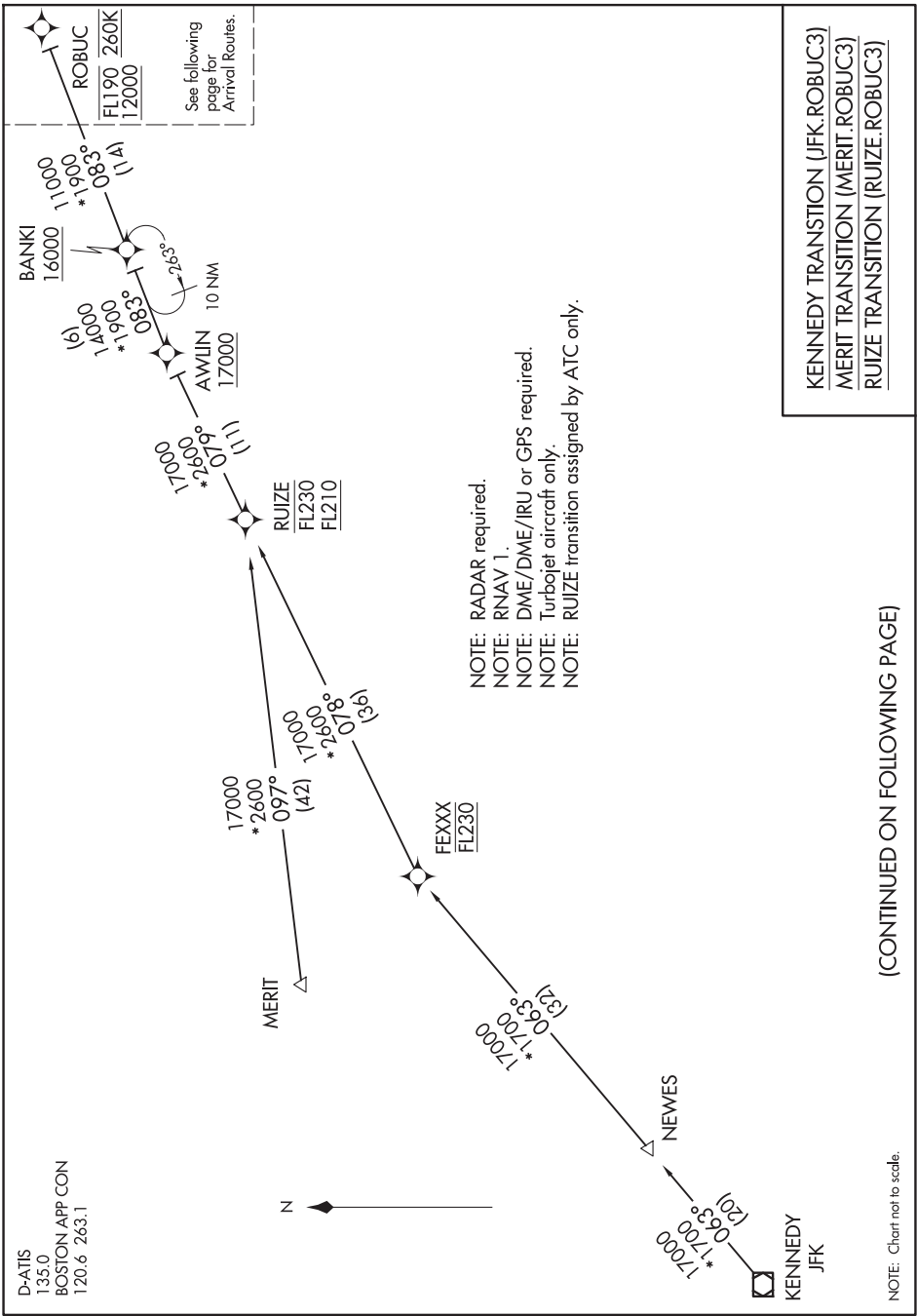
. . . .from over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect RADAR vectors to final approach course.

ROBUC THREE ARRIVAL (RNAV) Transition Routes

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS

NE-1, 12 JUN 2025 to 07 AUG 2025



ROBUC THREE ARRIVAL (RNAV) Transition Routes

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

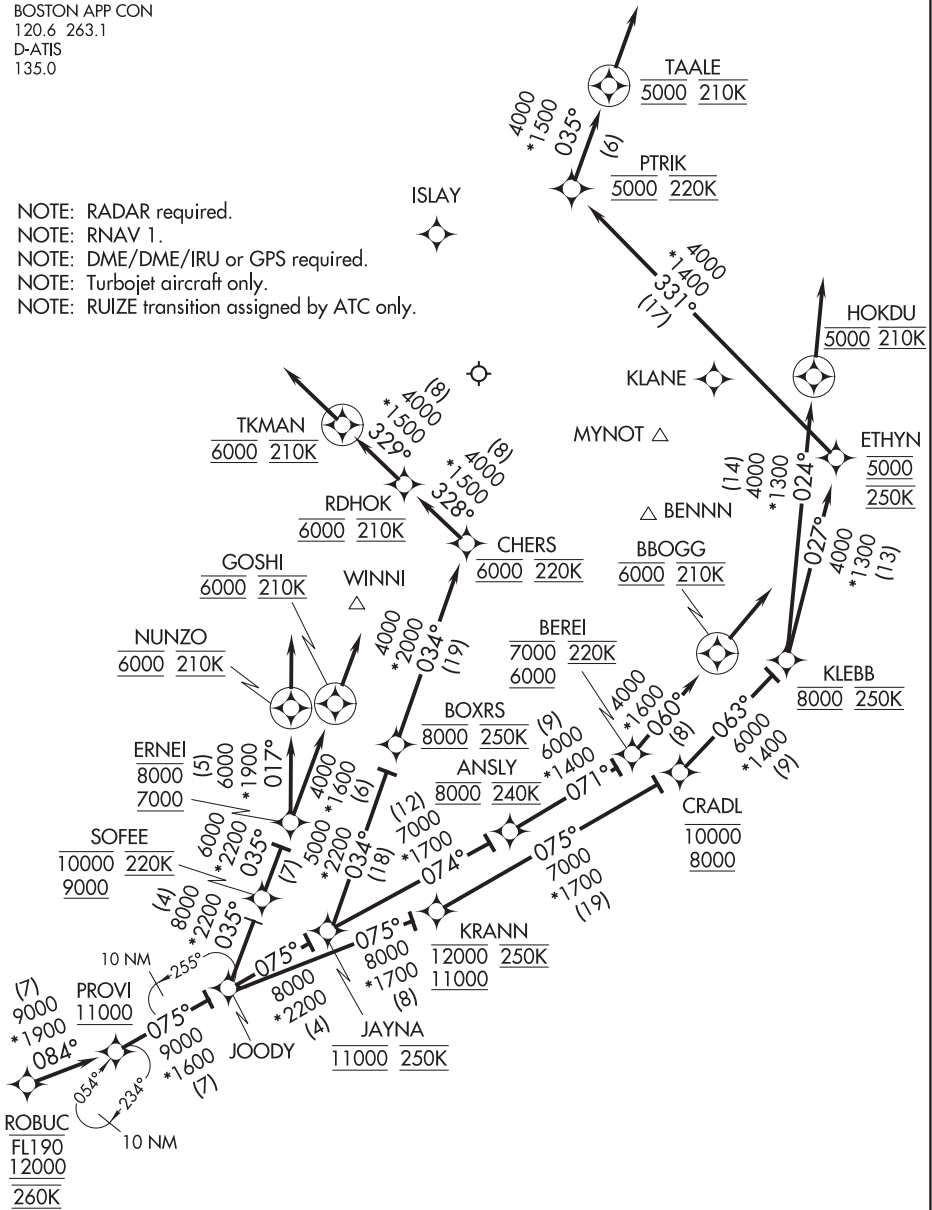
(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 12 JUN 2025 to 07 AUG 2025

BOSTON APP CON
120.6 263.1
D-ATIS
135.0

- NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: RUIZE transition assigned by ATC only.



NOTE: Chart not to scale.

(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.

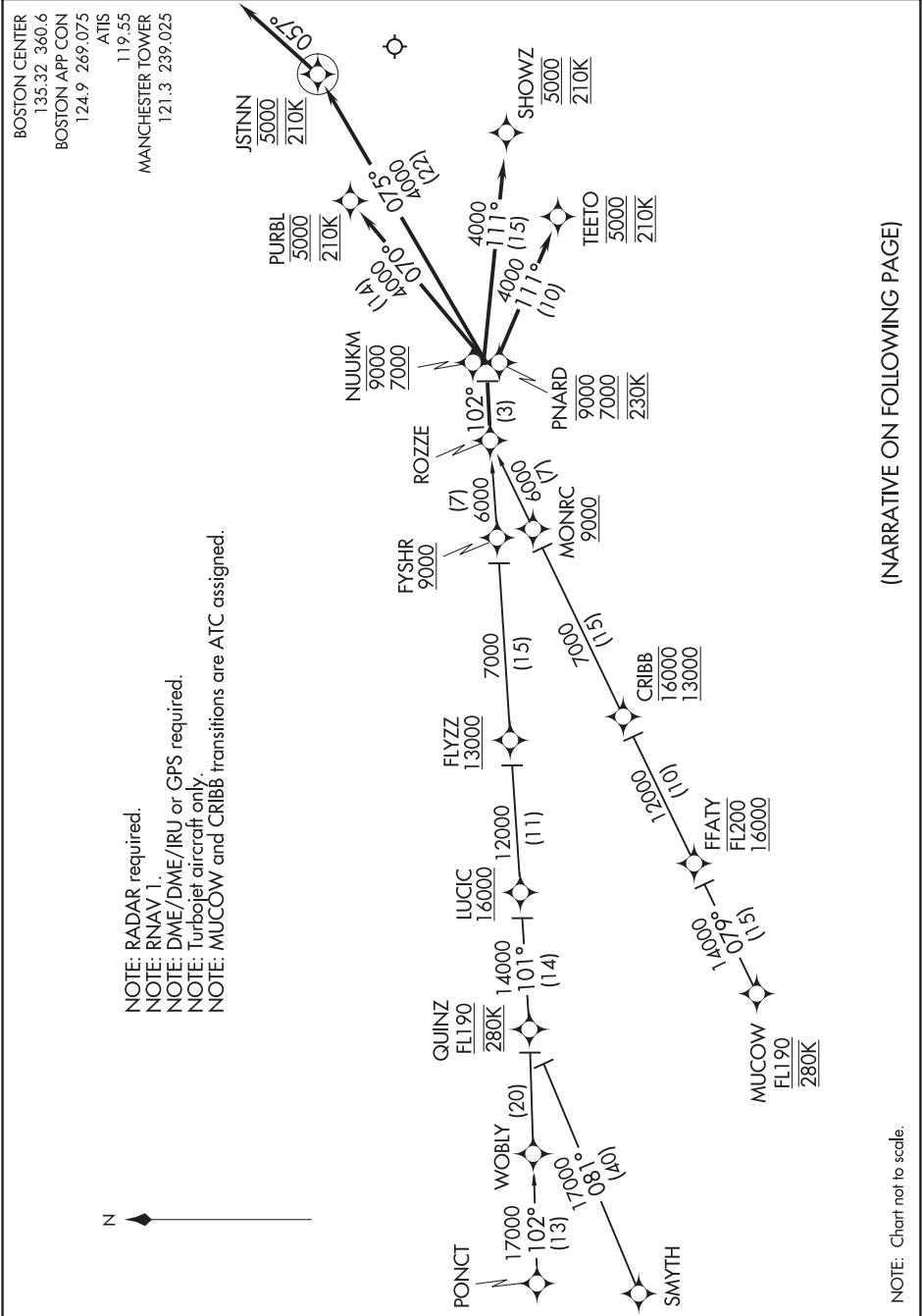
LANDING RWY 15R: From JOODY on track 075° to cross JAYNA at 11000 and at 250K, then on track 034° to cross BOXRS at 8000 and at 250K, then on track 034° to cross CHERS at 6000 and at 220K, then on track 328° to cross RDHOK at 6000 and at 210K, then on track 329° to cross TKMAN at 6000 and at 210K, then 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 BBOGG at 6000 and at 210K, then on track 060°. Expect RADAR vectors to final approach course.

NE-1, 12 JUN 2025 to 07 AUG 2025



(NARRATIVE ON FOLLOWING PAGE)

NE-1, 12 JUN 2025 to 07 AUG 2025

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.

PORTLAND APP CON ★
119.75 269.35
ATIS
119.05

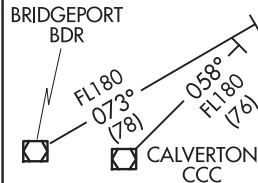
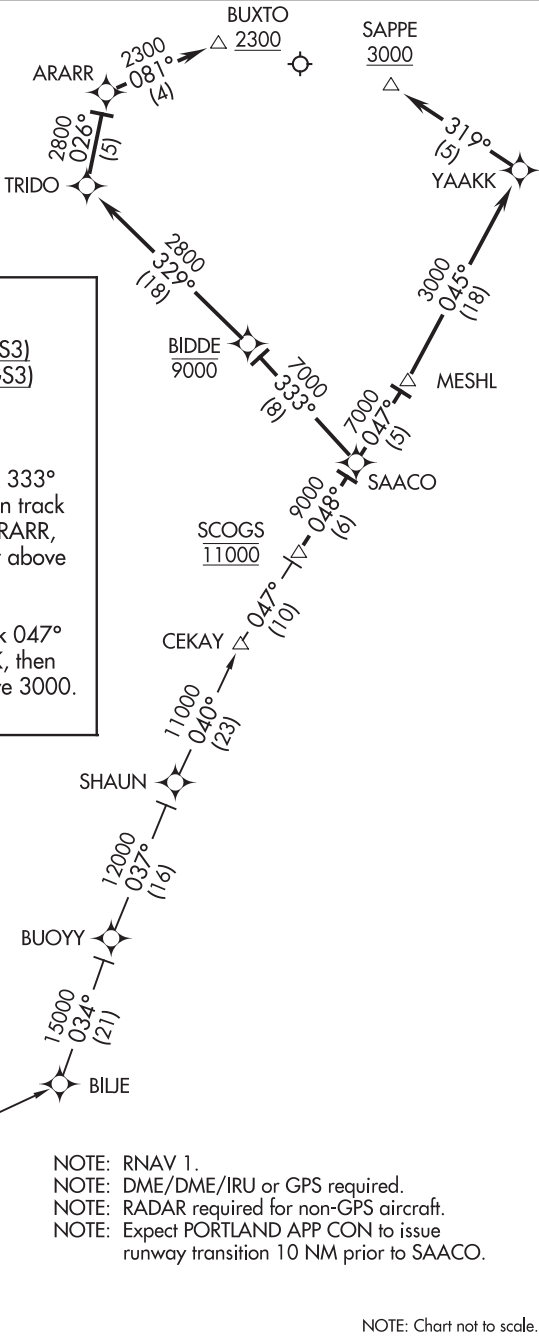
ARRIVAL ROUTE DESCRIPTION

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.

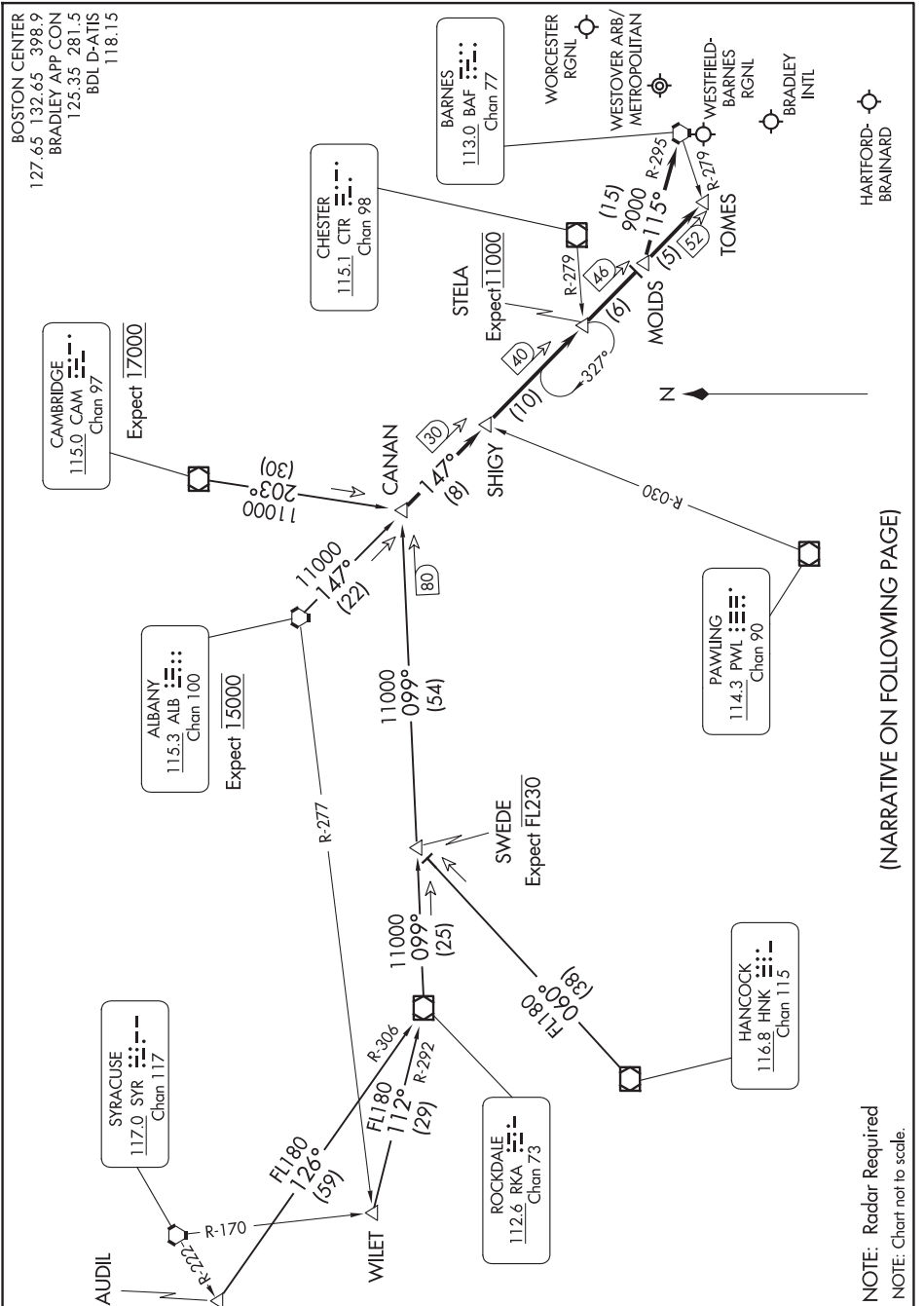
Landing Rwy 29: From SAACO on track 047° to MESHL, then on track 045° to YAAKK, then on track 319° to cross SAPPE at or above 3000. Expect ILS or LOC to Rwy 29.



AL-460 (FAA)

STELA ONE ARRIVAL

WINDSOR LOCKS, CONNECTICUT



(NARRATIVE ON FOLLOWING PAGE)

NE-1, 12 JUN 2025 to 07 AUG 2025

STELA ONE ARRIVAL
(STELA.STELA1) 31MAY12

WINDSOR LOCKS, CONNECTICUT

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. . . .

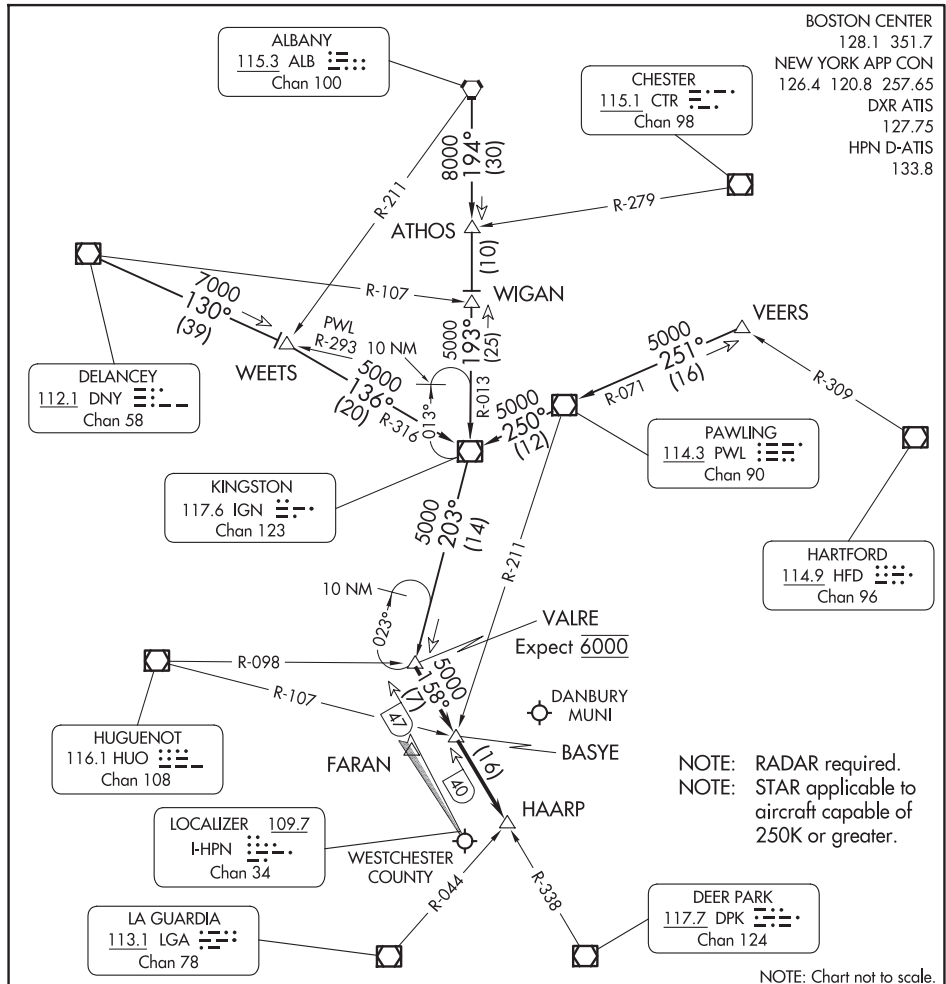
KBDL and KHFD ARRIVALS: From over CANAN INT via ALB R-147 to TOMES INT. Expect radar vectors to final approach course prior to TOMES INT.

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.

(VALRE.VALRE5) 23334
VALRE FIVE ARRIVAL

Z28
AL-651 (FAA)

WHITE PLAINS, NEW YORK



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. . . .

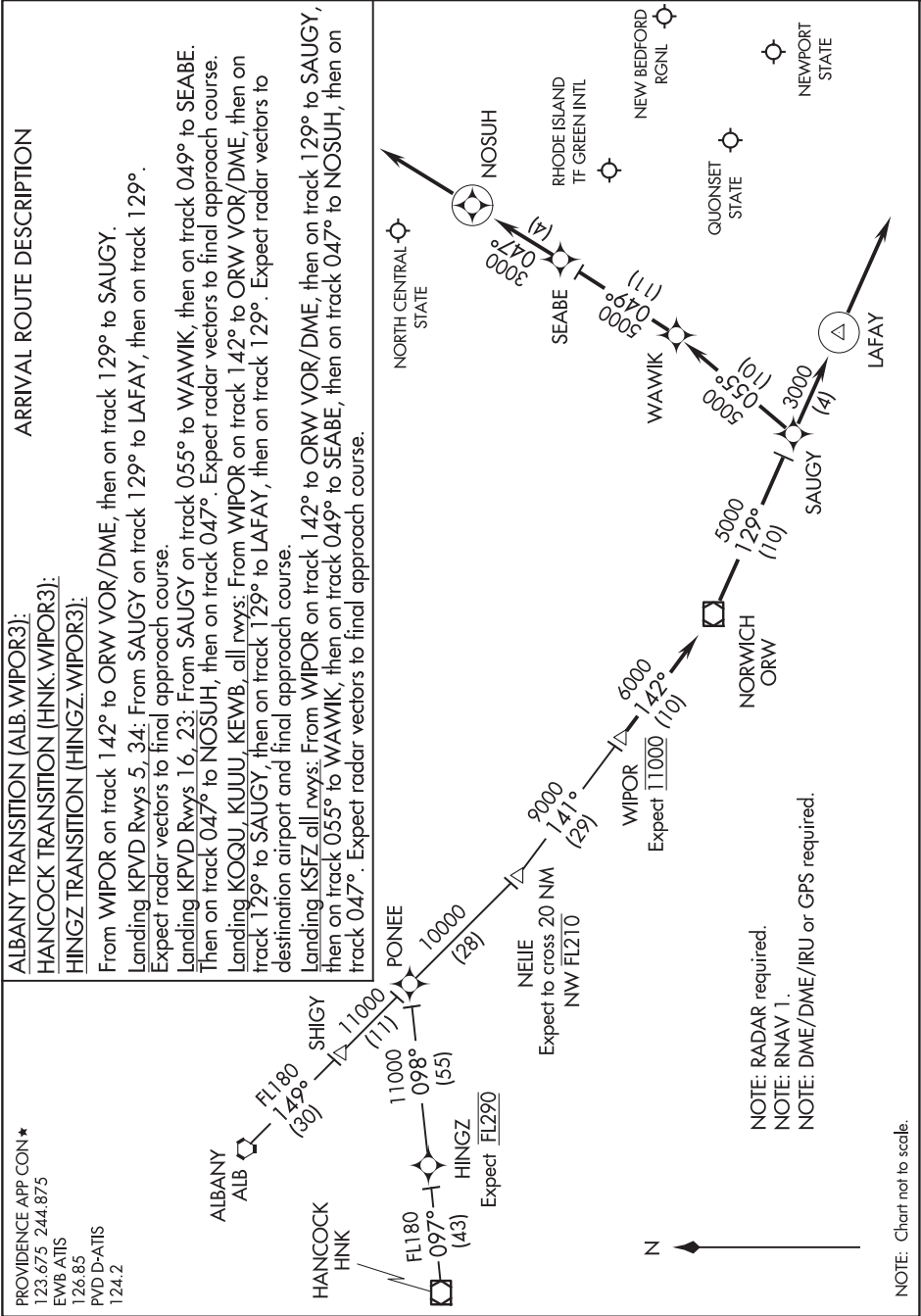
VEERS TRANSITION (VEERS.VALRE5): From over VEERS INT on PWL R-071 to PWL VOR/DME, then on PWL R-250 to IGN VOR/DME, then on IGN R-203 to VALRE INT. Thence. . . .

. . . .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.

VALRE FIVE ARRIVAL
(VALRE.VALRE5) 17OCT13

WHITE PLAINS, NEW YORK

NE-1, 12 JUN 2025 to 07 AUG 2025



WOONS TWO ARRIVAL

AL-58 (FAA)

BOSTON, MASSACHUSETTS

BOSTON APP CON
120.6 263.1
BOS D-ATIS ARR
135.0
OWD ATIS
119.95

GENERAL EDWARD
LAWRENCE LOGAN INTL

BOSTON
112.7 BOS
Chan 74

NORWOOD
MEML

MARSHFIELD MUNI-
GEORGE HARLOW FLD

MANSFIELD
MUNI

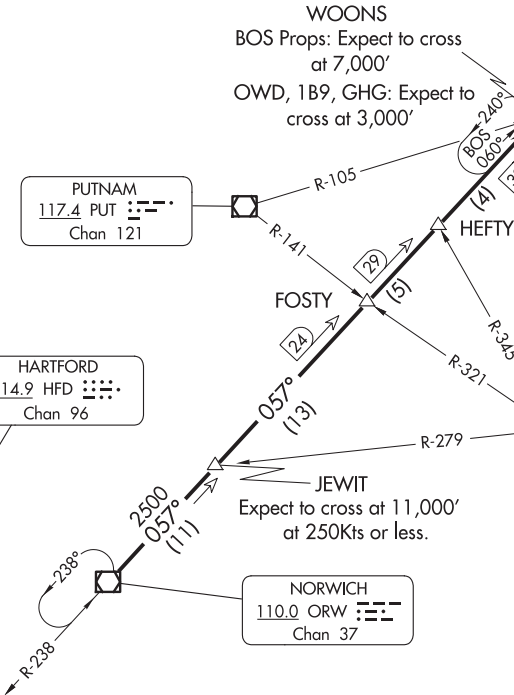
WOONS
BOS Props: Expect to cross
at 7,000'
OWD, 1B9, GHG: Expect to
cross at 3,000'

PUTNAM
117.4 PUT
Chan 121

HARTFORD
114.9 HFD
Chan 96

PROVIDENCE
115.6 PVD
Chan 103

NORWICH
110.0 ORW
Chan 37



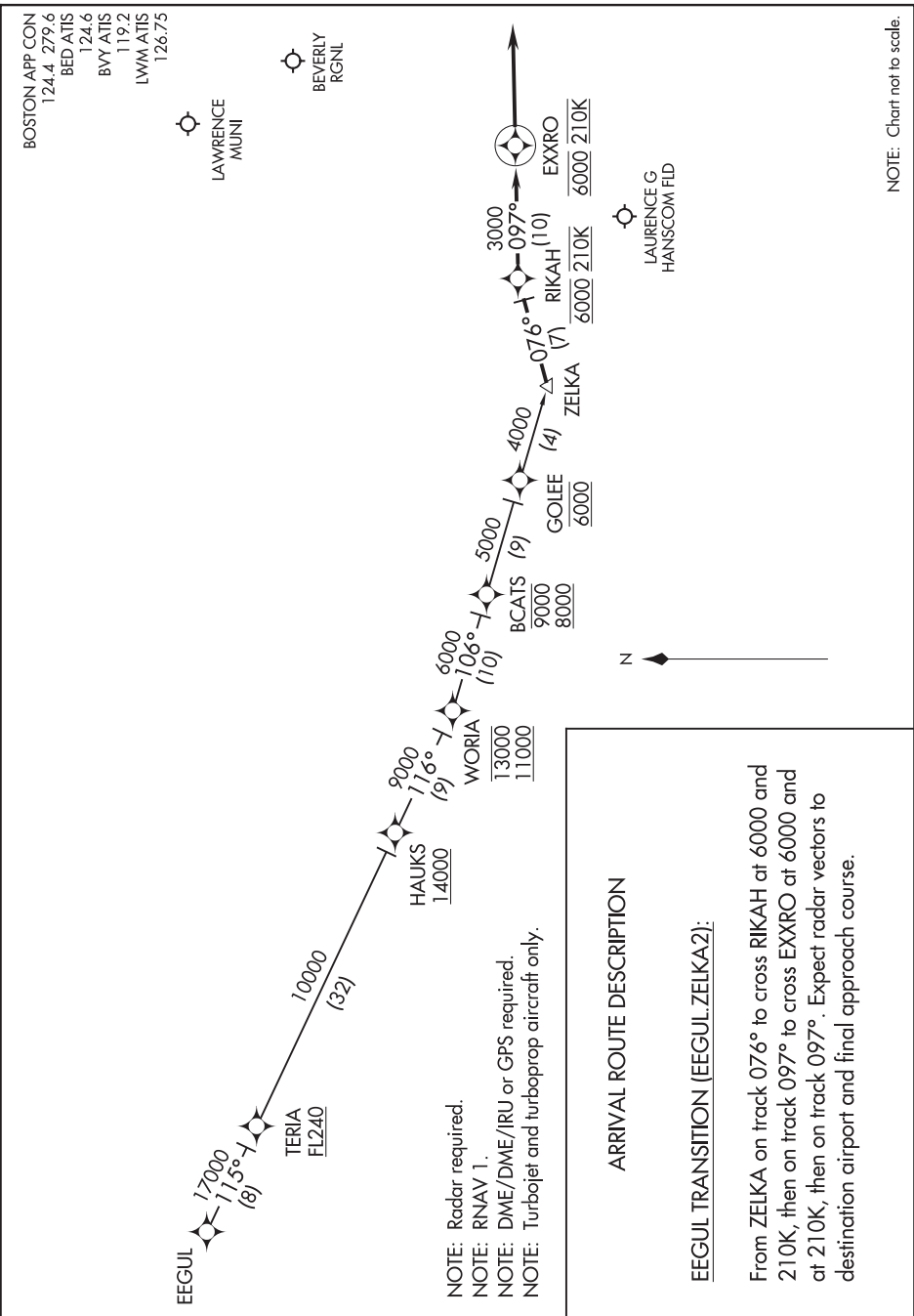
NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG.
Applicable 11,000 feet and above.

ARRIVAL ROUTE DESCRIPTION

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect RADAR vectors to final.

WOONS TWO ARRIVAL



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

INTENTIONALLY
LEFT
BLANK

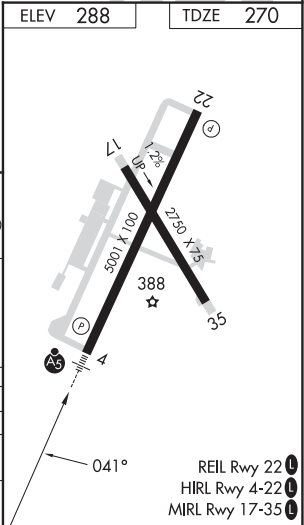
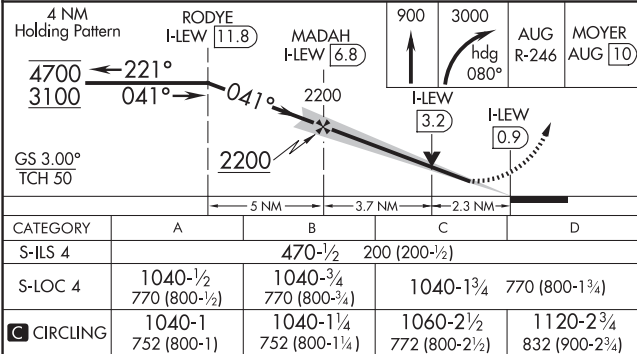
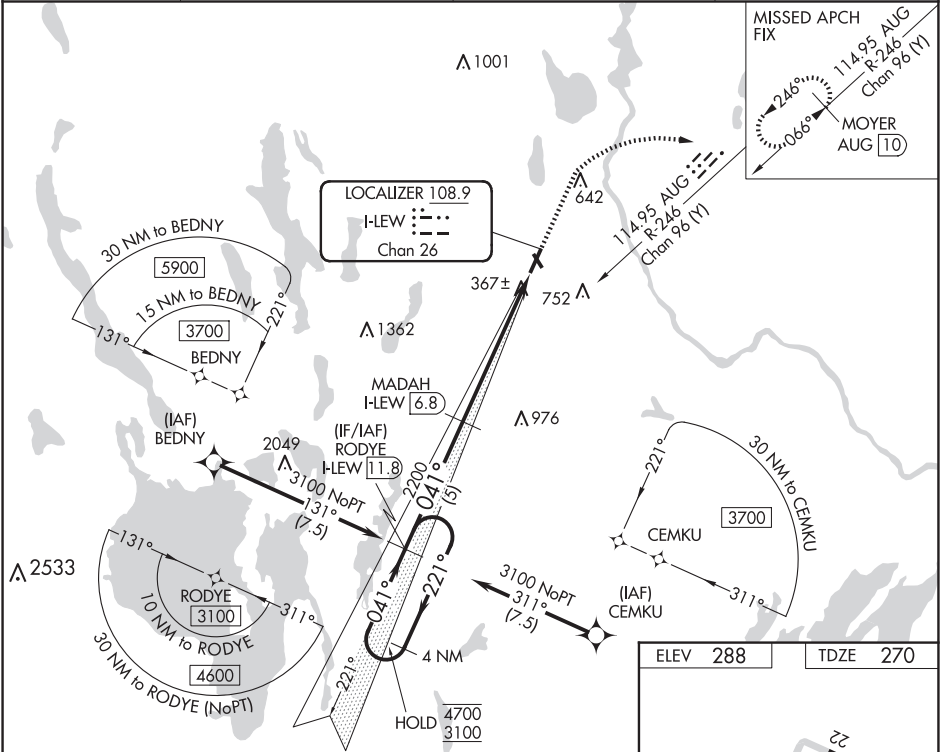
LOC/DME I-LEW	APP CRS	Rwy Idg	5001
108.9	041°	TDZE	270
Chan 26		Apt Elev	288

ILS or LOC RWY 4

AUBURN/LEWISTON MUNI (LEW)

DME required. RNP APCH - GPS.	MALS R	MISSED APPROACH: Climb to 900 then climbing right turn to 3000 on heading 080° and on AUG VOR/DME R-246 to MOYER/AUG 10 DME and hold.
<div><div></div><div>Circling to Rwy 17, 22, 35 NA at night. For inop ALS, increase S-LOC 4 Cat A visibility to 1 SM, and Cat C/D to 2½ SM.</div></div>	<div><div></div></div>	

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.025	125.5 353.9	124.05	122.8 (CTAF) 0



AUBURN/LEWISTON, MAINE

AL-750 (FAA)

22139

WAAS CH 69219 W04A	APP CRS 041°	Rwy Idg TDZE Apt Elev	5001 270 288
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RNAV (GPS) RWY 4

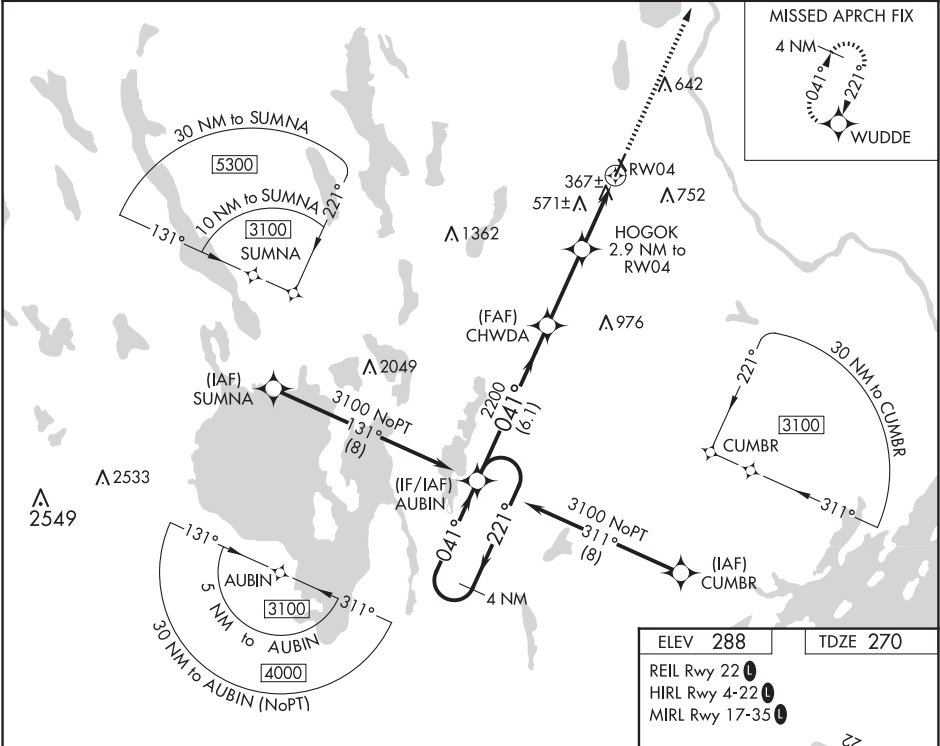
AUBURN/LEWISTON MUNI (LEW)

⚠ Circling to Rwy 17, 22, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase visibility LNAV/VNAV all Cats to 1 3/4 SM, LNAV Cat A/B to 1 SM and Cat C/D to 1 1/2 SM. Rwy 04 helicopter visibility reduction below 3/4 SM NA.

MALSR

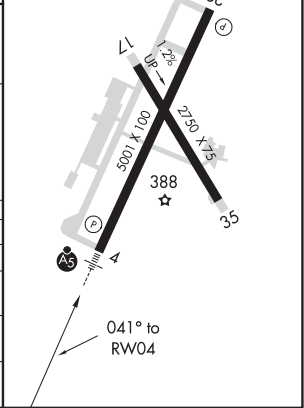
MISSED APPROACH:
Climb to 3100 direct WUDDE and hold.

AWOS-3PT 118.025	PORTLAND APP CON ★ 125.5 353.9	CLNC DEL 124.05	UNICOM 122.8 (CTAF) 0
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ELEV 288	TDZE 270
REIL Rwy 22 0	
HIRL Rwy 4-22 0	
MIRL Rwy 17-35 0	

4 NM Holding Pattern				
GP 3.00° TCH 49				
CATEGORY	A	B	C	D
LPV DA	470-1/2 200 (200-1/2)			
LNAV/VNAV DA	780-1 510 (500-1)			
LNAV MDA	840-3/4 570 (600-3/4)	840-1 1/4 570 (600-1 1/4)		
CIRCLING	840-1 552 (600-1)	920-1 632 (700-1)	1060-2 1/4 772 (800-2 1/4)	1120-2 3/4 832 (900-2 3/4)



AUBURN/LEWISTON, MAINE
Amdt 2 07DEC17

44°03'N - 70°17'W

AUBURN/LEWISTON MUNI (LEW)
RNAV (GPS) RWY 4

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 22
AUBURN/LEWISTON MUNI (LEW)

T 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 $\frac{1}{8}$ SM; LNAV/VNAV all Cats DA to 938 feet and all Cats visibility $\frac{1}{2}$ SM; increase all MDA 80 feet and LNAV Cat C/D visibility $\frac{3}{8}$ SM. Baro-VNAV NA when using Augusta altimeter setting.

MISSED APPROACH: Climb to 3100 direct AUBIN and hold.

CATEGORY		A		B		C		D	
LPV	DA	546-1 276 (300-1)							
RNAV/ VNAV	DA	867-2 597 (600-2)							
RNAV	MDA	780-1 510 (500-1)				780-1 3/8 510 (500-1 3/8)			

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1. 12 JUN 2025 to 07 AUG 2025


LOC I-AUG 108.7	APP CRS 171°	Rwy Idg TDZE Apt Elev	5002 348 352
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ILS or LOC RWY 17
AUGUSTA STATE (AUG)

ADF required.

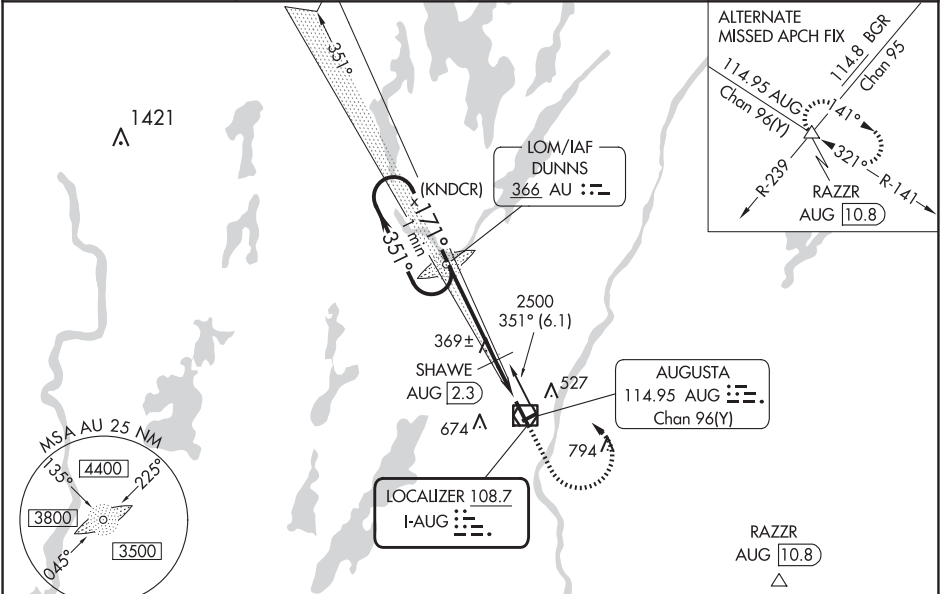
⚠ Localizer unusable from 0.5 NM to threshold above 1500 feet. When local altimeter setting not received, use Waterville altimeter setting: increase S-ILS 17 DA to 583; increase all MDAs 40 feet and visibility S-LOC 17 Cat C and D ½ SM, and Circling Cat D ¼ SM; SHAWE fix minimums increase S-LOC 17 Cat 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



MISSED APPROACH:
Climb to 1000 then climbing left turn to 2500 direct DUNNS LOM and hold.

ASOS 118.325	PORTLAND APP CON ★ 128.35 299.2	CLNC DEL 119.95 299.2	UNICOM 123.0 (CTAF)
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One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).
AU LOM

2500 ← 351°
171° →

GS 3.00°
TCH 61

2173

2300

3.9 NM

1.7 NM

SHAWE AUG 2.3

*LOC only, 940 when using Waterville altimeter setting.

*900

ELEV 352	D	TDZE 348		
CATEGORY	A	B	C	D
S-ILS 17	548-½ 200 (200-½)			
S-LOC 17	900-½	552 (600-½)	900-1¼	552 (600-1¼)
CIRCLING	940-1 588 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	1160-2½ 808 (900-2½)
SHAWE FIX MINIMUMS #				
S-LOC 17	620-½ 272 (300-½)			
CIRCLING	940-1 588 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	1160-2½ 808 (900-2½)

HIRL Rwy 17-35

MIRL Rwy 8-26

REIL Rwy 35

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70720 W17A	APP CRS 171°	Rwy Idg 5002 TDZE 348 Apt Elev 352
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RNAV (GPS) RWY 17

AUGUSTA STATE (AUG)

RNP APCH - GPS.

▼

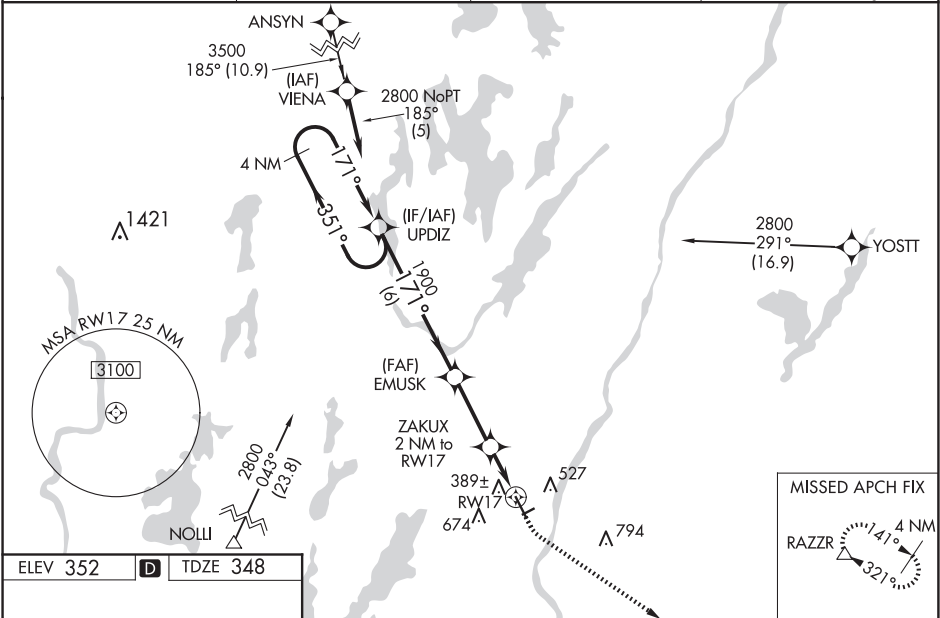
▲

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 1½ 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 ½ SM; increase all MDA 40 feet and visibility LNAV Cats C and D ½ SM, and Circling Cat D ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C or above 41°C. Circling Rwy 8, 26 NA at night.

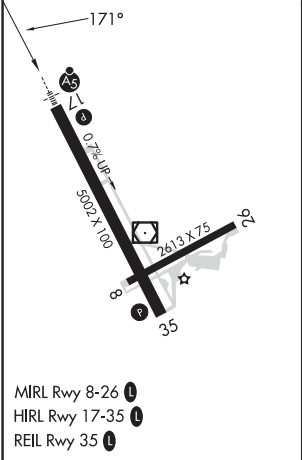
MALSR

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

ASOS 118.325	PORTLAND APP CON ★ 128.35 299.2	CLNC DEL 119.95 299.2	UNICOM 123.0 (CTAF) 0
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ELEV 352	D	TDZE 348
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4 NM Holding Pattern VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).				800	3000	RAZZR
2800 ← 351° 171°				1900	1000	
GP 3.00° TCH 60				6 NM	2.8 NM	1.1 NM 0.9
CATEGORY	A	B	C	D		
LPV DA	548-½		200 (200-½)			
LNAV/VNAV DA	675-5⁄8		327 (400-5⁄8)			
LNAV MDA	640-½		292 (300-½)			
CIRCLING	960-1 608 (700-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	1160-2½ 808 (900-2½)		

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

AUGUSTA, MAINE

AL-29 (FAA)

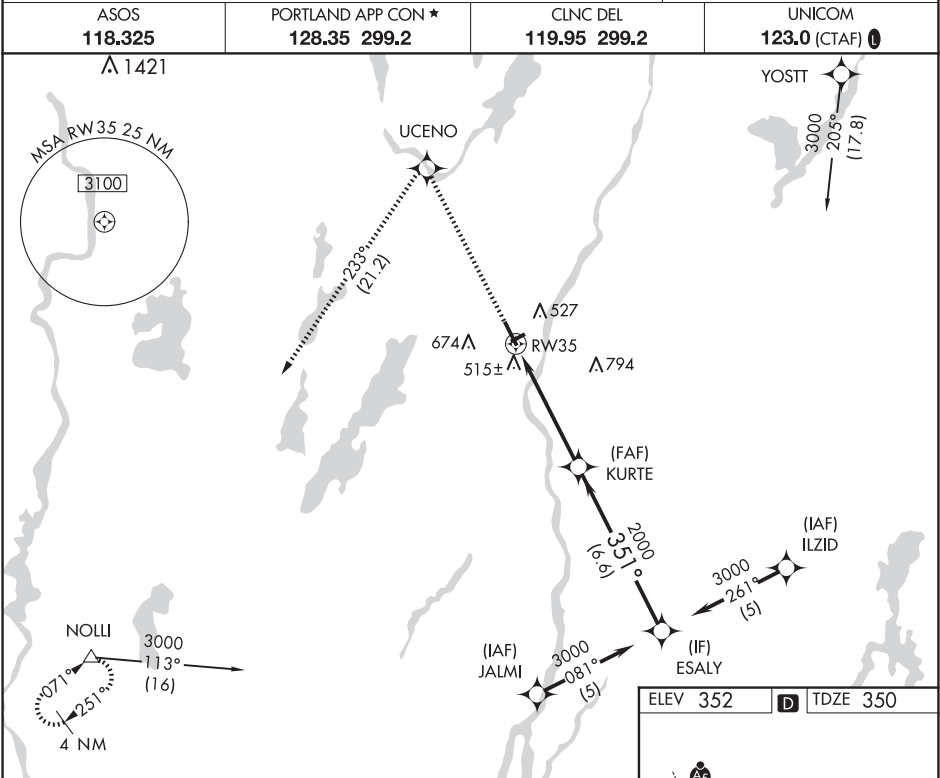
23222

WAAS CH 70406 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	5002 350 352
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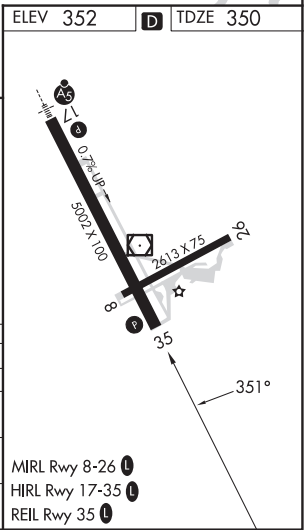
RNAV (GPS) RWY 35

AUGUSTA STATE (AUG)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct UCENO and left turn on track 233° to NOLLI and hold.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div></div><div><div></div></div></div></div><div><div><div></div></div><div><div></div></div></div></div> <div>Circling to Rwy 26 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div>		



3000	UCENO	tr 233°	NOLLI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).
* LNAV only.				
* 1.4 NM to RW35				
RW35				
KURTE				
ESALY				
351°				
3000				
2000				
GP 3.00° TCH 55				
1.4 3.6 NM 6.6 NM				
CATEGORY	A	B	C	D
LPV DA	610-1 260 (300-1)			
LNAV/VNAV DA	850-1¾ 500 (500-1¾)			
LNAV MDA	840-1 490 (500-1)		840-1½ 490 (500-1½)	
CIRCLING	880-1¾ 528 (600-1¾)		1160-2½ 808 (900-2½)	



AUGUSTA, MAINE
Orig-D 11AUG22

44°19'N-69°48'W

RNAV (GPS) RWY 35

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

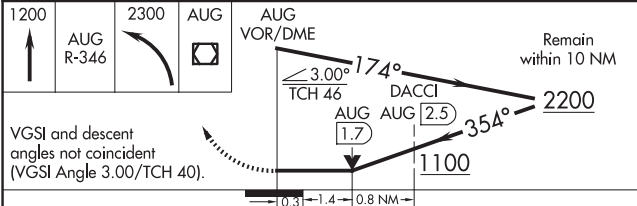
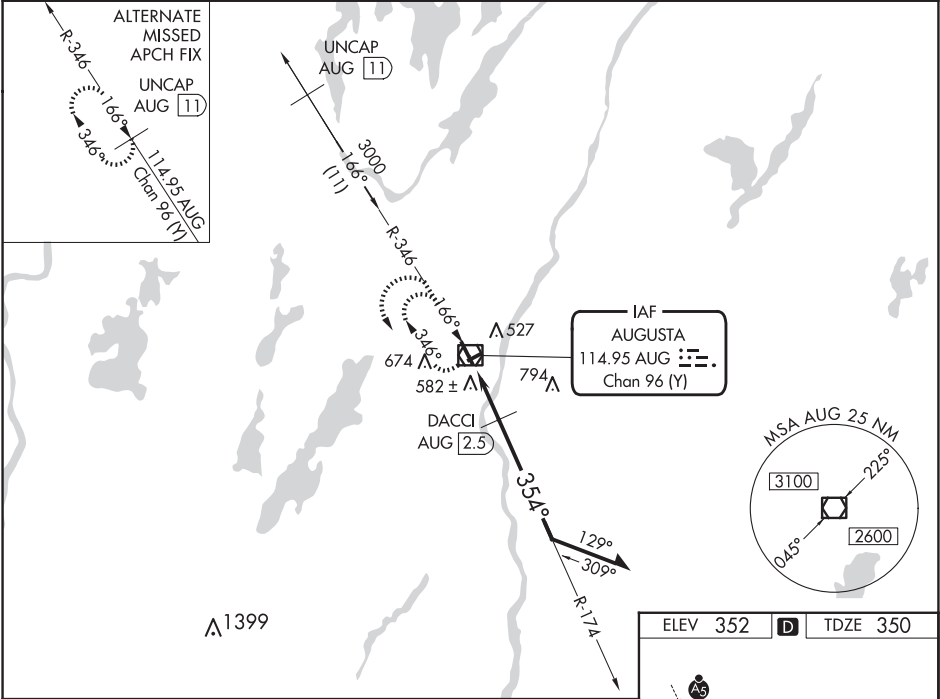
VOR/DME AUG	APP CRS	Rwy Idg	5002
114.95	354°	TDZE	350
Chan 96 (Y)		Apt Elev	352

VOR RWY 35
AUGUSTA STATE (AUG)

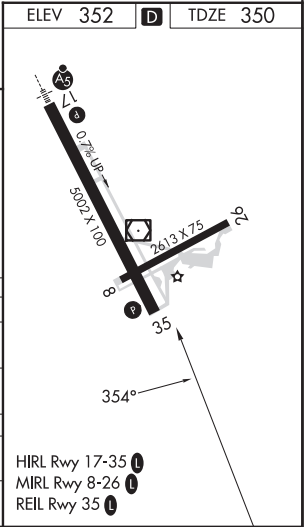
⚠ Rwy 35 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Waterville altimeter setting: increase all MDA 40 feet and visibility S-35 Cats C and D 1/2 SM, and Circling Cat D 1/4 SM; DACCI fix minimums increase visibility S-35 Cats C and D 1/2 SM, and Circling Cat D 1/4 SM. Circling Rwy 8, 26 NA at night.

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

ASOS 118.325	PORTLAND APP CON ★ 128,35 299,2	CLNC DEL 119,95 299,2	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-35	1100-1 750 (800-1)	1100-1¼ 750 (800-1¼)	1100-2	750 (800-2)
C CIRCLING	1100-1 748 (800-1)	1100-1¼ 748 (800-1¼)	1100-2¼ 748 (800-2¼)	1160-2½ 808 (900-2½)
DACCI FIX MINIMUMS				
S-35	840-1	490 (500-1)	840-1⅜	490 (500-1⅜)
C CIRCLING	960-1 608 (700-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	1160-2½ 808 (900-2½)



BANGOR, MAINE

AL-39 (FAA)

24305

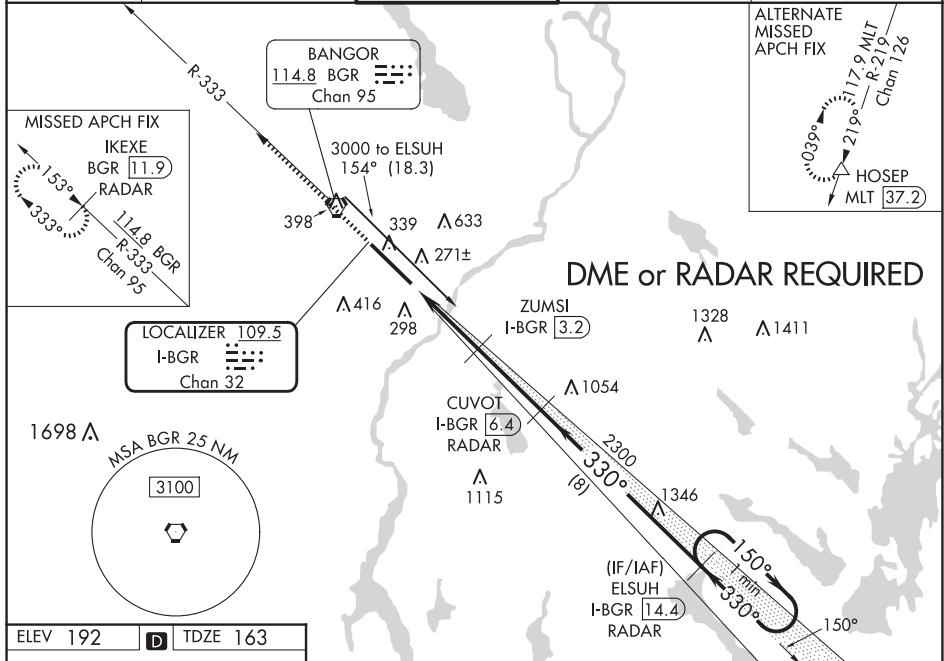
LOC/DME I-BGR 109.5 Chan 32	APP CRS 330°	Rwy Idg 11440 TDZE 163 Apt Elev 192
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ILS or LOC RWY 33

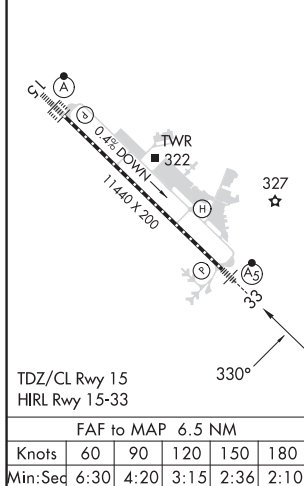
BANGOR INTL (BGR)

INOPERATIVE Inoperative table does not apply to S-LOC 33 Cats C/D/E. Circling NA northeast of Rwy 15-33. DME or RADAR required. For inop ALS, increase Cat E S-ILS 33 visibility to RVR 4000. ZUMSI Minimums: For inop ALS, increase S-LOC 33 Cat E visibility to RVR 5000. #RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 3000 on heading 330° and on BGR VORTAC R-333 to IKEXE/BGR VORTAC 11.9 DME/RADAR and hold.
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ATIS 127.75	BANGOR APP CON 118.925 239.3	BANGOR TOWER 120.7 233.7	GND CON 121.9 348.6	CLNC DEL 135.9 348.6
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ELEV 192	D	TDZE 163
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3000	hdg 330°	BGR R-333	IKEXE BGR 11.9 RADAR	CUVOT I-BGR 6.4 RADAR	ELSUH I-BGR 14.4 RADAR	One Minute Holding Pattern
* LOC only.						
0.9 2.5 NM 3.1 NM 8 NM						
CATEGORY	A	B	C	D	E	
S-ILS 33	#363/24 200 (200-½)					
S-LOC 33	1300/40 1137 (1200-¾)	1300/55 1137 (1200-1)	1300-3	1137 (1200-3)		
CIRCLING	1300-1¼ 1108 (1200-1½)	1300-1½ 1108 (1200-1½)	1300-3	1108 (1200-3)		
ZUMSI MINIMUMS						
S-LOC 33	500/24 337 (400-½)	500/26 337 (400-½)				
CIRCLING	640-1 448 (500-1)	720-1 528 (600-1)	740-1½ 548 (600-1½)	820-2 628 (700-2)	880-2½ 688 (700-2½)	

BANGOR, MAINE

Amdt 13 27APR17

44°48'N-68°50'W

BANGOR INTL (BGR)

ILS or LOC RWY 33

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	150°	TDZE	192
Chan 32		Apt Elev	192

ILS Y or LOC Y RWY 15
BANGOR INTL (BGR)

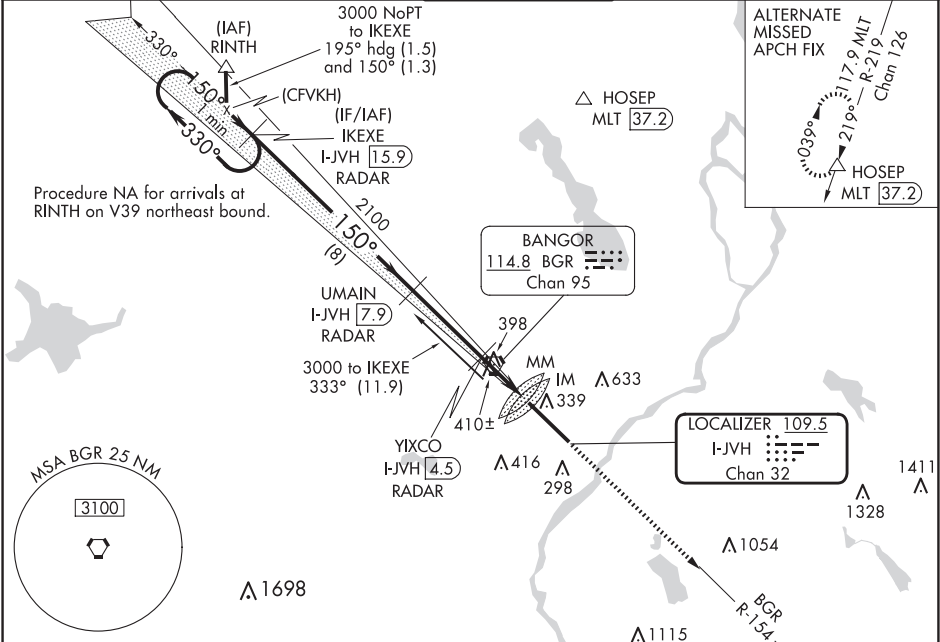
**ASR**

Circleing 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 3/8 SM.

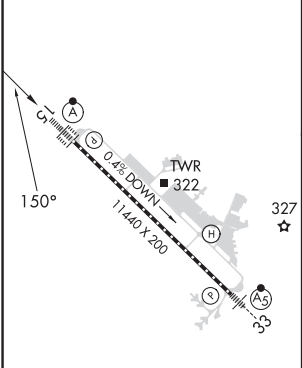
**ALSF-2**

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

ATIS 127.75	BANGOR APP CON 118.925 239.3	BANGOR TOWER 120.7 233.7	GND CON 121.9 348.6	CLNC DEL 135.9 348.6
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ELEV 192	D	TDZE 192
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DME or RADAR REQUIRED

One Minute Holding Pattern

IKEXE I-JVH 15.9 RADAR

UMAIN I-JVH 7.9 RADAR

YIXCO I-JVH 4.5 RADAR

ELSUH BGR 18.3 RADAR

BGR R-154

3000

hdg 150°

*LOC only.

3000 330° 150° 150° 2100 2100 1000

GS 3.00° TCH 50 VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 55).

8 NM 3.4 NM 1.1 0.9 0.3 0.1

CATEGORY	A	B	C	D	E
S-ILS 15	392/18 200 (200-1/2)				
S-LOC 15	660/24 468 (500-1/2)	660/50 468 (500-1)	740-1 820-2	880-2 1/2	688 (700-2 1/2)
CIRCLING	660-1 468 (500-1)	720-1 528 (600-1)	740-1 548 (600-1 1/2)	820-2 628 (700-2)	880-2 1/2 688 (700-2 1/2)

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

BANGOR, MAINE




AL-39 (FAA)

24305

LOC/DME I-BGR 109.5 Chan 32	APP CRS 330°	Rwy Idg 11440 TDZE 163 Apt Elev 192
---	------------------------	--

ILS RWY 33 (SA CAT I & II)

BANGOR INTL (BGR)

  ASR	SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.	MALS R 	MISSED APPROACH: Climb to 3000 on heading 330° and on BGR VORTAC R-333 to IKEXE/BGR VORTAC 11.9 DME/RADAR and hold.
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ATIS 127.75	BANGOR APP CON 118.925 239.3	BANGOR TOWER 120.7 233.7	GND CON 121.9 348.6	CLNC DEL 135.9 348.6
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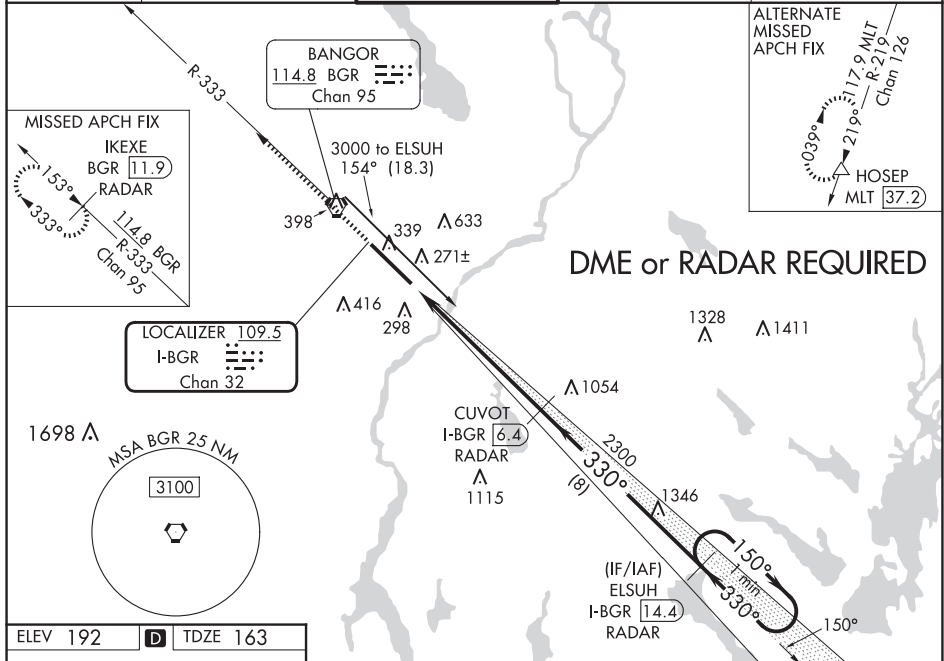


Diagram illustrating the runway layout and navigation aids. The runway is labeled 15-33. The diagram shows the runway centerline, the threshold, and the runway end safety lights. The diagram also shows the location of the Tower (TWR 322) and the HIRL (High Intensity Runway Lights) for Runway 15-33. The diagram includes a scale of 1:1440 X 200 and a distance of 0.4 NM DOWN.

Diagram illustrating the ILS approach path. The diagram shows the runway centerline, the threshold, and the runway end safety lights. The diagram also shows the location of the Tower (TWR 322) and the HIRL (High Intensity Runway Lights) for Runway 15-33. The diagram includes a scale of 1:1440 X 200 and a distance of 0.4 NM DOWN.

Diagram illustrating the ILS approach path. The diagram shows the runway centerline, the threshold, and the runway end safety lights. The diagram also shows the location of the Tower (TWR 322) and the HIRL (High Intensity Runway Lights) for Runway 15-33. The diagram includes a scale of 1:1440 X 200 and a distance of 0.4 NM DOWN.

TDZ/CL Rwy 15
HIRL Rwy 15-33

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

 BANGOR, MAINE
 Amdt 13 27APR17

44°48'N-68°50'W

 BANGOR INTL (BGR)
ILS RWY 33 (SA CAT I & II)

NE-1, 12 JUN 2025 to 07 AUG 2025

ILS Y RWY 15 (CAT II & III)
BANGOR INTL (BGR)

ALSF-2

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

330°

150° min

330°

(IAF) RINTH

3000 NoPT to IKEXE

195° hdg (1.5) and 150° (1.3)

(CFVKH)

(IF/IAF) IKEXE

I-JVH 15.9

RADAR

210°

Procedure NA for arrivals at RINTH on V39 northeast bound.

△ HOSEP MLT 37.2

ALTERNATE MISSED APPROACH FIX

0.3%

210°

17.9 MLT

R-219 Chan 126

HOSEP MLT 37.2

Procedure NA for arrivals at
RINTH on V39 northeast bound.

U MAIN —
I-JVH 7.9
RADAR

BANGOR
114.8 BGR 
Chan 95

3000 to IKEXE
333° (11.8)

LOCALIZER 109.5
I-JVH
Chan 32

1411
Λ

A 1054

A1115

ELSUH
BGR 18.3
RADAR

DME or RADAR REQUIRED

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 55).

One Minute Holding Pattern

IKEXE
I-JVH 15.9
RADAR

U MAIN
I-JVH 7.9

3000
↑

ndg 50°	BGR R-154
------------	--------------

ELSUH
BGR 18.3
RADAR

$$\frac{3000}{150^\circ} \xrightarrow{330^\circ} 150$$
$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 50}$$

KADAR
|
2100

MM

Diagram showing a horizontal line with three segments. The first segment is labeled "8 NM", the second is labeled "5.8 NM", and the third is labeled "1090'".

CATEGORY	A	B	C	D
S-ILS 15	CAT II RA 113/12 100 DA 292			
S-ILS 15	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 15
HIRL Rwy 15-33

BANGOR, MAINE
Amdt 7 27APR17

BANGOR INTL (BGR)

44°48'N-68°50'W

ILS Y RWY 15 (CAT II & III)

BANGOR, MAINE

AL-39 (FAA)

24305

WAAS CH 82307 W15A	APP CRS 150°	Rwy Idg 11440 TDZE 192 Apt Elev 192
--	------------------------	--

RNAV (GPS) RWY 15

BANGOR INTL (BGR)

⚠

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, and LNAV Cats C/D/E visibility to 1½ SM. Circling NA NE of Rwy 15-33.

ALSF-2

MISSED APPROACH:
Climb to 3000 direct
ELSUH and hold.

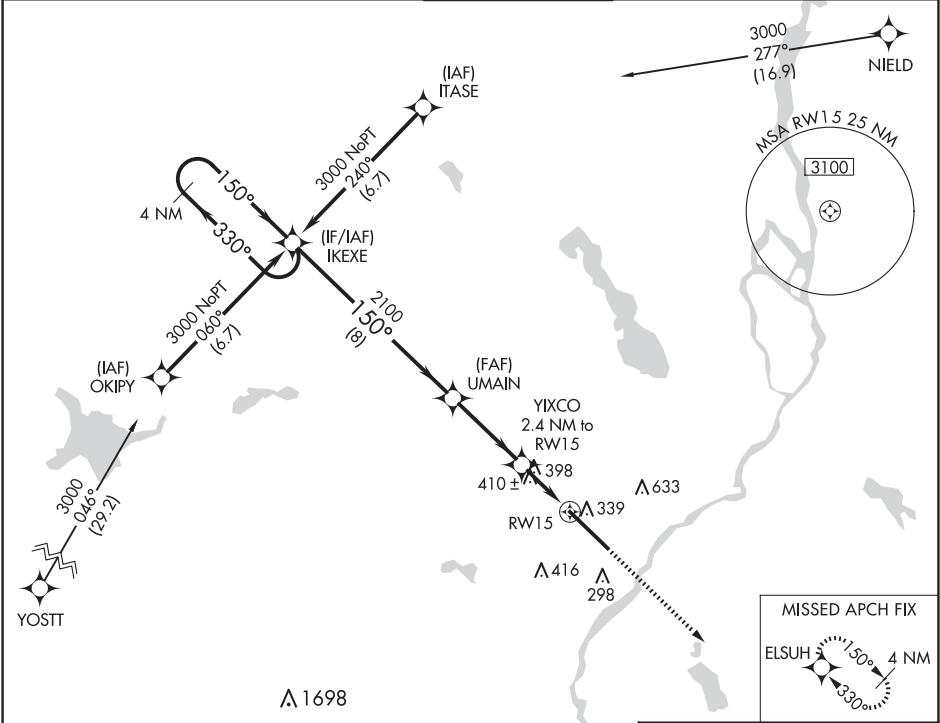
ATIS
127.75

BANGOR APP CON
118.925 239.3

BANGOR TOWER
120.7 233.7

GND CON
121.9 348.6

CLNC DEL
135.9 348.6



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).

3000

IKEXE

2100

1000*

8 NM

3.4 NM

1.1

1.3

ELSUH

3000

* LNAV only.

GP 3.00° TCH 50

CATEGORY	A	B	C	D	E
LPV DA	392/24 200 (200-½)				
LNAV/VNAV DA	541/40 349 (400-¾)				
LNAV MDA	660/24 468 (500-½)		660/50 468 (500-1)		
CIRCLING	660-1 468 (500-1)	720-1 528 (600-1)	740-1½ 548 (600-1½)	820-2 628 (700-2)	880-2½ 688 (700-2½)

ELEV 192

D

TDZE 192

150°

0.4° DOWN

11440 X 200

TWR 322

327

TDZ/CL Rwy 15

HIRL Rwy 15-33

BANGOR, MAINE
Amdt 1 27APR17

44°48'N-68°50'W

BANGOR INTL (BGR)

RNAV (GPS) RWY 15

24305

WAAS CH 78007 W33A	APP CRS 330°	Rwy Idg 11440 TDZE 163 Apt Elev 192
--	------------------------	--

RNAV (GPS) RWY 33

RNP APCH.

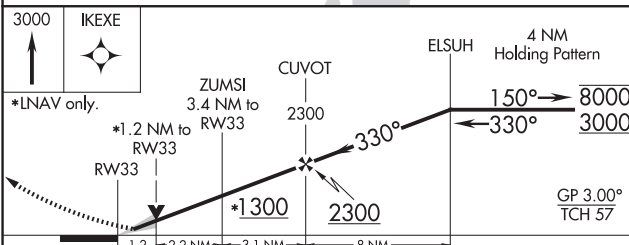
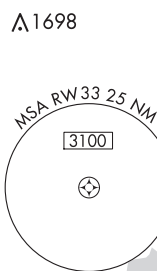
ASR Circling NA northeast of Rwy's 15 and 33. For uncompensated Baro-VNAV systems, LNAV/VNAV or LNAV below -18°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5500, and LNAV Cat E visibility to 1½ SM.
 **RVR 1800 authorized with use of FD or AP or HUD to DA.


MALSR

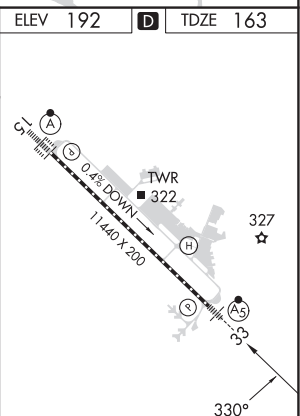
MISSED APPROACH:
Climb to 3000 direct
IKEXE and hold.

ATIS 127.75	BANGOR APP CON 118.925 239.3	BANGOR TOWER 120.7 233.7	GND CON 121.9 348.6	CLNC DEL 135.9 348.6
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MISSED APCH FIX



CATEGORY		A		B		C		D		E	
LPV	DA**	363/24 200 (200-½)									
LNAV/VNAV	DA	519/30 356 (400-¾)									
LNAV	MDA	600/24 437 (500-½)				600/40 437 (500-¾)					
 CIRCLING		640-1 448 (500-1)		720-1 528 (600-1)		740-1½ 548 (600-1½)		820-2 628 (700-2)		880-2½ 688 (700-2½)	



TDZ/CL Rwy 15
HIRL Rwy 15-33

BANGOR, MAINE
Amdt 1A 20JUN19

44°48'N-68°50'W

BANGOR INTL (BGR)
RNAV (GPS) RWY 33

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1. 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

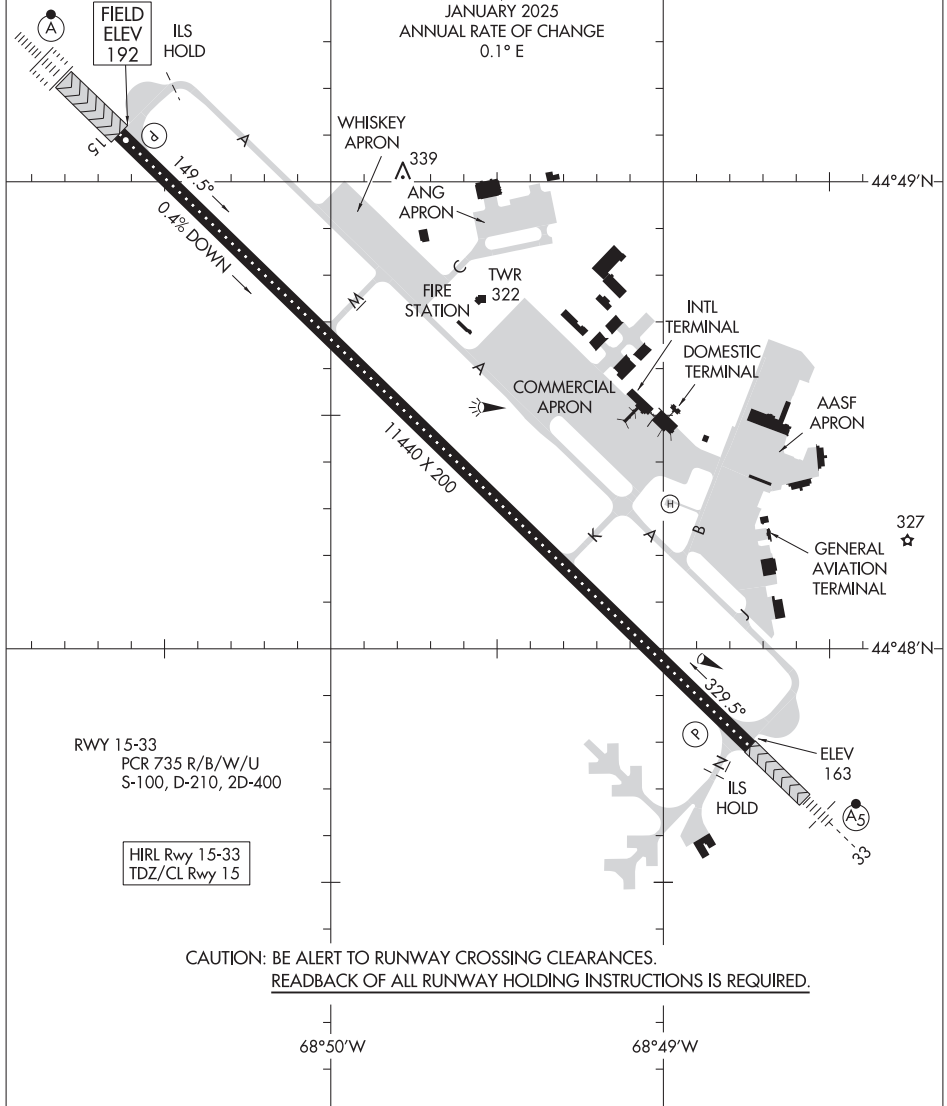
AL-39 (FAA)

BANGOR INTL (BGR)
BANGOR, MAINE

ATIS
127.75
BANGOR TOWER
120.7 233.7
GND CON
121.9 348.6
CLNC DEL
135.9 348.6

D

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° E

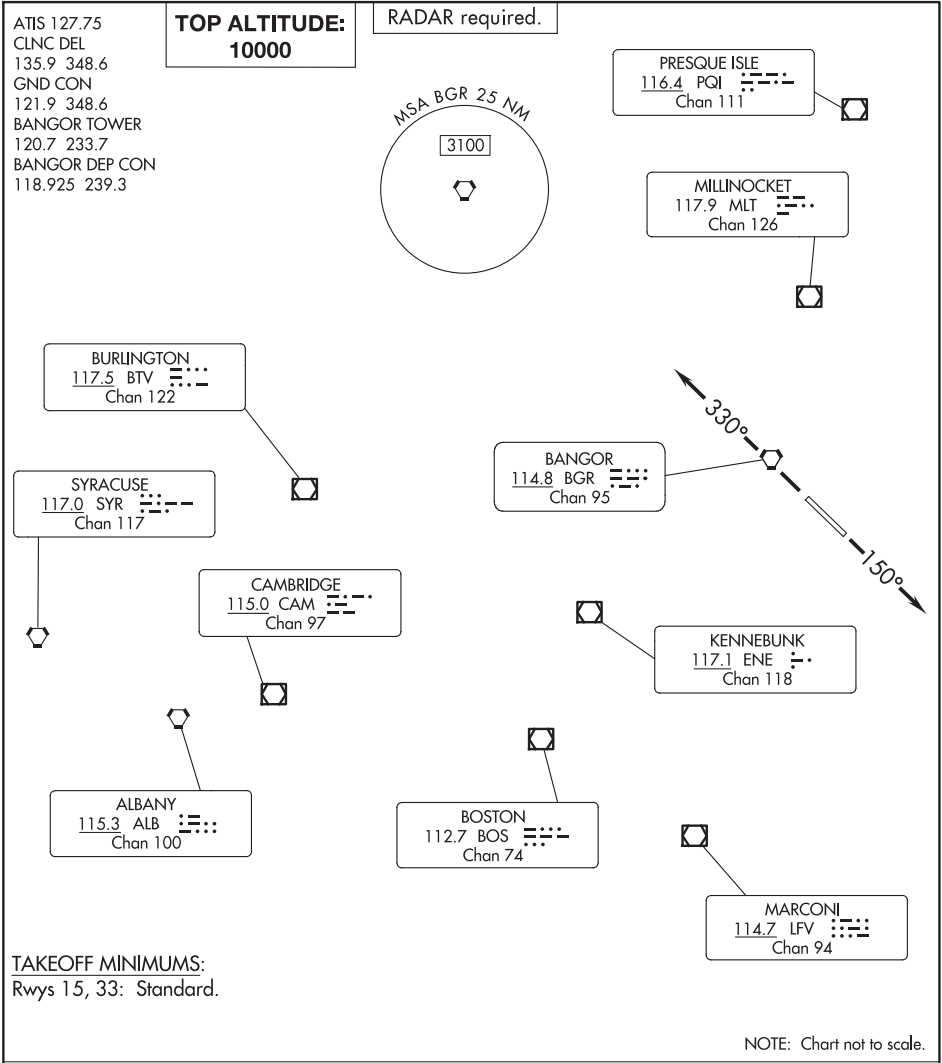


AIRPORT DIAGRAM

25107

BANGOR, MAINE
BANGOR INTL (BGR)

NE-1, 12 JUN 2025 to 07 AUG 2025

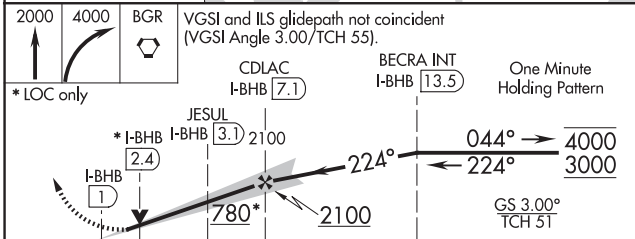
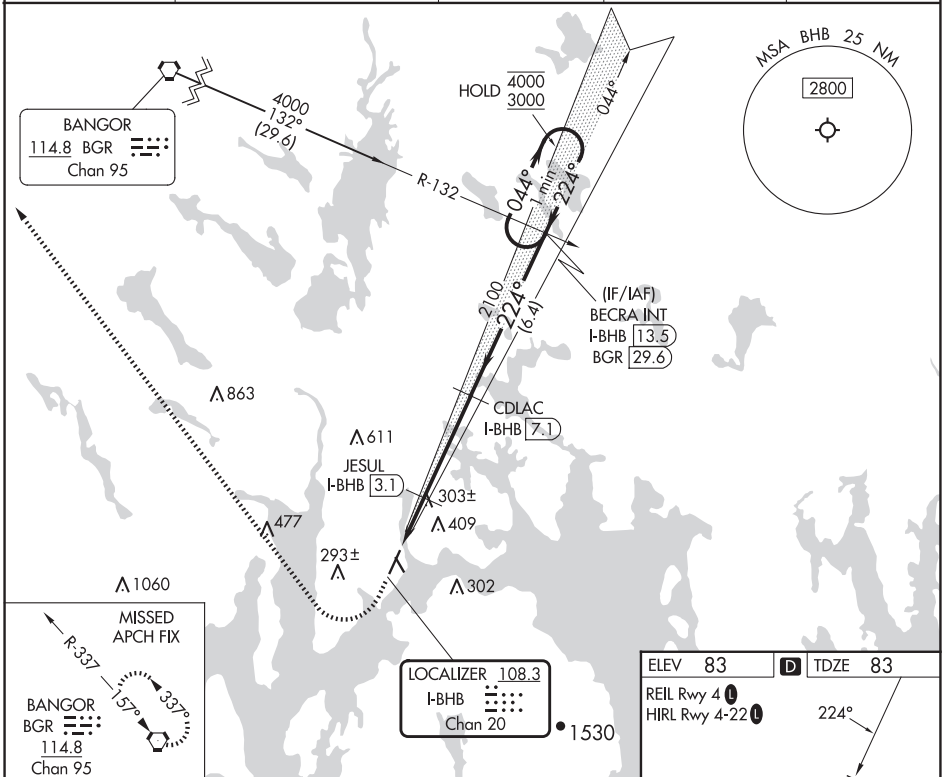
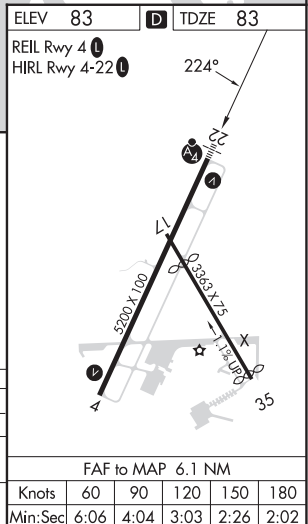


ILS or LOC RWY 22

HANCOCK COUNTY/BAR HARBOR (BHB)

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.

122.7 L

[illegible]

HANCOCK COUNTY/BAR HARBOR (BHB)
ILS or LOC RWY 22

44°27'N-68°22'W

WAAS CH 65900 W04A	APP CRS 044°	Rwy Idg 5200 TDZE 83 Apt Elev 83
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RNAV (GPS) RWY 4

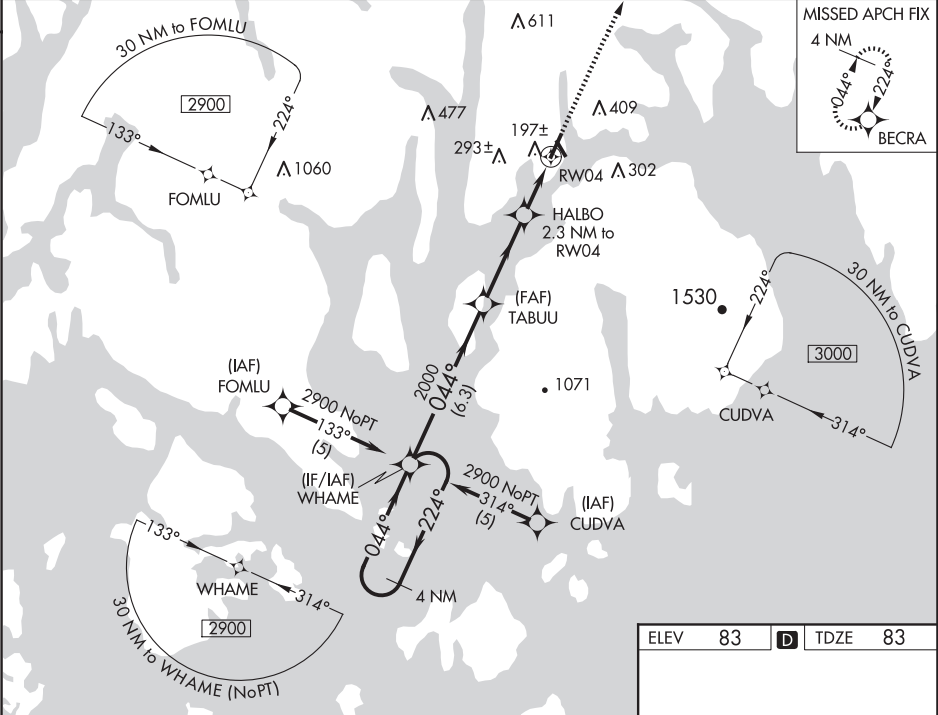
HANCOCK COUNTY/BAR HARBOR (BHB)

RNP APCH - GPS.

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 ¾ SM. Increase all MDAs 100 feet and LNAV visibility Cats C/D, and Circling visibility Cats C/D ¼ SM. Circling Rwy 17, 35 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct
BECRA and hold.

AWOS-3PT 118.35	BANGOR APP CON 133.6 284.65	CLNC DEL 119.9	UNICOM 123.0 (CTAF)	122.7
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4 NM Holding Pattern

WHAME

TABUU

2900 ← 224° → 044°

GP 3.00° TCH 55°

2000

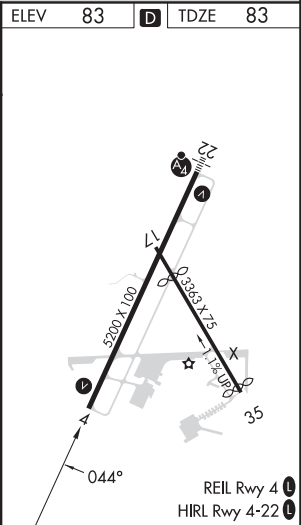
* HALBO 2.3 NM to RWY 4

* 860

RWY 4

6.3 NM 3.5 NM 2.3

CATEGORY	A	B	C	D
LPV DA		333-¾	250 (300-¾)	
LNAV/VNAV DA		464-1⅛	381 (400-1⅛)	
LNAV MDA	480-1	397 (400-1)	480-1⅛	397 (400-1⅛)
CIRCLING	600-1 517 (600-1)	720-1 637 (700-1)	720-1¾ 637 (700-1¾)	840-2½ 757 (800-2½)



LOC/DME I-MPV	APP CRS	Rwy Idg	5000
108.7	168°	TDZE	1135
Chan 24		Apt Elev	1166

ILS or LOC RWY 17

EDWARD F KNAPP STATE (MPV)

▼

▲ NA

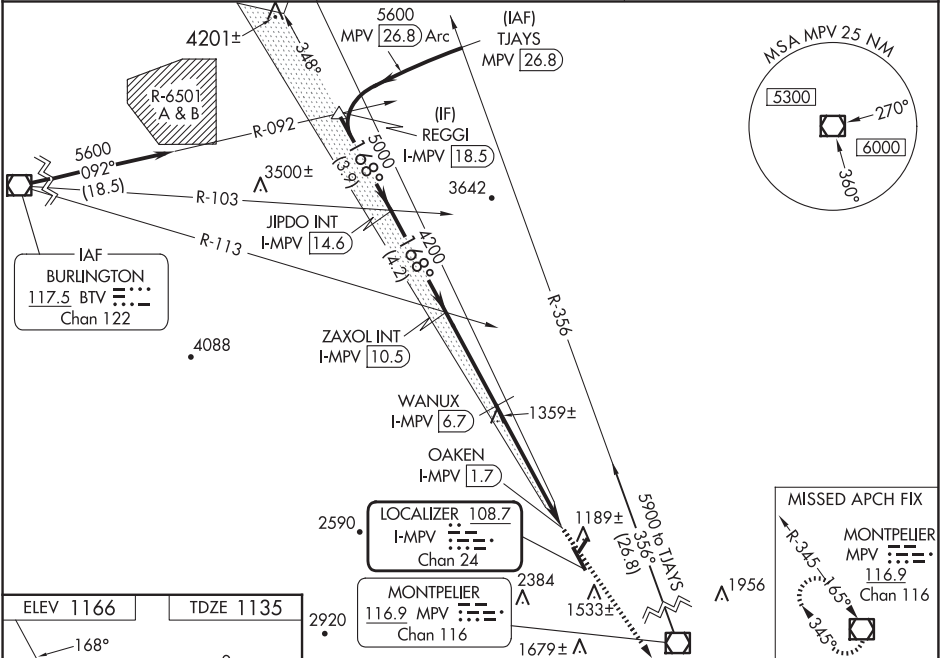
❄ -20°C

Inoperative table does not apply to S-LOC 17 Cats A and B. When local altimeter setting not received, procedure NA. Rwy 17 helicopter visibility reduction below ¾ SM NA. Circling Rwy 5, 35 NA at night. For inoperative MALSR, increase S-ILS 17 all Cats visibility to 1½ mile and WANUX fix minimums S-LOC 17 Cats A/B visibility to 1 mile and Cats C/D visibility to 1½ mile.

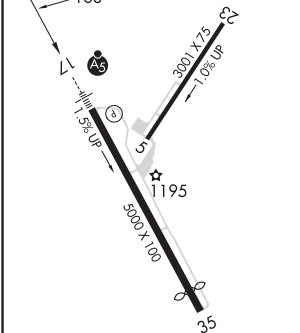
MALSR

MISSED APPROACH: Climb to 5200 direct MPV VOR/DME and hold, continue climb-in-hold to 5200.

ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) 0

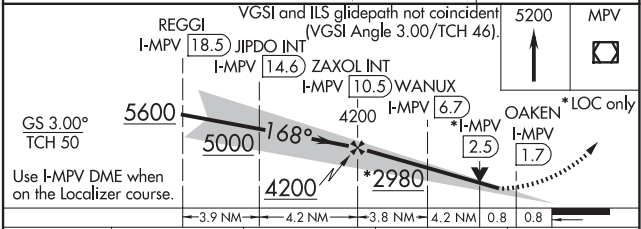


ELEV 1166	TDZE 1135
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REIL Rwy 35
MIRL Rwy 5-23
MIRL Rwy 17-35 0

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56



CATEGORY	A	B	C	D
S-ILS 17	1486-¾ 351 (400-¾)			
S-LOC 17	2980-1¼ 1845 (1900-1¼)	2980-1½ 1845 (1900-1½)	2980-3	1845 (1900-3)
❑ CIRCLING	2980-1¼ 1814 (1900-1¼)	2980-1½ 1814 (1900-1½)	2980-3	1814 (1900-3)
WANUX FIX MINIMUMS				
S-LOC 17	1660-¾	525 (500-¾)	1660-1¼	525 (500-1¼)
❑ CIRCLING	1980-1¼	814 (900-1¼)	2700-3 1534 (1600-3)	2920-3 1754 (1800-3)

BARRE/MONTPELIER, VERMONT

AL-522 (FAA)

23222

WAAS CH 69611 W17A	APP CRS 168°	Rwy ldg TDZE 1135 Apt Elev 1166
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RNAV (GPS) RWY 17

EDWARD F KNAPP STATE (MPV)

RNP APCH - GPS.

RADAR required for procedure entry at VUYUD.

⚠

⚠

🌡️ -20°C

Rwy 17 helicopter visibility reduction below 1 SM NA. Inop table does not apply to LPV all Cats and LNAV Cats A and B. Baro-VNAV NA. When local altimeter setting not received, procedure NA. Straight-in Rwy 17 NA at night. Circling Rwy 5, 17, 35 NA at night. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 3/8 SM.

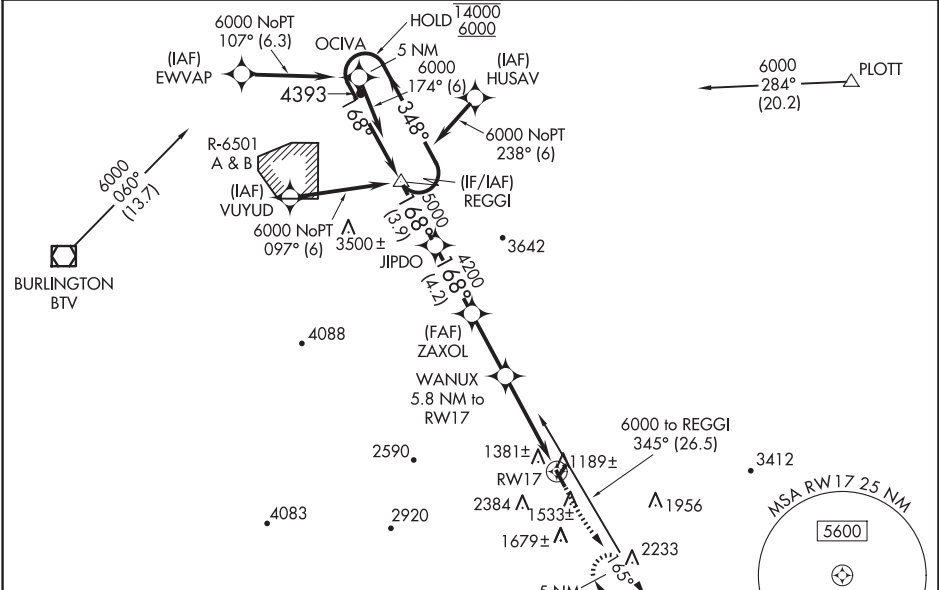
MALSR

⦿

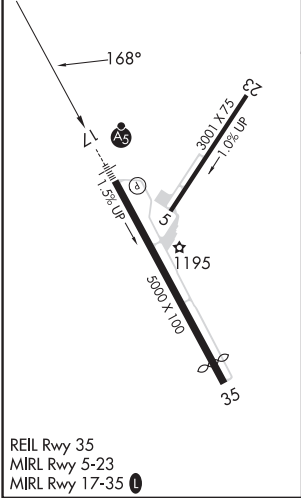
A5

MISSED APPROACH:
Climb to 1720 then
climb to 5200 direct
MPV VOR/DME
and hold, continue
climb-in-hold to 5200.

ASOS 132.675	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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ELEV 1166	TDZE 1135
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Procedure NA for arrival on MPV
VOR/DME airway radials 315 CW 037.

5 NM
Holding Pattern

REGGI

JIPDO

ZAXOL

WANUX
5.8 NM to
RW17

RW17

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 46).

1720 5200 MPV

14000 6000

GP 3.00°
TCH 55

5000

4200 2980

3.9 NM 4.2 NM 3.8 NM 5.8 NM

CATEGORY	A	B	C	D
LPV DA	1509-1		374 (400-1)	
LNAV/VNAV DA	1624-1		489 (500-1)	
LNAV MDA	1680-1	545 (600-1)	1680-1 1/8	545 (600-1 1/8)
CIRCLING	1980-1 1/4	814 (900-1 1/4)	2700-3 1534 (1600-3)	2920-3 1754 (1800-3)

BARRE/MONTPELIER, VERMONT
Amdt 1C 11AUG22

44°12'N-72°34'W

EDWARD F KNAPP STATE (MPV)

RNAV (GPS) RWY 17

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	4498
348°	TDZE	1158
	Apt Elev	1166

RNAV (GPS) RWY 35

EDWARD F KNAPP STATE (MPV)

RNP APCH.

▼

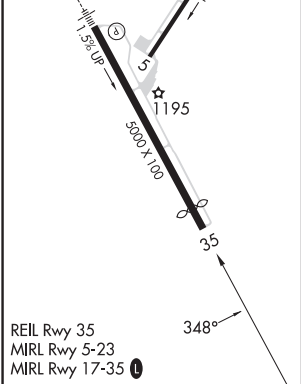
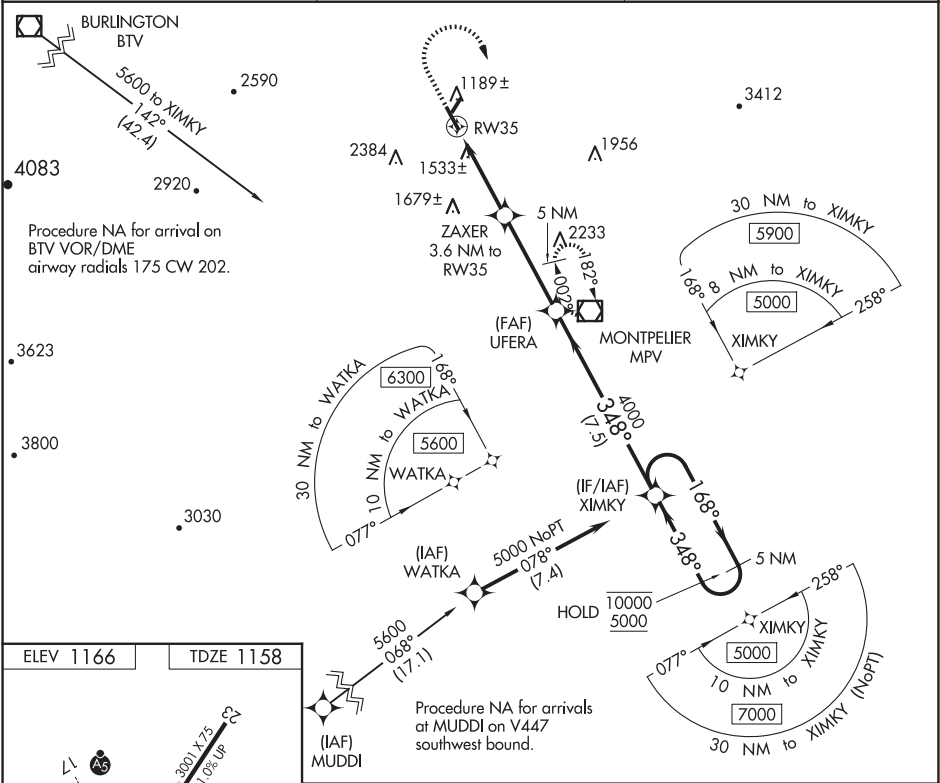
NA




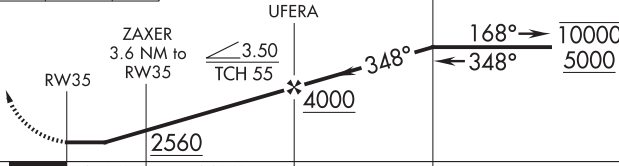

-20°C

Rwy 35 helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, procedure NA.
Straight-in Rwy 35 NA at night, Circling Rwy 5, 35 NA at night.

MISSED APPROACH: (Do not exceed 225K)
Climb to 2400 then climbing right turn to 5100 direct MPV VOR/DME and hold, continue climb-in-hold to 5100.

ASOS 132.675	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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2400	5100	MPV	5 NM Holding Pattern			
						
						
CATEGORY	A		B		C	D
LNAV MDA	1940-1 782 (800-1)		1940-1¼ 782 (800-1¼)		1940-2½ 782 (800-2½)	782 (800-2½)
 CIRCLING	1980-1¼ 814 (900-1¼)		2700-3 1534 (1600-3)		2900-3 1734 (1800-3)	

ILS or LOC RWY 11
LAURENCE G HANSCOM FLD (BED)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 060° and on BOS VOR/DME R-329 to SWIGG/GDM 36.1 DME/RADAR and hold, continue climb-in-hold to 2000.



NE-1, 12 JUN 2025 to 07 AUG 2025

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

LAURENCE G HANSCOM FLD (BED)

ILS or LOC RWY 11

LOC/DME I-ULJ	APP CRS	Rwy Ldg
111.15	293°	7011
Chan 48(Y)		TDZE 128
		Apt Elev 132

ILS or LOC RWY 29

LAURENCE G HANSCOM FLD (BED)

⚠

⚠

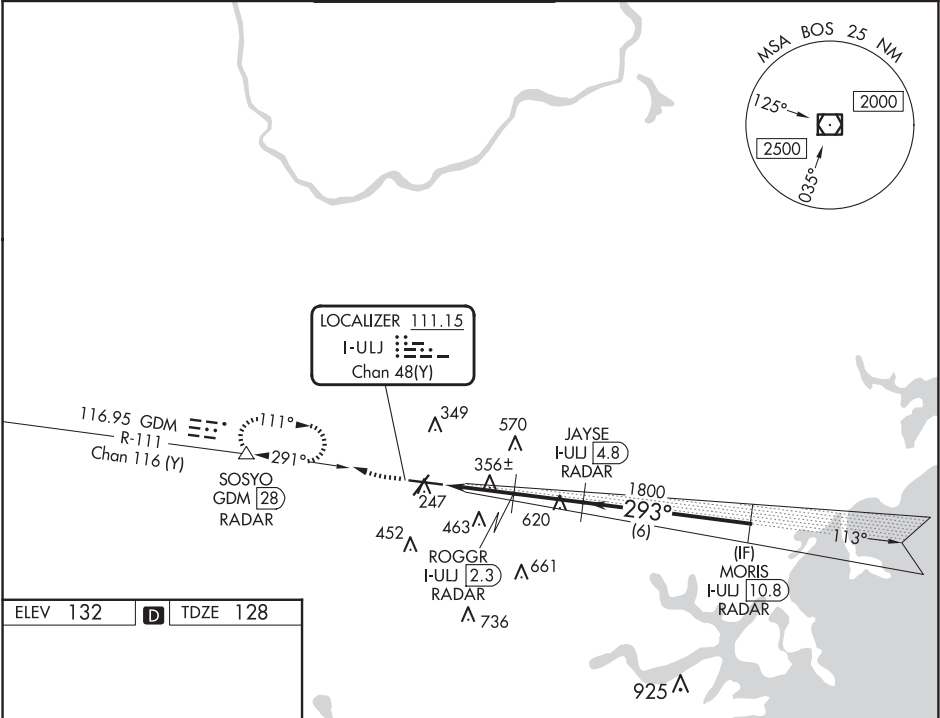
RADAR required for procedure entry. DME or RADAR required.

For inop ALS, increase S-LOC 29 Cats C and D to 1½ SM.

MALSR


MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on GDM VOR/DME R-111 to SOSYO/GDM 28 DME/RADAR and hold.

ATIS 124.6	BOSTON APP CON 124.4 279.6	HANSCOM TOWER ★ 118.5 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 121.85	UNICOM 122.95
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ELEV 132	D	TDZE 128
MIRL Rwy 5-23 HIRL Rwy 11-29 REIL Rwys 5 and 23		
FAF to MAP 5.1 NM		
Knots	60	90 120 150 180
Min:Sec	5:06	3:24 2:33 2:02 1:42
CIRCLING		

RNAV (RNP) Y RWY 11
LAURENCE G HANSCOM FLD (BED)

RNP AR APCH.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ZIMOT and hold.		
<div><div>T</div><div>For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1% SM.</div></div>						
ATIS 124.6	BOSTON APP CON 124.4 279.6	HANSCOM TOWER ★ 118.5 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 121.85	UNICOM 122.95	



LAURENCE G HANSCOM FLD (BED)

RNAV (RNP) Y RWY 11

BEDFORD, MASSACHUSETTS

AL-626 (FAA)

25163

APP CRS 293°	Rwy Ldg TDZE Apt Elev	7011 128 132
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RNAV (RNP) Y RWY 29

LAURENCE G HANSCOM FLD (BED)

RNP AR APCH.



For uncompensated Baro-VNAV systems,
procedure NA below -19°C or above 54°C.

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 124.4 279.6	HANSCOM TOWER★ 118.5 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 121.85	UNICOM 122.95
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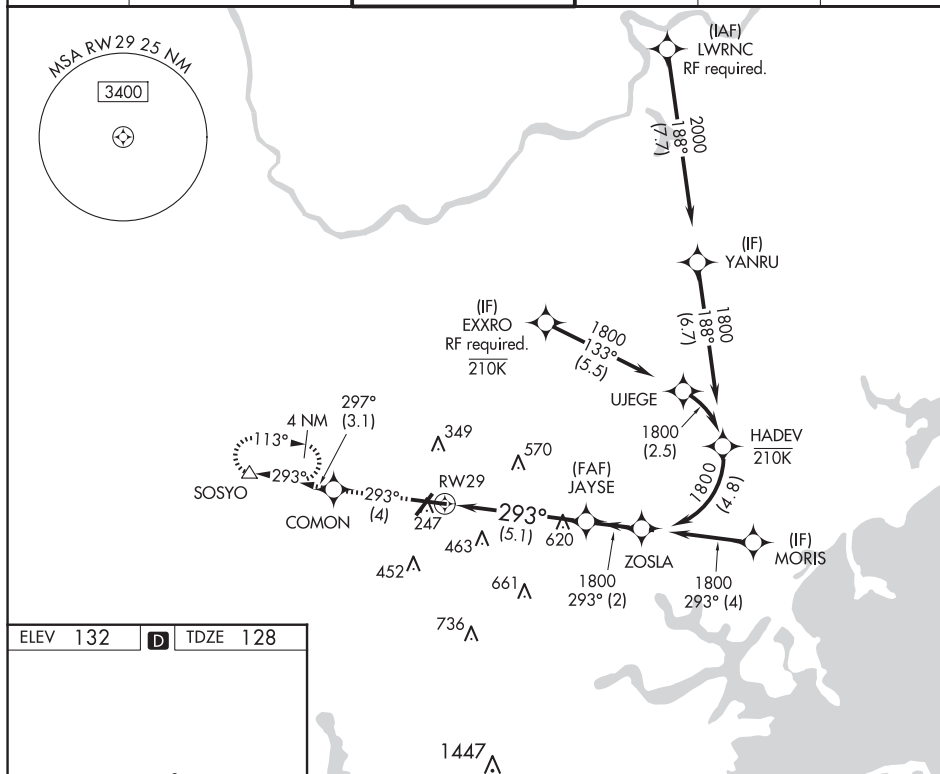


Figure 1: Example of a planview for multiple IF locations. The diagram shows a planview of a runway (RW/29) with a threshold at 2000 and a length of 2937m. The runway is oriented 293°. The planview includes a table with columns for CATEGORY, RNP 0.30 DA, and two distance ranges (651-1 and 523 (600-1)). The planview also shows a table with columns for COMON, SOSYO, and ZOSLA. The planview includes a table with columns for CATEGORY, RNP 0.30 DA, and two distance ranges (651-1 and 523 (600-1)). The planview also shows a table with columns for COMON, SOSYO, and ZOSLA.

BEDFORD, MASSACHUSETTS

Amdt 1 25FEB21

LAURENCE G HANSCOM FLD (BED)

RNAV (RNP) Y RWY 29

42°28'N-71°17'W

25

NE-1, 12 JUN 2025 to 07 AUG 2025

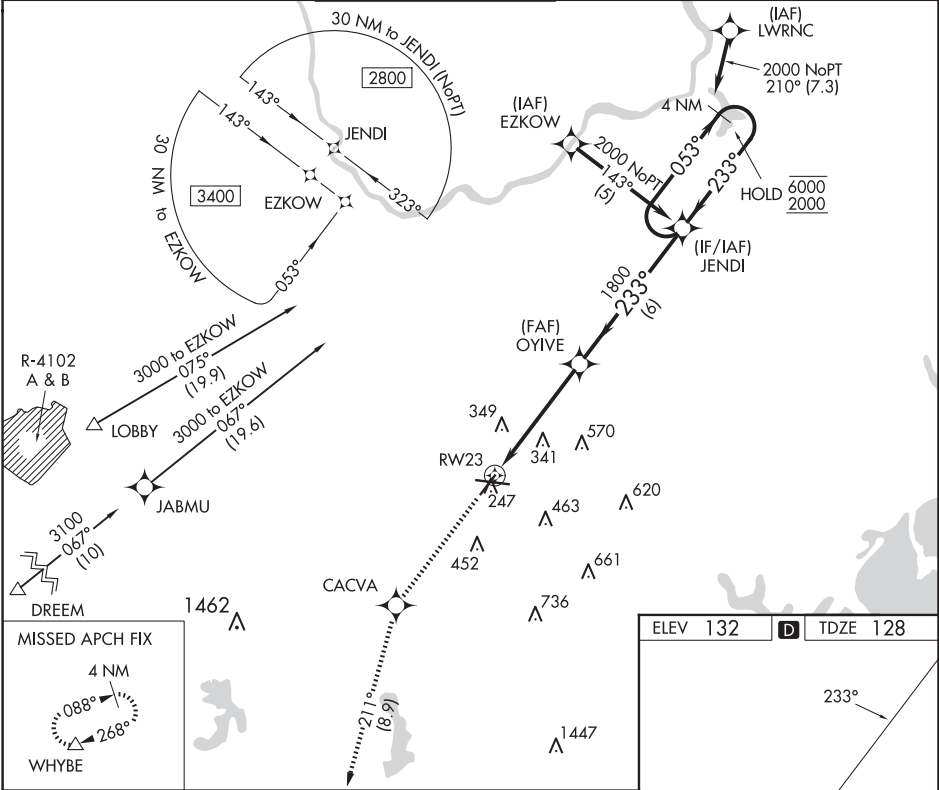
NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	5107
233°	TDZE	128
	Apt Elev	132

RNAV (GPS) RWY 23

LAURENCE G HANSCOM FLD (BED)

RNP APCH - GPS.			MISSED APPROACH: Climb to 3000 direct CACVA and on track 211° to WHYBE and hold.		
Rwy 23 helicopter visibility reduction below ¾ SM NA.					
ATIS 124.6	BOSTON APP CON 124.4 279.6	HANSCOM TOWER ★ 118.5 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 121.85	UNICOM 122.95



3000	CACVA	WHYBE	VGSi and descent angles not coincident (VGSi Angle 3.20/TCH 55).		4 NM
		tr 211° 	JENDI Holding Pattern		
CATEGORY	A	B	C	D	
LNAV MDA	640-1	512 (600-1)	640-1 ³ / ₈	512 (600-1 ³ / ₈)	
CIRCLING	740-1 608 (700-1)	800-1 668 (700-1)	880-2 ¹ / ₄ 748 (800-2 ¹ / ₄)	920-2 ¹ / ₂ 788 (800-2 ¹ / ₂)	

MIRL Rwy 5-23
HIRL Rwy 11-29
REIL Rws 5 and 23

NE-1, 12 JUN 2025 to 07 AUG 2025

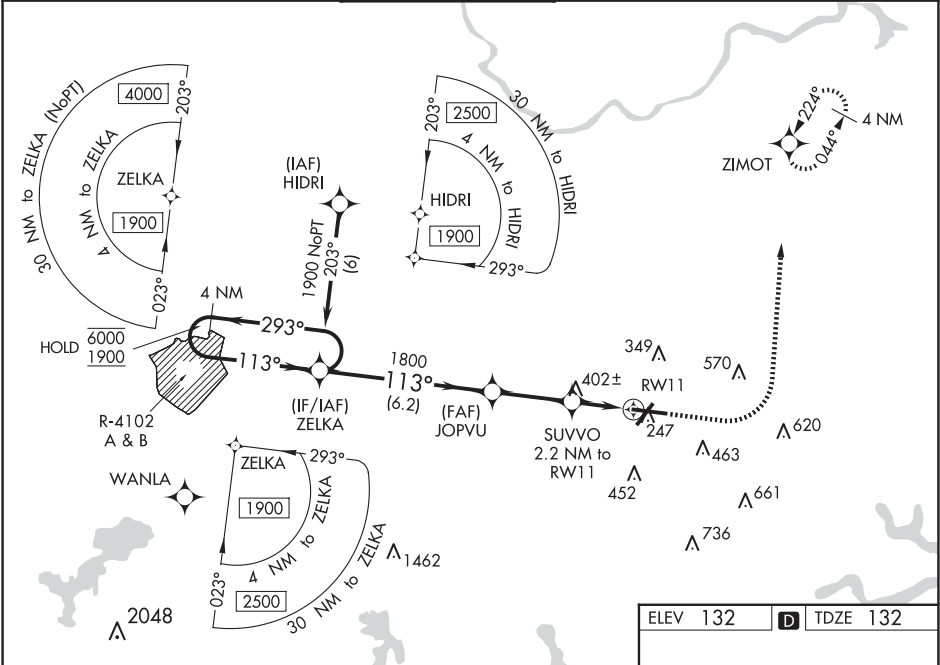
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 87000 W11A	APP CRS 113°	Rwy Ldg TDZE 132 Apt Elev 132
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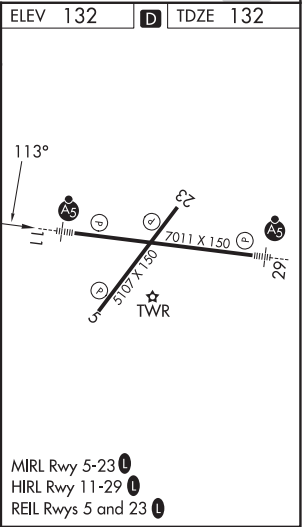
RNAV (GPS) Z RWY 11

LAURENCE G HANSCOM FLD (BED)

RNP APCH-GPS. ▼ 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.			MALSR ▲	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ZIMOT and hold.	
ATIS 124.6	BOSTON APP CON 124.4 279.6	HANSCOM TOWER ★ 118.5 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 121.85	UNICOM 122.95



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67').				
4 NM Holding Pattern				
ZELKA				
JOPVU				
SUVVO 2.2 NM to RW11				
GP 3.00° TCH 50				
6000 ← 293° 1900 → 113° 1800 113° 1800 880 RW11				
6.2 NM 2.9 NM 0.7 1.5 NM				
CATEGORY	A	B	C	D
LPV DA		384/24	252 (300-½)	
LNAV/VNAV DA		474/30	342 (400-¾)	
LNAV MDA	660/24	528 (600-½)	660/55	528 (600-1)
CIRCLING	720-1	588 (600-1)	880-2¼ 748 (800-2¼)	920-2½ 788 (800-2½)



BEDFORD, MASSACHUSETTS


AL-626 (FAA)

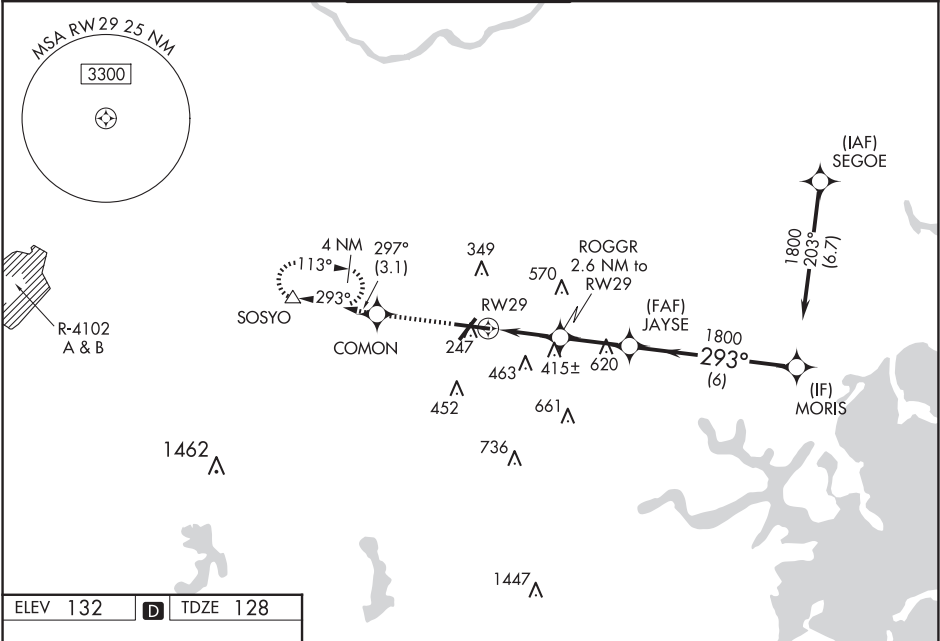
25163

WAAS CH 86612 W29A	APP CRS 293°	Rwy Ldg 7011 TDZE 128 Apt Elev 132
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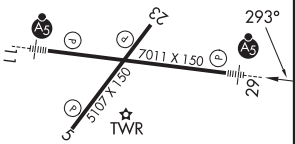
RNAV (GPS) Z RWY 29

LAURENCE G HANSCOM FLD (BED)

RNP APCH.						MISSED APPROACH: Climb to 2000 direct COMON and on track 297° to SOSYO and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA with Boston altimeter setting. When local altimeter setting not received, use Boston altimeter setting: increase LPV DA to 377 feet, LNAV/VNAV DA to 663 feet; increase all MDAs 60 feet and LNAV Cats C and D, and Circling Cat D visibility ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility and LNAV Cat C/D to 1 ½ SM. For inop ALS when using Boston altimeter setting, increase LNAV/VNAV all Cats visibility to 1 ½ SM and LNAV Cat C/D to 1 ½ SM.						
ATIS 124.6	BOSTON APP CON 124.4 279.6		HANSCOM TOWER★ 118.5 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 121.85	UNICOM 122.95



ELEV 132	D	TDZE 128
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		2000 ↑	COMON ★	tr 297°	SOSYO △
*LNAV only.		RW29 ★			
*1.5 NM to RW29		*1000			
RW29		JAYSE 1800			
1.5 NM		MORIS 1800			
1.1 NM		GP 3.00° TCH 55			
2.5 NM					
6 NM					
CATEGORY	A	B	C	D	
LPV DA	328-½		200 (200-½)		
LNAV/VNAV DA	614-1⅛		486 (500-1⅛)		
LNAV MDA	640-½	512 (600-½)	640-1	512 (600-1)	
CIRCLING	720-1	588 (600-1)	880-2¼ 748 (800-2¼)	920-2½ 788 (800-2½)	

BEDFORD, MASSACHUSETTS
Amdt 1B 12SEP19

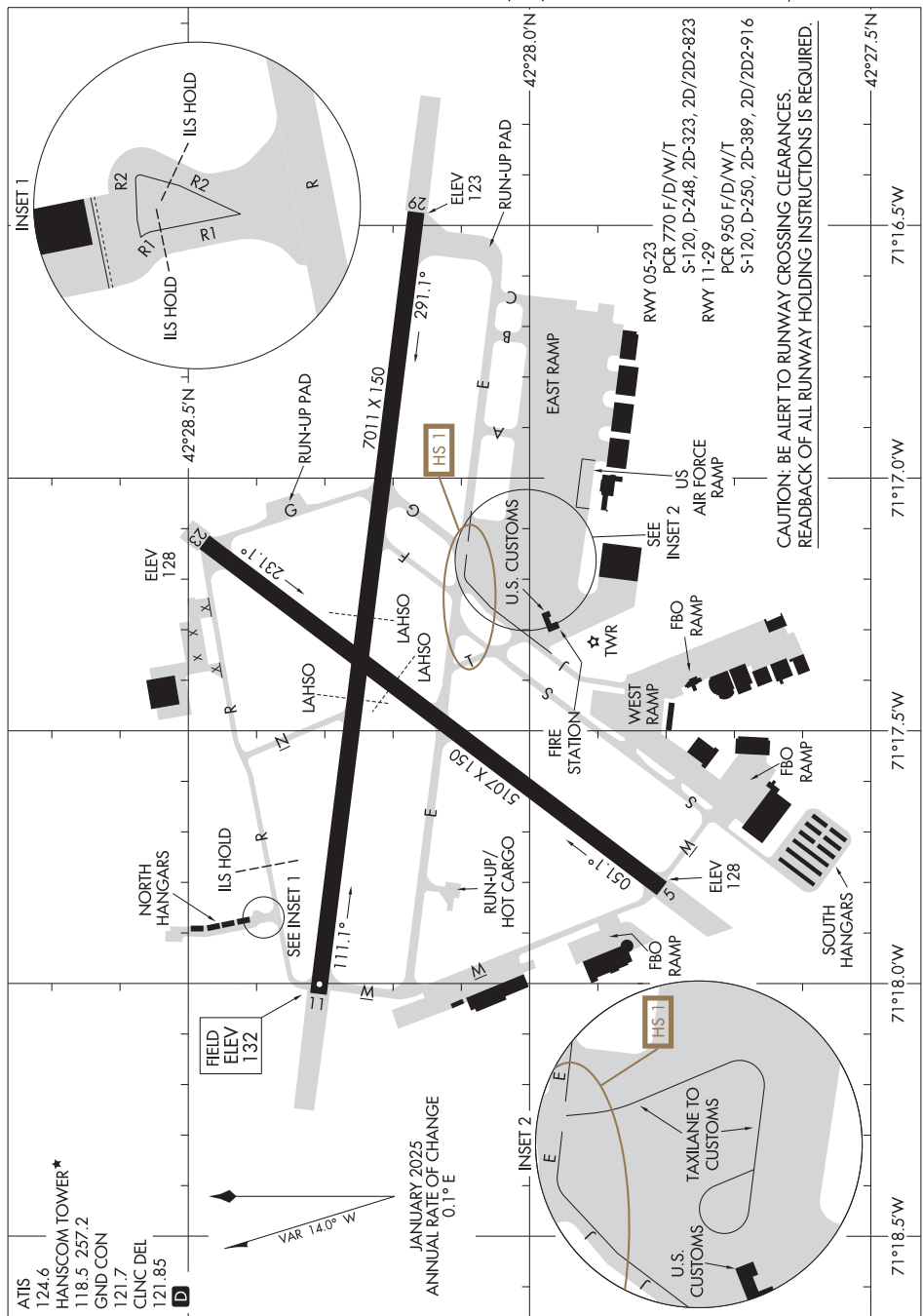
42°28'N-71°17'W

LAURENCE G HANSCOM FLD (BED)

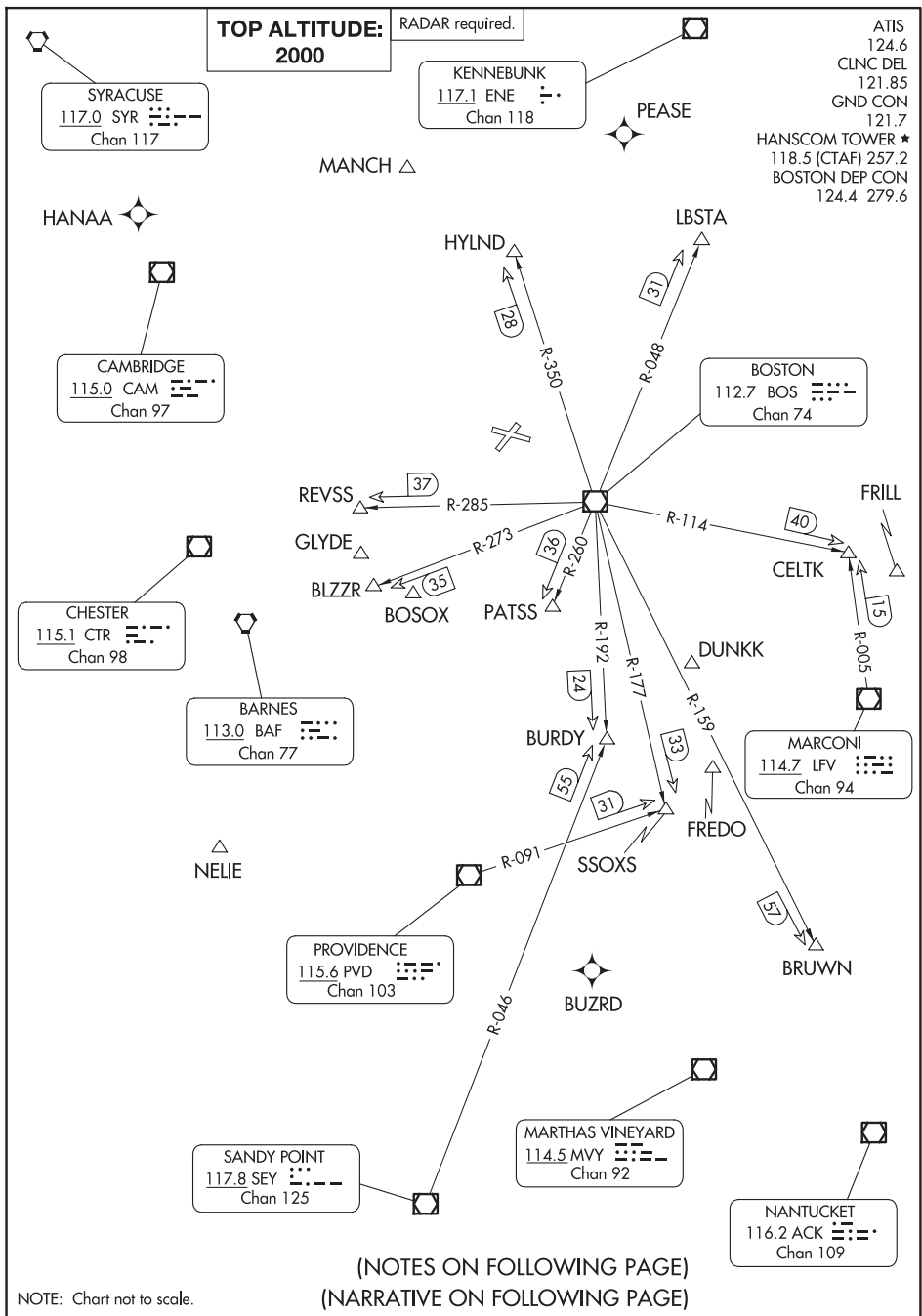
RNAV (GPS) Z RWY 29

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



HANSCOM FIVE DEPARTURE



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

BELFAST, MAINE

AL-6448 (FAA)

23278

WAAS CH 99536 W15A	APP CRS 151°	Rwy Idg TDZE 198 Apt Elev 198	4000
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RNAV (GPS) RWY 15

BELFAST MUNI (BST)

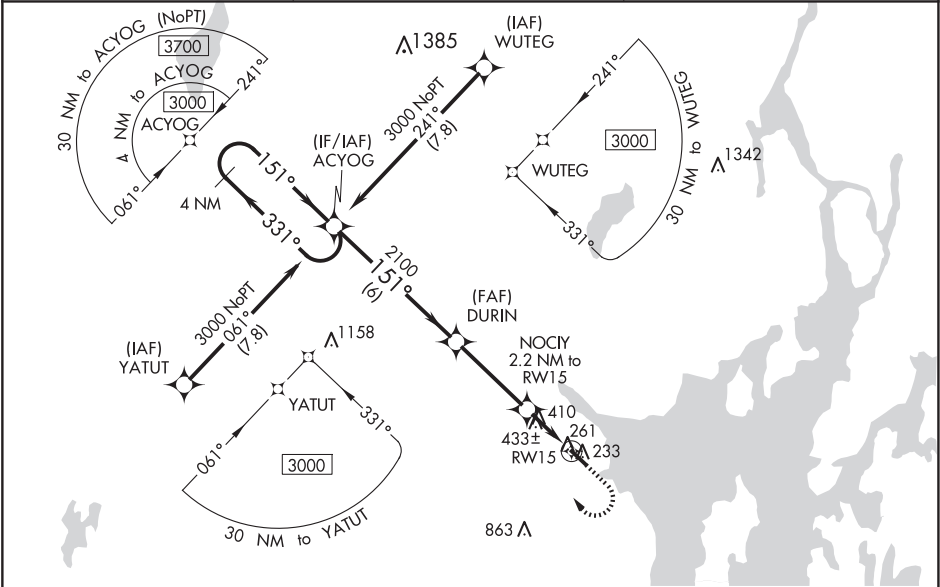
▼

▲ NA

For uncompensated Baro-VNAV systems, LNAV/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 ¾ mile; increase LNAV and Circling Cat C visibility ¼ 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) 0
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4 NM Holding Pattern ACYOG

GP 3.08° TCH 40

3000 ← 331° 151° → 151° 2100

DURIN 2100

NOCY 2.2 NM to RW15

940

6 NM 3.5 NM 2.2 NM

900 3000 ACYOG

* LNAV only.

4000 X 100 1.0% Up 33

CATEGORY	A	B	C	D
LPV DA	487-1	289 (300-1)		NA
LNAV/VNAV DA	748-1 7/8	550 (600-1 7/8)		NA
LNAV MDA	720-1 522 (600-1)	720-1 1/2 522 (600-1 1/2)		NA
CIRCLING	720-1 522 (600-1)	800-1 602 (700-1)	1040-2 1/2 842 (900-2 1/2)	NA

ELEV 198 TDZE 198

MIRL Rwy 15-33 0 REIL Rwy 15 and 33 0

BELFAST, MAINE
Amdt 1 13NOV14

44°25'N - 69°01'W

BELFAST MUNI (BST)

RNAV (GPS) RWY 15

BELFAST, MAINE

AL-6448 (FAA)

23278

WAAS CH 90336 W33A	APP CRS 332°	Rwy Idg 4000 TDZE 190 Apt Elev 198
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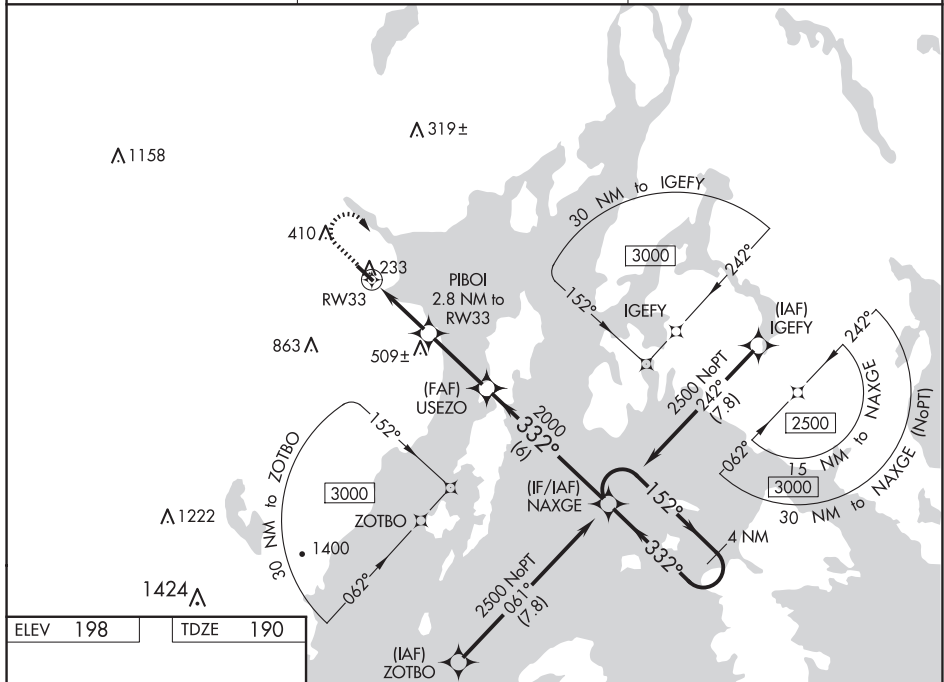
RNAV (GPS) RWY 33
BELFAST MUNI (BST)

RNP APCH

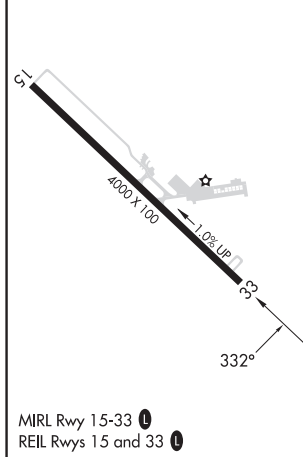
T Baro-VNAV NA when using Bangor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Bangor Intl altimeter setting and increase all LPA/MDA 60 feet; increase LPV Cats A/B, LNAV/VNAV all Cats and Circling Cat C visibility $\frac{1}{4}$ SM, increase LPV and LNAV Cat C visibility $\frac{1}{8}$ SM.

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) 0
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ELEV	198		TDZE	190
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BELFAST, MAINE

Amdt 1A 08NOV18

Belfast Muni (BST)

RNAV (GPS) RWY 33

44°25'N - 69°01'W

33

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

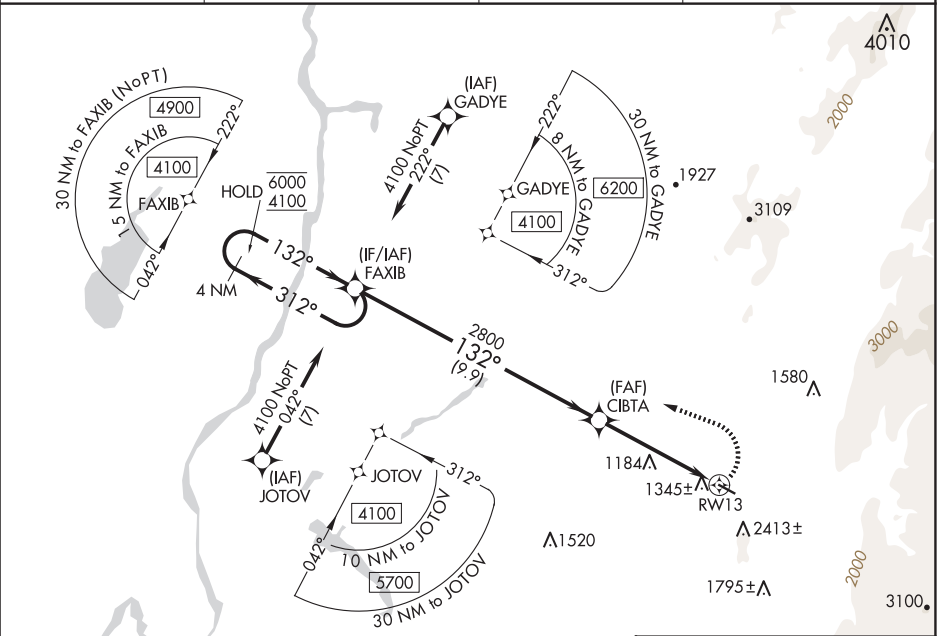
RNAV (GPS) RWY 13

WILLIAM H MORSE STATE (DDH)

T Rwy 13 helicopter visibility reduction below 1 SM NA. Circling NA southwest
A of Rwy 13-31. Procedure NA at night. When local altimeter setting not received,
☼ -12°C use AQW altimeter setting and increase all MDAs 60 feet.

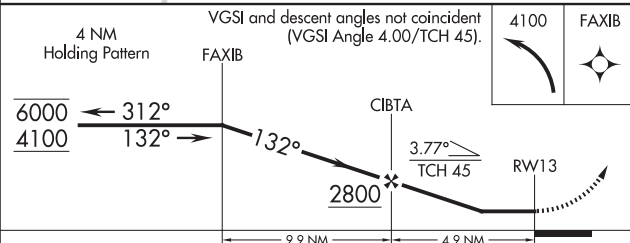
MISSED APPROACH: (Do not exceed 210K until FAXIB) Climbing left turn to 4100 direct FAXIB and hold.


ASOS 135.925	ALBANY APP CON 132.825 307.2	GCO 121.725	UNICOM 122.8 (CTAF) ①
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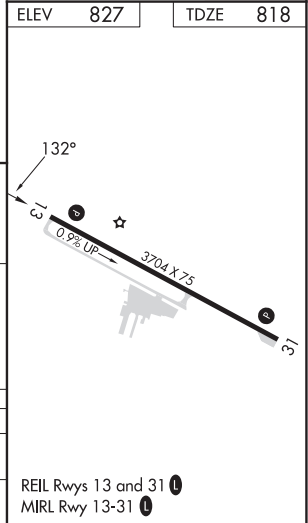


NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



CATEGORY	A	B	C	D
LNAY MDA	2540-1 ¼ 1722 (1800-1 ¼)	2540-1 ½ 1722 (1800-1 ½)	2540-3 1722 (1800-3)	NA
 CIRCLING	2540-1 ¼ 1713 (1800-1 ¼)	2540-1 ½ 1713 (1800-1 ½)	2540-3 1713 (1800-3)	NA



WILLIAM H MORSE STATE (DDH)

RNAV (GPS) RWY 13

APP CRS
190°

Rwy Idg
5200

TDZE
1161

Apt Elev
1161

RNAV (GPS) RWY 18

BERLIN RGNL (BML)

RNP APCH - GPS.

▼

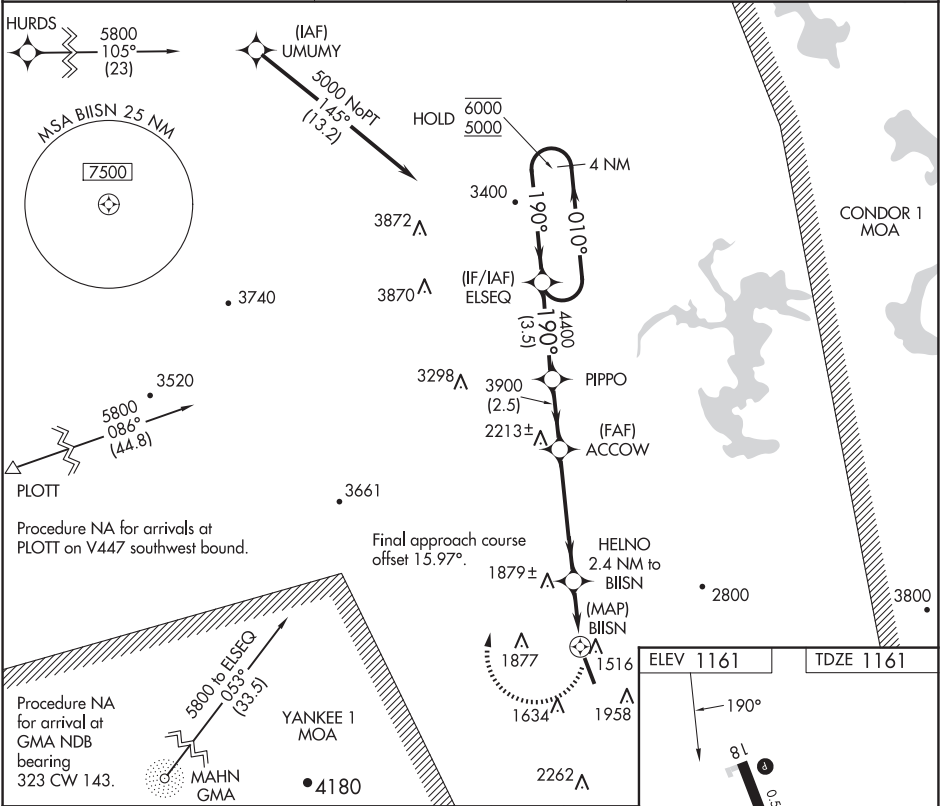
⚠

❄

Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use HIE altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat A ¼ SM. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 5000 direct ELSEQ and hold.

ASOS 135.175	BOSTON CENTER 135.7 282.2	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern

ELSEQ

PIPO

ACCOW

HELNO 2.4 NM to BIISN

BIISN

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 65).

3.5 NM 2.5 NM 4.7 NM 2.4 NM 0.5 NM

6000 5000

010° 190°

4400 3900 2220

3.35° TCH 50

5000 ELSEQ

0.5% DOWN

5200 X 100




36

CATEGORY	A	B	C	D
LNAV MDA	2040-1 879 (900-1)	2040-1¼ 879 (900-1¼)	2040-2½ 879 (900-2½)	2040-2¾ 879 (900-2¾)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2280-1½ 1119 (1200-1½)	2580-3 1419 (1500-3)	2740-3 1579 (1600-3)

HIRL Rwy 18-36 0

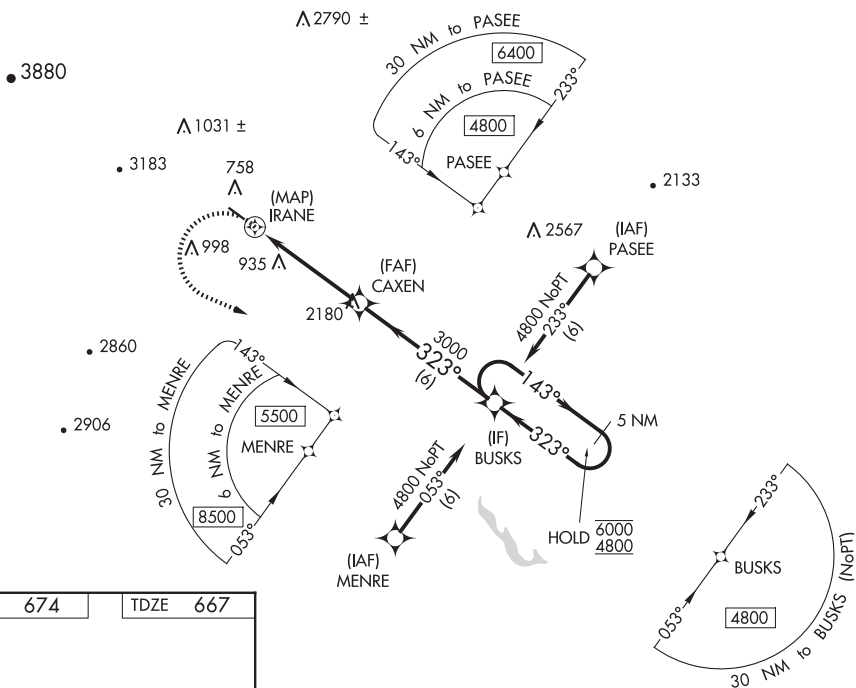
REIL Rwy 18 and 36 0

RNAV (GPS) Y RWY 32
BETHEL RGNL (ØB1)

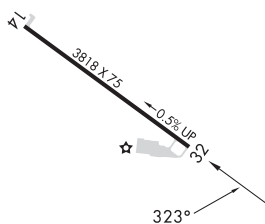
 Circling Rwy 14 NA at night. Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA
 NA When local altimeter setting not received, use Augusta altimeter setting and increase
 all MDAs 160 feet. Caution any go-around after passing IRANE, may not provide
 -22°C standard obstacle clearance. VDP NA when using Augusta State altimeter setting.

MISSED APPROACH: Climbing left turn to 4800 direct BUSKS and hold, continue climb-in-hold to 4800.

PORTLAND APP CON★	
125.5	269.35

CTAF
122.9 **L**

ELEV	674		TDZE	667
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MIRL Rwy 14-32 (L)
REIL Rwy 32 (L)

BETHEL, MAINE
Orig-A 03NOV22

4800	BUSKS	5 NM Holding Pattern
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CATEGORY	A	B	C	D
LNAV MDA	1740-1¼ 1073 (1100-1¼)	1740-1½ 1073 (1100-1½)		NA
CIRCLING	1740-1¼ 1066 (1100-1¼)	2260-1½ 1586 (1600-1½)		NA

BETHEL RGNL (ØB1)

44°26'N-70°49'W

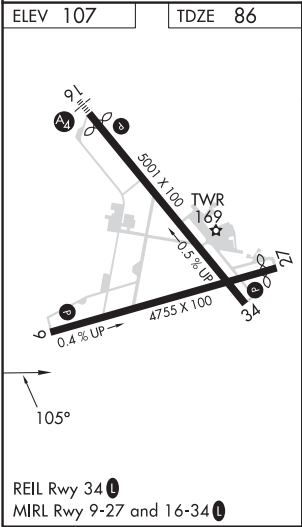
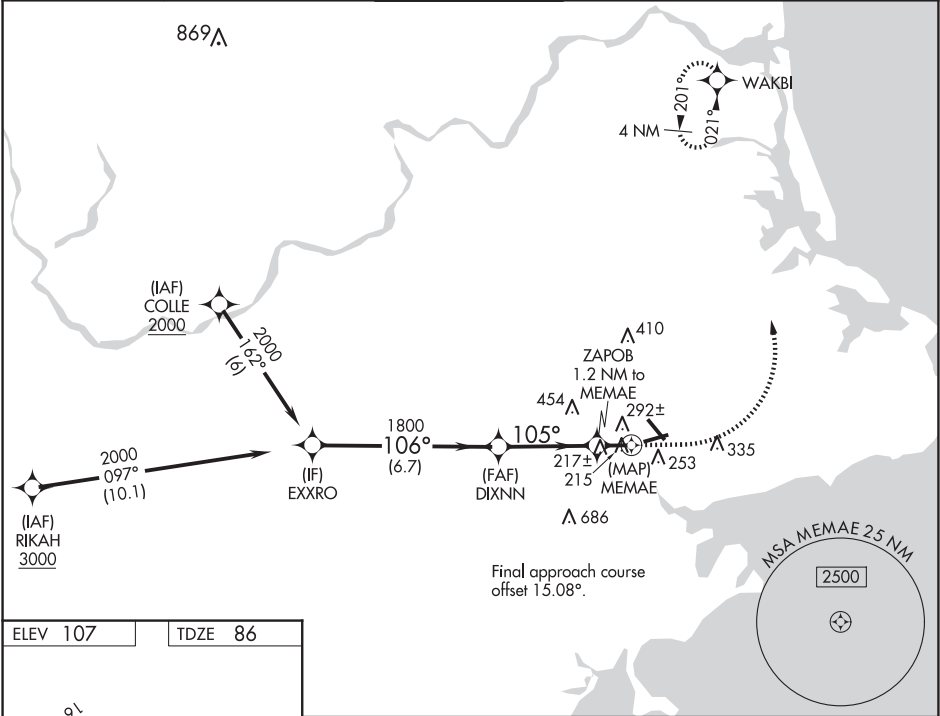
RNAV (GPS) Y RWY 32

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 65640 W09A	APP CRS 105°	Rwy Idg 4755 TDZE 86 Apt Elev 107
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RNAV (GPS) RWY 9
BEVERLY RGNL (BVY)

RNP APCH - GPS. <div><div></div><div>Rwy 9 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night.</div></div>			MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct WAKBI and hold.	
ATIS 119.2	BOSTON APP CON 124.4 279.6	BEVERLY TOWER★ 125.2 (CTAF) 0	GND CON 121.6	UNICOM 122.95



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).					600	2000	WAKBI
EXXRO							
2000							
DIXNN							
1800							
106°							
105°							
3.08°							
TCH 55							
700							
ZAOB 1.2 NM to MEMAE							
MEMAE							
6.7 NM							
3.5 NM							
1.2 NM							
0.5							
CATEGORY	A	B	C	D			
LP MDA	480-1	394 (400-1)	480-1½	394 (400-1½)			
LNAV MDA	560-1	474 (500-1)	560-1¾	474 (500-1¾)			
CIRCLING	600-1	493 (500-1)	820-2 713 (800-2)	820-2¼ 713 (800-2¼)			

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

BEVERLY, MASSACHUSETTS

AL-5039 (FAA)

24361

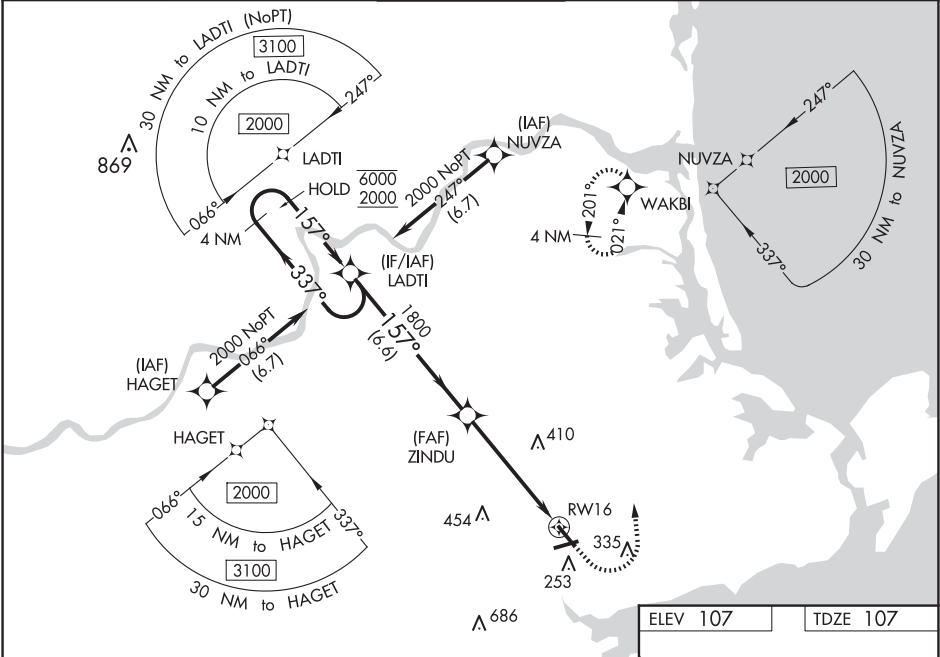
WAAS CH 93722 W16A	APP CRS 157°	Rwy Idg TDZE Apt Elev 107	4761 107 107
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RNAV (GPS) RWY 16

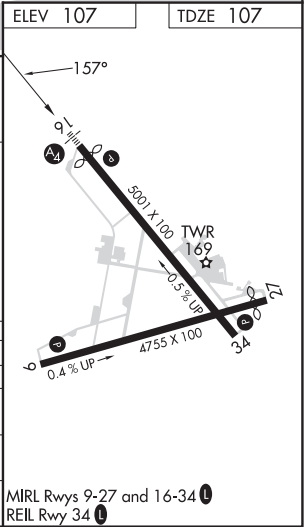
BEVERLY RGNL (BVY)

RNP APCH-GPS.	MALS A4	MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct WAKBI and hold.
Circling Rwy 9 NA at night. Rwy 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.		

ATIS 119.2	BOSTON APP CON 124.4 279.6	BEVERLY TOWER★ 125.2 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 41).				
GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	357-¾		250 (300-¾)	
LNAV/VNAV DA	422-⅞		315 (400-⅞)	
LNAV MDA	620-1	513 (600-1)	620-1⅞	513 (600-1⅞)
CIRCLING	620-1	513 (600-1)	820-2 713 (800-2)	820-2¼ 713 (800-2¼)



BEVERLY, MASSACHUSETTS
Amdt 2 17JUN21

42°35'N-70°55'W

BEVERLY RGNL (BVY)
RNAV (GPS) RWY 16

NE-1, 12 JUN 2025 to 07 AUG 2025

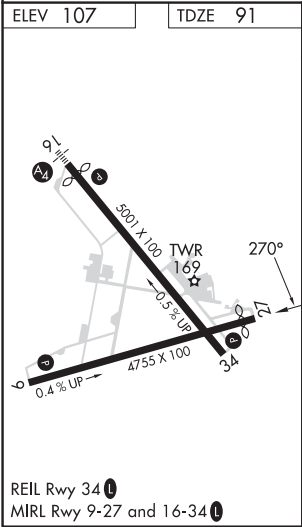
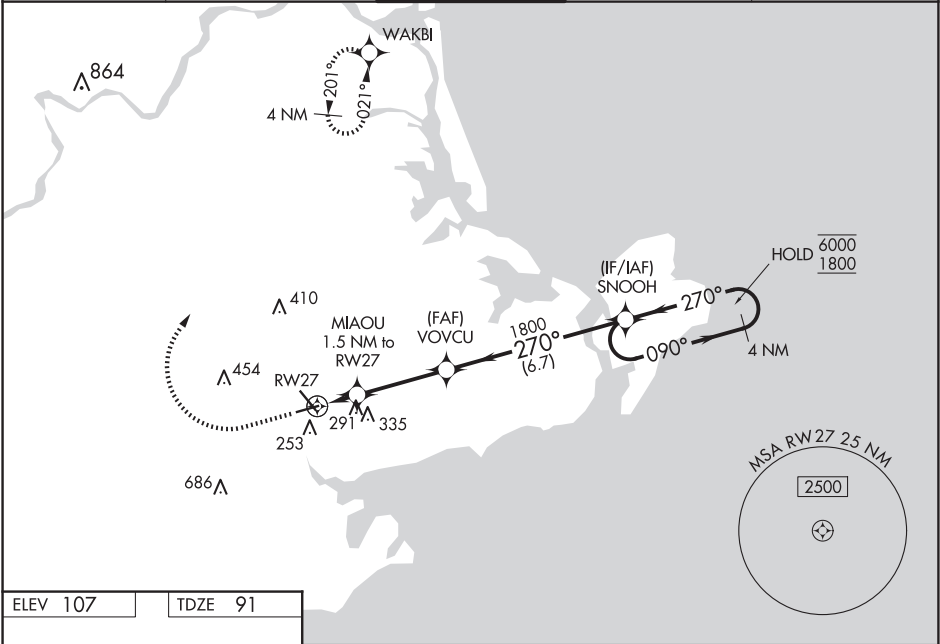
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99731 W27A	APP CRS 270°	Rwy Idg TDZE 91 Apt Elev 107
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RNAV (GPS) RWY 27

BEVERLY RGNL (BVY)

RNP APCH - GPS. <div><div></div><div>Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.</div></div>			MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WAKBI and hold.	
ATIS 119.2	BOSTON APP CON 124.4 279.6	BEVERLY TOWER★ 125.2 (CTAF) 0	GND CON 121.6	UNICOM 122.95



700		2000	WAKBI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.22°/TCH 46).		4 NM
			VOVCU	SNOOH	Holding Pattern	
			MIAOU 1.5 NM to RW27	1800	090° → 6000	1800
			RW27	270°	← 270°	
			660	1800	GP 3.22° TCH 60	
			1.5 NM	3.3 NM	6.7 NM	
CATEGORY	A	B	C	D		
LPV DA	444-1	353 (400-1)		NA		
LNAV/VNAV DA	438-1	347 (400-1)		NA		
LNAV MDA	540-1	449 (500-1)	540-1⅓	449 (500-1⅓)		
CIRCLING	600-1	493 (500-1)	820-2 713 (800-2)	820-2¼ 713 (800-2¼)		

WAAS CH 97631 W34A	APP CRS 337°	Rwy Idg TDZE Apt Elev	5001 102 107
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RNAV (GPS) RWY 34

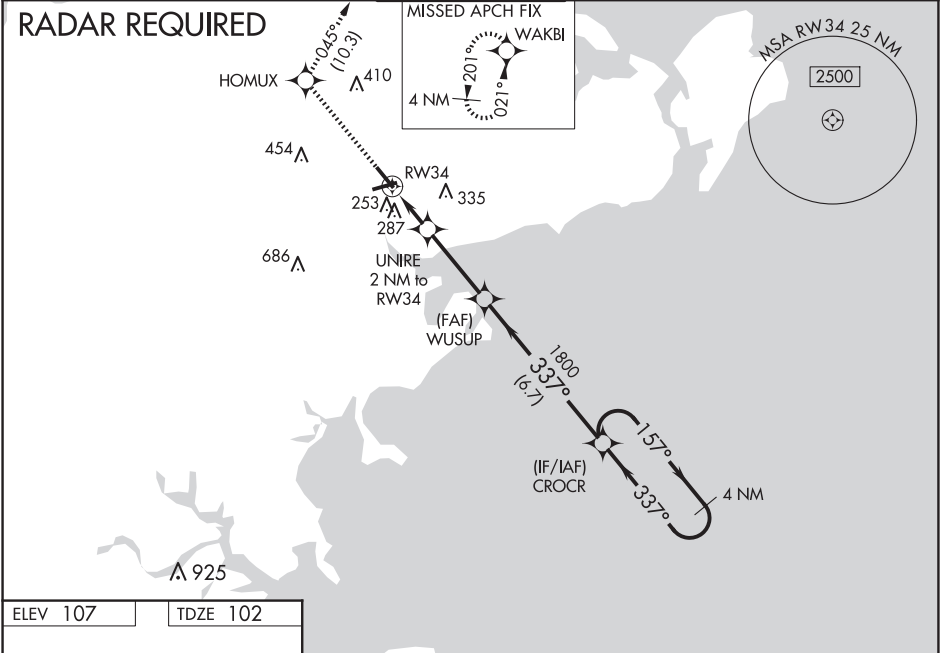
BEVERLY RGNL (BVY)

⚠

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 1/8 SM and Circling Cats C and D visibility 1/4 SM. Circling Rwy 9 NA at night. Rwy 34 helicopter visibility reduction below 3/4 SM NA. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 2000 direct
HOMUX and on track
045° to WAKBI and hold.

ATIS 119.2	BOSTON APP CON 124.4 279.6	BEVERLY TOWER★ 125.2 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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REIL Rwy 34
MIRL Rwy 9-27 and 16-34

5001 X 100
4755 X 100
TWR 169
GP 3.00°
TCH 54
337°

2000 ↑	HOMUX ✦	tr 045°	WAKBI ✦
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*LNAV only.

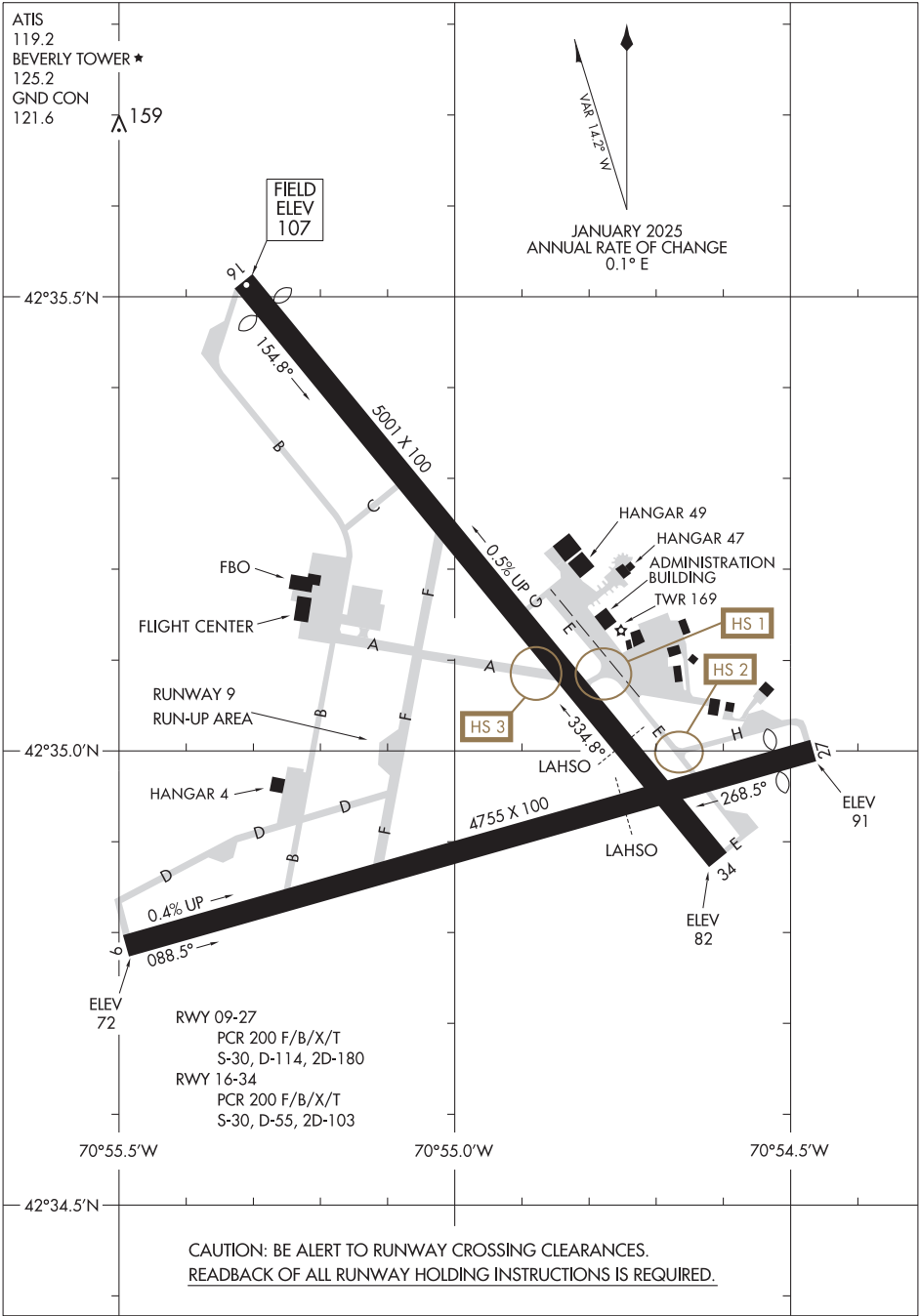
UNIRE 2 NM to RW34
WUSUP 1800
CROCR 4 NM Holding Pattern

157° → 2000
← 337°

*1.3 NM to RW34
RW34
*760
1800
GP 3.00°
TCH 54

1.3 NM 0.7 NM 3.2 NM 6.7 NM

CATEGORY	A		B		C		D	
LPV DA			382-1		280 (300-1)			
LNAV/VNAV DA			468-1 1/4		366 (400-1 1/4)			
LNAV MDA	540-1		438 (500-1)		540-1 1/4		438 (500-1 1/4)	
C CIRCLING	600-1		493 (500-1)		820-2 713 (800-2)		880-2 1/2 773 (800-2 1/2)	



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

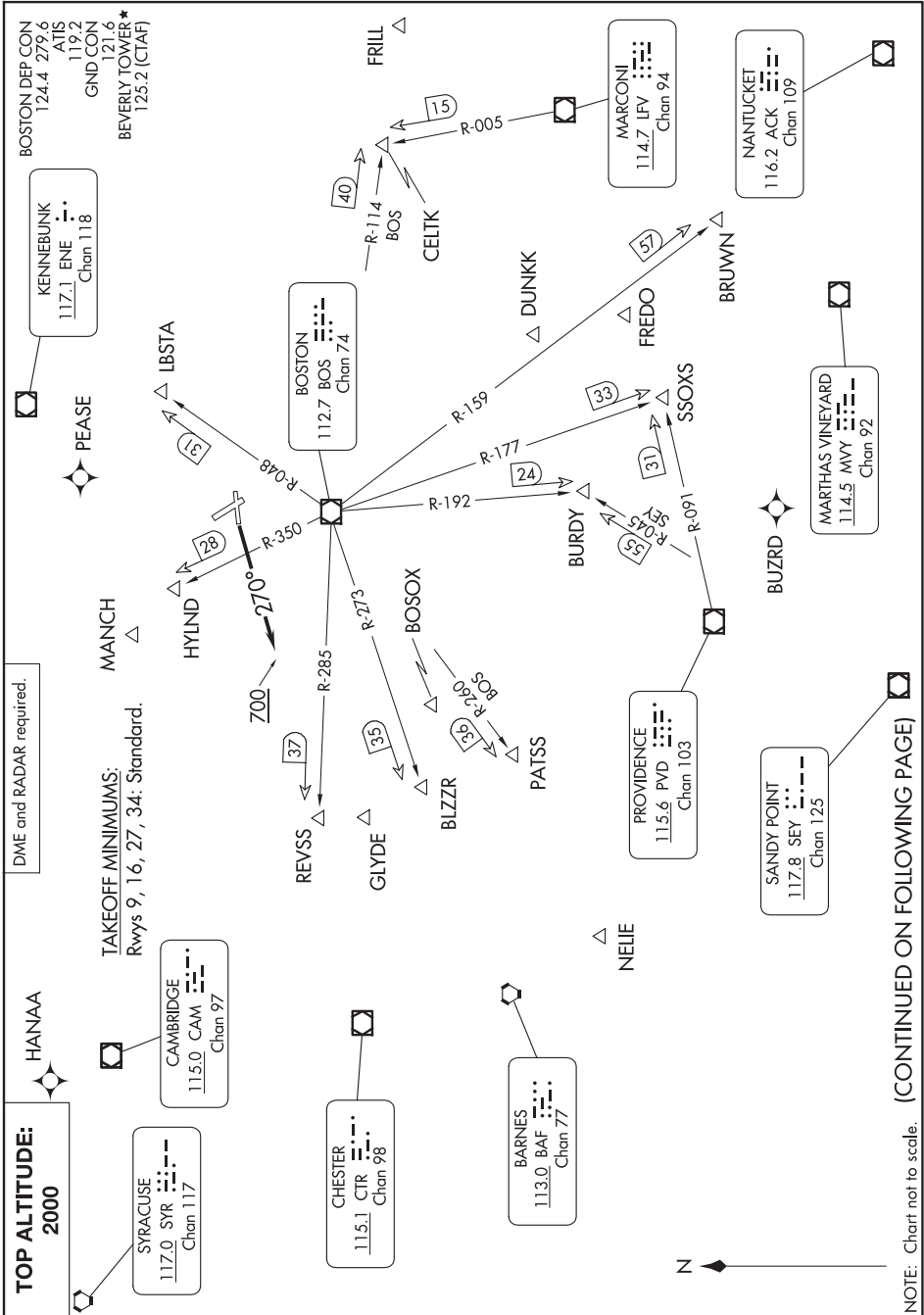
(BVY3.BVY) 24193

BEVERLY THREE DEPARTURE

AL-5039 (FAA)

BEVERLY RGNL (BVY)
BEVERLY, MASSACHUSETTS

NE-1, 12 JUN 2025 to 07 AUG 2025



BEVERLY THREE DEPARTURE

(BVY3.BVY) 29DEC22

BEVERLY, MASSACHUSETTS
BEVERLY RGNL (BVY)

NE-1, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 16, 34: Climb on assigned heading, thence . . .
TAKEOFF RUNWAY 27: Climb on heading 270° to 700, then as assigned
by ATC, thence . . .

. . . expect RADAR vectors to assigned route/navaid/fix. Maintain 2000.
Expect clearance to filed altitude/flight level within ten (10) minutes after
departure.

- NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.
- NOTE: BLZZR departures expect vectors on BOS R-273, DME required.
- NOTE: BRUWN departures expect vectors on BOS R-159, DME required.
- NOTE: CELTK departures expect vectors on BOS R-114.
- NOTE: HYLND departures expect vectors on BOS R-350, DME required.
- NOTE: PATSS departures expect vectors on BOS R-260, DME required.
- NOTE: REVSS departures expect vectors on BOS R-285, DME required.
- NOTE: SSOXS departures expect vectors on BOS R-177.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

BIDDEFORD, MAINE

AL-6015 (FAA)

24025

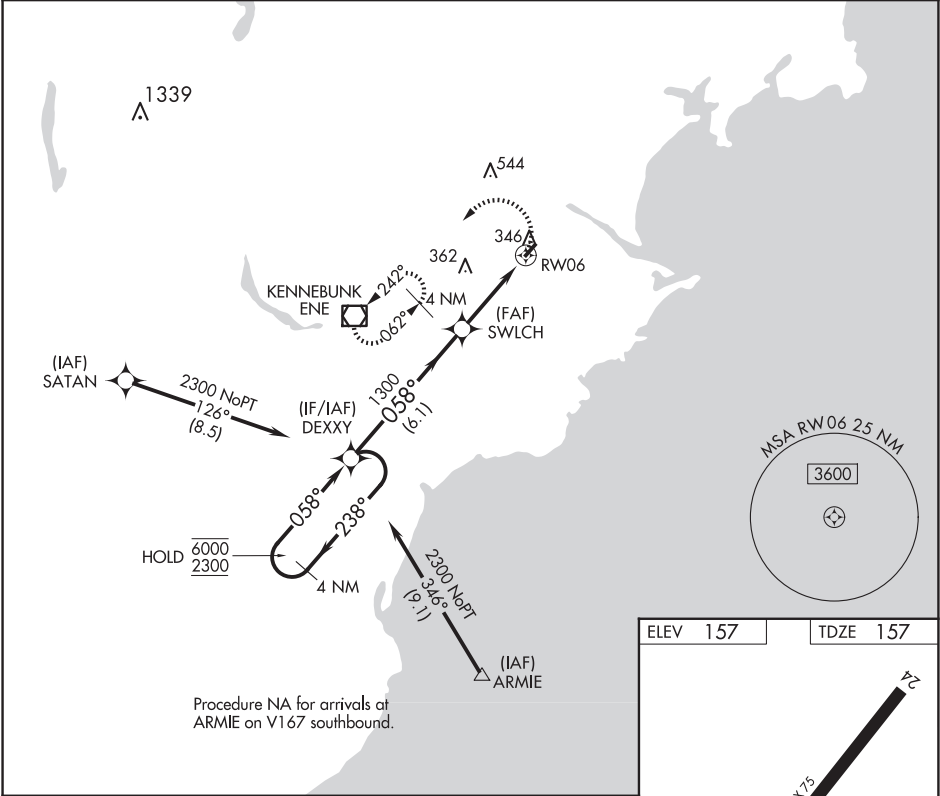
APP CRS	Rwy Idg	3000
058°	TDZE	157
	Apt Elev	157

RNAV (GPS) RWY 6

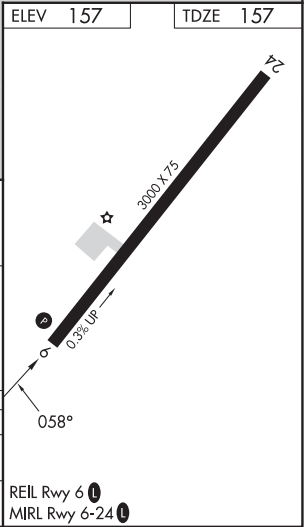
BIDDEFORD MUNI (B19)

RNP APCH.	MISSED APPROACH: Climbing left turn to 3000 direct ENE VOR/DME and hold, continue climb-in-hold to 3000.
▼ ▲ NA	Rwy 6 helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received use Sanford altimeter setting and increase all MDA 40 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¾ SM. VDP NA when using Sanford altimeter setting. Circling Rwy 24 NA at night.

PORTLAND APP CON ★ 119.75 269.35	UNICOM 123.0 (CTAF) 1
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4 NM Holding Pattern		VGSJ and descent angles not coincident (VGSJ Angle 3.50/TCH 31).		3000	ENE
6000 2300		238°	058°	058°	
		SWLCH	1300	1.4 NM to RWY 06	
		6.1 NM	2.1 NM	1.4 NM	
CATEGORY	A	B	C	D	
LNAV MDA	680-1	523 (600-1)	680-1½ 523 (600-1½)	NA	
CIRCLING	780-1	623 (700-1)	800-1¾ 643 (700-1¾)	NA	



BIDDEFORD, MAINE
Orig-B 02DEC21

43°28'N - 70°28'W

BIDDEFORD MUNI (B19)

RNAV (GPS) RWY 6

NE-1, 12 JUN 2025 to 07 AUG 2025

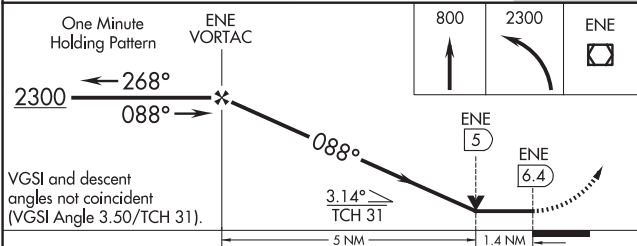
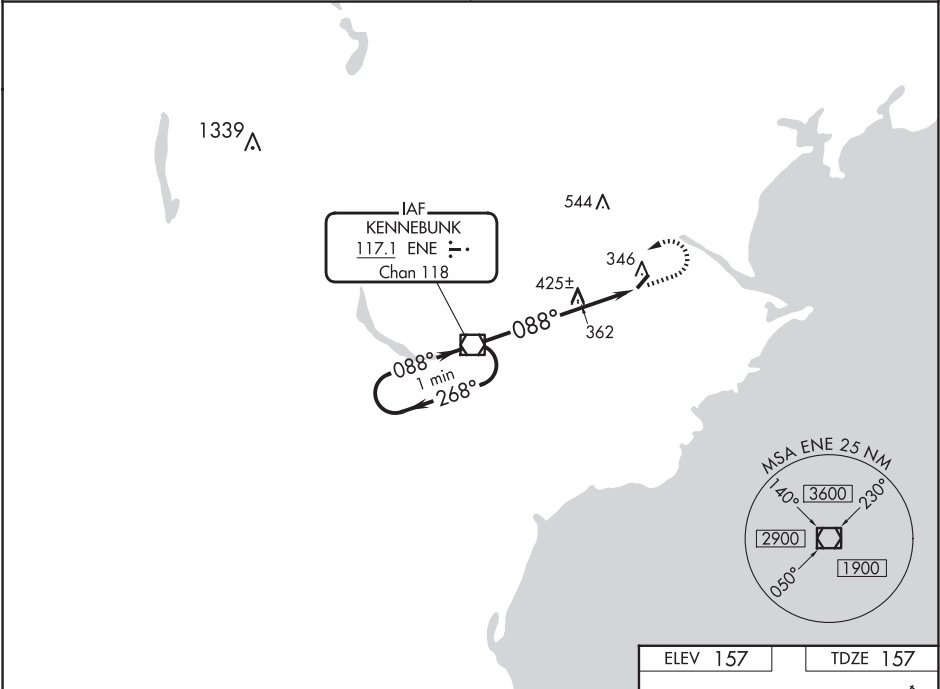
NE-1, 12 JUN 2025 to 07 AUG 2025

VORTAC ENE	APP CRS	Rwy Idg	3000
117.1	088°	TDZE	157
Chan 118		Apt Elev	157

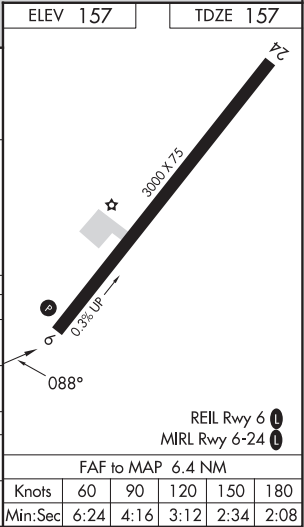
VOR RWY 6
BIDDEFORD MUNI (B19)

<div>NA</div> <div>Obtain local altimeter on CTAF; when not received, use Sanford altimeter setting. VDP NA when using Sanford altimeter setting. Circling Rwy 24 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.</div>	MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct ENE VOR/DME and hold.
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PORTLAND APP CON ★ 119.75 269.35	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-6	700-1	543 (600-1)	700-1 ⁵ / ₈ 543 (600-1 ⁵ / ₈)	NA
CIRCLING	700-1 543 (600-1)	720-1 563 (600-1)	800-1 ³ / ₄ 643 (700-1 ³ / ₄)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
S-6	740-1	583 (600-1)	740-1 ³ / ₄ 583 (600-1 ³ / ₄)	NA
CIRCLING	740-1 583 (600-1)	760-1 603 (700-1)	840-2 683 (700-2)	NA

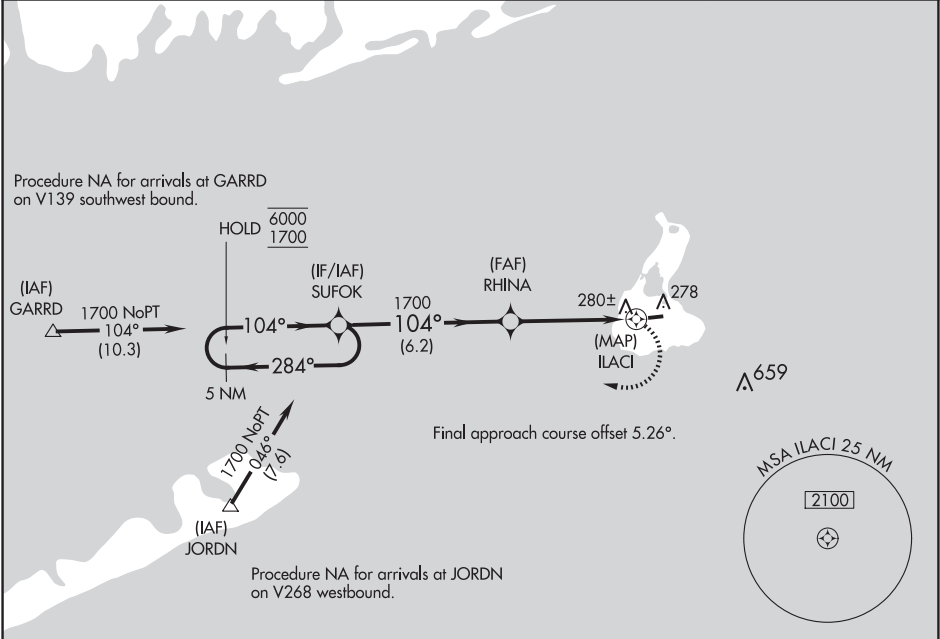


APP CRS 104°	Rwy Idg TDZE Apt Elev	2502 108 108
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RNAV (GPS) RWY 10
BLOCK ISLAND STATE (BID)

RNP APCH. ▼ ▲ Rwy 10 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climbing right turn to 1700 direct SUFOK and hold.
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AWOS-3PT 134.775	PROVIDENCE APP CON ★ 125.75 319.2	CLNC DEL 120.1	UNICOM 123.0 (CTAF) 0
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					ELEV 108		TDZE 108			
5 NM Holding Pattern					Visual Segment - Obstacles.		1700		SUFOK	
					SUFOK		RHINA			
6000 ← 284°					1700		0.9 NM to ILACI		ILACI	
1700 → 104°					1700		104°		0.5	
					6.2 NM		3.6 NM		0.9	
CATEGORY					A		B		C	
LNNAV MDA					580-1		472 (500-1)		580-1 3/8	
									472 (500-1 3/8)	
CIRCLING					640-1		532 (600-1)		640-1 1/2	
									532 (600-1 1/2)	
									NA	
									NA	
									REIL Rwy 10 and 28	
									MIRL Rwy 10-28	

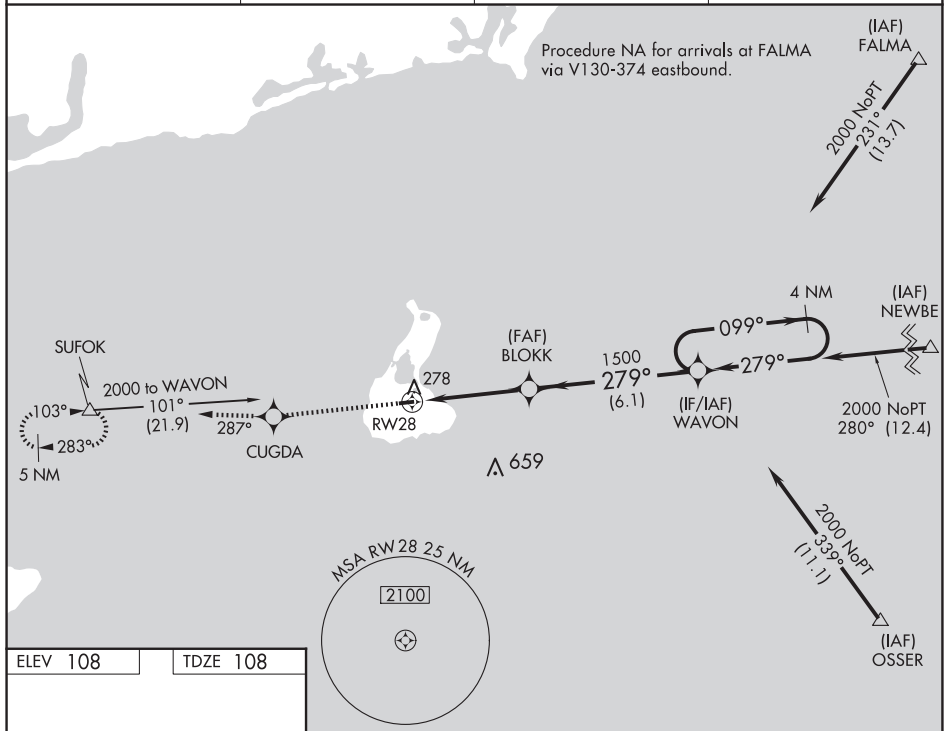
WAAS CH 70501 W28A	APP CRS 279°	Rwy Idg TDZE Apt Elev	2502 108 108
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RNAV (GPS) RWY 28
BLOCK ISLAND STATE (BID)

T DME/DME RNP-0.3 NA. If local altimeter setting not received, use Westery State altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and **A** VDP NA when using Westery 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.

AWOS-3PT 134.775	PROVIDENCE APP CON ★ 125.75 319.2	CLNC DEL 120.1	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	358-1 250 (300-1)			NA
LNAV/VNAV DA	570-1¾ 462 (500-1¾)			NA
LNAV MDA	540-1	432 (500-1)	540-1¼ 432 (500-1¼)	NA
CIRCLING	640-1	532 (600-1)	640-1½ 532 (600-1½)	NA

VOR/DME RWY 10
BLOCK ISLAND STATE (BID)

MISSED APPROACH: Climbing right turn to 1700 on heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.

AWOS-3PT 134.775	PROVIDENCE APP CON ★ 125.75 319.2	CLNC DEL 120.1	UNICOM 123.0 (CTAF) 0
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BLOCK ISLAND STATE (BID)
VOR/DME RWY 10

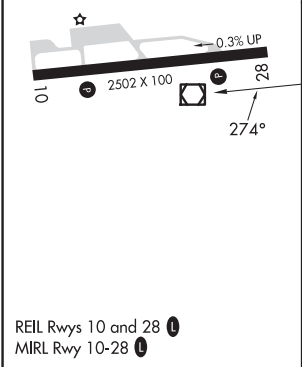
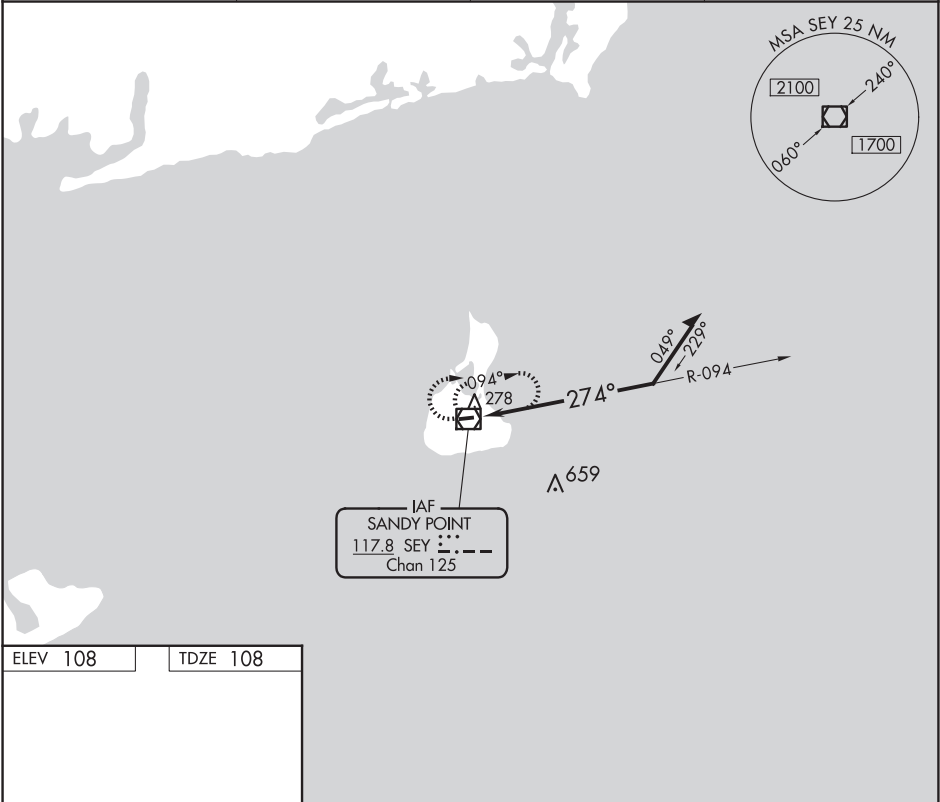
VOR/DME SEY	APP CRS	Rwy Idg	2502
117.8	274°	TDZE	108
Chan 125		Apt Elev	108

VOR RWY 28

BLOCK ISLAND STATE (BID)

<div><div>V</div><div>A</div></div> <div>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.</div>	MISSED APPROACH: Climbing right turn to 1700 in SEY VOR/DME holding pattern.
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AWOS-3PT 134.775	PROVIDENCE APP CON ★ 125.75 319.2	CLNC DEL 120.1	UNICOM 123.0 (CTAF) 0
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1700	SEY				
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BOSTON, MASSACHUSETTS

AL-58 (FAA)

25163

LOC/DME I-BOS 110.3 Chan 40	APP CRS 035°	Rwy Ldg 8851 TDZE 18 Apt Elev 19
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ILS or LOC RWY 4R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

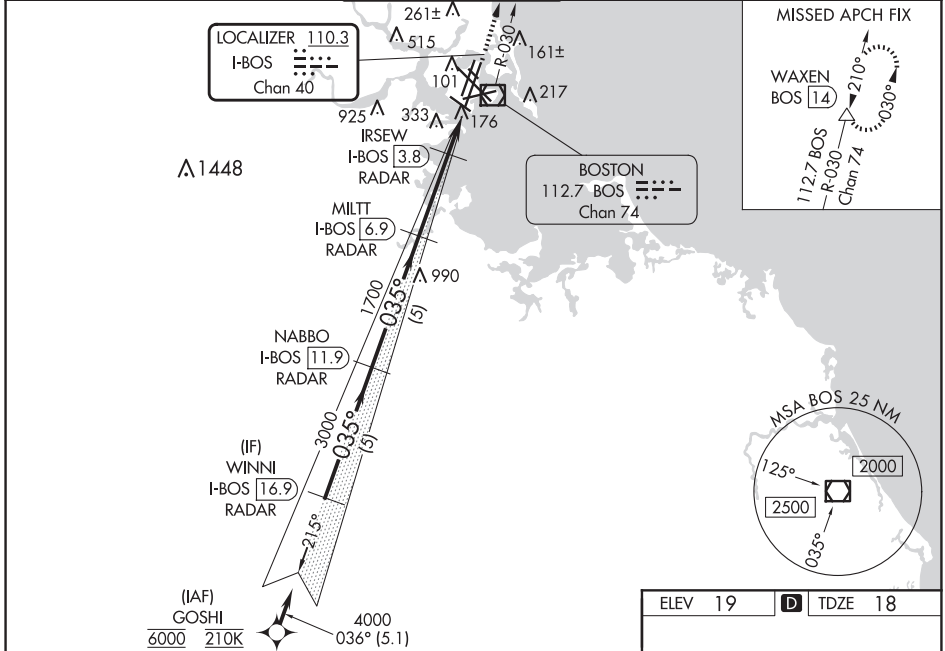
RNP APCH - GPS. From GOSHI.
DME required.

- Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Use of FD or AP required during simultaneous operations. LOC procedure NA during simultaneous operations. * For inop ALS increase S-LOC 4R Cat A/B visibility to RVR 5500.
When vessels taller than 144 feet present, S-ILS 4R NA.

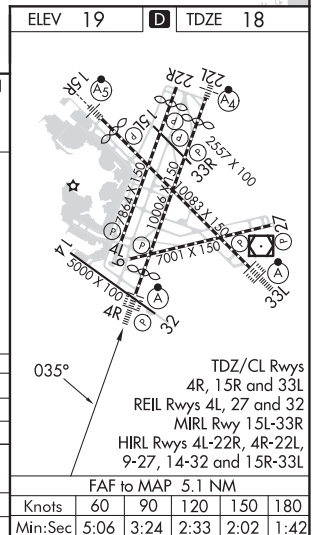


MISSED APPROACH:
Climb to 3000 on
BOS VOR/DME R-030
to WAXEN/BOS
14 DME and hold.

D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9	CLNC DEL 121.65 257.8	CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67').				3000	BOS R-030	WAXEN
GOSHI	WINNI	NABBO	MILTT	IRSEW	I-BOS	I-BOS
6000	16.9	11.9	6.9	3.8	2.9	1.8
GS 3.00° TCH 51	036°	035°	035°	035°	035°	035°
4000	3000	1700	700			
5.1 NM	5 NM	5 NM	3.1 NM	0.9 NM	1.1 NM	
CATEGORY	A	B	C	D		
S-ILS 4R		218/18	200 (200-½)			
S-LOC 4R	440/24	422 (500-½)	440/40	422 (500-¾)		
# APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA						
S-ILS 4R		374/40	356 (400-¾)			
S-LOC 4R*		440/40	422 (500-¾)			



BOSTON, MASSACHUSETTS

Amdt 11C 12JUN25

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

42°22'N-71°00'W

ILS or LOC RWY 4R

LOC/DME I-MDC

110.7

APP CRS

149°

Rwy Idg

9201

TDZE

17

Chan

44

Apt Elev

19

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ILS or LOC RWY 15R

RNP APCH - GPS. From AADMS.

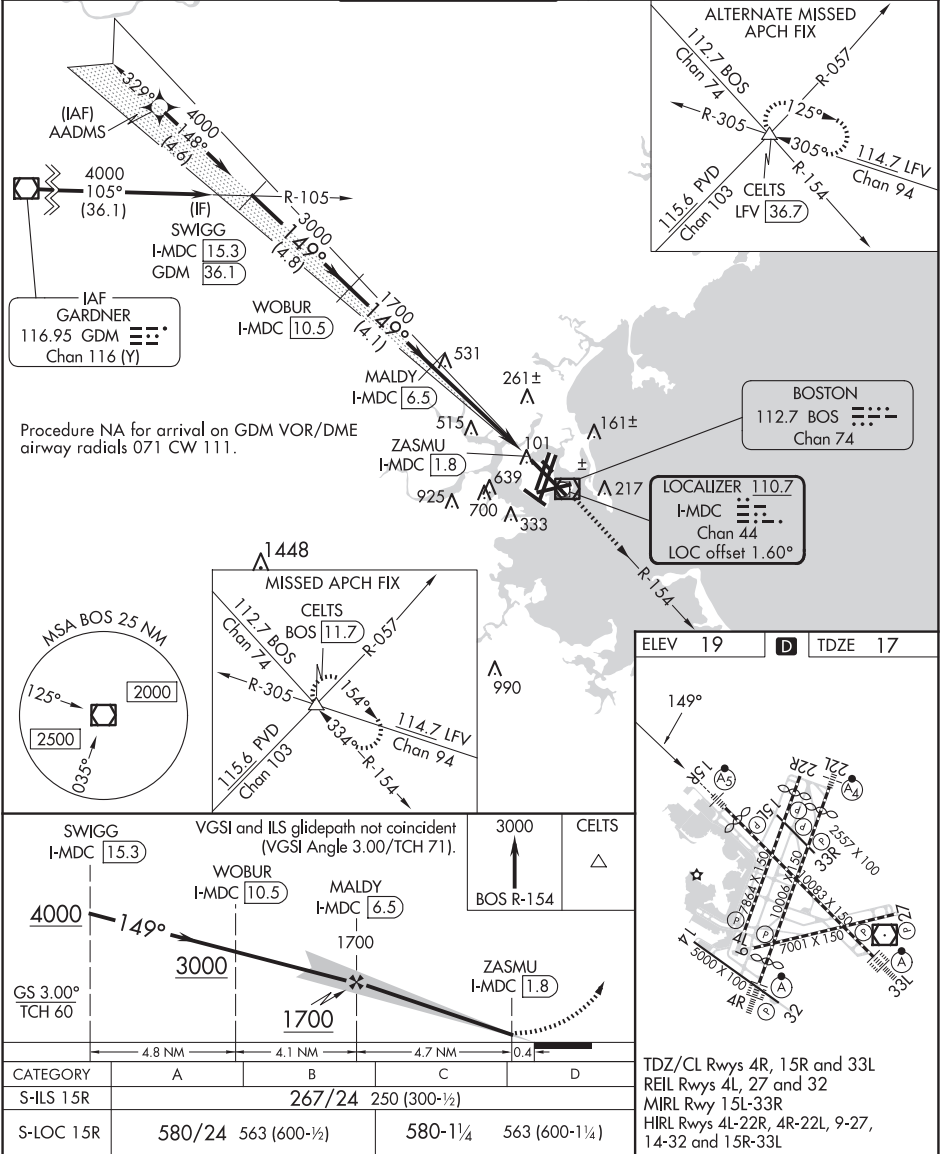
DME required.

For inop ALS, increase S-LOC 15R Cats C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-154 to CELTS INT/BOS 11.7 DME and hold.

D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



BOSTON, MASSACHUSETTS

AL-58 (FAA)

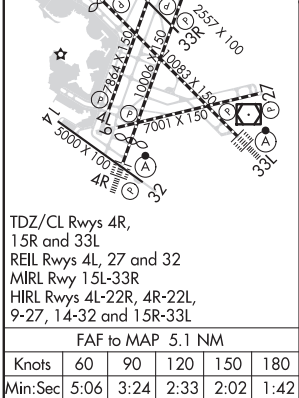
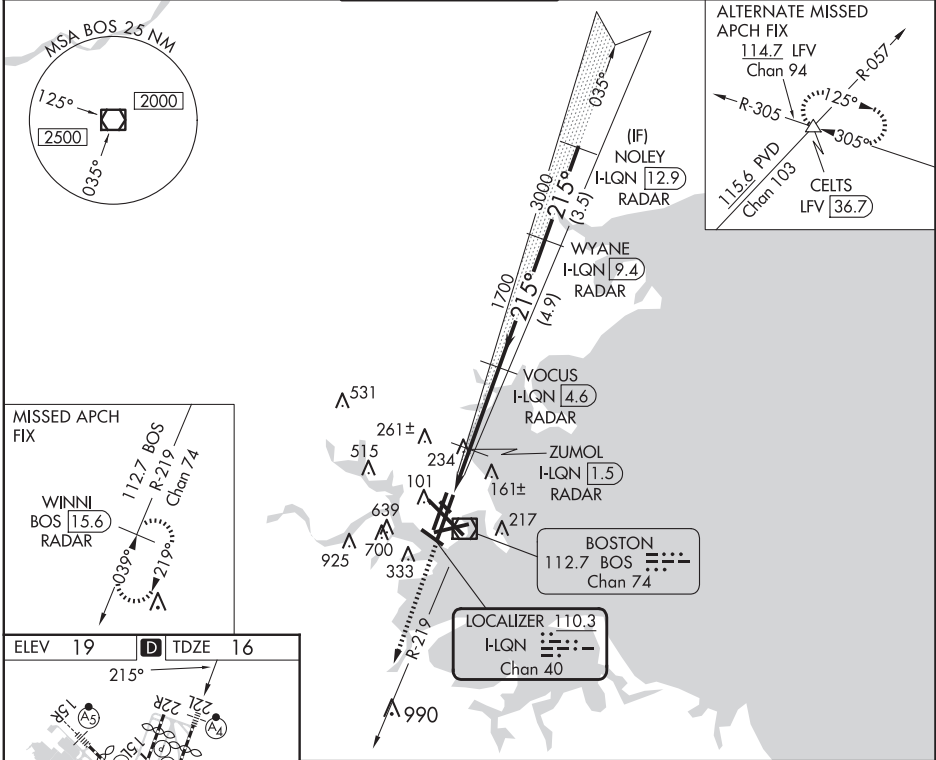
24193

LOC/DME I-LQN	APP CRS	Rwy Idg	8806
110.3	215°	TDZE	16
Chan 40		Apt Elev	19

ILS or LOC RWY 22L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RADAR required for procedure entry. DME or RADAR required.		MALSF	MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-219 to WINNI/ BOS 15.6 DME/RADAR and hold.		
Inop table does not apply to S-ILS 22L.					
D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



3000	WINNI BOS 15.6	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			
BOS R-219		ZUMOL I-LQN 1.5 RADAR	VOCUS I-LQN 4.6 RADAR	WYANE I-LQN 9.4 RADAR	NOLEY I-LQN 12.9 RADAR
		I-LQN DME ANT. 0.9	1700	215°	4000
			700	3000	GS 3.00° TCH 55
		1.4 NM	0.6	3.1 NM	4.9 NM
CATEGORY	A	B	C	D	
S-ILS 22L	216/40 200 (200-¾)				
S-LOC 22L	540/40 524 (600-¾)		540-1¼ 524 (600-1¼)		

BOSTON, MASSACHUSETTS
Amdt 8E 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22N-71°00'W
ILS or LOC RWY 22L

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 27
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RADAR required for procedure entry. DME or RADAR required.

MISSED APPROACH: Climb to 3000
on BOS VOR/DME R-268 to
BOSOX INT/BOS 29.9 DME and hold.

TDZ/CL Rwy 4R, 15R and 33L
REIL Rwy 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L

Diagram illustrating the VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

Key locations and distances shown:

- BOS R-268
- BOSOX (3000)
- RIPIT (I-DGU 6.4)
- LONER (I-DGU 11.5)
- KLANE (I-DGU 15.3)
- AYBEE (6000)
- GS 3.00° TCH 57
- Distances: 1.2, 3.9 NM, 5.2 NM, 3.8 NM, 7 NM
- Altitudes: 3000, 4000, 6000
- Heading: 272°

CATEGORY	A	B	C	D
S-ILS 27		460-1½	443 (500-1½)	
S-LOC 27		460-1½	443 (500-1½)	

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

BOSTON, MASSACHUSETTS

AL-58 (FAA)

24193

LOC/DME I-LIP	APP CRS	Rwy Idg	10083
110.7	330°	TDZE	16
Chan 44		Apt Elev	19

ILS or LOC RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

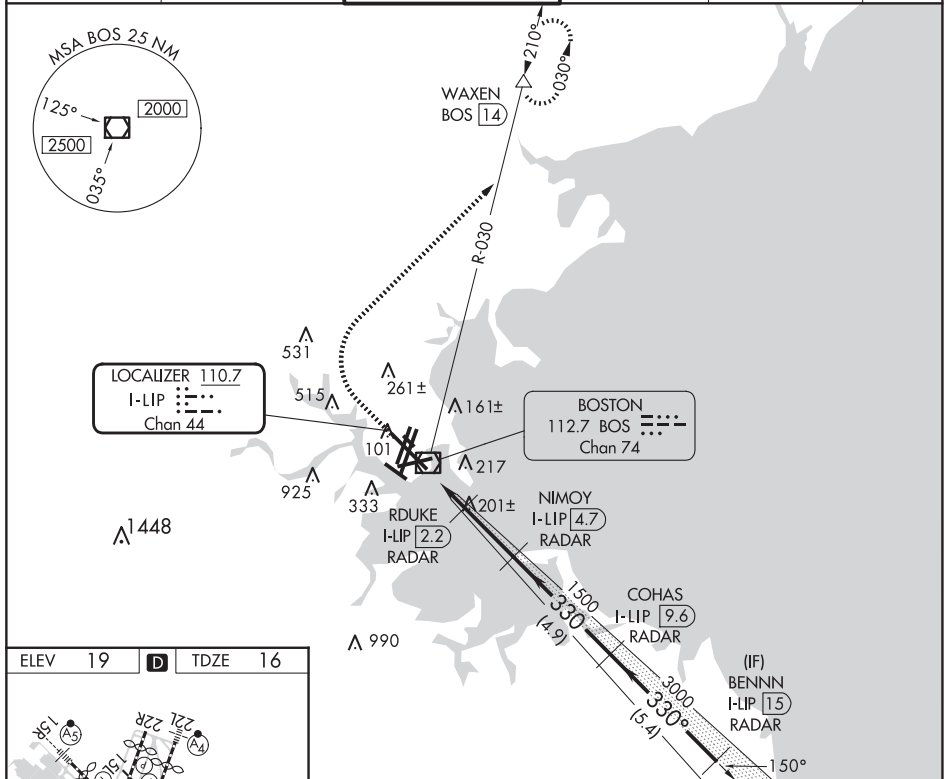
RADAR required for procedure entry. DME required.

ALSF-2

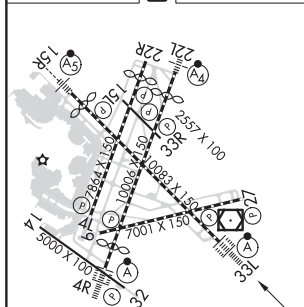


MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.

D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



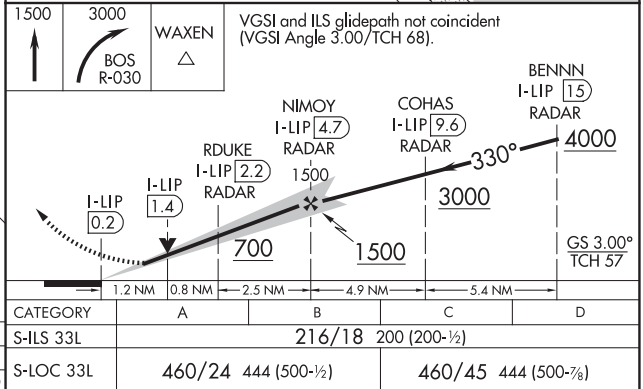
ELEV	19	D	TDZE	16
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TDZ/CL Rwy 4R, 15R and 33L
REIL Rwy 4L, 27 and 32
MRL Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



BOSTON, MASSACHUSETTS

Amdt 5G 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

42°22'N-71°00'W

ILS or LOC RWY 33L

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-BOS	APP CRS	Rwy Ldg	8851
110.3	035°	TDZE	18
Chan 40		Apt Elev	19

ILS RWY 4R (SA CAT I)
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS. From GOSHI.
DME required.

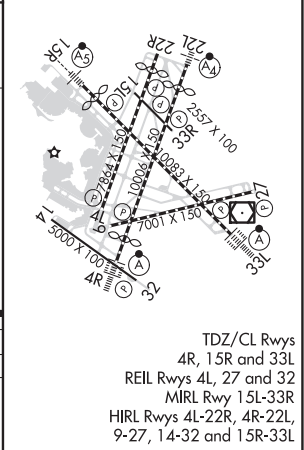
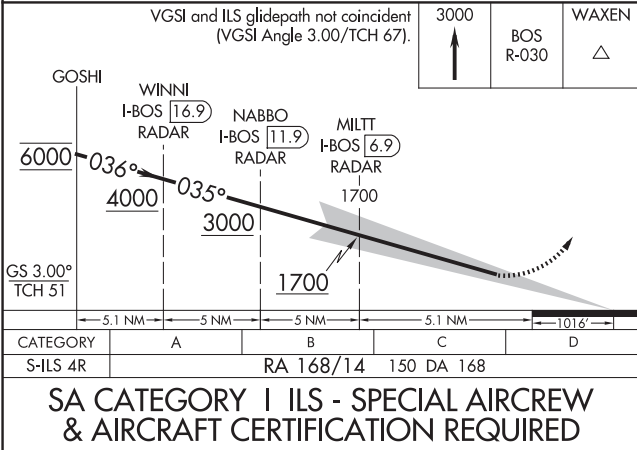
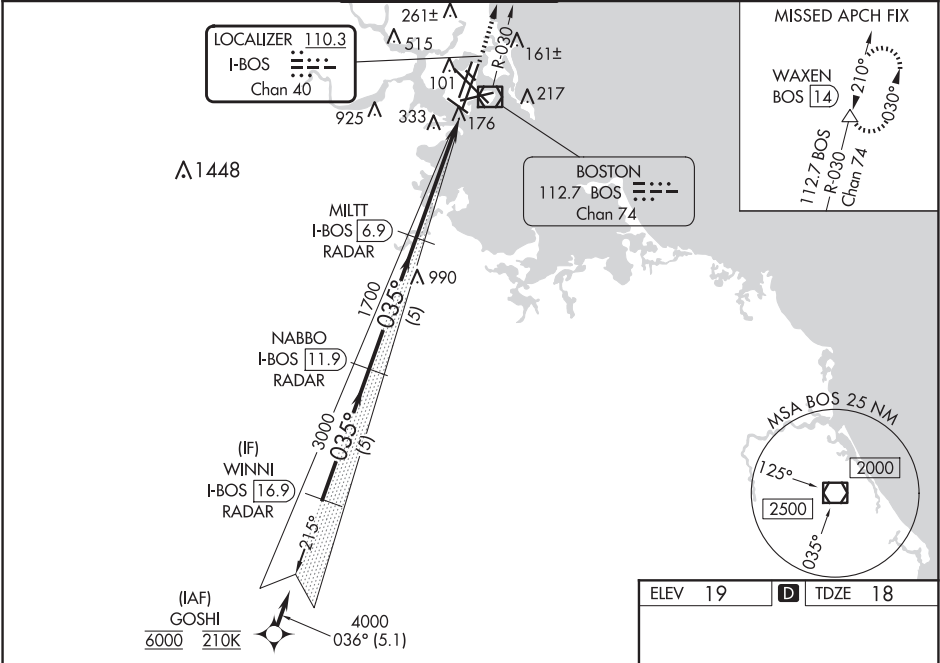
When control tower reports tall vessels in approach area, procedure NA. Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Use of FD or AP required during simultaneous operations.

ALSF-2



MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.

D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



BOSTON, MASSACHUSETTS

AL-58 (FAA)

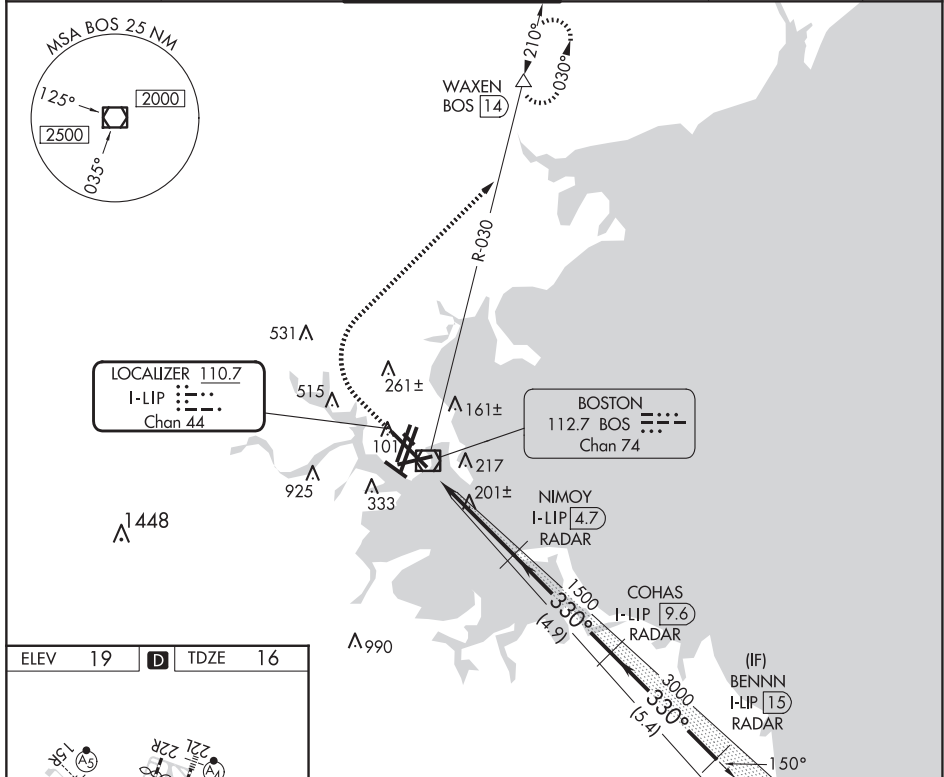
24193

LOC/DME I-LIP	APP CRS	Rwy Idg	10083
110.7	330°	TDZE	16
Chan 44		Apt Elev	19

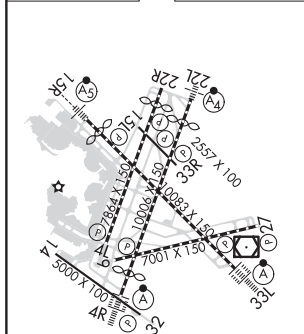
ILS RWY 33L (SA CAT I)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RADAR required for procedure entry. DME required.		ALSF-2	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.	
Requires specific OPSPEC, MSPEC, or LOA approval.				
D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8
				CPDLC



ELEV	19	D	TDZE	16
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TDZ/CL Rwy 4R, 15R and 33L
REIL Rwy 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L

1500	3000	WAXEN	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).		BENNN I-LIP 15 RADAR
			NIMOY I-LIP 4.7 RADAR	COHAS I-LIP 9.6 RADAR	4000
			1500	3000	GS 3.00° TCH 57
			4.5 NM	4.9 NM	5.4 NM
CATEGORY	A	B	C	D	
S-ILS 33L	RA 166/14 150 DA 166				

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

BOSTON, MASSACHUSETTS

Amdt 5G 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

42°22'N-71°00'W

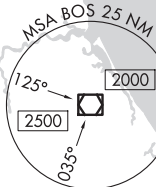
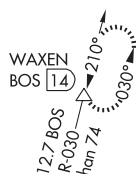
ILS RWY 33L (SA CAT I)

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 4R (CAT II & III)
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

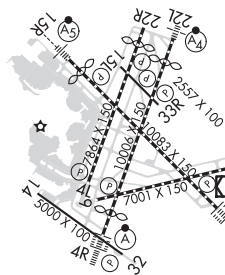
MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.

CPDLC

ELEV	19	D	TDZE	18
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WAXEN

TDZ/CL Rwy
, 15R and 33L
4L, 27 and 32
L Rwy 15L-33R
L-22R, 4R-22L,
2 and 15R-33L

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

BOSTON, MASSACHUSETTS

AL-58 (FAA)

24193

LOC/DME	I-LIP	APP CRS	Rwy Idg	10083
110.7		330°	TDZE	16
Chan 44			Apt Elev	19

ILS RWY 33L (CAT II & III)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

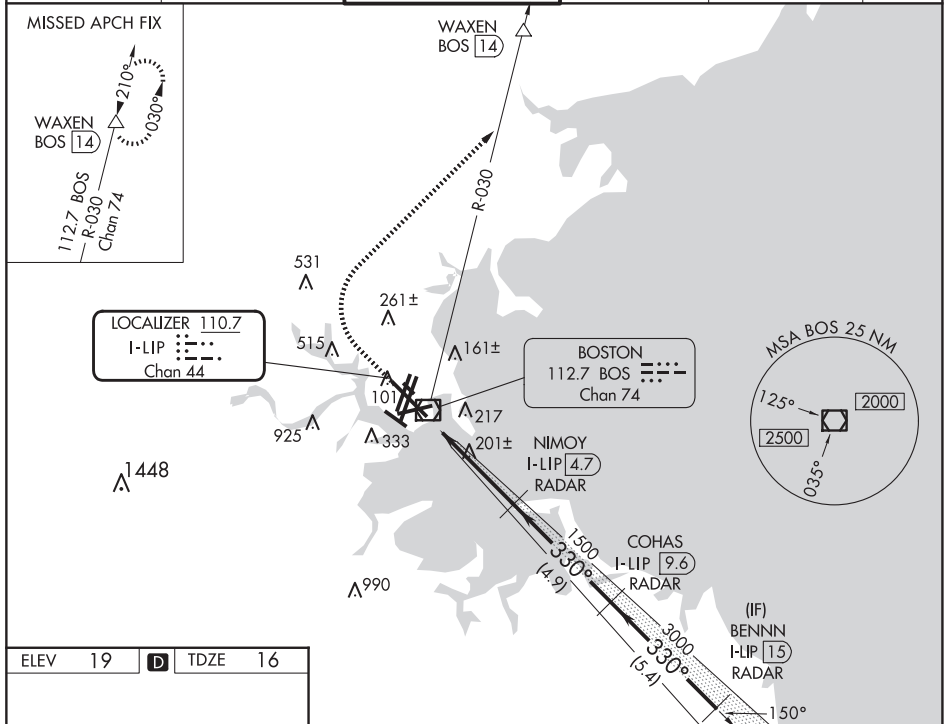
RADAR required for procedure entry. DME required.

▼ CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

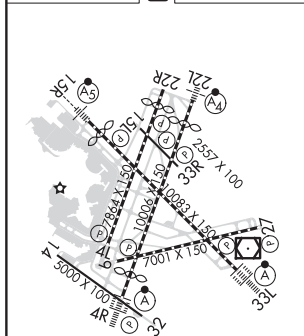
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.

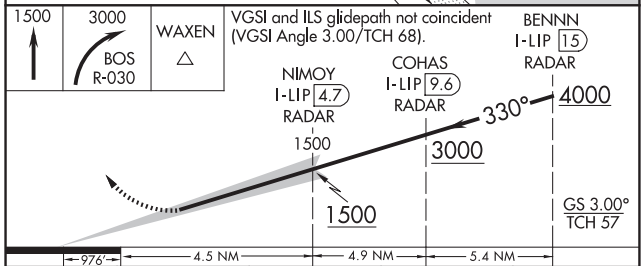
D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



ELEV	19	D	TDZE	16
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TDZ/CL Rwy 4R, 15R and 33L
REIL Rwy 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L



CATEGORY	A	B	C	D
S-ILS 33L	CAT II RA 116/12 100 DA 116			
S-ILS 33L	CAT III RVR 06			

**CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

BOSTON, MASSACHUSETTS

Amdt 5G 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

42°22'N-71°00'W

ILS RWY 33L (CAT II & III)

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

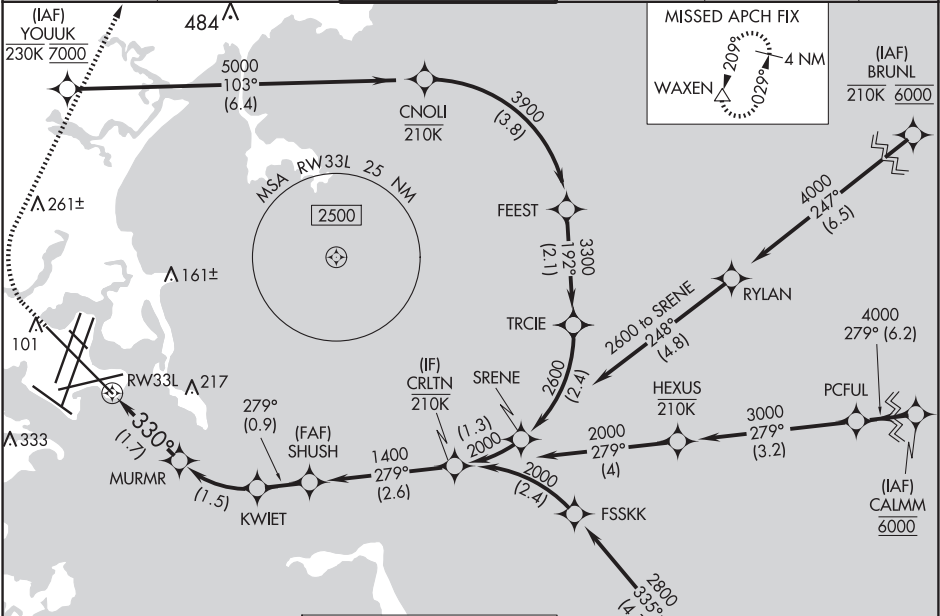
APP CRS	Rwy Idg	10083
330°	TDZE	16
	Apt Elev	19

RNAV (RNP) X RWY 33L

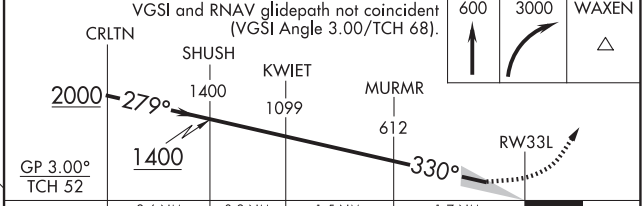
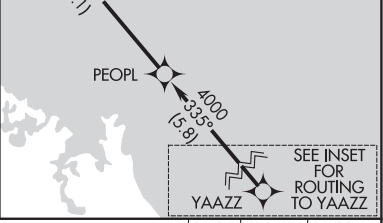
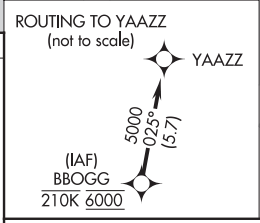
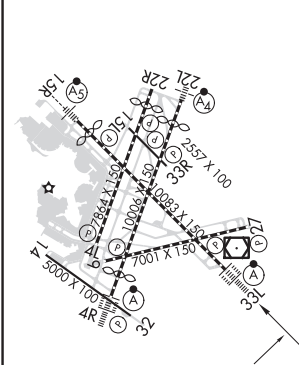
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP AR APCH. RF required.		ALSF-2	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct WAXEN and hold.
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.30 all Cts visibility to RVR 4000.			

D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



ELEV	19	TDZE	16
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TDZ/CL Rwy 4R, 15R and 33L
REIL Rwy 4L, 27 and 32
HIRL Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L, 9-27, 14-32 and 15R-33L

CATEGORY	A	B	C	D
RNP 0.30 DA	273/24 257 (300-½)			

AUTHORIZATION REQUIRED

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

BOSTON, MASSACHUSETTS

AL-58 (FAA)

25163

WAAS CH 77738 W04B	APP CRS 037°	Rwy Idg 7864 TDZE 14 Apt Elev 19
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RNAV (GPS) RWY 4L

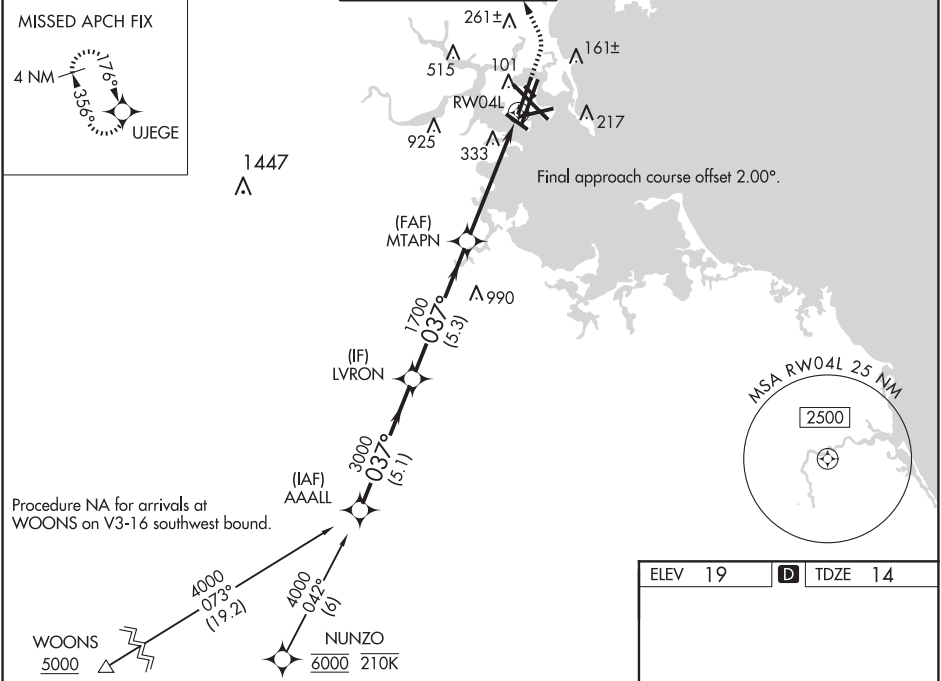
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS.

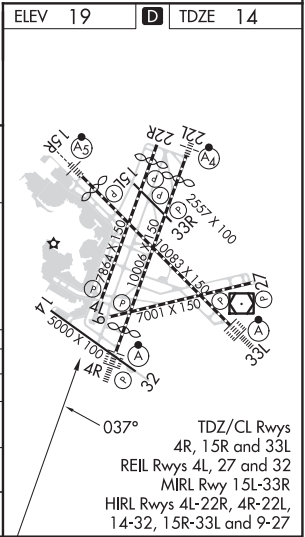
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Use of FD or AP required during simultaneous operations. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. LNAV procedure NA during simultaneous operations. Rwy 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 137 feet present.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct UJEJE and hold, continue climb-in-hold to 3000.
* Missed approach requires minimum climb of 425 feet per NM to 900.

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
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	AAALL	LVRON	MTAPN	700	3000	UJEJE
	4000	3000	1700	1.7 NM to RW04L		
	GP 3.10° TCH 50					
	5.1 NM	5.3 NM	3.3 NM	1.7 NM		
CATEGORY	A	B	C	D		
LPV DA		318/45	304 (300-7%)			
LNAV/VNAV DA		768-2	754 (800-2)			
LNAV/VNAV DA *		680-17/8	666 (700-17%)			
LNAV MDA	600/55	586 (600-1)	600-13/4	586 (600-13/4)		



BOSTON, MASSACHUSETTS
Amdt 1A 12JUN25

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W
RNAV (GPS) RWY 4L

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	8851
CH 50124	035°	TDZE	18
W04A		Apt Elev	19

RNAV (GPS) RWY 4R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

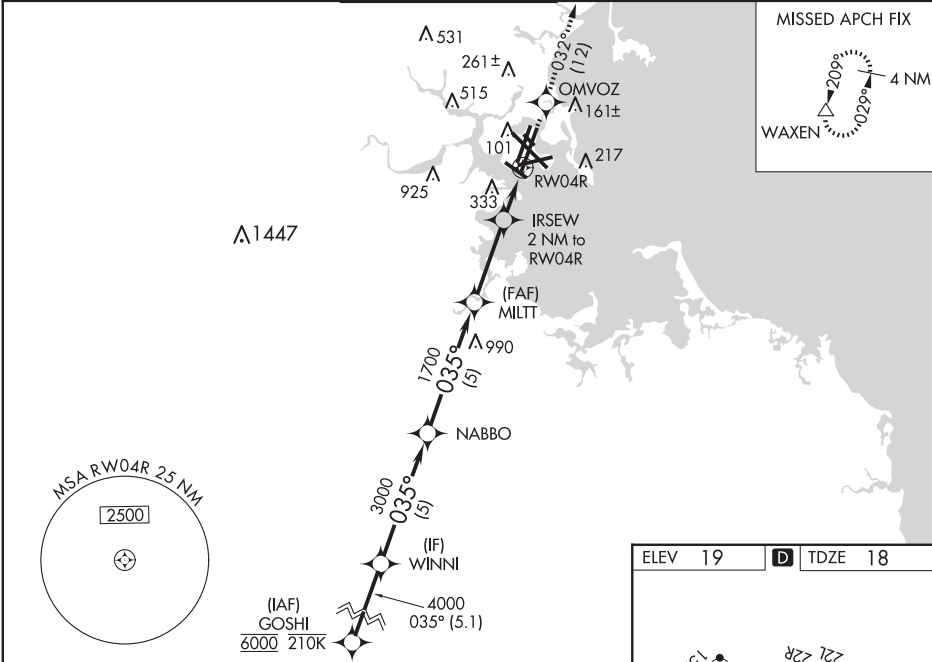
RNP APCH - GPS.

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 1½ 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 1½ SM, LNAV Cat A/B visibility to RVR 5500 and LNAV Cat C/D to 1½ 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.

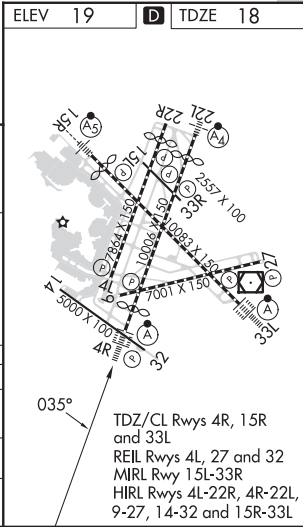
ALSF-2

MISSED APPROACH:
Climb to 3000 direct OMVOZ and on track 032° to WAXEN 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
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).					3000	OMVOZ	tr 032°	WAXEN
GOSHI					WINNI	NABBO	MILTT	IRSEW 2 NM to RW04R
GP 3.00° TCH 51					6000	4000	3000	1700
					035°	035°	035°	035°
					5.1 NM	5 NM	5 NM	3.1 NM
					0.8	1.2		
CATEGORY	A	B	C	D				
LPV DA	218/18 200 (200-½)							
LNAV/VNAV DA	514/50 496 (500-1)							
LNAV MDA	480/24	462 (500-½)	480/50	462 (500-1)				



BOSTON, MASSACHUSETTS

AL-58 (FAA)

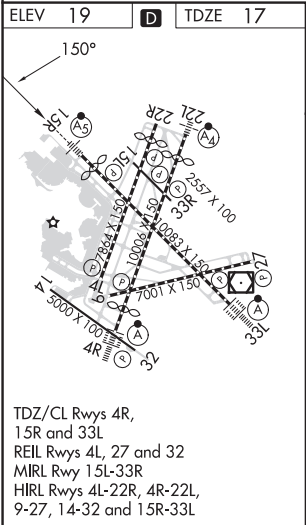
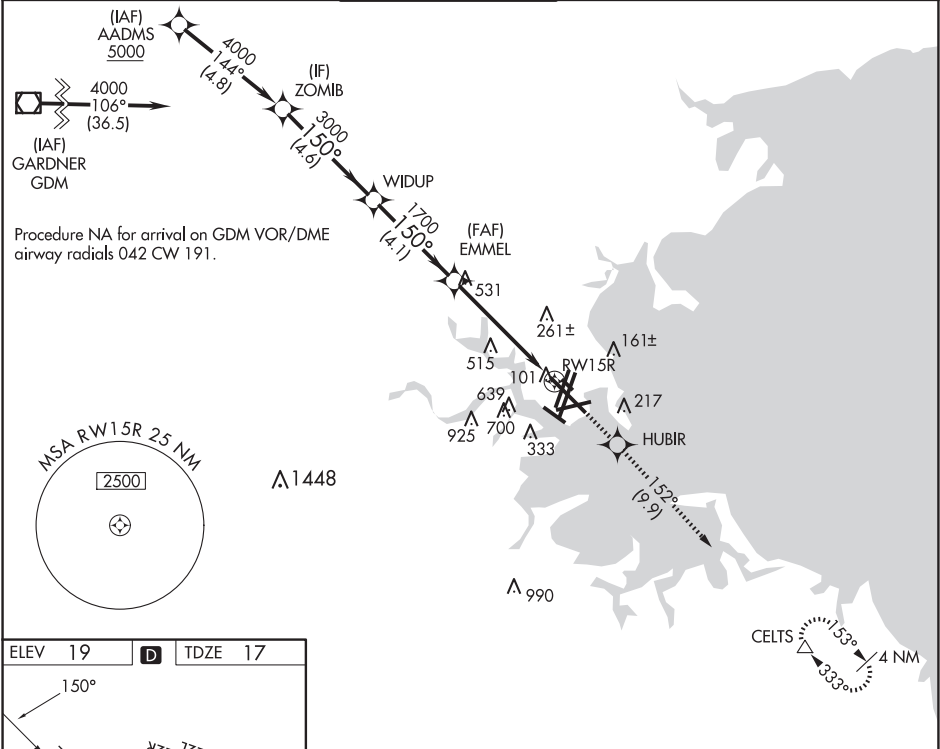
24193

WAAS CH 42925 W15A	APP CRS 150°	Rwy Idg TDZE 17 Apt Elev 19	9201
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RNAV (GPS) RWY 15R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS. ▼ 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 3⁄4 SM.				MALSR AG	MISSED APPROACH: Climb to 3000 direct HUBIR and on track 152° to CELTS 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



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).				3000	HUBIR	tr 152°	CELTS
ZOMIB				4000	WIDUP	EMMEL	1.7 NM to RW15R
GP 3.00° TCH 60				3000	1700	1700	RW15R
				4.6 NM	4.1 NM	3.5 NM	1.7 NM
CATEGORY	A	B	C	D			
LPV DA	217/18		200 (200-1⁄2)				
LNAV/VNAV DA	567-1 1⁄8		550 (600-1 1⁄8)				
LNAV MDA	620/24	603 (700-1⁄2)	620-1 3⁄8	603 (700-1 3⁄8)			

BOSTON, MASSACHUSETTS
Amdt 2A 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W
RNAV (GPS) RWY 15R

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS

272°

Rwy Idg

7001

TDZE

17

Apt Elev

19

RNAV (GPS) RWY 27

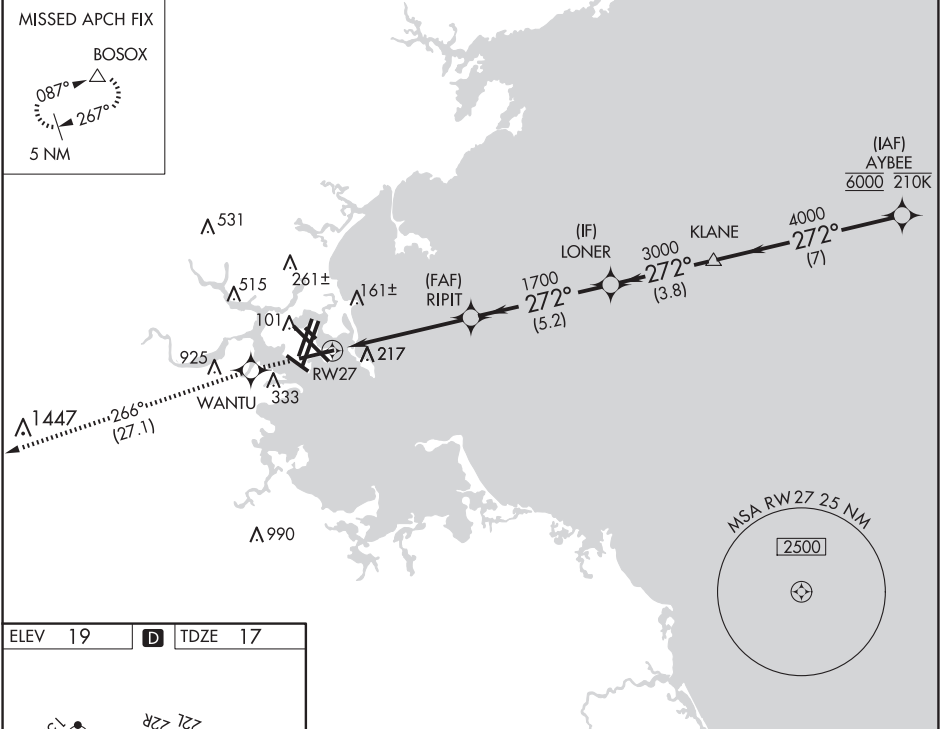
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°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
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ELEV 19

D

TDZE 17

TDZ/CL Rwys 4R, 15R and 33L

REIL Rwys 4L, 27 and 32

MIRL Rwy 15L-33R

HIRL Rwys 4L-22R, 4R-22L, 9-27, 14-32 and 15R-33L

3000

WANTU

tr 266°

BOSOX

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 57).

1.7 NM to RW27

1.7 NM

3.4 NM

5.2 NM

3.8 NM

7 NM

CATEGORY	A	B	C	D
LNAV/VNAV	DA	510-1 $\frac{3}{8}$	493 (500-1 $\frac{3}{8}$)	
LNAV MDA	640-1 $\frac{1}{2}$	623 (700-1 $\frac{1}{2}$)	640-1 $\frac{3}{4}$	623 (700-1 $\frac{3}{4}$)

BOSTON, MASSACHUSETTS

AL-58 (FAA)

24193

APP CRS	Rwy ldg	5000
331°	TDZE	19
	Apt Elev	19

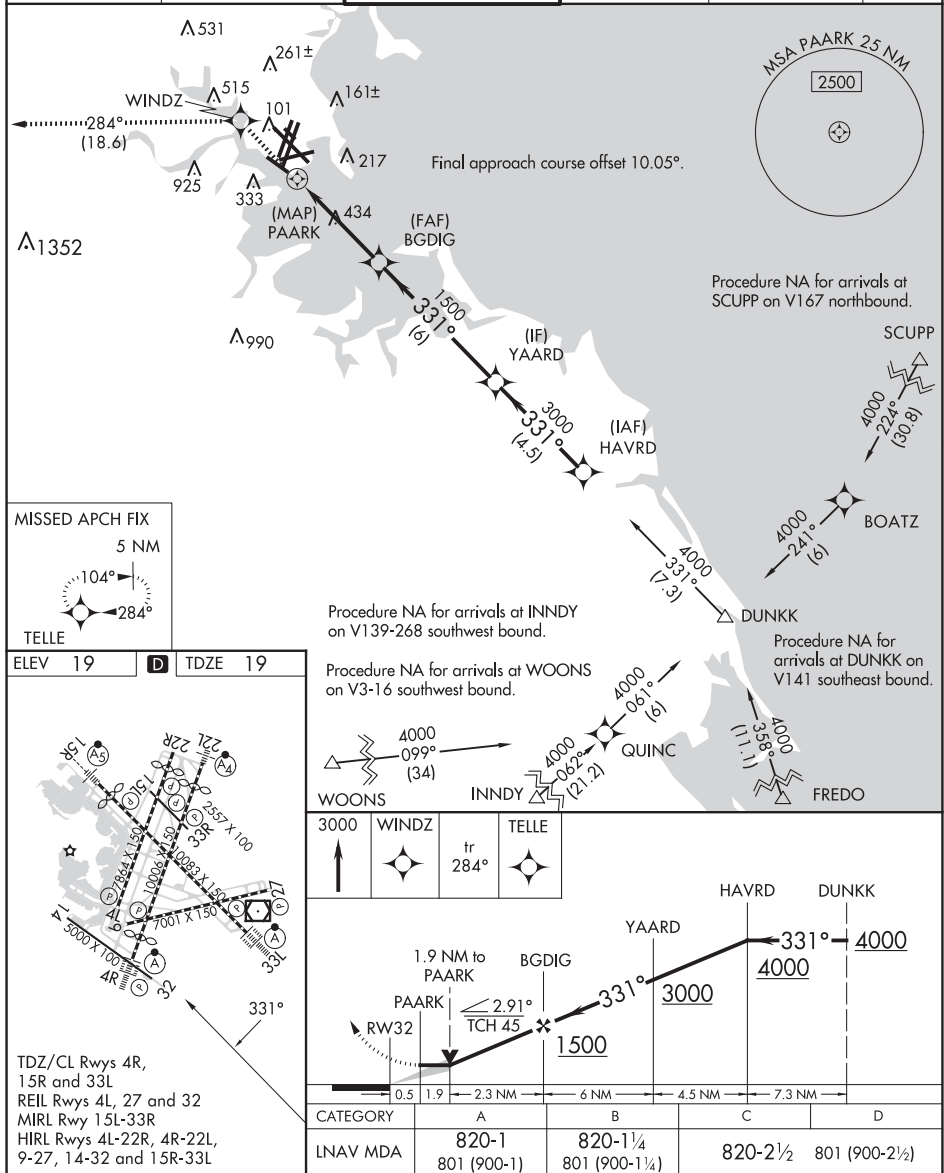
RNAV (GPS) RWY 32

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS.

MISSED APPROACH: Climb to 3000 direct WINDZ and on track 284° to TELLE and hold.

D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

BOSTON, MASSACHUSETTS

Orig-H 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

42°22'N-71°00'W

RNAV (GPS) RWY 32

WAAS CH 45925 W22A	APP CRS 215°	Rwy Idg 8806 TDZE 16 Apt Elev 19
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RNAV (GPS) X RWY 22L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS.

T For inop 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.

MALSF



MISSED APPROACH:
Climb to 3000 direct
WINNI 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
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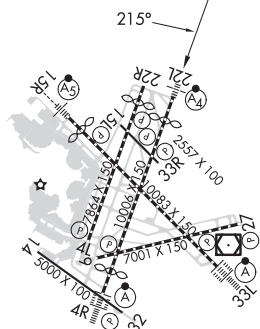


MISSED APCH FIX



WINNI

A 1447

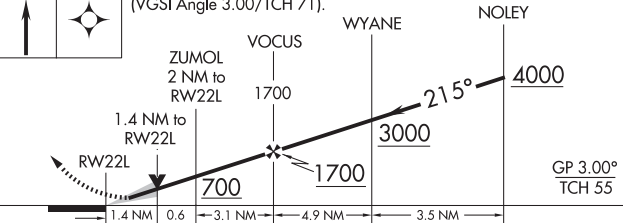
ELEV	19	D	TDZE	16
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TDZ/CL Rwy 4R, 15R and 33L
REIL Rwy 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L

3000	WINNI
	

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
LPV DA	216/40		200 (200-¾)	
LNAV/ VNAV DA	408/50		392 (400-1)	
LNAV MDA	540/40	524 (600-¾)	540-1¼	524 (600-1¼)

BOSTON, MASSACHUSETTS

AL-58 (FAA)

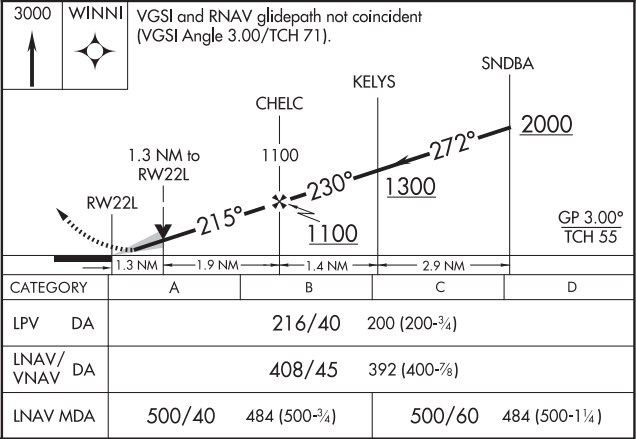
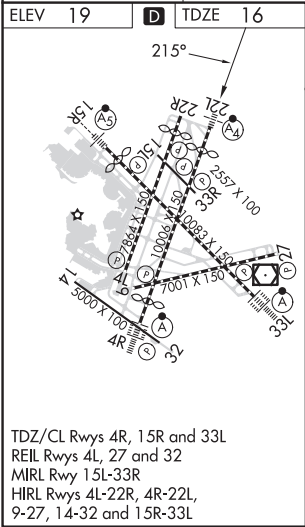
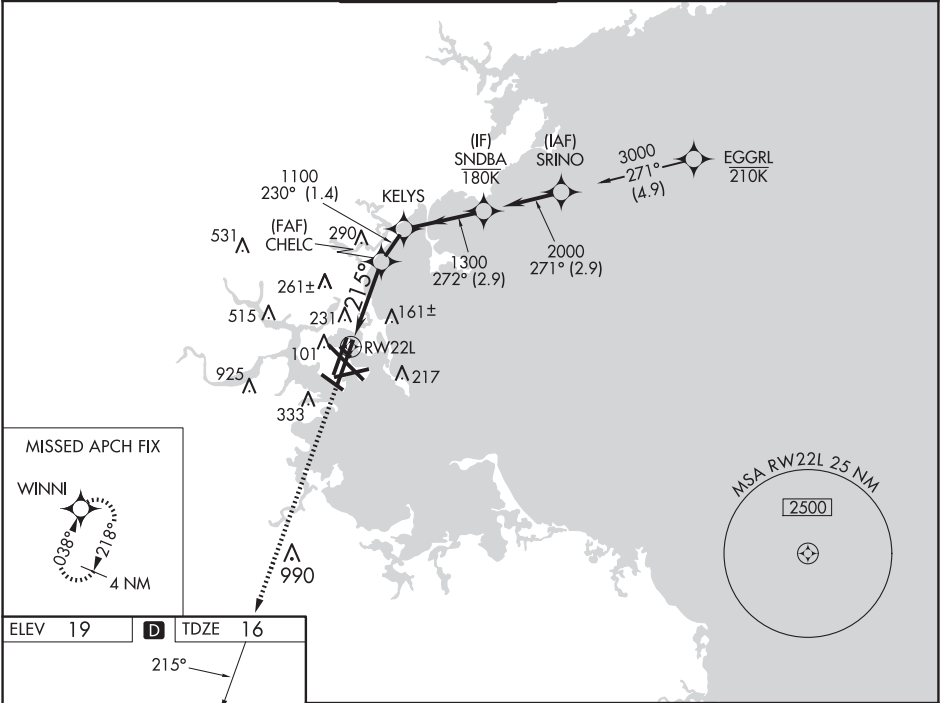
24193

WAAS CH 77645 W22B	APP CRS 215°	Rwy Idg TDZE 16 Apt Elev 19	8806
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RNAV (GPS) Y RWY 22L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop table does not apply to LPV all Cats.			MALSF A4	MISSED APPROACH: Climb to 3000 direct WINNI 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



BOSTON, MASSACHUSETTS
Orig-B 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W
RNAV (GPS) Y RWY 22L

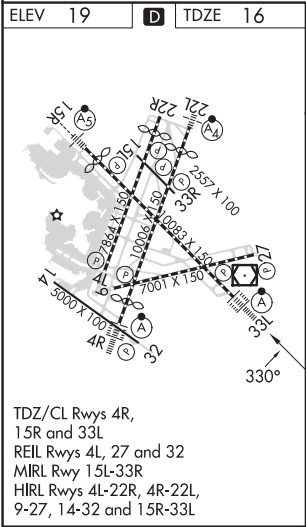
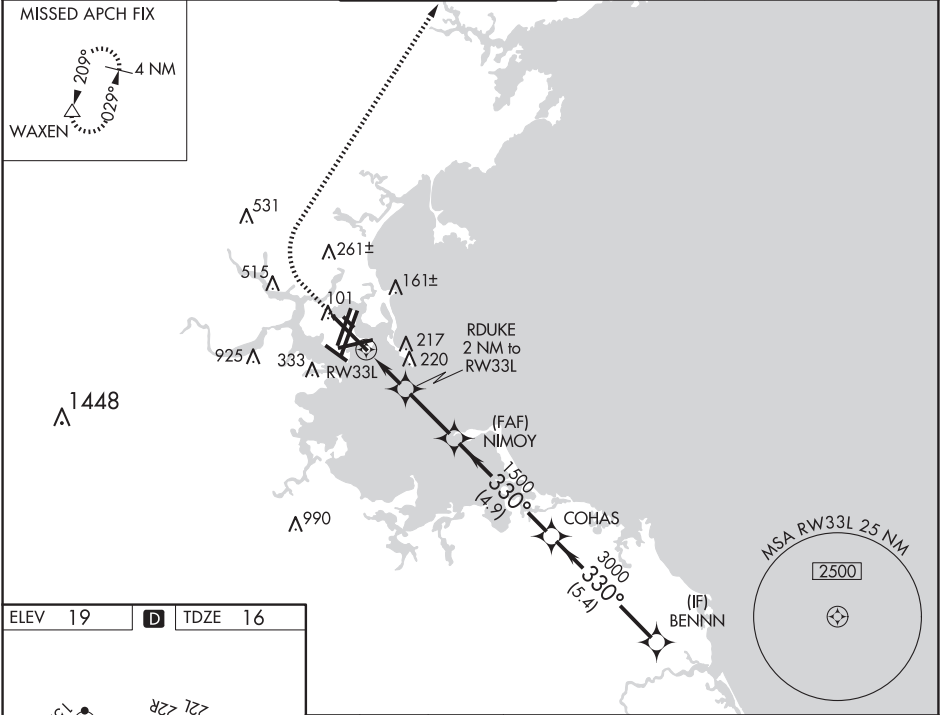
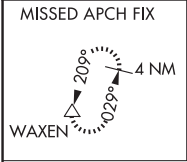
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 69525 W33A	APP CRS 330°	Rwy Idg TDZE 16 Apt Elev 19	10083
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RNAV (GPS) Z RWY 33L
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

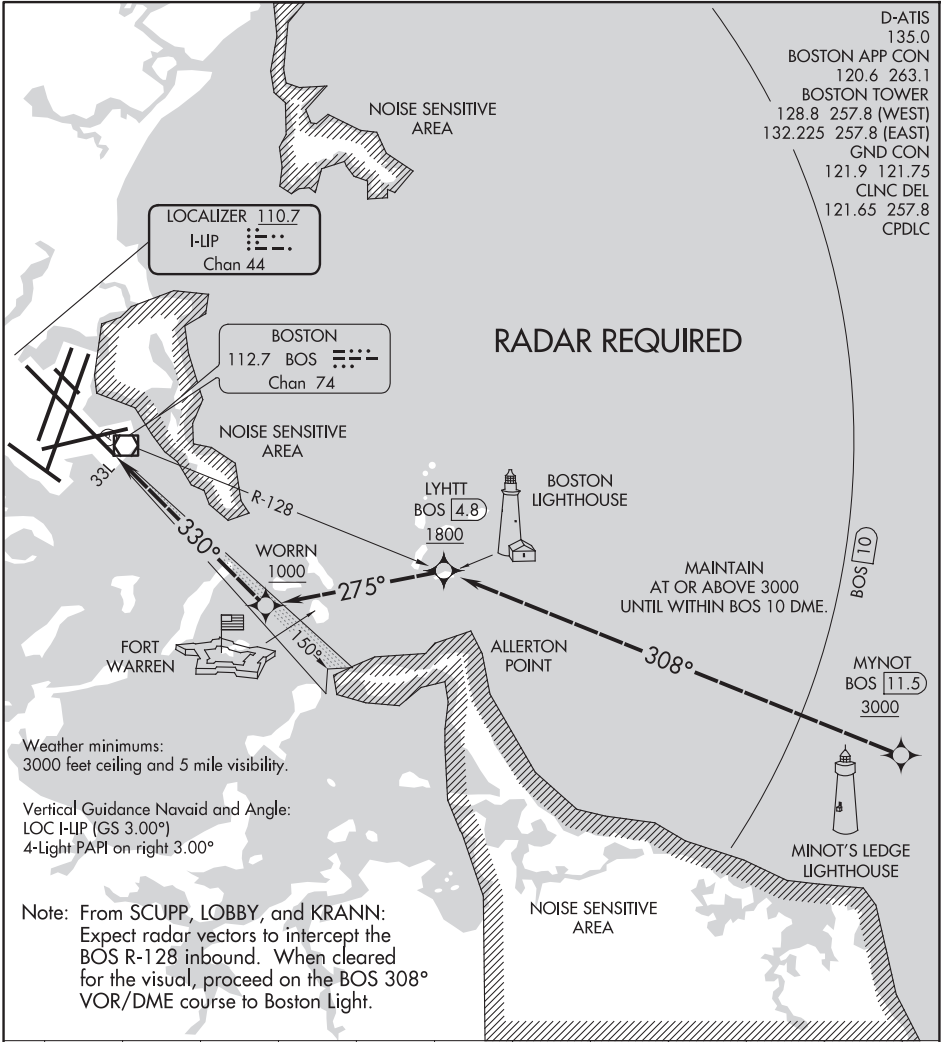
RNP APCH - GPS. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.		ALSF-2 	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct WAXEN and hold.		
D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9	CLNC DEL 121.65 257.8	CPDLC



600 3000 WAXEN 		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).			
CATEGORY	A	B	C	D	
LPV DA	216/18 200 (200-½)				
LNAV/VNAV DA	324/24 308 (400-½)				
LNAV MDA	440/24	424 (500-½)	440/40	424 (500-¾)	

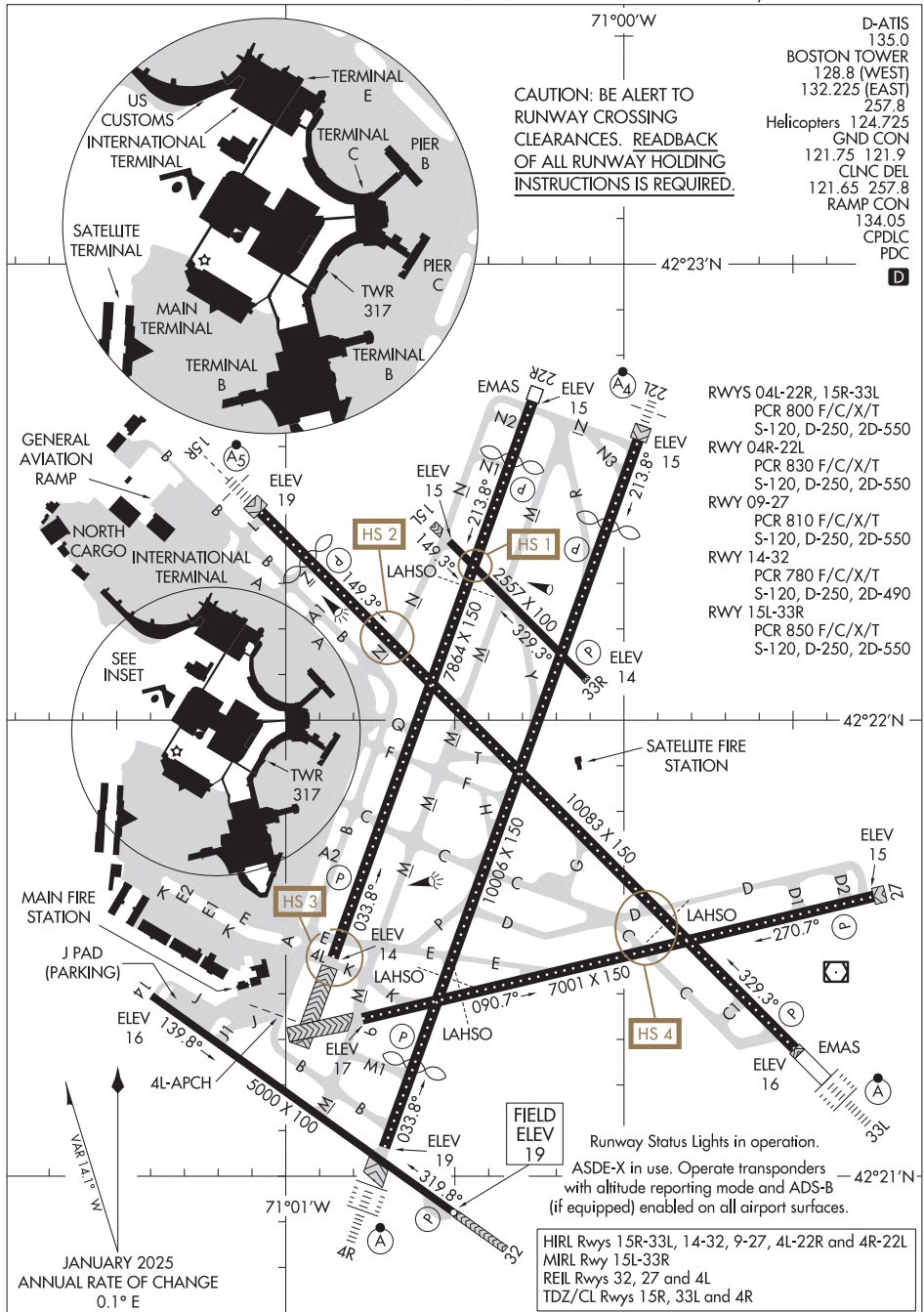
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



AIRPORT DIAGRAM

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



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

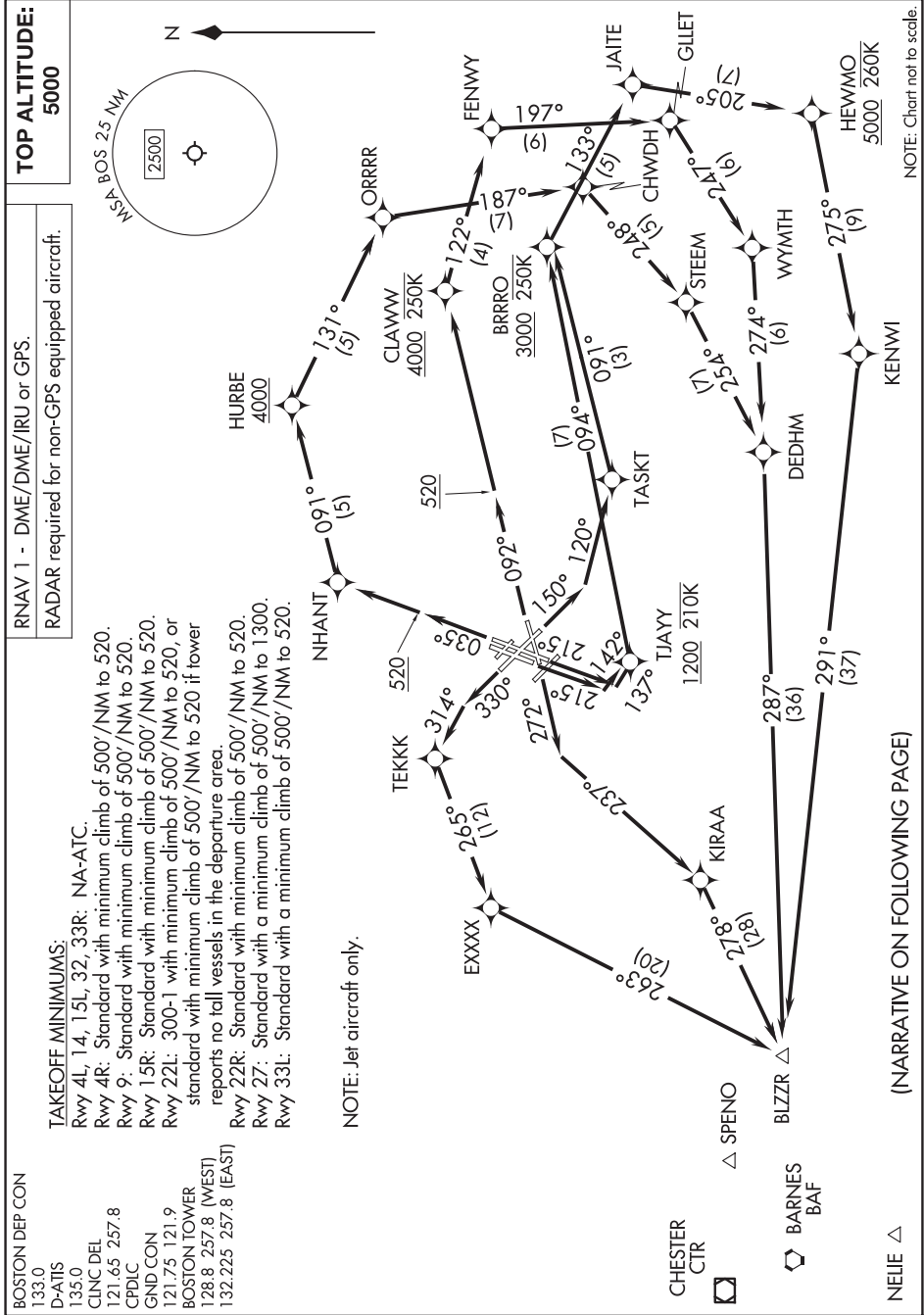
(BLZZR6.BLZZR) 23334

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BLZZR SIX DEPARTURE (RNAV)

AL-58 (FAA)

BOSTON, MASSACHUSETTS





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 TEKKE, thence....

....on depicted route to BLZZR. Maintain 5000. Expect clearance to filed altitude within ten minutes after departure.

(BRUWN7.BRUWN) 23334

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BRUWN SEVEN DEPARTURE (RNAV)

AL-58 (FAA)

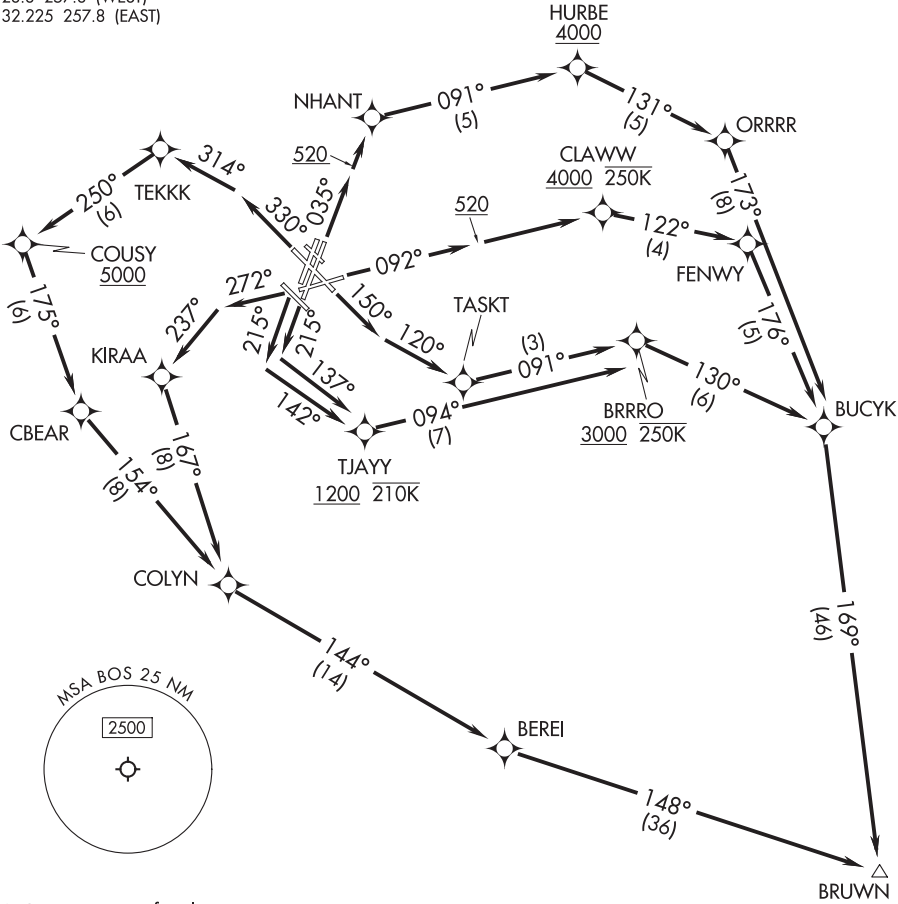
BOSTON, MASSACHUSETTS

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.

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.

NANTUCKET
ACK



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BRUWN SEVEN DEPARTURE (RNAV)

BOSTON, MASSACHUSETTS

(BRUWN7.BRUWN) 30NOV23

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)



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 TEKKE, thence....

....on depicted route to BRUWN. Maintain 5000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS:

Rwy 4L, 14, 15L, 32, 33R: NA-ATC.

Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500'/NM to 520.

Rwy 22L: 300-1 with minimum climb of 500'/NM to 520, or standard with minimum climb of 500'/NM to 520, if tower reports no tall vessels in the departure area.

Rwy 27: Standard with minimum climb of 500'/NM to 1300.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

BOSTON DEP CON

133.0

D-ATIS 135.0

CLNC DEL

121.65

CPDLC

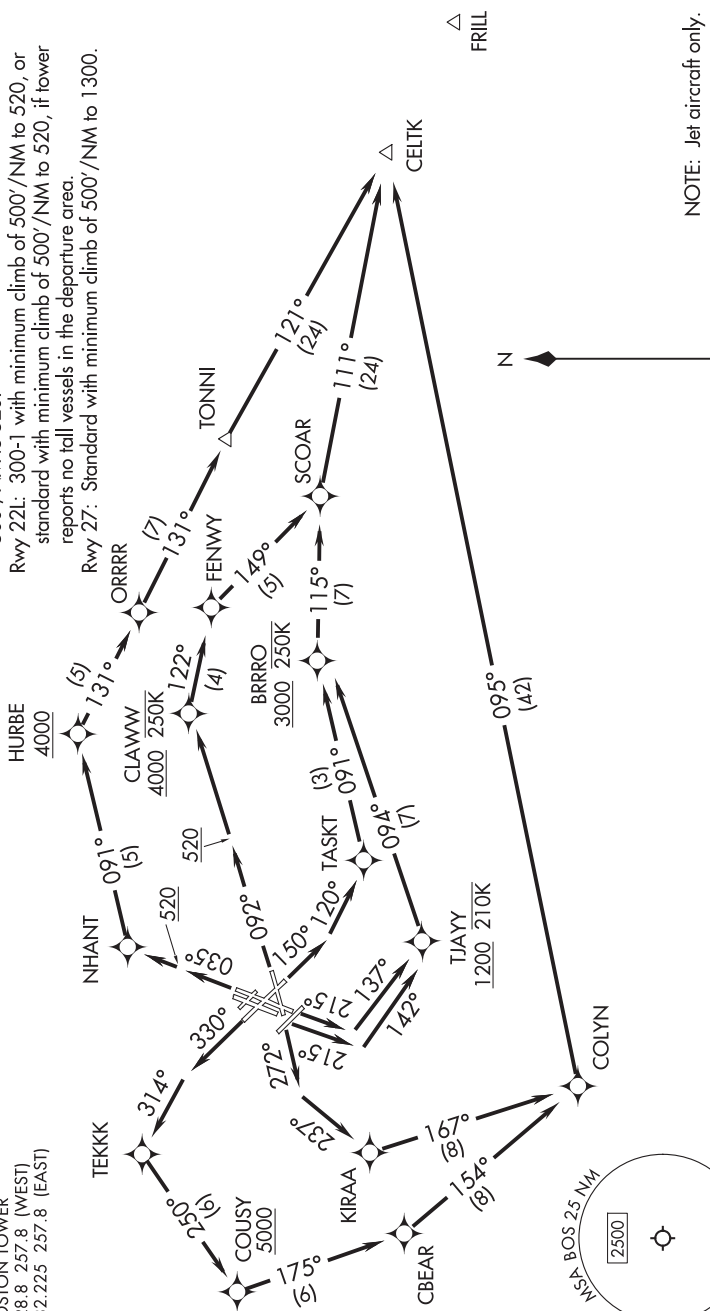
GND CON

121.75 121.9

BOSTON TOWNSHIP

128.8 257.8 (WEST)

132.225 257.8 (EAST)



NOTE: Jet aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 12 JUN 2025 to 07 AUG 2025

CELTK SEVEN DEPARTURE (RNAV)

(CELT7.CELTK) 30NOV23

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)



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.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

(HYLND7.HYLND) 24193

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

HYLND SEVEN DEPARTURE (RNAV)

AL-58 (FAA)

BOSTON, MASSACHUSETTS

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.

TOP ALTITUDE:**5000**

RADAR required for non-GPS equipped aircraft.

TAKEOFF MINIMUMS:

Rwys 4L, 14, 15L, 32, 33R: NA-ATC.

Rwys 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500'/NM to 520.

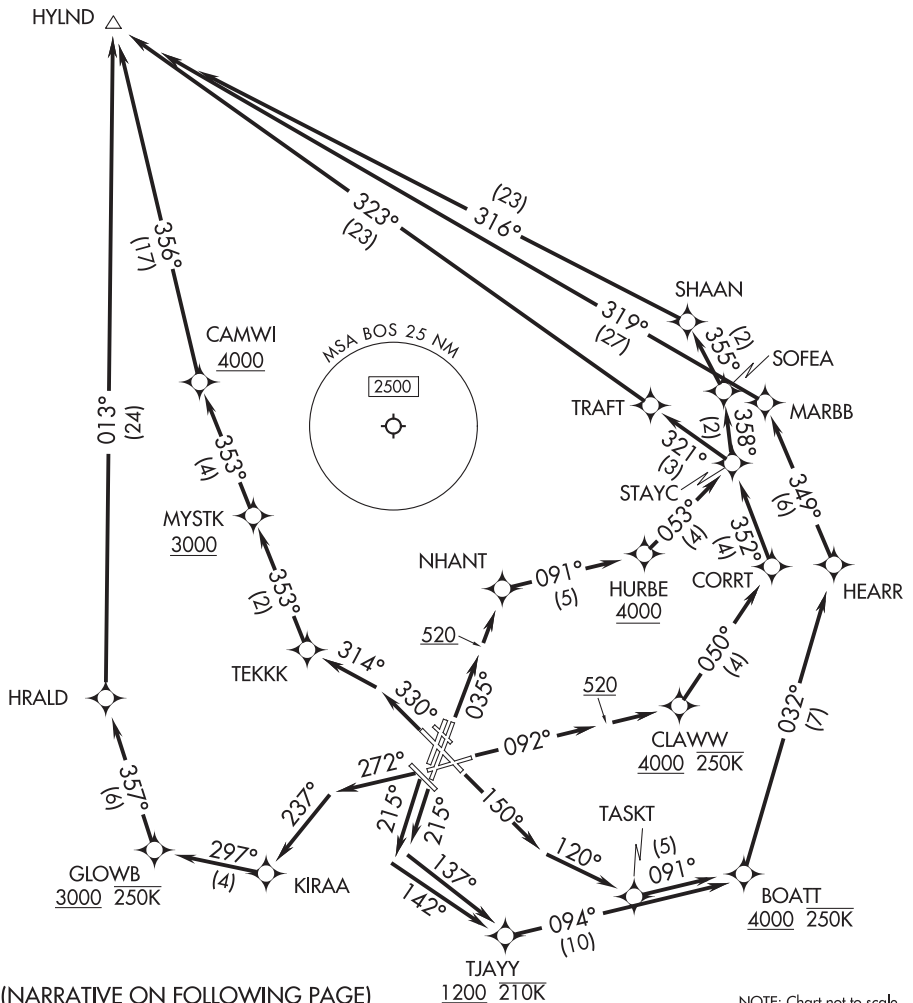
Rwy 22L: 300-1 with minimum climb of 500'/NM to 520, or standard with minimum climb of 500'/NM to 520 if tower reports no tall vessels in the departure area.

Rwy 27: Standard with minimum climb of 500'/NM to 1300.

NOTE: Jet aircraft only.

△
MANCH

HYLND △



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HYLND SEVEN DEPARTURE (RNAV)

BOSTON, MASSACHUSETTS

(HYLND7.HYLND) 30NOV23

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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 TEKKE, 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.

(LBSTA8.LBSTA) 24193

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

LBSTA EIGHT DEPARTURE (RNAV)

AL-58 (FAA)

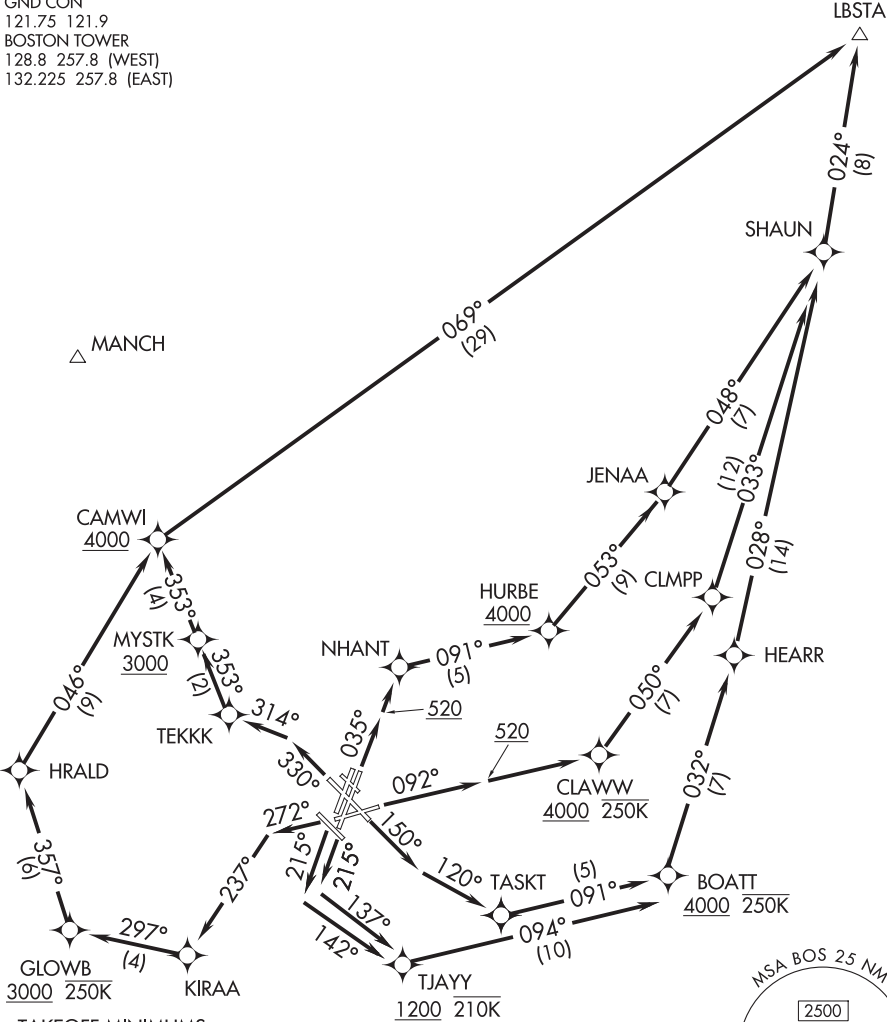
BOSTON, MASSACHUSETTS

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.

TOP ALTITUDE:
5000

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)

LBSTA EIGHT DEPARTURE (RNAV)

BOSTON, MASSACHUSETTS

(LBSTA8.LBSTA) 30NOV23

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



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....

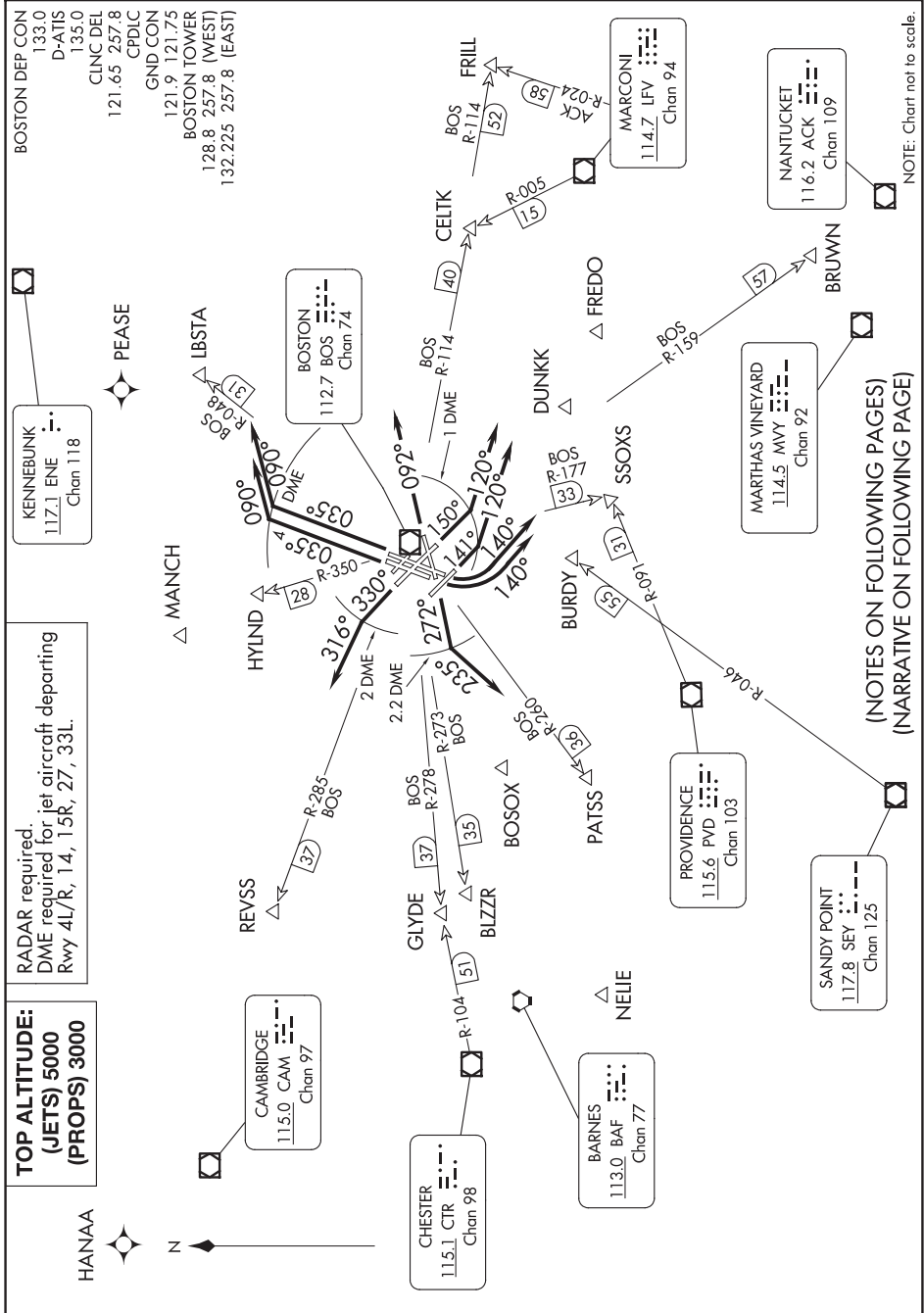
TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKE, then on track 353° to cross MYSTK at or above 3000, thence....

....on depicted route to LBSTA. Maintain 5000. Expect filed altitude 10 minutes after departure.

LOGAN FOUR DEPARTURE

AL-58 (FAA)

BOSTON, MASSACHUSETTS



NOTE: Chart not to scale.

(NOTES ON FOLLOWING PAGES)
(NARRATIVE ON FOLLOWING PAGE)

NE-1, 12 JUN 2025 to 07 AUG 2025

LOGAN FOUR DEPARTURE

(LOGAN4.BOS) 08SEP22

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

▼

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: 300-1¾ 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: 300-1¾ 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.

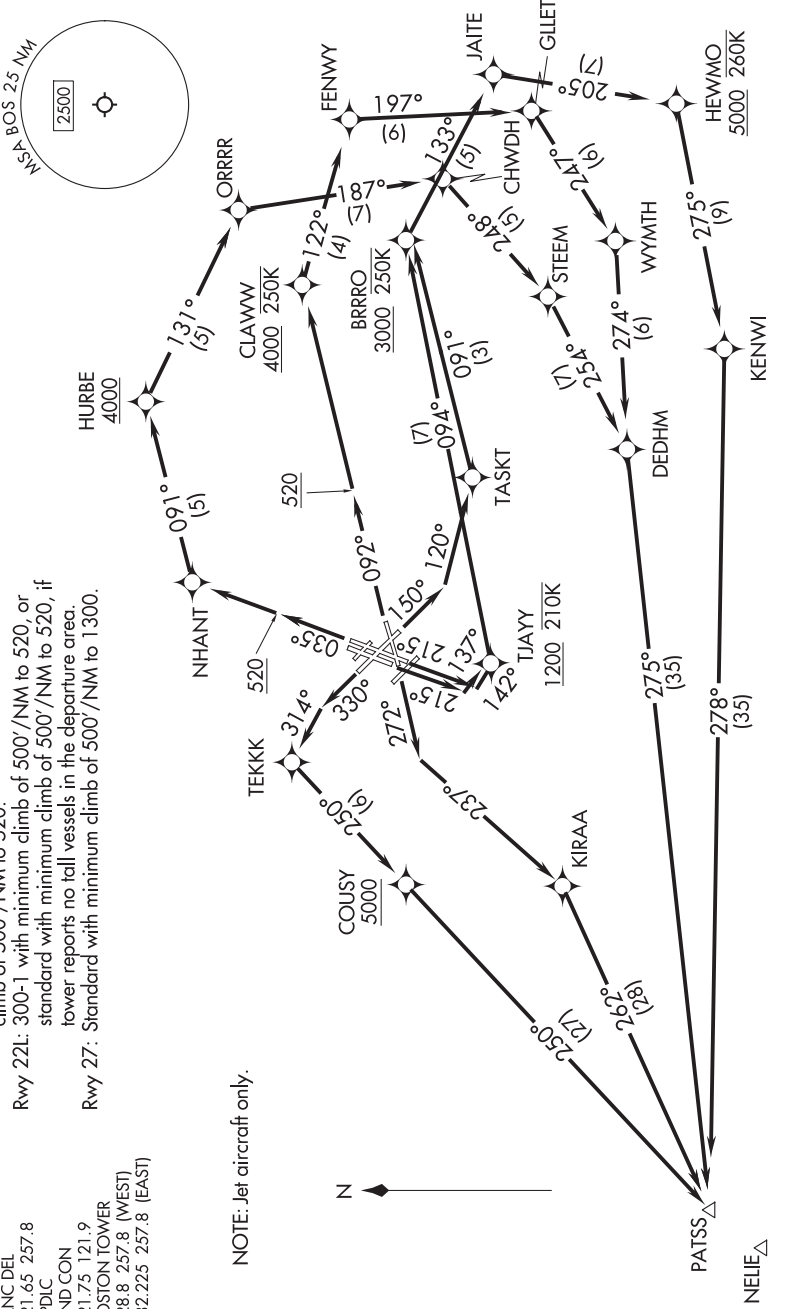
NE-1, 12 JUN 2025 to 07 AUG 2025

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)

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, if
standard with minimum climb of 500'/NM to 1300, or
lower reports no tall vessels in the departure area.
Rwy 27: Standard with minimum climb of 500'/NM to 1300.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
5000



(NARRATIVE ON FOLLOWING PAGE)

NE-1, 12 JUN 2025 to 07 AUG 2025

▼

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 TEKKE, 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.

T

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 TEKKE, thence....

....on depicted route to REVSS. Maintain 5000. Expect filed altitude 10 minutes after departure.

(SSOXS7.SSOXS) 23334

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

SSOXS SEVEN DEPARTURE (RNAV)

AL-58 (FAA)

BOSTON, MASSACHUSETTS

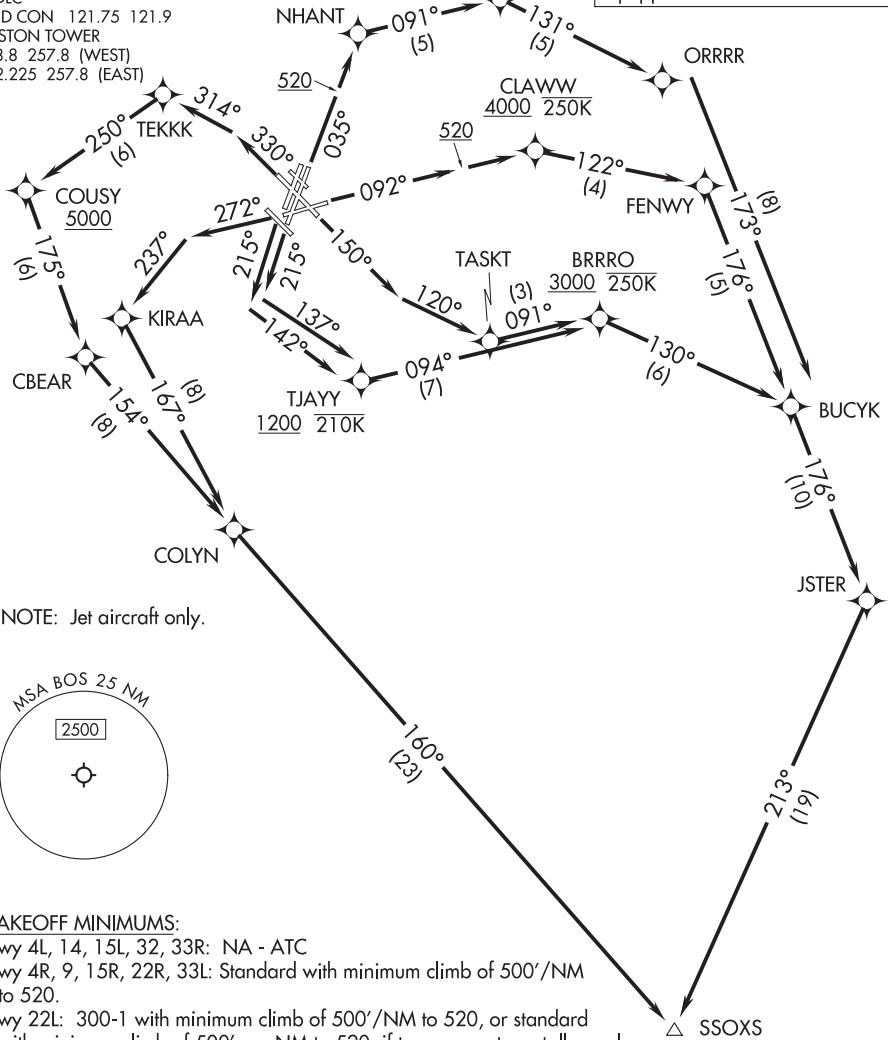
BOSTON DEP CON 133.0
 D-ATIS 135.0
 CLNC DEL 121.65 257.8
 CPDLC
 GND CON 121.75 121.9
 BOSTON TOWER
 128.8 257.8 (WEST)
 132.225 257.8 (EAST)

TOP ALTITUDE:
5000

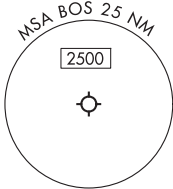
HURBE
 4000

RNAV 1-DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.



NOTE: Jet aircraft only.



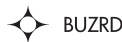
TAKEOFF MINIMUMS:

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' 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.



BUZRD

SANDY POINT

SEY



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SSOXS SEVEN DEPARTURE (RNAV)

BOSTON, MASSACHUSETTS

(SSOXS7.SSOXS) 30NOV23

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)



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 TEKKE, 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.

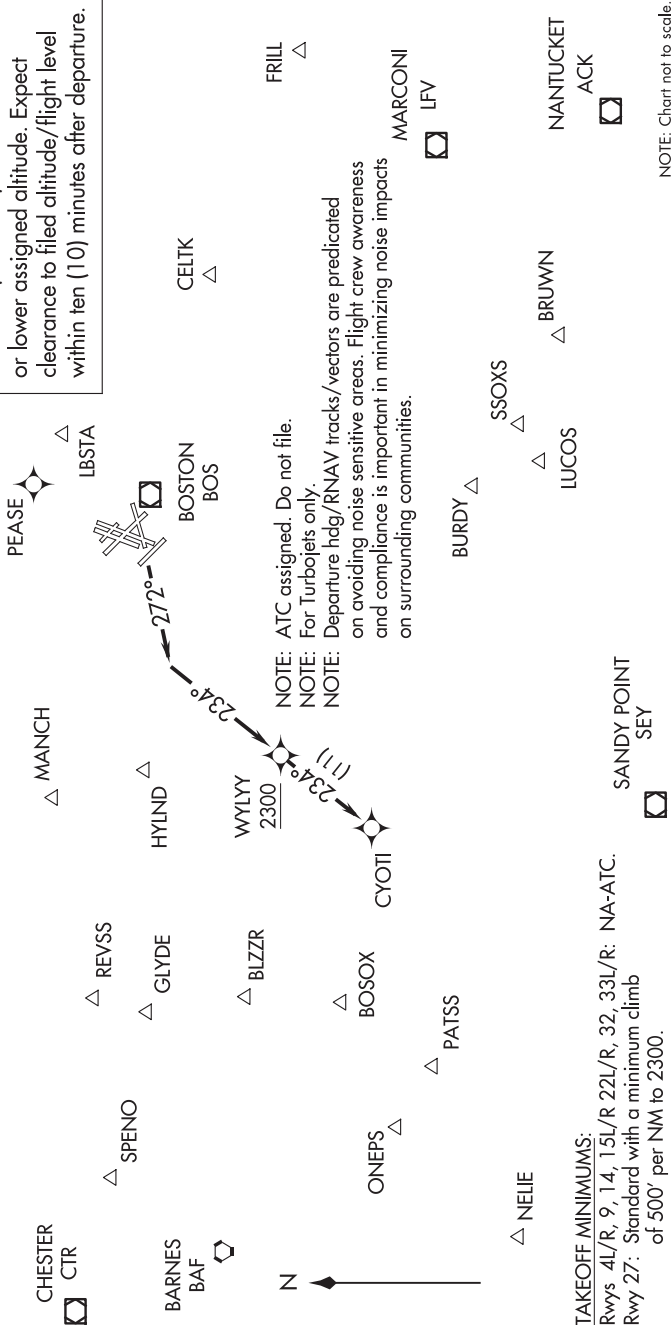
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
5000

▼	DEPARTURE ROUTE DESCRIPTION
	<p>TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 234° to cross WLYY at or above 2300, then on depicted route to CYOTI, thence....</p> <p>..... 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.</p>

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: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 4L/R, 9, 14, 15L
Rwy 27: Standard with
of 500' per N

WYLYY FIVE DEPARTURE (RNAV)
(WYLYY5.WYLYY) 08SEP22

BOSTON, MASSACHUSETTS

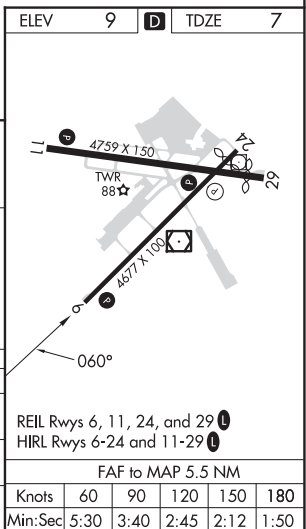
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NE-1. 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 6
BRIDGEPORT/SIKORSKY (BDR)

MISSED APPROACH: Climb to 500 then climbing right turn to 1800 on heading 210° and CCC VOR/DME R-311 to STANE INT/I-BDR 6.2 DME and hold, continue climb-in-hold to 1800.

Procedure NA for arrival on CCC VOR/DME
airway radials 263 CW 326.



CATEGORY	A	B	C	D
S-ILS 6	257-1 250 (300-1)			
S-LOC 6	380-1 373 (400-1)			
C CIRCLING	480-1 471 (500-1)	620-1 611 (700-1)	820-2½ 811 (900-2½)	820-2¾ 811 (900-2¾)

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

BRIDGEPORT, CONNECTICUT

AL-621 (FAA)

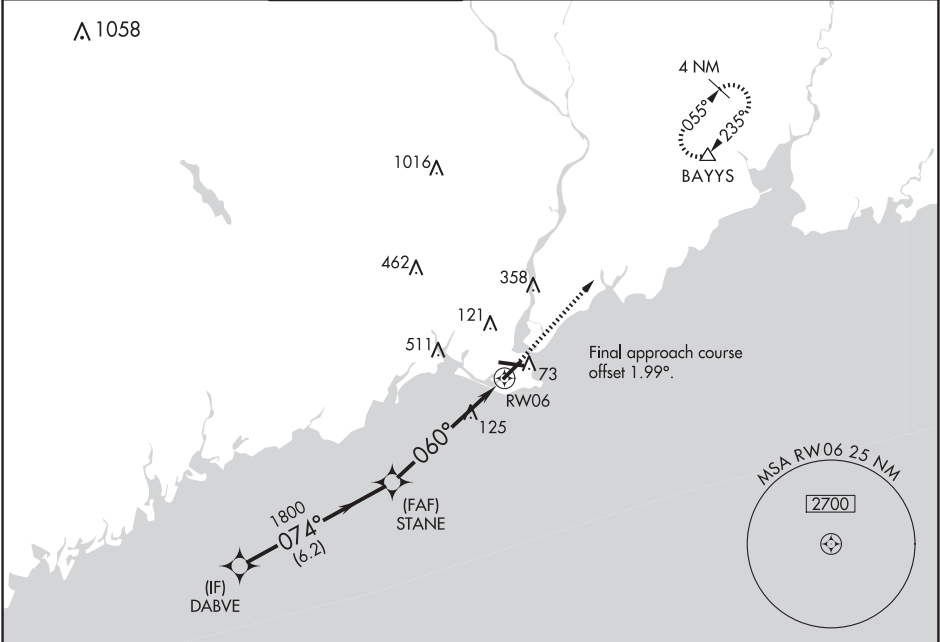
25163

WAAS CH 78140 W06A	APP CRS 060°	Rwy Ldg TDZE Apt Elev	4677 7 9
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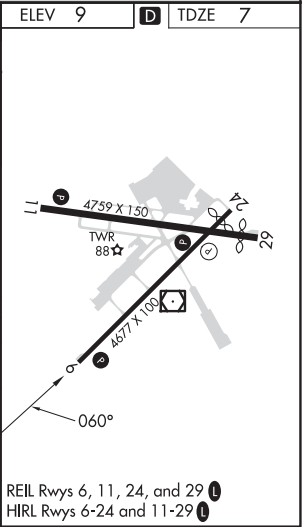
RNAV (GPS) RWY 6
BRIDGEPORT/SIKORSKY (BDR)

RNP APCH - GPS.		MISSED APPROACH: Climb to 500, then climb to 2700 direct BAYYS and hold, continue climb-in-hold 2700.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.			
▲ Circling to Rwy 11, 29 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.			

ATIS 119.15	NEW YORK APP CON 124.075 343.65	BRIDGEPORT TOWER★ 120.9 0 (CTAF) 257.8	GND CON 121.75 257.8	CLNC DEL 121.75	CLNC DEL 124.075 (When twr closed)	UNICOM 123.0
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ELEV 9		D TDZE 7	
DABVE		STANE	
2000		1800	
GP 3.00° TCH 51		1800	
074°		060°	
6.2 NM		4.5 NM	
1 NM to RWY 06		RWY 06	
500		2700	
BAYYS		△	
CATEGORY	A	B	C
LPV DA		257-1	250 (300-1)
LNAV/VNAV DA		284-1	277 (300-1)
LNAV MDA		380-1	373 (400-1)
CIRCLING	480-1 471 (500-1)	620-1 611 (700-1)	820-2½ 811 (900-2½)
			820-2¾ 811 (900-2¾)



BRIDGEPORT, CONNECTICUT
Amdt 2 12JUN25

41°10'N-73°08'W

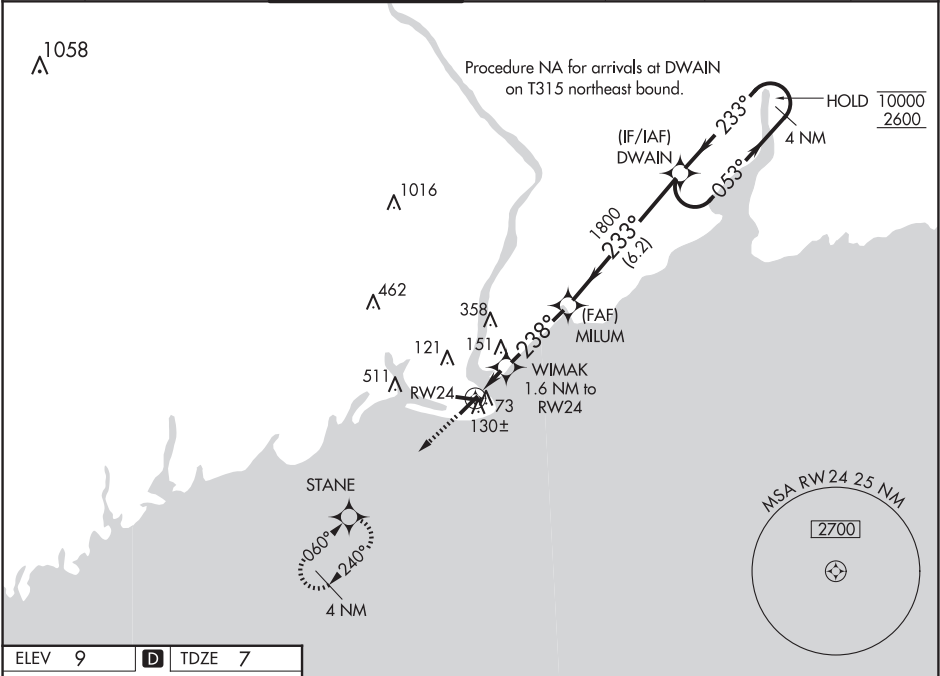
BRIDGEPORT/SIKORSKY (BDR)
RNAV (GPS) RWY 6

WAAS CH 49047 W24A	APP CRS 238°	Rwy Ldg TDZE Apt Elev	4357 7 9
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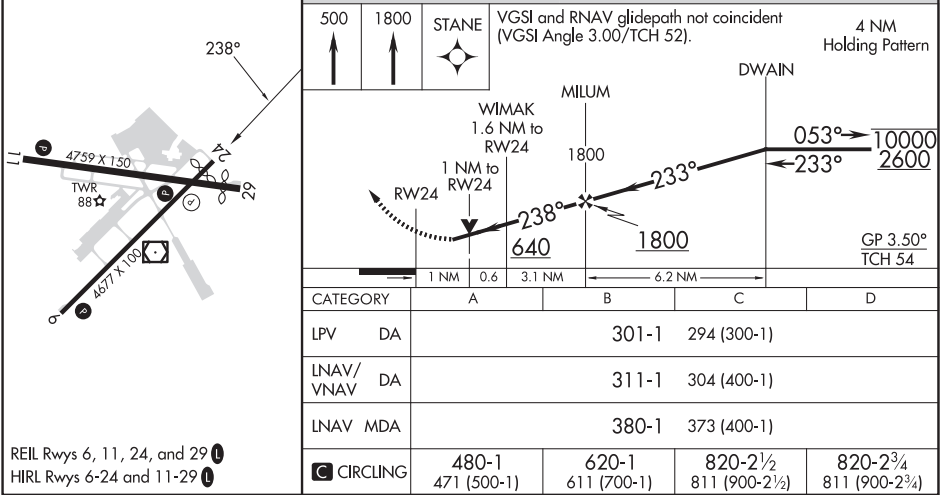
RNAV (GPS) RWY 24

BRIDGEPORT/SIKORSKY (BDR)

RNP APCH - GPS.				MISSED APPROACH: Climb to 500, then climb to 1800 direct STANE and hold, continue climb-in-hold 1800.		
⚠ Circling to Rwy 11, 29 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 47°C.						
ATIS 119.15	NEW YORK APP CON 124.075 343.65	BRIDGEPORT TOWER★ 120.9 0 (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	D	TDZE 7
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REIL Rwy 6, 11, 24, and 29
HRL Rwy 6-24 and 11-29

BRIDGEPORT, CONNECTICUT

AL-621 (FAA)

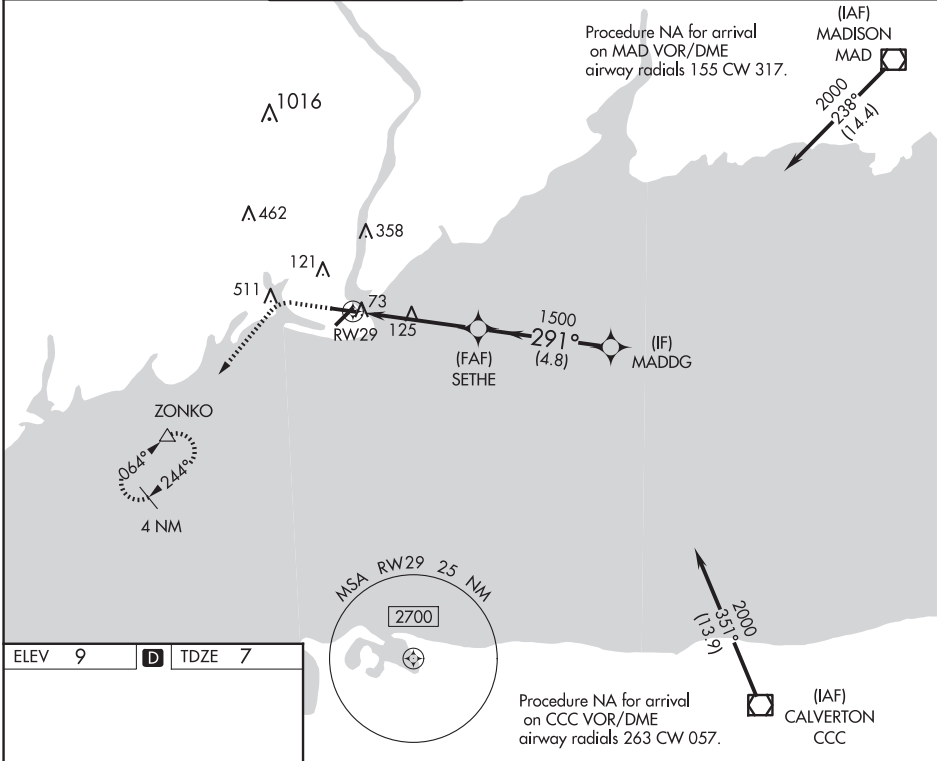
25107

APP CRS 291°	Rwy Idg TDZE Apt Elev	4395 7 9
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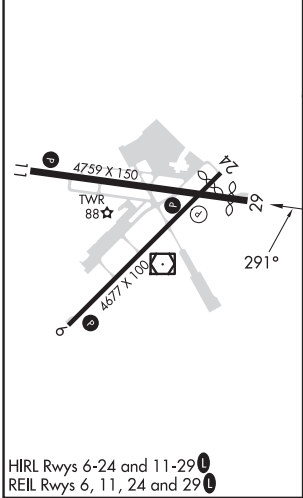
RNAV (GPS) RWY 29
BRIDGEPORT/SIKORSKY (BDR)

RNP APCH - GPS.		MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct ZONKO and hold.			
▼ 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 0 (CTAF) 257.8	GND CON 121.75 257.8	CLNC DEL 121.75	CLNC DEL 124.075 (When twr closed)	UNICOM 123.0
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ELEV	9	D	TDZE	7
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HIRL Rwy 6-24 and 11-29
REIL Rwy 6, 11, 24 and 29

Visual Segment - Obstacles.			
500	2000	ZONKO	
MADDG			
SETHE			
RW29			
4.5 NM			
4.8 NM			
CATEGORY	A	B	C
LNAV MDA	380-1	373 (400-1)	
CIRCLING	480-1 471 (500-1)	620-1 611 (700-1)	820-2½ 811 (900-2½)

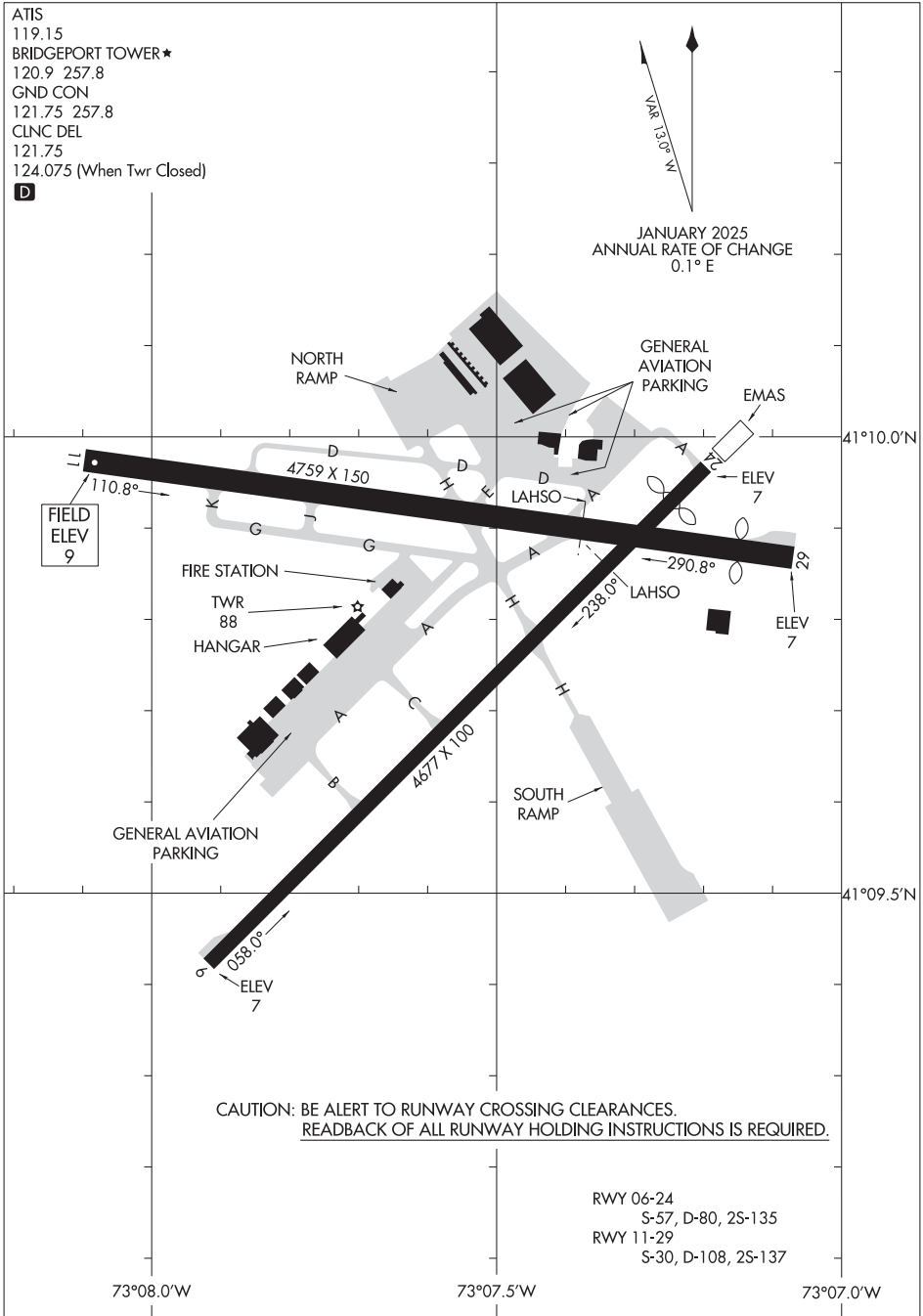
BRIDGEPORT, CONNECTICUT
Amdt 2C 30NOV23

41°10'N-73°08'W

RNAV (GPS) RWY 29
BRIDGEPORT/SIKORSKY (BDR)

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



(BHAVN1.BDR) 23334

BRIDGEPORT/SIKORSKY (BDR)

BRIDGEHAVEN ONE DEPARTURE

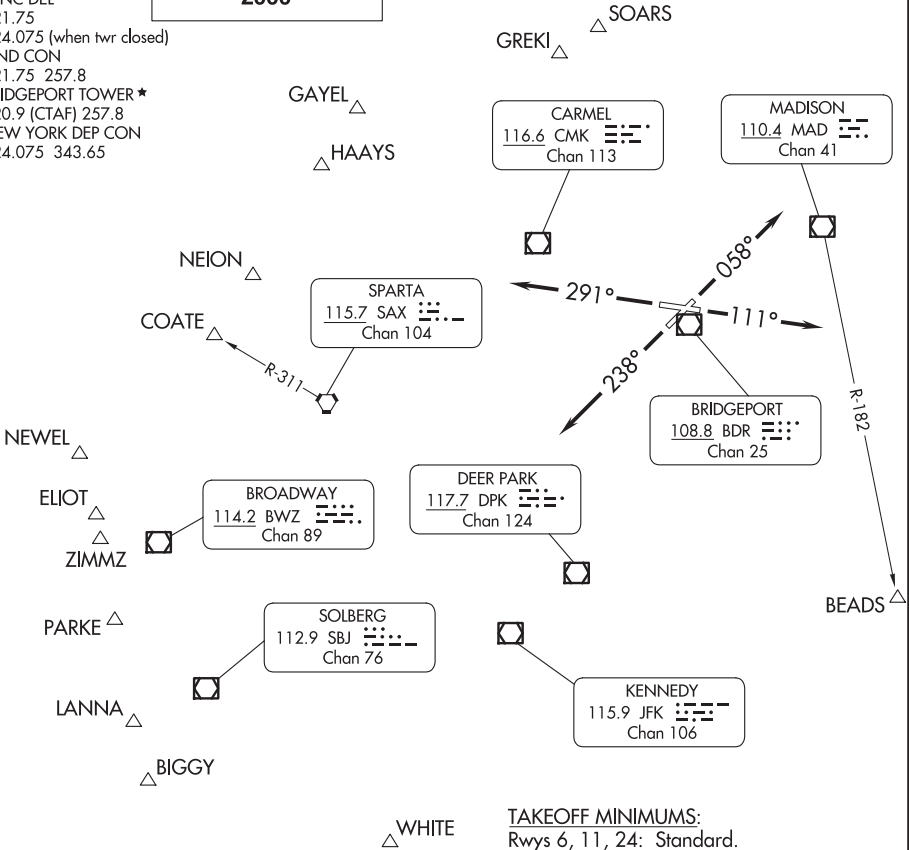
AL-621 (FAA)

BRIDGEPORT, CONNECTICUT

ATIS
119.15
CLNC DEL
121.75
124.075 (when twr closed)
GND CON
121.75 257.8
BRIDGEPORT TOWER ★
120.9 (CTAF) 257.8
NEW YORK DEP CON
124.075 343.65

TOP ALTITUDE:
2000

RADAR required.



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

BRIDGEHAVEN ONE DEPARTURE

(BHAVN1.BDR) 08SEP22

BRIDGEPORT, CONNECTICUT

BRIDGEPORT/SIKORSKY (BDR)

LOC/DME I-BXM 109.3 Chan 30	APP CRS 012°	Rwy Idg 8000 TDZE 63 Apt Elev 75
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ILS or LOC RWY 1R
BRUNSWICK EXEC(BXM)

T DME required. VDP NA when using Portland altimeter setting.
A NA When local altimeter setting not received, use Portland altimeter setting and increase S-LS 1R DA to 314; increase all MDA 60 feet; increase S-LOC 1R Cats C/D visibilities $\frac{1}{8}$ SM and Circling Cat C/D visibilities $\frac{1}{4}$ SM.

MALSR



MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 080° and AUG VOR/DME R-185 to GINNI INT/AUG 25.1 DME and hold.

AWOS-3PT 134.875	PORTLAND APP CON ★ (112°-292°) 119.75 269.35 (293°-111°) 120.4 299.2	CLNC DEL 123.65	UNICOM 122.725 (CTAF) 0
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Procedure NA for arrivals on AUG VOR/DME airway radials 213 CW 251.

LOCALIZER 109.3
I-BXM
Chan 30

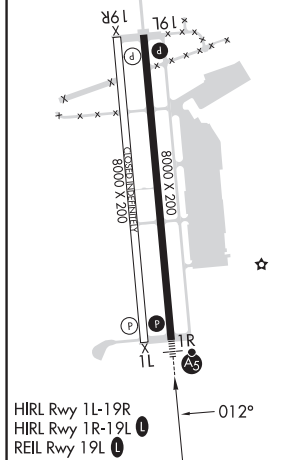
Procedure NA for arrivals at ENE VOR/DME on V93 southwest bound.

IAF KENNEBUNK
117.1 ENE
Chan 118

ELEV 75 TDZE 63

Augusta, ME

ELEV	75		TDZE	63
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600 ↑	3000 hdg 080°	AUG R-185	GINNI INT	CARMR I-BXM (6.5)	BAILI INT I-BXM (13.2)	One Minute Holding Pattern
* LOC only.				ZETGU I-BXM (4)	1700	192° → ← 012° 2000
* I-BXM (1.5)				900*	1700	GS 3.00° TCH 50
0.9 1.6 NM				2.5 NM	6.7 NM	
CATEGORY	A		B		C	D
S-ILS 1R	263-½		200 (200-½)			
S-LOC 1R	400-½		337 (400-½)			
C CIRCLING	560-1	485 (500-1)	840-2¼ 765 (800-2¼)	840-2½ 765 (800-2½)		

ILS or LOC RWY 1R

RNAV (GPS) RWY 1R
BRUNSWICK EXEC(BXM)

MISSED APPROACH:
Climb to 2500 direct
WODGI and hold.

MISSED APCH FIX

WODGI

193° 013° 4 NM

Procedure NA for arrivals at NOLLI on V3-39 northeast bound.

NOLLI

2200 to BAILI (28.3) 177° 566

566

248 RW01R

ZETGU 2.5 NM to RW01R

(FAF) CARMR

1700 013° (6.7)

(IF/IAF) BAILI

193° 013° 4 NM

2000 NoPT 283° (8.6) (IAF) EMHOV

MSA RW01R 25 NM 3100

Procedure NA for arrivals at MESH on V268 southwest bound.

(IF/IAF) MESH

2000 NoPT 044° (24.6)

ELEV 75 TDZE 63

198 191

HIRL Rwy 1L-19R
 HIRL Rwy 1R-19L
 REIL Rwy 19L

2500 ↑ WODGI

ZETGU 2.5 NM to RW01R

CARMR 1700

BAILI 4 NM Holding Pattern

*LNNAV only.

RW01R *1.2 NM to RW01R

*900 1700

GP 3.00° TCH 50

1.2 NM 1.3 NM 2.5 NM 6.7 NM

CATEGORY	A	B	C	D
LPV DA	263-1/2		200 (200-1/2)	
LNNAV/ VNAV DA	410-5/8		347 (400-5/8)	
LNNAV MDA	500-1/2	437 (500-1/2)	500-3/4	437 (500-3/4)
C CIRCLING	560-1	485 (500-1)	840-2 1/4 765 (800-2 1/4)	840-2 1/2 765 (800-2 1/2)

BRUNSWICK EXEC(BXM)
RNAV (GPS) RWY 1R

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 72815 W19A	APP CRS 193°	Rwy Idg TDZE Apt Elev	8000 74 75
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RNAV (GPS) RWY 19L

BRUNSWICK EXEC (BXM)

RNP APCH - GPS.

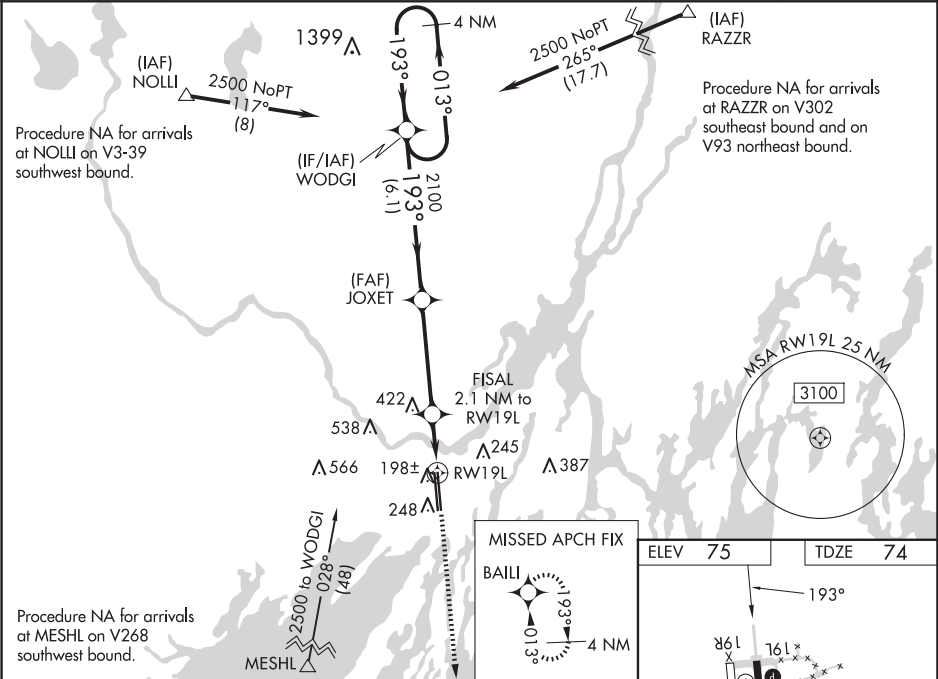
⚠

NA

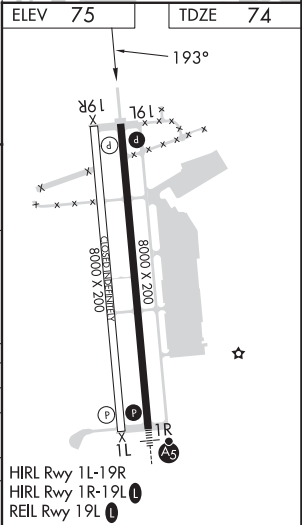
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Inop table does not apply to LPV all Cats. Rwy 19L helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting: increase LPV DA to 382 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 410 feet and all visibilities ¼ SM; increase all MDA 60 feet and LNAV and Circling Cats C/D ¼ SM.

MISSED APPROACH:
Climb to 2000 direct
BAILI and hold.

AWOS-3PT 134.875	PORTLAND APP CON ★ (112°-292°) 119.75 269.35 (293°-111°) 120.4 299.2	CLNC DEL 123.65	UNICOM 122.725 (CTAF) 0
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4 NM Holding Pattern		WODGI	JOXET	FISAL	BAILI
2500 ← 013°		2100	2100	2100	2000
GP 3.00°		2100	2100	2100	2000
TCH 53		2100	2100	2100	2000
6.1 NM		4.1 NM	1 NM	1.1 NM	1.1 NM
CATEGORY	A	B	C	D	
LPV DA		331-¾	257 (300-¾)		
LNAV/VNAV DA		359-⅞	285 (300-⅞)		
LNAV MDA	460-1	386 (400-1)	460-1½	386 (400-1½)	
CIRCLING	560-1	485 (500-1)	840-2¼ 765 (800-2¼)	840-2½ 765 (800-2½)	



BURLINGTON, VERMONT

AL-70 (FAA)

25107

LOC/DME I-BTV 110.3 Chan 40	APP CRS 146°	Rwy Idg TDZE Apt Elev	7820 326 335
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ILS or LOC RWY 15

PATRICK LEAHY BURLINGTON INTL (BTV)

RNP APCH - GPS.

Aircraft not GPS equipped - RADAR required. Cat E aircraft - RADAR required.

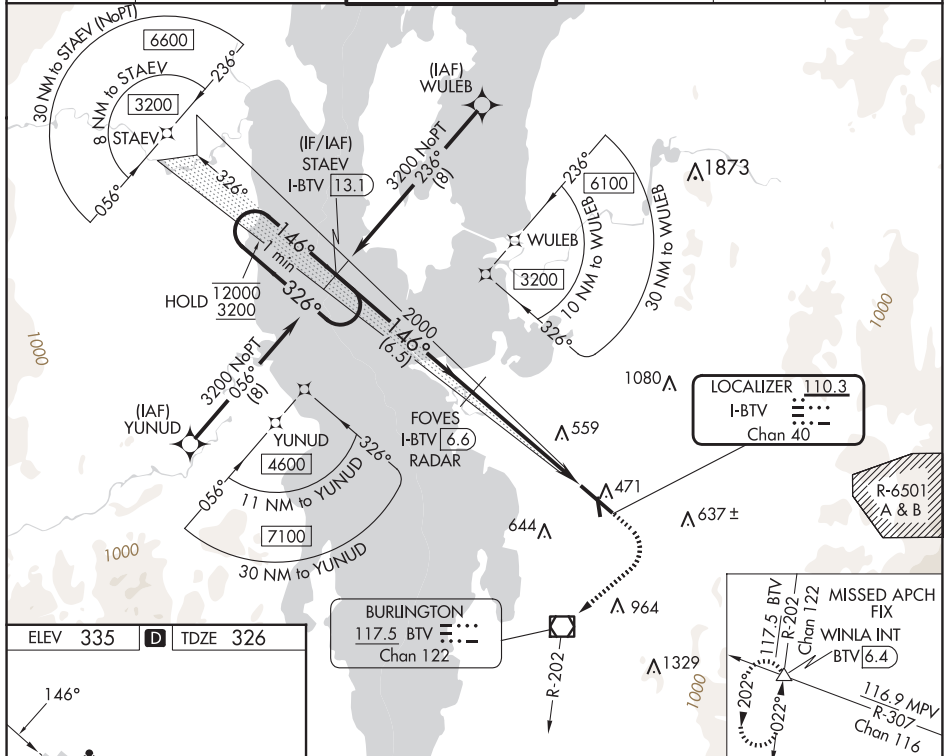
⚠ Rwy 15 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-LOC 15 all Cats visibility to RVR 5500.
❄ -10°C Inop table does not apply to S-ILS 15.

MALSR

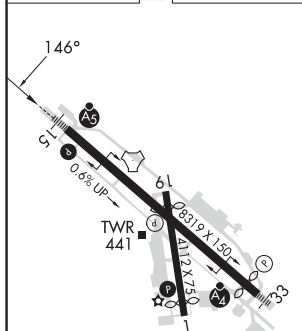


MISSED APPROACH: Climb to 800 then climbing right turn to 3600 direct BTV VOR/DME and on BTV VOR/DME R-202 to WINLA INT/BTV 6.4 DME and hold, continue climb-in-hold to 3600.

ATIS 123.8 269.9	BURLINGTON APP CON ★ 121.1 278.8	BURLINGTON TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 126.3 348.6	CLNC DEL 119.15	UNICOM 122.95
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ELEV 335	D	TDZE 326
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One Minute Holding Pattern	STAEV I-BTV 13.1	FOVES I-BTV 6.6 RADAR	800	3600	BTV R-202	BTV R-202	WINLA
12000 ← 326°	146° →	146° →					
3200	2000	2000					
GS 3.00° TCH 51							
	6.5 NM	4.1 NM	1.1 NM				
CATEGORY	A	B	C	D	E		
S-ILS 15			576/40	250 (300-¾)			
S-LOC 15			700/40	374 (400-¾)			
	840-1	860-1	1220-2¾	1380-3	1400-3		
C CIRCLING	505 (600-1)	525 (600-1)	885 (900-2¾)	1045 (1100-3)	1065 (1100-3)		

MIRL Rwy 1-19 L					
HIRL Rwy 15-33 L					
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

BURLINGTON, VERMONT

Amdt 26 31OCT24

44°28'N-73°09'W

PATRICK LEAHY BURLINGTON INTL (BTV)





ILS or LOC RWY 15

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-VOE	APP CRS	Rwy Idg	7819
110.3	326°	TDZE	334
Chan 40		Apt Elev	335

ILS or LOC RWY 33
PATRICK LEAHY BURLINGTON INTL (BTV)

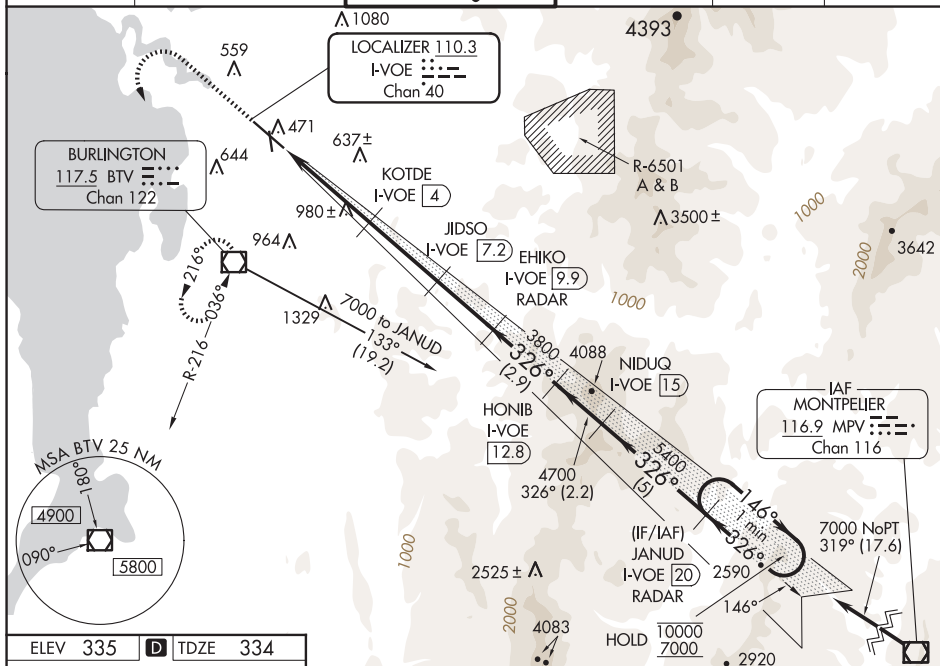
DME or RADAR required.

	Circling Rwy 1 NA at night. Autopilot coupled approach NA.
	Rwy 33 helicopter visibility reduction below RVR 4000 NA.
	For inop ALS, increase S-ILS-33 all Cats visibility to RVR 4500.
	-10°C Inop table does not apply to S-LOC-33 Cats C, D and E.

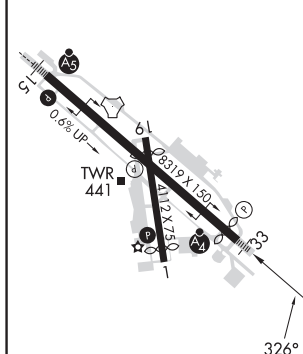
MALSF

MISSED APPROACH: Climb to 1 200 then climbing left turn to 3000 direct BTV VOR/DME and hold, continue climb-in-hold to 3000. (TACAN aircraft climb to 6000 on heading 326° for RADAR vectors. RADAR required).

ATIS 123.8 269.9	BURLINGTON APP CON ★ 121.1 278.8	BURLINGTON TOWER ★ 118.3 (CTAF) 125.7	GND CON 126.3 348.6	CLNC DEL 119.15	UNICOM 122.95
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ELEV 335	D	TDZE 334
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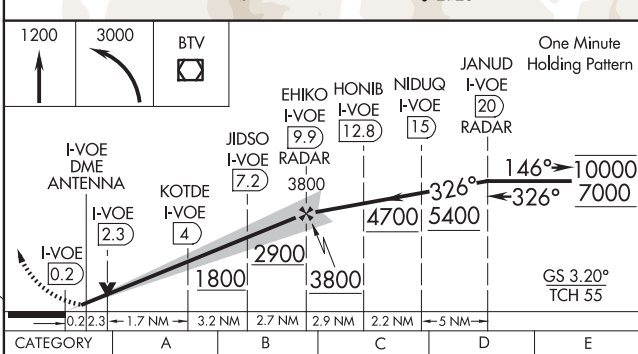
MIRL Rwy 1-19 **L**
HIRL Rwy 15-33 **L**

FAF to MAP 10 NM

Knots	60	90	120	150	180
Min:Sec	10:00	6:40	5:00	4:00	3:20

BURLINGTON, VERMONT

Amdt 2 31OCT24





S-ILS 33	608/40 274 (300-¾)			
S-LOC 33	1240/55 906 (1000-1)	1240-2½ 906 (1000-2½)		
C CIRCLING	1240-1¼ 905 (1000-1¼)	1240-2¾ 905 (1000-2¾)	1380-3 1045 (1100-3)	1400-3 1065 (1100-3)

PATRICK LEAHY BURLINGTON INTL (BTV)

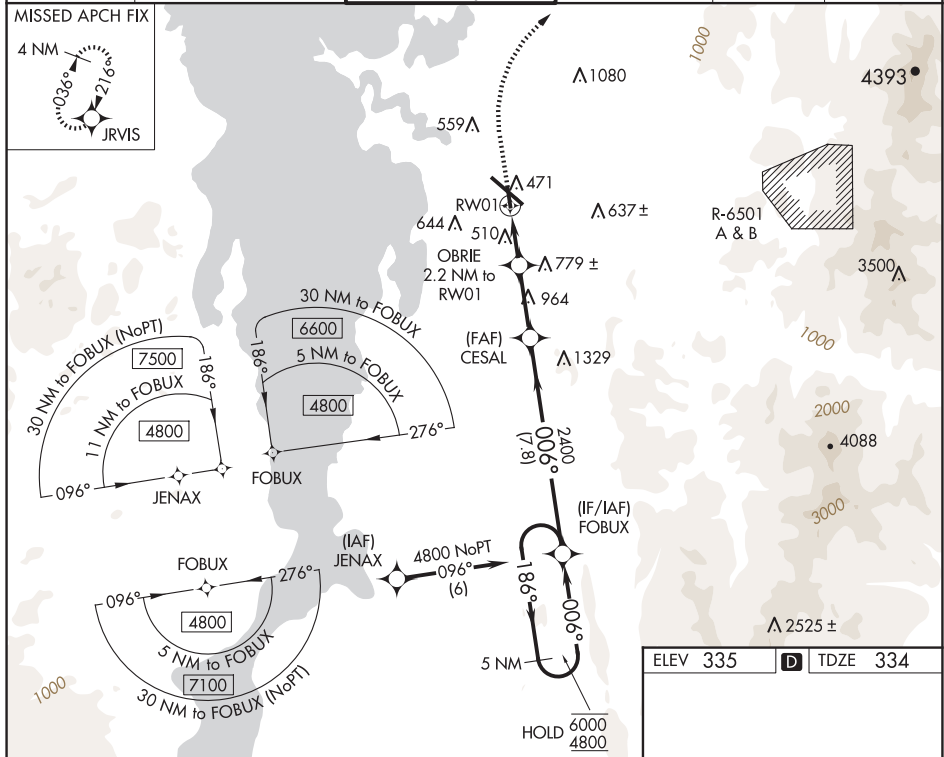
ILS or LOC RWY 33

WAAS CH 58044 W01A	APP CRS 006°	Rwy Idg 3386 TDZE 334 Apt Elev 335
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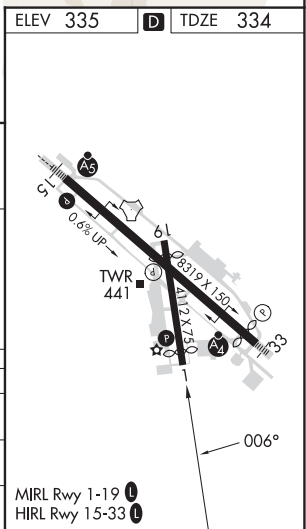
  -10°C Rwy 1 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 900 then climbing right turn to 3500 direct JRVIS and hold, continue climb-in-hold to 3500.

ATIS 123.8 269.9	BURLINGTON APP CON ★ 121.1 278.8	BURLINGTON TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 126.3 348.6	CLNC DEL 119.15	UNICOM 122.95
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[illegible]

CATEGORY	A	B	C	D
LPV DA	661-1	327 (400-1)	NA	
LNAV MDA	760-1	426 (500-1)	NA	
C CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	NA	



PATRICK LEAHY BURLINGTON INTL (BTV)
RNAV (GPS) RWY 1

44°28'N-73°09'W

NE-1, 12 JUN 2025 to 07 AUG 2025

BURLINGTON, VERMONT

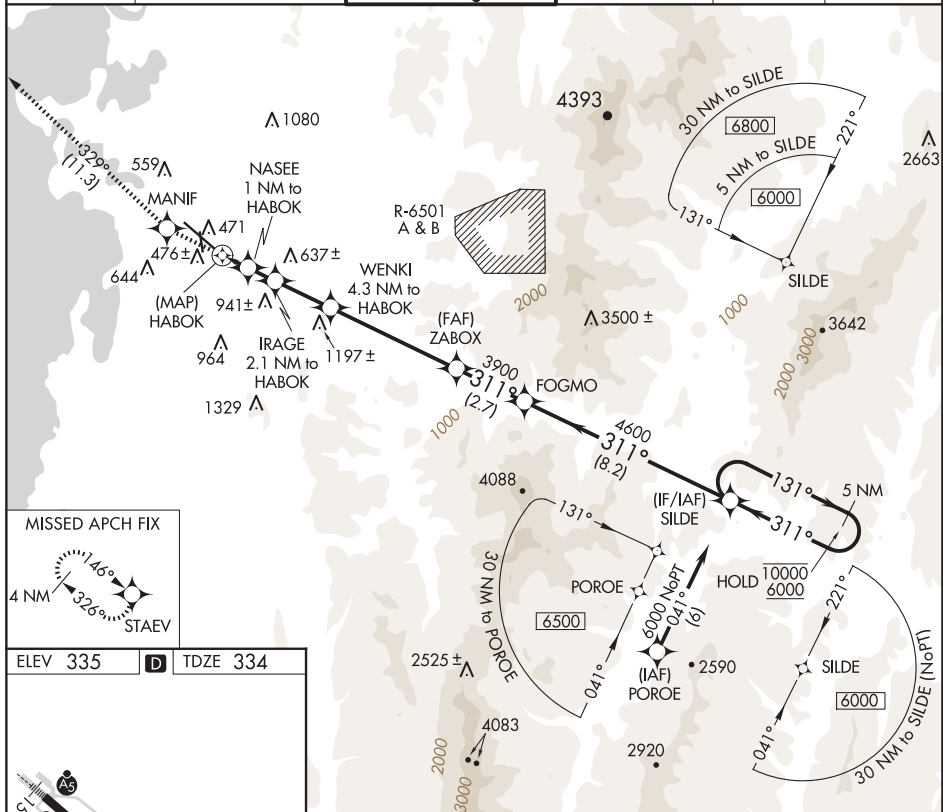
AL-70 (FAA)

25107

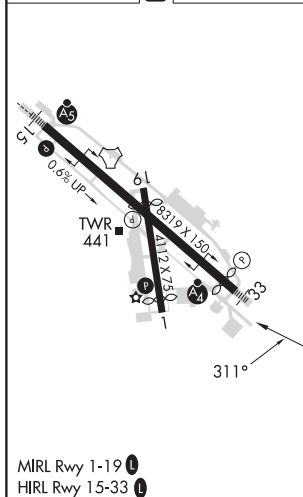
APP CRS	Rwy Idg	7819
311°	TDZE	334
	Apt Elev	335

RNAV (GPS) Y RWY 33 PATRICK LEAHY BURLINGTON INTL (BTV)

RNP APCH.			MALSF		MISSED APPROACH: Climb to 3000 direct MANIF and on track 329° to STAEV and hold.	
Circling Rwy 1 NA at night. Rwy 33 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase LNAV Cat C visibility to RVR 6000.						
ATIS	BURLINGTON APP CON *	BURLINGTON TOWER *	GND CON	CLNC DEL	UNICOM	
123.8 269.9	121.1 278.8	118.3 (CTAF) 0 257.8	126.3 348.6	119.15	122.95	



ELEV 335	D	TDZE 334
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3000	MANIF	tr 329°	STAEV	WENKI 4.3 NM to HABOK	ZABOX	FOGMO	SILDE	5 NM Holding Pattern
				IRAGE 2.1 NM to HABOK				
	HABOK							
	TCH 55							
	940	1320	2120	3900	4600	311°	131°	10000 6000
	0.5	1 NM	1.1 NM	2.2 NM	5 NM	2.7 NM	8.2 NM	
CATEGORY	A	B	C	D	E			
LNAV MDA	740/40	406 (500-3/4)	740/50 406 (500-1)	740/60	406 (500-1 1/4)			
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	1200-2 1/2 865 (900-1 1/2)	1380-3 1045 (1100-3)	1500-3 1165 (1200-3)			

BURLINGTON, VERMONT

Orig-C 26MAR20

PATRICK LEAHY BURLINGTON INTL (BTV)

44°28'N-73°09'W

RNAV (GPS) Y RWY 33

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

BURLINGTON, VERMONT

AL-70 (FAA)


25107

VOR/DME BTV	APP CRS	Rwy Idg	3386
117.5	036°	TDZE	334
Chan 122		Apt Elev	335

VOR RWY 1

PATRICK LEAHY BURLINGTON INTL (BTV)

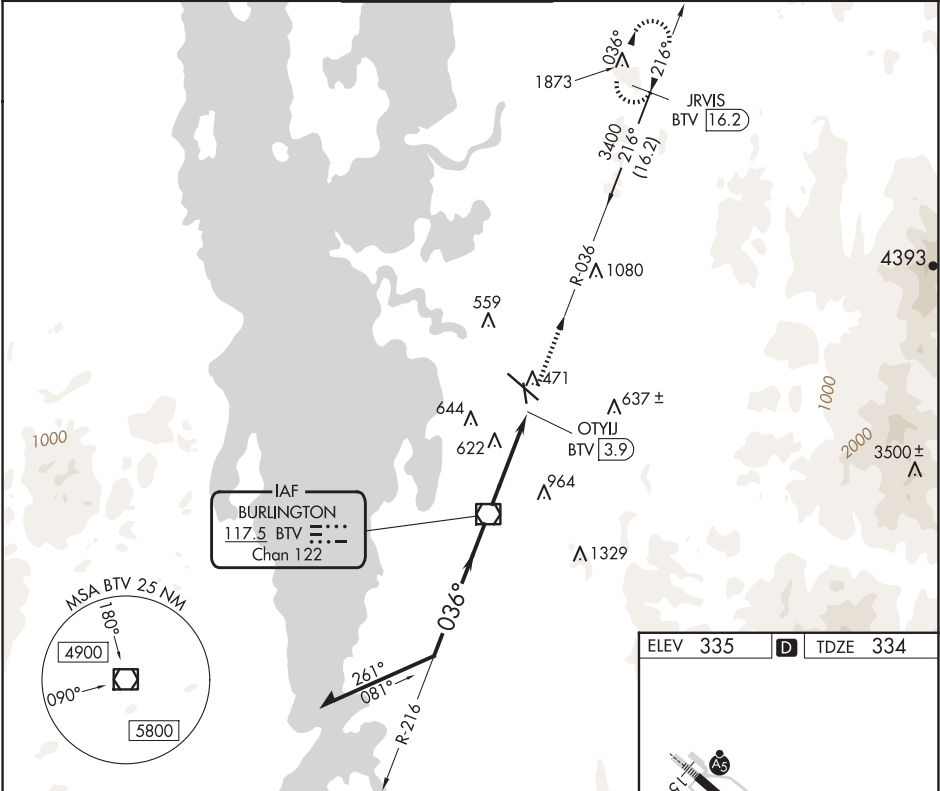
DME required.

 -10°C

Rwy 1 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 3500 on BTV
VOR/DME R-036 to JRVIS/BTV 16.2 DME and hold,
continue to climb-in-hold 3500.

ATIS	BURLINGTON APP CON *	BURLINGTON TOWER *	GND CON	CLNC DEL	UNICOM
123.8 269.9	121.1 278.8	118.3 (CTAF) 257.8	126.3 348.6	119.15	122.95



Remain within 10 NM

BT VOR/DME

3000

216°

036°

2200

4.00°

TCH 40

3.9 NM

0.3

3500

BT V R-036

JRVIS BTV 16.2

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 27).

OTYIJ BTV 3.9

CATEGORY	A	B	C	D
S-1	880-1	546 (600-1)	NA	
CIRCLING	880-1	545 (600-1)	NA	

ELEV 335

TDZE 334

036°

MIRL Rwy 1-19

HIRL Rwy 15-33

BURLINGTON, VERMONT

Amtd 1 31OCT24

PATRICK LEAHY BURLINGTON INTL (BTV)

44°28'N-73°09'W

VOR RWY 1

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

(BTV1.BTV) 23278

BURLINGTON ONE DEPARTURE

PATRICK LEAHY BURLINGTON INTL (BTV)
AL-70 (FAA) BURLINGTON, VERMONT

BURLINGTON DEP CON ★
121.1 278.8
ATIS
123.8 269.9
BURLINGTON TOWER ★
118.3 257.8

TOP ALTITUDE:
10000

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.

BANGOR
114.8 BGR
Chan 95

BURLINGTON
117.5 BTV
Chan 122

MONTPELIER
116.9 MPV
Chan 116

WATERTOWN
109.8 ART
Chan 35

SYRACUSE
117.0 SYR
Chan 117

ALBANY
115.3 ALB
Chan 100

CAMBRIDGE
115.0 CAM
Chan 97

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

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.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 77539 W01A	APP CRS 004°	Rwy Idg TDZE 620 Apt Elev 620
--	------------------------	---

RNAV (GPS) RWY 1

CARIBOU MUNI (CAR)

RNP APCH.

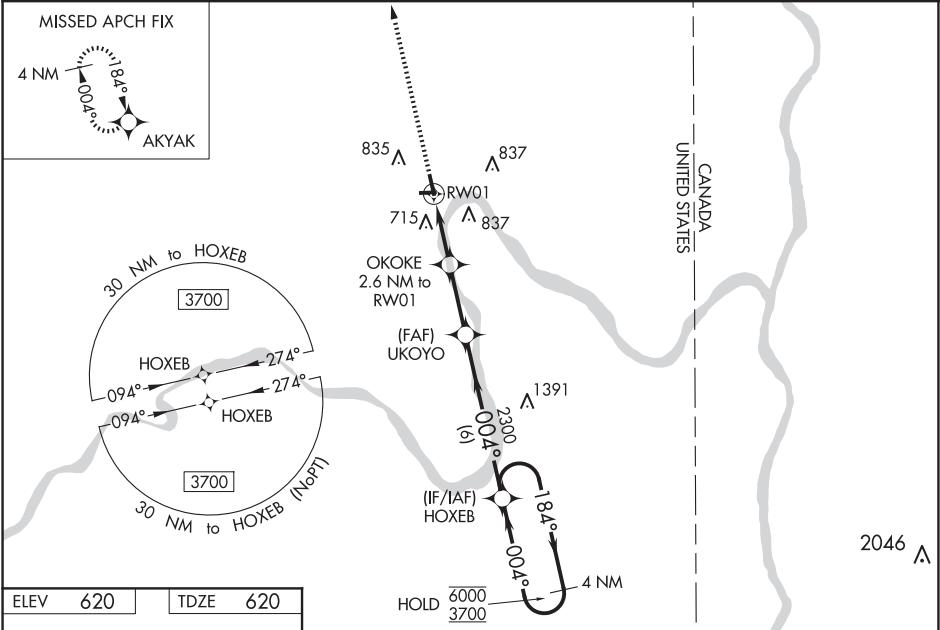
▼

⚠

Rwy 1 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Presque Isle altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Straight-in Rwy 1 NA at night. Circling Rwy 1, 11, 29 NA at night. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DAs 49 feet and all MDAs 60 feet. Increase LNAV MDA Cat C & D visibility $\frac{1}{8}$ SM, Circling Cat D visibility $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3000 direct
AKYAK and hold.

ASOS 135.125	BOSTON CENTER 124.75 239.05	CLNC DEL 124.75	UNICOM 122.8 (CTAF) 0
------------------------	---------------------------------------	---------------------------	---------------------------------



ELEV 620 TDZE 620

3000

AKYAK

↑

⬠

* LNAV only

UKOYO

2300

OKOKE

2.6 NM to RW01

RW01

2.6 NM

2.6 NM

6 NM

HOXEB

184°

004°

004°

6000

3700

GP 3.00°

TCH 40

61

4003 X 100

3016 X 75

004°

62

MIRL Rwy 1-19 and 11-29 0

CATEGORY	A	B	C	D
LPV DA		870-1	250 (300-1)	
LNAV/VNAV DA		872-1	252 (300-1)	
LNAV MDA		980-1	360 (400-1)	
CIRCLING	1140-1	520 (600-1)	1140-1½ 520 (600-1½)	1400-2½ 780 (800-2½)

CARIBOU, MAINE

AL-5033 (FAA)

22363

WAAS CH 65639 W19A	APP CRS 184°	Rwy Idg TDZE 620 Apt Elev 620
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RNAV (GPS) RWY 19

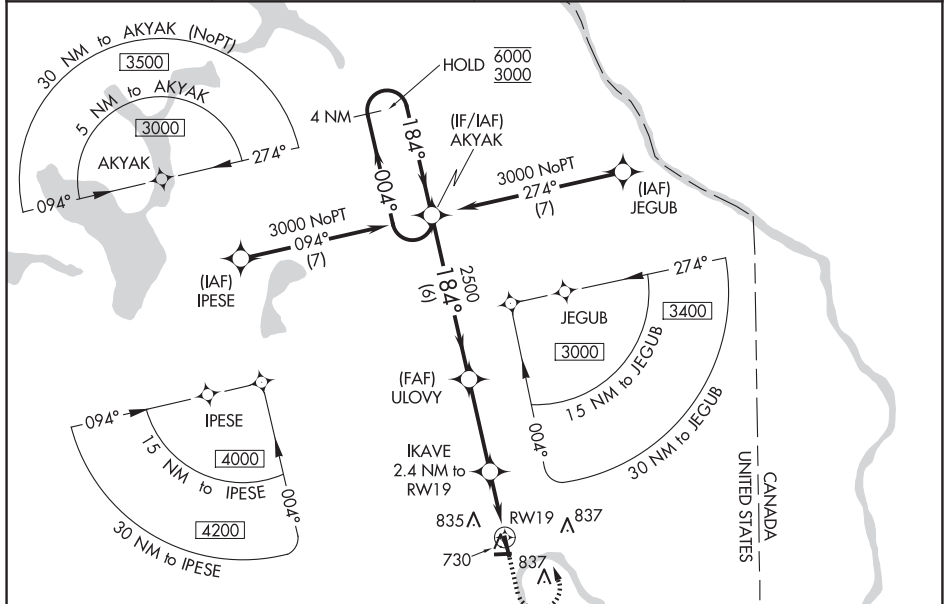
CARIBOU MUNI (CAR)

RNP APCH.

▼ Baro-VNAV and VDP NA when using Presque Isle altimeter setting. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Circling Rwy 1, 11, 29 NA at night. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DAs 49 feet and all MDAs 60 feet. Increase LNAV Cats C, D visibility $\frac{1}{8}$ SM and Circling Cat D visibility $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 direct AKYAK and hold.

ASOS 135.125	BOSTON CENTER 124.75 239.05	CLNC DEL 124.75	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		AKYAK	ULOVY	IKAVE	1300	3000	AKYAK
6000 ← 004°		184° →	184°	2500	↑	↖	↖
3000					*1 NM to RWY19	*LNAV only.	
GP 3.00°							
TCH 40							
		6 NM	3.4 NM	1.4 NM	1 NM		
CATEGORY	A	B	C	D			
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)	1140-1½ 520 (600-1½)	1400-2½ 780 (800-2½)			

ELEV 620 TDZE 620

184°

61

4003 X 100

3016 X 75

11 29

MIRL Rwy 1-19 and 11-29 0

CARIBOU, MAINE
Amdt 1A 16JUL20

46°52'N-68°01'W

CARIBOU MUNI (CAR)

RNAV (GPS) RWY 19

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS
003°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
880

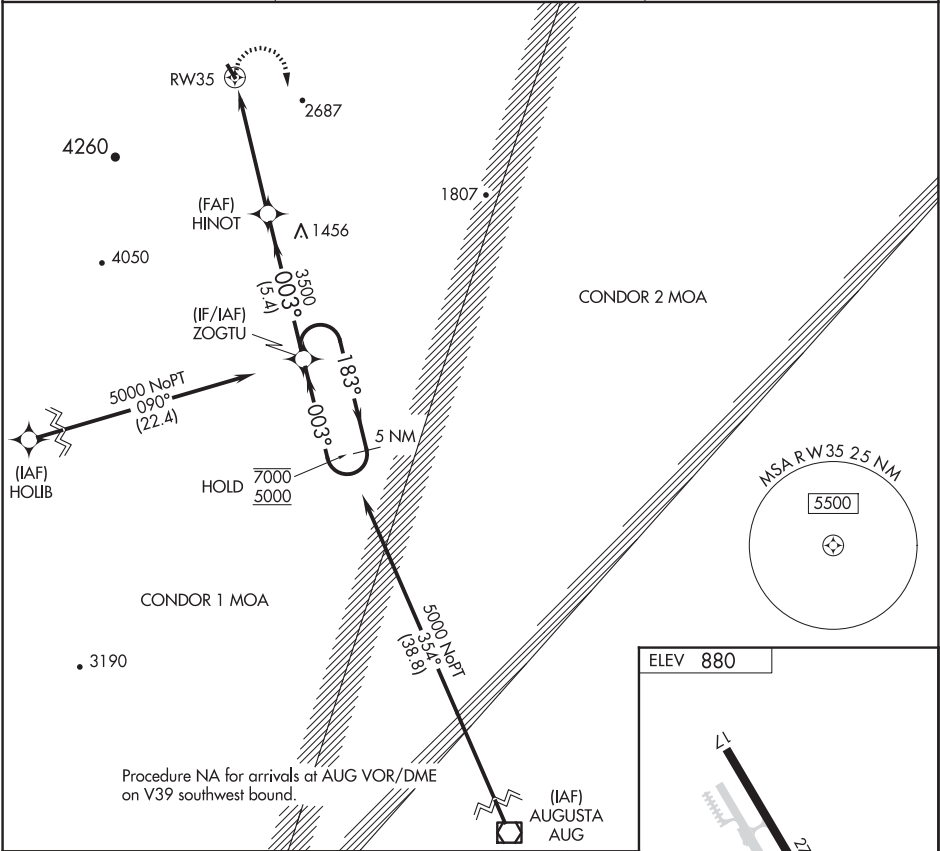
RNAV (GPS)-A
SUGARLOAF RGNL (B21)

RNP APCH - GPS.

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.

AWOS-AV 120.0	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern

ZOGTU

7000 5000

183° 003°

HINOT

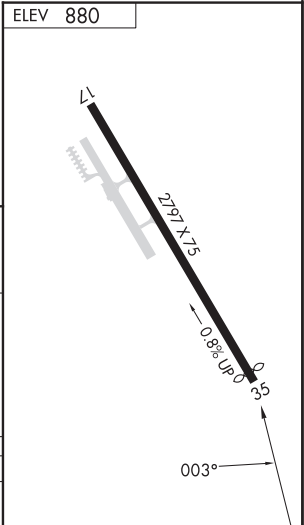
3500

RW35

5.4 NM 5 NM

5000 ZOGTU

CATEGORY	A	B	C	D
CIRCLING	3000-1¼ 2120 (2200-1¼)	3000-1½ 2120 (2200-1½)	NA	




CHATHAM, MASSACHUSETTS

AL-5247 (FAA)

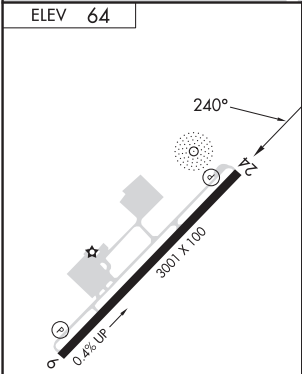
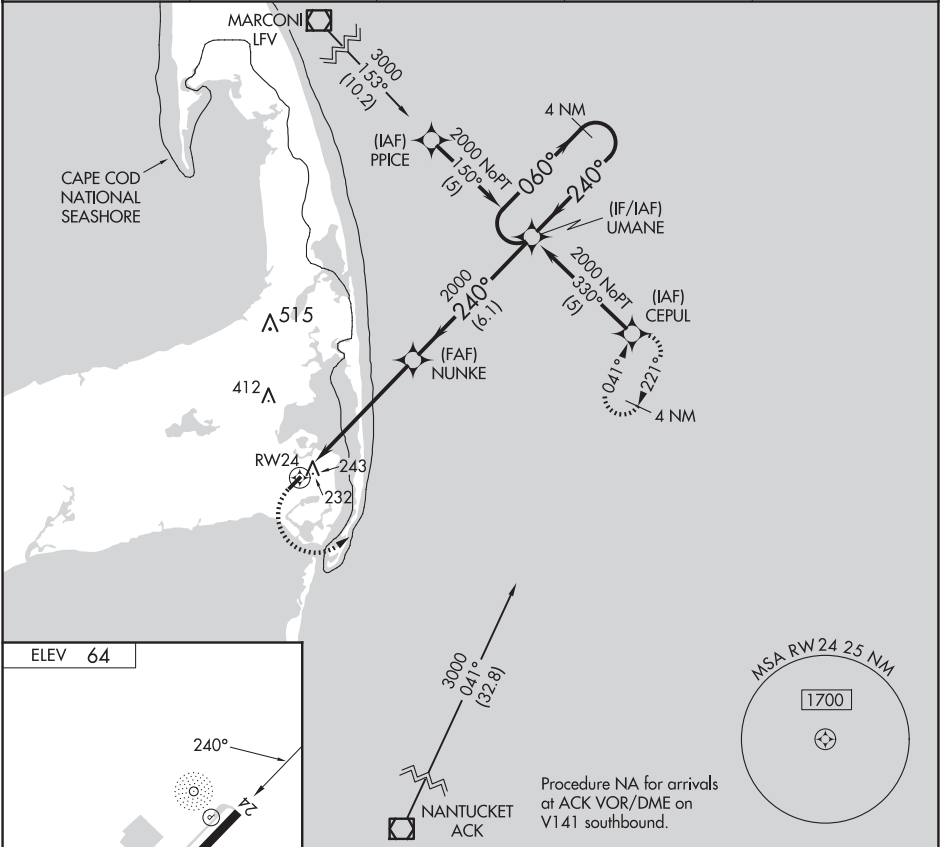
24249


APP CRS 240°	Rwy Idg TDZE Apt Elev	N/A N/A 64
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RNAV (GPS)-B
CHATHAM MUNI (CQX)

 <p>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet and Circling visibility Cat D ¼ SM. When VGSi inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	MISSED APPROACH: Climbing left turn to 3000 direct CEPUL and hold.
--	--

ASOS 135.875	BOSTON APP CON 118.2	CLNC DEL 127.3	UNICOM 122.8 (CTAF)	122.95 
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ELEV 64
MIRL Rwy 6-24 
REIL Rwy 6 and 24

3000	CEPUL	VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 39).		4 NM Holding Pattern
CATEGORY	A	B	C	D
CIRCLING	600-1	536 (600-1)	680-1 $\frac{3}{4}$ 616 (700-1 $\frac{3}{4}$)	780-2 $\frac{1}{4}$ 716 (800-2 $\frac{1}{4}$)

CHATHAM, MASSACHUSETTS
Orig-C 30DEC21

41°41'N - 69°59'W

CHATHAM MUNI (CQX)
RNAV (GPS)-B

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

NDB CQX 279	APP CRS 114°	Rwy Idg TDZE Apt Elev	N/A N/A 64	NDB-A CHATHAM MUNI (CQX)
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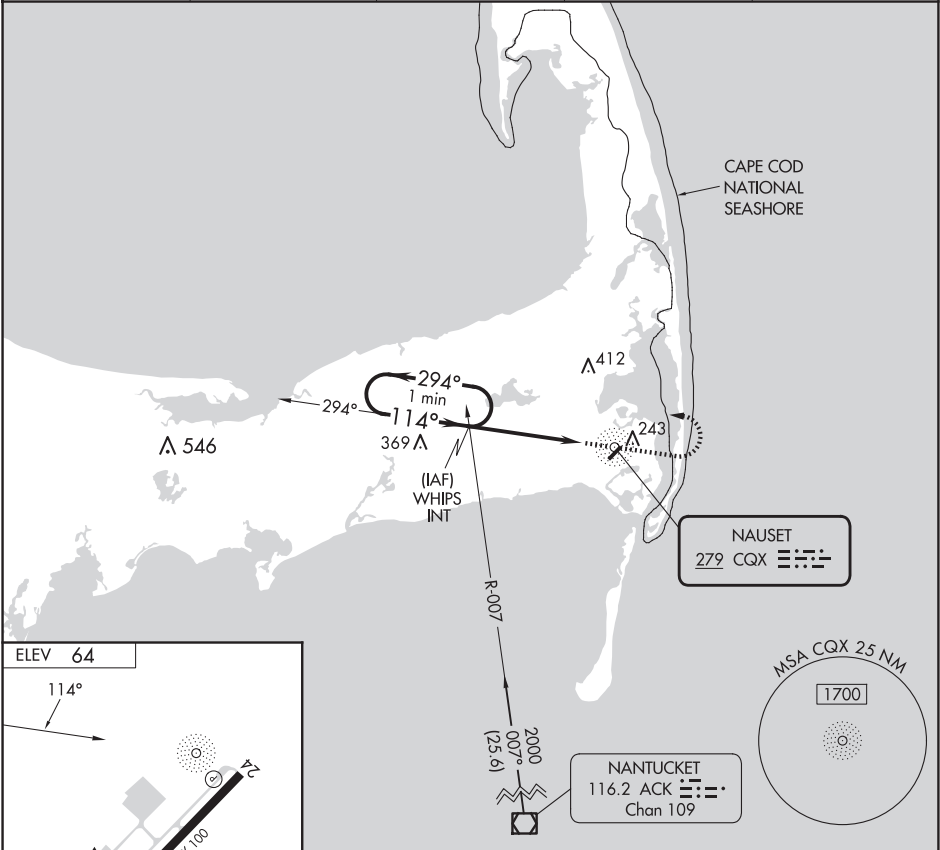
▼

NA

When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet and Circling visibility Cat D ¼ 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.

ASOS 135.875	BOSTON APP CON 118.2	CLNC DEL 127.3	UNICOM 122.8 (CTAF)	122.95 0
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MIRL Rwy 6-24 0

REIL Rwys 6 and 24

One Minute Holding Pattern

WHIPS INT

800

2000

hdg 220°

CQX 294°

WHIPS INT

CQX NDB

4.1 NM

2000

← 294°

114° →

114°

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	600-1½ 536 (600-1½)		680-1¾ 616 (700-1¾)	780-2¼ 716 (800-2¼)

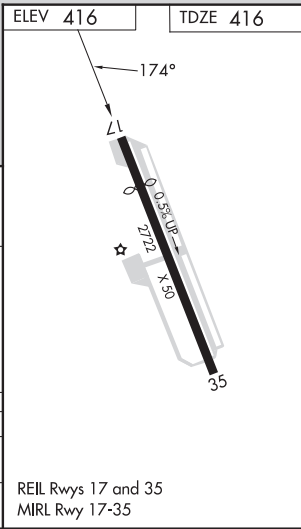
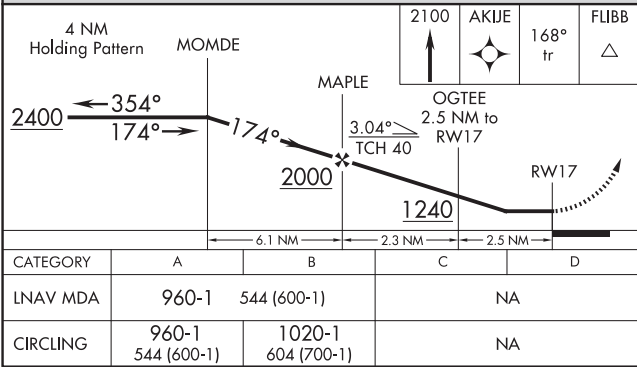
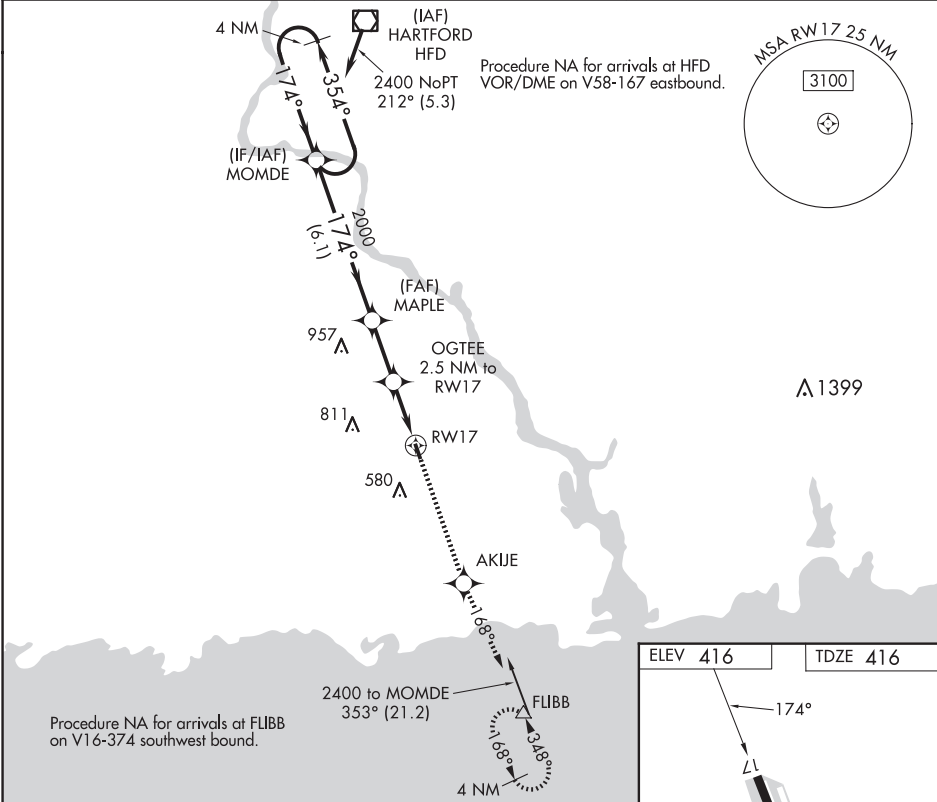
APP CRS	Rwy Idg	2163
174°	TDZE	416
	Apt Elev	416

RNAV (GPS) RWY 17

CHESTER (SNC)

<p>▼ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p> <p>▲ When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.</p>	<p>MISSED APPROACH: Climb to 2100 direct AKIJE and via track 168° to FLIBB and hold.</p>
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AWOS-3 118.325	NEW YORK APP CON 124.075 343.65	UNICOM 122.725 (CTAF)
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NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

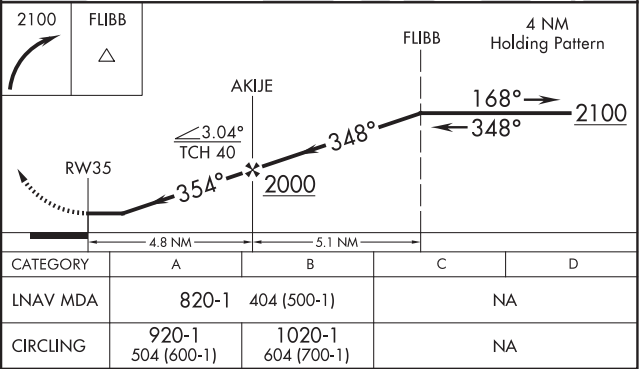
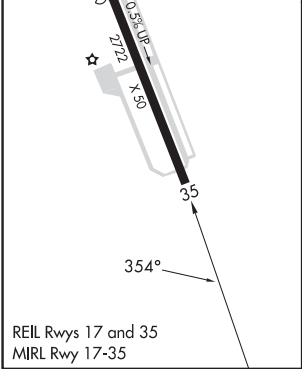
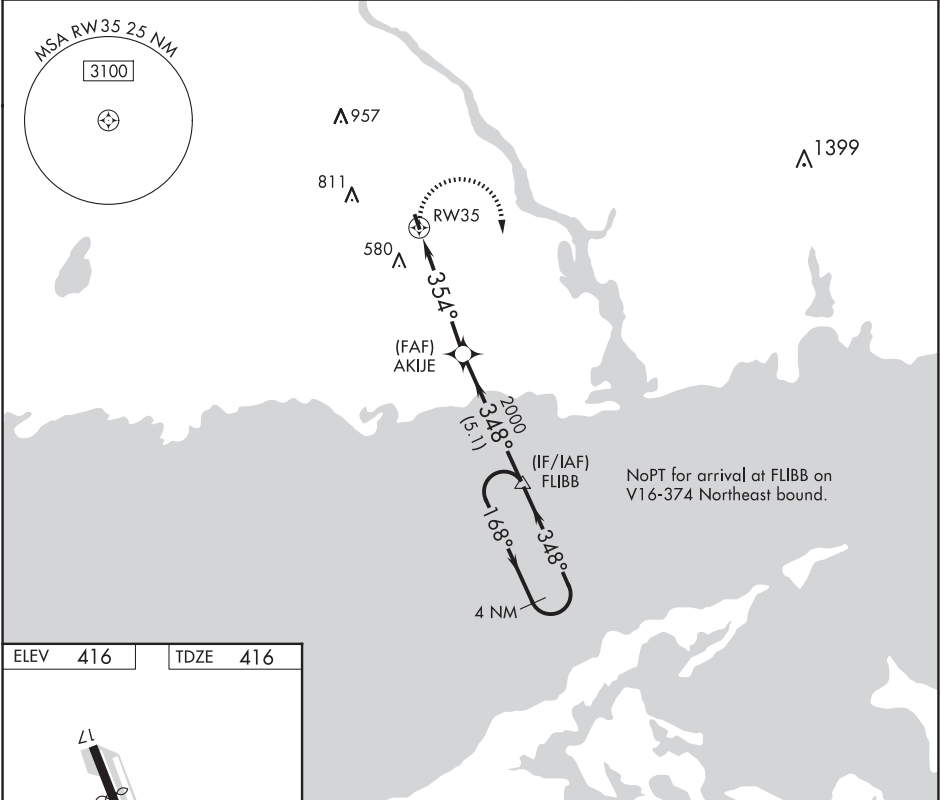
APP CRS	Rwy Idg	2722
354°	TDZE	416
	Apt Elev	416

RNAV (GPS) RWY 35

CHESTER (SNC)

<div><div>▼</div><div>▲</div></div> <div>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.</div>	MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.
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AWOS-3 118.325	NEW YORK APP CON 124.075 343.65	UNICOM 122.725 (CTAF)
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APP CRS
289°

Rwy Idg
3098

TDZE
543

Apt Elev
544

RNAV (GPS) RWY 29

CLAREMONT MUNI (CNH)

▼

NA

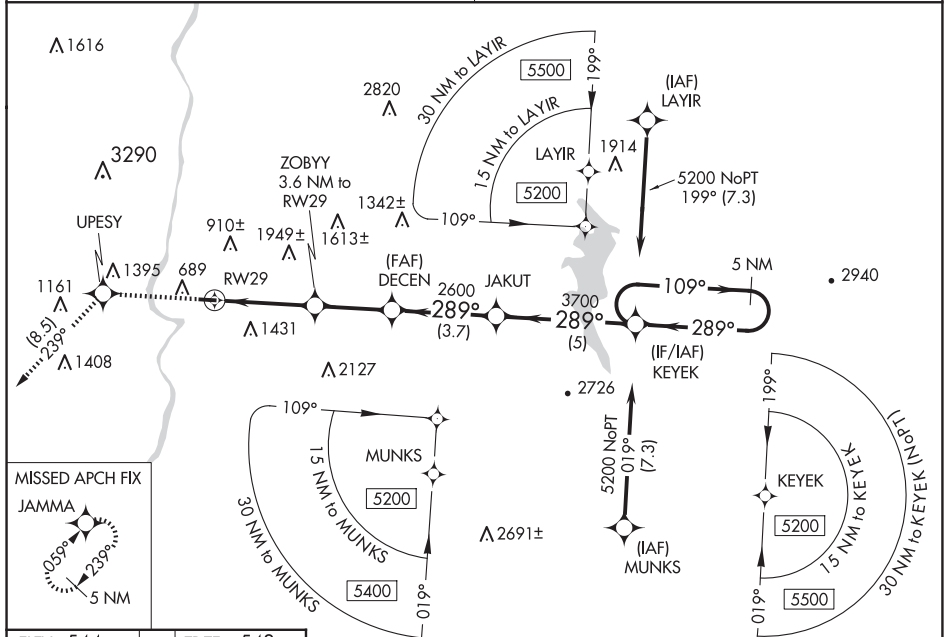
-25°C

When local altimeter setting not received, use Hartsness State altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 11, 29 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 5400 direct UPESY and on track 239° to JAMMA and hold, continue climb-in-hold to 5400.

BOSTON CENTER
134.7 269.475

UNICOM
122.7 (CTAF)



ELEV 544

TDZE 543

REIL Rwy 29

MIRL Rwy 11-29

5400

UPESY

tr 239°

JAMMA

Visual Segment - Obstacles.

RW29

ZOBYY 3.6 NM to RW29

DECEN

JAKUT

KEYEK

5 NM Holding Pattern

1720

2600

3700

5200

3.6 NM

2.8 NM

3.7 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	1520-1¼ 977 (1000-1¼)	1520-1½ 977 (1000-1½)	NA	
CIRCLING	1520-1¼ 976 (1000-1¼)	1740-1½ 1196 (1200-1½)	NA	

NDB CNH
233

APP CRS
048°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
544

NDB-A

CLAREMONT MUNI (CNH)

NA

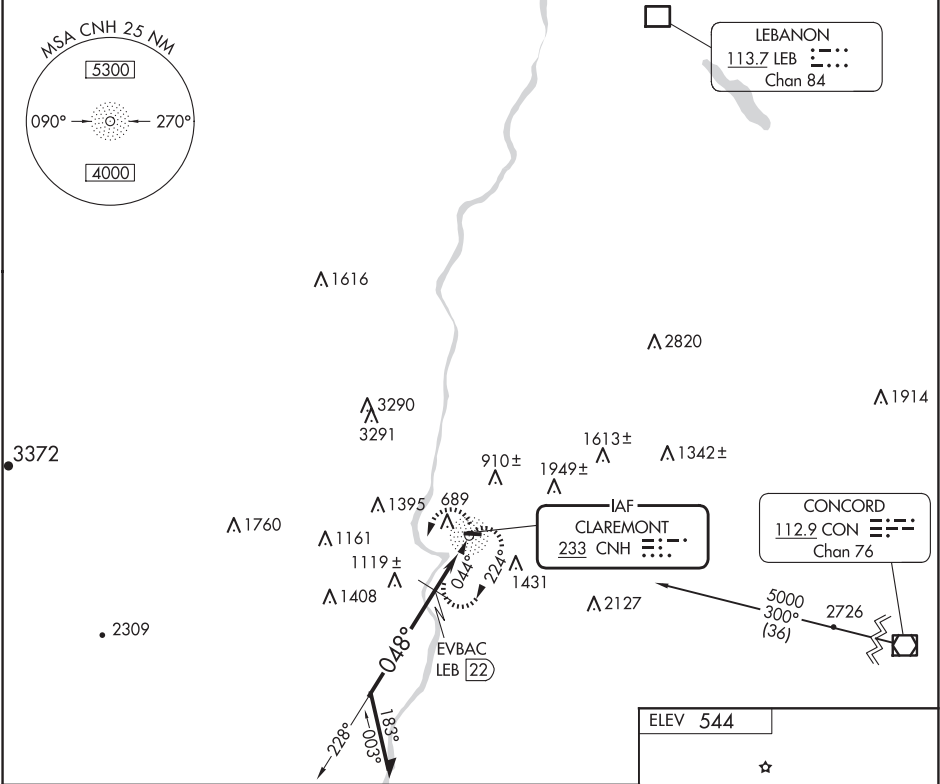
-25°C

Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 3500 via CNH NDB 228° bearing outbound then right turn direct CNH NDB and hold.


BOSTON CENTER
134.7 269.475

UNICOM
122.7 (CTAF)

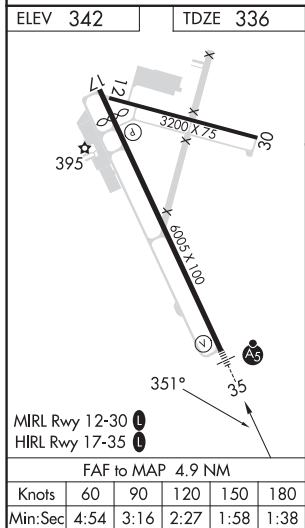
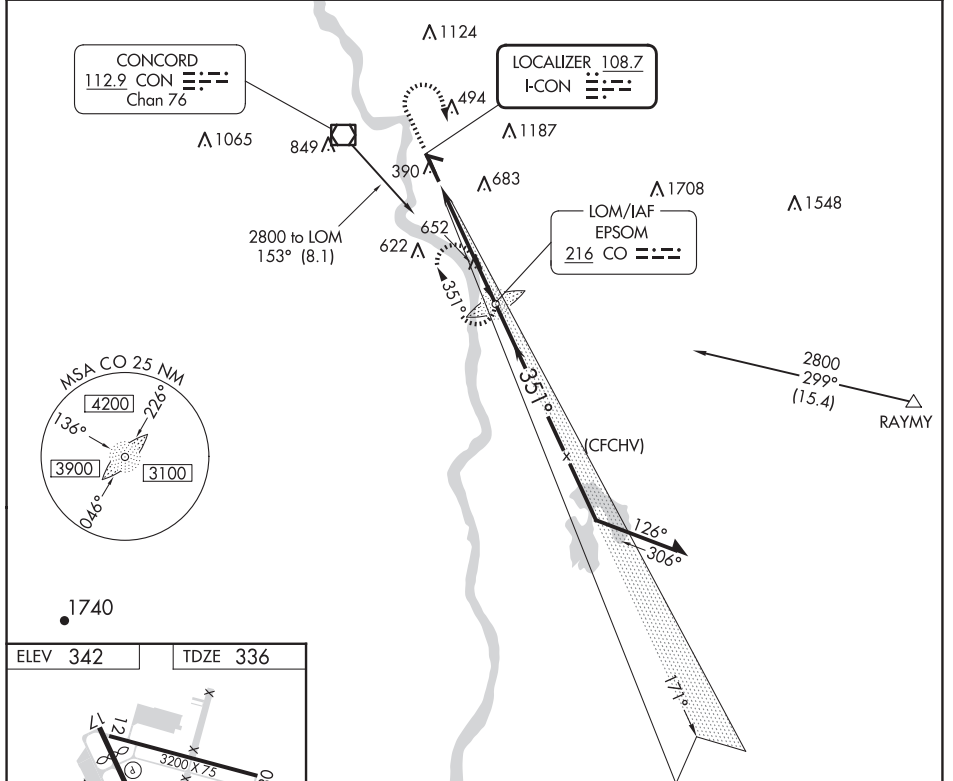


LOC I-CON 108.7	APP CRS 351°	Rwy Idg TDZE Apt Elev 6005 336 342
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ILS or LOC RWY 35
CONCORD MUNI (CON)

ADF required.	MALSR 	MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct EPSOM LOM and hold, continue climb-in-hold to 2800.
Circling Rwy 12, 17, 30 NA at night.		

ASOS 132.325	BOSTON APP CON 127.35 269.075	CLNC DEL 133.65	UNICOM 122.7 (CTAF) 0
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2000	2800	CO	2800	EPSOM CO LOM	1955	171°	2500	351°	2000	GS 3.00° TCH 49
Remain within 10 NM										
4.9 NM										
CATEGORY	A		B		C		D			
S-ILS 35	586-½ 250 (300-½)									
S-LOC 35	920-½ 584 (600-½)				920-¼ 584 (600-¼)					
CIRCLING	940-1 598 (600-1)		1080-1 738 (800-1)		1500-3		1158 (1200-3)			

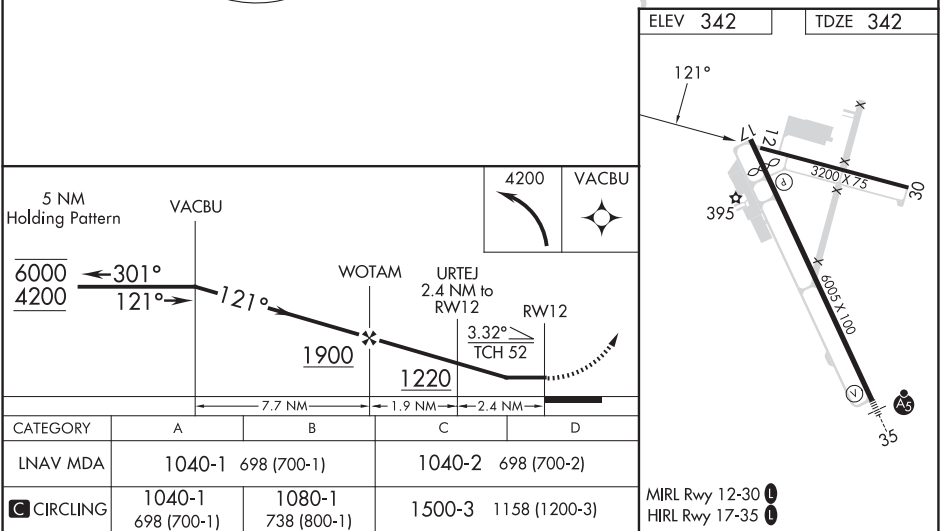
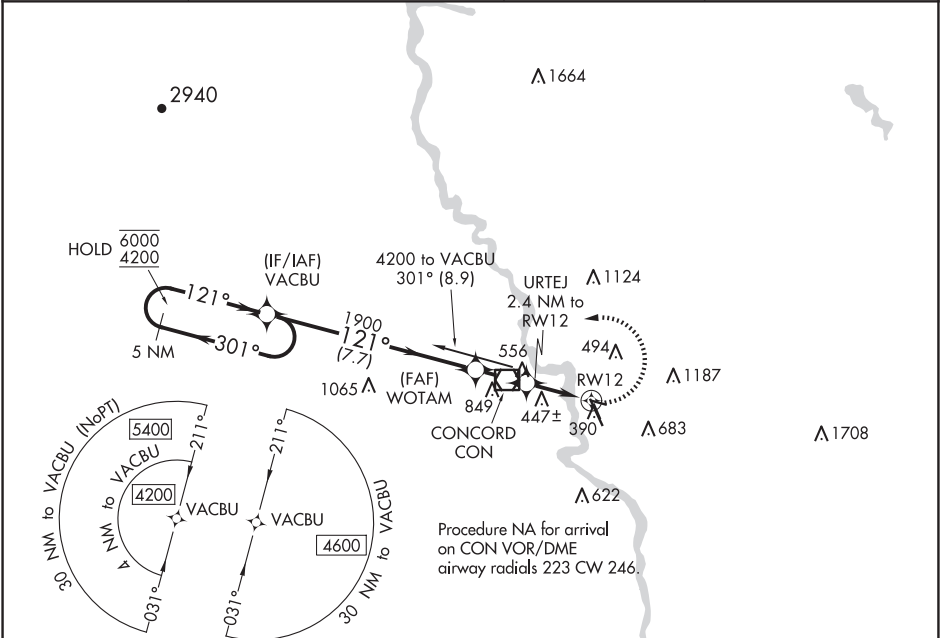
APP CRS	Rwy Idg	3200
121°	TDZE	342
	Apt Elev	342

RNAV (GPS) RWY 12

CONCORD MUNI (CON)

RNP APCH.	MISSED APPROACH: Climbing left turn to 4200 direct VACBU and hold, continue climb-in-hold to 4200.
<div><div></div><div>Rwy 12 helicopter visibility reduction below 1 SM NA.</div><div></div><div>Straight-in Rwy 12 NA at night, Circling Rwy 12, 17, 30 NA at night.</div></div>	

ASOS 132.325	BOSTON APP CON 127.35 269,075	CLNC DEL 133.65	UNICOM 122.7 (CTAF) 0
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CONCORD, NEW HAMPSHIRE

AL-95 (FAA)

25051

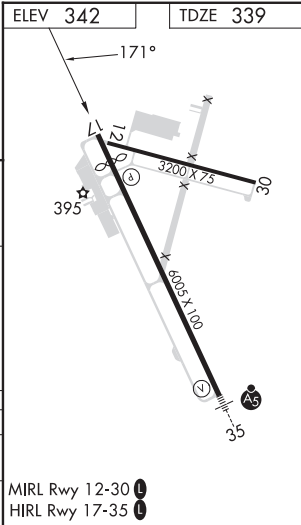
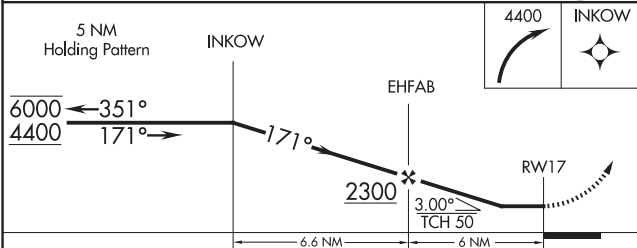
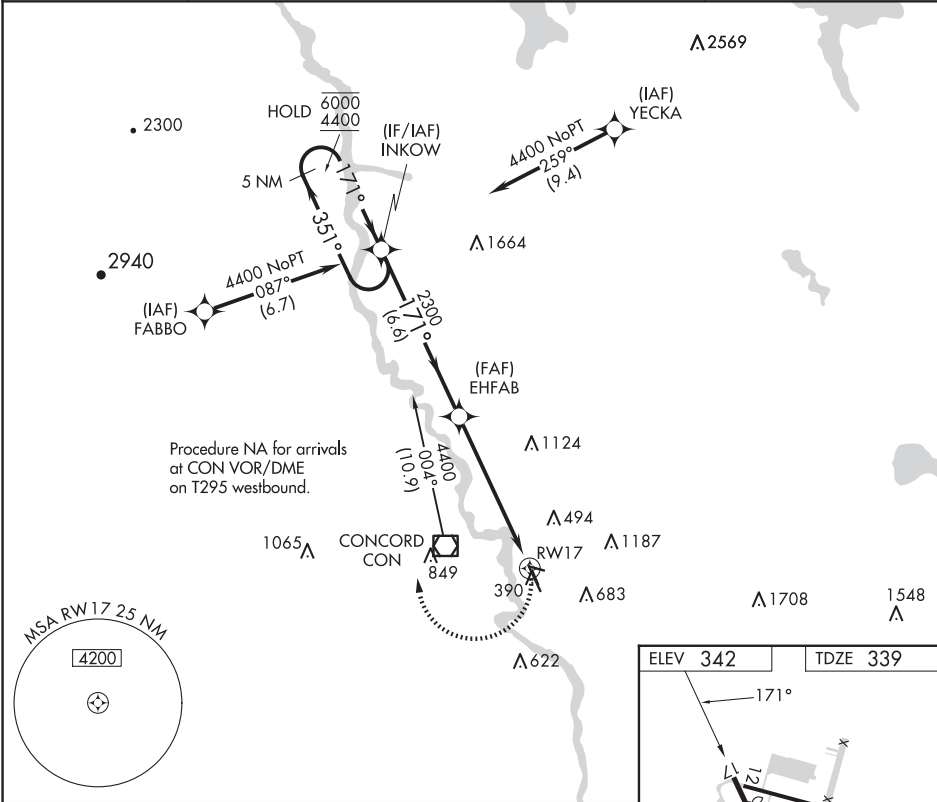
APP CRS	Rwy Idg	5364
171°	TDZE	339
	Apt Elev	342

RNAV (GPS) RWY 17

CONCORD MUNI (CON)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 4400 direct INKOW and hold, continue climb-in-hold to 4400.
▼ Straight-in Rwy 17 NA at night, Circling Rwys 12, 17, 30 NA at night.	
▲ Rwy 17 helicopter visibility reduction below 1 SM NA.	

ASOS 132.325	BOSTON APP CON 127.35 269.075	CLNC DEL 133.65	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1000-1	661 (700-1)	1000-1 7/8	661 (700-1 7/8)
CIRCLING	1000-1 658 (700-1)	1080-1 738 (800-1)	1500-3	1158 (1200-3)

CONCORD, NEW HAMPSHIRE
Amdt 1A 05SEP24

43°12'N-71°30'W

CONCORD MUNI (CON)

RNAV (GPS) RWY 17

NE-1, 12 JUN 2025 to 07 AUG 2025

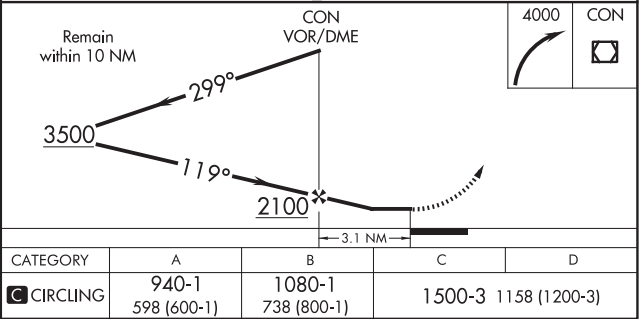
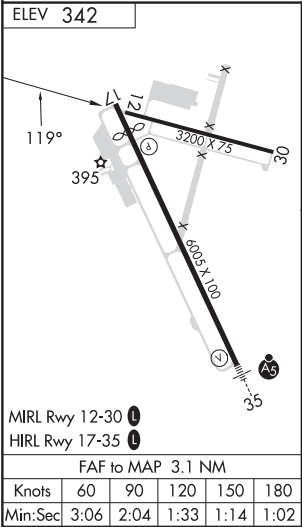
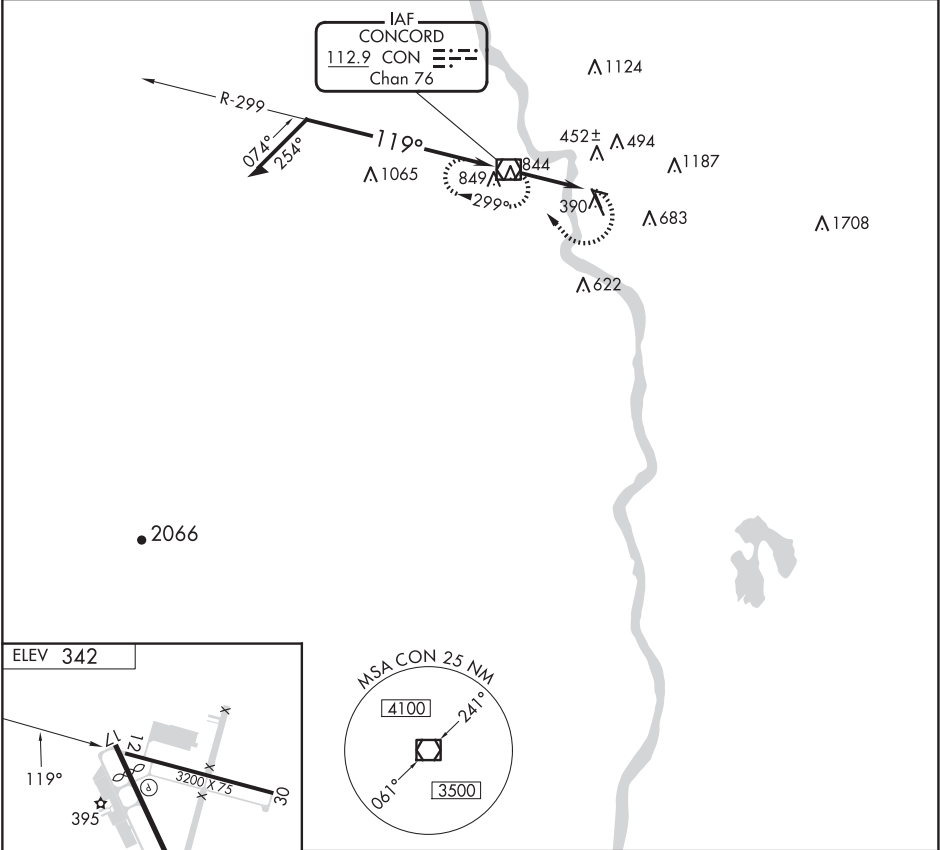
NE-1, 12 JUN 2025 to 07 AUG 2025

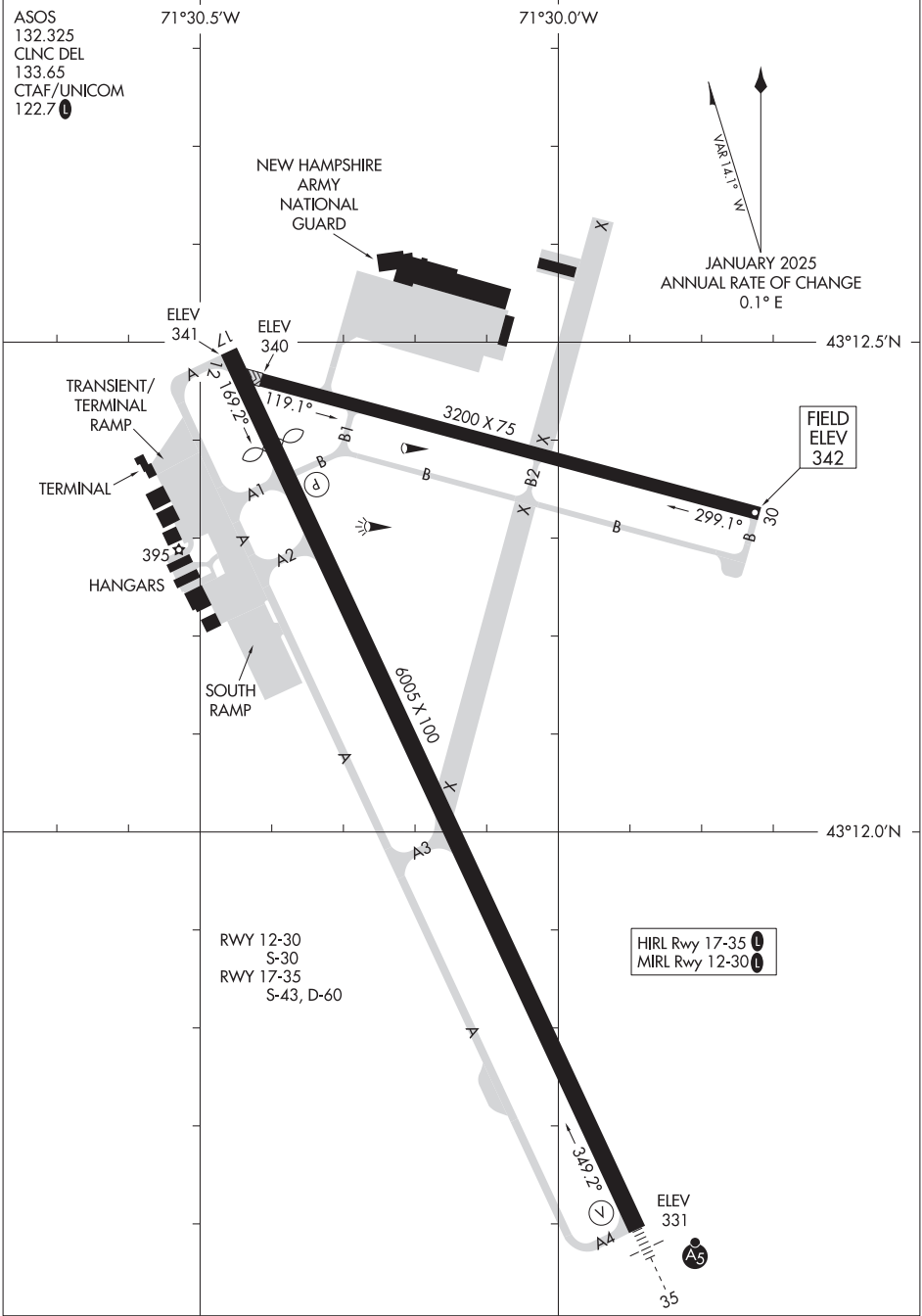
VOR/DME CON	APP CRS	Rwy Idg	N/A
112.9	119°	TDZE	N/A
Chan 76		Apt Elev	342

VOR-A
CONCORD MUNI (CON)

 Circling Rwy 12, 17, 30 NA at night.	MISSED APPROACH: Climbing right turn to 4000 direct CON VOR/DME and hold, continue climb-in-hold to 4000.
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ASOS 132.325	BOSTON APP CON 127.35 269.075	CLNC DEL 133.65	UNICOM 122.7 (CTAF) 
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DANBURY, CONNECTICUT

AL-5272 (FAA-O)

23194

WAAS CH 93275 W26A	APP CRS 259°	Rwy Idg 3687 TDZE 456 Apt Elev 457
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RNAV (GPS) RWY 26

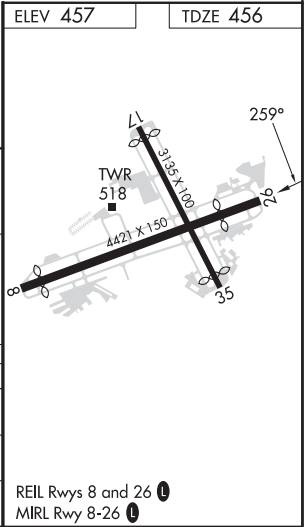
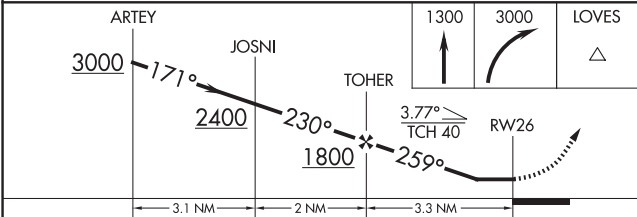
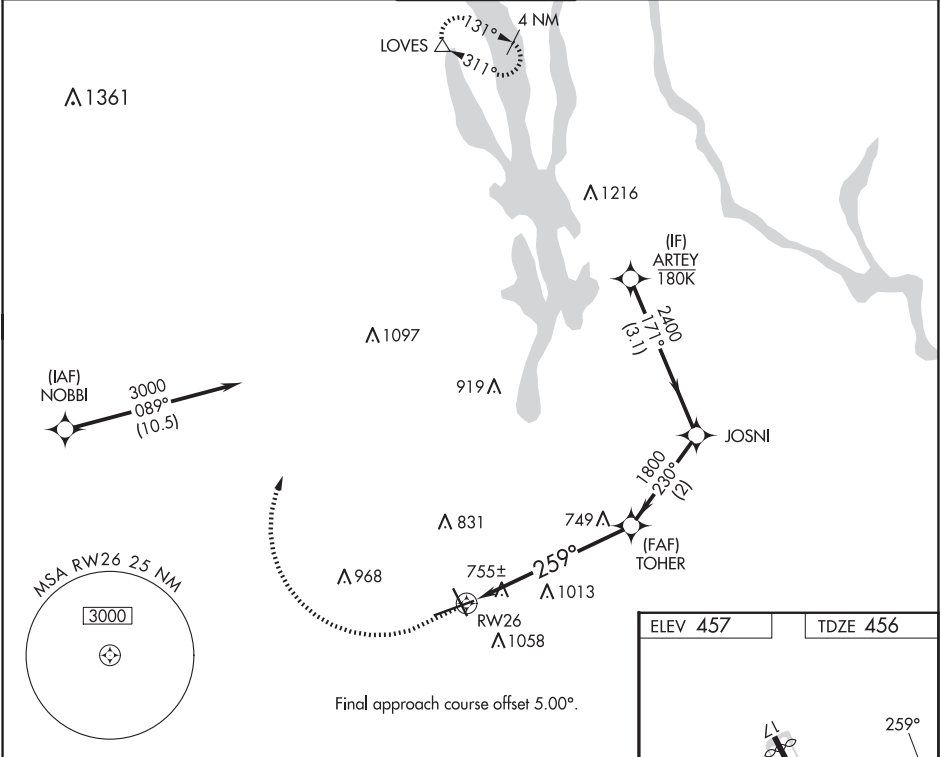
DANBURY MUNI (D.X.R.)

RNP APCH - GPS.

When local altimeter setting not received, use White Plains altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat A ¼ SM and LP visibility Cat C ½ SM and Circling visibility Cat C ¼ SM. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA south of Rwy 8-26.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct LOVES and hold.

ATIS 127.75	HPN ASOS 133.8	NEW YORK APP CON 126.4 257.65	DANBURY TOWER * 119.4 (CTAF)	GND CON 121.6	CLNC DEL 128.6 (When twr closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	1020-1	564 (600-1)	1020-1½ 564 (600-1½)	NA
LNAV MDA	1280-1 824 (900-1)	1280-1¼ 824 (900-1¼)	1280-2½ 824 (900-2½)	NA
CIRCLING	1280-1¼	823 (900-1¼)	1300-2½ 843 (900-2½)	NA

DANBURY, CONNECTICUT
Orig 20APR23

41°22'N-73°29'W

DANBURY MUNI (D.X.R.)

RNAV (GPS) RWY 26

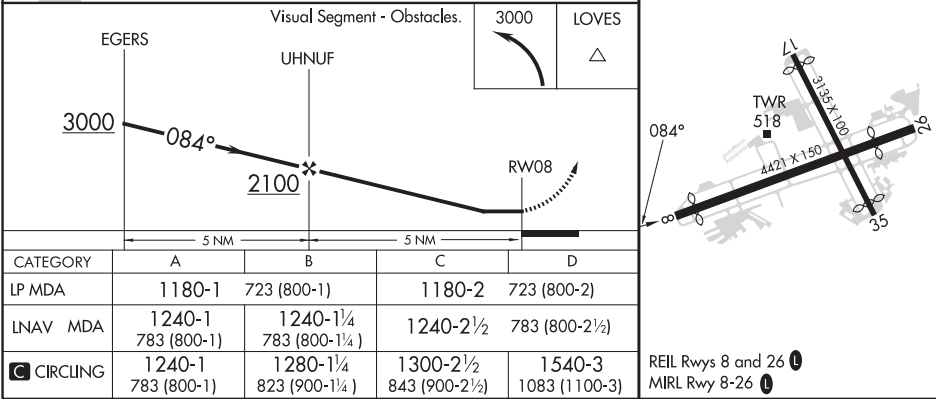
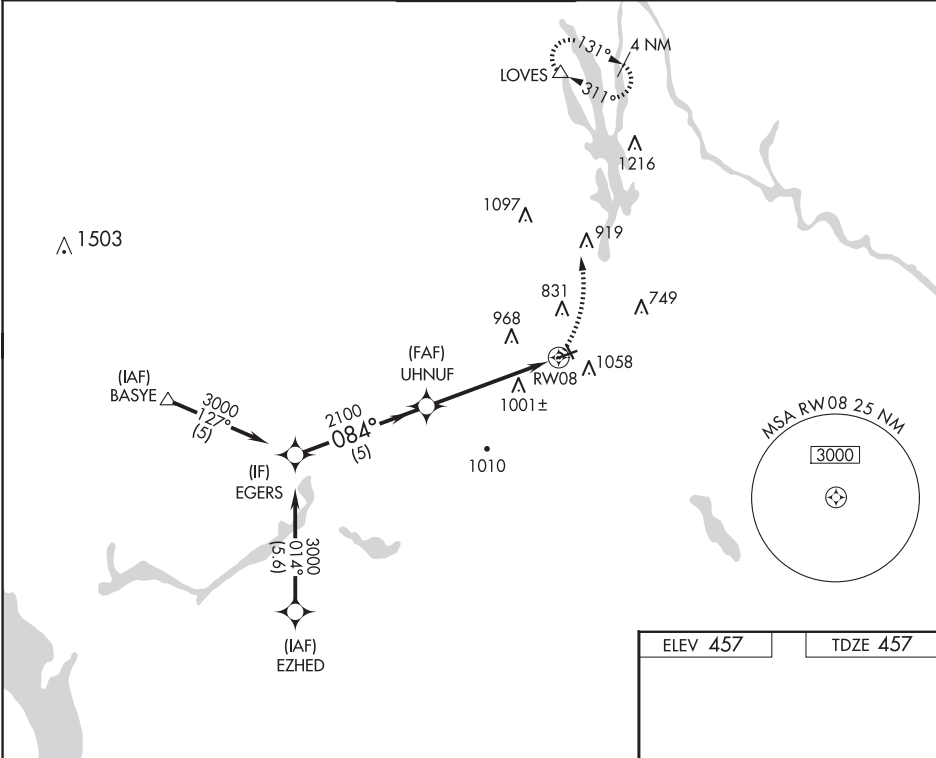
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99736 W08A	APP CRS 084°	Rwy Idg TDZE 457 Apt Elev 457	4054
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RNAV (GPS) Y RWY 8
DANBURY MUNI (D XR)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 3000 direct LOVES and hold, continue climb-in-hold to 3000.		
Rwy 8 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA south of Rwy 8-26.				
ATIS 127.75	HPN ASOS 133.8	NEW YORK APP CON 126.4 257.65	DANBURY TOWER ★ 119.4 0 (CTAF)	GND CON 121.6
		CLNC DEL 128.6 (When twr closed)		UNICOM 122.95



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

DANBURY, CONNECTICUT

AL-5272 (FAA-O)

23194

WAAS CH 98652 W08B	APP CRS 084°	Rwy Idg TDZE 457 Apt Elev 457	4054
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RNAV (GPS) Z RWY 8

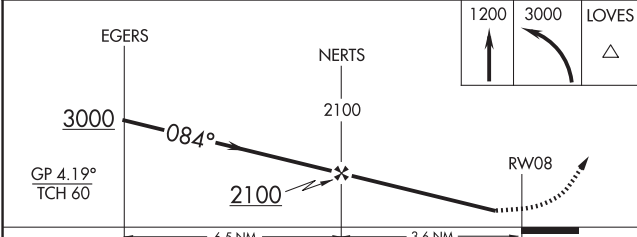
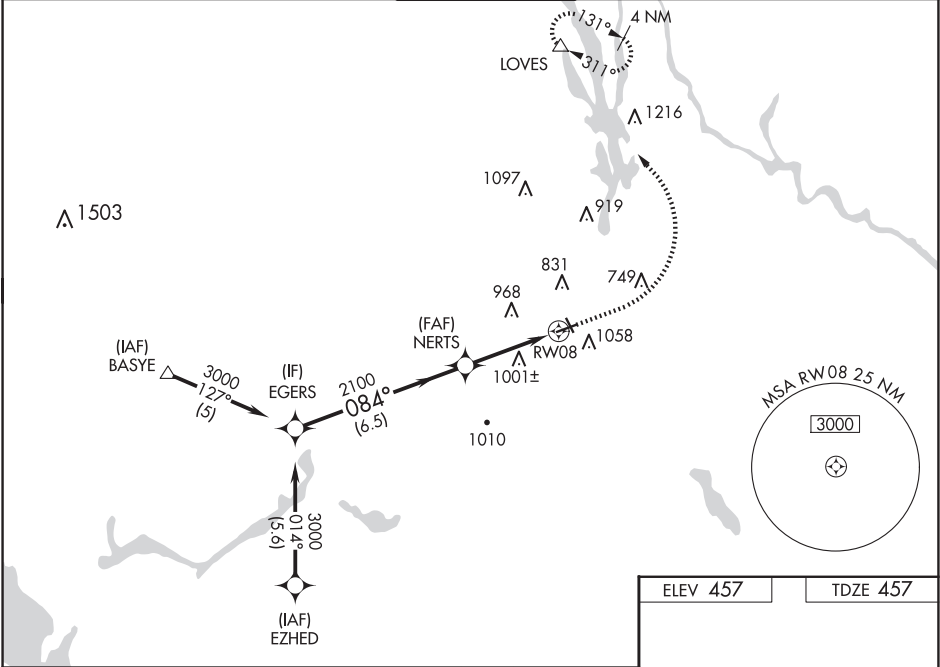
DANBURY MUNI (D.X.R)

RNP APCH - GPS.

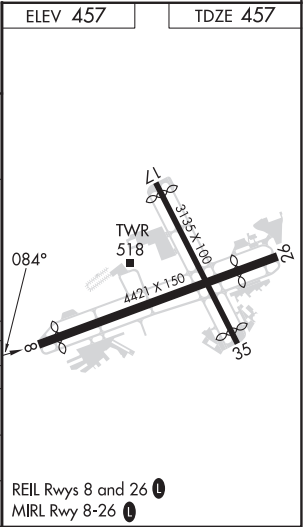
- ⚠ When local altimeter setting not received, use White Plains altimeter setting and increase LPV DA to 1090 feet and all visibilities $\frac{1}{2}$ SM. Increase LNAV/VNAV DA to 1412 feet and all visibilities $\frac{1}{2}$ SM.
- ⚠ Increase all MDAs 60 feet; and Circling visibility Cat A $\frac{1}{2}$ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 46°C. Baro-VNAV NA when using White Plains altimeter setting. Helicopter visibility reduction below 1 SM NA. Circling NA south of Rwy 8-26. Circling Rwy 26, 17 NA at night.

MISSED APPROACH:
Climb to 1200 then
climbing left turn to
3000 direct LOVES
and hold.

ATIS 127.75	HPN ASOS 133.8	NEW YORK APP CON 126.4 257.65	DANBURY TOWER ★ 119.4 (CTAF)	GND CON 121.6	CLNC DEL 128.6 (When twr closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1030-1 $\frac{5}{8}$	573 (600-1 $\frac{5}{8}$)	NA	NA
LNAV/VNAV DA	1352-2 $\frac{1}{2}$	895 (900-2 $\frac{1}{2}$)	NA	NA
LNAV MDA	1240-1 783 (800-1)	1280-1 $\frac{1}{4}$ 823 (900-1 $\frac{1}{4}$)	NA	NA
CIRCLING	1240-1 783 (800-1)	1280-1 $\frac{1}{4}$ 823 (900-1 $\frac{1}{4}$)	NA	NA



DANBURY, CONNECTICUT
Orig 13JUL23

41°22'N-73°29'W

RNAV (GPS) Z RWY 8

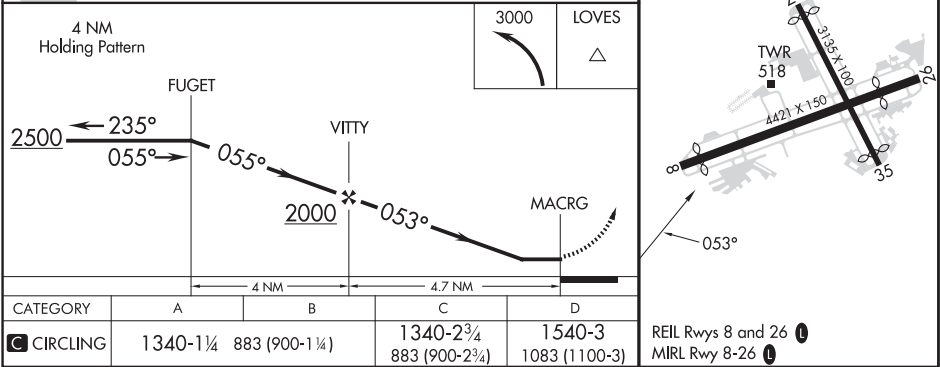
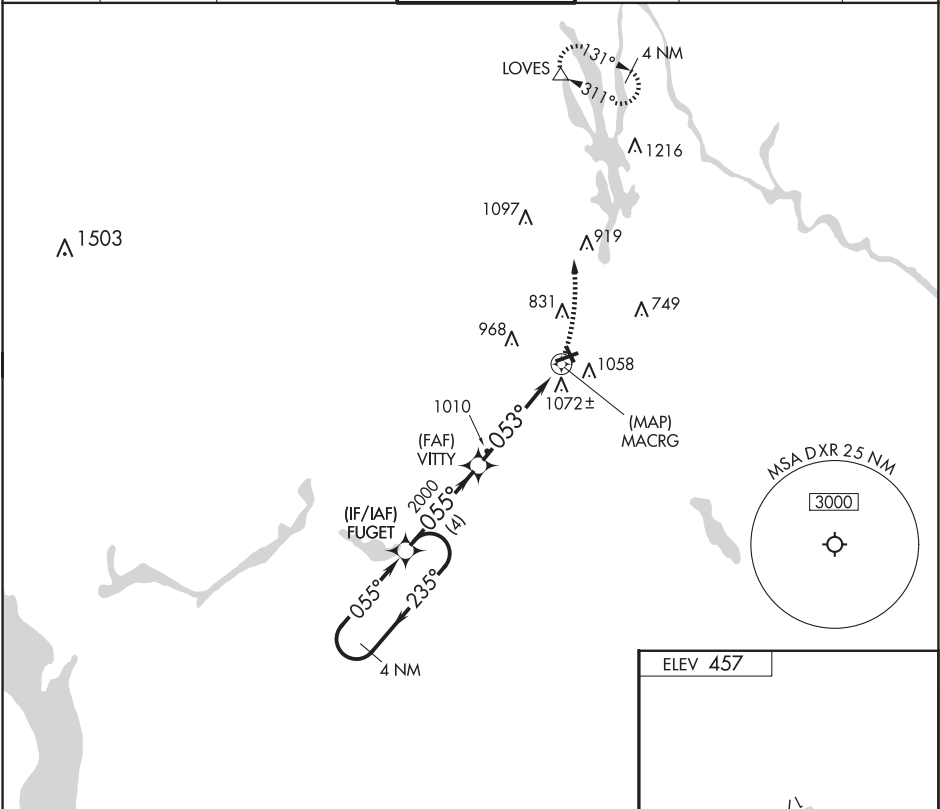
NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	NA
053°	TDZE	NA
	Apt Elev	457

RNAV (GPS)-A

DANBURY MUNI (D̄XR)

RNP APCH - GPS.				MISSED APPROACH: Climbing left turn to 3000 direct LOVES and hold.		
Circling NA south of Rwy 8-26. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.						
ATIS	HPN ASOS	NEW YORK APP CON	DANBURY TOWER ★	GND CON	CLNC DEL	UNICOM
127.75	133.8	126.4 257.65	119.4 0 (CTAF)	121.6	128.6 (When twr closed)	122.95



DANBURY, CONNECTICUT

AL-5272 (FAA)

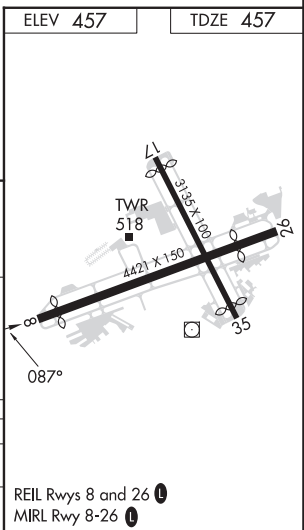
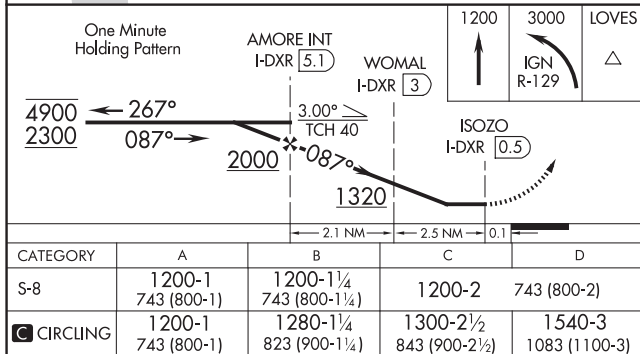
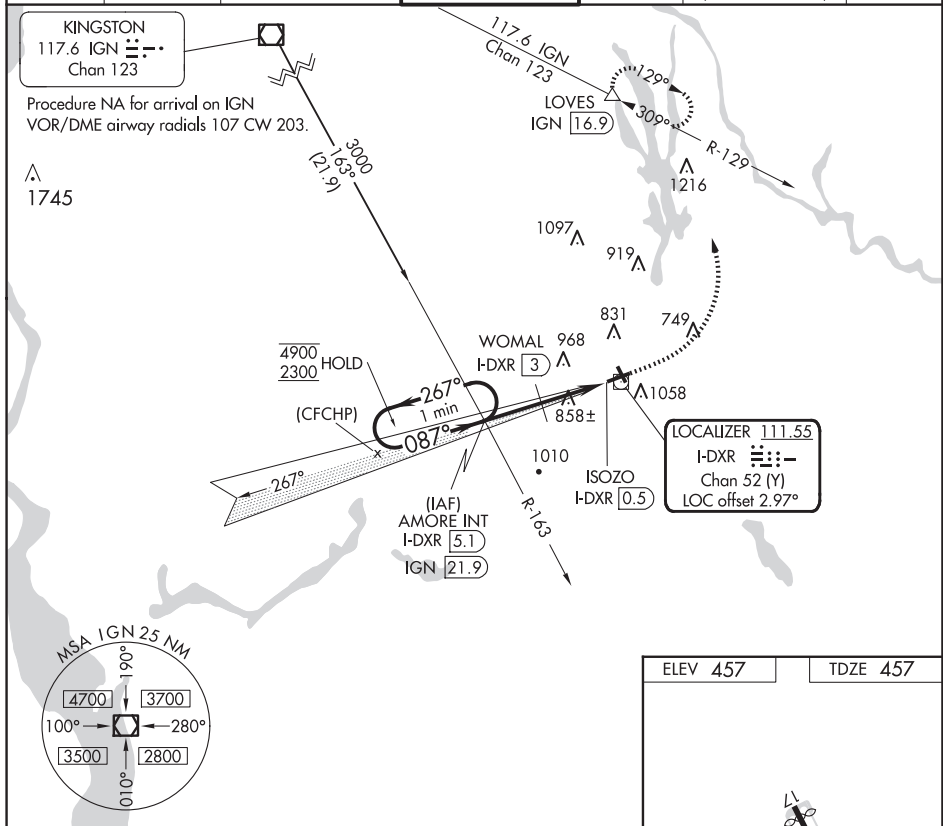
24361

LOC/DME I-DXR 111.55 Chan 52 (Y)	APP CRS 087°	Rwy Idg TDZE 457 Apt Elev 457
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LOC RWY 8
DANBURY MUNI (DXR)

DME required.	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on IGN VOR/DME R-129 to LOVES/IGN 16.9 DME and hold.
▼ Rwy 8 helicopter visibility reduction below 1 SM NA. Circling NA S of Rwy 8-26. Procedure NA at night.	

ATIS 127.75	HPN ASOS 133.8	NEW YORK APP CON 126.4 257.65	DANBURY TOWER ★ 119.4 0 (CTAF)	GND CON 121.6	CLNC DEL 128.6 (When twr closed)	UNICOM 122.95
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DANBURY, CONNECTICUT
Amdt 6C 26DEC24

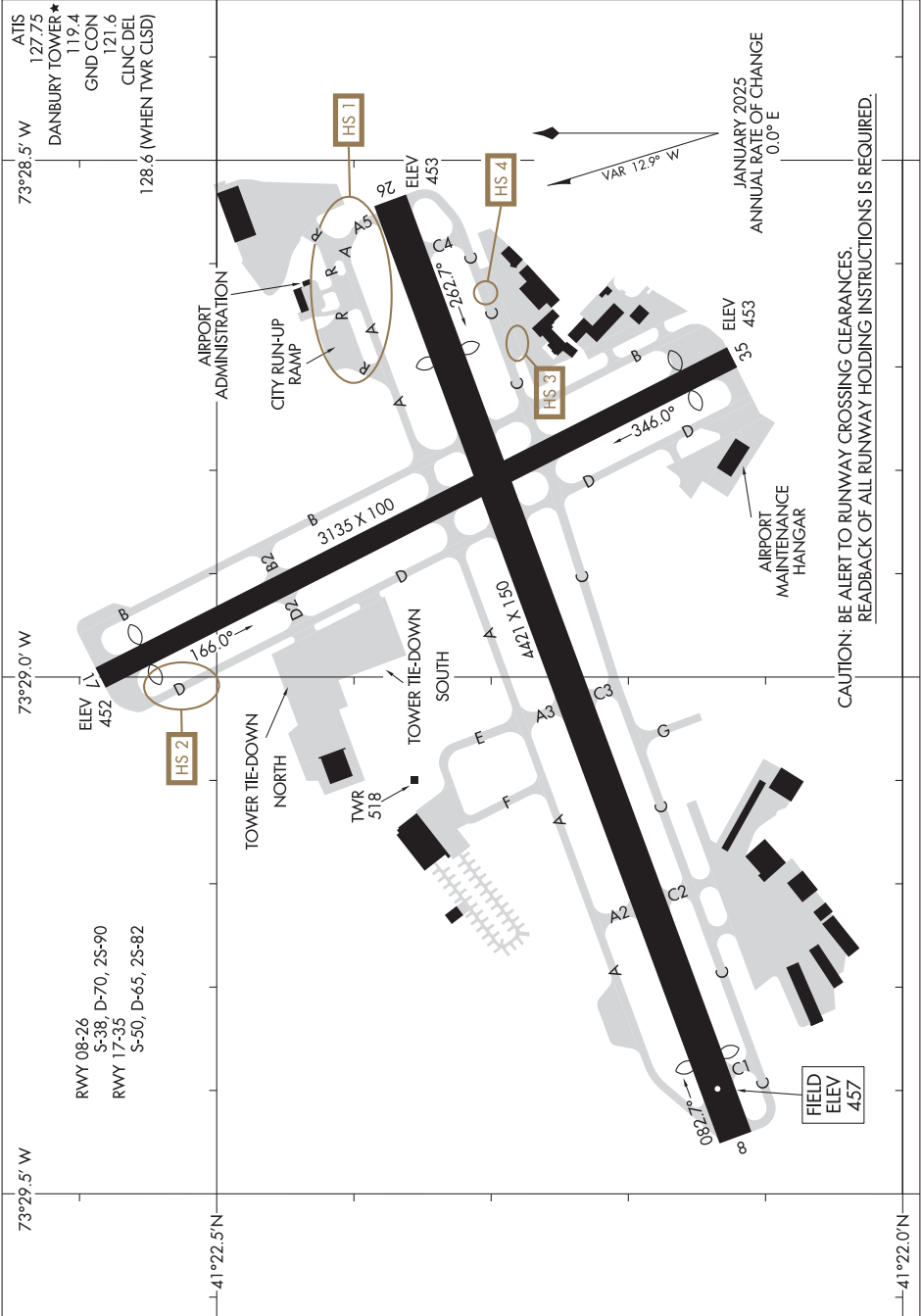
41°22'N-73°29'W

DANBURY MUNI (DXR)
LOC RWY 8

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



NE-1, 12 JUN 2025 to 07 AUG 2025

DANIELSON, CONNECTICUT

AL-5708 (FAA)

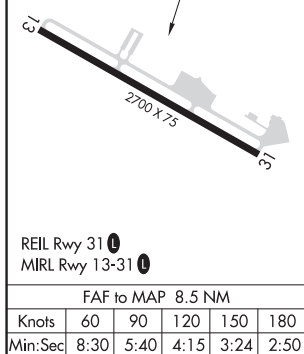
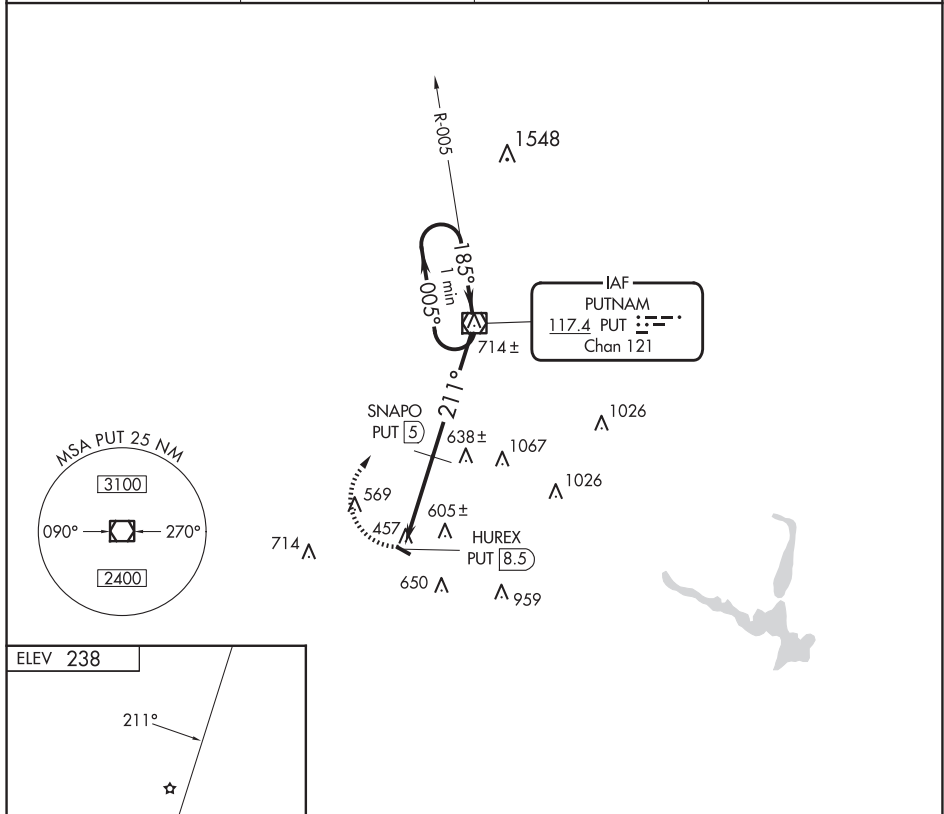
23334

VOR/DME	PUT	Rwy Idg	N/A
117.4	APP CRS	TDZE	N/A
Chan 121	211°	Apt Elev	238

VOR-A
DANIELSON (LZD)

<p>V NA</p> <p>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.</p>	<p>MISSED APPROACH: Climbing right turn to 2600 direct PUT VOR/DME and hold.</p>
--	--

AWOS-3 119.125	UD ASOS 133.675	PROVIDENCE APP CON ★ 123.675 244.875	UNICOM 123.0 (CTAF) 0
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2600	PUT	PUT VOR/DME	One Minute Holding Pattern
	SNAPO PUT 5		
	HUREX PUT 8.5		
	1120		
	3.5 NM	5 NM	
CATEGORY	A	B	C D
CIRCLING	1120-1¼	882 (900-1¼)	NA
	SNAPO FIX MINIMUMS		
CIRCLING	900-1 662 (700-1)	1080-1¼ 842 (900-1¼)	NA

DANIELSON, CONNECTICUT
Amdt 6F 24MAR22

41°49'N-71°54'W

DANIELSON (LZD)
VOR-A

NE-1, 12 JUN 2025 to 07 AUG 2025

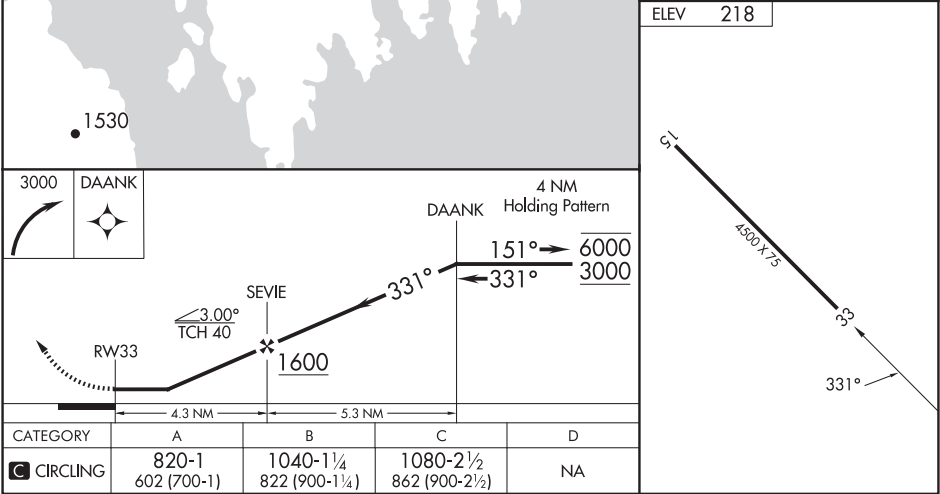
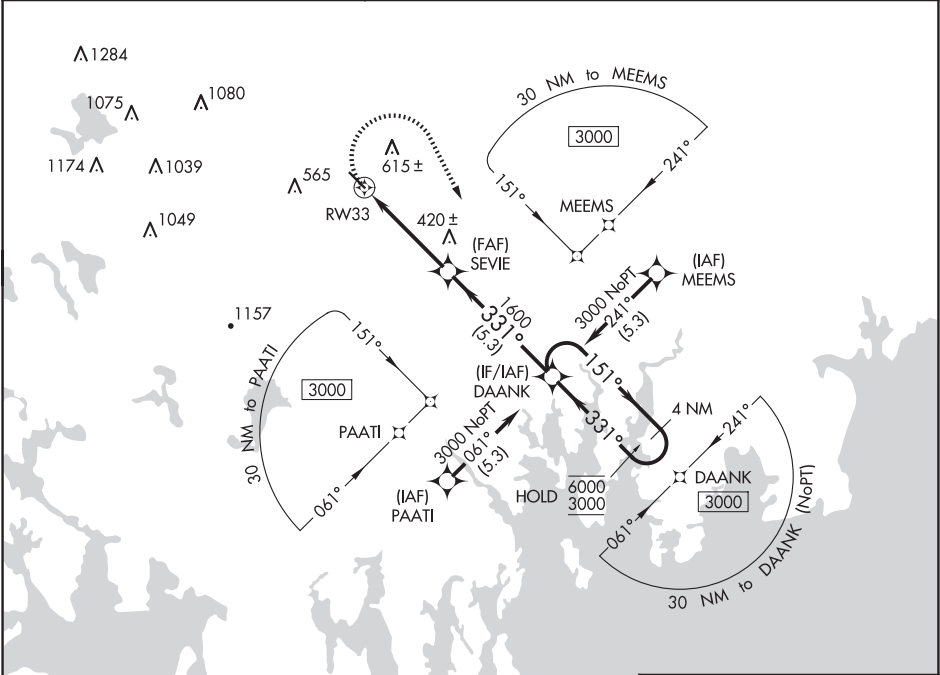
NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	N/A
331°	TDZE	N/A
	Apt Elev	218

RNAV (GPS)-A
DEBLOIS FLIGHT STRIP (43B)

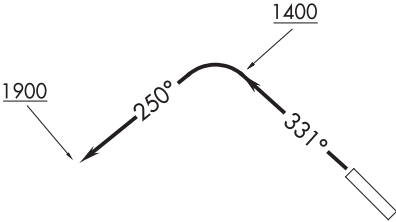
RNP APCH.	MISSED APPROACH: Climbing right turn to 3000 direct DAANK and hold, continue climb-in-hold to 3000.
NA	Procedure NA at night. Use Bar Harbor altimeter setting when not received, use Bangor altimeter setting and increase all MDA 20 feet and visibility Cat C ¼ SM.

BHB AWOS 3-PT 118.35	BOSTON CENTER 124.25 290.50	CTAF 122.9
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BOSTON CENTER
124.25 290.50

TAKEOFF MINIMUMS:
Rwy 15, 33: Standard



TAKEOFF OBSTACLE NOTES:

- Rwy 15:** Road 76' from DER, 81' left of centerline, 15' AGL/228' MSL. Road and Trees 81' from DER, 257' left of centerline, 100' AGL/297' MSL. Trees beginning 143' from DER, 19' right of centerline, up to 100' AGL/301' MSL. Trees beginning 234'; from DER, 42' left of centerline, up to 100' AGL/301' MSL. Trees beginning 879' from DER, 80' right of centerline, up to 100' AGL/304' MSL. Trees beginning 1339' from DER, 11' left of centerline, up to 100' AGL/304' MSL. Trees beginning 1462' from DER, 19' right of centerline, up to 100' AGL/307' MSL.
- Rwy 33:** Tree 16' from DER, 504' right of centerline, 100' AGL/304' MSL. Trees beginning 45' from DER, 16' left of centerline, up to 100' AGL/307' MSL. Trees beginning 169' from DER, 44' right of centerline, up to 100' AGL/307' MSL. Tree beginning 752' from DER, 14' right of centerline, up to 100' AGL/310' MSL. Trees beginning 1241' from DER, 15' left of centerline, up to 100' AGL/317' MSL. Trees beginning 2071' from DER, 1026' right of centerline, 100' AGL/314' MSL. Trees beginning 2100' from DER, 16' right of centerline, up to 100' AGL/317' MSL. Trees beginning 3663' from DER, 136' left of centerline, 100' AGL/320' MSL. Trees beginning 3696' from DER, 77' right of centerline, up to 100' AGL/320' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb heading 331° to 1400 then climbing left turn heading 250° to 1900 before proceeding on course.

NE-1, 12 JUN 2025 to 07 AUG 2025

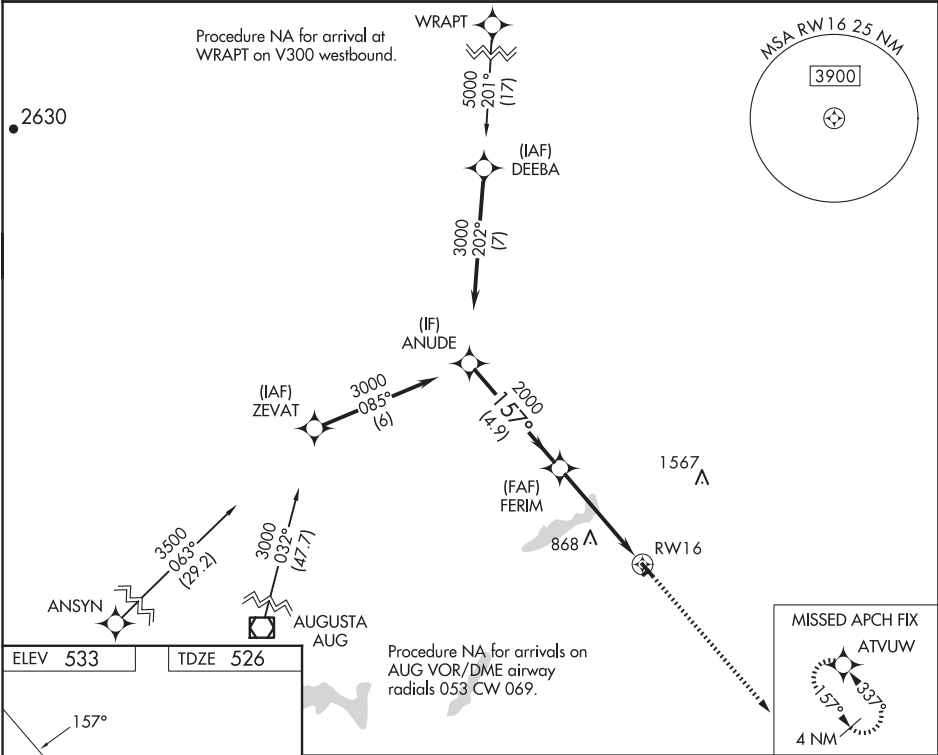
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86923 W16A	APP CRS 157°	Rwy Idg 3008 TDZE 526 Apt Elev 533
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RNAV (GPS) RWY 16
DEXTER RGNL (1BØ)

<p>▼ NA</p> <p>DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 16, 34 helicopter visibility reduction below 1 SM NA. Use Bangor altimeter setting, when not received use Augusta altimeter setting and increase all MDA 40 feet. Circling NA to Rwy 7 and 25.</p>	<p>MISSED APPROACH: Climb to 3000 direct ATVUW and hold.</p>
---	--

<p>BANGOR APP CON 118.925 239.3</p>	<p>UNICOM 122.8 (CTAF) Ø</p>
--	---



	ANUDE			
	3000			
	157°			
	2000			
		4.9 NM	4.5 NM	
CATEGORY	A	B	C	D
LP MDA	1260-1	734 (800-1)	NA	
LNAV MDA	1300-1 774 (800-1)	1300-1¼ 774 (800-1¼)	NA	
CIRCLING	1300-1 767 (800-1)	1360-1¼ 827 (900-1¼)	NA	

DEXTER, MAINE

AL-9232 (FAA)

23222

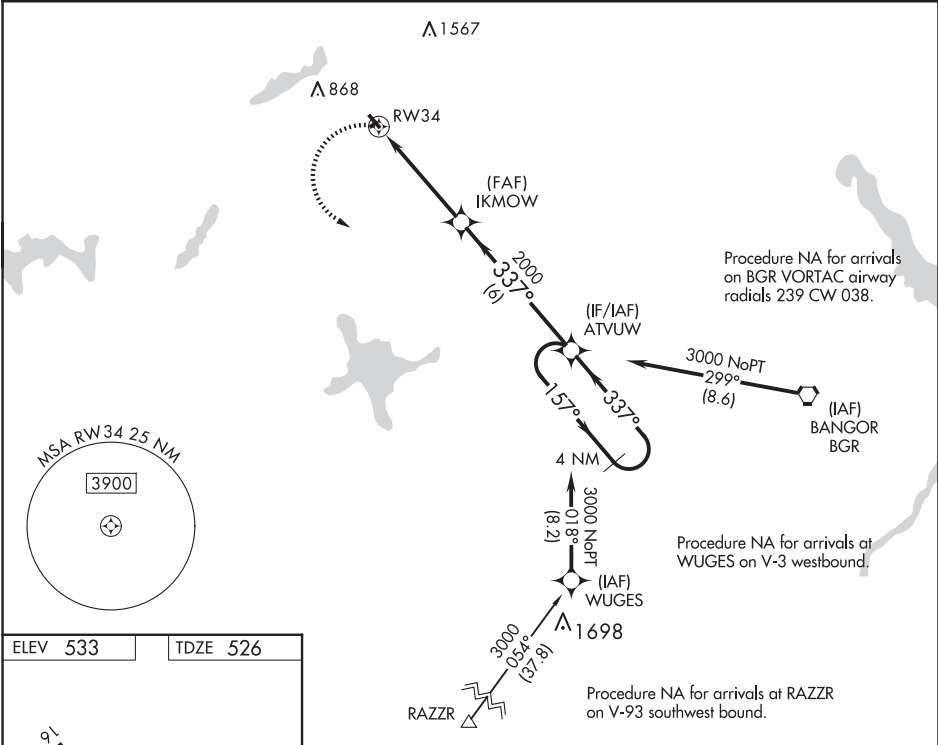
WAAS CH 65723 W34A	APP CRS 337°	Rwy Idg 3008 TDZE 526 Apt Elev 533
--	------------------------	---

RNAV (GPS) RWY 34

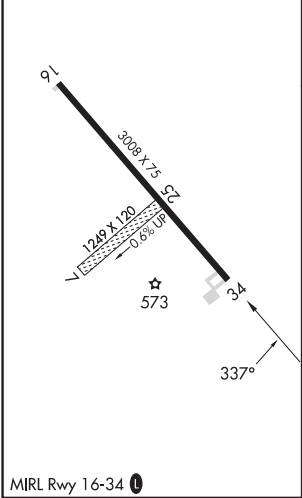
DEXTER RGNL (1BØ)

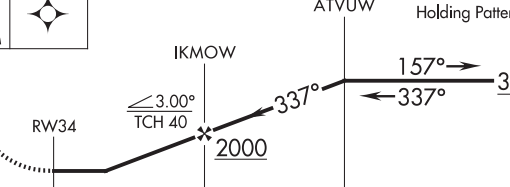
<p>▼ Procedure NA at night. DME/DME RNP-0.3 NA. Use Bangor altimeter setting, when not received, use Augusta altimeter setting and increase all MDA 40 feet. Rwy 16, 34 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 7 and 25.</p> <p>▲ NA</p>	MISSED APPROACH: Climbing left turn to 3000 direct ATVUW and hold.
--	--

BANGOR APP CON 118.925 239.3	UNICOM 122.8 (CTAF) 1
--	---------------------------------



ELEV 533	TDZE 526
----------	----------



3000	ATVUW				
CATEGORY	A	B	C	D	
LP MDA	980-1	454 (500-1)	NA		
LNAV MDA	1140-1	614 (700-1)	NA		
CIRCLING	1220-1 687 (700-1)	1360-1¼ 827 (900-1¼)	NA		

DEXTER, MAINE

Orig-B 17JUN21

45°00'N - 69°14'W

RNAV (GPS) RWY 34

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 72940 W14A	APP CRS 142°	Rwy Ldg TDZE 44 Apt Elev 45
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RNAV (GPS) RWY 14

EASTPORT MUNI (EPM)

RNP APCH - GPS.

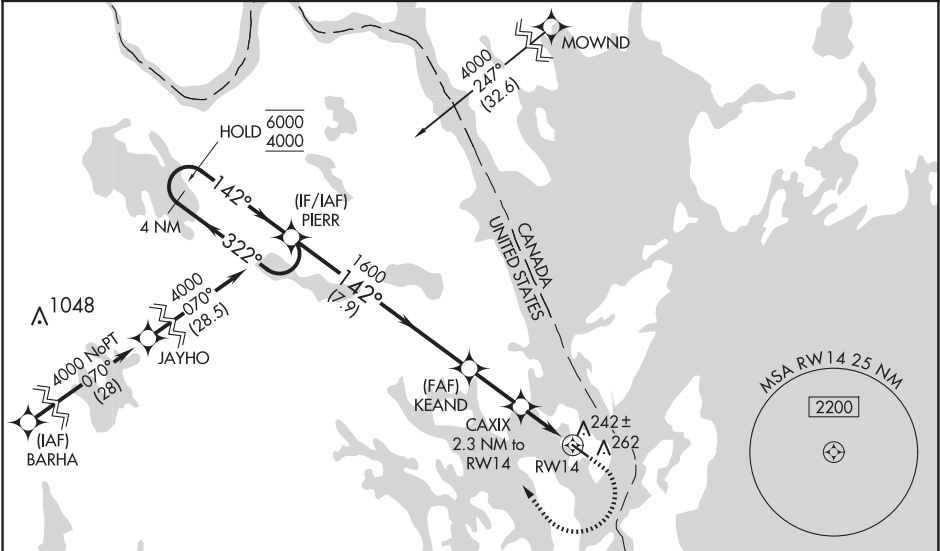
▼

⚠

Rwy 14 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV NA when using Hancock County-Bar Harbor altimeter setting. Rwy 14 Straight-in and Circling minimums NA at night. 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/D ¾ SM and Circling visibility Cat C/D ¾ SM.

MISSED APPROACH: Climb to 520 then climbing right turn to 4000 direct PIERR and hold, continue climb-in-hold to 4000.

AWOS-AV 122.8	BOSTON CENTER 124.25 290.5	UNICOM 122.8 (CTAF) 0
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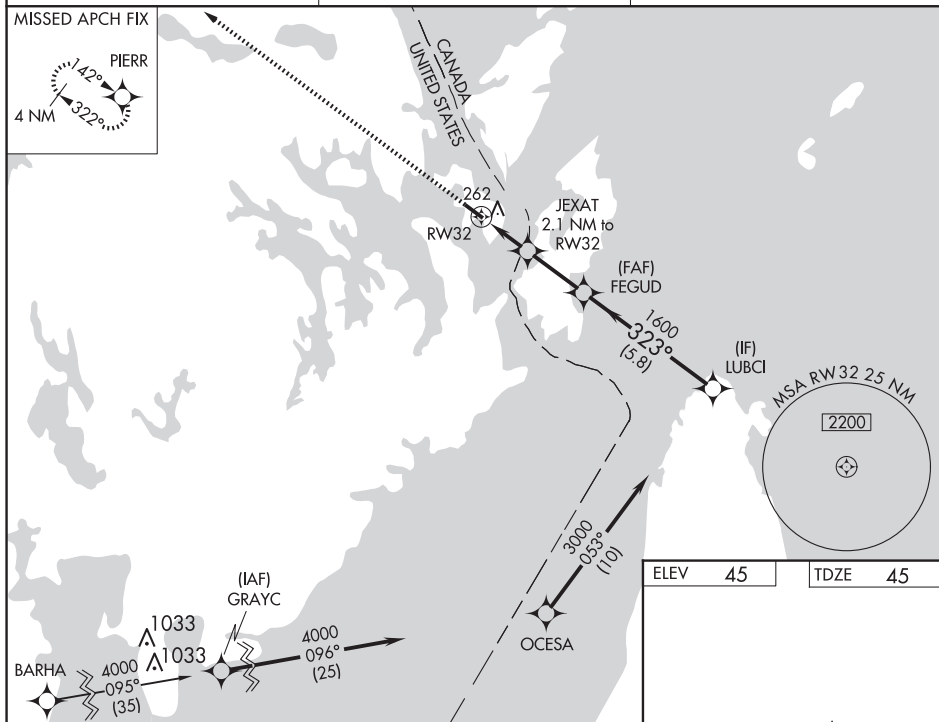


4 NM Holding Pattern		PIERR		KEAND		CAXIX 2.3 NM to RW14		RW14	
6000 ← 322°		142° →		1600		840		32	
GP 3.10° TCH 53		7.9 NM		2.3 NM		2.3 NM		0.3% UP	
CATEGORY	A	B	C	D					
LPV DA	309-1		265 (300-1)						
LNAV/VNAV DA	412-1		368 (400-1)						
LNAV MDA	500-1	456 (500-1)	500-1¾		456 (500-1¾)				
CIRCLING	580-1	535 (600-1)	640-1½		595 (600-1½)	820-2½	775 (800-2½)		

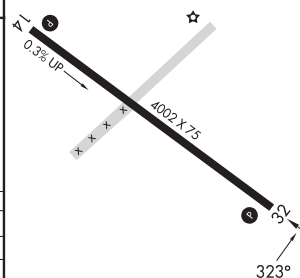
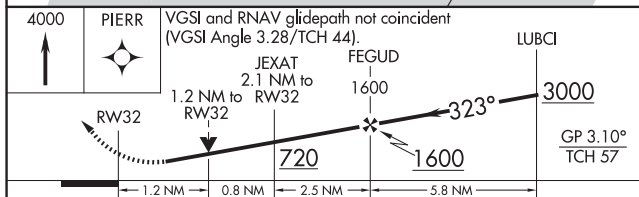
RNAV (GPS) RWY 32
EASTPORT MUNI (EPM)

Circling Rwy 14 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 52°C. Baro-VNAV and VDP NA when using Hancock County/Bar Harbor altimeter setting. Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Hancock County/Bar Harbor altimeter setting; increase LPV DA to 531 feet and all visibilities $\frac{3}{4}$ SM; increase LNAV/VNAV DA to 576 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 160 feet and LNAV Cat C/D visibility $\frac{3}{4}$ SM and Circling Cats C/D visibilities $\frac{3}{4}$ SM.

MISSED APPROACH:
Climb to 4000 direct
PIERR and hold,
continue climb-in-hold
to 4000.

UNICOM
122.8 (CTAF) 

VGSI and RNAV glidepath not coincident (VGSI Angle 3.28/TCH 44).



MIRL Rwy 14-32 **L**
REIL Rwy 14 and 32 **L**

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

ELIOT, MAINE

AL-6723 (FAA)

23222

APP CRS	Rwy Idg	2615
306°	TDZE	125
	Apt Elev	125

RNAV (GPS) RWY 30

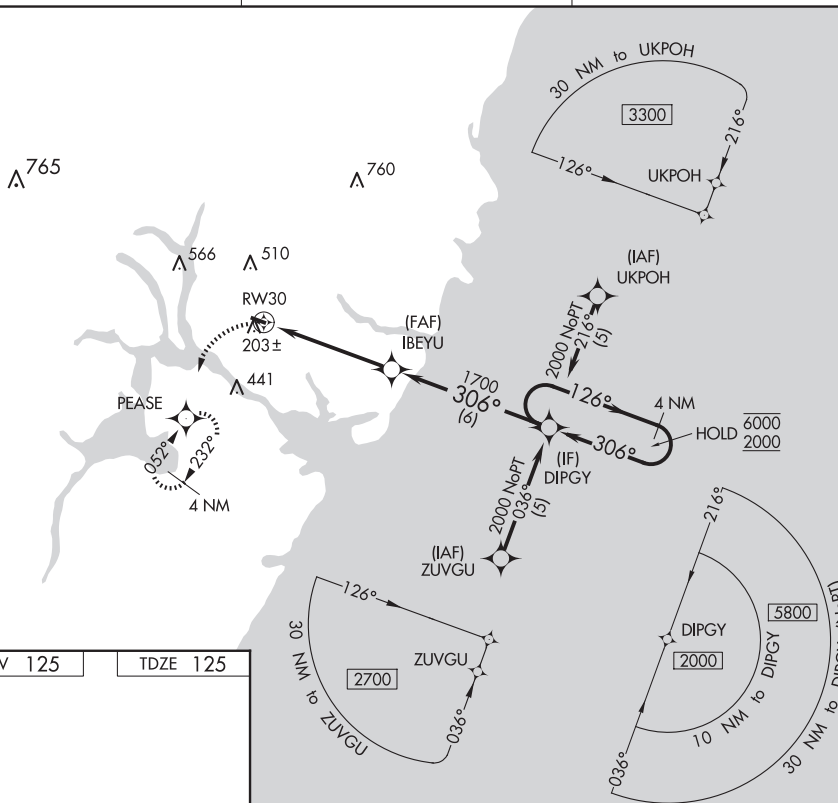
RNP APCH.

T Procedure NA at night. Rwy 30 helicopter visibility reduction
A NA below 1 SM NA. Use Portsmouth altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct PEASE and hold, continue climb-in-hold to 2000.

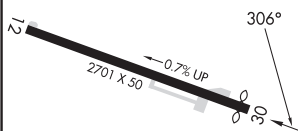
PSM ASOS
132.05 273.5

BOSTON APP CON
125.05 269.4

CTAF
122.9

ELEV 125

TDZE 125

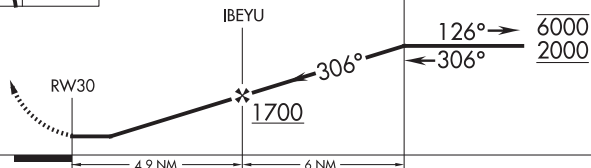



2000

PEASE

Visual Segment - Obstacles.

DIPGY 4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	580-1	455 (500-1)	NA	
 CIRCLING	700-1 575 (600-1)	880-1 755 (800-1)	NA	

LIRL Rwy 12-30

ELIOT, MAINE

Amdt 1 17JUN21

43°09'N-70°46'W

135

SEACOAST AIRFIELD (3B4)

RNAV (GPS) RWY 30

NE-1, 12 JUN 2025 to 07 AUG 2025

FALMOUTH, MASSACHUSETTS

AL-10362 (FAA)

25023

LOC/DME I-FMH 109.55 Chan 32(Y)	APP CRS 234°	Rwy Idg TDZE 126 Apt Elev 130
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ILS Z or LOC Z RWY 23

CAPE COD COAST GUARD AIR STATION (F'MH)

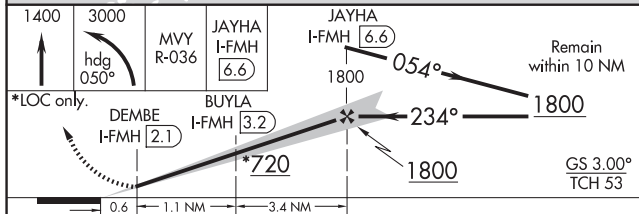
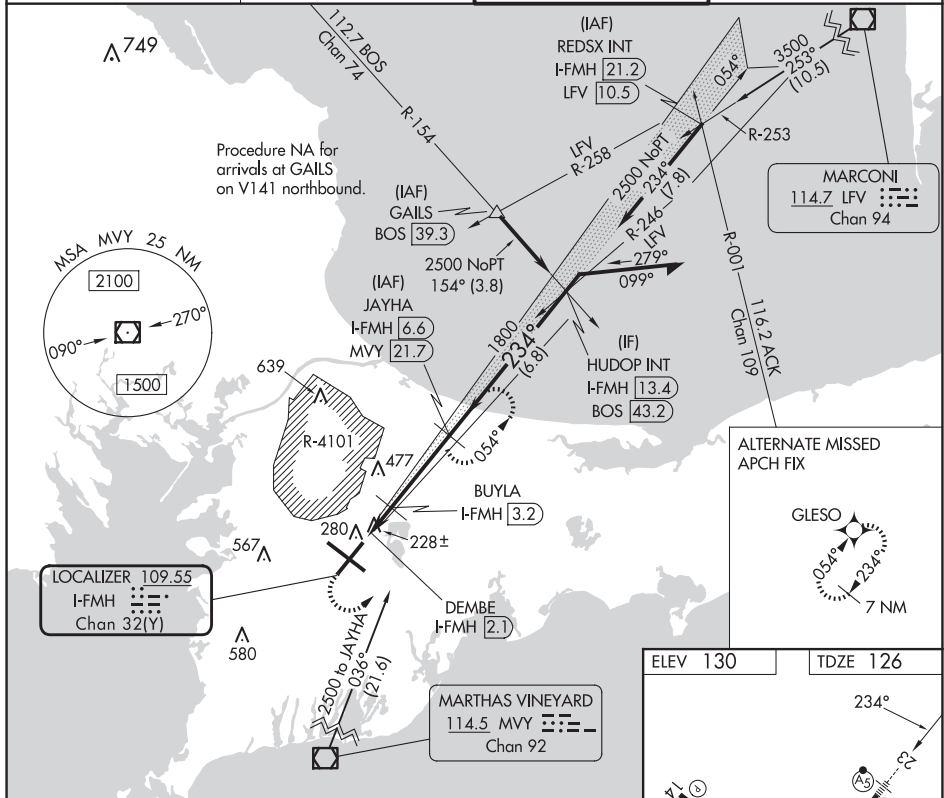
DME required.

⚠ 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.

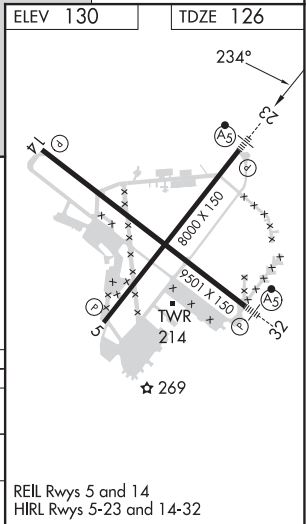
MALSR

⚠ MISSED APPROACH: Climb to 1400 then climbing left turn heading 050° and MVY VOR/DME R-036 to 3000 direct JAYHA and hold.

ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8
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CATEGORY	A	B	C	D
S-ILS 23#		326/24	200 (200-½)	
S-LOC 23	480/24	354 (400-½)	480/30	354 (400-¾)
CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2¼ 770 (800-2¼)	900-2½ 770 (800-2½)



FALMOUTH, MASSACHUSETTS

Amdt 2A 15JUN23

CAPE COD COAST GUARD AIR STATION (F'MH)

41°40'N-70°31'W

ILS Z or LOC Z RWY 23

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-BNX	APP CRS	Rwy Idg	9501
110.75	322°	TDZE	116
Chan 44(Y)		Apt Elev	130

ILS Z or LOC Z RWY 32

CAPE COD COAST GUARD AIR STATION (F'MH)

⚠

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.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 on heading 112° and I-BNX localizer SE course to HAGTU INT/I-BNX 6.6 DME and hold.

ATIS	BOSTON APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	128.425 291.1	124.15 275.8

Procedure NA for arrival on PVD VOR/DME airway radials 093 CW 165.

PROVIDENCE
115.6 PVD
Chan 103

LOCALIZER 110.75
I-BNX
Chan 44(Y)

JAGSU
I-BNX 2.5

HAGTU INT
I-BNX 6.6
MVY 15

MARTHAS VINEYARD
114.5 MVY
Chan 92

3000 113° (45.8)

R-113

639

R-4101

477

280

567

580

142°

1 min

HOLD 4000 1700

(CFMCB)

142°

R-049

1700 04° (15)

R-332

116.2 ACK
Chan 109

MSA MVY 25 NM

2100

270°

090°

1500

ELEV 130

TDZE 116

1400

2000

hdg 112°

I-BNX SE crs

HAGTU INT

HAGTU INT I-BNX 6.6 MVY 15

One Minute Holding Pattern

Use I-BNX DME when on the localizer course.

JAGSU I-BNX 2.5

1700

142°

322°

4000

1700

GS 3.00° TCH 50

CATEGORY	A	B	C	D
S-ILS 32 *	316/24 200 (200-½)			
S-LOC 32	520/24 404 (400-½)		520/40 404 (400-¾)	
Ⓢ CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2¼ 770 (800-2¼)	900-2½ 770 (800-2½)

REIL Rwys 5 and 14
HIRL Rwys 5-23 and 14-32

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

FALMOUTH, MASSACHUSETTS

Amtd 2 08SEP22

CAPE COD COAST GUARD AIR STATION (F'MH)

41°40'N-70°31'W

ILS Z or LOC Z RWY 32

137

FALMOUTH, MASSACHUSETTS

AL-10362 (FAA)

25023

WAAS CH 81837 W05A	APP CRS 054°	Rwy Idg TDZE 117 Apt Elev 130
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RNAV (GPS) RWY 5

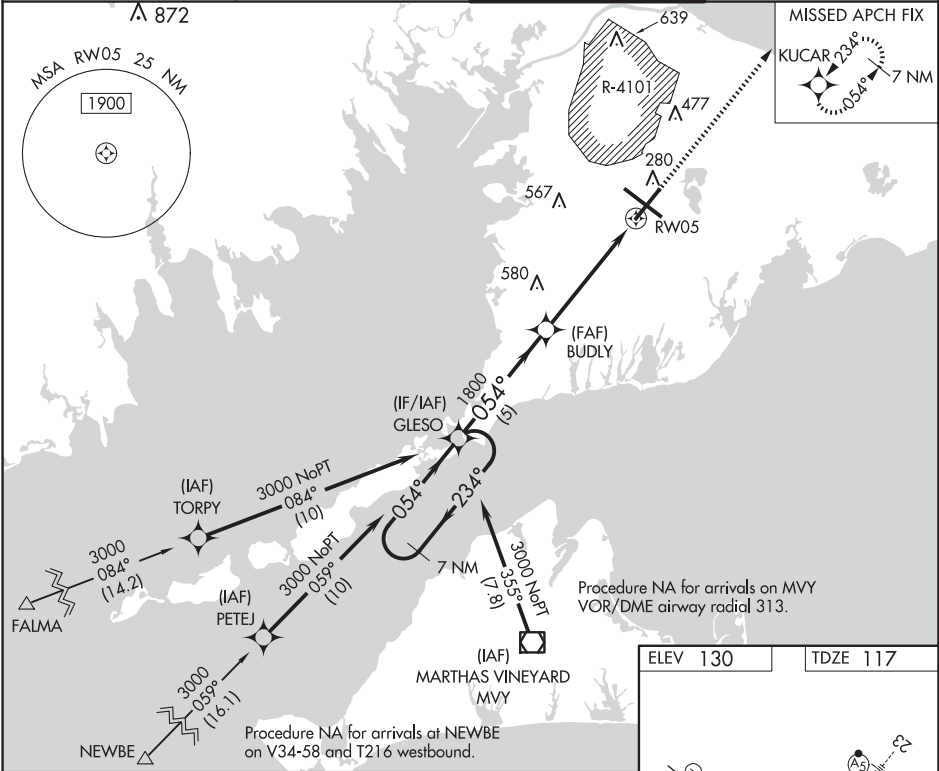
CAPE COD COAST GUARD AIR STATION (FMH)

⚠

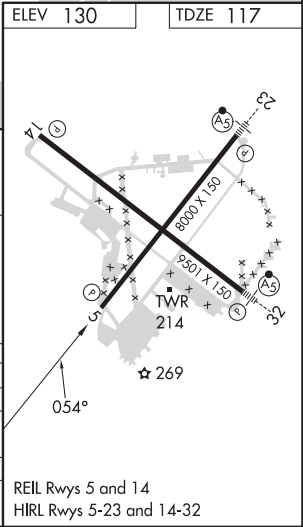
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 3000 direct KUCAR and hold.

ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8
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7 NM Holding Pattern				
GLESO				
3000 ← 234° / 054° →				
GP 3.00° TCH 51				
BUDLY 1800				
* 1.4 NM to RW05				
RW05				
5 NM 3.7 NM 1.4 NM				
CATEGORY	A	B	C	D
LPV DA		317-3/4	200 (200-3/4)	
LNAV/ VNAV		456-1 1/8	339 (400-1 1/8)	
LNAV MDA	540-1	423 (500-1)	540-1 1/4	423 (500-1 1/4)
CIRCLING	580-1	640-1	900-2 1/4	900-2 1/2
	450 (500-1)	510 (600-1)	770 (800-2 1/4)	770 (800-2 1/2)



FALMOUTH, MASSACHUSETTS
Orig 24JUL14

CAPE COD COAST GUARD AIR STATION (FMH)
41°40'N-70°31'W
RNAV (GPS) RWY 5

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **86736**
W14A

APP CRS
142°

Rwy Idg
TDZE **130**
Apt Elev **130**

RNAV (GPS) RWY 14

CAPE COD COAST GUARD AIR STATION (FMH)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct KUCAR and hold.

ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8
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7 NM Holding Pattern

JUSOV

3000 ← 322°
142° →

GP 3.10°
TCH 53

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 47).

600

3000

KUCAR

* LNAV only.

* 1.2 NM to RW14

CATEGORY	A	B	C	D
LPV DA		330-¾	200 (200-¾)	
LNAV/VNAV DA		563-1⅜	433 (500-1⅜)	
LNAV MDA	580-1	450 (500-1)	580-1⅜	450 (500-1⅜)
CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2¼ 770 (800-2¼)	900-2½ 770 (800-2½)

REIL Rwy 5 and 14
HIRL Rwy 5-23 and 14-32

FALMOUTH, MASSACHUSETTS

Orig 24JUL14

CAPE COD COAST GUARD AIR STATION (FMH)

41°40'N-70°31'W

RNAV (GPS) RWY 14

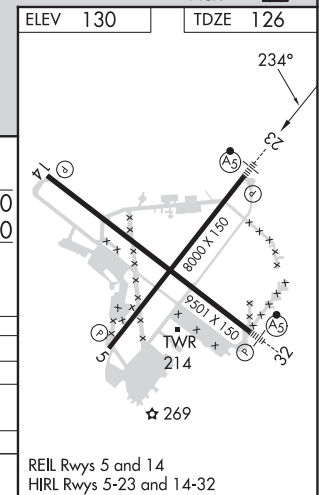
139

RNAV (GPS) RWY 23

CAPE COD COAST GUARD AIR STATION (FMH)

MISSED APPROACH:
Climb to 3000 direct
GLESO and hold.

GND CON	
124.15	275.8



RNAV (GPS) RWY 23

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS

CH **42536**

W32A

APP CRS

323°

Rwy Idg

9501

TDZE

116

Apt Elev

130

RNAV (GPS) RWY 32

CAPE COD COAST GUARD AIR STATION (F'MH)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct GLESO and hold, continue climb-in-hold to 3000.

ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8
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Map details include:

- Procedure NA for arrivals on LFV VOR/DME airway radial 228.
- Procedure NA for arrivals on MVY VOR/DME airway radial 119.
- Procedure NA for arrivals at DEEPO on V46 westbound.
- Altitudes: 639, 477, 280, 567, 580, 1800, 3000, 143, 323, 1800, 3000, 143, 323, 1800, 3000, 143, 323.
- Distances: 7 NM, 25 NM, 1.1 NM, 4 NM, 5 NM.
- Locations: MARCONI LFV, GLESO, MARTHAS VINEYARD MVY, DEEPO, EXUFI, ORMIW, DIWMU, EXUFI.
- Altitudes: 600, 3000, 1800, 143, 323, 1800, 3000, 143, 323, 1800, 3000, 143, 323.

ELEV 130	TDZE 116
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Diagram details include:

- Runways: 5, 14, 23, 32.
- Altitudes: 214, 269.
- Distances: 800 X 150, 2501 X 150.
- Locations: TWR, F'MH.

REIL Rws 5 and 14
HIRL Rws 5-23 and 14-32

600	3000	GLESO	7 NM Holding Pattern	
* LNAV only.	* 1.1 NM to RW32	ORMIW	EXUFI	
RW32	1800	323°	143°	
1.1 NM	4 NM	5 NM	3000	
1800	323°	143°	3000	
GP 3.00° TCH 50				
CATEGORY	A	B	C	D
LPV DA		316/24	200 (200-½)	
LNAV/VNAV DA		429/26	313 (300-½)	
LNAV MDA	520/24	404 (400-½)	520/40	404 (400-¾)
CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2¼ 770 (800-2¼)	900-2½ 770 (800-2½)

FALMOUTH, MASSACHUSETTS

Orig 24JUL14

CAPE COD COAST GUARD AIR STATION (F'MH)

41°40'N-70°31'W

RNAV (GPS) RWY 32

141

FALMOUTH, MASSACHUSETTS

AL-10362 (FAA)

25023

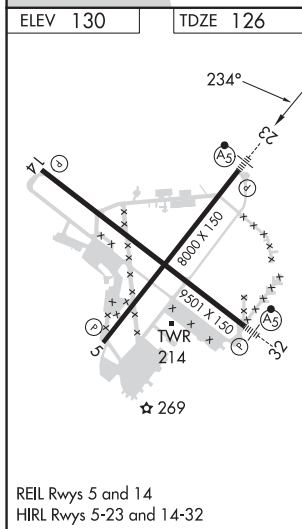
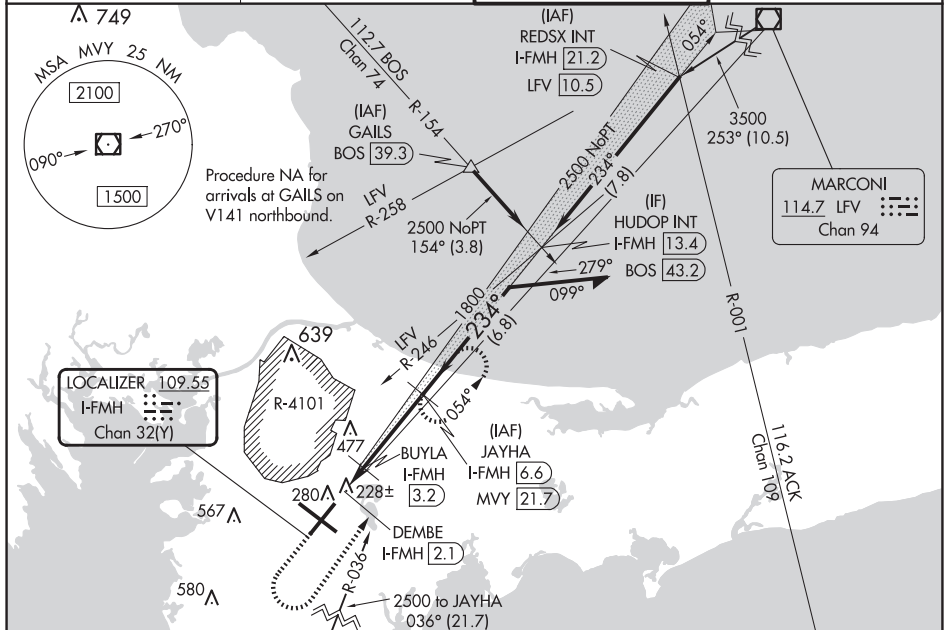
LOC/DME I-FMH 109.55 Chan 32(Y)	APP CRS 234°	Rwy Idg TDZE 126 Apt Elev 130
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COPTER ILS Y or LOC Y RWY 23

CAPE COD COAST GUARD AIR STATION (FMH)

DME required. For inop ALS increase, H-ILS 23 and H-LOC 23 visibility to RVR 2400. United States Coast Guard only.	MALSR 	MISSED APPROACH: Climb to 1400 then climbing left turn heading 050° and MVY VOR/DME R-036 to 3000 direct JAYHA and hold.
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ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8
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1400	3000	MVY R-036	JAYHA I-FMH 6.6	JAYHA I-FMH 6.6	Remain within 5 NM
* LOC only.					
BUYLA I-FMH 3.2					
DEMBE I-FMH 2.1					
720*					
1800 054° 234° 1800					
GS 3.00° HCH 53					
0.6 1.1 NM 3.4 NM					
CATEGORY COPTER					
H-ILS 23 226/12 100 (100-¼)					
H-LOC 23 480/12 354 (400-¼)					

FALMOUTH, MASSACHUSETTS
Amdt 2A 18JUL19

41°40'N-70°31'W CAPE COD COAST GUARD AIR STATION (FMH)
COPTER ILS Y or LOC Y RWY 23

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

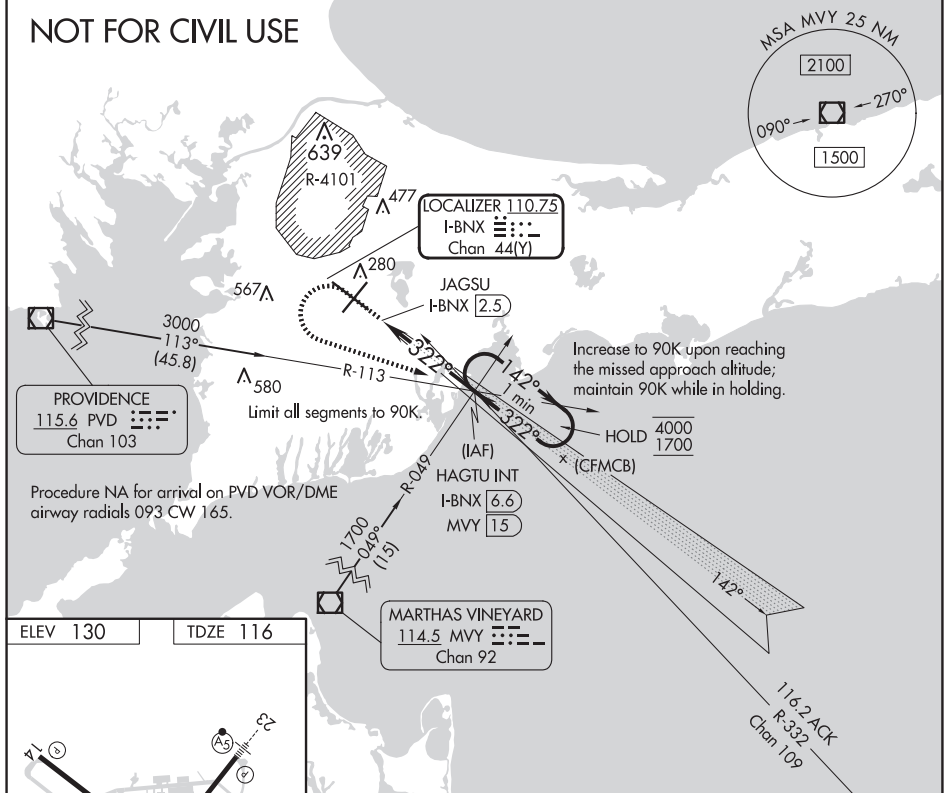
COPTER ILS Y or LOC Y RWY 32

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 on heading 123° and I-BNX localizer SE course to HAGTU INT/I-BNX 6.6 DME and hold.

[illegible]

NOT FOR CIVIL USE



FAF to MAP 4.2 NM

Knots	45	60	75	90	105
Min:Sec	5:36	4:12	3:22	2:48	2:24

CATEGORY	COPTER	
H-ILS 32	216/12	100 (100-¼)
H-LOC 32	520/12	404 (400-¼)

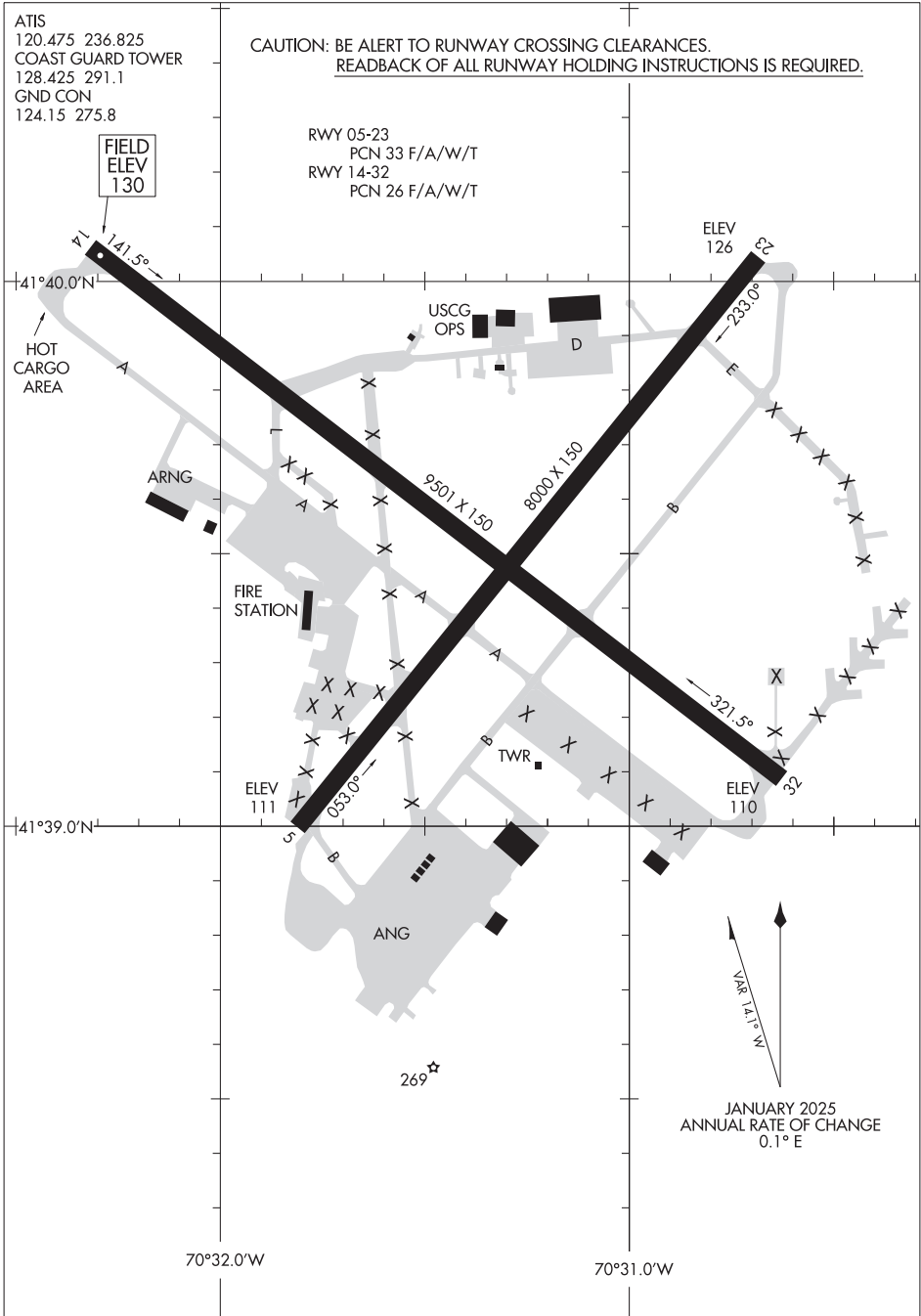
41°40'N-70°31'W CAPE COD COAST GUARD AIR STATION (FMH)

COPTER ILS Y or LOC Y RWY 32

25107

AIRPORT DIAGRAM

CAPE COD COAST GUARD AIR STATION (F'MH)
AL-10362 (FAA) FALMOUTH, MASSACHUSETTS



AIRPORT DIAGRAM

25107

FALMOUTH, MASSACHUSETTS
CAPE COD COAST GUARD AIR STATION (F'MH)

RNAV (GPS) RWY 25
FALMOUTH AIRPARK (5B6)

T Rwy 25 helicopter visibility reduction below 1 SM NA. Use Cape Cod Coast Guard Air Station
A NA altimeter setting. When not received, procedure NA. Procedure NA at night.

MISSED APPROACH.
Climb to 2000 direct
BUTRE and hold.

UNICOM
123.075(CTAF)

122.70

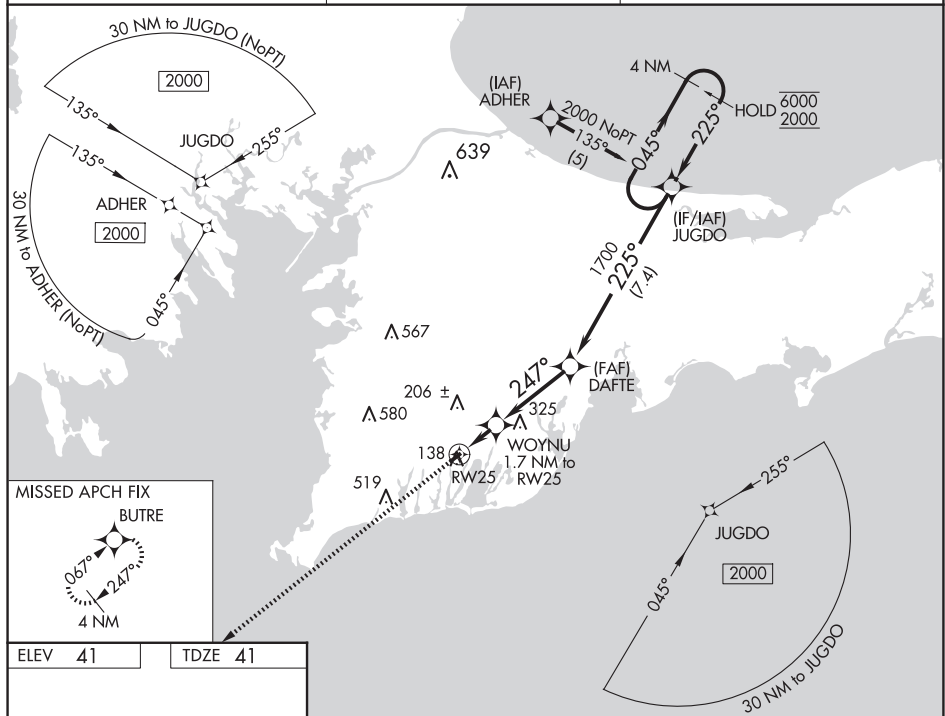
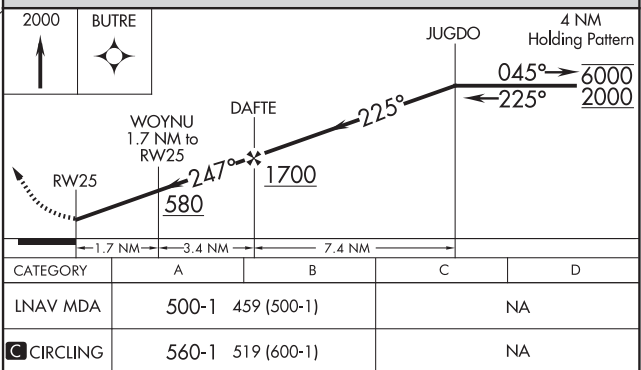


Diagram illustrating the layout of LRL Rwy 7-25. The runway is shown as a black line segment labeled "2298 x 40". An arrow points to the runway with the heading "247°". A star symbol is located near the runway.

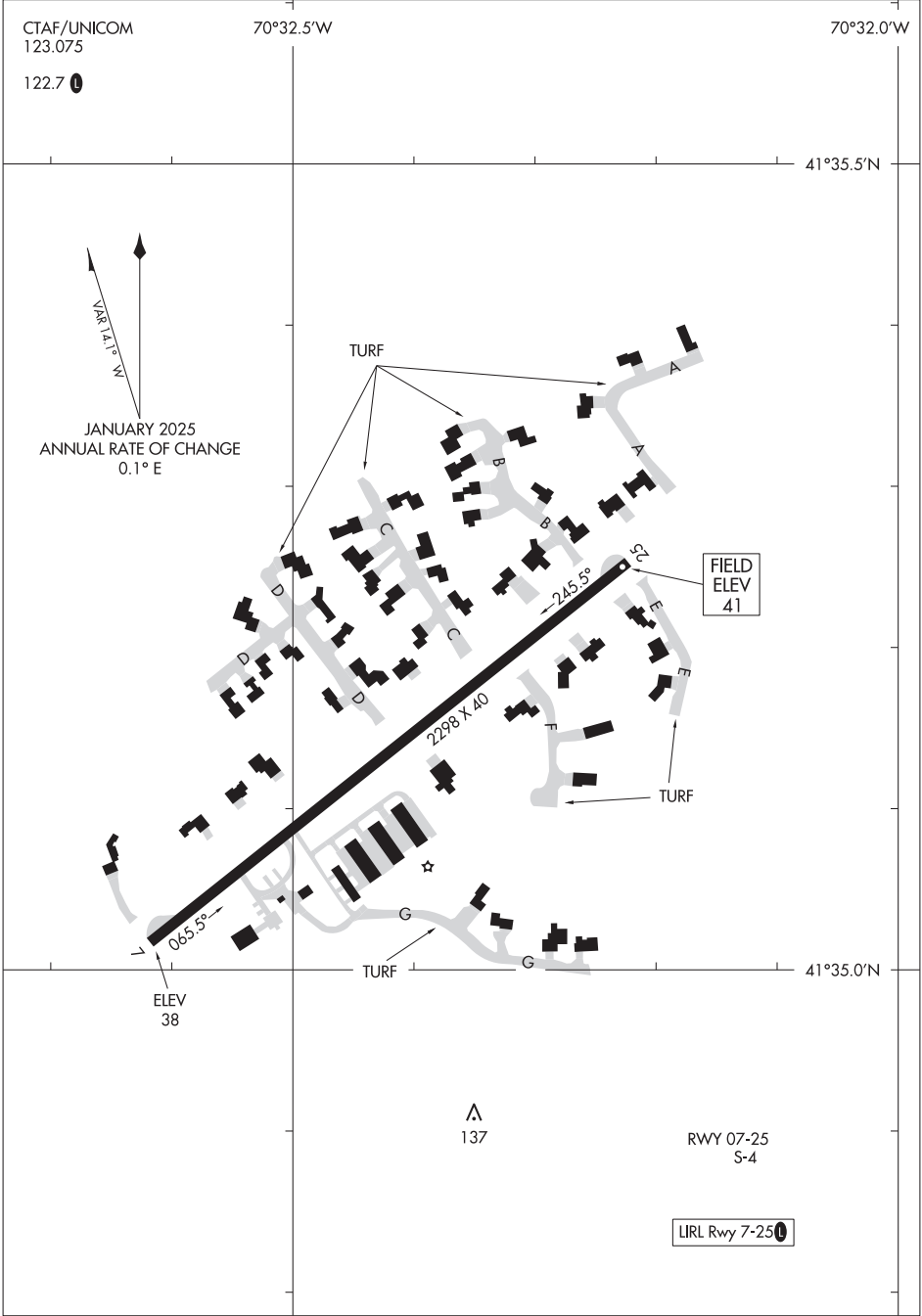


FALMOUTH, MASSACHUSETTS
Orig 24MAR22

41°35'N-70°32'W

FALMOUTH AIRPARK (5B6)
RNAV (GPS) RWY 25

NE-1, 12 JUN 2025 to 07 AUG 2025



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

FITCHBURG, MASSACHUSETTS

AL-747 (FAA)

25163

APP CRS **159°**
 Rwy Ldg **4538**
 TDZE **344**
 Apt Elev **345**

RNAV (GPS) RWY 14

FITCHBURG MUNI (FIT)

RNP APCH.

⚠ Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
 Circling NA southwest of Rwy 14-32 at night.
❄ -21°C

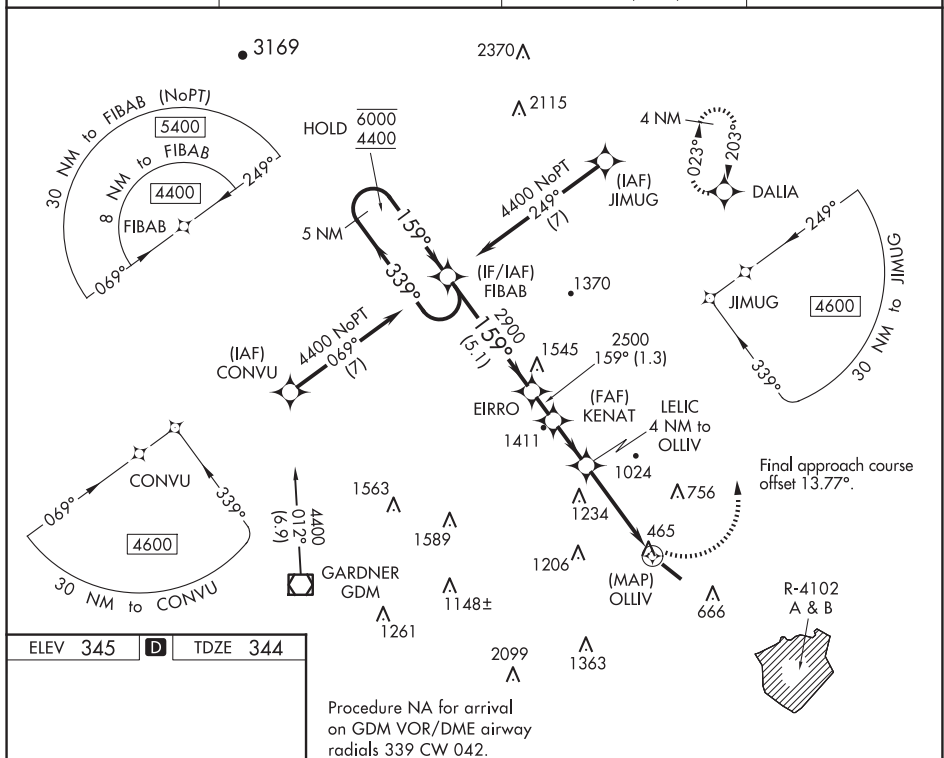
MISSED APPROACH: Climbing left
 turn to 3500 direct DALIA and hold.

ASOS
135.175

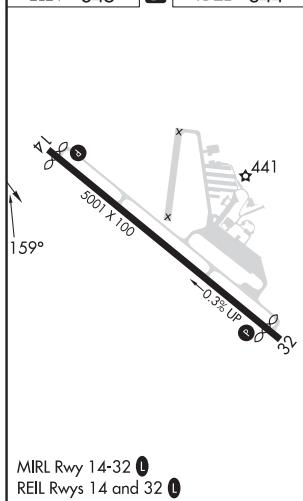
BOSTON APP CON
124.4 279.6

UNICOM
122.7 (CTAF)

123.0



ELEV **345** **D** TDZE **344**



5 NM Holding Pattern		Visual Segment - Obstacles.		3500	DALIA
6000 ← 339° 4400 ← 159° → 159°		EIRRO	KENAT	LELIC 4 NM to OLLIV	
2900 2500 1860		2.7 NM to OLLIV OLLIV			
5.1 NM 1.3 NM 2 NM 1.3 2.7 0.5					
CATEGORY	A	B	C	D	
LNAV MDA	1420-1¼ 1076 (1100-1¼)	1420-1½ 1076 (1100-1½)	1420-3 1076 (1100-3)	NA	
C CIRCLING	1420-1¼ 1075 (1100-1¼)	1420-1½ 1075 (1100-1½)	1520-3 1175 (1200-3)	NA	

FITCHBURG, MASSACHUSETTS

Amdt 1 22APR21

42°33'N-71°46'W

FITCHBURG MUNI (FIT)

RNAV (GPS) RWY 14




NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 48944 W32A	APP CRS 325°	Rwy Ldg 4538 TDZE 337 Apt Elev 345
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RNAV (GPS) RWY 32

FITCHBURG MUNI (FIT)

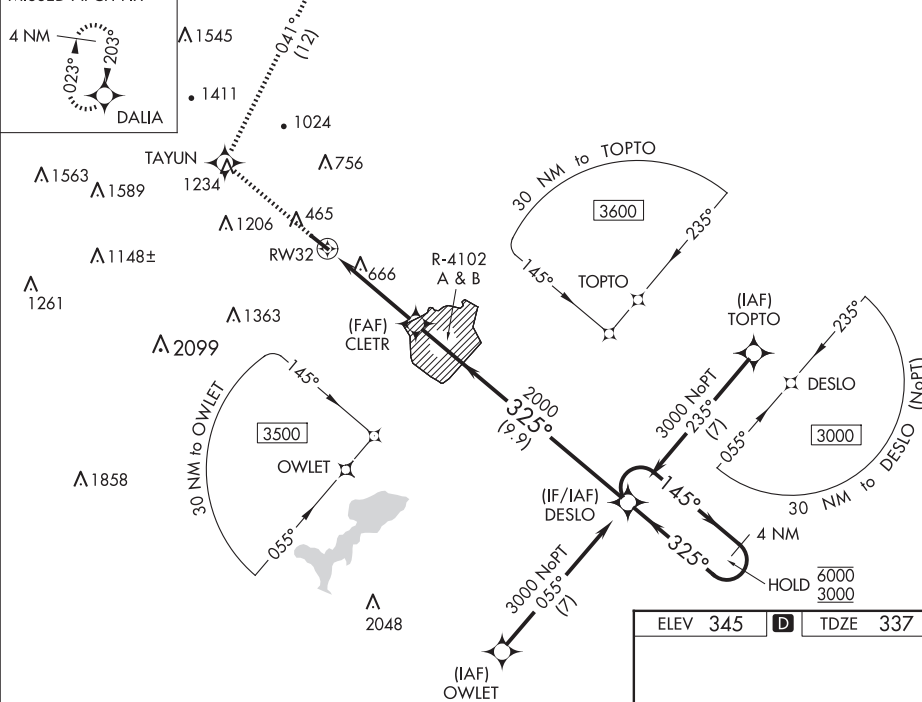
RNP APCH - GPS.

-  Rwy 32 helicopter visibility reduction below 1 SM NA.
 Procedure NA when R-4102 A & B are active.
 -21°C Circling NA southwest of Rwy 14-32 at night.

MISSED APPROACH: Climb to 3500 direct TAYUN and on track 041° to DALIA and hold.

ASOS 135.175	BOSTON APP CON 124.4 279.6	UNICOM 122.7 (CTAF)	123.0 
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MISSED APCH FIX



3500 TAYUN tr 041° DALIA

VGS and RNAV glidepath not coincident (VGS Angle 3.50/TCH 46).

DESLO 4 NM Holding Pattern

145° → 6000
← 325° 3000

CLETR 2000

325°

2000

RW32

4.2 NM 9.9 NM

GP 3.62°
TCH 65

CATEGORY	A	B	C	D
LPV DA	773-1¼ 436 (500-1¼)			NA
LNAV MDA	960-1	623 (700-1)	960-1¾ 623 (700-1¾)	NA
CIRCLING	1080-1 735 (800-1)	1380-1½ 1035 (1100-1½)	1520-3 1175 (1200-3)	NA

ELEV 345 **D** TDZE 337

3001' X 100'

0.3% UP

325°

441'

MIRA Rwy 14-32 **L**

REIL Rwy 14 and 32 **L**

RNAV (GPS) RWY 32

RNAV (GPS) RWY 14
NORTHERN AROOSTOOK RGNL (FVE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using CAR altimeter setting. When local altimeter setting not received, use CAR altimeter setting and increase LPV DA to 1386 feet, LNAV/VNAV DA to 1635 feet and all MDAs 120 feet. Increase LPV all Cats visibility $\frac{1}{8}$ SM, LNAV Cat C visibility $\frac{3}{8}$ SM, Cat D and Circling Cat D visibility $\frac{1}{4}$ SM and Circling Cat C visibility $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 3000 direct
BROW and hold.

MIRL Rwy 14-32 **L**
REIL Rwy 14 and 32 **L**

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42942 W32A	APP CRS 314°	Rwy ldg TDZE Apt Elev	4600 987 987
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RNAV (GPS) RWY 32

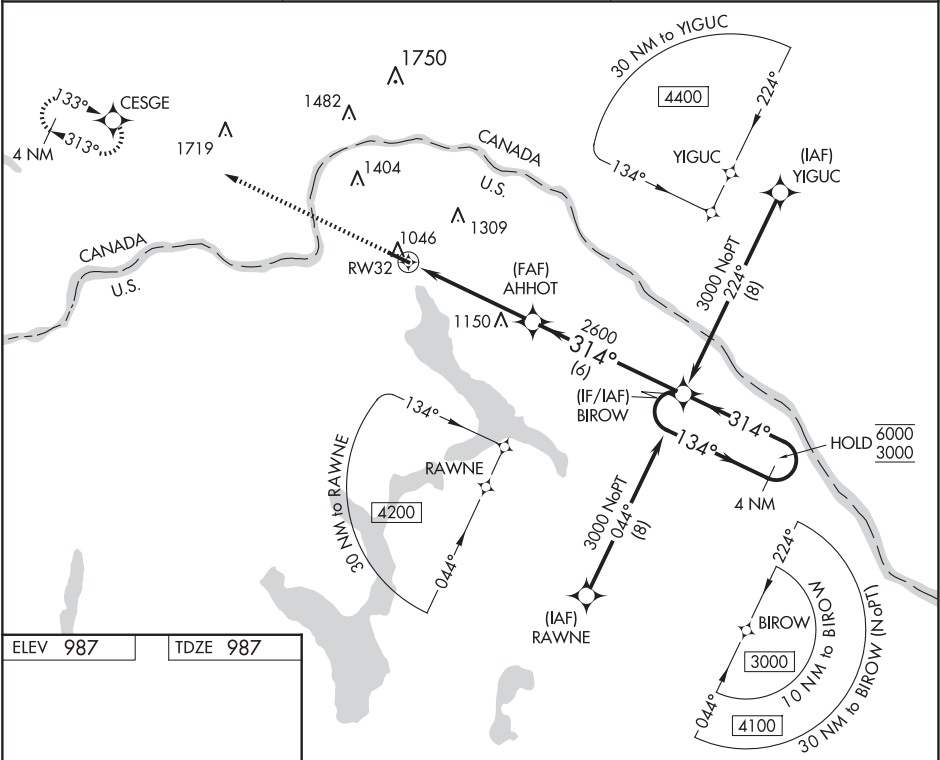
NORTHERN AROOSTOOK RGNL (FVE)

RNP APCH - GPS

VDP NA when using CAR altimeter setting. When local altimeter setting not received, use CAR altimeter setting and increase LPV to 1302, and all MDA 120 feet. Increase LNAV Cats C, D visibility 3⁄5 SM, and increase Circling Cat C visibility 1⁄2 SM and Cat D visibility 1⁄4 SM.

MISSED APPROACH:
Climb to 3100 direct
CESGE and hold.

ASOS 135.725	BOSTON CENTER 124.75 239.05	UNICOM 122.7 (CTAF) 0
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ELEV 987

TDZE 987

3100 CESGE

AHHOT 2600

BIROW 3100

4 NM Holding Pattern

134° → 6000

← 314° 3000

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	1187-1		200 (200-1)	
LNAV MDA	1400-1	413 (500-1)	1400-1½	413 (500-1½)
CIRCLING	1560-1 573 (600-1)	1580-1 593 (600-1)	1840-2½ 853 (900-2½)	1840-2¾ 853 (900-2¾)

REIL Rwy 14 and 32

MIRL Rwy 14-32

FRYEBURG, MAINE

AL-5857 (FAA)

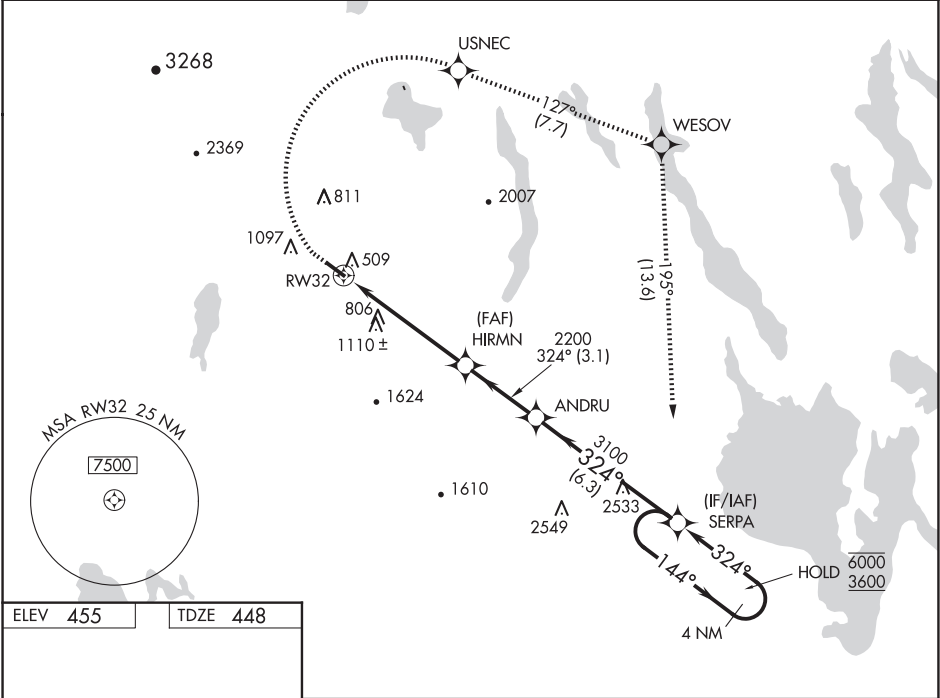
25163

WAAS CH 93635 W32A	APP CRS 324°	Rwy Ldg TDZE 448 Apt Elev 455
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RNAV (GPS) RWY 32
EASTERN SLOPES RGNL (IZG)

RNP APCH - GPS.	<p>▼ Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using LEW altimeter setting. Circling Rwy 14 NA at night. When local altimeter setting not received, use LEW altimeter setting and increase LPV DA to 1005 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 100 feet and LNAV visibility Cat B/C $\frac{1}{2}$ SM, and Circling visibility Cat B $\frac{1}{4}$ SM.</p> <p>❄ -28°C</p>	MISSED APPROACH: Climb to 1490 then climbing right turn to 3600 direct USNEC and on track 127° to WESOV and on track 195° to SERPA and hold.
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ASOS 135.775	PORTLAND APP CON ★ 119.75 269.35	UNICOM 122.8 (CTAF) 0
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ELEV 455	TDZE 448	1490 ↑	3600 ↻	USNEC ✦	tr 127°	WESOV ✦	tr 195°	SERPA ✦	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 17).
									4 NM Holding Pattern
RW32									GP 3.00° TCH 51
CATEGORY									
LPV DA									NA
LNAV MDA									NA
CIRCLING									NA

REIL Rwy 32
MIRL Rwy 14-32 0

FRYEBURG, MAINE
Amdt 2 12JUN25

43°59'N-70°57'W

EASTERN SLOPES RGNL (IZG)
RNAV (GPS) RWY 32

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS
179°

Rwy Ldg
TDZE
Apt Elev
954

N/A
N/A
954

RNAV (GPS)-B
GARDNER MUNI (GDM)

RNP APCH - GPS.

T

Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Use ORH altimeter setting, when not received use ORE altimeter setting and increase all MDAs 40 feet.

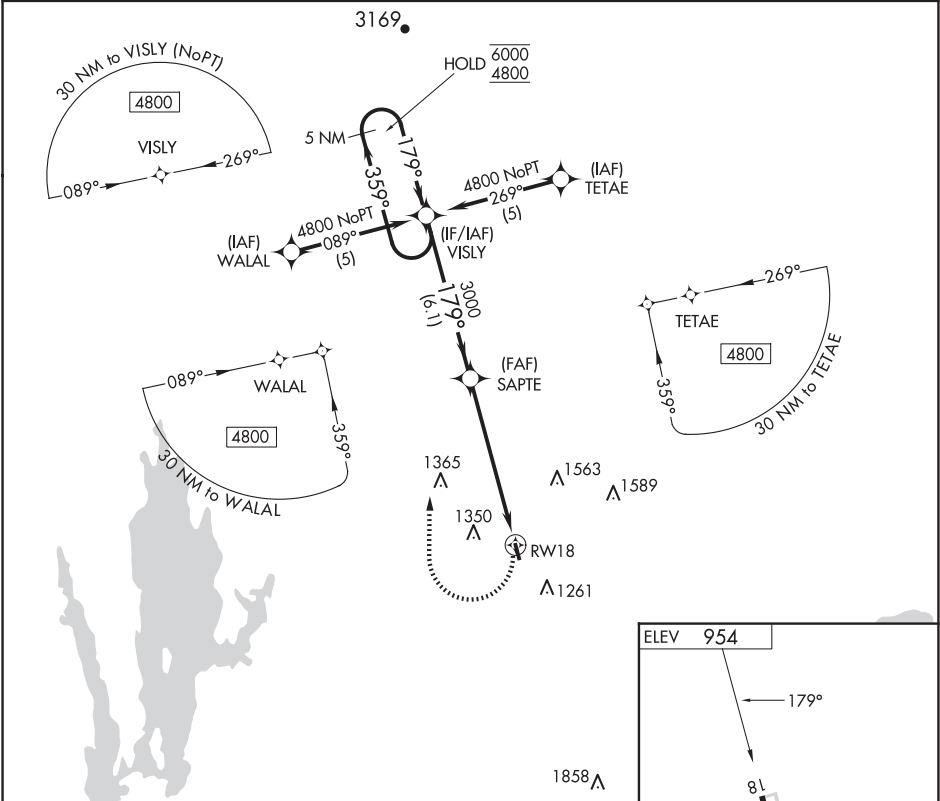
NA

ORH ASOS
126.55

BOSTON CENTER
123.75 338.2

UNICOM
122.8 (CTAF) 0

MISSED APPROACH: Climbing right turn to 4800 direct VISLY and hold, continue climb-in-hold to 4800.



5 NM Holding Pattern

Visual Segment - Obstacles.

4800 VISLY

6000 4800

359° 179°

VISLY

SAPTE

3000

RW18

6.1 NM 6.2 NM

CATEGORY	A	B	C	D
CIRCLING	1800-1¼	846 (900-1¼)	1980-3	1026 (1100-3)

ELEV 954

179°

81

300 X 60

106° 00'

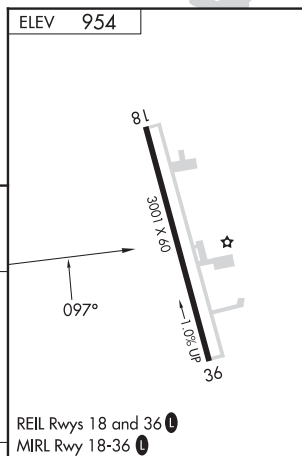
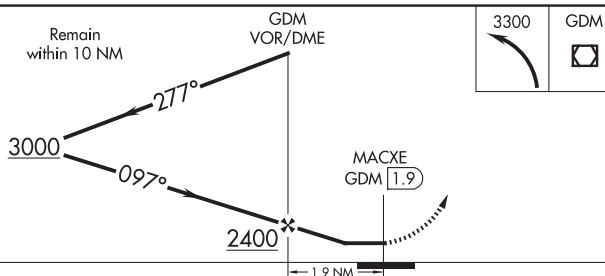
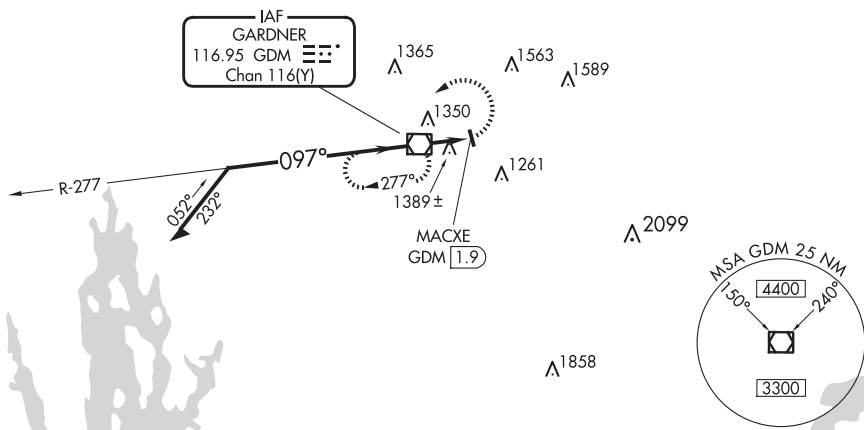
36

REIL Rwy 18 and 36 0

MRL Rwy 18-36 0

VOR-A
GARDNER MUNI (GDM)

MISSED APPROACH: Climbing left turn to 3300 direct GDM VOR/DME and hold, continue climb-in-hold to 3300.

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D	FAF to MAP 1.9 NM					
CIRCLING	2020-1¼ 1066 (1100-1¼)	2020-1½ 1066 (1100-1½)	2020-3	1066 (1100-3)	Knots	60	90	120	150	180
	Min:Sec	1:54			1:16	0:57	0:46	0:38		

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58123 W11A	APP CRS 110°	Rwy Ldg TDZE Apt Elev	2409 739 739
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RNAV (GPS) RWY 11

WALTER J KOLADZA (GBR)

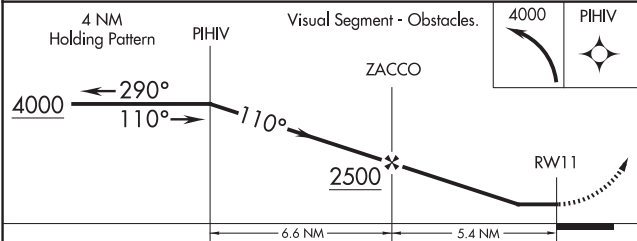
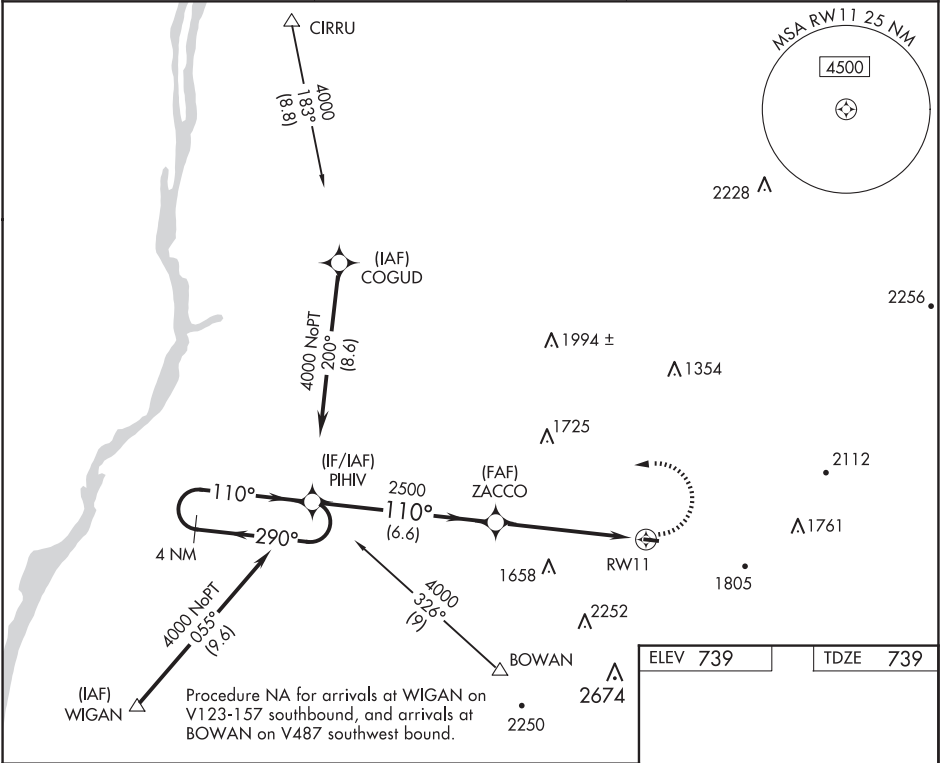
NA

-19°C

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 PIIHV and hold.

ALBANY APP CON 132.825 307.2	UNICOM 122.8 (CTAF)	121.6
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CATEGORY	A	B	C	D
LP MDA	1840-1¼ 1101 (1200-1¼)	1840-1½ 1101 (1200-1½)	NA	
LNAV MDA	1840-1¼ 1101 (1200-1¼)	1840-1½ 1101 (1200-1½)	NA	
CIRCLING	1840-1¼ 1101 (1200-1¼)	1840-1½ 1101 (1200-1½)	NA	

ELEV 739

TDZE 739

Diagram of RWY 11 showing a 2579 x 50 ft runway. The approach path is shown with a 110° turn and a 2579 x 50 ft runway width.

REIL Rwy 11

LIRL Rwy 11-29

GREENVILLE, MAINE

AL-5918 (FAA)

25163

WAAS CH 40145 W32A	APP CRS 315°	Rwy Ldg TDZE Apt Elev	4000 1392 1402
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RNAV (GPS) RWY 32

GREENVILLE MUNI (3B1)

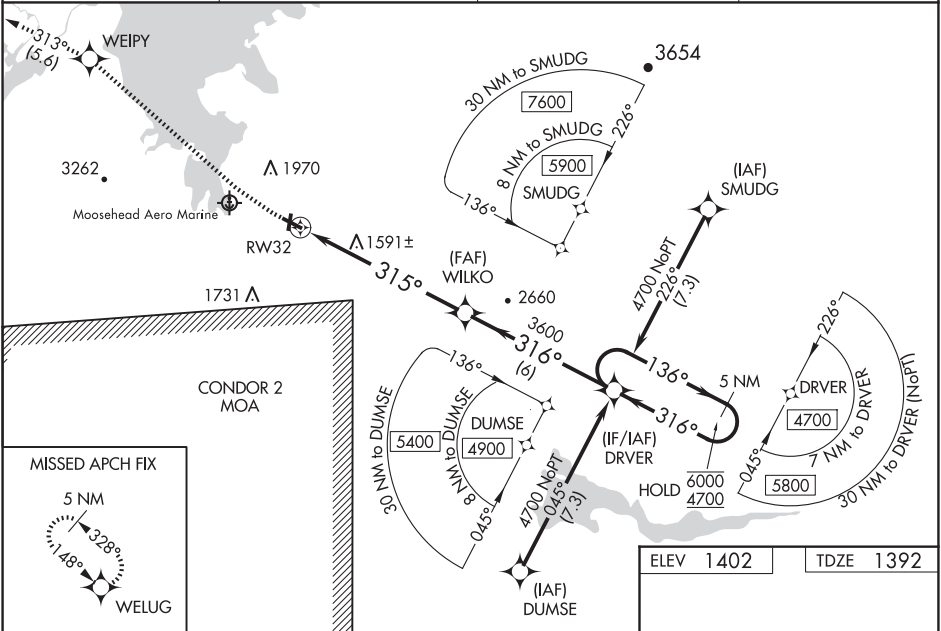
RNP APCH - GPS.

NA
-20°C

Circling Rwy 3, 21 NA at night. Baro-VNAV and VDP NA when using Bangor altimeter setting. Rwy 32 helicopter visibility reduction below ¾ 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 2095 feet and all visibilities ¾ SM; increase all MDAs 300 feet and LNAV visibilities Cat A/B ¼ SM and Cat C/D ½ SM, and Circling visibility Cat A/B ¼ SM.

MISSED APPROACH: 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.

AWOS-A 124.175	BOSTON CENTER 120.25 346.4	CLNC DEL 122.3	UNICOM 122.8 (CTAF) 0
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2200	5100	WEIPY	tr 313°	WELUG	WILKO	DRIVER	5 NM Holding Pattern
				1.8 NM to RW32			
				3600		136° → 6000 ← 316° 4700	
				315°		GP 3.10° TCH 40	
				1.8 NM		4.9 NM	
				6 NM			
CATEGORY	A	B	C	D			
LPV DA	1642-1		250 (300-1)				
LNAV/VNAV DA	1810-1½		418 (500-1½)				
LNAV MDA	2000-1	608 (600-1)	2000-1¾		608 (600-1¾)		
CIRCLING	2040-1 638 (700-1)	2300-1¼ 898 (900-1¼)	2440-3 1038 (1100-3)	2660-3 1258 (1300-3)			

ELEV 1402 TDZE 1392

REIL Rwy 14 0
MIRL Rwy 14-32 0

GREENVILLE, MAINE
Orig 30NOV23

45°28'N-69°33'W

GREENVILLE MUNI (3B1)

RNAV (GPS) RWY 32

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

GREENVILLE, MAINE




AL-5935 (FAA)

25163

APP CRS	Rwy Ldg	N/A
163°	TDZE	N/A
	Apt Elev	1028

RNAV (GPS)-B
MOOSEHEAD AERO MARINE (52B)

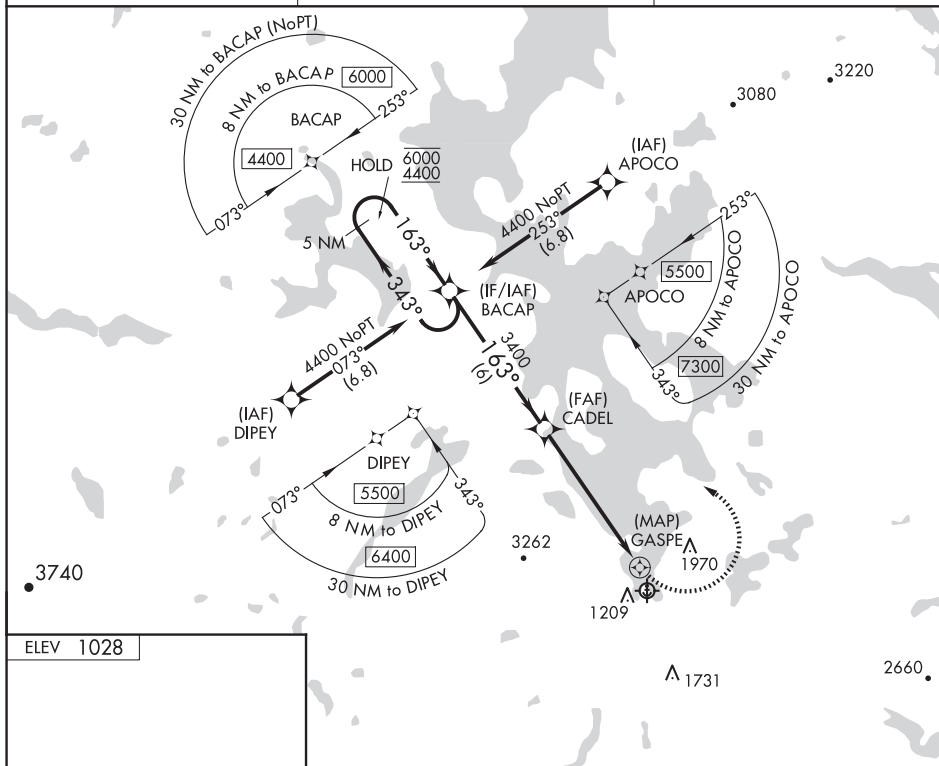
RNP APCH - GPS.

 Procedure NA at night. Use 3B1 altimeter setting; when not received, use BGR altimeter setting and increase all MDA 240 feet.
 NA
 -21°C

MISSED APPROACH: Climbing left turn to 4400 direct BACAP and hold.

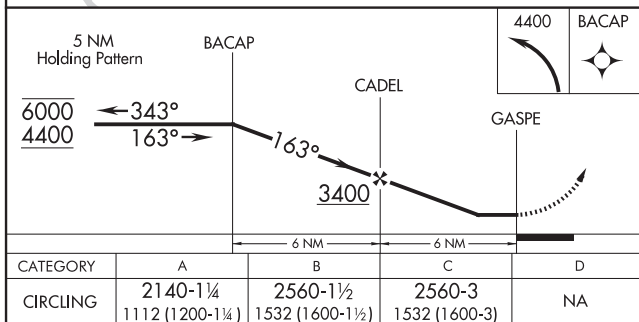
3B1 AWOS-A
124.175

BOSTON CENTER
120.25 346.4

CTAF
122.9

ELEV 1028

SEE MOOSEHEAD
AERO MARINE
SEAPLANE BASE
LANDING CHART



GREENVILLE, MAINE

Amdt 1A 05SEP24

MOOSEHEAD AERO MARINE (52B)

RNAV (GPS)-B

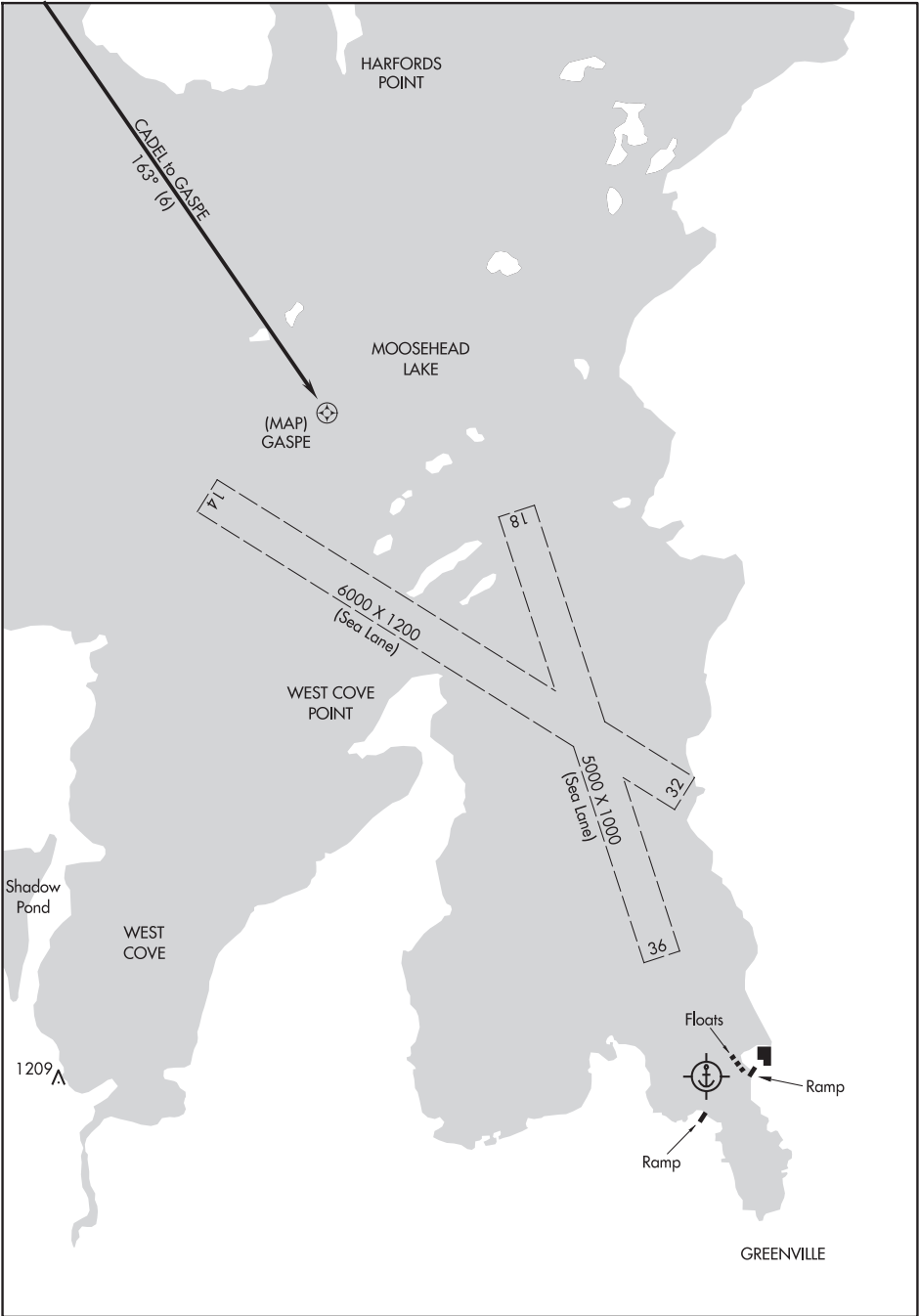
45°28'N - 69°36'W

159

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



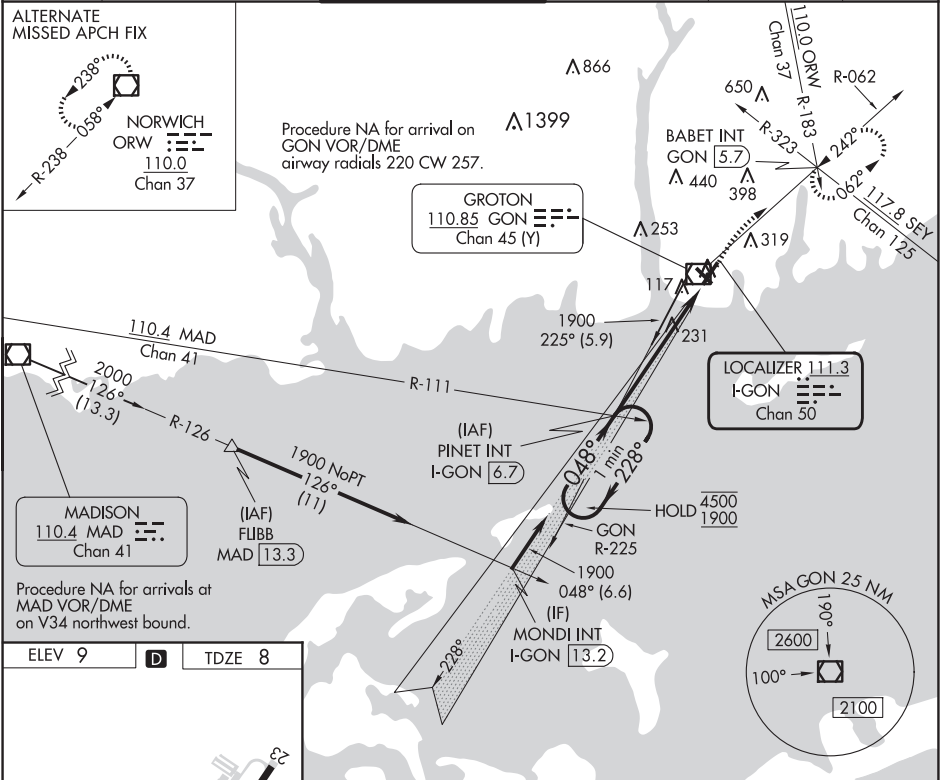
LOC/DME I-GON	APP CRS	Rwy Idg	5000
111.3	048°	TDZE	8
Chan 50		Apt Elev	9

ILS or LOC RWY 5

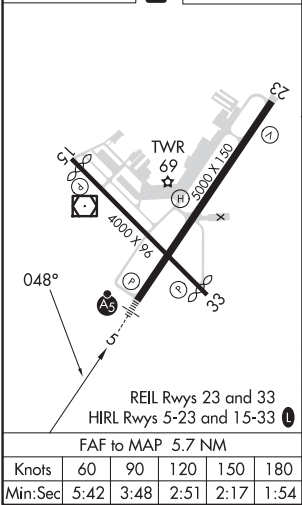
GROTON-NEW LONDON (GON)

<div><div>⚠</div><div>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.</div></div>	<div><div>MALSR</div><div></div></div>	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.
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ATIS 127.0	PROVIDENCE APP CON * 125.75 319.2	GROTON TOWER * 125.6 (CTAF) 0 236.775	GND CON 121.65 236.775	CLNC DEL 119.85 (when twr closed)	CLNC DEL 121.65
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ELEV 9	D	TDZE 8
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One Minute Holding Pattern		PINET INT I-GON [6.7]		2100		BABET INT	
		1900		I-GON [2.4]		I-GON [0.9]	
GS 3.00°		TCH 42		4.3 NM		1.4 NM	
CATEGORY	A		B		C		D
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		620-1		700-2		840-2 3/4
	571 (600-1)		611 (700-1)		691 (700-2)		831 (900-2 3/4)

GROTON (NEW LONDON), CONNECTICUT

AL-5049 (FAA)

24193

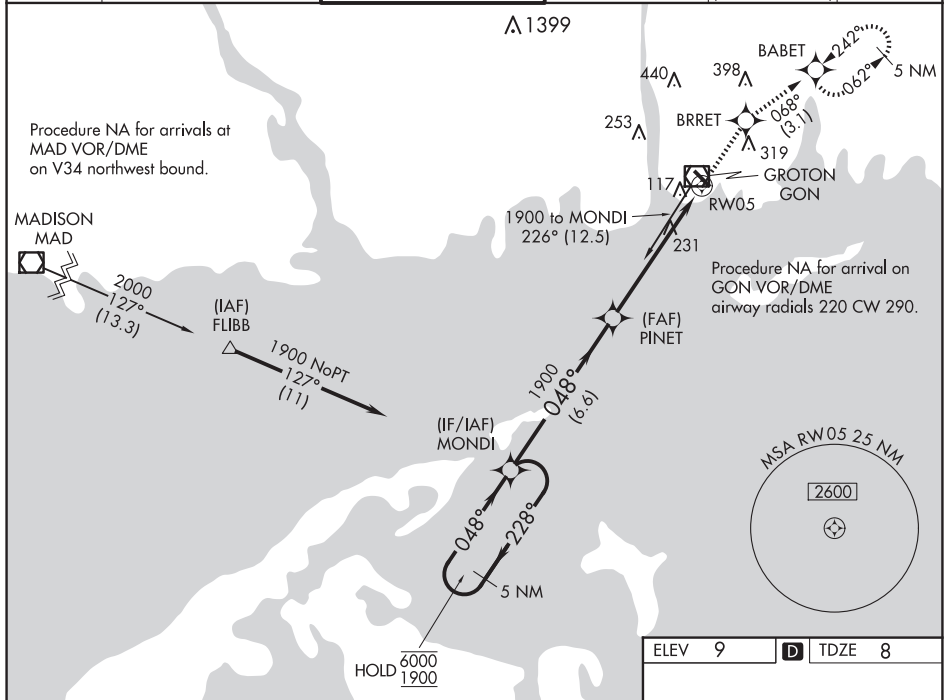
WAAS CH 45521 W05A	APP CRS 048°	Rwy Idg TDZE 8 Apl Elev 9	5000
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RNAV (GPS) RWY 5

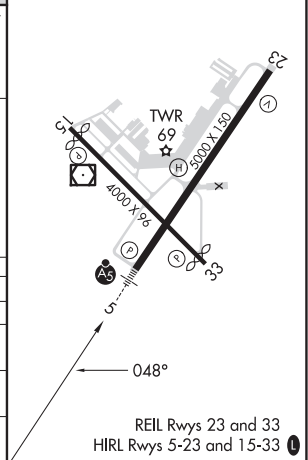
GROTON-NEW LONDON (GON)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 2100 direct BRRET and on track 068° to BABET and hold, continue climb-in-hold to 2100.
<div><div></div><div></div></div> <div>Circling Rwy 15 NA at night. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1½.</div>		<div><div></div><div></div></div>	

ATIS 127.0	PROVIDENCE APP CON ★ 125.75 319.2	GROTON TOWER ★ 125.6 (CTAF) 0 236.775	GND CON 121.65 236.775	CLNC DEL 119.85 (when twr closed)	CLNC DEL 121.65
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5 NM Holding Pattern		2100	BRRET	BABET
		↑	✧	✧
GP 3.00° TCH 42		tr 068°		
CATEGORY	A	B	C	D
LPV DA	292/24		284 (300-½)	
LNAV/VNAV DA	533/55		525 (600-1)	
LNAV MDA	500/24		500/50	
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	700-2 691 (700-2)	840-2¾ 831 (900-2¾)



GROTON (NEW LONDON), CONNECTICUT
Orig-H 03NOV22

41°20 N-72°03'W

GROTON-NEW LONDON (GON)
RNAV (GPS) RWY 5

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 23
GROTON-NEW LONDON (GON)

T	Circling Rwy 15 NA at night.
A	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) 0 236.775	GND CON 121.65 236.775	CLNC DEL 119.85 (when twr closed)	CLNC DEL 121.65
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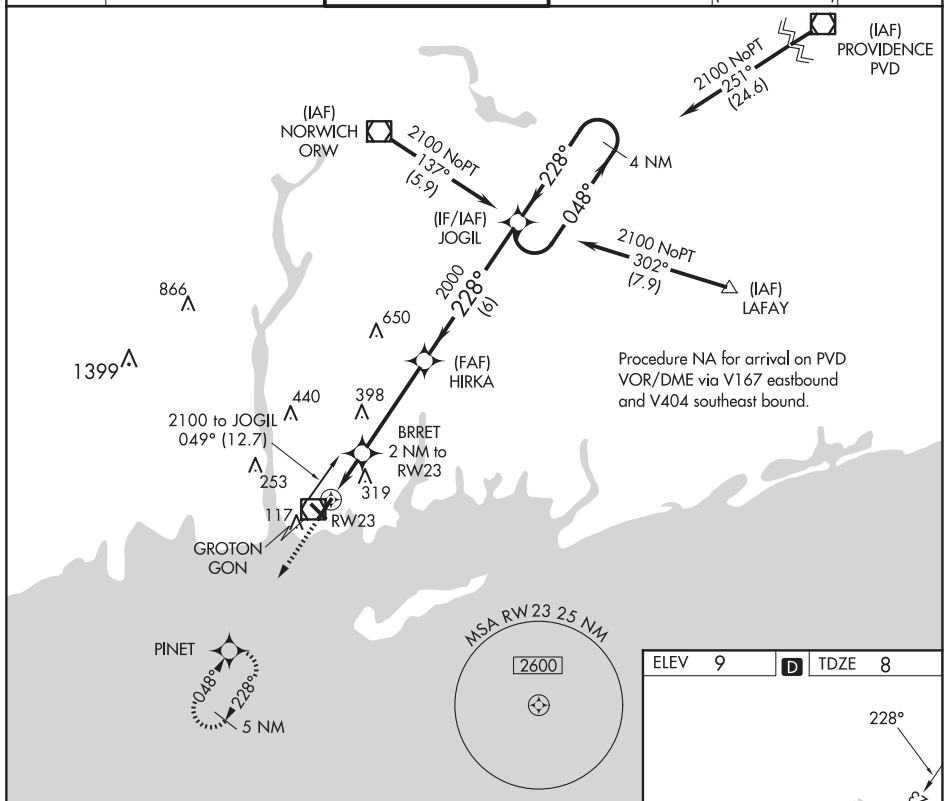
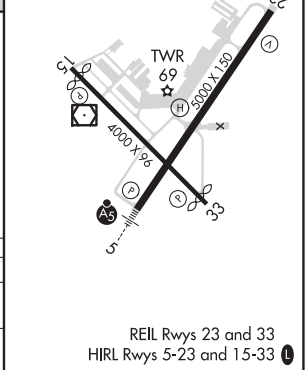


Diagram illustrating the JOGIL Holding Pattern. The pattern is defined by a series of turns starting from RW23, heading 048°, with a 228° turn at HIRKA. The pattern is 4 NM wide and 6 NM long. The diagram shows the holding pattern with a 228° turn at HIRKA, a 2 NM segment to RW23, and a 4 NM segment to JOGIL. The holding pattern is 4 NM wide and 6 NM long. The diagram also shows the VGS and descent angles not coincident (VGS Angle 3.00/TCH 49).



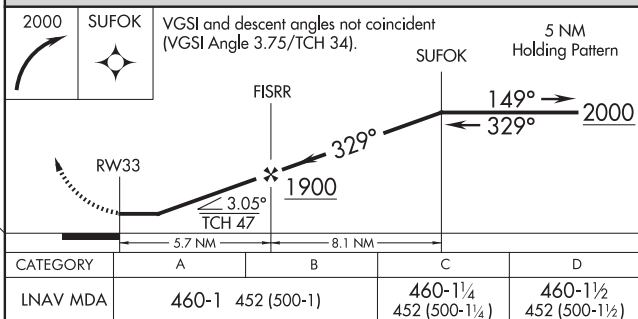
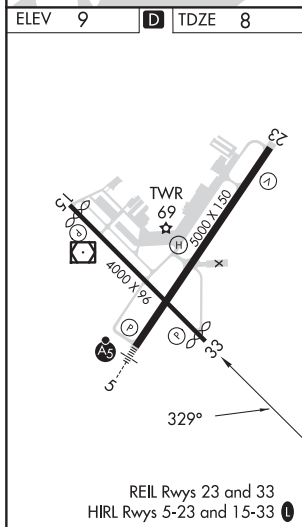
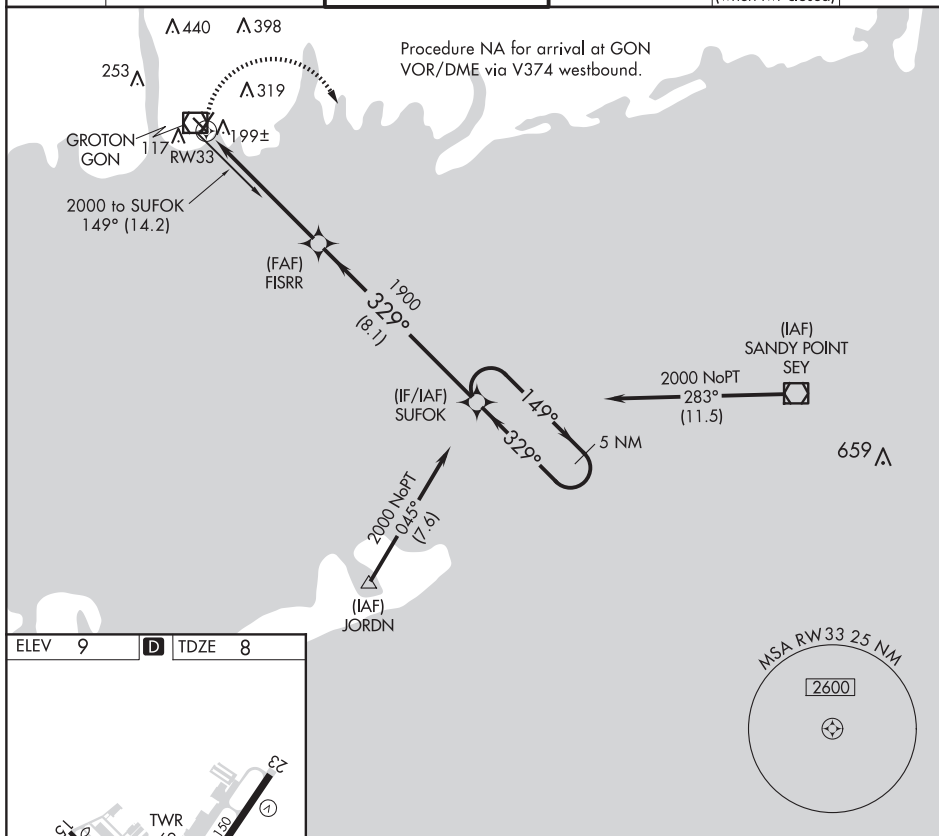
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 33
GROTON-NEW LONDON (GON)

T Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct SUFOK and hold.

CLNC DEL
121,65

GROTON-NEW LONDON (GON)
RNAV (GPS) RWY 33

NE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME GON	APP CRS	Rwy Idg	5000
110.85	027°	TDZE	8
Chan 45 (Y)		Apt Elev	9

VOR RWY 5

GROTON-NEW LONDON (GON)

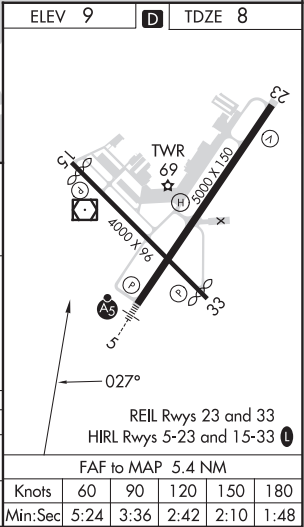
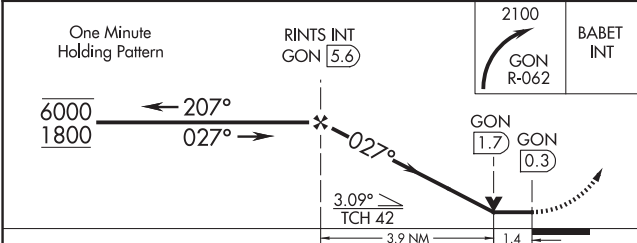
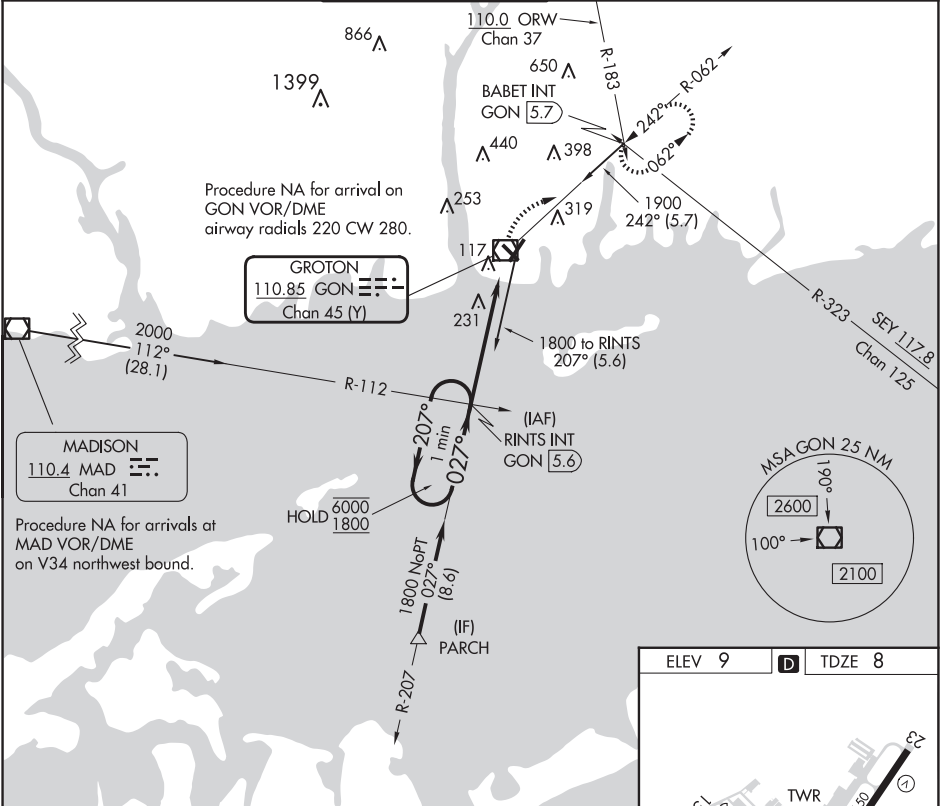
⚠

Circling Rwy 15 NA at night.
For inop ALS, increase S-5 Cat C/D visibility to 1½.

MAISR

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.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL	CLNC DEL
127.0	125.75 319.2	125.6 (CTAF) 0 236.775	121.65 236.775	119.85 (when twr closed)	121.65



GROTON (NEW LONDON), CONNECTICUT

AL-5049 (FAA)

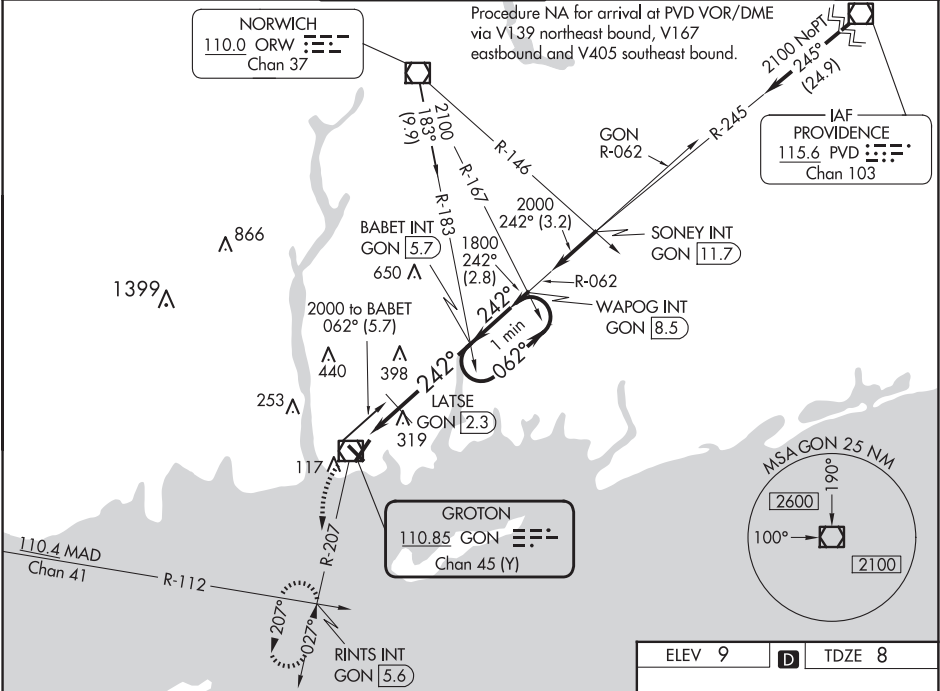
24193

VOR/DME GON	APP CRS	Rwy Idg	5000
110.85	242°	TDZE	8
Chan 45 (Y)		Apt Elev	9

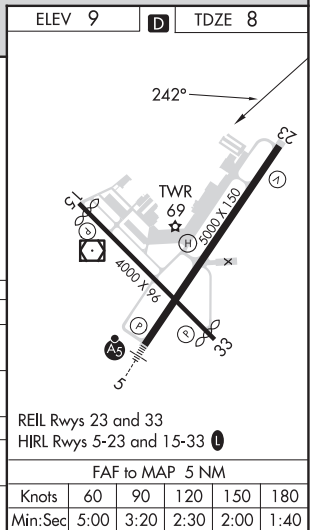
VOR RWY 23
GROTON-NEW LONDON (GON)

 Circling Rwy 15 NA at night.  Rwy 23 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 2000 via GON R-207 to RINTS INT/GON 5.6 DME and hold.
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ATIS 127.0	PROVIDENCE APP CON ★ 125.75 319.2	GROTON TOWER ★ 125.6 (CTAF) 0 236.775	GND CON 121.65 236.775	CLNC DEL 119.85 (when twr closed)	CLNC DEL 121.65
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2000 GON R-207	RINTS INT	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 49).	BABET INT GON 5.7	One Minute Holding Pattern
GON VOR/DME 0.7	GON 0.7	LATSE GON 2.3	062° → 2000	062° → 2000
3.48°	640	1800	242°	242°
1.6 NM	3.4 NM			
CATEGORY	A	B	C	D
S-23	640-1	632 (700-1)	640-1 3/4	632 (700-1 3/4)
CIRCLING	640-1	631 (700-1)	700-2 691 (700-2)	840-2 3/4 831 (900-2 3/4)
LATSE FIX MINIMUMS				
S-23	580-1	572 (600-1)	580-1 5/8	572 (600-1 5/8)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	700-2 691 (700-2)	840-2 3/4 831 (900-2 3/4)



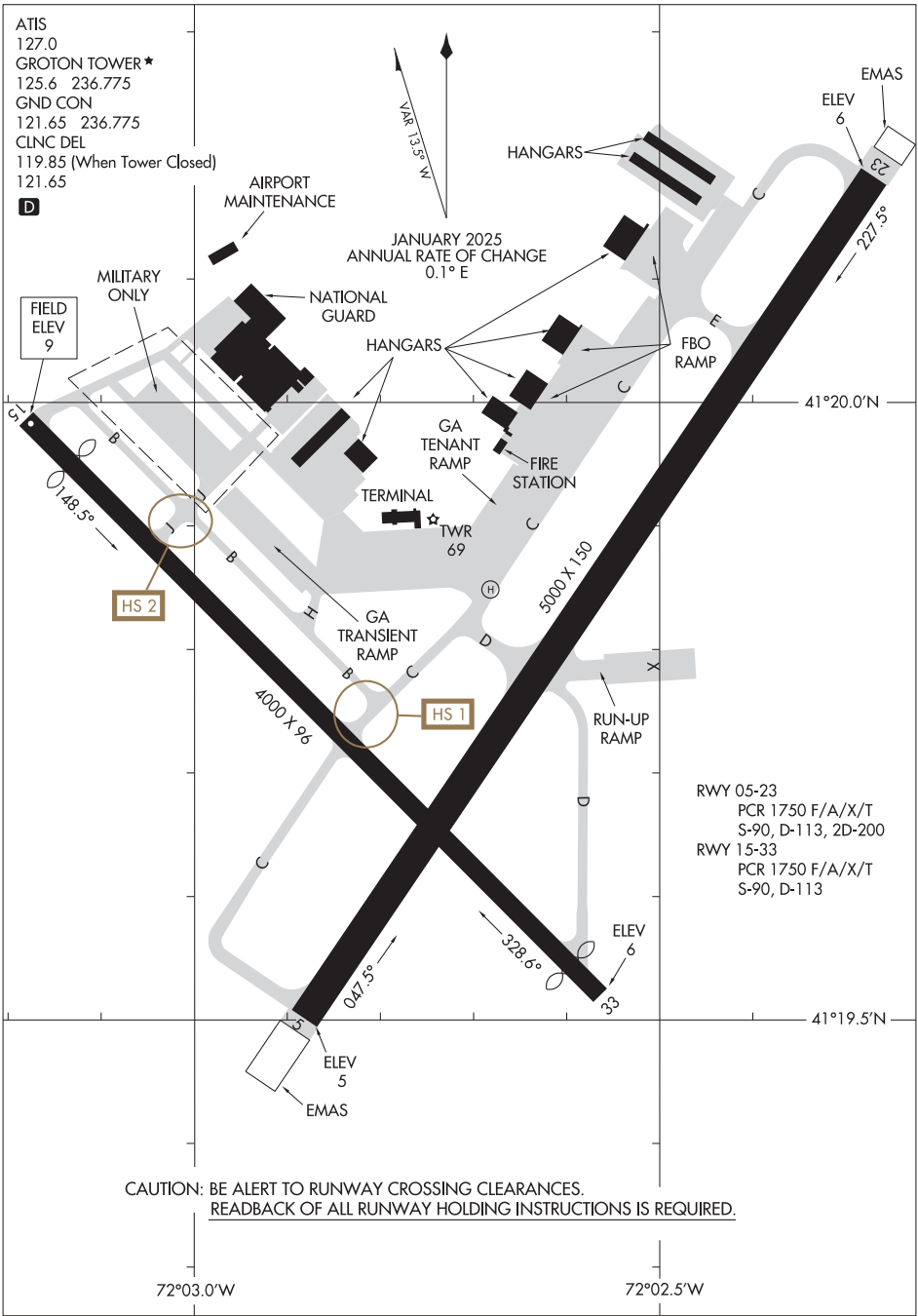
GROTON (NEW LONDON), CONNECTICUT
Amdt 10D 12AUG21

41°20'N-72°03'W

GROTON-NEW LONDON (GON)
VOR RWY 23

NE-1, 12 JUN 2025 to 07 AUG 2025

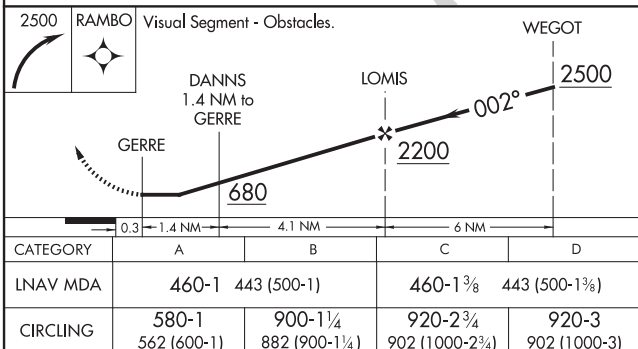
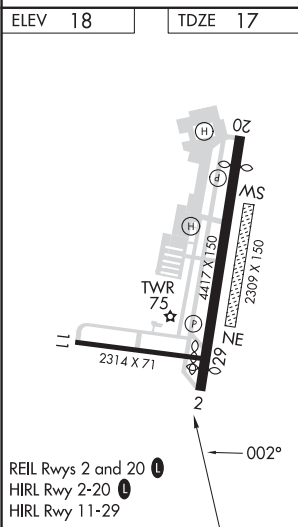
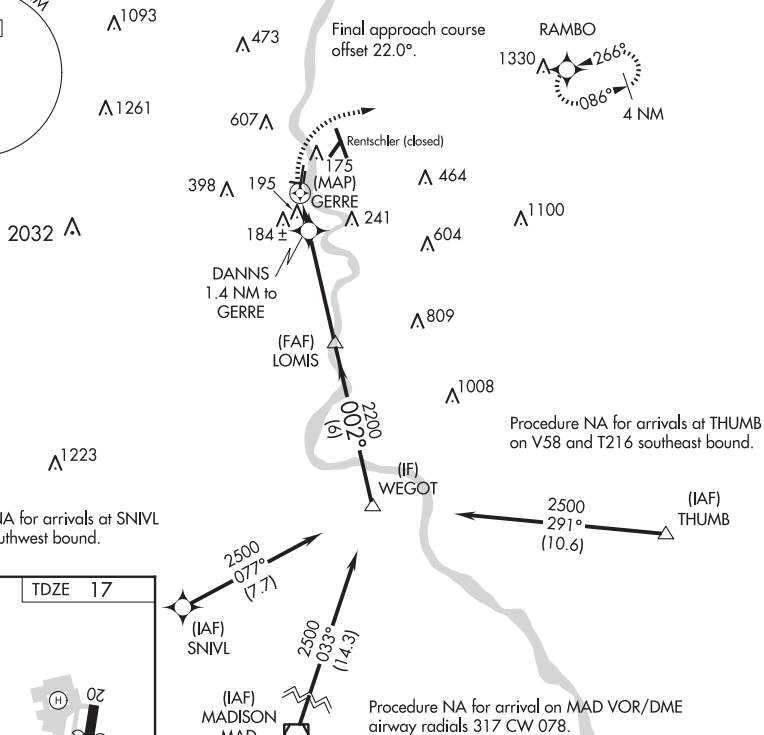
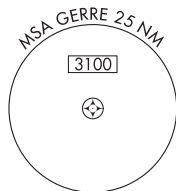
NE-1, 12 JUN 2025 to 07 AUG 2025



RNAV (GPS) RWY 2
HARTFORD-BRAINARD (HFD)

T Circling NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA.
A Straight-in Rwy 2 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing right turn to 2500 direct RAMBO and hold.

UNICOM
122.95HARTFORD-BRAINARD (HFD)
RNAV (GPS) RWY 2

NE-1, 12 JUN 2025 to 07 AUG 2025

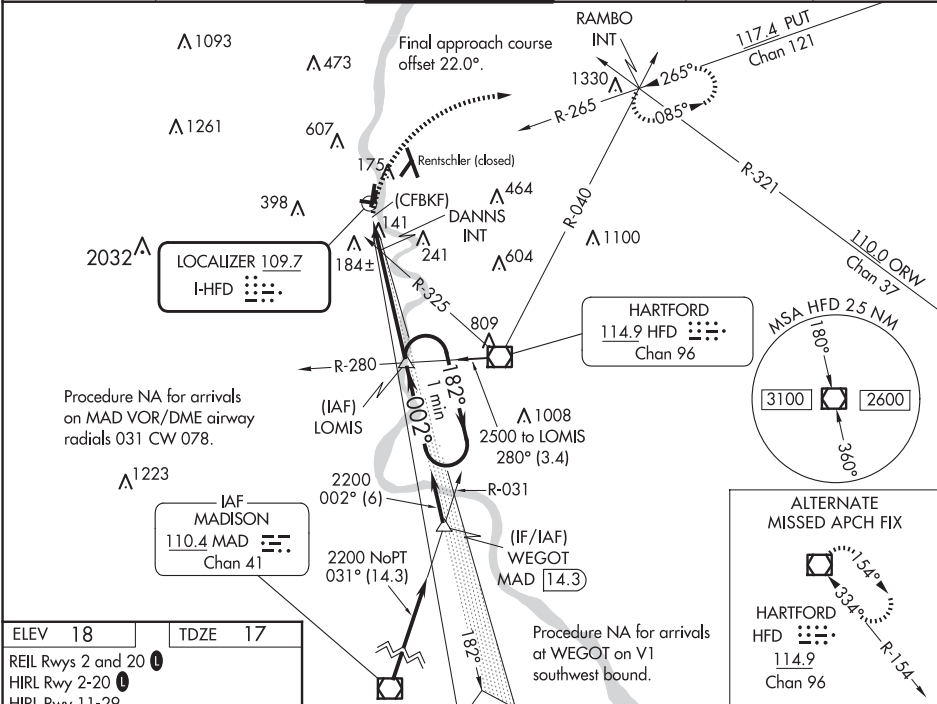
LOC I-HFD 109.7	APP CRS 002°	Rwy Idg TDZE Apt Elev 4006 17 18
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LDA RWY 2

HARTFORD-BRAINARD (HFD)

<div><div>▼</div><div>▲</div></div> <div>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.</div>	MISSED APPROACH: Climbing right turn to 2500 on heading 090° and PUT VOR/DME R-265 to RAMBO INT and hold.
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ATIS 126.45	BRADLEY APP CON 127.8 269.325	BRAINARD TOWER ★ 119.6 (CTAF) 0 248.2	GND CON 121.6	CLNC DEL 121.6	UNICOM 122.95
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ELEV 18	TDZE 17
REIL Rwy 2 and 20	
HIRL Rwy 2-20	
HIRL Rwy 11-29	

CATEGORY	A	B	C	D
S-2	680-1	663 (700-1)	680-1 7/8	663 (700-1 7/8)
CIRCLING	680-1 662 (700-1)	900-1 1/4 882 (900-1 1/4)	920-2 3/4 902 (1000-2 3/4)	920-3 902 (1000-3)
DANNIS FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-2	460-1	443 (500-1)	460-1 3/8	443 (500-1 3/8)
CIRCLING	580-1 562 (600-1)	900-1 1/4 882 (900-1 1/4)	920-2 3/4 902 (1000-2 3/4)	920-3 902 (1000-3)

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME HFD	APP CRS	Rwy Idg	N/A
114.9	334°	TDZE	N/A
Chan 96		Apt Elev	18

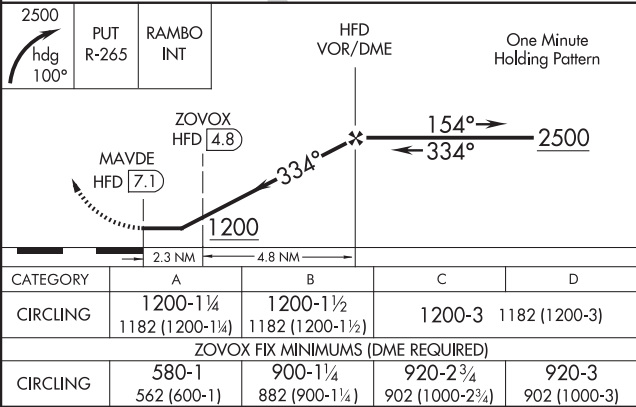
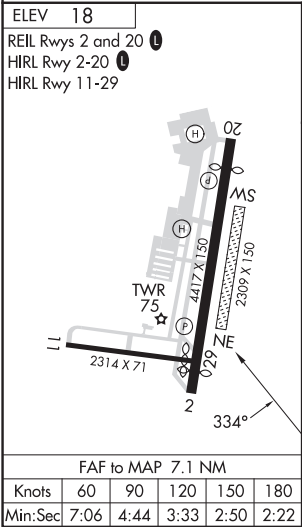
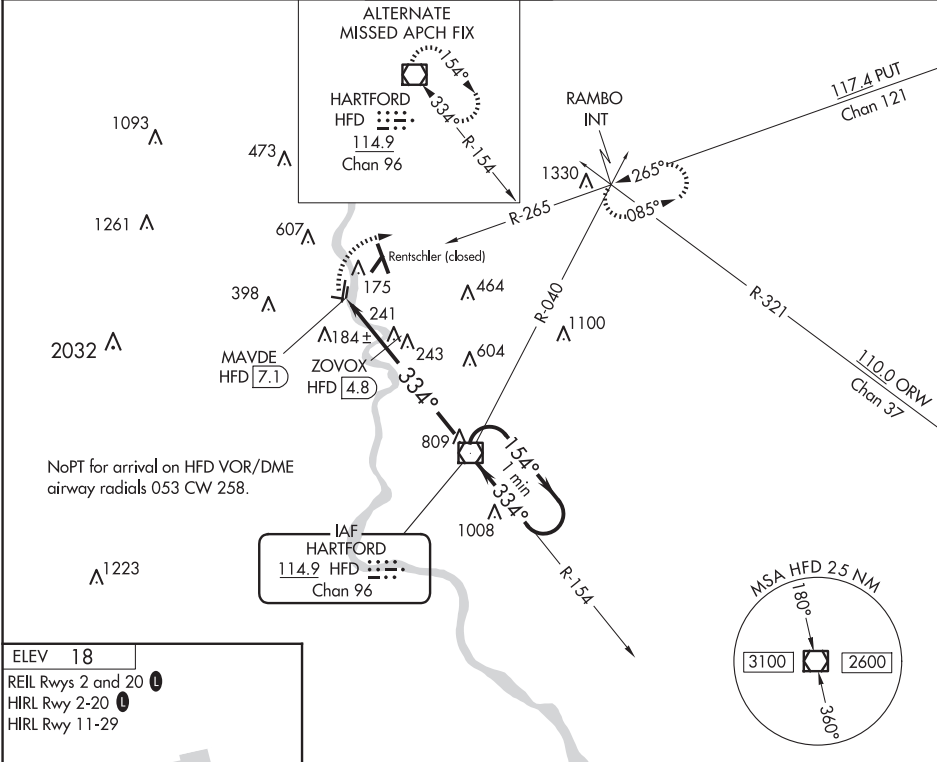
VOR-A

HARTFORD-BRAINARD (HF'D)

▼ Helicopter visibility reduction below 1 SM NA. When Rwy 2 VGSI inop, Circling to Rwy 2 NA at night. Circling to Rwy 11 and 29 NA at night. When Rwy 20 VGSI inop, Circling to Rwy 20 NA at night.

MISSED APPROACH: Climbing right turn to 2500 on heading 100° and PUT VOR/DME R-265 to RAMBO INT and hold.

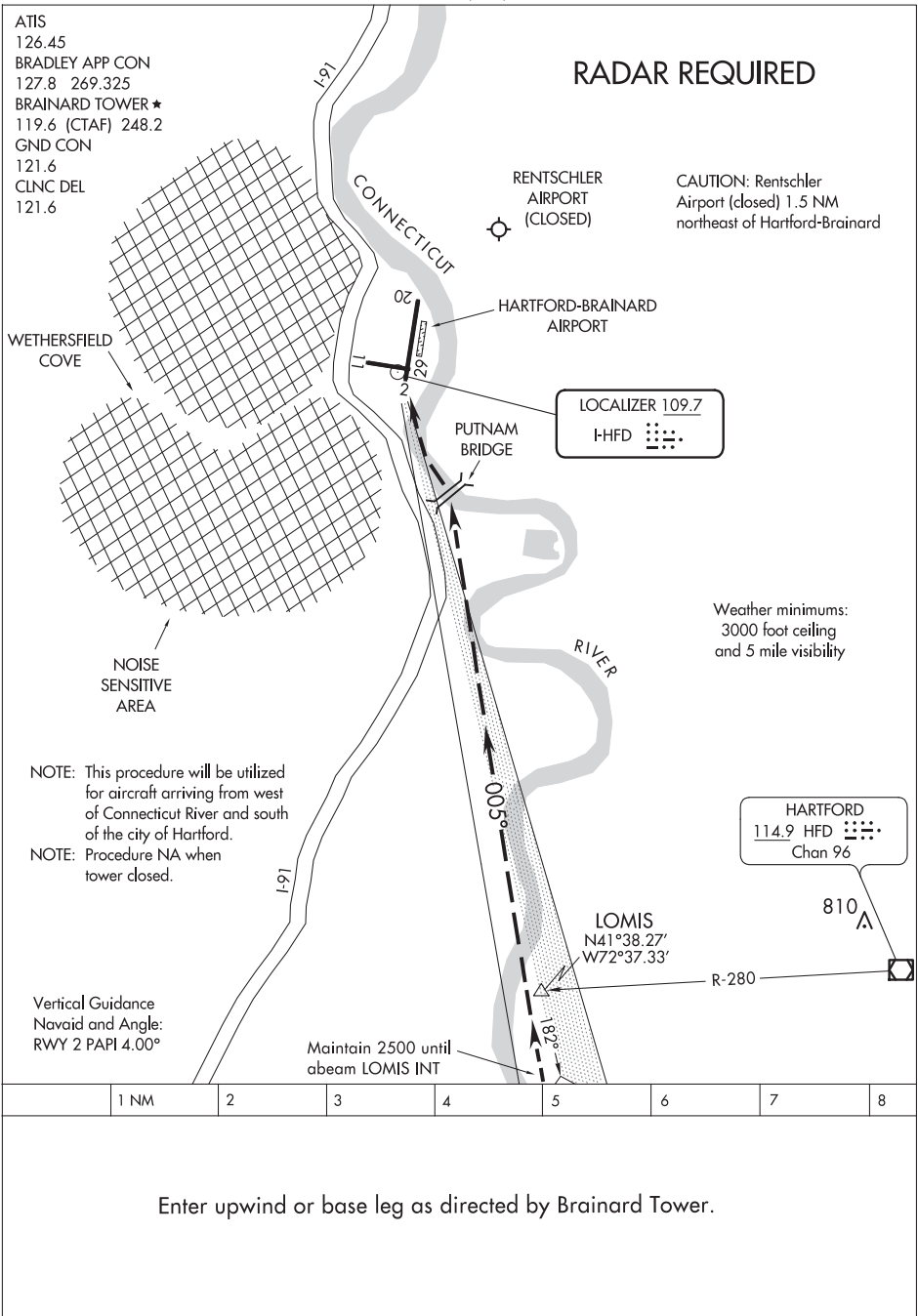
ATIS	BRADLEY APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) 0 248.2	121.6	121.6	122.95

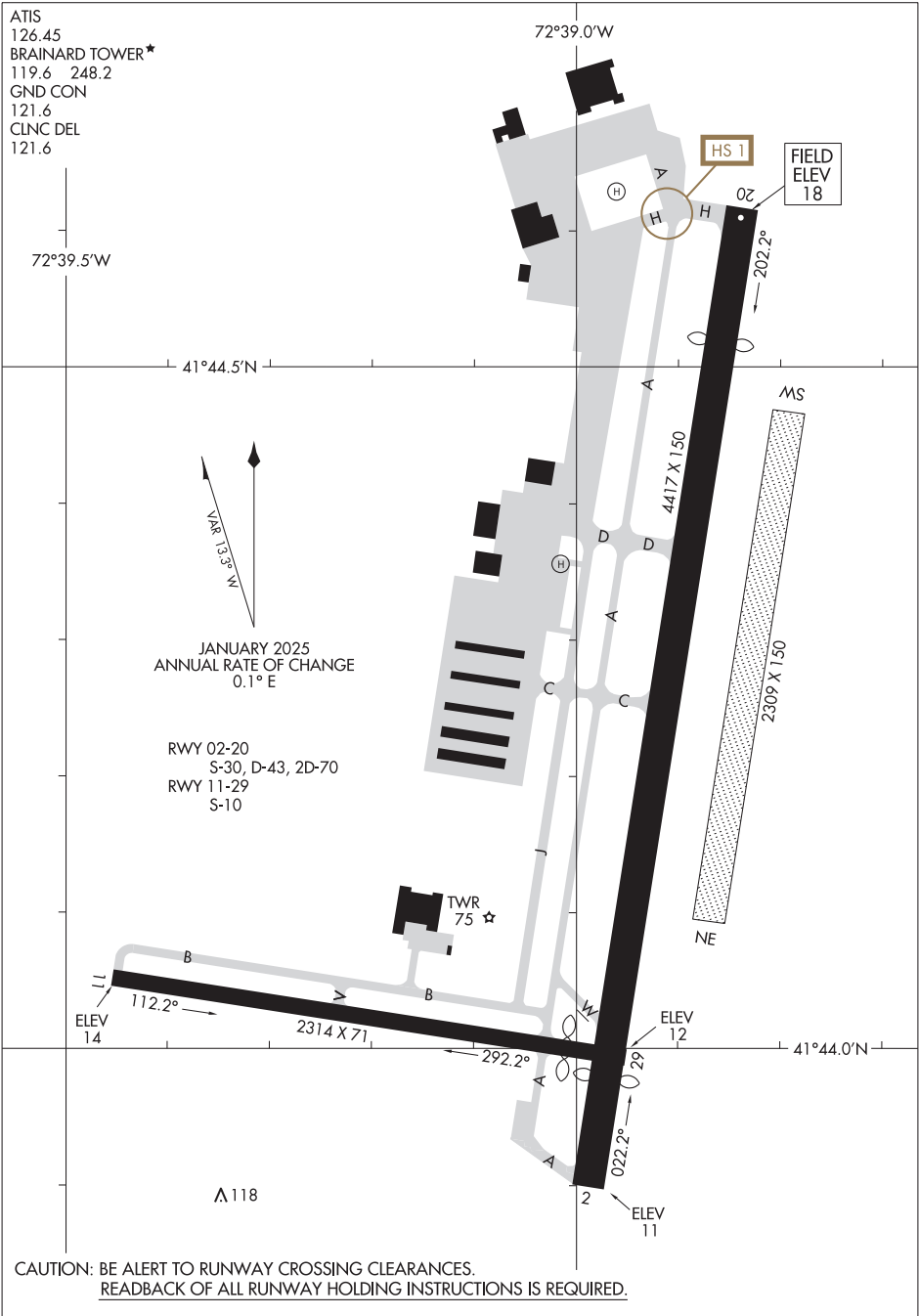


VOR-A

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025





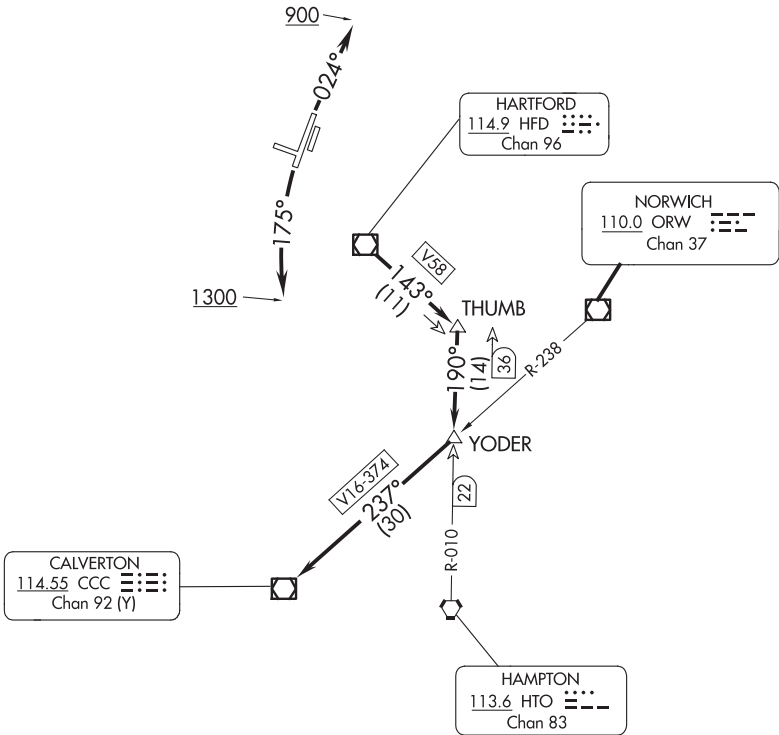
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

ATIS 126.45
GND CON
121.6
BRAINARD TOWER ★
119.6 (CTAF) 248.2
BRADLEY DEP CON
127.8 269.325

TOP ALTITUDE:
3000

TAKEOFF MINIMUMS:
Rwys 11, 29: NA-Environmental.
Rwy 2: Standard.
Rwy 20: 200-1 $\frac{3}{8}$ or standard with minimum climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.



NOTE: RADAR required.
NOTE: Initial departure headings are predicated on avoiding noise sensitive areas, flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

COASTAL NINE DEPARTURE



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.

NE-1, 12 JUN 2025 to 07 AUG 2025

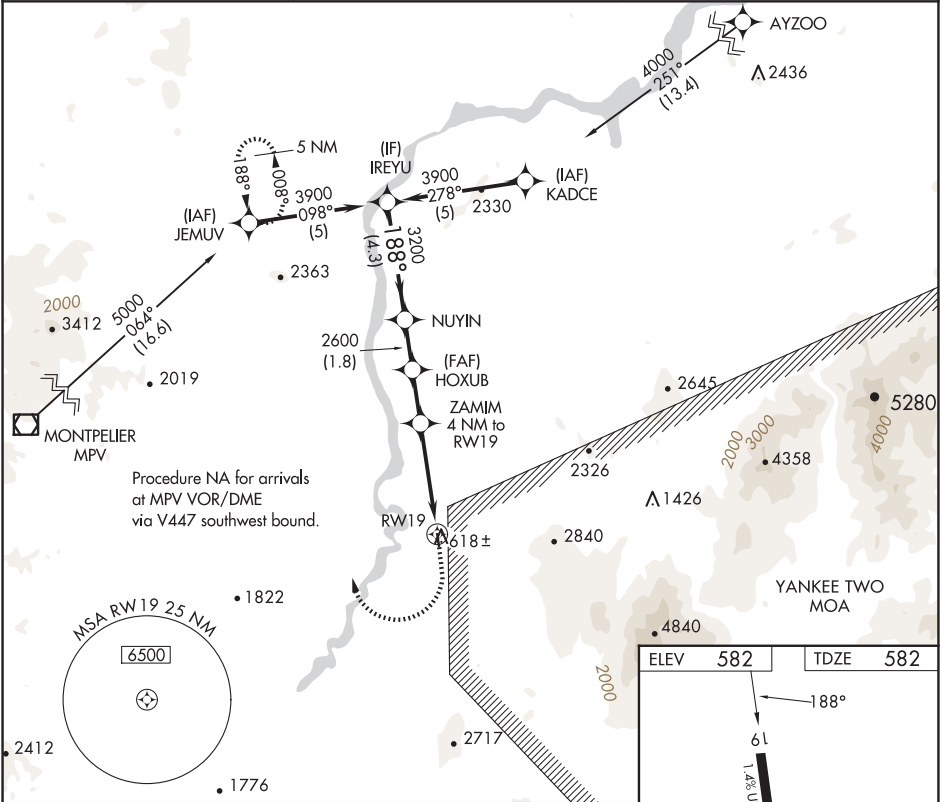
NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	2511
188°	TDZE	582
	Apt Elev	582

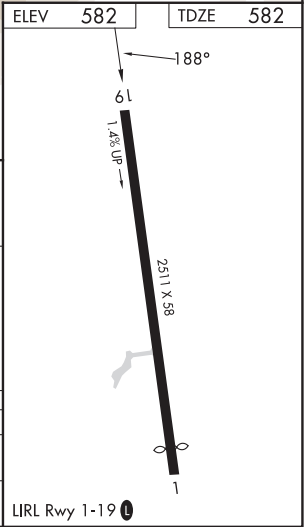
RNAV (GPS) RWY 19

DEAN MEML(5B9)

<div><div><div><div><div></div><div>NA</div><div><div><div></div><div>-28°C</div></div></div></div></div><div>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.</div></div></div>		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) <div></div>



<div>IREYU</div> <div>3900</div> <div>Procedure Turn NA</div>					<div>NUYIN</div> <div>3200</div>					<div>HOXUB</div> <div>2600</div>					<div>ZAMIM 4 NM to RW19</div> <div>2020</div>					<div>RW19</div> <div>3.38° TCH 40</div>				
← 4.3 NM →					← 1.8 NM →					← 1.9 NM →					← 4 NM →									
CATEGORY	A				B				C				D											
LNAV MDA	1820-1¼ 1238 (1300-1¼)				1820-1½ 1238 (1300-1½)				NA															
CIRCLING	1820-1¼ 1238 (1300-1¼)				2180-1½ 1598 (1600-1½)				NA															



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

HIGHGATE, VERMONT

AL-6141 (FAA)

23222

WAAS CH 48900 W01A	APP CRS 005°	Rwy Idg 3001 TDZE 228 Apt Elev 228
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RNAV (GPS) RWY 1
FRANKLIN COUNTY STATE (F'SO)

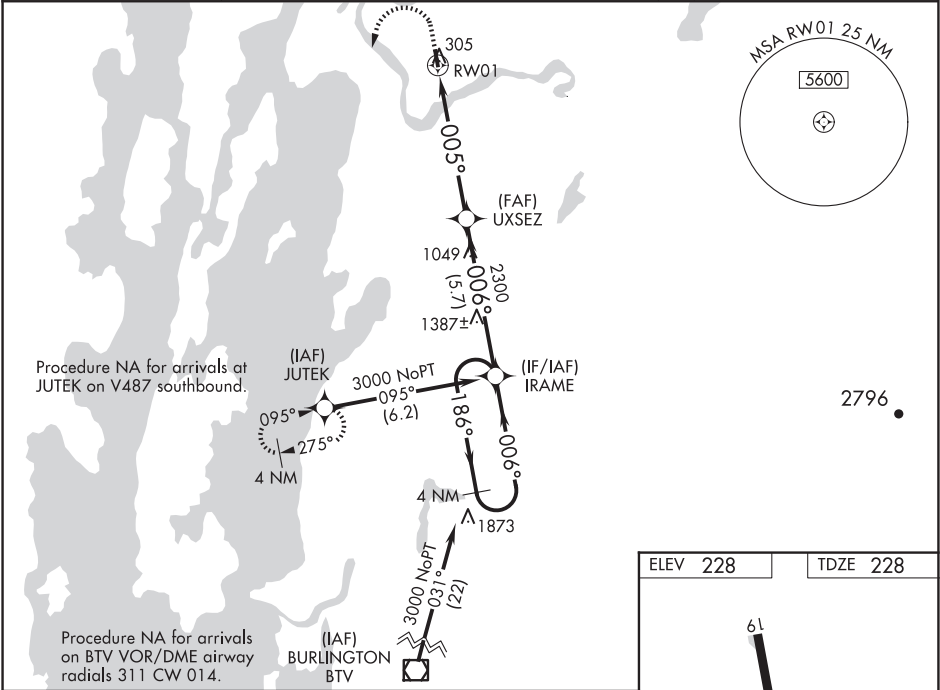
RNP APCH-GPS.

▼
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.
Rwy 1 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct JUTEK and hold.

AWOS-3 119.025	BURLINGTON APP CON ★ 121.1 (EAST) 278.8 (WEST) 360.8	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

IRAME

3000 ← 186° → 006° → 006° → 2300 → 005° → RW01

GP 3.40° TCH 59

UXSEZ 2300

VGSI and RNAV glidepath angle not coincident (VGSI Angle 4.00/TCH 40).

1100 3000 JUTEK

5.7 NM 5.6 NM

CATEGORY	A	B	C	D
LPV DA	512-1	284 (300-1)		NA
LNAV/VNAV DA	1024-2½	796 (800-2½)		NA
LNAV MDA	920-1	692 (700-1)		NA
CIRCLING	920-1 692 (700-1)	960-1 732 (800-1)		NA

ELEV 228 TDZE 228

61

3001 x 60

005°

MIRL Rwy 1-19 0

REIL Rws 1 and 19 0

HIGHGATE, VERMONT
Amdt 3C 14JUL22

44°56'N-73°06'W

FRANKLIN COUNTY STATE (F'SO)
RNAV (GPS) RWY 1

NE-1, 12 JUN 2025 to 07 AUG 2025

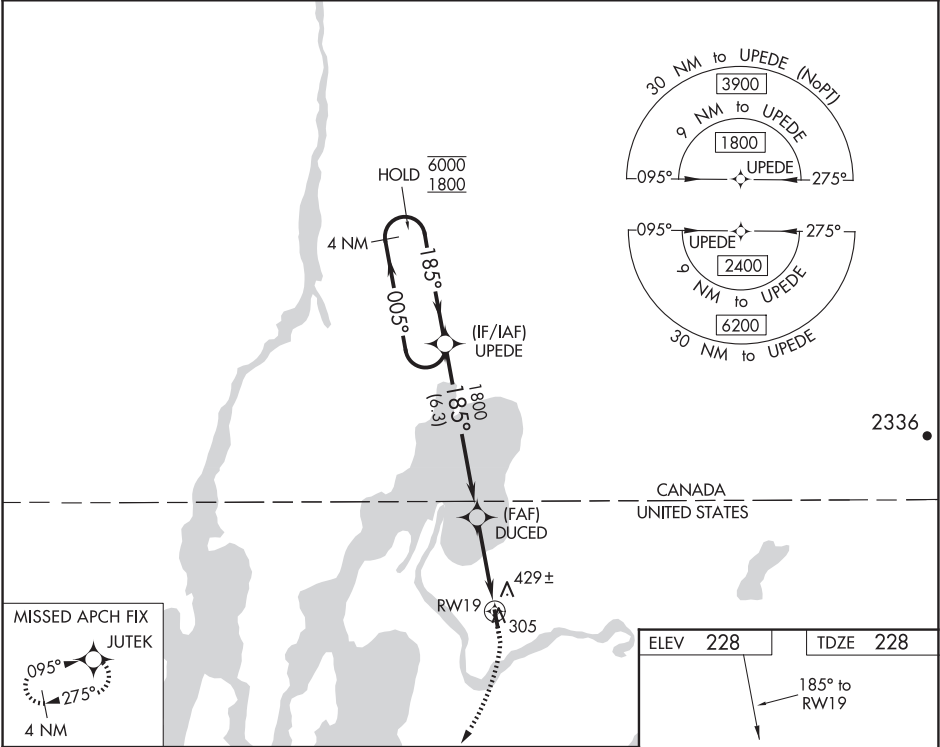
NE-1, 12 JUN 2025 to 07 AUG 2025




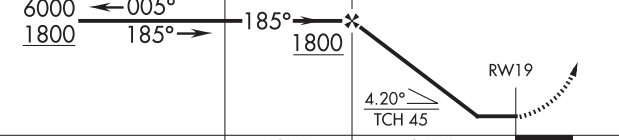

WAAS CH 78122 W19A	APP CRS 185°	Rwy Idg 3001 TDZE 228 Apt Elev 228
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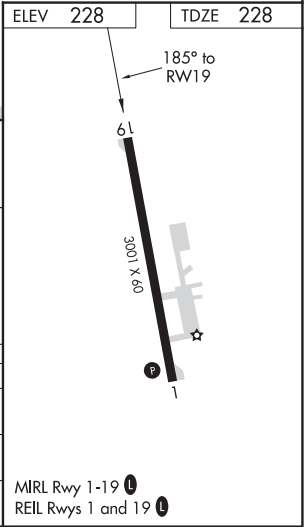
RNAV (GPS) RWY 19

FRANKLIN COUNTY STATE (F'SO)

RNP APCH - GPS.		MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct JUTEK and hold.
▼ ▲ Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.		
AWOS-3 119.025	BURLINGTON APP CON★ 121.1 (EAST) 278.8 (WEST) 360.8	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern									
				6.3 NM		3.4 NM			
CATEGORY		A		B		C		D	
LP MDA		640-1		412 (500-1)				NA	
LNAV MDA		680-1		452 (500-1)				NA	
 CIRCLING		760-1 532 (600-1)		960-1 732 (800-1)				NA	



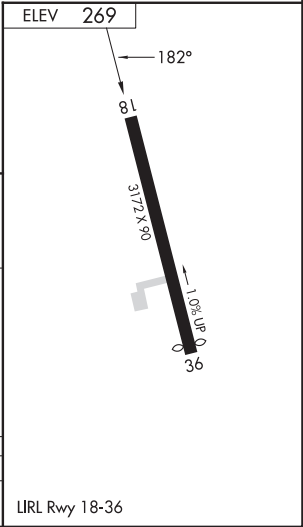
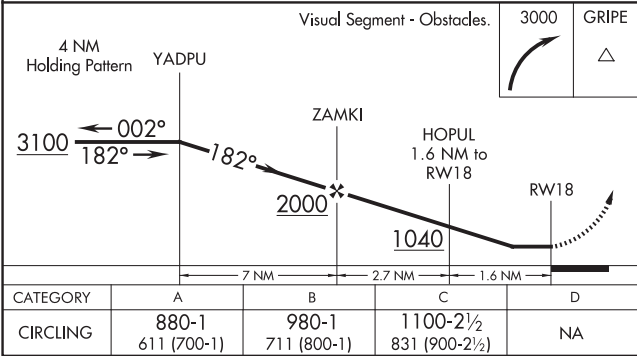
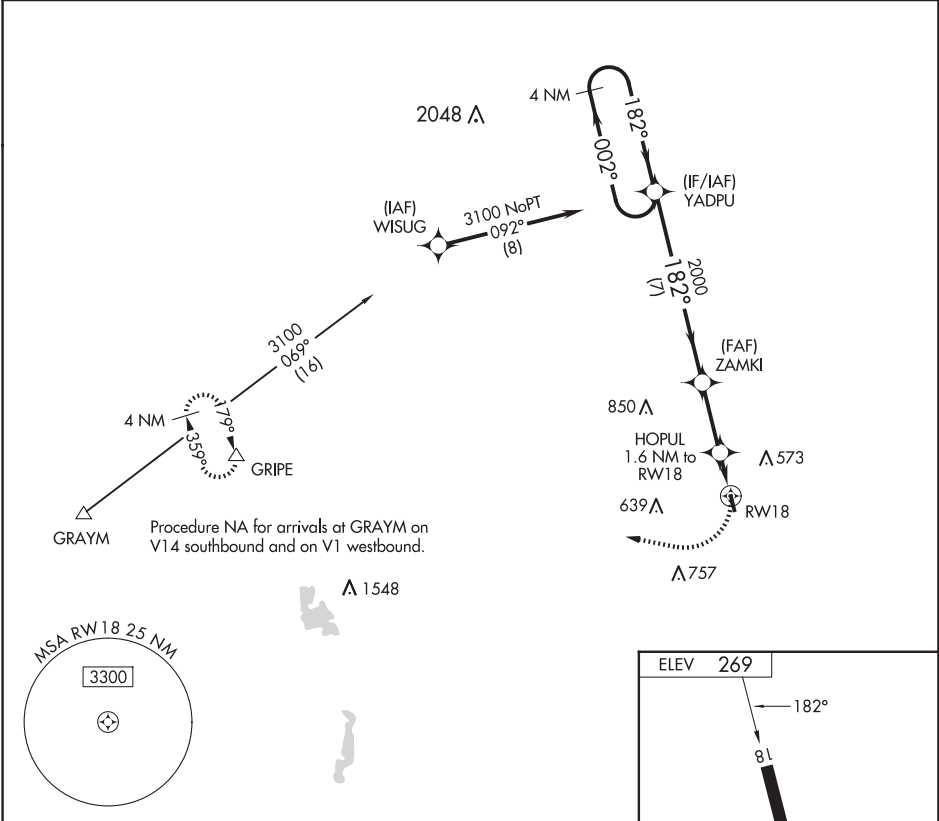
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3172
182°	TDZE	N/A
	Apt Elev	269

RNAV (GPS)-A
HOPEDALE INDUSTRIAL PARK (1B6)

RNP APCH.		MISSED APPROACH: Climbing right turn to 3000 direct GRIPE and hold.
<div><div><div>▼</div><div>▲</div></div><div>NA</div></div> <div>Use Pawtucket altimeter setting; when not received, procedure NA. Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.</div>		
<div>SFZ AWOS-3</div> <div>120.775</div>	<div>YANKEE APP CON</div> <div>119.0</div>	<div>UNICOM</div> <div>122.8 (CTAF)</div>



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 62924 W05A	APP CRS 049°	Rwy Idg TDZE 483 Apt Elev 489	5015 483 489
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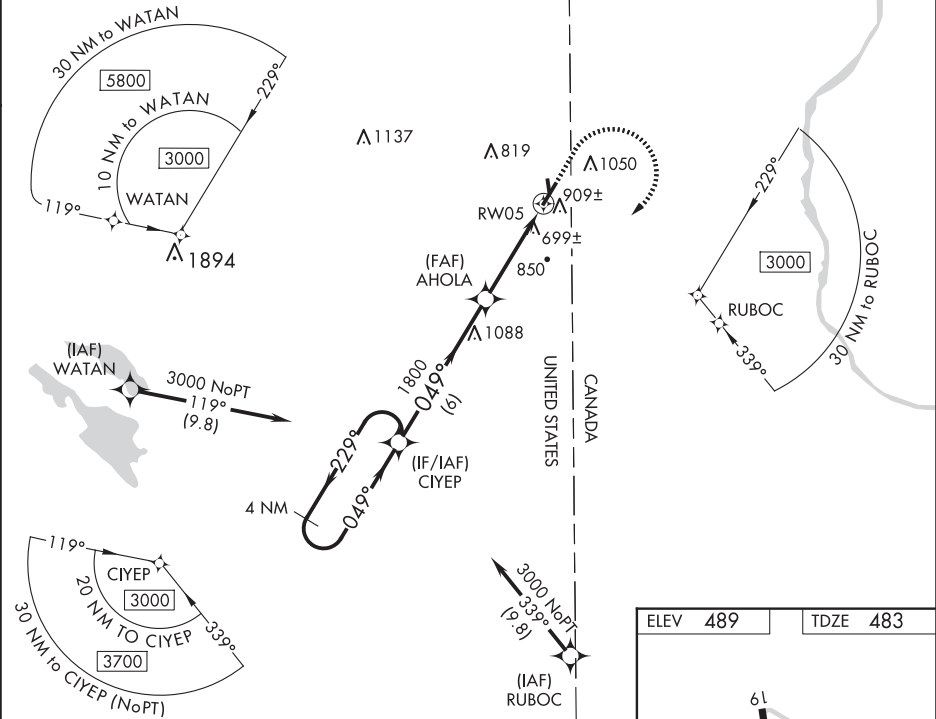
RNAV (GPS) RWY 5

HOULTON INTL (HUL)

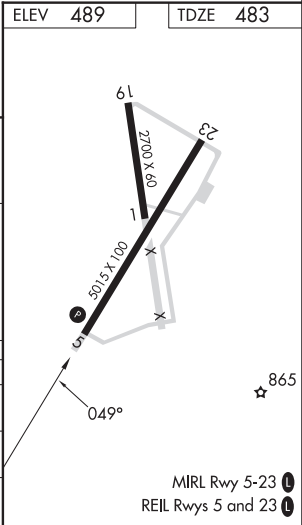
⚠ When local altimeter setting not received, use Presque Isle altimeter setting increase all MDA 100 feet; increase LP Cat C, LNAV Cat B and Circling Cat B visibility ¼ mile; increase LNAV Cat C visibility ⅓ mile; increase Circling Cat C visibility ⅔ mile. Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CIYEP and hold.

ASOS 132.025	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF) 1
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4 NM Holding Pattern		CIYEP	1800	3000	CIYEP
3000		229°	049°	049°	
Visual Segment - Obstacles.			AHOLA	RW05	
		6 NM	4 NM		
CATEGORY	A	B	C	D	
LP MDA	960-1	477 (500-1)	960-1 ¼ 477 (500-1 ⅓)	NA	
LNAV MDA	1140-1	657 (700-1)	1140-1 ⅞ 657 (700-1 ⅞)	NA	
CIRCLING	1140-1	651 (700-1)	1140-1 ⅞ 651 (700-1 ⅞)	NA	



HOULTON, MAINE

AL-196 (FAA)

25051

WAAS CH 66046 W23A	APP CRS 229°	Rwy Idg TDZE 489 Apt Elev 489	5015
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RNAV (GPS) RWY 23

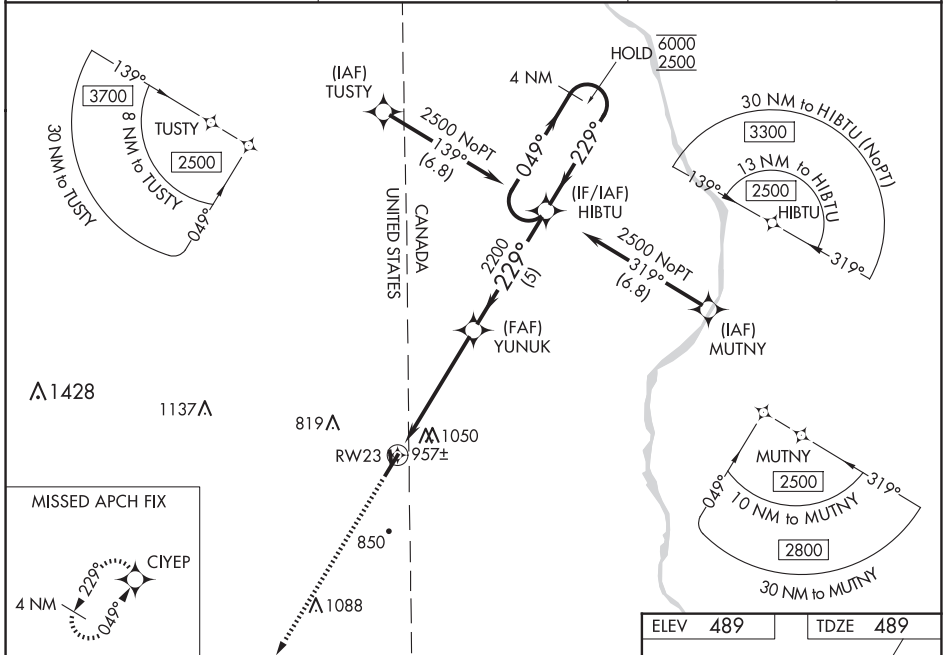
HOULTON INTL (HUL)

RNP APCH - GPS.

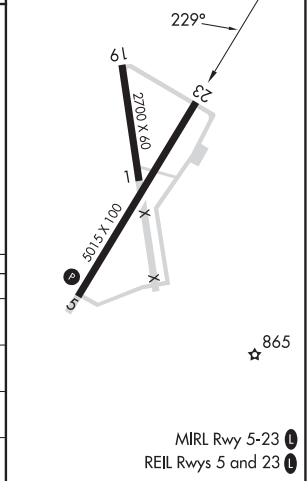
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 1, 19 NA at night. Circling NA for Cat C east of Rwy 5-23. Baro-VNAV and VDP NA when using PQI altimeter setting. When local altimeter setting not received, use PQI altimeter setting and increase LPV DA to 882 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1387 feet and all visibilities 1½ SM. Increase all MDAs 100 feet and LNAV visibility Cat B/C ½ SM, and Circling visibility Cat B/C ¼ SM.

MISSED APPROACH:
Climb to 3000 direct
CIYEP and hold.

ASOS 132.025	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF) ①
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ELEV 489		TDZE 489	
3000		CIYEP	
HIBTU		4 NM Holding Pattern	
YUNUK		2200	
RWY 23		2200	
2.1 NM to RWY 23		2.1 NM	
3.1 NM		3.1 NM	
5 NM		5 NM	
CATEGORY	A	B	C
LPV DA	796-1	307 (400-1)	NA
LNAV/VNAV DA	1301-2½	812 (900-2½)	NA
LNAV MDA	1220-1	731 (800-1)	1220-2 731 (800-2)
CIRCLING	1320-1¼ 831 (900-1¼)	1400-1¼ 911 (1000-1¼)	1400-2¾ 911 (1000-2¾)



HOULTON, MAINE
Orig-A 20FEB25

46°07'N-67°48'W

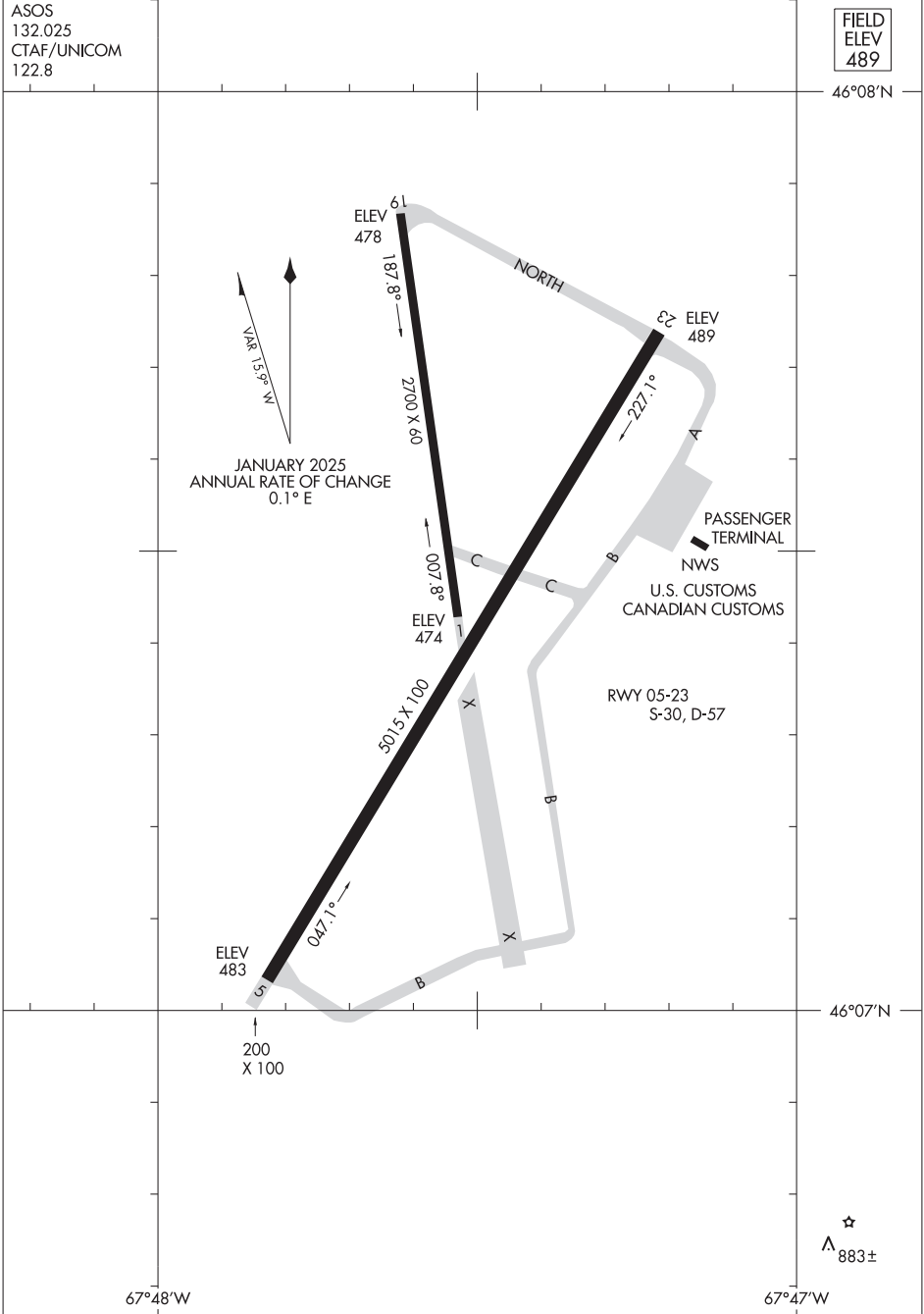
RNAV (GPS) RWY 23

HOULTON INTL (HUL)

MIRL Rwy 5-23 ①
REIL Rws 5 and 23 ①

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



HYANNIS, MASSACHUSETTS

AL-675 (FAA)


25163

LOC/DME I-BCU 108.95	APP CRS 156°	Rwy Ldg 5255 TDZE 54 Apt Elev 54
Chan 26 (Y)		

ILS or LOC RWY 15

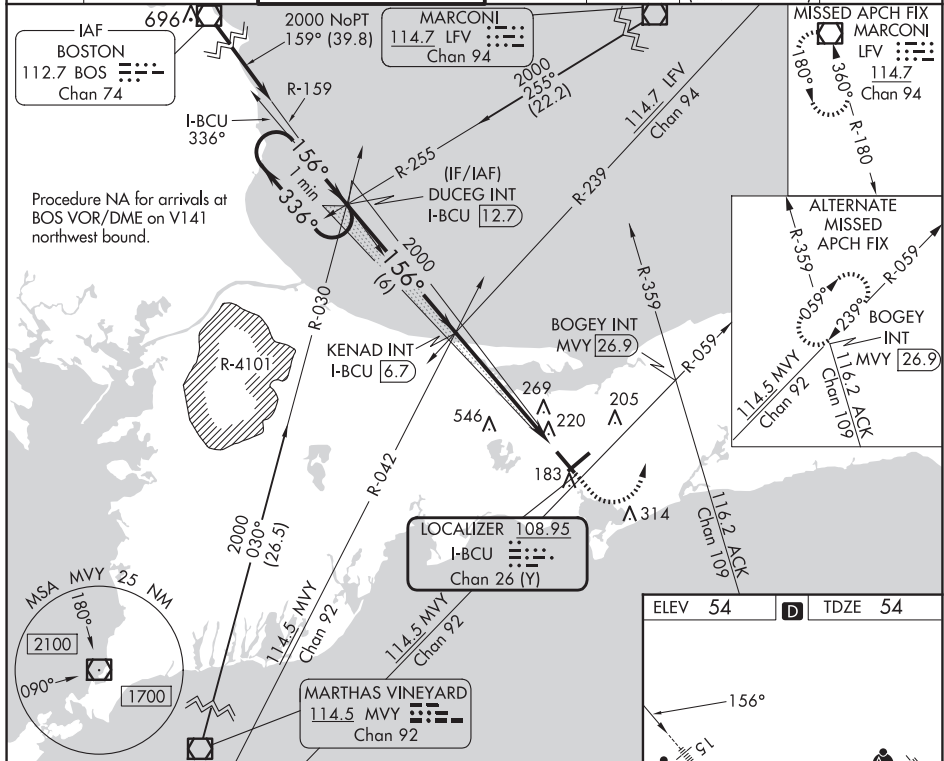
CAPE COD GATEWAY (HYA)

▼ 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 5000 and Circling Cat C and D visibility 1/4 mile. For Inop ALS when using Chatham altimeter setting, increase S-LOC 15 Cats A and B visibility to RVR 5500. Circling Rwy 24 at night, operational VGSIs required, remain on or above VGSIs 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).

MALSR 

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LRV VOR/DME and hold.

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
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One Minute Holding Pattern	DUCEG INT I-BCU 12.7	KENAD INT I-BCU 6.7	1000 2000 LRV	I-BCU 2.2 I-BCU 1	GS 3.10° TCH 55	6 NM 4.5 NM 1.1 NM	CATEGORY A B C D	S-ILS 15 **254/24 200 (200-1/2)	S-LOC 15 480/40 426 (500-3/4)	CIRCLING 560-1 580-1 860-2 1/4 860-2 1/2	506 (600-1) 526 (600-1) 806 (900-2 1/4) 806 (900-2 1/2)	REIL Rwy 6	HIRL Rws 6-24 and 15-33	FAF to MAP 5.7 NM	Knots 60 90 120 150 180	Min:Sec 5:42 3:48 2:51 2:17 1:54
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HYANNIS, MASSACHUSETTS

Amdt 5C 15JUN23

41°40'N-70°17'W

CAPE COD GATEWAY (HYA)

ILS or LOC RWY 15

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-HYA 109.15	APP CRS 246°	Rwy Ldg TDZE	5425 43
Chan 28 (Y)	Apt Elev 54		

ILS or LOC RWY 24
CAPE COD GATEWAY (HYA)

RADAR required.

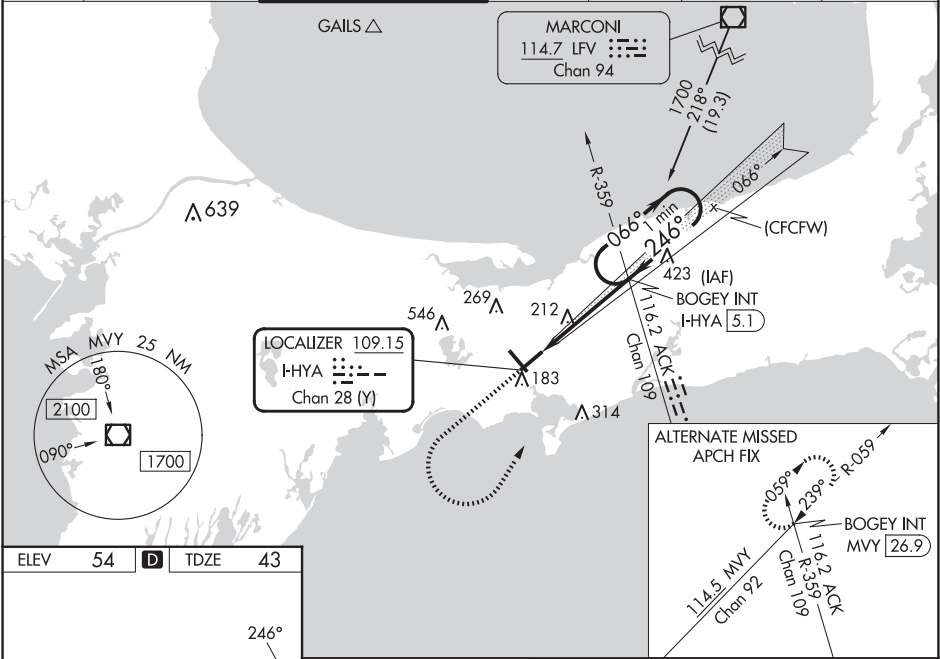
⚠ When local altimeter setting not received, use Chatham altimeter setting and increase all DA to 325 feet and increase all MDA 40 feet, increase S-LOC 24 Cats C/D visibility to RVR 6000 and increase Circling Cats C/D visibility ¼ SM. Inop table does not apply to S-ILS 24 all Cats and S-LOC 24 Cats A/B. For inop ALS, increase S-LOC 24 Cats C/D visibility to 1¼ SM. For inop ALS, when using Chatham altimeter setting, increase S-LOC 24 Cats C/D visibility to 1½ SM. Straight-in/Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.
Rwy 24 helicopter visibility reduction below RVR 5000 NA.

MALSF

⦿

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.

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
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ELEV **54** **D** TDZE **43**

700 1700
hdg 045°

ACK R-359 BOGEY INT

BOGEY INT I-HYA 5.1

One Minute Holding Pattern

1400 066° 1700

246°

1400

GS 3.00° TCH 50

1.2 NM 3 NM

CATEGORY	A	B	C	D
S-ILS 24		293/50	250 (300-1)	
S-LOC 24		480/50	437 (500-1)	
⦿ CIRCLING	560-1 506 (600-1)	580-1 526 (600-1)	860-2¼ 806 (900-2¼)	860-2½ 806 (900-2½)

REIL Rwy 6

HIRL Rlys 6-24 and 15-33 0

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

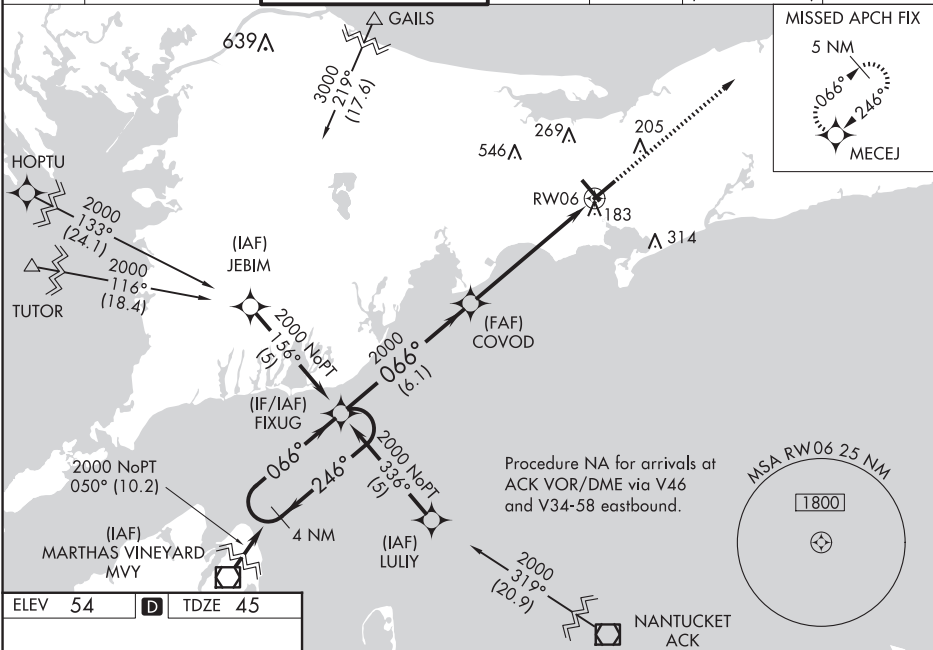
WAAS CH 45799 W06A	APP CRS 066°	Rwy Ldg 5019 TDZE 45 Apt Elev 54
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RNAV (GPS) RWY 6
CAPE COD GATEWAY (HYA)

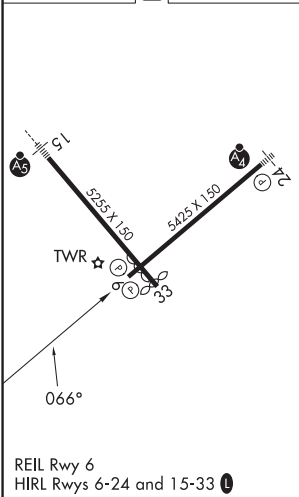
A
W Baro-VNAV NA below -15°C. Baro-VNAV NA when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase LPV DA to 348 feet; increase LNAV/VNAV DA to 475 feet and increase LNAV/VNAV all Cats visibility $\frac{1}{8}$ SM; increase all MDAs 40 feet; LNAV Cats C and D visibility $\frac{1}{8}$ SM; Circling Cats C and D visibility $\frac{1}{2}$ SM. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 1700 direct
MECEJ and hold.

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
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ELEV 54	D	TDZE 45
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41°40'N-70°17'W

CAPE COD GATEWAY (HYA)
RNAV (GPS) RWY 6

NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 15
CAPE COD GATEWAY (HYA)

MISSED APPROACH:
Climb to 2000 direct
BOWLE and on 096°
track to COOKK and
on 022° track to LFV
VOR/DME and hold.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 39°C. When local altimeter setting not received, use Chatham altimeter setting; increase LPV DA to 286 feet; increase LNAV/VNAV DA to 601 feet, visibility all Cats to RVR 6000; increase all MDAs 40 feet, LNAV visibility Cats C and D ½ SM, and Circling visibility Cats C and D ¼ SM. For inop ALS, increase LNAV/VNAV visibility all Cats to 1½ SM. Circling Rwy 24 at night, optional visual Rwy required, remain on or above VCSl glideslope until threshold, Rwy 15 helicopter visibility reduction below 400 feet, for 400 feet and above, when using Chatham altimeter setting, increase LNAV Cats A and B visibility to RVR 5500. **RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Chatham altimeter setting).

4 NM Holding Pattern

2000 ↑ **BOWLE** tr 096° **COOKK** tr 022° **LFW**

DUCEG **KENAD**

2000 ← 336° → 156° → **2000**

GP 3.10°
TCH 55

1.5 NM to RWY 15

RWY 15

6 NM **4.2 NM** **1.5 NM**

CATEGORY	A	B	C	D
LPV DA**	254/24		200 (200-½)	
LNAV/ VNAV	569/60		515 (600-1¼)	
LNAB MDA	600/40	546 (600-¾)	600/60	546 (600-1¼)

CIRCLING **600-1** **546 (600-1)** **860-2¼** **860-2½**

806 (900-2¼) **806 (900-2½)**

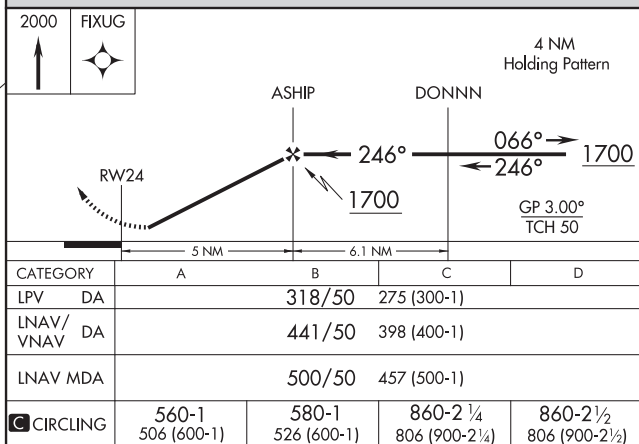
REIL Rwy 6
HIRL Rlys 6-24 and 15-33

CAPE COD GATEWAY (HYA)
RNAV (GPS) RWY 15

RNAV (GPS) RWY 24
CAPE COD GATEWAY (HYA)

MISSED APPROACH.
Climb to 2000 direct
FIXUG and hold.

122.95



RNAV (GPS) RWY 24

41°40'N-70°17'W

RNAV (GPS) RWY 33

MISSED APPROACH:
Climb to 2000 direct
DUCEG and hold.

MISSED APCH FIX

4 NM 156° 336° DUCG

MSA RW33 25 NM 1800

MARTHAS VINEYARD MVY 2000 101° (18.1)

ELEV 54 TDZE 50

Procedure NA for arrivals at LFV VOR/DME on V167 northeast bound.

Procedure NA for arrivals at ACK VOR/DME on airway radials 280 CW 349.

Altitudes: 580, 269, 205, 314, 183, 546, 2000, 246, 264, 2000, 203, 13.4, 101, 18.1

Locations: MARCONI LFV, RW33, ZASAB, VIGYU, JANIR, NANTUCKET ACK

Diagram illustrating the layout of the TWR station. The diagram shows two antennas, A6 and A4, connected to a central tower (TWR) by cables labeled 5235 X 130 and 5425 X 180. The tower is marked with a star and the number 1. A bearing of 336° is indicated for the tower's orientation.

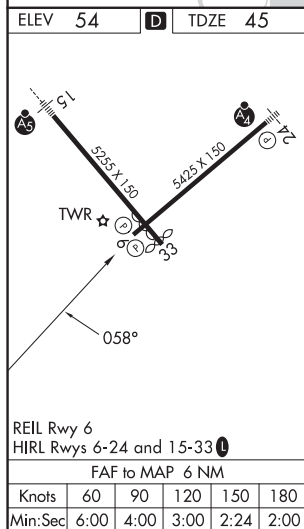
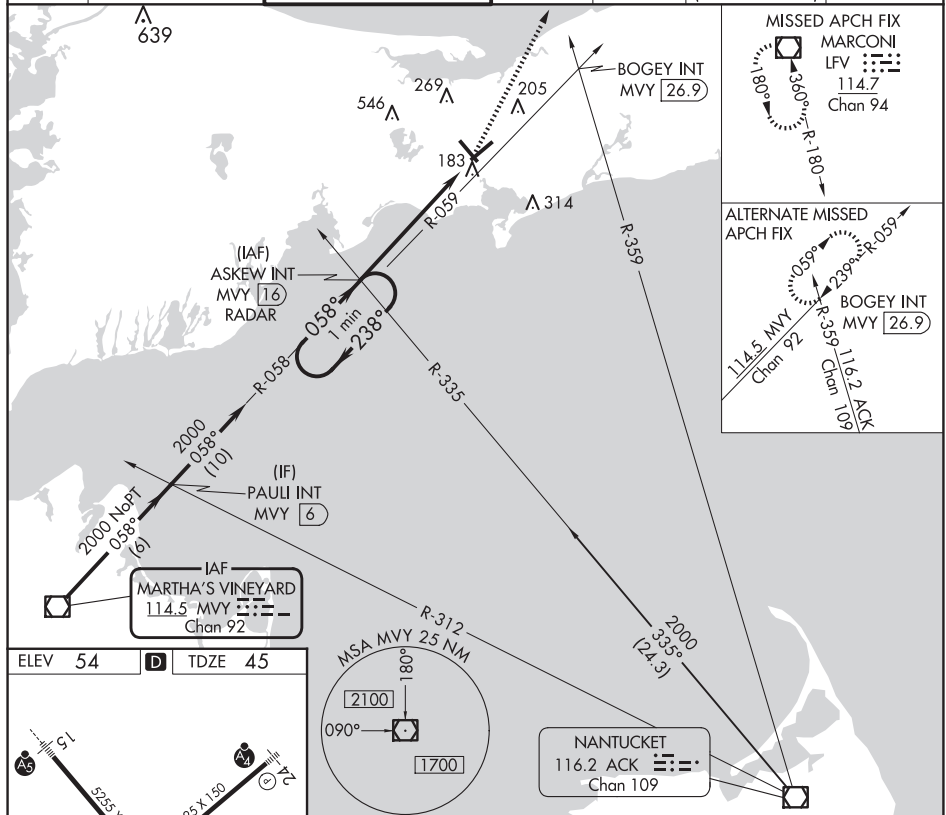
2000 ↑	DUCEG 	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 53).			
CATEGORY	A	B	C	D	
LPV DA	300-1		250 (300-1)		
LNAV/ VNAV DA	361-1		311 (400-1)		
LNAB MDA	620-1	570 (600-1)	620-1½	570 (600-1½)	
CIRCLING	620-1	566 (600-1)	860-2¼ 806 (900-2¼)	860-2½ 806 (900-2½)	

NE-1. 12 JUN 2025 to 07 AUG 2025

VOR RWY 6
CAPE COD GATEWAY (HYA)

MISSED APPROACH: Climb to 2000 direct LFV VOR/DME and hold, continue climb-in-hold to 3000.

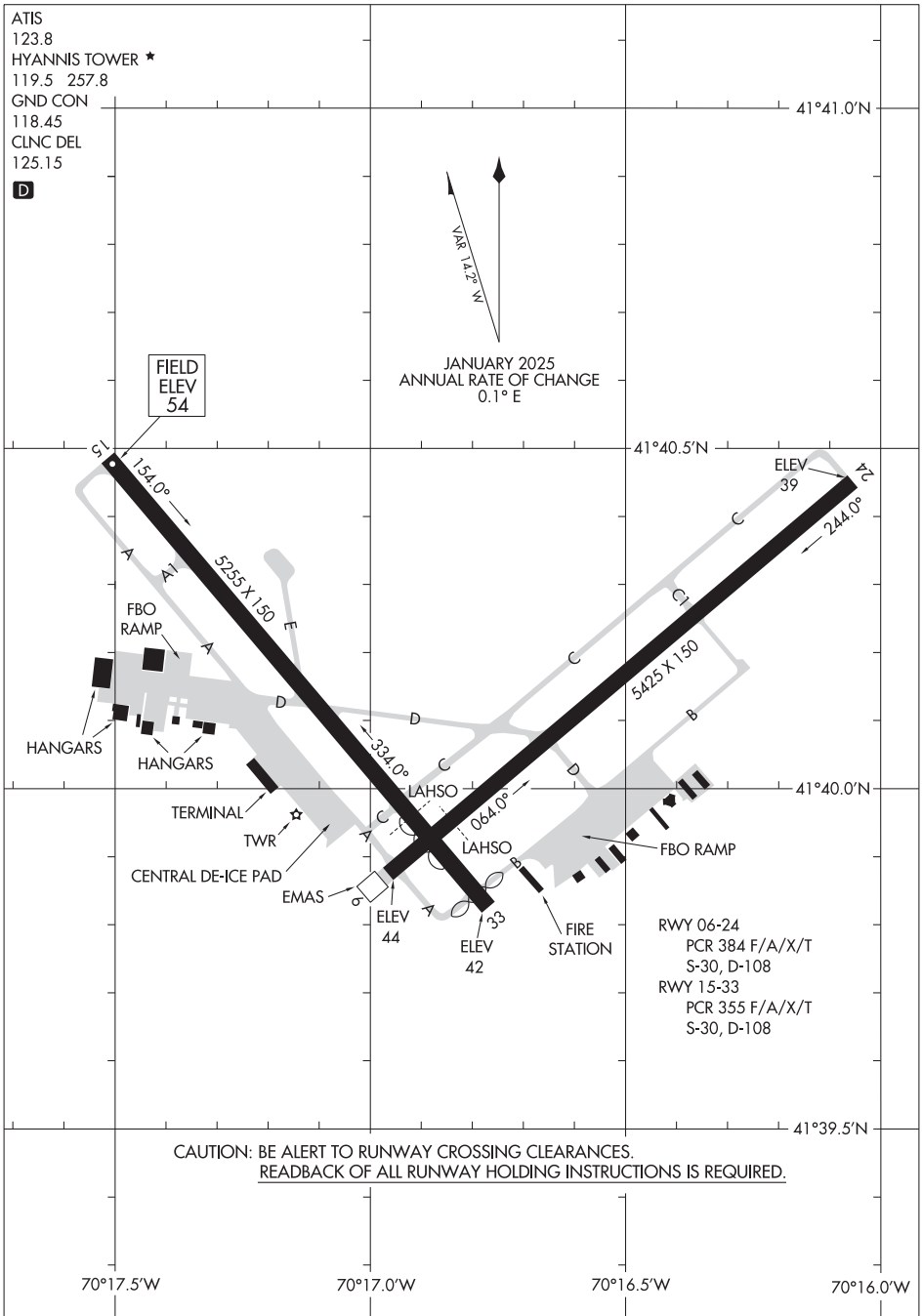
ATIS 123.8	BOSTON APP CON 118.2 284.6	HYANNIS TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 118.45	CLNC DEL 125.15	CLNC DEL 120.125 (When twr closed)	UNICOM 122.95
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CAPE COD GATEWAY (HYA)

VOR RWY 6

NE-1, 12 JUN 2025 to 07 AUG 2025



JACKMAN, MAINE

AL-10110 (FAA)

25163

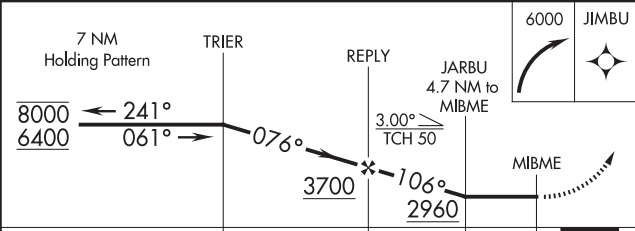
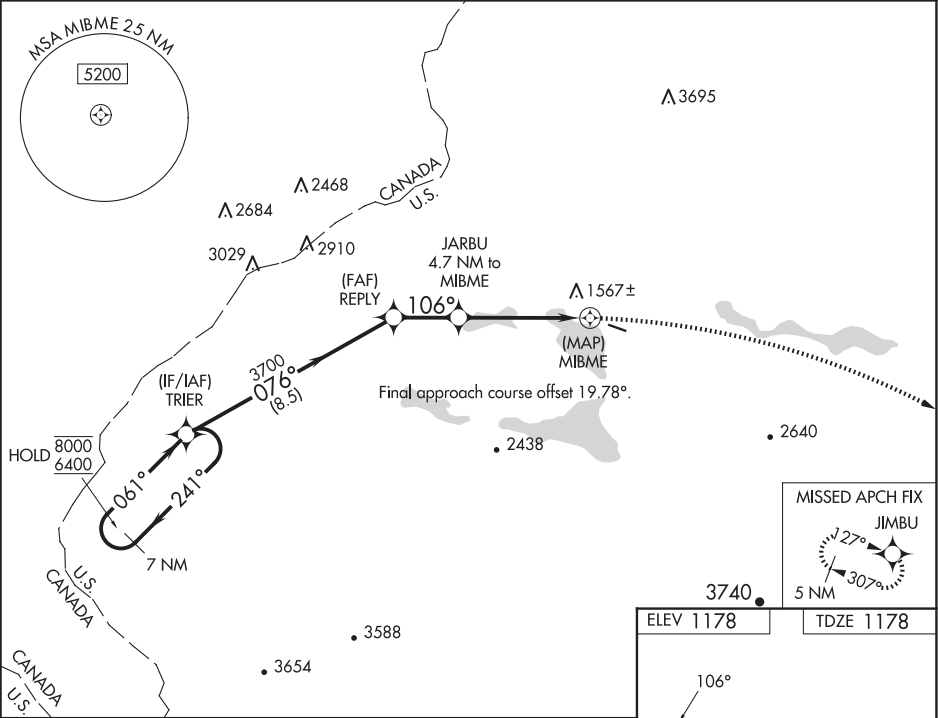
WAAS CH 97742 W13A	APP CRS 106°	Rwy Ldg TDZE 1178 Apt Elev 1178
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RNAV (GPS) RWY 13

NEWTON FLD (59B)

RNP APCH - GPS.	<div><div><div>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.</div><div><div>MISSED APPROACH: Climbing right turn to 6000 direct JIMBU and hold, continue climb-in-hold to 6000.</div></div></div></div>
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AWOS-3 122.9	BOSTON CENTER 120.25 346.4	CTAF 122.9
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CATEGORY	A	B	C	D
LP MDA	2080-1¼	902 (1000-1¼)	2080-2½ 902 (1000-2½)	NA
LNAV MDA	2160-1¼ 982 (1000-1¼)	2160-1½ 982 (1000-1½)	2160-3 982 (1000-3)	NA
CIRCLING	2160-1¼ 982 (1000-1¼)	2340-1½ 1162 (1200-1½)	2500-3 1322 (1400-3)	NA

ELEV 1178

TDZE 1178

106°

13

31

3601 X 75

REIL Rwy 31

MIRL Rwy 13-31

JACKMAN, MAINE
Amdt 1 03NOV22

45°38'N - 70°15'W

NEWTON FLD (59B)

RNAV (GPS) RWY 13

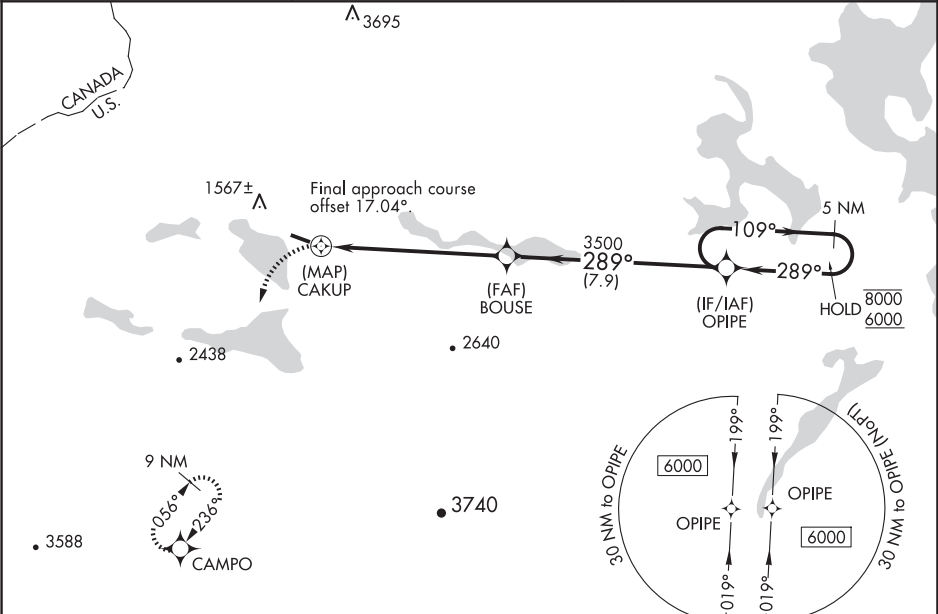
WAAS CH 66042 W31A	APP CRS 289°	Rwy Ldg TDZE Apt Elev	3601 1178 1178
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RNAV (GPS) RWY 31

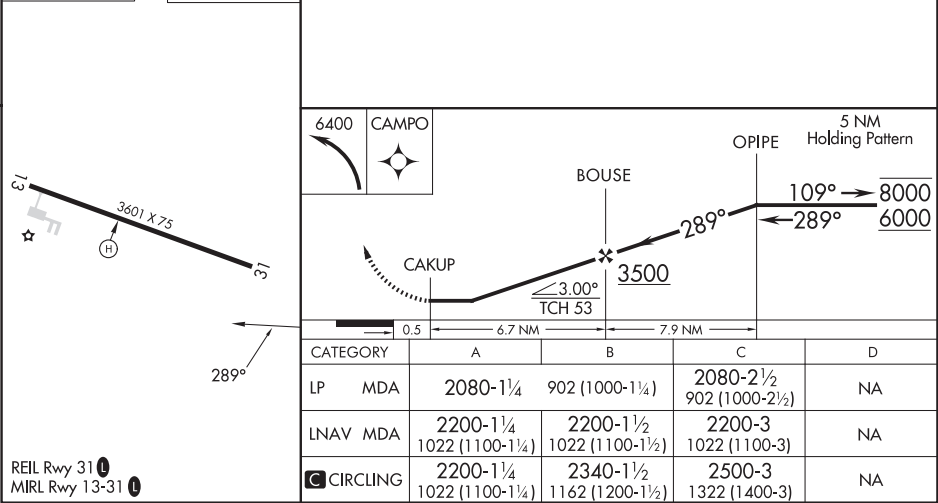
NEWTON FLD (59B)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 6400 direct CAMPO and hold, continue climb-in-hold to 6400.
Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA.		
-23°C		

AWOS-3 122.9	BOSTON CENTER 120.25 346.4	CTAF 122.9
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ELEV 1178	TDZE 1178
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JAFFREY, NEW HAMPSHIRE

AL-5335 (FAA)

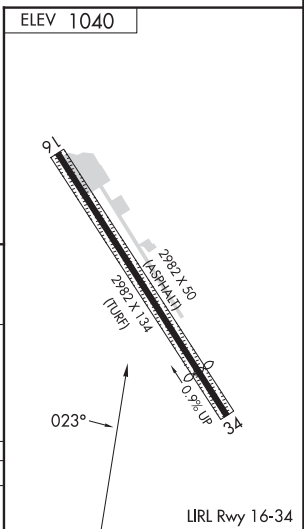
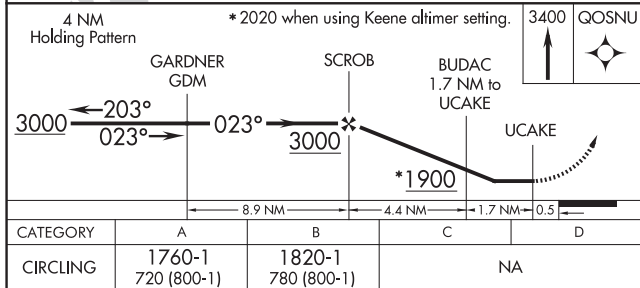
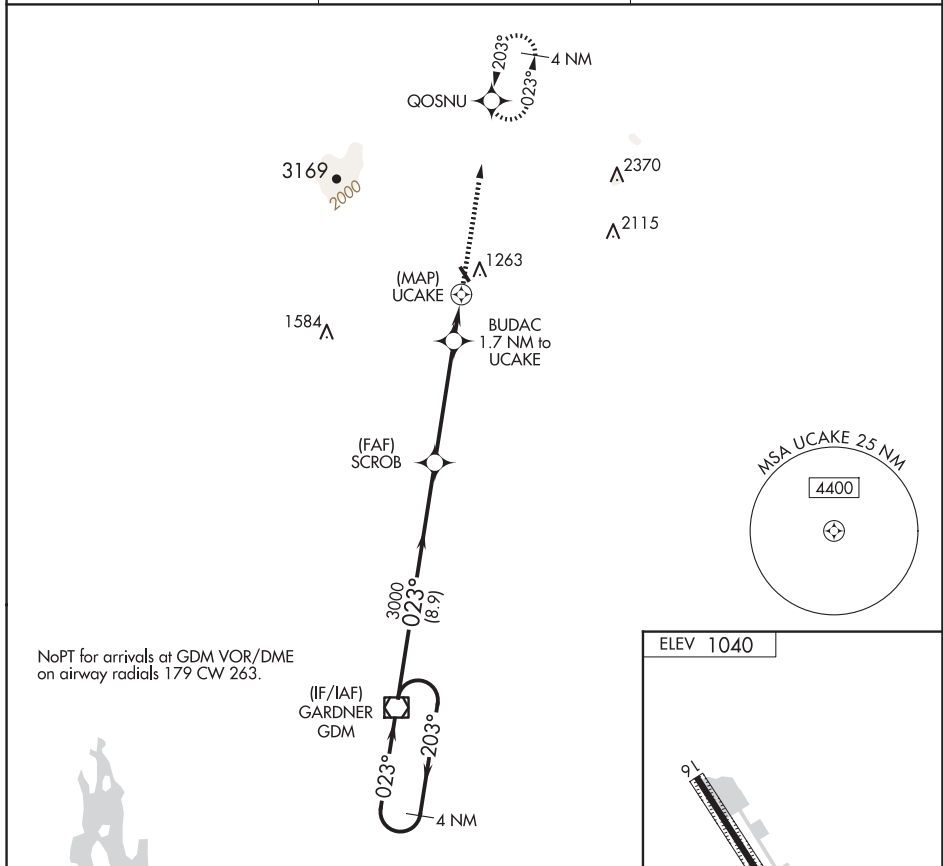
25107

APP CRS	Rwy Idg	N/A
023°	TDZE	N/A
	Apt Elev	1040

RNAV (GPS)-B
JAFFREY AIRFIELD SILVER RANCH (A/FN)

RNP APCH+GPS.	MISSED APPROACH: Climb to 3400 direct QOSNU and hold.
▼ 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.	

ASOS 135.875	BOSTON CENTER 123.75 338.2	UNICOM 122.8 (CTAF)
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JAFFREY, NEW HAMPSHIRE
Orig-A 22APR21

42°48'N-72°00'W

JAFFREY AIRFIELD SILVER RANCH (A/FN)
RNAV (GPS)-B

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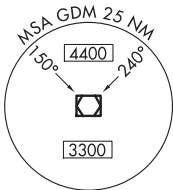
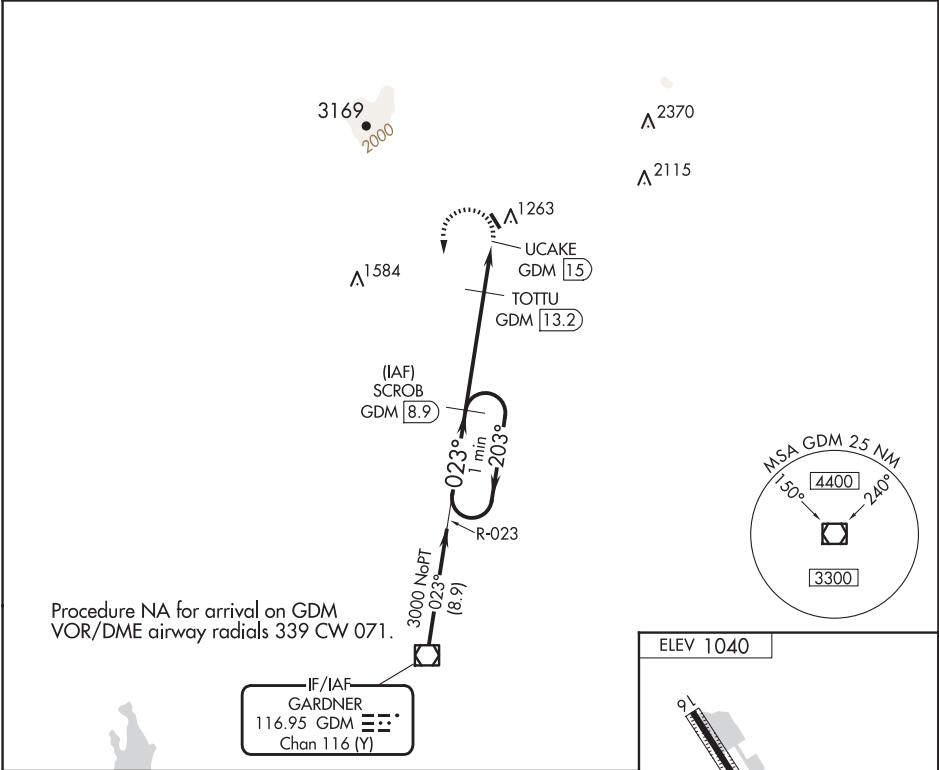
VOR/DME GDM 116.95 Chan 116 (Y)	APP CRS 023°	Rwy Idg TDZE Apt Elev 1040	N/A N/A 1040
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VOR-A

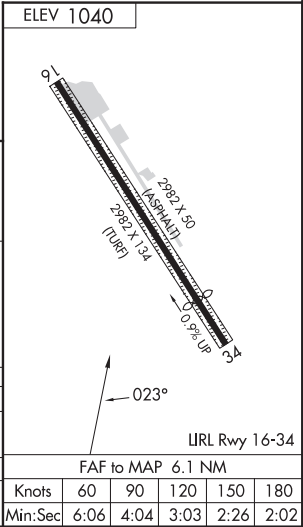
JAFFREY AIRFIELD SILVER RANCH (A1N)

DME required.	MISSED APPROACH: Climbing left turn to 3000 on GDM VOR/DME R-023 to SCROB/GDM 8.9 DME and hold.
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ASOS 135.875	BOSTON CENTER 123.75 338.2	UNICOM 122.8 (CTAF)
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<div>One Minute Holding Pattern</div> <div>3000 ← 203° 023° →</div>		<div>SCROB GDM 8.9</div> <div>✱</div>	<div>TOTTU GDM 13.2</div> <div>023°</div> <div>1900</div>	<div>UCAKE GDM 15</div> <div>0.5</div>	<div>3000</div> <div>GDM R-023</div> <div>SCROB GDM 8.9</div>
		4.3 NM	1.8 NM		
CATEGORY	A	B	C	D	
CIRCLING	1900-1¼ 860 (900-1¼)		NA		
TOTTU FIX MINIMUMS					
CIRCLING	1780-1 740 (800-1)	1820-1 780 (800-1)	NA		



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LOC I-EEN <u>108.9</u>	APP CRS 018°	Rwy Idg TDZE Apt Elev	6201 488 488
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ILS or LOC RWY 2
DILLANT/HOPKINS (EEN)

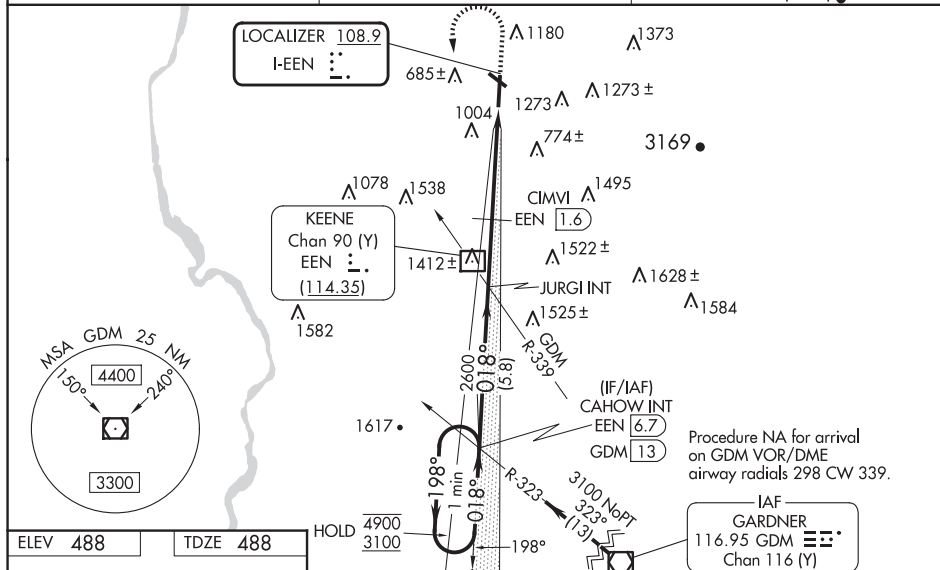
DME required for LOC only.

V Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-LSL 2 Cat C, S-LOC 2 Cats C/D and CIMV1 fix minimums S-LOC 2 Cat A for Inop ALS, increase S-LOC 2 Cat A visibility to $\frac{1}{4}$ SM and increase CIMV1 fix minimums S-LOC 2 Cat B visibility to $\frac{1}{4}$ SM and Cat C/D visibility to $\frac{2}{5}$ SM. When local altimeter setting not received, use ORE altimeter setting and increase S-LSL 2 DA to 914; increase all MDAs 60 feet and increase CIMV1 fix minimums S-LOC 2 Cats C and D visibility $\frac{1}{8}$ SM. Inop table does not apply to S-LOC 2 Cats C/D when using ORE altimeter setting. For Inop ALS when using ORE altimeter setting, increase S-LOC 2 Cat A visibility to $\frac{1}{4}$ SM and increase CIMV1 fix minimums S-LOC 2 Cats A/B visibility to $\frac{1}{4}$ SM. VDP NA when using ORE altimeter setting. DME from EEN DME. DME use requires simultaneous reception of I-EEEN and EEN DME.

MALSRS

MISSED APPROACH:
Climb to 1540 then
climbing left turn to
3100 on heading
200° and GDM
VOR/DME R-323 to
CAHOW INT/GDM
VOR/DME 13 DME
and hold.

AWOS-3PT 119.025	BOSTON CENTER 123.75 338.2	UNICOM 123.0 (CTAF) L
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One Minute Holding Pattern

CAH INT EEN 6.7

JURGI INT

EEN DME

CIMVI EEN 1.6

EEN 3.2

EEN 5.7

1540 3100

hdg 200°

GDM R-323

CAHOW INT

4900 ← 198°

3100 → 018°

018°

GS 3.00°

TCH 43

2600

2600

1840

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 39).

5.8 NM

2.4 NM

1.6

2.5

CATEGORY	A	B	C	D
S-ILS 02	860-1 372 (400-1)			
S-LOC 02	1840-1	1352 (1400-1)	1840-3	1352 (1400-3)
C CIRCLING	1840-1¼ 1352 (1400-1¼)	1840-1½ 1352 (1400-1½)	1840-3 1352 (1400-3)	1980-3 1492 (1500-3)
CIMVI FIX MINIMUMS (DME REQUIRED)				
S-LOC 02	1320-1	832 (900-1)	1320-1⅞	832 (900-1⅞)
C CIRCLING	1420-1¼ 932 (1000-1¼)	1480-1½ 992 (1000-1½)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)

REIL Rwys 14 and 32

HIRL Rwy 2-20

MIRL Rwy 14-32

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

KEENE, NEW HAMPSHIRE
Amdt 6A 31OCT24

42°54'N-72°16'W

DILLANT/HOPKINS (EEN)
ILS or LOC RWY 2

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WAAS CH 65708 W02A	APP CRS 018°	Rwy Idg TDZE 488 Apt Elev 488
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RNAV (GPS) RWY 2

DILLANT/HOPKINS (EEN)

RNP APCH - GPS.

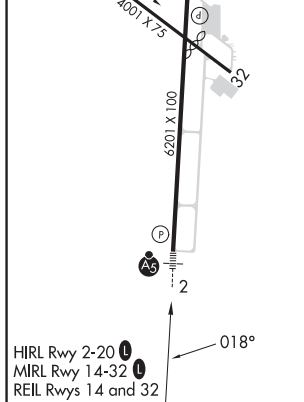
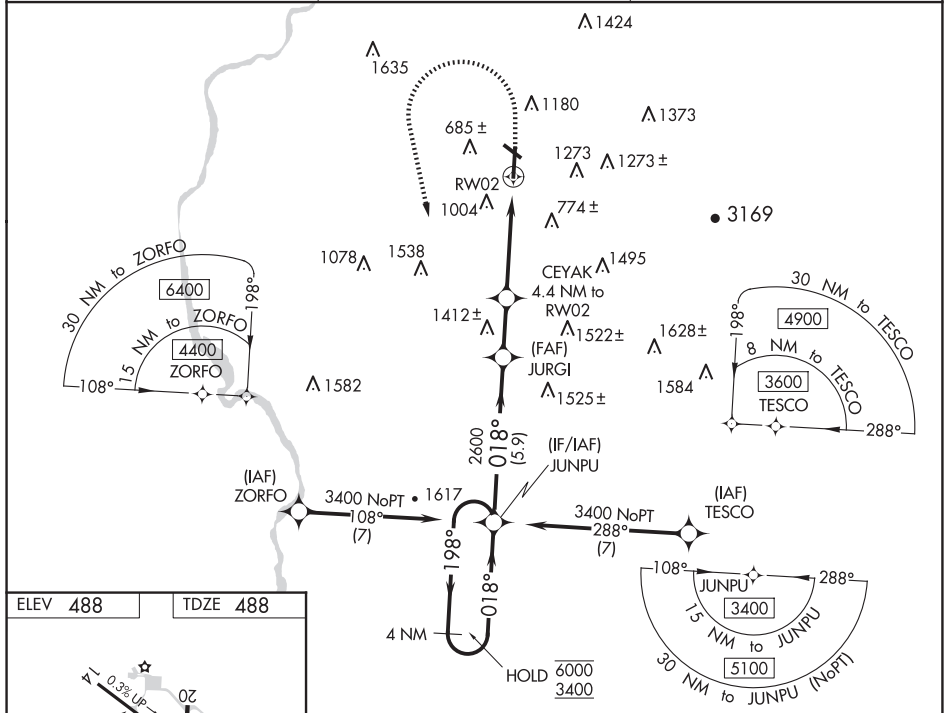
⚠ Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase LNAV Cat B visibility to 1 ¼ SM. When local altimeter setting not received, use ORE altimeter setting; increase LPV DA to 897; increase all MDAs 60 feet. For inop ALS when using ORE altimeter setting, increase LNAV Cats A/B visibility to 1 ¼ SM. VDP NA when using ORE altimeter setting.

MALS R

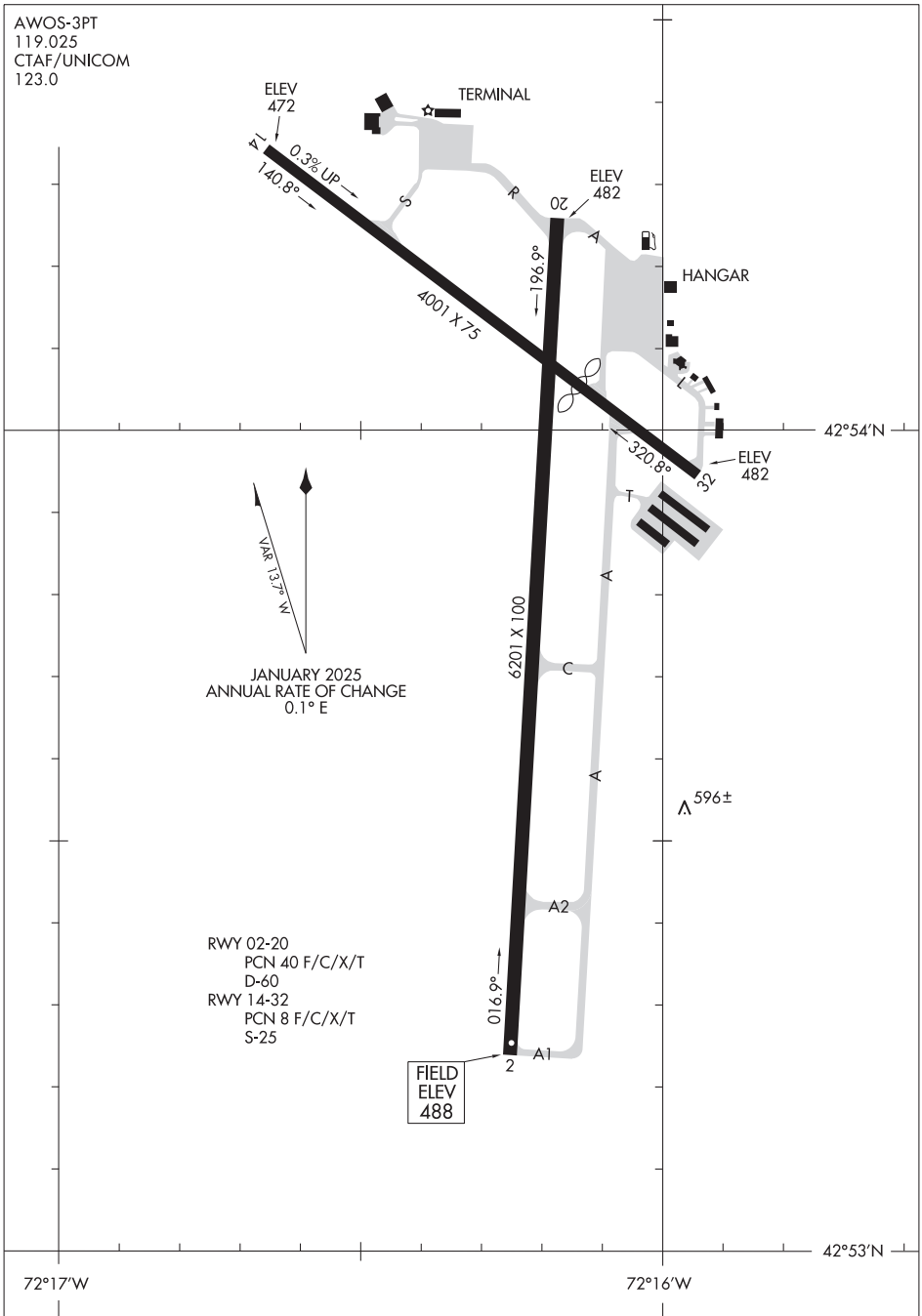
A5

MISSED APPROACH:
Climb to 1600 then climbing left turn to 3400 direct JUNPU and hold.

AWOS-3PT 119.025	BOSTON CENTER 123.75 338.2	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39°).		1600	3400	JUNPU
JUNPU		JURGI		CEYAK		RW02
6000 3400		198° 018°		2600 1920		2.5 NM to RW02
GP 3.00° TCH 43		5.9 NM		2.1 NM		1.9 NM
CATEGORY	A	B	C	D		
LPV DA	843-1		355 (400-1)			
LNAV MDA	1340-1	852 (900-1)	1340-2	852 (900-2)		
CIRCLING	1380-1 ¼ 892 (900-1 ¼)	1480-1 ½ 992 (1000-1 ½)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)		



LOC/DME I- LCI	APP CRS	Rwy Idg	5646
108.5	084°	TDZE	545
Chan 22		Apt Elev	545

ILS or LOC RWY 8

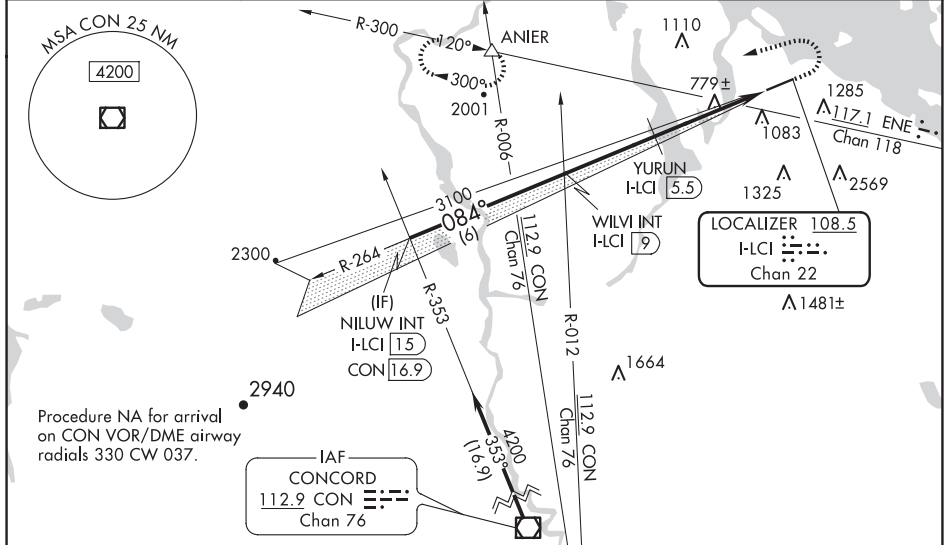
LACONIA MUNI (LCI)

⚠ 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 ¼ 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 ¼ SM and Circling visibility Cat C ¼ SM. Inop table does not apply to S-LOC 8 Cats C and D.

MALSR

MISSED 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.

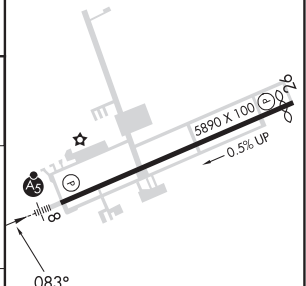
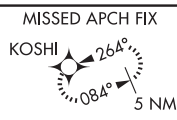
AWOS-3PT 133.525	BOSTON APP CON 134.75 254.25	CLNC DEL 119.85	UNICOM 123.0 (CTAF) 0
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<div><div><div>NILWU INT I-LCI 15</div><div>WILVI INT I-LCI 9</div><div>YURUN I-LCI 5.5</div><div>I-LCI 2.5</div><div>I-LCI 1.1</div></div><div><div>1150</div><div>5000</div><div>hdg 264°</div></div><div><div>ANIER</div><div>ELEV 545 D TDZE 545</div><div>ENE R-300</div><div>△</div></div></div>				<div><div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></d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RNAV (GPS) RWY 8
LACONIA MUNI (LCI)

MISSED APPROACH:
Climb to 3000 direct
KOSHI and hold.

UN|COM
123.0 (CTAF) **L**

REIL Rwy 26 **L**
HIRL Rwy 8-26 **L**

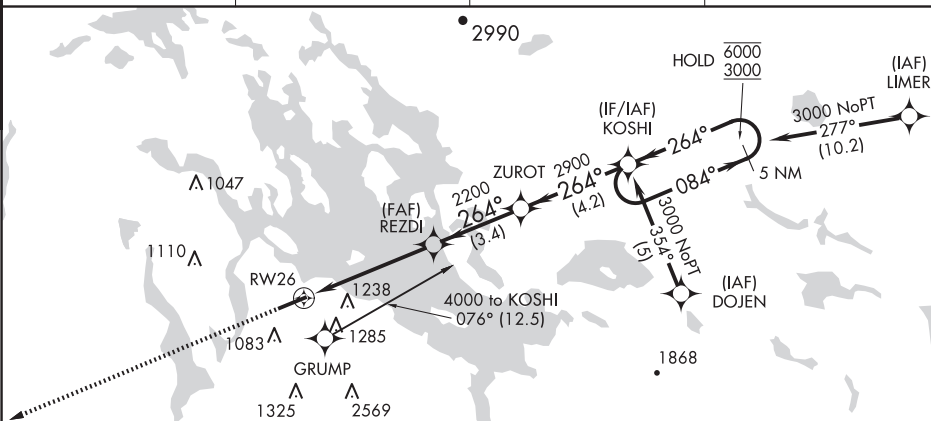
NE-1. 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 26
LACONIA MUNI (LCI)

T Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below 1 SM NA.
A When local altimeter setting not received, use CON altimeter setting and increase all MDAs 80 feet. Straight-in Rwy 26 NA at night, Circling Rwy 26 NA at night.

MISSED APPROACH: Climb to 4400 direct TUYUC and hold, continue climb-in-hold to 4400.

UNICOM
123.0 (CTAF) **L**



MISSED APCH FIX

Procedure NA for arrivals
at GRUMP on T395 southwest.

 $\Delta 1481 \pm$

4000 to DOJEN
060°
(30)

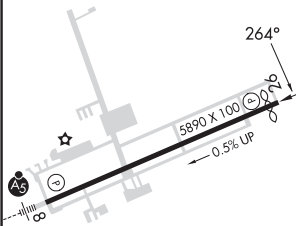
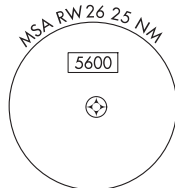
ELEV 545

□



TDZE 533

CONCORD
CON

Procedure NA for arrivals on CON VOR/DME
airway radials 036 CW 087.



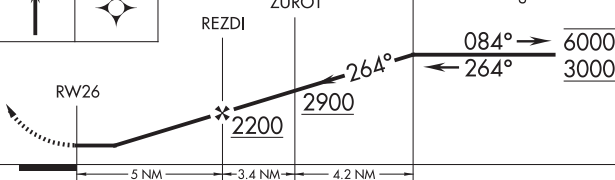
REIL Rwy 26 **L**
HIRL Rwy 8-26 **L**


4400	TUYUC
	

Visual Segment - Obstacles.

KOSHI

Holding Pattern



CATEGORY	A	B	C	D
LNAY MDA	1420-1¼	887 (900-1¼)	1420-2½	887 (900-2½)
 CIRCLING	1420-1¼ 875 (900-1¼)	1420-1½ 875 (900-1½)	1420-3 875 (900-3)	1460-3 915 (1000-3)

LACONIA MUNI (LCI)
RNAV (GPS) RWY 26

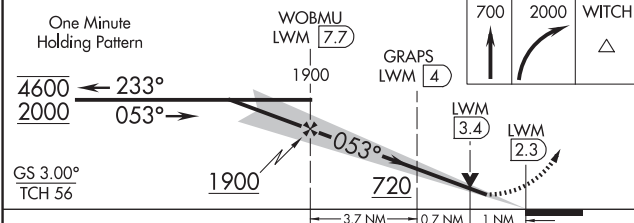
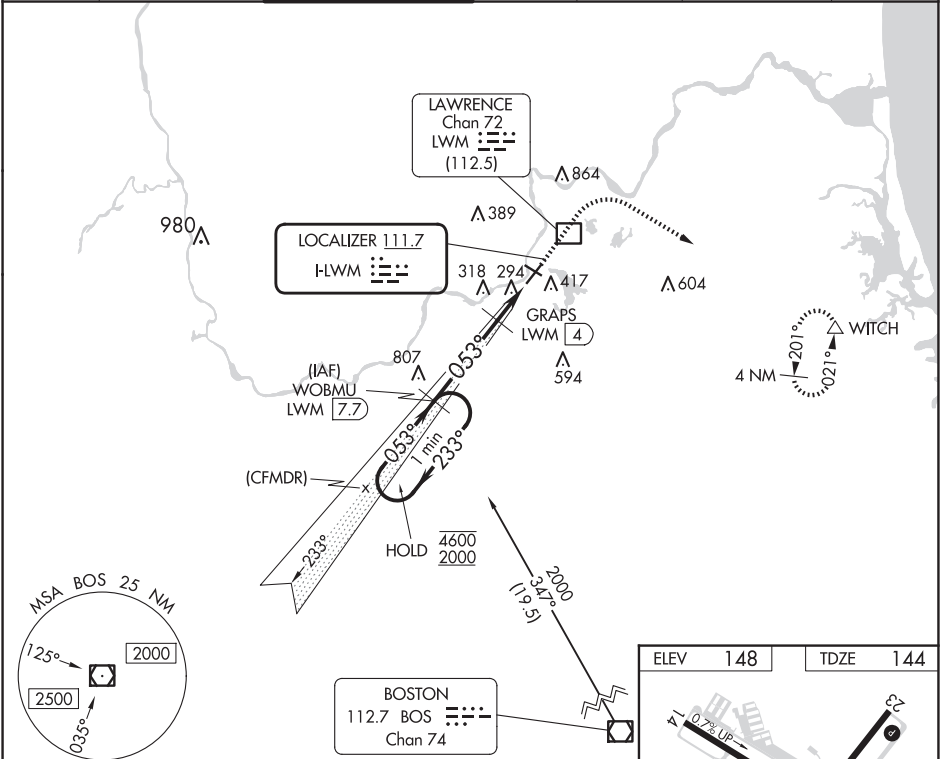
NE-1, 12 JUN 2025 to 07 AUG 2025

LOC I-LWM	APP CRS	Rwy Ldg	5001
111.7	053°	TDZE	144
		Apt Elev	148

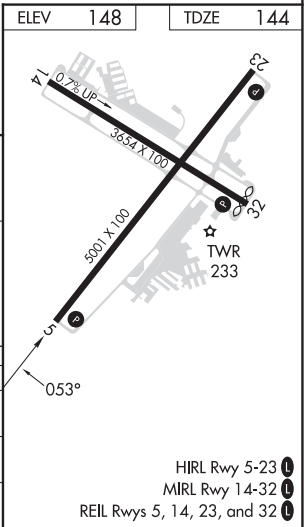
ILS or LOC RWY 5

LAWRENCE MUNI (LWM)

RNP APCH - GPS.			MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WITCH and hold.			
▼ Circling Rwy 32 NA at night. DME from LWM DME. Simultaneous reception of I-LWM and LWM DME required.						
ATIS 126.75	BOSTON APP CON 124.4 279.6	LAWRENCE TOWER ★ 119.25 (CTAF) 0	GND CON 124.3	CLNC DEL 124.3	CLNC DEL 126.15 (When twr closed)	UNICOM 122.8



CATEGORY	A	B	C	D
S-ILS 5		344-3/4	200 (200-3/4)	
S-LOC 5		520-1	376 (400-1)	
CIRCLING	740-1	592 (600-1)	920-2 1/4 772 (800-2 1/4)	1220-3 1072 (1100-3)



WAAS CH 53322 W05A	APP CRS 053°	Rwy Ldg TDZE 144 Apt Elev 148
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RNAV (GPS) RWY 5

LAWRENCE MUNI (LWM)

RNP APCH - GPS.

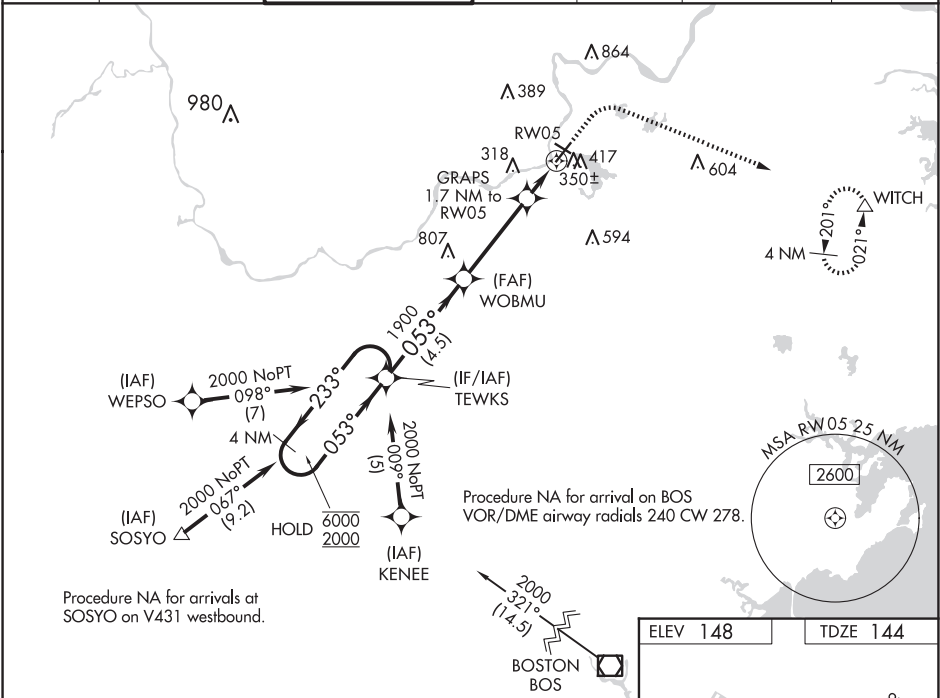
⚠

⚠

Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WITCH and hold, continue climb-in-hold to 3000.

ATIS 126.75	BOSTON APP CON 124.4 279.6	LAWRENCE TOWER ★ 119.25 (CTAF) 0	GND CON 124.3	CLNC DEL 124.3	CLNC DEL 126.15 (When twr closed)	UNICOM 122.8
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4 NM Holding Pattern

TEWKS

WOBMU

GRAPS 1.7 NM to RW05

RW05

6000

2000

GP 3.00° TCH 56

233°

053°

053°

1900

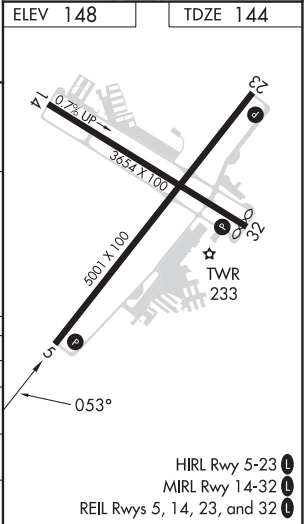
720

4.5 NM

3.7 NM

1.7 NM

CATEGORY	A	B	C	D
LPV DA		344-3/4	200 (200-3/4)	
LNAV/VNAV DA		600-13/8	456 (500-13/8)	
LNAV MDA	600-1	456 (500-1)	600-13/8	456 (500-13/8)
CIRCLING	740-1	592 (600-1)	920-2 1/4 772 (800-2 1/4)	1220-3 1072 (1100-3)



NE-1, 12 JUN 2025 to 07 AUG 2025

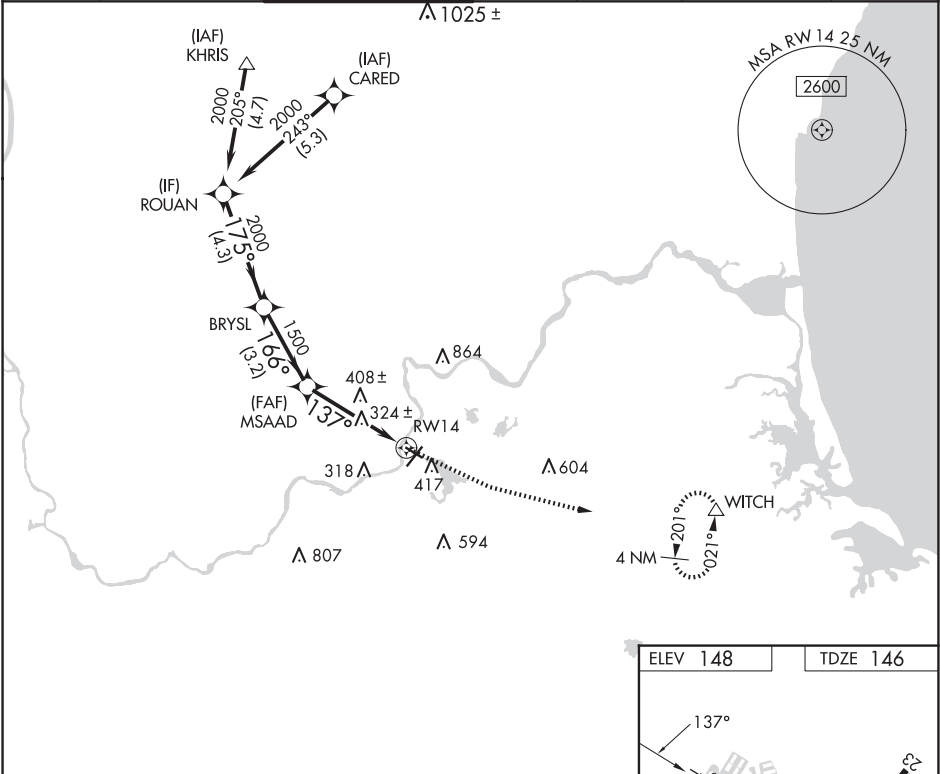
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99642 W14A	APP CRS 137°	Rwy Ldg 3654
	TDZE 146	
	Apt Elev 148	

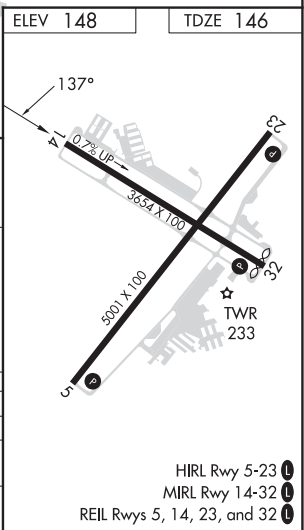
RNAV (GPS) RWY 14

LAWRENCE MUNI (LWM)

RNP APCH - GPS.				MISSED APPROACH: Climbing left turn to 2000 direct WITCH and hold.		
Circling to Rwy 32 NA at night.						
ATIS 126.75	BOSTON APP CON 124.4 279.6	LAWRENCE TOWER ★ 119.25 (CTAF) 0	GND CON 124.3	CLNC DEL 124.3	CLNC DEL 126.15 (When twr closed)	UNICOM 122.8



ROUAN		BRYSL		MSAAD		2000	WITCH
2000		2000		1500		1.3 NM to RW14	
175°		166°		137°		3.00° TCH 45	
4.3 NM		3.2 NM		2.9 NM		1.3 NM	
CATEGORY	A	B	C	D			
LP MDA	580-1	434 (500-1)	580-1¼	434 (500-1¼)			
LNAV MDA	660-1	514 (600-1)	660-1⅜	514 (600-1⅜)			
CIRCLING	740-1	592 (600-1)	920-2¼ 772 (800-2¼)	1220-3 1072 (1100-3)			



LAWRENCE, MASSACHUSETTS

AL-654 (FAA)

25163

WAAS CH 61022 W23A	APP CRS 233°	Rwy Ldg TDZE 144 Apt Elev 148
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RNAV (GPS) RWY 23

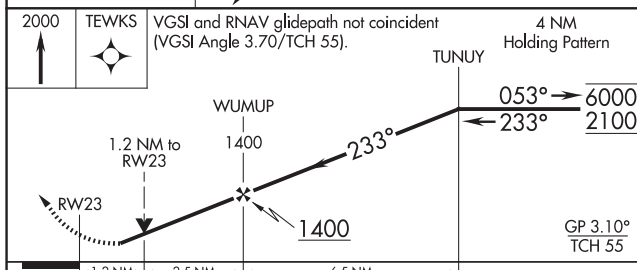
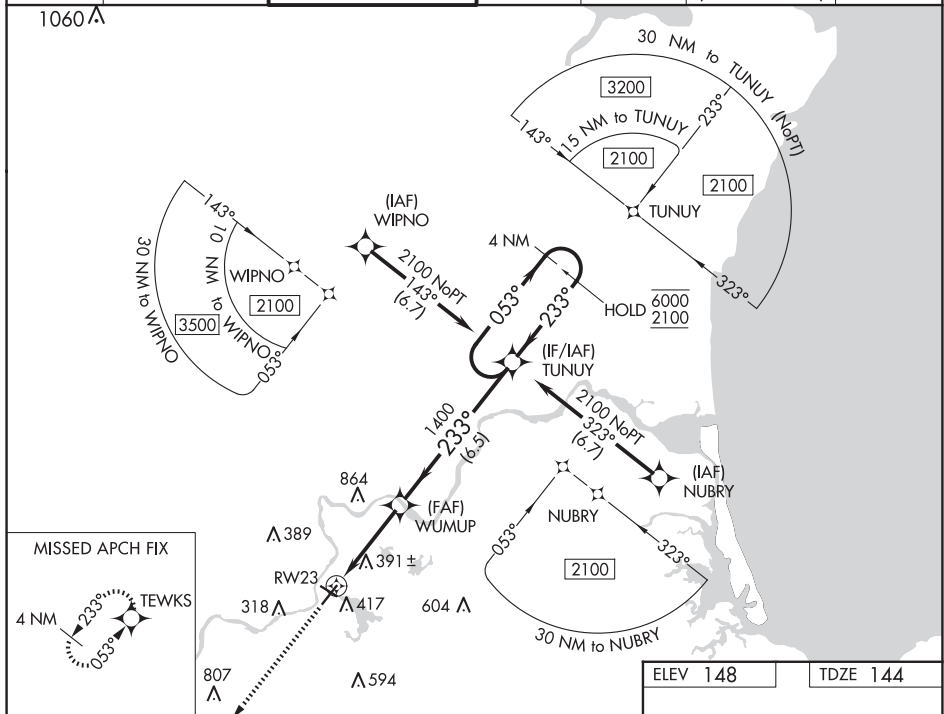
LAWRENCE MUNI (LWM)

RNP APCH - GPS.

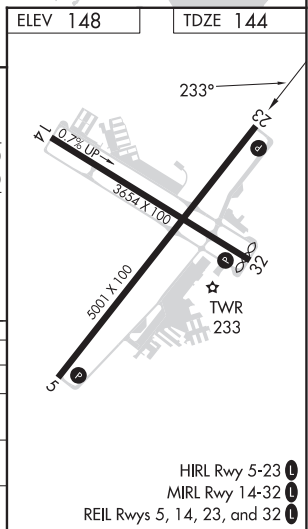
⚠ Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 32 NA at night.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct TEWKS and hold.

ATIS 126.75	BOSTON APP CON 124.4 279.6	LAWRENCE TOWER ★ 119.25 (CTAF) 0	GND CON 124.3	CLNC DEL 124.3	CLNC DEL 126.15 (When twr closed)	UNICOM 122.8
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CATEGORY	A	B	C	D
LPV DA		562-1 ½	418 (500-1 ½)	
LNAV/VNAV DA		660-1 ¾	516 (600-1 ¾)	
LNAV MDA	660-1	516 (600-1)	660-1 ¾	516 (600-1 ¾)
C CIRCLING	740-1	592 (600-1)	920-2 ¼ 772 (800-2 ¼)	1220-3 1072 (1100-3)



LAWRENCE, MASSACHUSETTS
Amdt 2A 12JUN25

42°43'N-71°07'W

RNAV (GPS) RWY 23

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

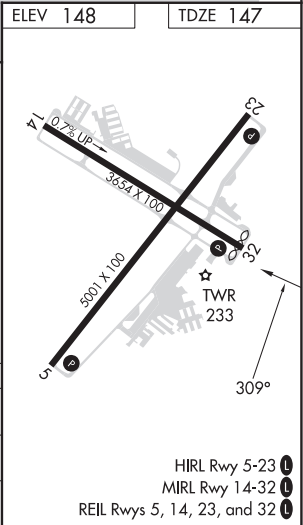
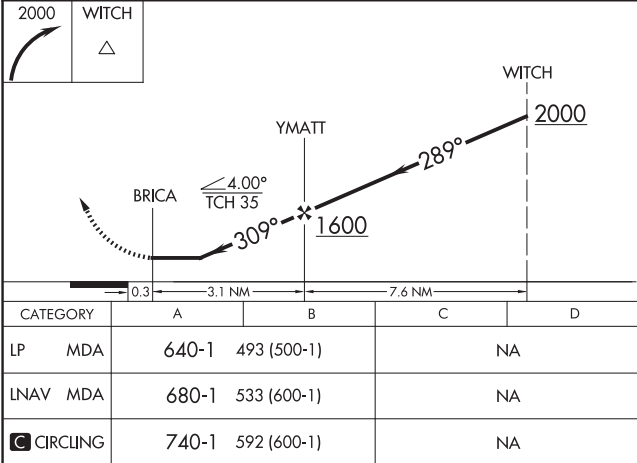
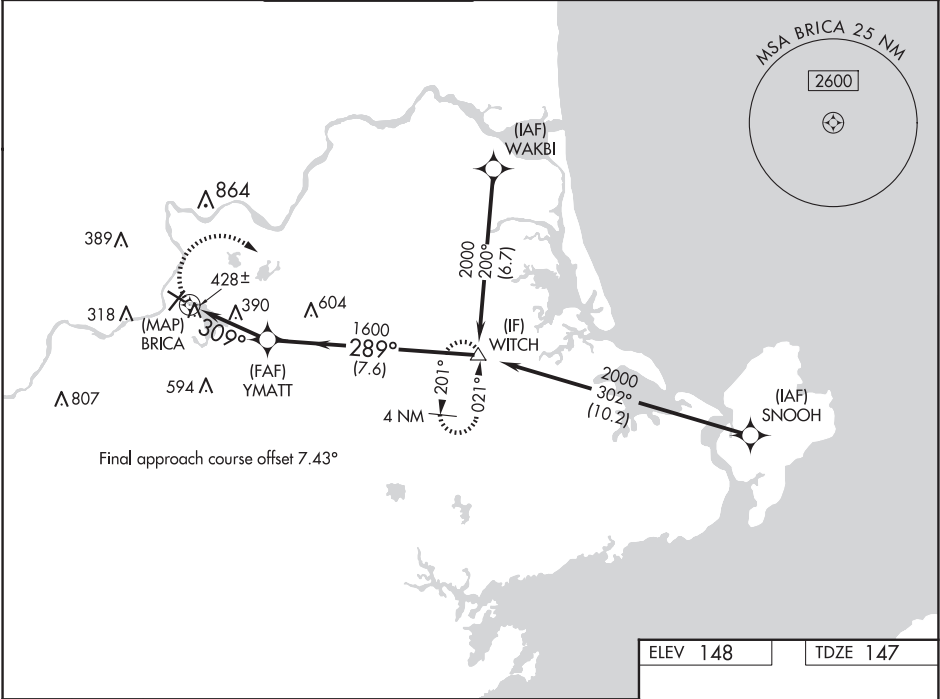
WAAS CH 78342 W32A	APP CRS 309°	Rwy Idg TDZE 147 Apt Elev 148	3574 147 148
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RNAV (GPS) RWY 32

LAWRENCE MUNI (LWM)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 2000 direct WITCH and hold.
Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.	

ATIS 126.75	BOSTON APP CON 124.4 279.6	LAWRENCE TOWER ★ 119.25 (CTAF) 0	GND CON 124.3	CLNC DEL 124.3	CLNC DEL 126.15 (When twr closed)	UNICOM 122.8
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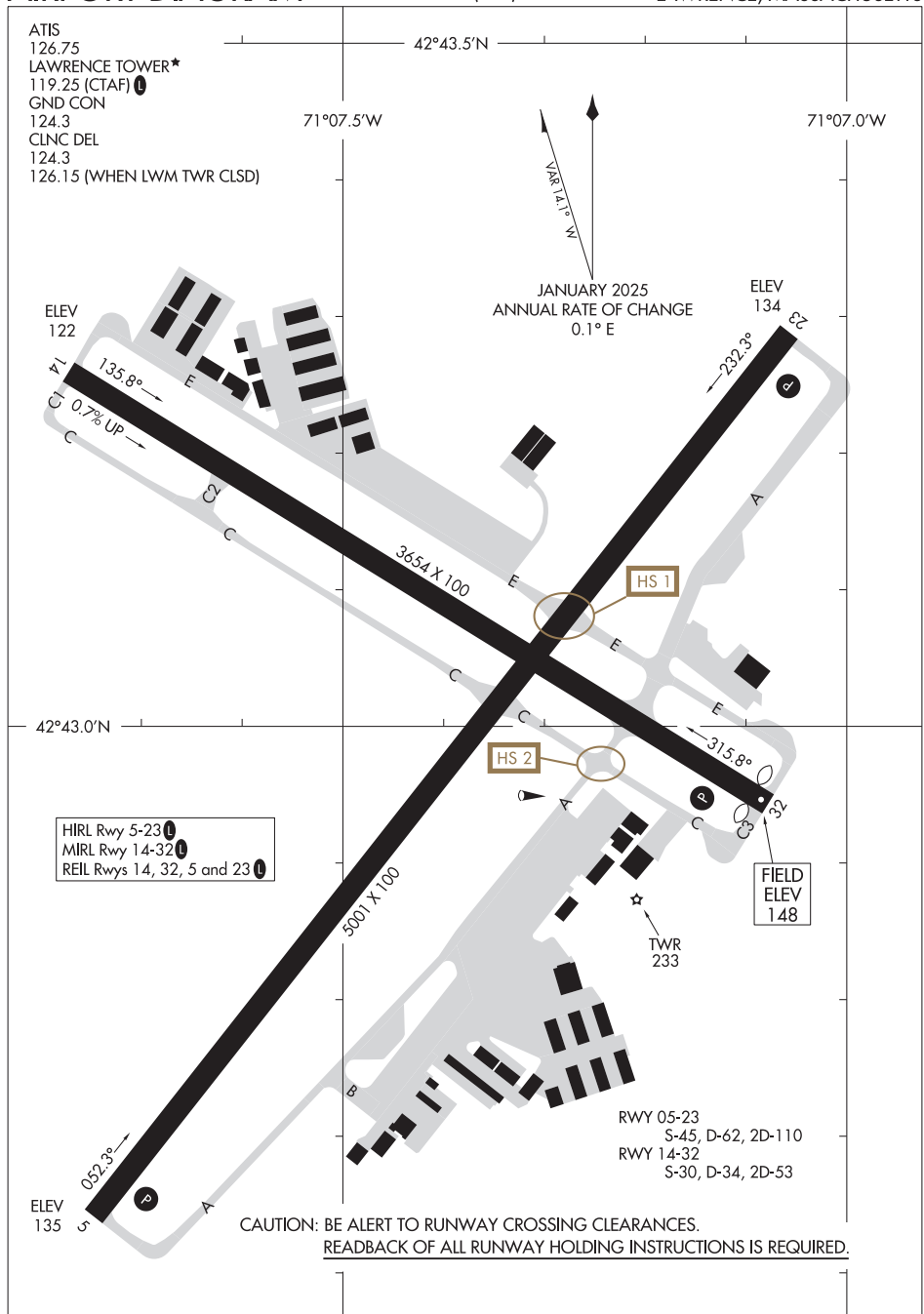


25107

AIRPORT DIAGRAM

AL-654 (FAA)

LAWRENCE MUNI (LWM)
LAWRENCE, MASSACHUSETTS

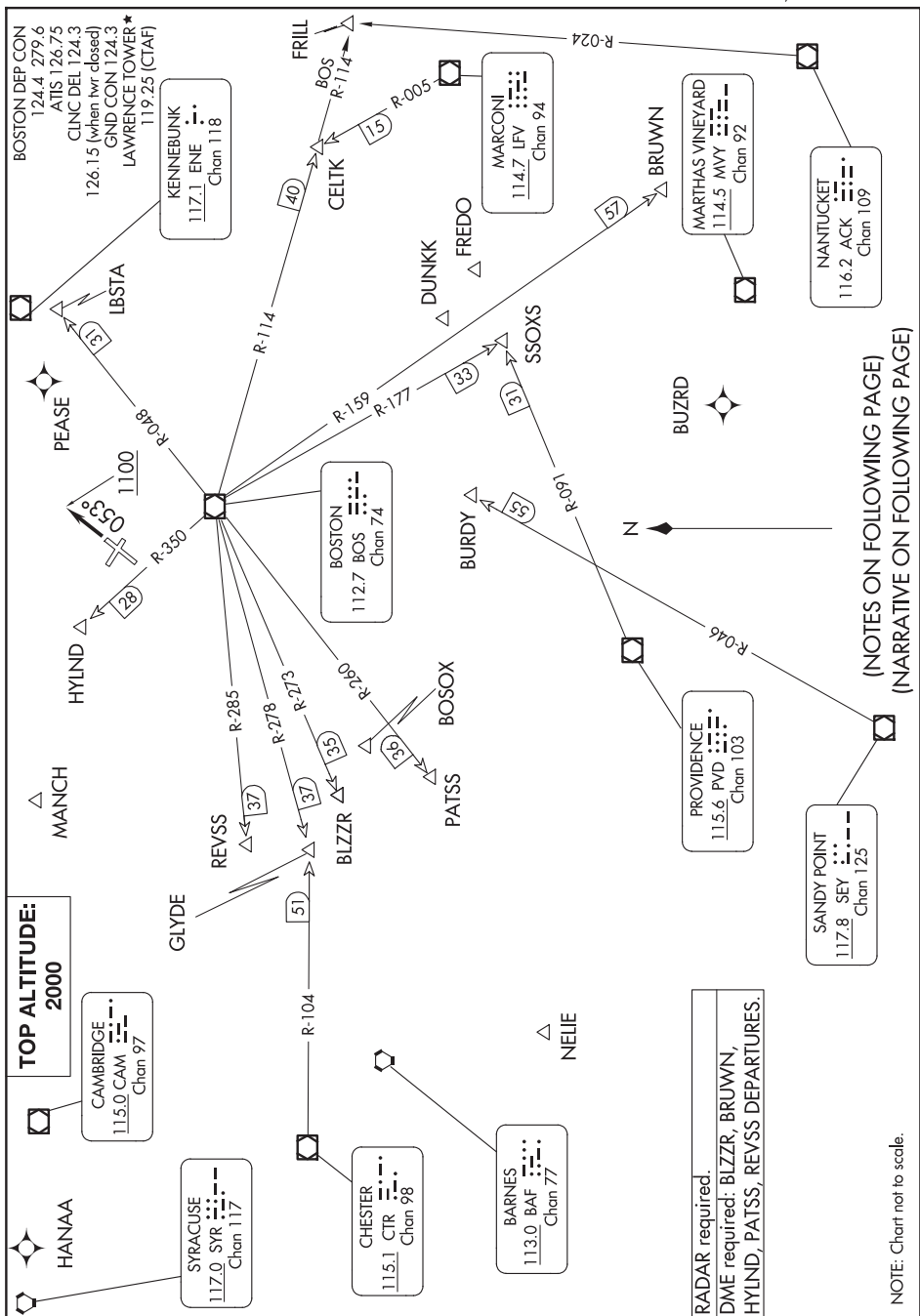


AIRPORT DIAGRAM

25107

LAWRENCE, MASSACHUSETTS
LAWRENCE MUNI (LWM)

LAWRENCE TWO DEPARTURE



(NOTES ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LAWRENCE TWO DEPARTURE



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: 300-1½ 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.

NE-1, 12 JUN 2025 to 07 AUG 2025

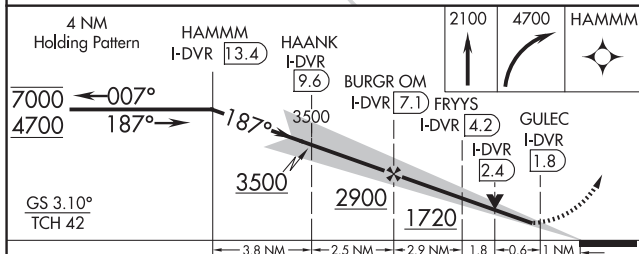
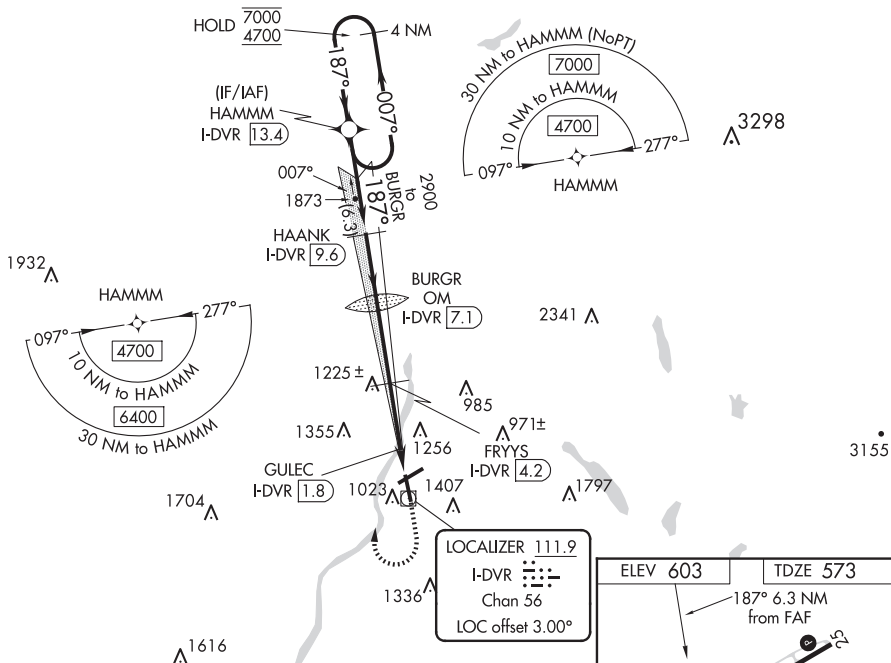
NE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 18
LEBANON MUNI (LEB)

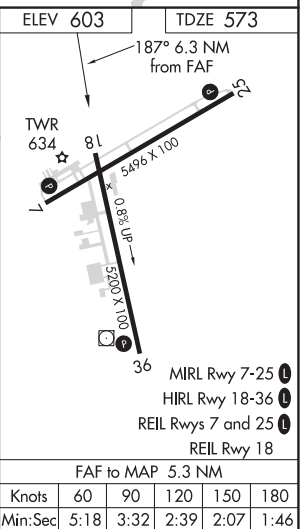
Autopilot coupled approach NA below 750.

MISSED APPROACH: Climb to 2100 then climbing right turn to 4700 direct HAMMM and hold, continue climb-in-hold to 4700.

ATIS 118.65	BOSTON CENTER 134.7 269.475	LEBANON TOWER ★ 125.95 (CTAF) 0 235.775	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 18	915-1		342 (400-1)	
S-LOC 18	1320-1¼	747 (800-1¼)	1320-2	747 (800-2)
C CIRCLING	1640-1½ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1820-3 1217 (1300-3)	2020-3 1417 (1500-3)



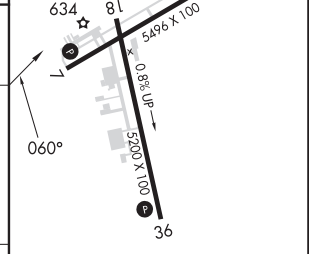
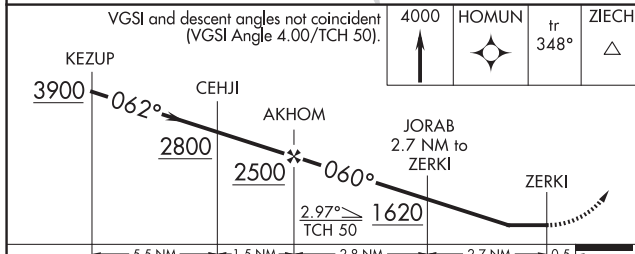
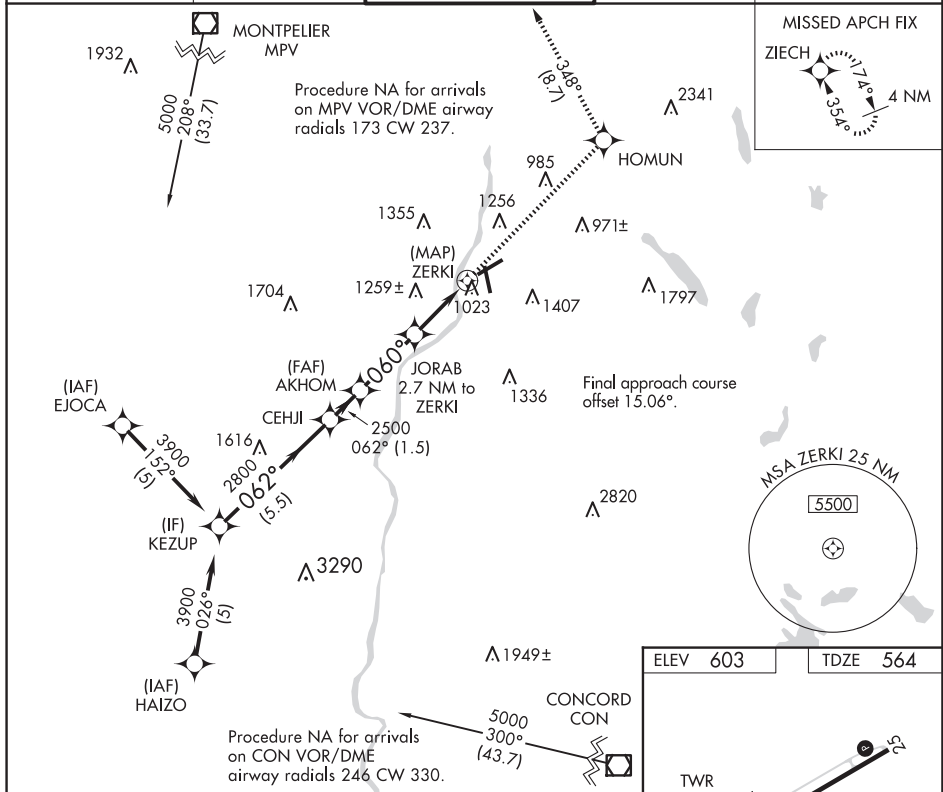
APP CRS	Rwy Idg	5496
060°	TDZE	564
	Apt Elev	603


RNAV (GPS) RWY 7

LEBANON MUNI (LEB)

 Rwy 7 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct HOMUN and on track 348° to ZIECH and hold.
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ATIS 118.65	BOSTON CENTER 134.7 269.475	LEBANON TOWER ★ 125.95 (CTAF) 0 235.775	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LNNAV MDA	1460-1¼ 896 (900-1¼)	1460-2¾ 896 (900-2¾)	1460-3 896 (900-3)	1460-3 896 (900-3)
 CIRCLING	1640-1¼ 1037 (1100-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	2020-3 1417 (1500-3)

- MIRL Rwy 7-25 
- HIRL Rwy 18-36 
- REIL Rwy 7 and 25 
- REIL Rwy 18

NE-1, 12 JUN 2025 to 07 AUG 2025

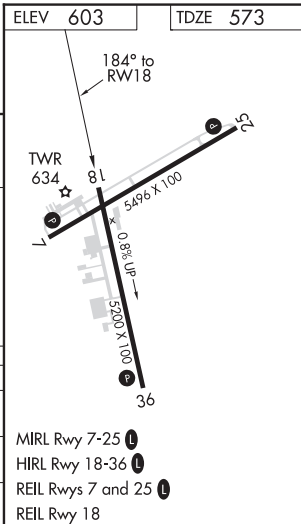
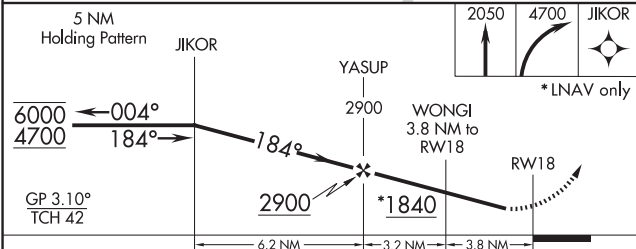
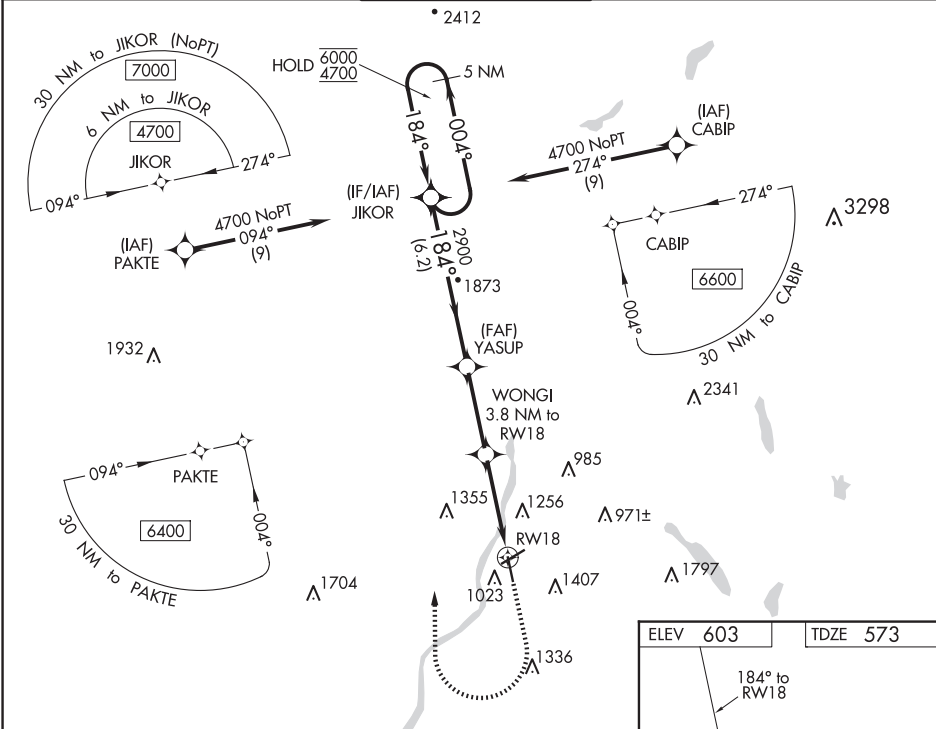
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 93710 W18A	APP CRS 184°	Rwy Idg TDZE Apt Elev	5200 573 603
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RNAV (GPS) RWY 18
LEBANON MUNI (L'EB)

RNP APCH. <div><div></div><div>Rwy 18 helicopter visibility reduction below ¾ SM NA.</div><div>-20°C</div></div>		MISSED APPROACH: Climb to 2050 then climbing right turn to 4700 direct JIKOR and hold, continue climb in hold to 4700.		
---	--	--	--	--

ATIS 118.65	BOSTON CENTER 134.7 269.475	LEBANON TOWER ★ 125.95 (CTAF) 0 235.775	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	933-1 360 (400-1)			
RNAV MDA	1700-1¼ 1127 (1100-1¼)	1700-1½ 1127 (1100-1½)	1700-3 1127 (1100-3)	1127 (1100-3)
CIRCLING	1700-1¼ 1097 (1100-1¼)	1720-1½ 1117 (1200-1½)	1820-3 1217 (1300-3)	2020-3 1417 (1500-3)

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 25
LEBANON MUNI (LEB)

Rwy 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4000 direct ZIEH and hold.

MONTPELIER
MPV

Procedure NA for arrivals
at MPV VOR/DME
via V151 northbound.

3453

ZIECH

1873 •

4 NM

(IAF) ELHOY

Λ 3298

4800
(G)

(IF) ROMRE

4800
(G)

(FAF) SHYMO

Λ 2341

Λ 2247

3400
256°
(6)

1559±

1969±

WEBIN
4.5 NM to RW25

Λ 1797

985 Λ

1256 Λ

RW25

971±

Λ 1023

Λ 1407

Λ 1336

Λ 1704

1355 Λ

1256 Λ

1418±

255°

255° to RW25

MSA RW25 25 NM

5500

Λ 2820

3155 •

Λ 2682

(IAF) ULAKY

4800
(G)

Procedure NA for arrivals
on CON VOR/DME
airway radials 330 CW 037.

CONCORD
CON

ELEV 603	TDZE 574
----------	----------

TWR 634

81

5496 X 100

0.8% dip

5200 X 100

36

1

36

MIRL Rwy 7-25

HIRL Rwy 18-36

REIL Rws 7 and 25

REIL Rwy 18

VGS1 and descent angles not coincident (VGS1 Angle 4.00/TCH 51).

CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3	1106 (1100-3)
C CIRCLING	1680-1¼ 1077 (1100-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	2020-3 1417 (1500-3)

LEBANON MUNI (LER)

RNAV (GPS) RWY 25

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1. 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5200
019°	TDZE	603
	Apt Elev	603

RNAV (GPS) RWY 36

LEBANON MUNI (L.E.B)

⚠

⚠

⚠

Rwy 36 helicopter visibility reduction below ¾ SM

NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct

UCEKA then on track 014° to ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 269.475	125.95(CTAF) 235.775	121.6	122.95

MISSED APCH FIX

ZIECH

174°

35°

4 NM

CATEGORY	A	B	C	D
LNAV MDA	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3	1137 (1200-3)
CIRCLING	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	2020-3 1417 (1500-3)

ELEV 603

TDZE 603

MIRL Rwy 7-25

HIRL Rwy 18-36

REIL Rwys 7 and 25

REIL Rwy 18

TWR 634

81

5496 X 100

0.88° UP

5200 X 100

36

019°

LEBANON, NEW HAMPSHIRE

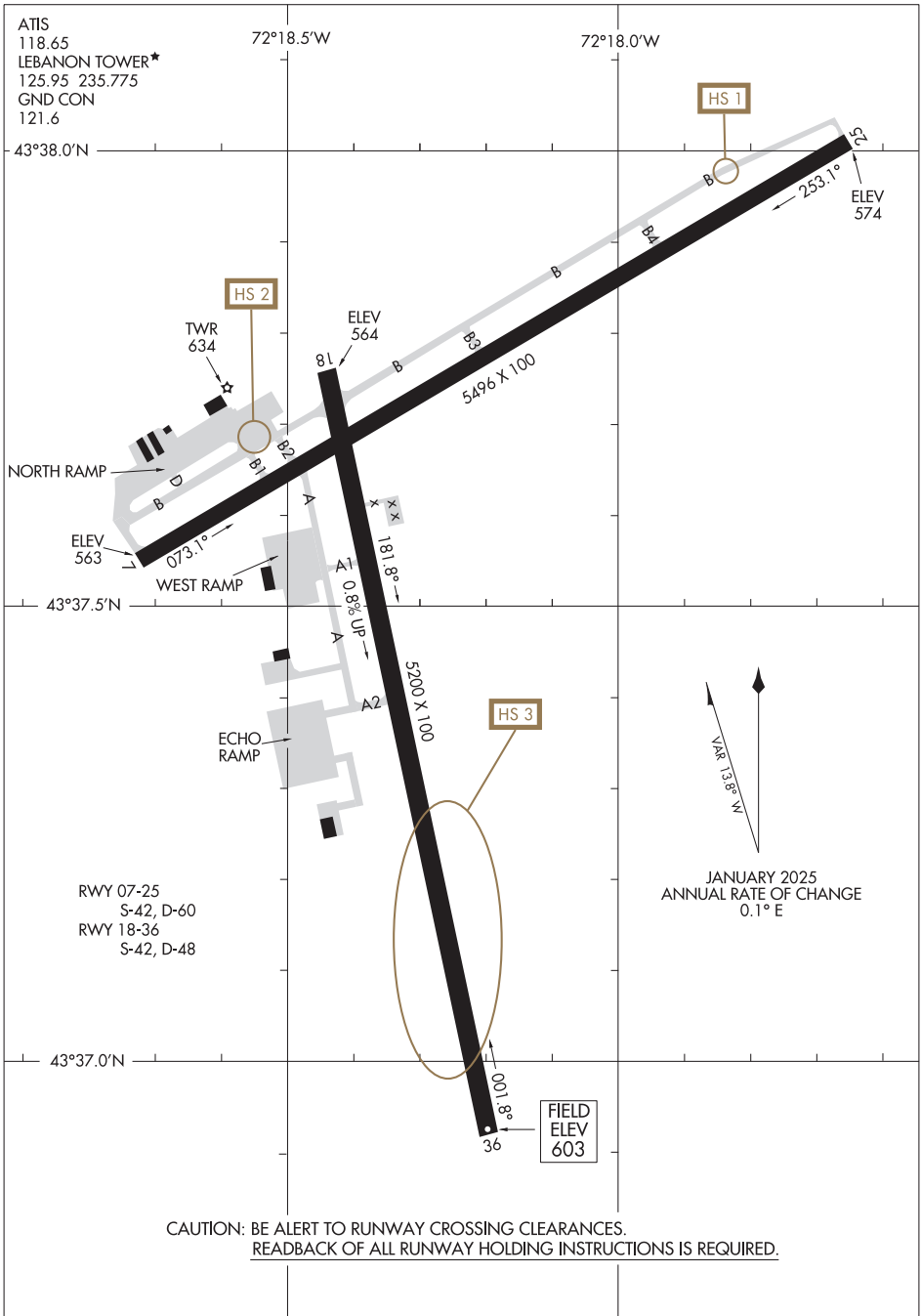
Orig-D 23APR20

43°38'N - 72°18'W

213

LEBANON MUNI (L.E.B)

RNAV (GPS) RWY 36



APP CRS
166°

Rwy Idg
2805

TDZE
208

Apt Elev
208

RNAV (GPS) RWY 16

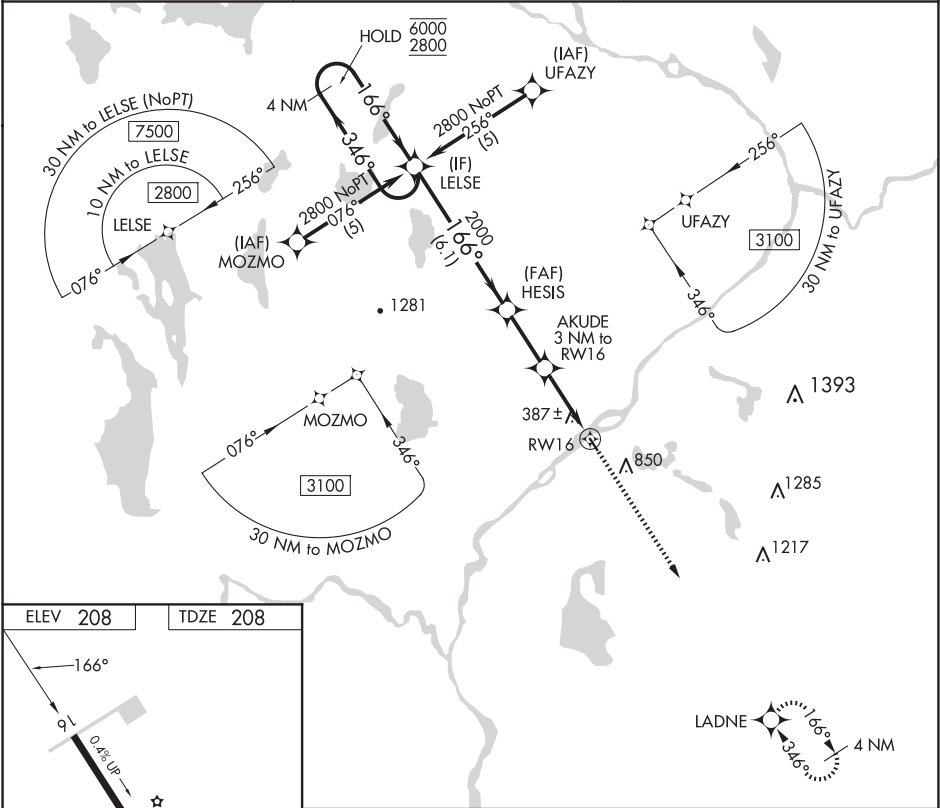
LINCOLN RGNL (L.R.G)

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.

MLT ASOS 135.225	BOSTON CENTER 124.25 290.5	UNICOM 122.8 (CTAF) 0
---------------------	-------------------------------	--------------------------



ELEV 208 TDZE 208

166°
0.45 UP
2805±60
34
WATER RWY: 06W - 24W
2400 X 100
MIRL Rwy 16-34
REIL Rws 16 and 34

4 NM Holding Pattern

Visual Segment - Obstacles.

3100 LADNE

6000 2800 346° 166° 166°

HESIS

AKUDE 3 NM to RW16

2000 1200

6.1 NM 2.5 NM 3 NM

RW16

CATEGORY	A	B	C	D
RNAV MDA	900-1	692 (700-1)	NA	NA

LINCOLN, MAINE

AL-6774 (FAA)

23334

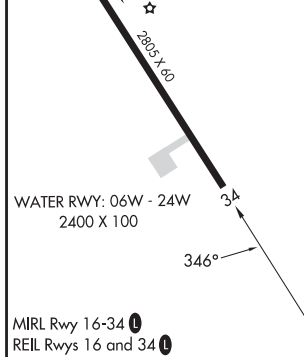
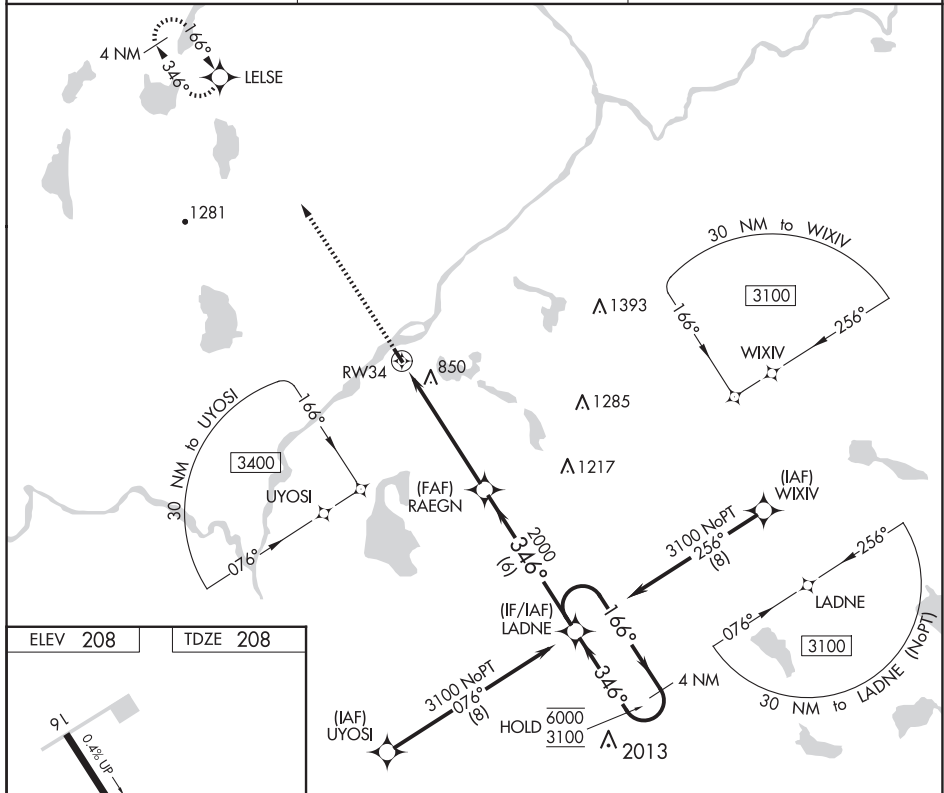
APP CRS	Rwy Idg	2805
346°	TDZE	208
	Apt Elev	208

RNAV (GPS) RWY 34

LINCOLN RGNL (L.R.G)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2800 direct LELSE and hold.
▼ ▲ NA	Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Use Millinocket altimeter setting; when not received, use Bangor Intl altimeter setting and increase all MDA 20 feet.	

MLT ASOS 135.225	BOSTON CENTER 124.25 290.5	UNICOM 122.8 (CTAF) 0
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2800	LELSE	Visual Segment - Obstacles.		LADNE	4 NM Holding Pattern
↑	✧	RAEGN		166° → 6000 ← 346° 3100	
RW34		2000			
		5.5 NM		6 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1180-1¼ 972 (1000-1¼)	1180-1½ 972 (1000-1½)	NA		
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA		

LINCOLN, MAINE

Amdt 2 30NOV23

45°22'N-68°32'W

RNAV (GPS) RWY 34

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS 024°	Rwy Idg TDZE Apt Elev	3302 1185 1188
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RNAV (GPS) RWY 2

CALEDONIA COUNTY (CDA)

MACHIAS, MAINE

AL-6820 (FAA)

25051

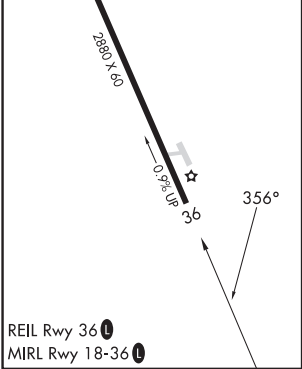
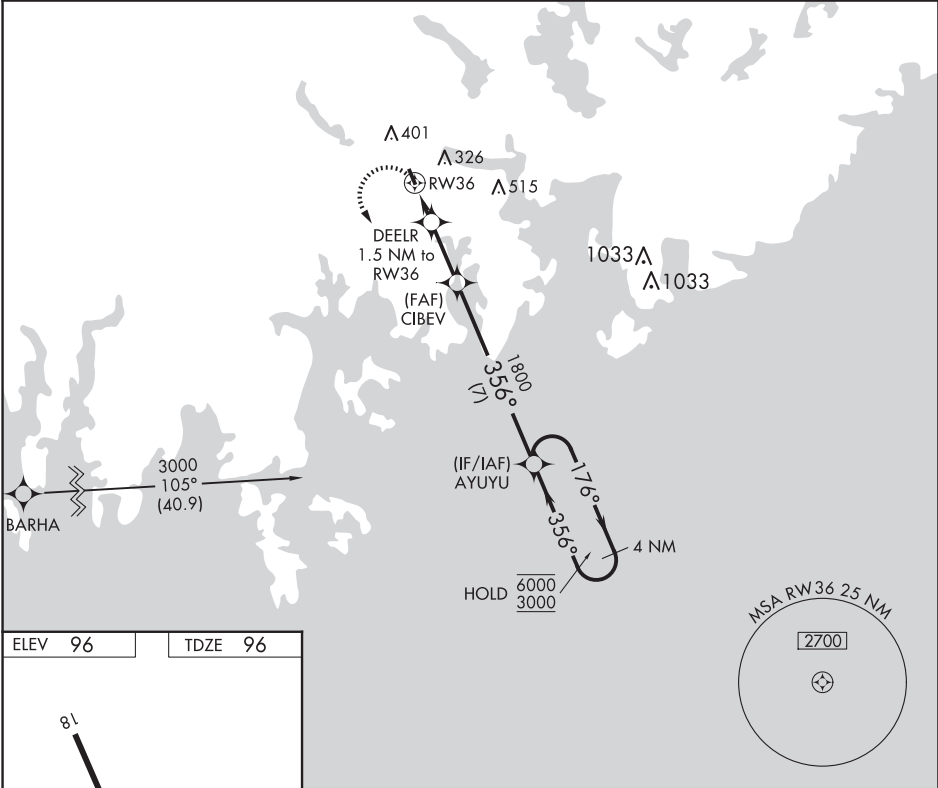
APP CRS 356°	Rwy Idg	2880
	TDZE	96
	Apt Elev	96

RNAV (GPS) RWY 36

MACHIAS VALLEY (MVM)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 3000 direct AYUYU and hold, continue climb-in-hold to 3000.
▼ NA	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Baro-VNAV NA when using BHB altimeter setting. When local altimeter setting not received, use BHB altimeter setting and increase LNAV/VNAV DA to 774 feet and all visibilities ½ SM. Increase all MDAs 100 feet.	

AWOS-AV 122.8	BOSTON CENTER 124.25 290.5	UNICOM 122.8 (CTAF)
-------------------------	--------------------------------------	-------------------------------



3000 AYUYU		AYUYU 4 NM Holding Pattern	
DEELR 1.5 NM to RW36		CIBEV 1800	
RW36		356° 1800	
1.5 NM		2.3 NM	
780		1800	
CATEGORY		A	
LNAV/VNAV DA		678-1¾ 582 (600-1¾)	
LNAV MDA		580-1 484 (500-1)	
CIRCLING		700-1 604 (700-1)	
		760-1 664 (700-1)	
		NA	

MACHIAS, MAINE
Amdt 1A 20FEB25

44°42'N-67°29'W

MACHIAS VALLEY (MVM) RNAV (GPS) RWY 36

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC I-MJE

109.95

APP CRS

057°

Rwy Ldg TDZE

7208 224

Apt Elev

266

ILS or LOC RWY 6

MANCHESTER BOSTON RGNL (MHT)

RNP APCH - GPS. From TEETO.

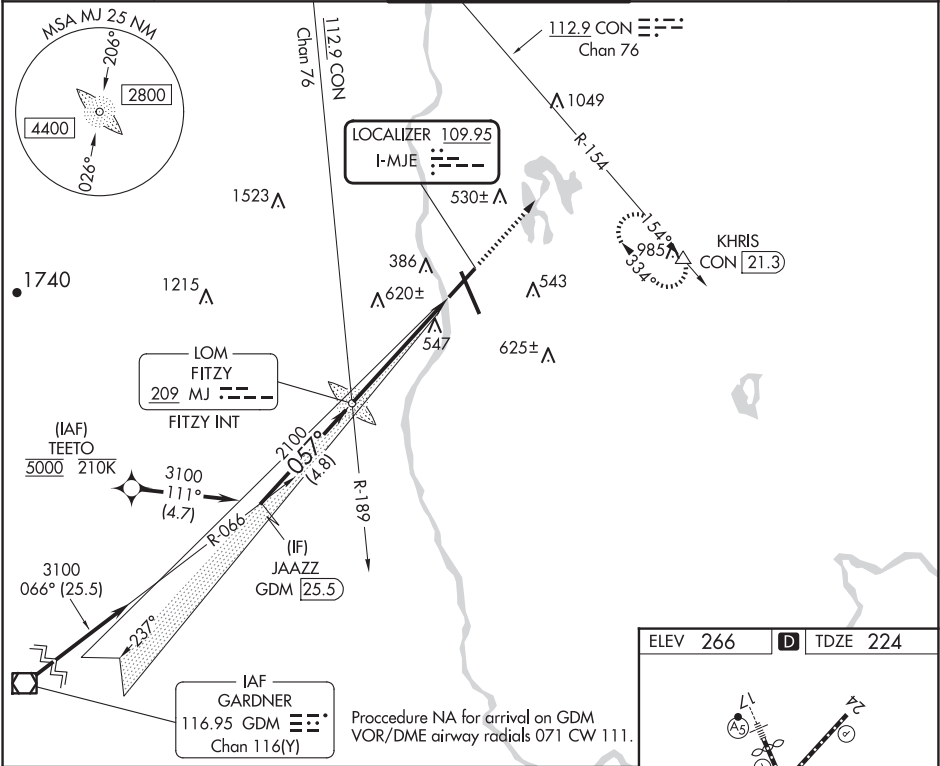
DME required.

▼

▲

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.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9



<div><div><div>JAAZZ</div><div>GDM 25.5</div></div><div><div>3100</div><div>GS 3.00°</div><div>TCH 50</div></div><div><div>057°</div><div>2100</div></div><div><div>4.8 NM</div><div>5.3 NM</div></div></div> <div><div><div>3000</div><div>↑</div><div>hdg 057°</div></div><div><div>CON</div><div>R-154</div></div><div><div>KHRIS</div><div>△</div></div></div>				<div><div><div>7651 X 150</div><div>0.3% UP</div><div>0.3% UP</div><div>0.3% DOWN</div><div>0.3% DOWN</div></div><div><div>7651 X 150</div><div>0.3% UP</div><div>0.3% UP</div><div>0.3% DOWN</div><div>0.3% DOWN</div></div><div><div>057°</div><div>35</div></div></div>															
CATEGORY				A				B				C				D			
S-ILS 6				474/40				250 (300-¾)											
S-LOC 6				920/55 696 (700-1)				920-2 696 (700-2)											
CIRCLING				920-1 654 (700-1)				980-2 714 (800-2)				1100-2¾ 834 (900-2¾)							

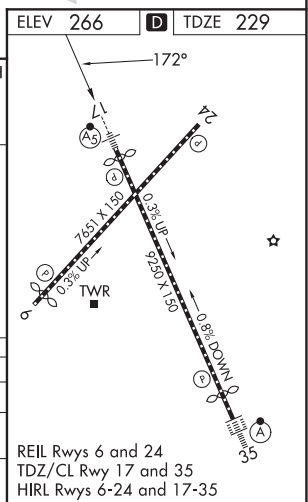
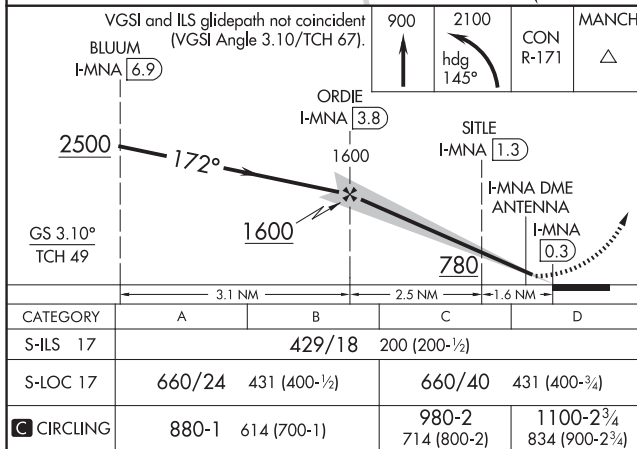
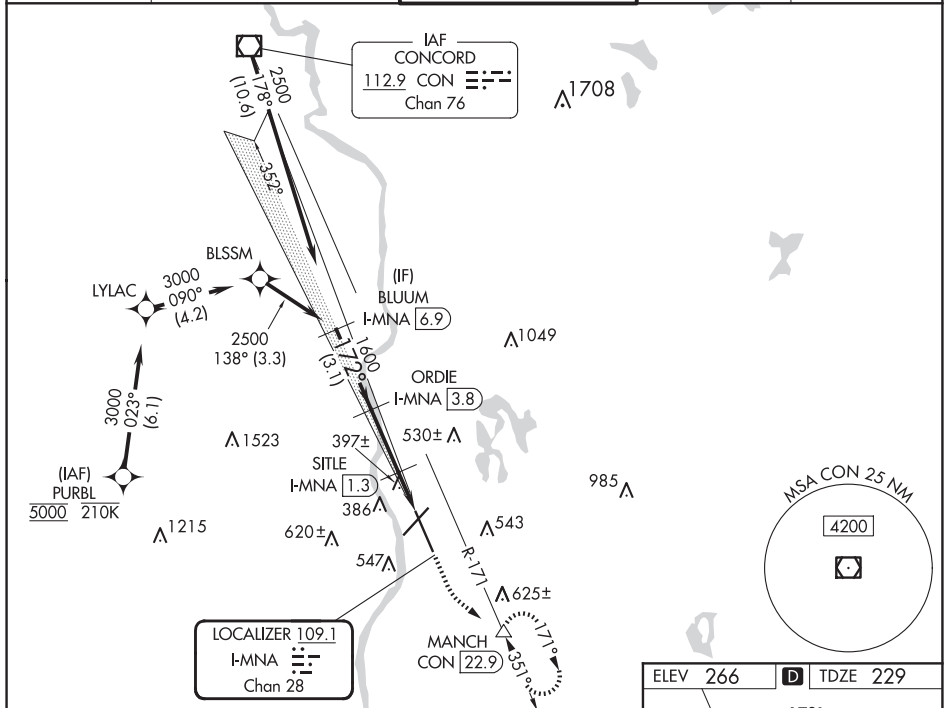
LOC/DME I-MNA 109.1 Chan 28	APP CRS 172°	Rwy Ldg 8914 TDZE 229 Apt Elev 266
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ILS or LOC RWY 17

MANCHESTER BOSTON RGNL (MHT)

RNP APCH - GPS. From PURBL. DME required.	MALSR 	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.
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ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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LOC/DME I-MHT 109.1 Chan 28	APP CRS 352°	Rwy Ldg TDZE 265 Apt Elev 266	ILS or LOC RWY 35 MANCHESTER BOSTON RGNL (MHT)	
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From SHOWZ: RNAV 1-DME/DME/IRU or GPS required.
DME or RADAR required.

▼

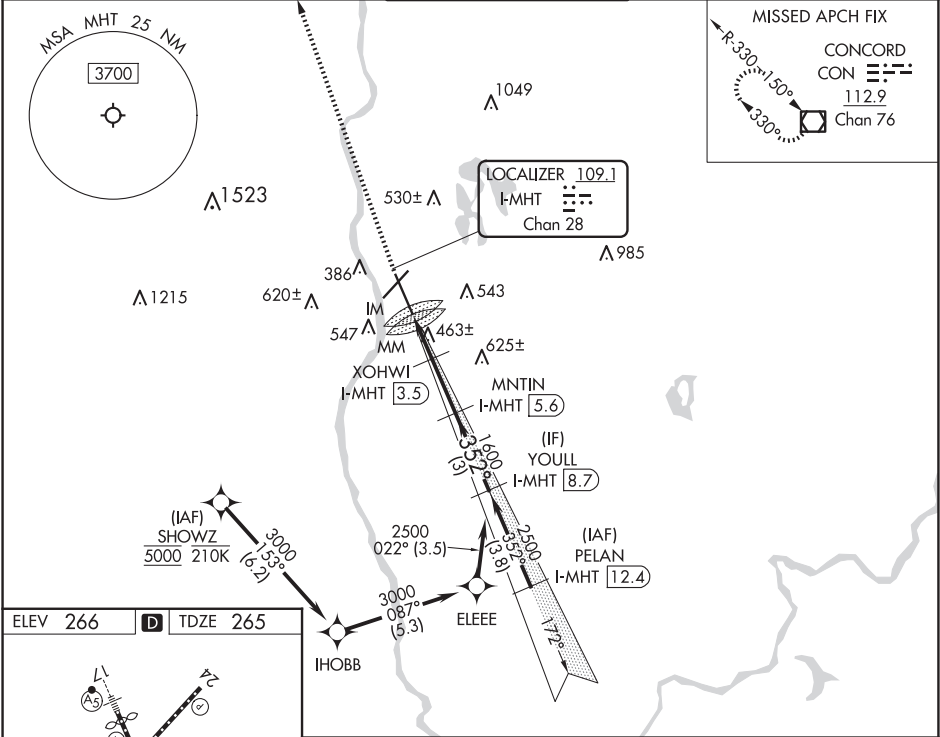
⚠

Rwy 35 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-LOC 35 Cats A/B visibility to RVR 5500.

ALSIF-2

MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
-----------------------	--	--	-------------------------	--------------------------



ELEV 266

D

TDZE 265

REIL Rwy 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwy 6-24 and 17-35

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.

352°

2500

GS 3.00°
TCH 55

0.1

0.3

0.8

0.7 NM

2.1 NM

3 NM

CATEGORY

A

B

C

D

S-ILS 35

465/18

200 (200-½)

S-LOC 35

720/40

455 (500-¾)

720/45

455 (500-¾)

MANCHESTER, NEW HAMPSHIRE

AL-246 (FAA)

25163

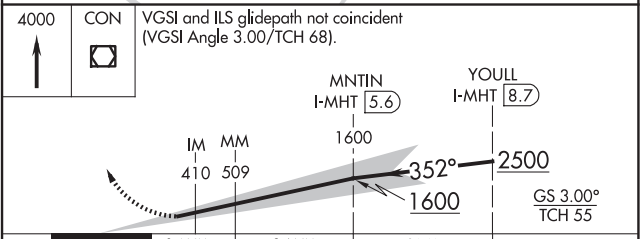
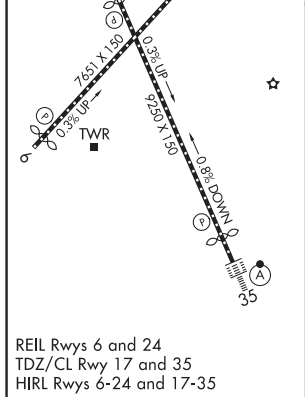
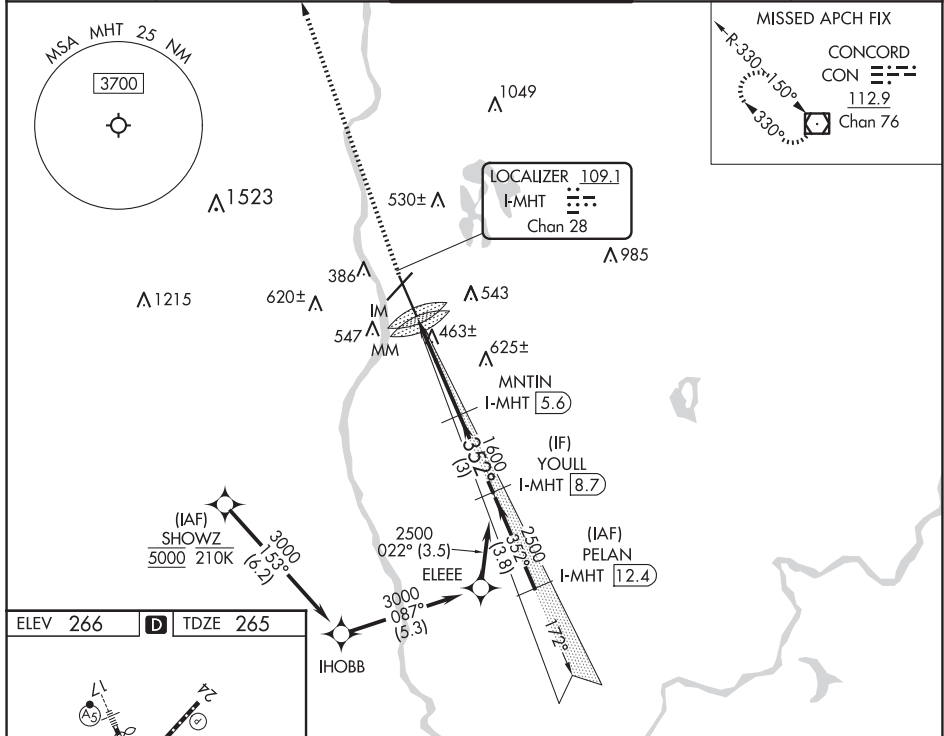
LOC/DME I-MHT 109.1 Chan 28	APP CRS 352°	Rwy Ldg 7650 TDZE 265 Apt Elev 266
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ILS RWY 35 (SA CAT I)

MANCHESTER BOSTON RGNL (MHT)

From SHOWZ: RNAV 1-DME/DME/IRU or GPS required. DME or RADAR required.	ALSIF-2 	MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.
Rwy 35 helicopter visibility reduction below RVR 4000 NA. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.		

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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CATEGORY	A	B	C	D
S-ILS 35	RA 138/14 150 DA 415			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MANCHESTER, NEW HAMPSHIRE
Amdt 5 22APR21

42°56'N-71°26'W

MANCHESTER BOSTON RGNL (MHT)
ILS RWY 35 (SA CAT I)

NE-1, 12 JUN 2025 to 07 AUG 2025

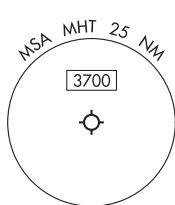
NE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 35 (CAT II & III)
MANCHESTER BOSTON RGNL (MHT)

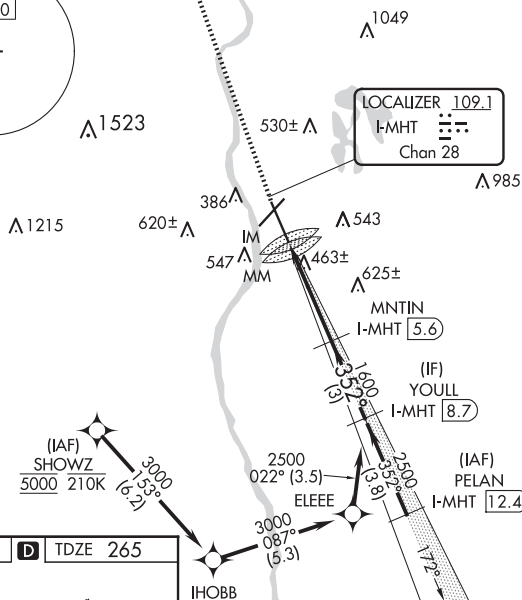
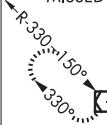
MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

Rwy 35 helicopter visibility reduction below RVR 4000 NA.

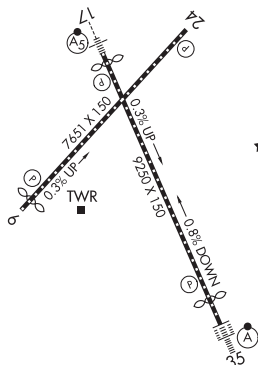
CLNC DEL
135.9





CONCORD
CON $\equiv \div -$
112.9
Chan 76

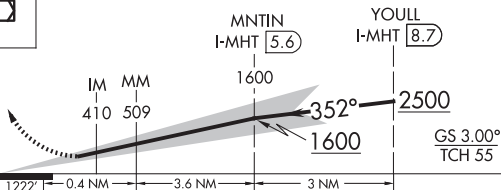


ELEV 266	D	TDZE 265
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4000	CON
	

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).



CATEGORY	A	B	C	D
S-ILS 35	CAT II RA 101/12 100 DA 365			
S-ILS 35	CAT III RVR 700			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

APP CRS
171°

Rwy Ldg
TDZE
229

Apt Elev
266

RNAV (RNP) Z RWY 17

MANCHESTER BOSTON RGNL (MHT)

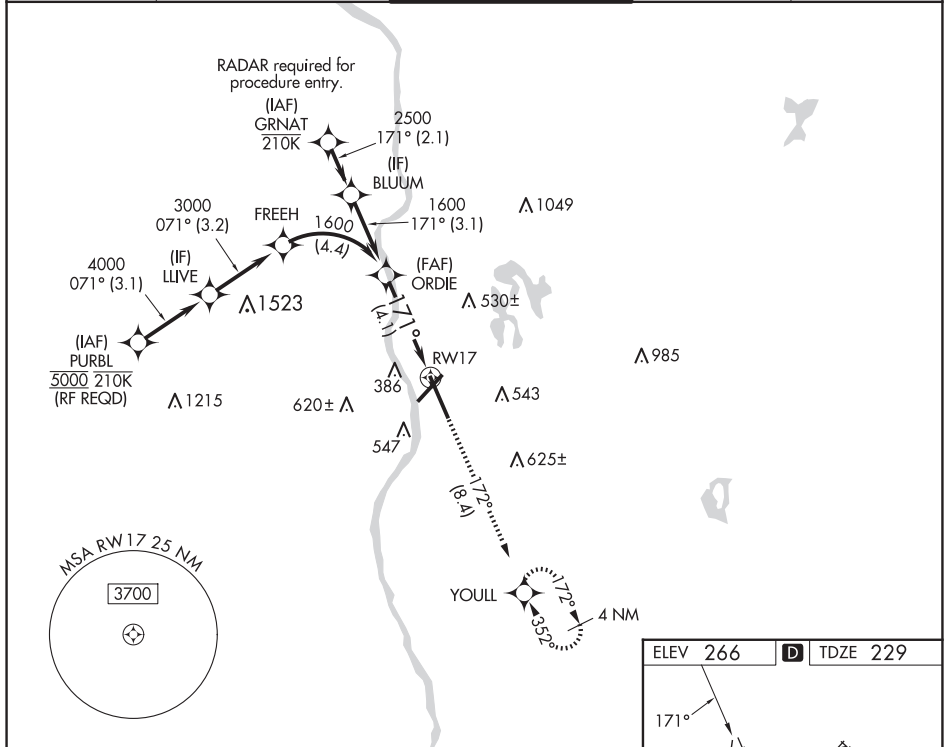
▼ For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 48°C (118°F). When local altimeter setting not received, procedure NA. GPS required. For inop MALS, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.26 all Cats visibility to 1¾ miles, and RNP 0.30 all Cats visibility to 2 miles.

MALS

(A5)

MISSED APPROACH:
Climb to 2100 on track 172° to YOULL and hold.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
-----------------------	--	--	-------------------------	--------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 67).

ORDIE 1600

1600

GP 3.10° TCH 49

2100

tr 172°

YOULL

See planview for multiple IF locations.

4.1 NM

RW17

CATEGORY	A	B	C	D
RNP 0.11 DA		604/40	375 (400-¾)	
RNP 0.26 DA		761/60	532 (500-1¼)	
RNP 0.30 DA		835-1½	606 (600-1½)	

AUTHORIZATION REQUIRED

ELEV 266

D TDZE 229

171°

172°

7651 X 150

2250 X 150

0.3% UP

0.3% DOWN

TWR

REIL Rwy 6 and 24

TDZ/CL Rwy 17 and 35

HIRL Rwy 6-24 and 17-35

APP CRS
352°

Rwy Ldg
TDZE
265

7650
Apt Elev
266

RNAV (RNP) Z RWY 35

MANCHESTER BOSTON RGNL (MHT)

▼

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 1½ SM and RNP 0.30 all Cats visibility to 1¾ SM.

ALFS-2

MISSED APPROACH: Climb to 3000 on track 352° to 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	CLNC DEL 135.9
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MISSED APCH FIX

MSA RW35 25 NM

ELEV 266

D

TDZE 265

3000

↑

tr

352°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

REIL Rwy 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwy 6-24 and 17-35

See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.20 DA	755/60	490 (500-1¼)		
RNP 0.30 DA	802-1¾	537 (600-1¾)		

MANCHESTER, NEW HAMPSHIRE
Orig-A 17AUG17

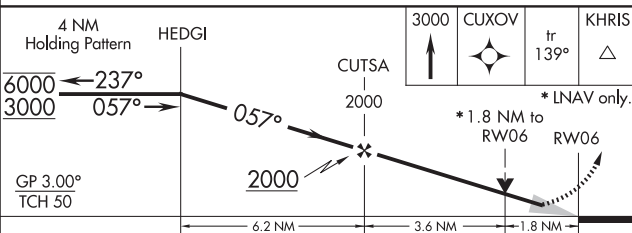
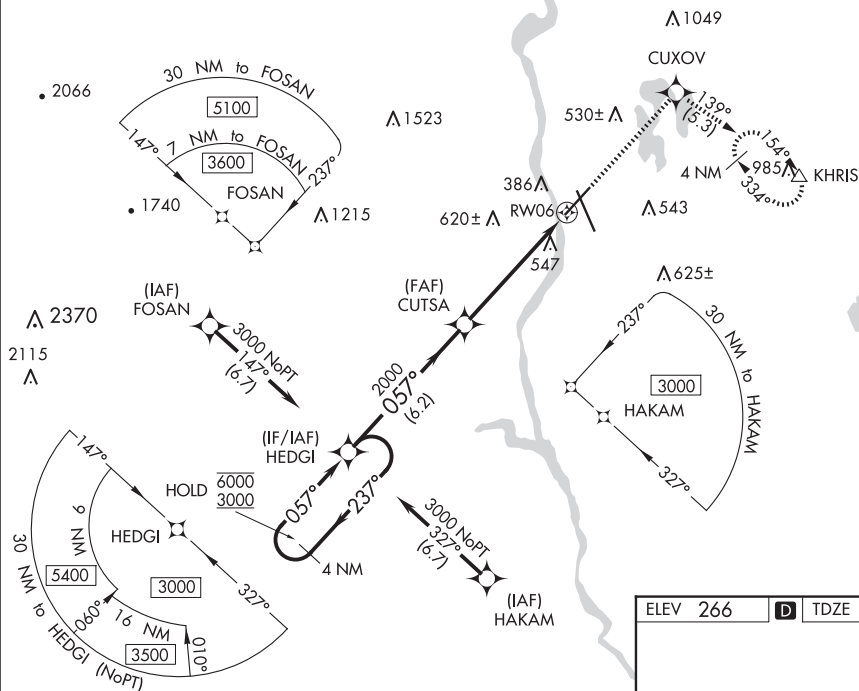
42°56'N-71°26'W

MANCHESTER BOSTON RGNL (MHT)
RNAV (RNP) Z RWY 35

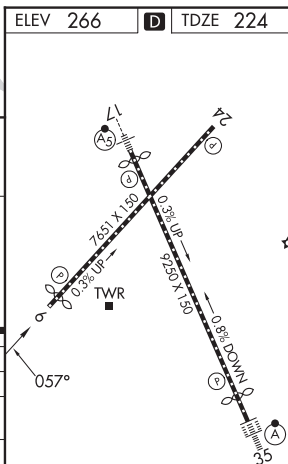
225

RNAV (GPS) RWY 6
MANCHESTER BOSTON RGNL (MHT)

MISSED APPROACH: Climb to 3000 direct CUXOV and on track 139° to KHRIS and hold, continue climb-in-hold to 3000.

CLNC DEL
135.9

CATEGORY		A	B	C	D
LPV	DA	474/40 250 (300-3%)			
LNNAV/ VNAV	DA	840-1 $\frac{3}{4}$ 616 (600-1 $\frac{3}{4}$)			
LNNAV	MDA	840/55 616 (600-1)		840-1 $\frac{3}{4}$ 616 (600-1 $\frac{3}{4}$)	
C CIRCLING		880-1 614 (700-1)		980-2 714 (800-2)	1100-2 $\frac{3}{4}$ 834 (900-2 $\frac{3}{4}$)



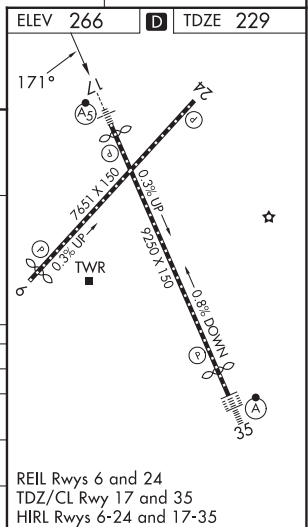
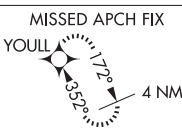
MANCHESTER BOSTON RGNL (MHT)
RNAV (GPS) RWY 6

NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 17
MANCHESTER BOSTON RGNL (MHT)

MISSED APPROACH:
Climb to 2000 direct
YOULL and hold.

CLNC DEL
135.9



MANCHESTER BOSTON RGNL (MHT)
RNAV (GPS) Y RWY 17

WAAS
CH **99614**
W35A

APP CRS
352°

Rwy Ldg
TDZE
265
Apt Elev
266

RNAV (GPS) Y RWY 35

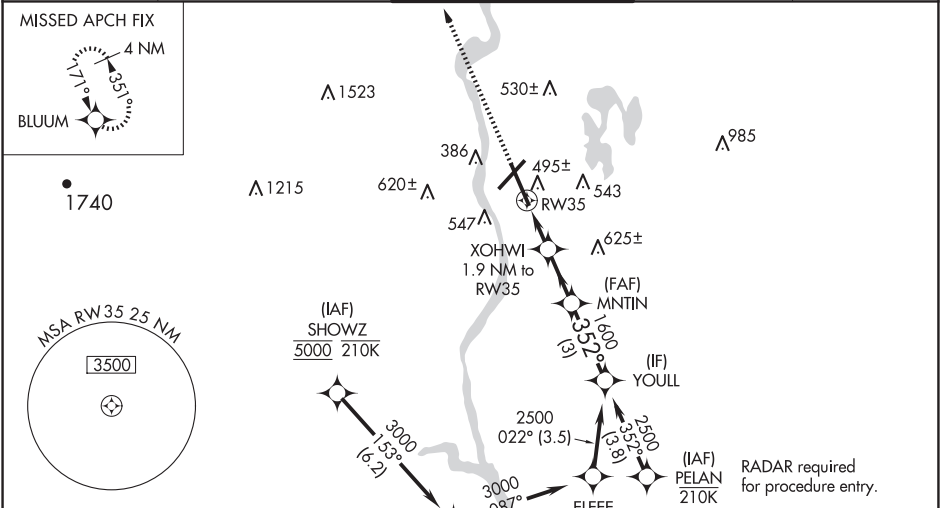
MANCHESTER BOSTON RGNL (MHT)

▼ 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 ¼ 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 Cats C/D visibility to 1¾ mile. VDP and Baro-VNAV NA when using Nashua altimeter setting. Helicopter visibility reduction below ¾ 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 1¾ mile.

ALSF-2

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	CLNC DEL 135.9
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CATEGORY	A	B	C	D
LPV DA	465/18		200 (200-½)	
LNAV/VNAV DA	761/60		496 (500-1¼)	
LNAV MDA	760/40	495 (500-¾)	760/50	495 (500-1)
CIRCLING	880-1	614 (700-1)	980-2 714 (800-2)	1100-2¾ 834 (900-2¾)

25163

AIRPORT DIAGRAM

AL-246 (FAA)

MANCHESTER BOSTON RGNL (MHT)
MANCHESTER, NEW HAMPSHIRE

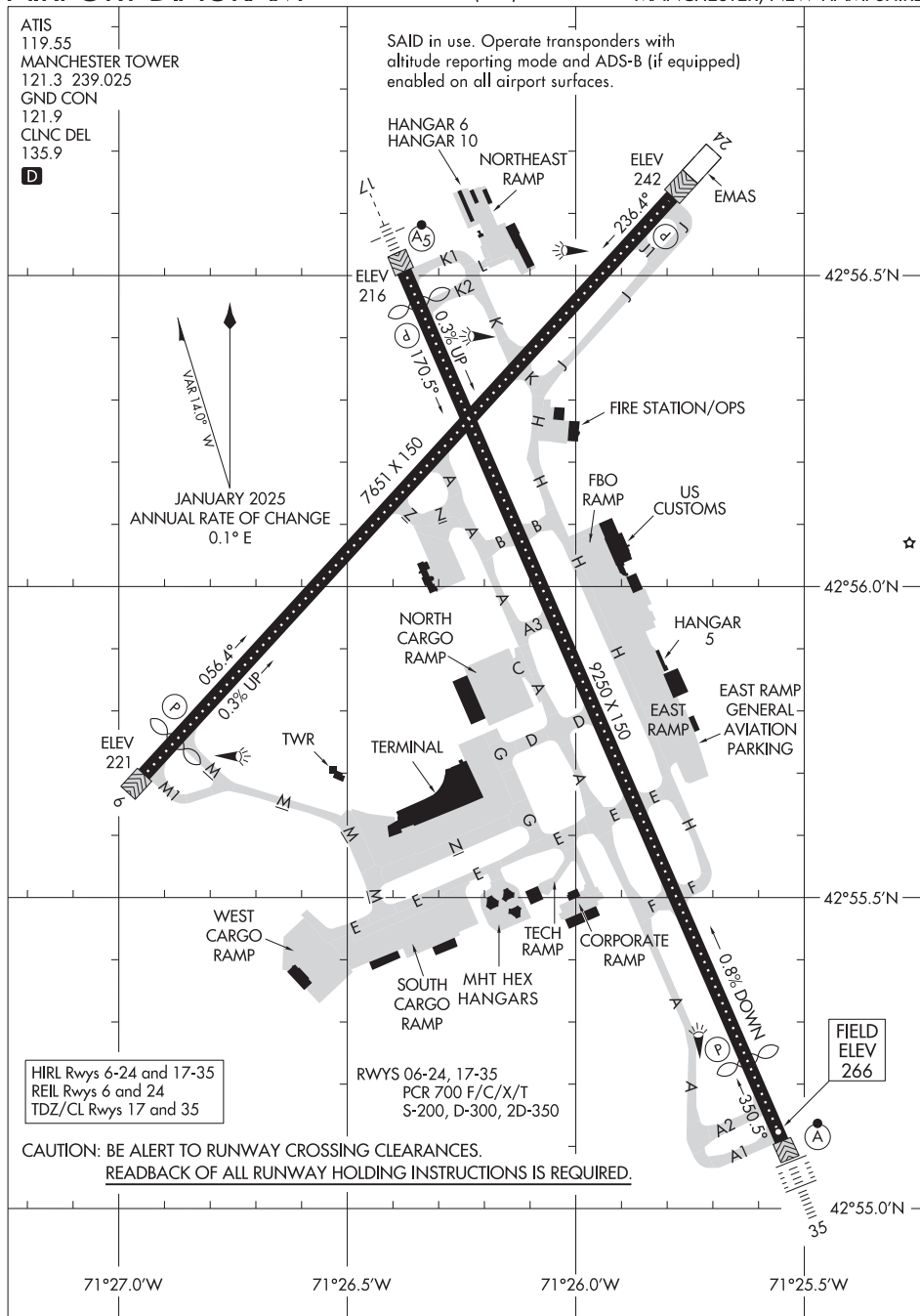
ATIS
119.55
MANCHESTER TOWER
121.3 239.025
GND CON
121.9
CLNC DEL
135.9

D

SAID in use. Operate transponders with
altitude reporting mode and ADS-B (if equipped)
enabled on all airport surfaces.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



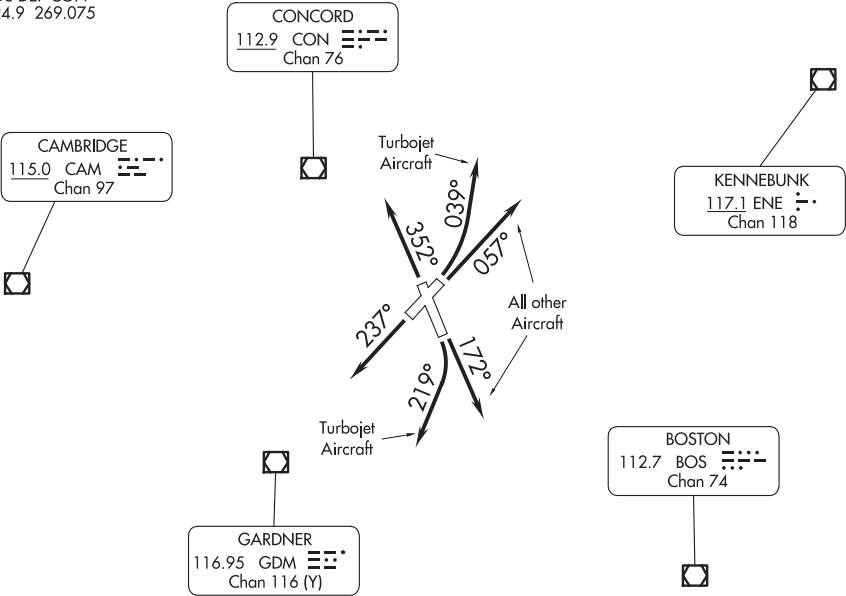
AIRPORT DIAGRAM

25163

MANCHESTER, NEW HAMPSHIRE
MANCHESTER BOSTON RGNL (MHT)

ATIS
119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOS DEP CON
124.9 269.075

TOP ALTITUDE:
3000



TAKEOFF MINIMUMS:

- Rwy 6: Standard.
Rwy 17: 300-1½ or standard with a minimum climb of 270' per NM to 600.
Rwy 24: Standard with a minimum climb of 335' per NM to 800.
Rwy 35: 300-1½ or standard with a minimum climb of 265' per NM to 1400.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 6: TURBOJET AIRCRAFT - Climbing left turn heading 039°, thence....
ALL OTHER AIRCRAFT - Climb on heading 057° or as assigned by ATC, thence....
TAKEOFF RUNWAY 17: TURBOJET AIRCRAFT - Climbing right turn heading 219°, thence....
ALL OTHER AIRCRAFT - Climb on heading 172° or as assigned by ATC, thence....
TAKEOFF RUNWAY 24: Climb on heading 237° or as assigned by ATC, thence....
TAKEOFF RUNWAY 35: Climb on heading 352° or as assigned by ATC, thence....

...expect vectors to assigned route/navaid/fix. Maintain 3000 or as assigned by ATC.
Expect clearance to filed altitude/flight level within five (5) minutes after departure.

PPORT FOUR DEPARTURE (RNAV)

MANCHESTER BOSTON RGNL (MHT')
MANCHESTER, NEW HAMPSHIRE

ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075

TOP ALTITUDE:
3000

TAKEOFF MINIMUMS:

Rwys 6, 17, 35: Standard with minimum climb of 325' per NM to 3000.

Rwy 24: Standard with minimum climb of 335' per NM to 3000.

NOTE: For Turbojets only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: RNAV 1.

BARNES
BAF



NELIE



CALVERTON
CCC

YANTC

COTEE

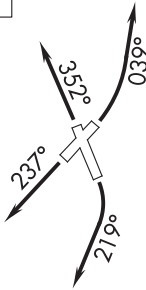
JJIMY

RBELA

SHOEL

PPORT

TYLIR



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing left turn on heading 039°, then...

TAKEOFF RUNWAY 17: Climbing right turn on heading 219°, then...

TAKEOFF RUNWAY 24: Climb on heading 237°, then...

TAKEOFF RUNWAY 35: Climb on heading 352°, then...

...expect vectors to cross TYLIR at or above 3000, then on track 092° to PPORT, then on assigned transition. Expect clearance to filed altitude/flight level within five (5) minutes after departure.

BARNES TRANSITION (PPORT4.BAF):

CALVERTON TRANSITION (PPORT4.CCC):

NELIE TRANSITION (PPORT4.NELIE):

NOTE: Chart not to scale.

PPORT FOUR DEPARTURE (RNAV)

WAAS CH 97644 W32A	APP CRS 319°	Rwy Ldg 3263 TDZE 121 Apt Elev 123
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RNAV (GPS) RWY 32
MANSFIELD MUNI (1B9)

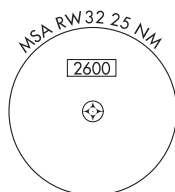
RNP APCH - GPS

- T** Circling NA to Rwy 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV
A NA below -15°C or above 54°C. Baro-VNAV NA when using OWD altimeter setting.
Procedure NA at night. When local altimeter setting not received, use OWD altimeter
setting: increase LPV DA to 432 feet, LNAV/VNAV DA to 427 feet, and all MDAs 40 feet.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WHYBE and hold.

AWOS-3PT 118.675	BOSTON APP CON 124.1	UNICOM 123.0 (CTAF) 1
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MISSED APCH FIX

 $\Delta 878 \pm$

Procedure NA for arrivals at DUNKK on V141 southeast bound

Procedure NA for arrivals at
WOONS on V3 southwest bound.

WOONS



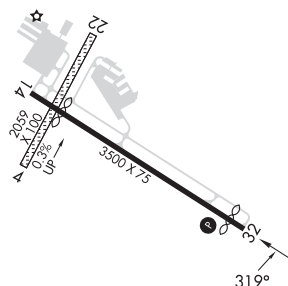
3000 to RAYNM
114°
(24.2)

1148 Δ

ELEV 123		TDZE 121
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Procedure NA for arrivals
at AVONN on V146
northwest bound and V268
and T358 southwest bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 38).

4 NM
Holding PatternMIRL Rwy 14-32

700 3000 WHYBE

VGS and RNAV glidepath not coincident
(VGS Angle 4.00/TCH 38).

4 NM Holding Pattern

RAYNM

EASTN

GEONS 1.1 NM to RW32

RW32

139° 319°

620 2000

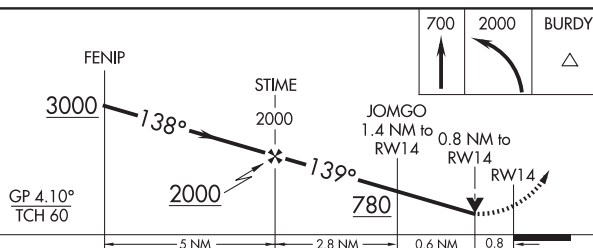
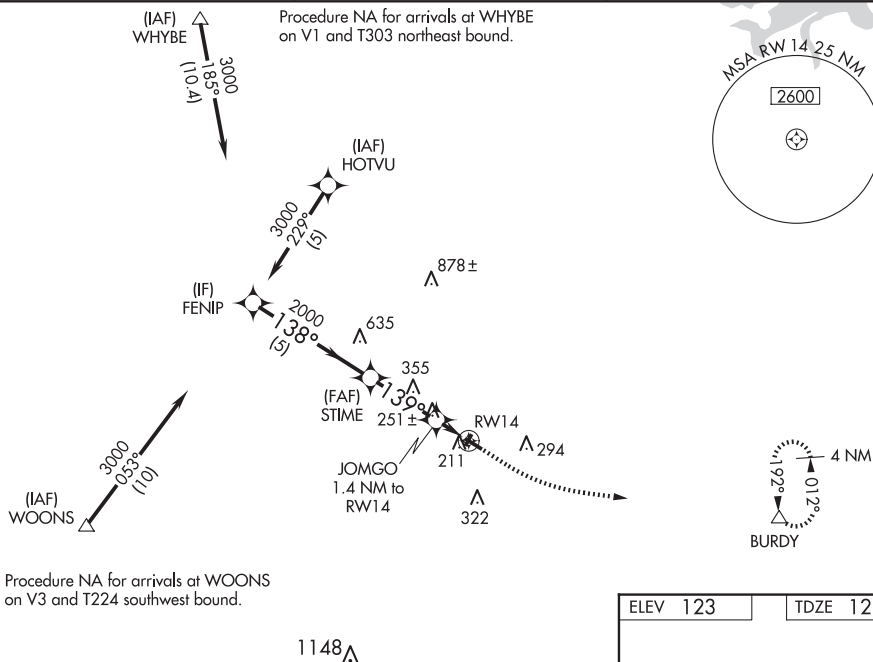
GP 4.00° TCH 55

CATEGORY	A	B	C	D
LPV DA	395-7/8	274 (300-7/8)	NA	
RNAV/VNAV DA	390-7/8	269 (300-7/8)	NA	
RNAV MDA	500-1	379 (400-1)	NA	
CIRCLING	600-1	477 (500-1)	NA	

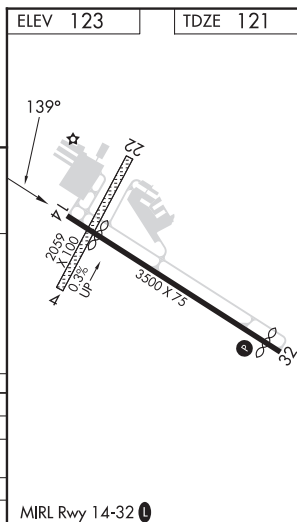
RNAV (GPS) RWY 32

RNAV (GPS) Z RWY 14
MANSFIELD MUNI (1B9)

MISSED APPROACH:
Climb to 700 then
climbing left turn
to 2000 direct
BURDY and hold.

UNICOM
123.0 (CTAF) **L**

CATEGORY		A	B	C	D
LPV	DA	486-1	365 (400-1)	NA	
LNAP/ VNAV	DA	529-1½	408 (500-1½)	NA	
LNAP	MDA	520-1	399 (400-1)	NA	
CIRCLING		600-1	477 (500-1)	NA	

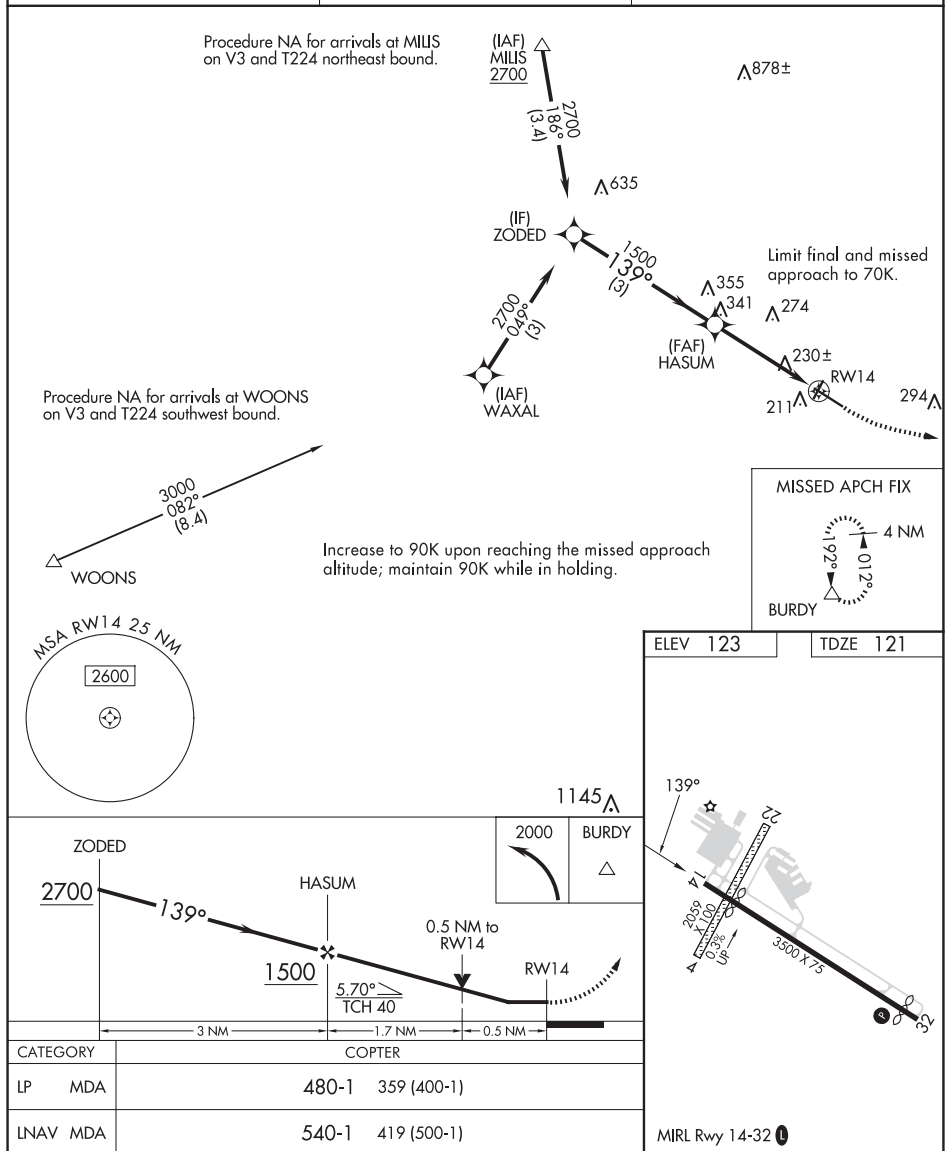


NE-1, 12 JUN 2025 to 07 AUG 2025

COPTER RNAV (GPS) Y RWY 14

MISSED APPROACH:
Climbing left turn to 2000
direct BURDY and hold.

AWOS-3PT 118.675	BOSTON APP CON 124.1	UNICOM 123.0 (CTAF) ①
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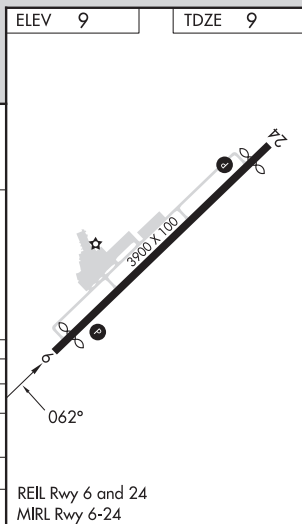


NE-1, 12 JUN 2025 to 07 AUG 2025

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

UNICOM
122.8 (CTAF) **L**



CATEGORY		A	B	C	D
LPV	DA	282-7 ₈	273 (300-7 ₈)		NA
LNAV/ VNAV	DA	445-1 $\frac{1}{2}$	436 (500-1 $\frac{1}{2}$)		NA
LNAV	MDA	480-1	471 (500-1)		NA
CIRCLING		500-1 491 (500-1)	880-1 $\frac{1}{4}$ 871 (800-1 $\frac{1}{4}$)		NA

RNAV (GPS) RWY 6

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86337 W24A	APP CRS 242°	Rwy Idg 3300 TDZE 9 Apt Elev 9
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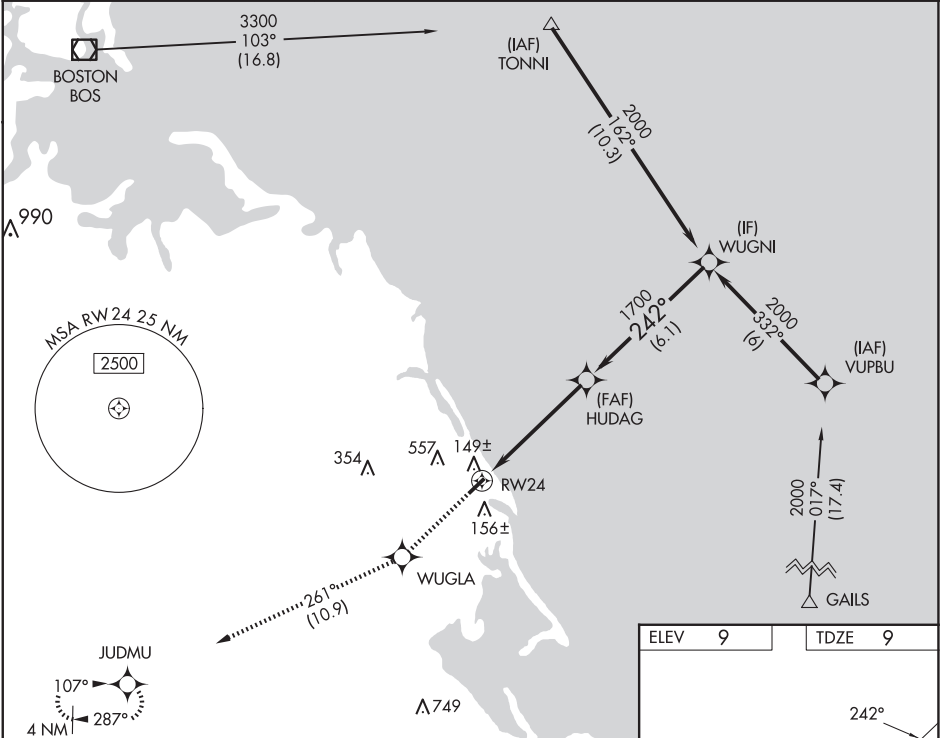
RNAV (GPS) RWY 24

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

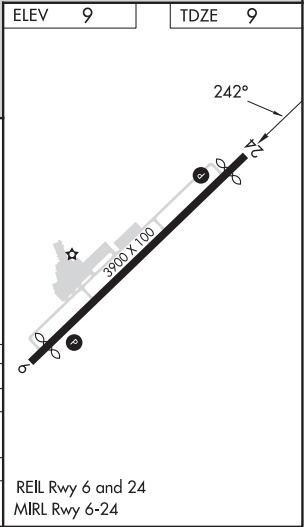
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Plymouth altimeter setting and increase all DA 47 feet, and all MDA 60 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅓ mile. Baro VNAV and VDP NA when using Plymouth altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct WUGLA and on track 261° to JUDMU and hold.

AWOS-3 120.0	BOSTON APP CON 124.1	UNICOM 122.8 (CTAF) 0
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2000 ↑	WUGLA tr 261° 	JUDMU 			
<p>* LNAV only.</p> <p>* 1.1 NM to RW24</p> <p>RW24</p> <p>HUDAG 1700</p> <p>WUGNI 2000</p> <p>242°</p> <p>1700</p> <p>GP 3.00° TCH 40</p> <p>1.1 NM 4.1 NM 6.1 NM</p>					
CATEGORY	A		B	C	D
LPV DA	359-1⅛		350 (400-1⅛)	NA	
LNAV/VNAV DA	403-1⅜		394 (400-1⅜)	NA	
LNAV MDA	400-1		391 (400-1)	NA	
CIRCLING	500-1 491 (500-1)		880-1¼ 871 (900-1¼)	NA	



RNAV (GPS) RWY 24

MERIDEN, CONNECTICUT

AL-5493 (FAA)

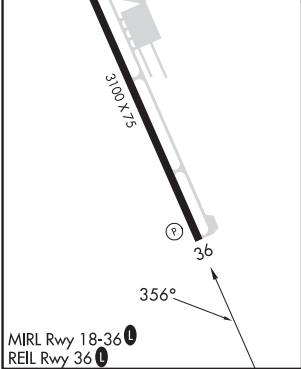
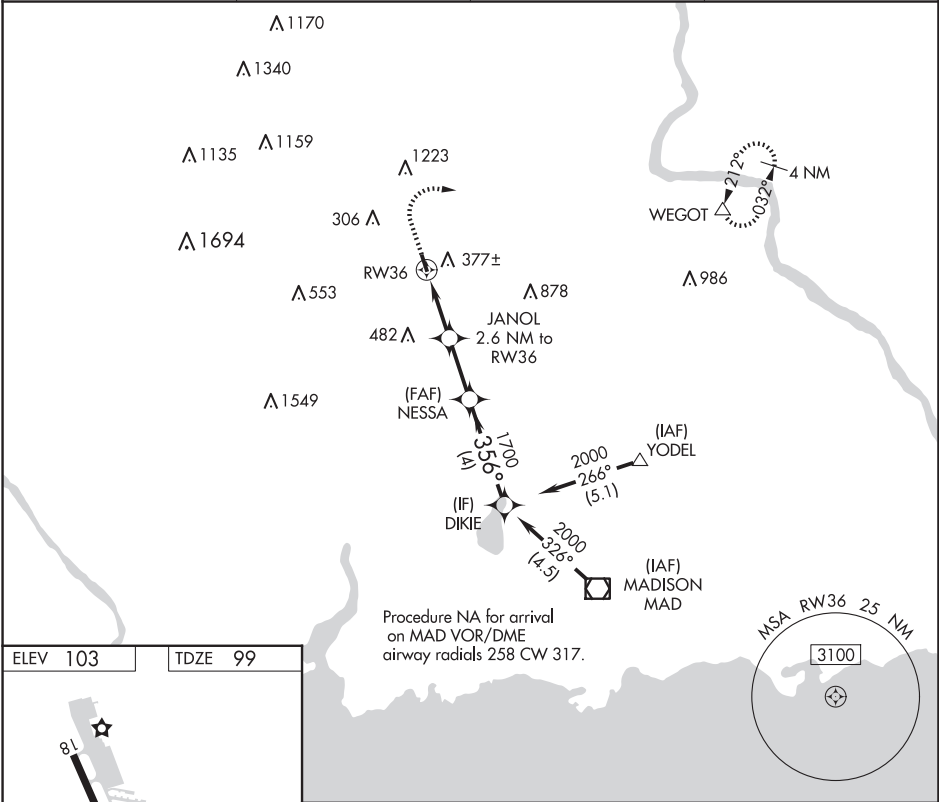
23166

WAAS CH 81832 W36A	APP CRS 356°	Rwy Idg TDZE Apt Elev	3100 99 103
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RNAV (GPS) RWY 36
MERIDEN MARKHAM MUNI (MMK)

RNP APCH.	MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct WEGOT and hold.
Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.	

ASOS 134.925	BRADLEY APP CON 127.8 269.325	CLNC DEL 120.65	UNICOM 123.05 (CTAF)
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800	2500	WEGOT	Visual Segment - Obstacles.			
CATEGORY	A		B		C	D
LP MDA	660-1		561 (600-1)		NA	
RNAV MDA	760-1		661 (700-1)		NA	
CIRCLING	780-1		677 (700-1)		NA	

MERIDEN, CONNECTICUT
Orig-F 05NOV20

41°31'N-72°50'W

MERIDEN MARKHAM MUNI (MMK)
RNAV (GPS) RWY 36

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

MILLINOCKET, MAINE

AL-261 (FAA)

25107

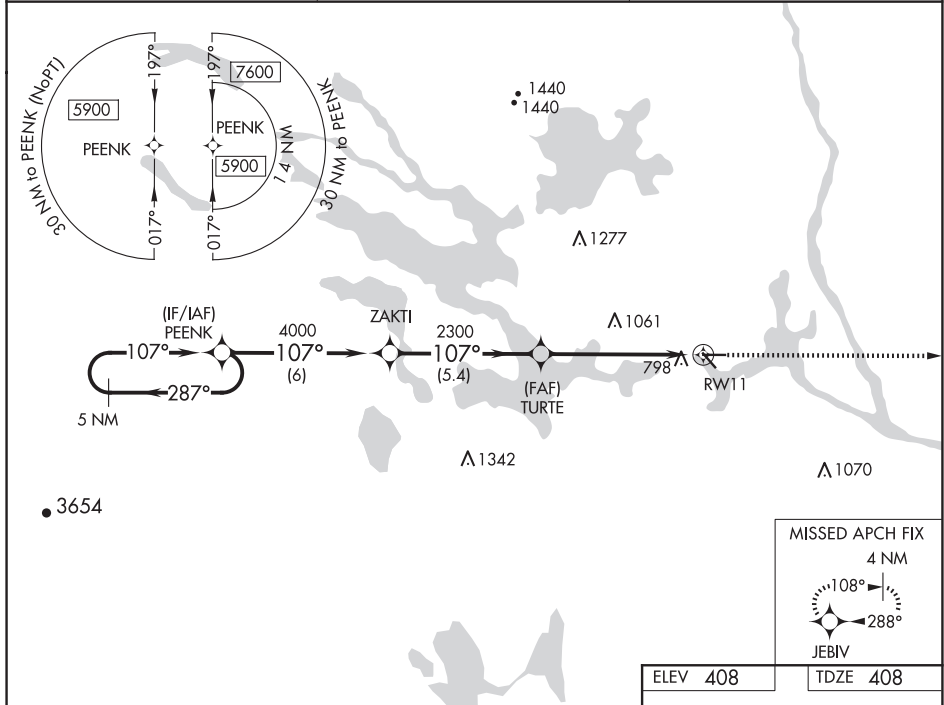
WAAS CH 78328 W11A	APP CRS 107°	Rwy Idg TDZE Apt Elev 408
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RNAV (GPS) RWY 11

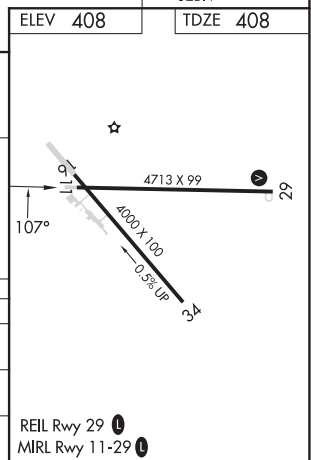
MILLINOCKET MUNI (MLT)

RNP APCH.	Baro-VNAV NA when using Houlton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C. Rwy 11 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase all DA and MDA 120 feet; increase LPV and LNAV/VNAV visibility all Cats ½ SM and LNAV visibility Cat B ¼ SM and Cat C/D ½ SM. Procedure NA at night.	MISSED APPROACH: Climb to 2300 direct JEBIV and hold.
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ASOS 135.225	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern	PEENK	ZAKTI	TURTE	RWY 11
5900	4000	2300	2300	
GP 3.00° TCH 51				
287°	107°	107°	107°	
6 NM	5.4 NM	5.8 NM		
CATEGORY	A	B	C	D
LPV DA	929-1¾ 521 (600-1¾)			
LNAV/VNAV DA	1004-2 596 (600-2)			
LNAV MDA	1100-1 692 (700-1)		1100-2 692 (700-2)	



MILLINOCKET, MAINE
Orig-B 18JUL19

45°39'N-68°41'W

MILLINOCKET MUNI (MLT)

RNAV (GPS) RWY 11

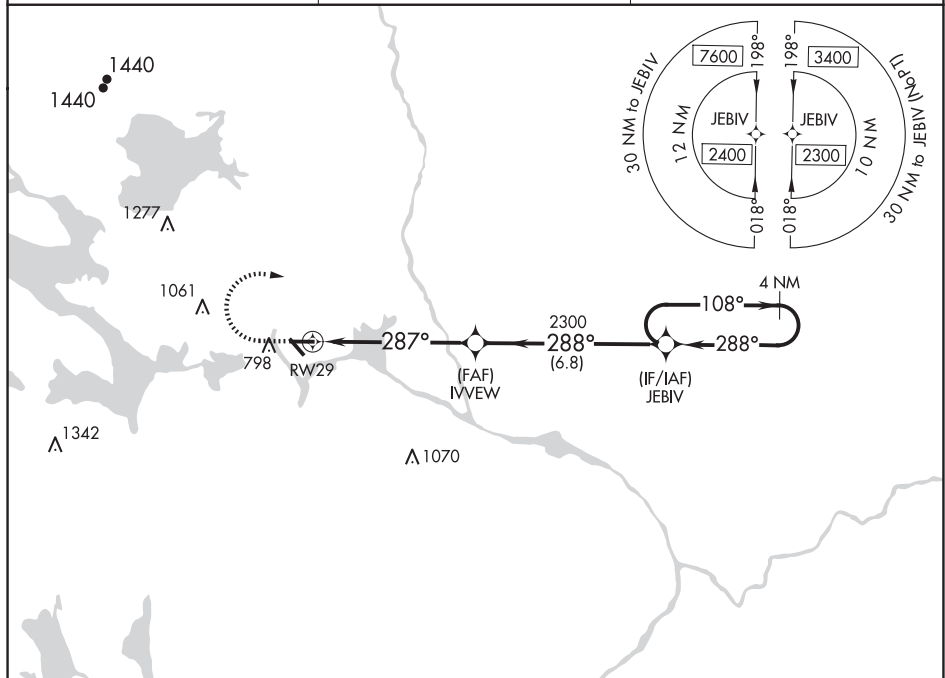
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 29
MILLINOCKET MUNI (MLT)

MISSED APPROACH:
Climb to 920 then
climbing right turn to
2300 direct JEBIV
and hold.

ASOS 135,225	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	697-1		289 (300-1)	
LNAV/VNAV DA	815-1 $\frac{3}{8}$		407 (500-1 $\frac{3}{8}$)	
LNAV MDA	920-1	512 (600-1)	920-1 $\frac{1}{2}$	512 (600-1 $\frac{1}{2}$)
CIRCLING	1100-1	692 (700-1)	1100-2 692 (700-2)	1380-3 972 (1000-3)

NE-1, 12 JUN 2025 to 07 AUG 2025

MILLINOCKET, MAINE

AL-261 (FAA)

25107

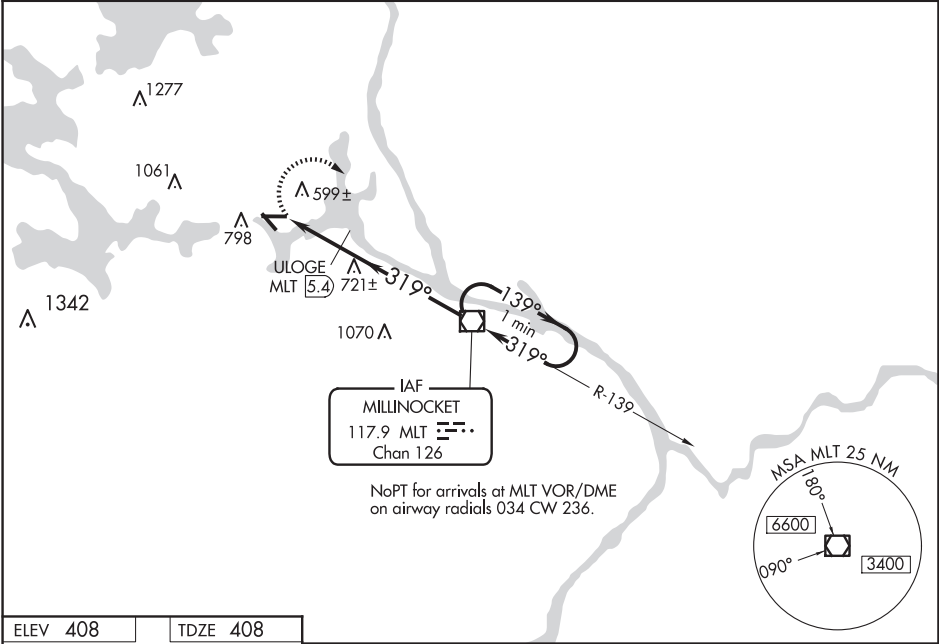
VOR/DME MLT	APP CRS	Rwy Idg	4713
117.9	319°	TDZE	408
Chan 126		Apt Elev	408

VOR RWY 29
MILLINOCKET MUNI (MLT)

⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 and Circling Cat A/B visibility ¼ SM, Cat C visibility ½ SM; increase S-29 Cat D visibility ½ SM; ULOGE fix minimums: increase S-29 Cat C/D and Circling Cat A/B visibility ¼ SM, and Circling Cat C visibility ½ SM. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct MLT VOR/DME and hold, continue climb-in-hold to 3000.

ASOS 135.225	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF) 0
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ELEV 408	TDZE 408
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3000 MLT

*1180 When using Houlton altimeter setting.

One Minute Holding Pattern

MLT VOR/DME

ULOGE MLT 5.4

MLT 7.7

1060*

319°

139°

3000

2.3 NM

5.4 NM

3.14°

TCH 51

CATEGORY	A	B	C	D
S-29	1060-1 652 (700-1)		1060-1¾ 652 (700-1¾)	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)		880-1¼ 472 (500-1¼)	880-1½ 472 (500-1½)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1380-3 972 (1000-3)

REIL Rwy 29 0

MIRL Rwy 11-29 0

FAF to MAP 7.7 NM

Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

MILLINOCKET, MAINE
Orig-C 09SEP21

45°39'N-68°41'W

MILLINOCKET MUNI (MLT)
VOR RWY 29

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS
293°

Rwy Ldg
TDZE
Apt Elev

N/A
N/A
359

RNAV (GPS)-B
TURNERS FALLS (ØB5)

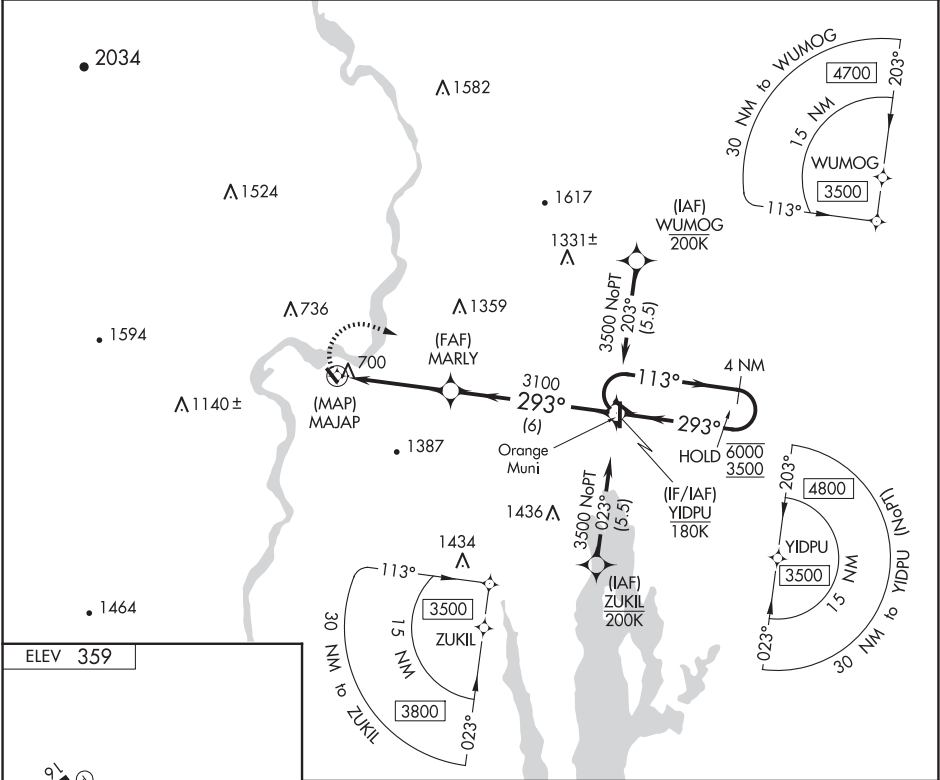
RNP APCH.
NA
-25°C

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.

BOSTON CENTER
123.75 338.2

UNICOM
123.0 (CTAF) 1



ELEV 359

MONTAGUE, MASSACHUSETTS

Orig-B 27JAN22

MIRL Rwy 16-34 1
REIL Rwy 16 1

3500 YIDPU

4 NM Holding Pattern

YIDPU

MAJAP

MARLY

3100

4.1 NM

6 NM

CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 1121 (1200-1¼)	1480-1½ 1121 (1200-1½)	1640-3 1281 (1300-3)	NA

WAAS CH 72731 W19A	APP CRS 194°	Rwy Idg TDZE 733 Apt Elev 733
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RNAV (GPS) Y RWY 19

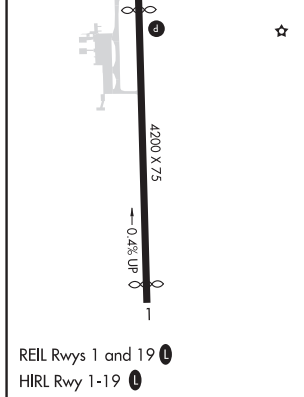
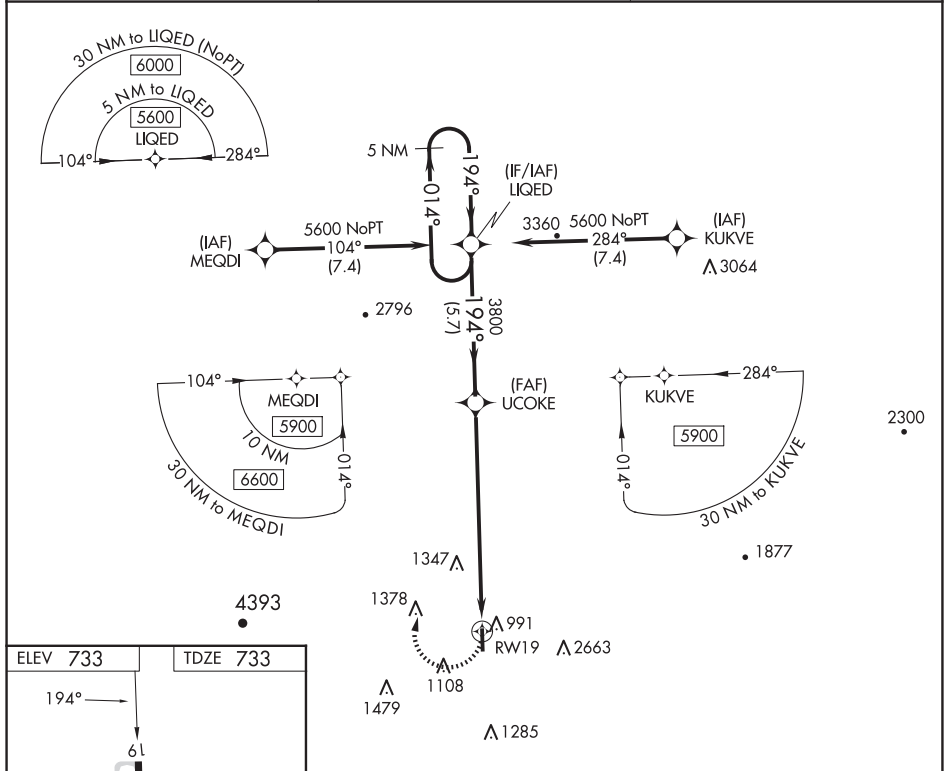
MORRISVILLE-STOWE STATE (MVL)

A
19°C

Circling NA for Cat C E of Rwy 1-19. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME/DME RNP-0.3 NA. VDP NA when using Burlington altimeter setting. When local altimeter setting not received, use Burlington altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: (Do not exceed 165K until LIQED) Climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

ASOS 135.625	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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<div><div><div>5600</div><div>LIQED</div></div><div><div>UCOKE</div><div>LIQED</div><div>5 NM Holding Pattern</div><div>014°</div><div>194°</div><div>5600</div></div><div><div>2.9 NM to RW19</div><div>2.9 NM</div><div>5.3 NM</div><div>5.7 NM</div><div>3800</div><div>194°</div><div>3.50° TCH 31</div></div></div>				
CATEGORY	A	B	C	D
LP MDA	1860-1¼ 1127 (1200-1¼)	1860-1½ 1127 (1200-1½)	1860-3 1127 (1200-3)	NA
LNAV MDA	2160-1¼ 1427 (1500-1¼)	2160-1½ 1427 (1500-1½)	2160-3 1427 (1500-3)	NA
C CIRCLING	2160-1¼ 1427 (1500-1¼)	2160-1½ 1427 (1500-1½)	2160-3 1427 (1500-3)	NA

WAAS CH 97531 W19B	APP CRS 194°	Rwy Idg 3950 TDZE 733 Apt Elev 733
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RNAV (GPS) Z RWY 19
MORRISVILLE-STOWE STATE (MVL)

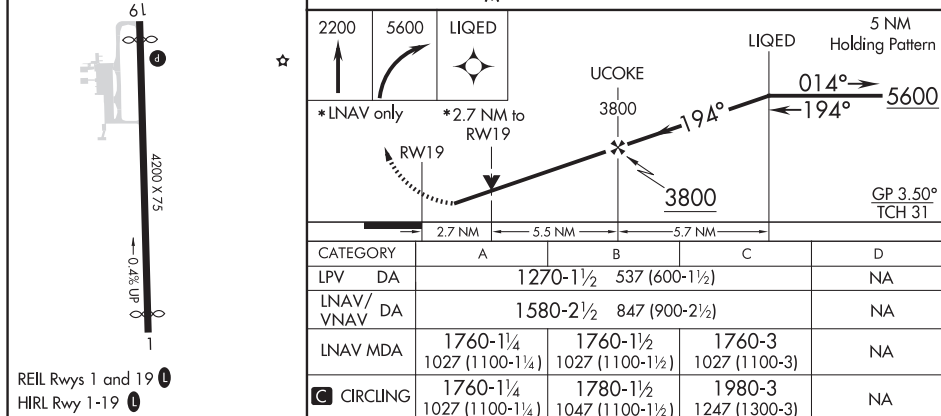
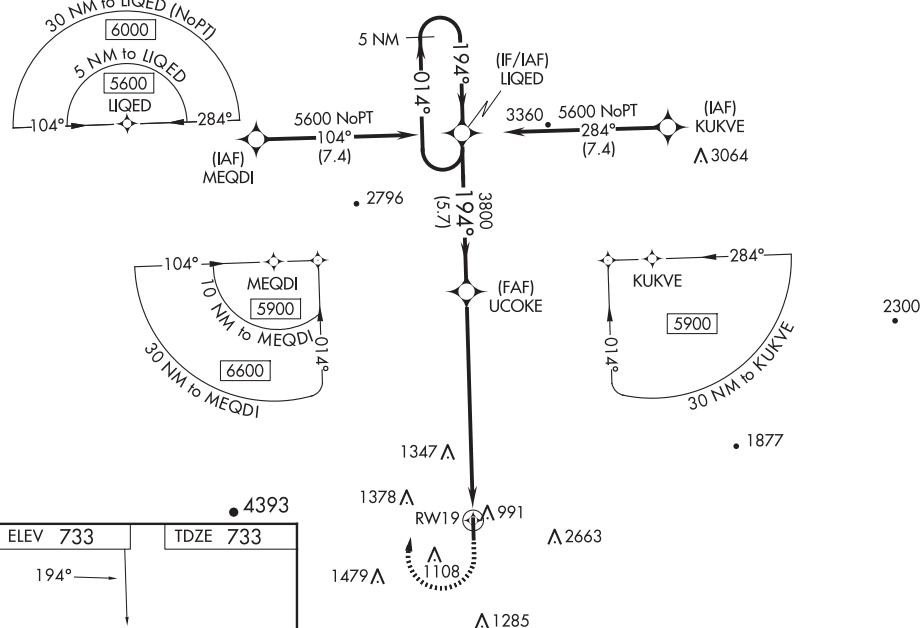
RNP APCH - GPS.

V
A
☖ -19°C

Circling NA for Cat C E of Rwy 1-19. VDP NA when using Burlington altimeter setting. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 1380 feet and all visibilities $\frac{3}{8}$ SM. Increase LNAV/VNAV DA to 1690 feet and all visibilities $\frac{1}{2}$ SM. Increase all MDAs 120 feet. Baro-VNAV NA.

MISSED APPROACH: (Do not exceed 165K until LIQED) Climb to 2200 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600. Missed approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

ASOS 135.625	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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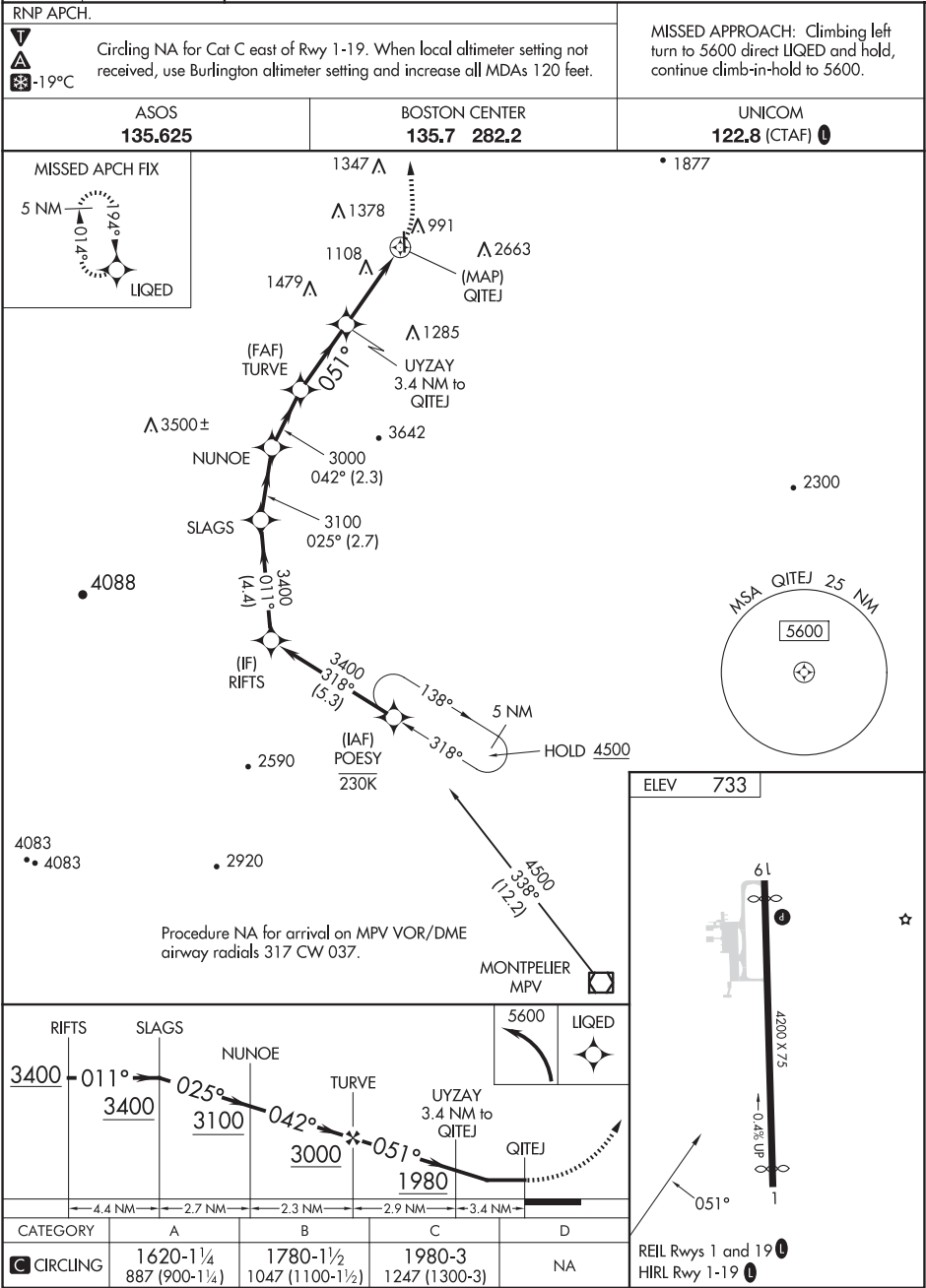
MORRISVILLE, VERMONT

AL-5405 (FAA)

24361

APP CRS	Rwy Idg	N/A
051°	TDZE	N/A
	Apt Elev	733

RNAV (GPS)-A
MORRISVILLE-STOWE STATE (MVL)



MORRISVILLE, VERMONT

Amdt 1 15AUG19

44°32'N-72°37'W

MORRISVILLE-STOWE STATE (MVL)

RNAV (GPS)-A

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-RNE	APP CRS	Rwy Idg
109.1	061°	5765
Chan 28		TDZE 38
		Apt Elev 47

ILS or LOC RWY 6

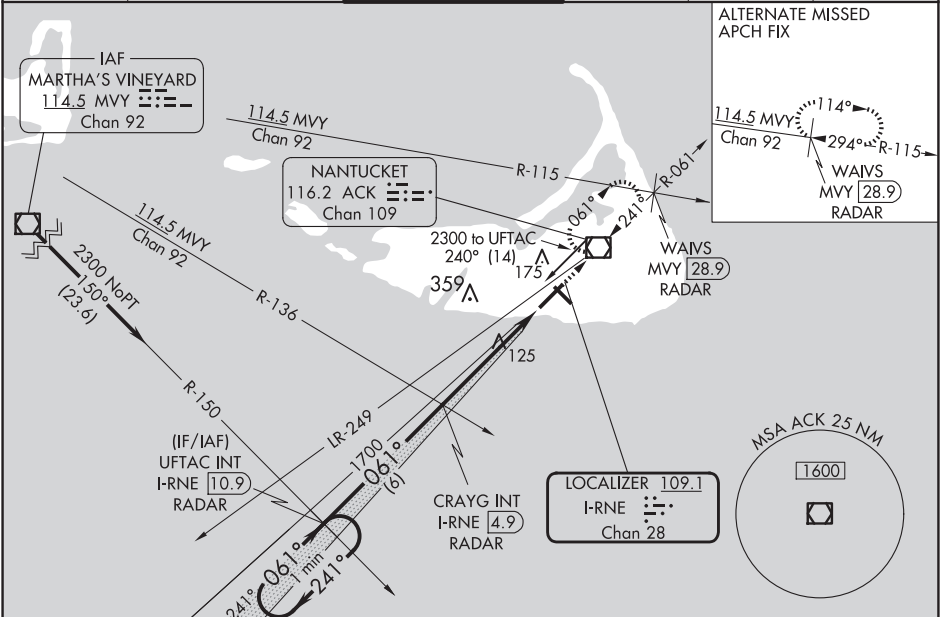
NANTUCKET MEML (ACK)

When local altimeter not received, use Hyannis altimeter setting and increase S-ILS 6 DA to 301 and all MDA 80 feet; increase S-LOC 6 Cats C/D visibility to RVR 5000 and Circling Cats C/D visibility ¼ SM. Inop table does not apply to S-ILS 6. For inop ALS, increase S-LOC 6 Cat D visibility to RVR 5500. For inop ALS when using Hyannis altimeter setting, increase S-ILS 6 all Cats visibility to RVR 4500 and S-LOC 6 Cat D visibility to 1 ¼ SM. VDP NA when using Hyannis altimeter setting.

MALSF

MISSED APPROACH:
Climb to 1800 direct
ACK VOR/DME and
hold, continue climb-
in-hold to 1800.

ATIS	BOSTON APP CON	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) 0	132.5	119.375	122.95



One Minute Holding Pattern

UFTAC INT I-RNE [10.9] RADAR

CRAYG INT I-RNE [4.9] RADAR

I-RNE DME ANTENNA

*I-RNE [0.7]

I-RNE [0.2]

GS 3.00° TCH 57

2300 ← 241°

061° →

1700

1700

6 NM

4.2 NM

0.9 NM

*LOC only.

1800

ACK

CATEGORY	A	B	C	D
S-ILS 6		238/40	200 (200-¾)	
S-LOC 6		380/40	342 (400-¾)	
CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)

NANTUCKET MEML (ACK)

ILS or LOC RWY 6

NANTUCKET, MASSACHUSETTS

AL-659 (FAA)

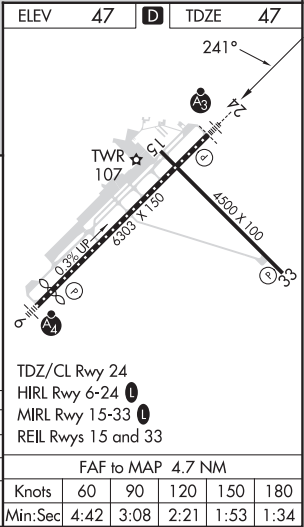
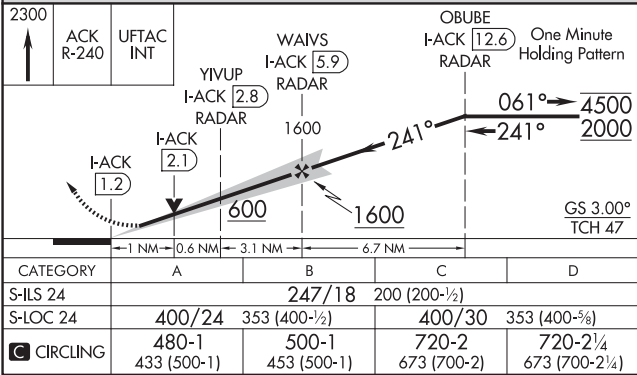
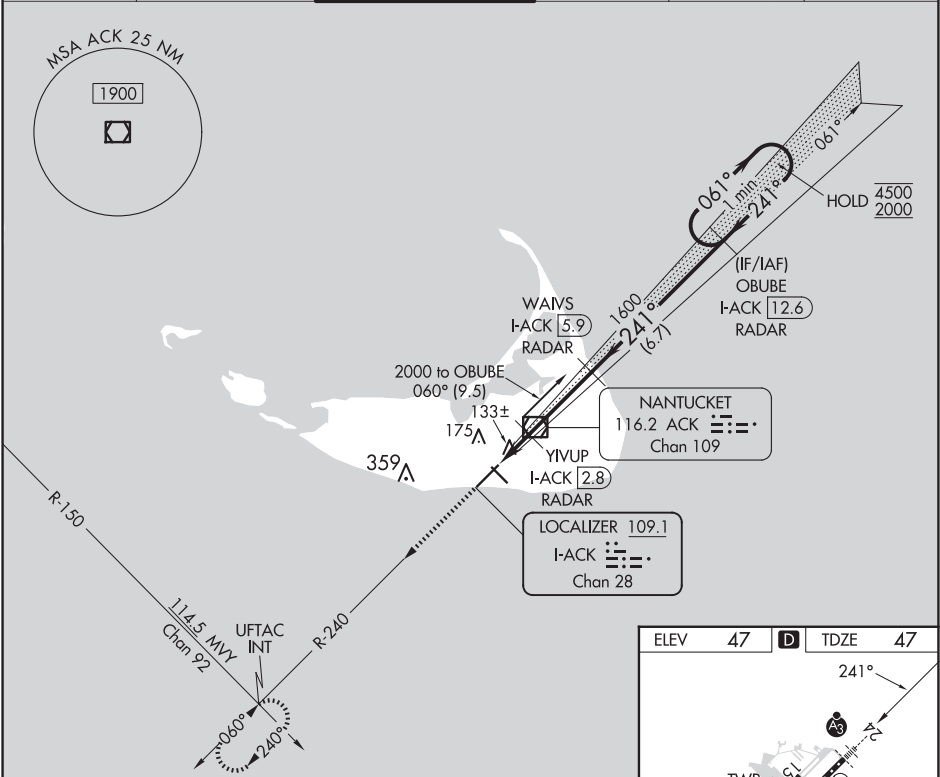
24361

LOC/DME I-ACK 109.1 Chan 28	APP CRS 241°	Rwy Idg TDZE Apt Elev 6303 47 47
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ILS or LOC RWY 24
NANTUCKET MEML (ACK)

DME or RADAR required.		SSALR	MISSED APPROACH: Climb to 2300 on ACK VOR/DME R-240 direct UFTAC INT and hold.	
For inop ALS, increase S-LOC 24 Cat C and D visibilities to RVR 5500.				

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
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NANTUCKET, MASSACHUSETTS
Amdt 17 26DEC24

41°15'N-70°04'W

NANTUCKET MEML (ACK)
ILS or LOC RWY 24

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 24 (SA CAT I)
NANTUCKET MEML (ACK)

MISSED APPROACH: Climb to 2300 on ACK VOR/DME R-240 direct UFTAC INT and hold.

[illegible]

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

NANTUCKET MEML (ACK)
ILS RWY 24 (SA CAT I)

WAAS CH 81912 W06A	APP CRS 061°	Rwy Idg TDZE Apt Elev	5765 38 47
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RNAV (GPS) RWY 6

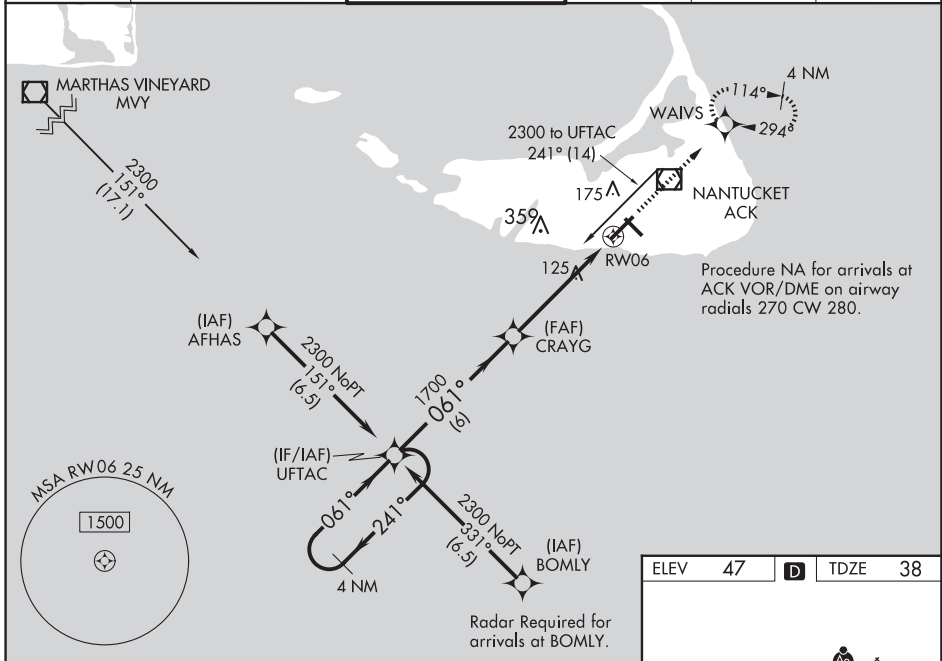
NANTUCKET MEML (ACK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 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 ¼ 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 1¼ SM.

MALSF

MISSED APPROACH: Climb to 1800 direct WAIVS and hold.

ATIS 127.5	BOSTON APP CON 126.1 318.1	NANTUCKET TOWER ★ 118.3 (CTAF) 0	GND CON 132.5	CLNC DEL 119.375	UNICOM 122.95
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4 NM Holding Pattern UFTAC

2300 ← 241° / 061° → 061°

GP 3.00° TCH 57

1700

CRAYG

1700

* 0.9 NM to RW06

6 NM | 4.2 NM | 0.9

1800 WAIVS

* LNAV only.

CATEGORY	A	B	C	D
LPV DA		238/40	200 (200-¾)	
LNAV/VNAV DA		300/40	262 (300-¾)	
LNAV MDA		380/40	342 (400-¾)	
CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)

TDZ/CL Rwy 24

REIL Rwy 15 and 33

MIRL Rwy 15-33 0

HIRL Rwy 6-24 0

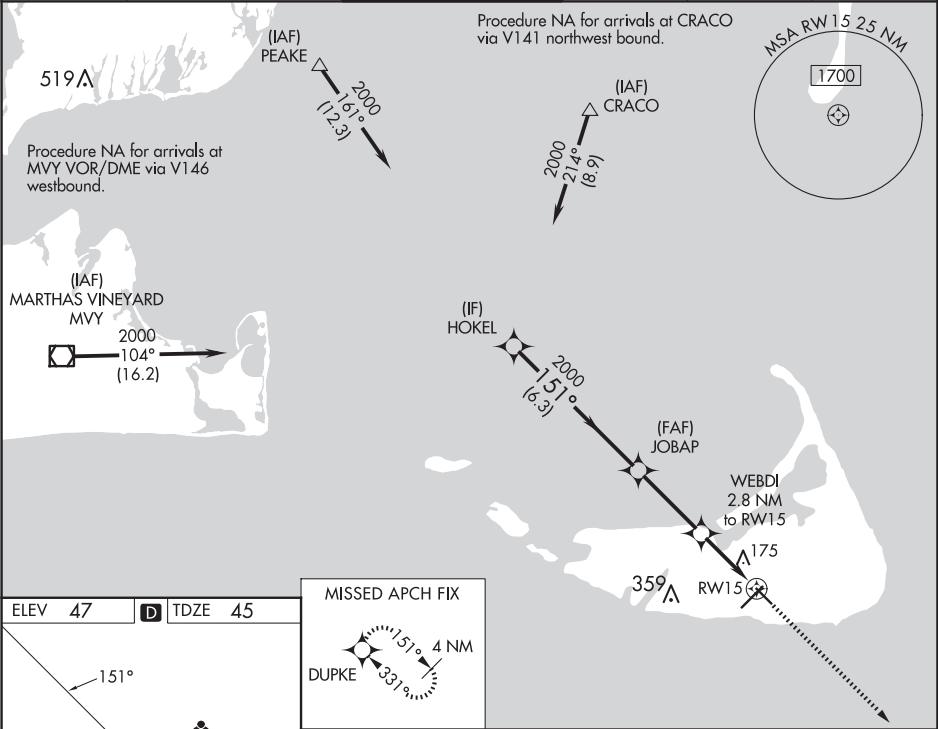
WAAS CH 97623 W15A	APP CRS 151°	Rwy ldg 4500 TDZE 45 Apt Elev 47
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RNAV (GPS) RWY 15

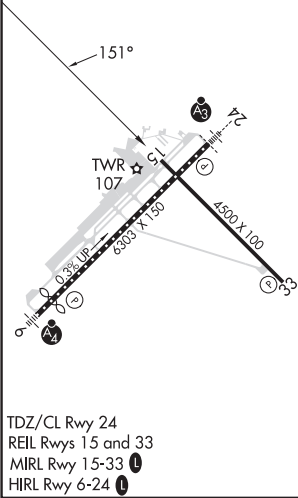
NANTUCKET MEML (ACK)

RNP APCH.		MISSED APPROACH: Climb to 2300 direct DUPKE and hold.
<p>T Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 15 helicopter visibility reduction below ¾ 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 ¼ mile.</p> <p>A</p>		

ATIS 127.5	BOSTON APP CON 126.1 318.1	NANTUCKET TOWER ★ 118.3 (CTAF) 0	GND CON 132.5	CLNC DEL 119.375	UNICOM 122.95
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ELEV 47	D	TDZE 45
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TDZ/CL Rwy 24
REIL Rwy 15 and 33
MIRL Rwy 15-33 **0**
HIRL Rwy 6-24 **0**

MISSED APCH FIX		HOKEL		JOBAP		WEBDI 2.8 NM to RW15		2300 DUPKE	
DUPKE		2000		2000		*980		*LNAV only.	
GP 3.00° TCH 45		6.3 NM		3.2 NM		2.8 NM			
CATEGORY		A		B		C		D	
LPV DA		295-1				250 (300-1)			
LNAV/VNAV DA		480-1½				435 (500-1½)			
LNAV MDA		440-1		395 (400-1)		440-1½		395 (400-1½)	

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NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 93612 W24A	APP CRS 241°	Rwy Idg 6303 TDZE 47 Apt Elev 47
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RNAV (GPS) RWY 24

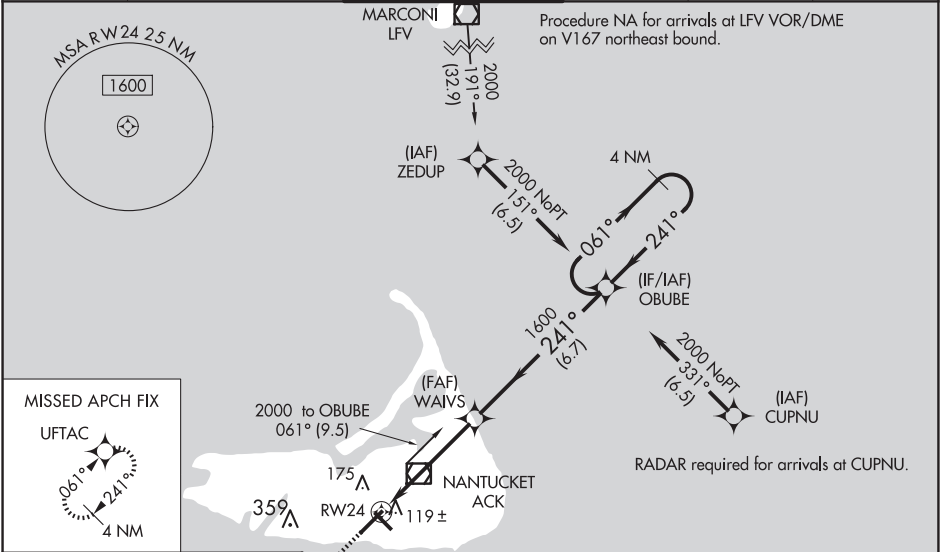
NANTUCKET MEML (ACK)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 310 feet and LNAV/VNAV DA to 363 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility to RVR 3000 and LNAV Cats C/D visibility to RVR 4000 and Circling Cats C/D visibility ¼ SM. For inop SSALR increase LNAV/VNAV all Cats visibility to RVR 4000. For inop SSALR when using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats to RVR 5000, and LNAV Cats C/D to RVR 6000. ** 2400 RVR when using Hyannis altimeter setting.

SSALR




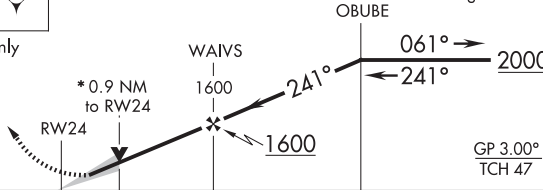

MISSED APPROACH:
Climb to 2300 direct
UFTAC and hold.

ATIS 127.5	BOSTON APP CON 126.1 318.1	NANTUCKET TOWER ★ 118.3 (CTAF) 0	GND CON 132.5	CLNC DEL 119.375	UNICOM 122.95
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ELEV **47** **D** TDZE **47**

TDZ/CL Rwy 24
REIL Rwys 15 and 33
MIRL Rwy 15-33 **1**
HIRL Rwy 6-24 **1**

 2300		 UFTAC		
* LNAV only		4 NM Holding Pattern		
 RW24		 WAIVS 1600 OBUBE 061° → 2000 ← 241° GP 3.00° TCH 47		
CATEGORY	A	B	C	D
LPV DA**	247/18 200 (200-½)			
LNAV/VNAV DA	300/24 253 (300-½)			
LNAV MDA	380/24	333 (400-½)	380/26	333 (400-½)
 CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

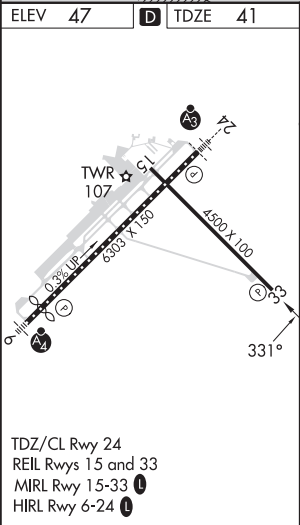
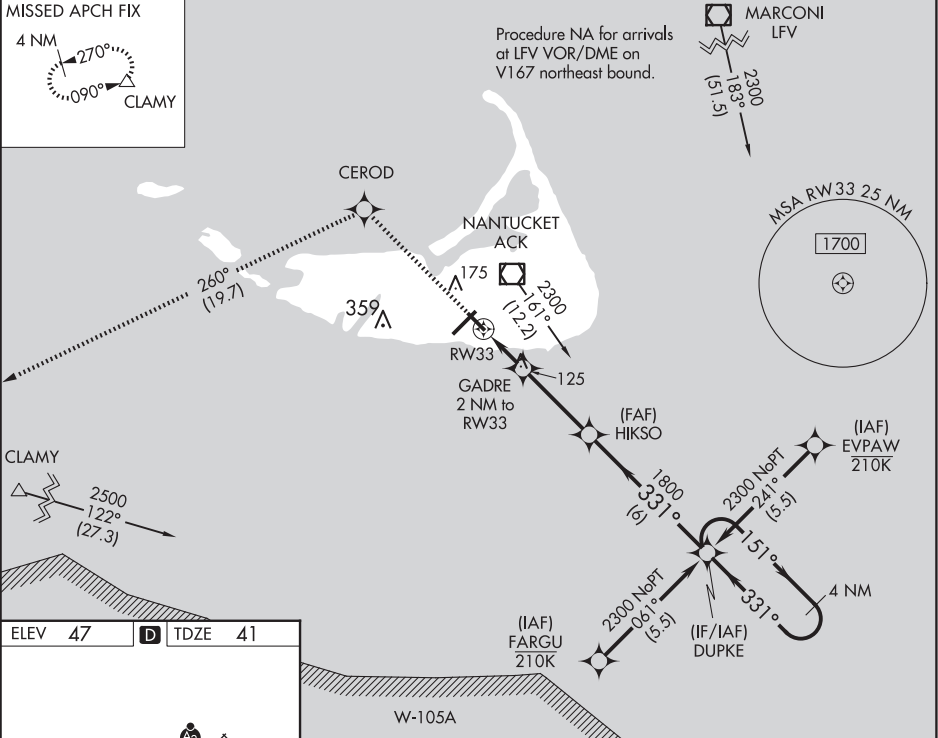
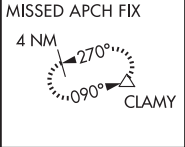
WAAS CH 77835 W33A	APP CRS 331°	Rwy Idg 4500 TDZE 41 Apt Elev 47
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RNAV (GPS) RWY 33
NANTUCKET MEML (ACK)

⚠ 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 1/8 mile and Circling Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct CEROD and on track 260° to CLAMY and hold.

ATIS 127.5	BOSTON APP CON 126.1 318.1	NANTUCKET TOWER * 118.3 (CTAF) 0	GND CON 132.5	CLNC DEL 119.375	UNICOM 122.95
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2500 ↑	CEROD 	CLAMY △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).			
* LNAV only.			4 NM Holding Pattern			
RW33 			GADRE 2 NM to RW33	HIKSO 1800	DUPKE	2300
*720			1800	331°	151°	331°
2 NM			3.4 NM	6 NM	GP 3.00° TCH 56	
CATEGORY		A	B	C	D	
LPV DA			291-1	250 (300-1)		
LNAV/ VNAV DA			301-1	260 (300-1)		
LNAV MDA			380-1	339 (400-1)		
CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	1000-3 953 (1000-3)		

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

NANTUCKET, MASSACHUSETTS

AL-659 (FAA)

25163

ACK VOR/DME	APP CRS	Rwy Ldg
116.2	240°	6303
Chan 109		TDZE 48
		Apt Elev 48

VOR RWY 24

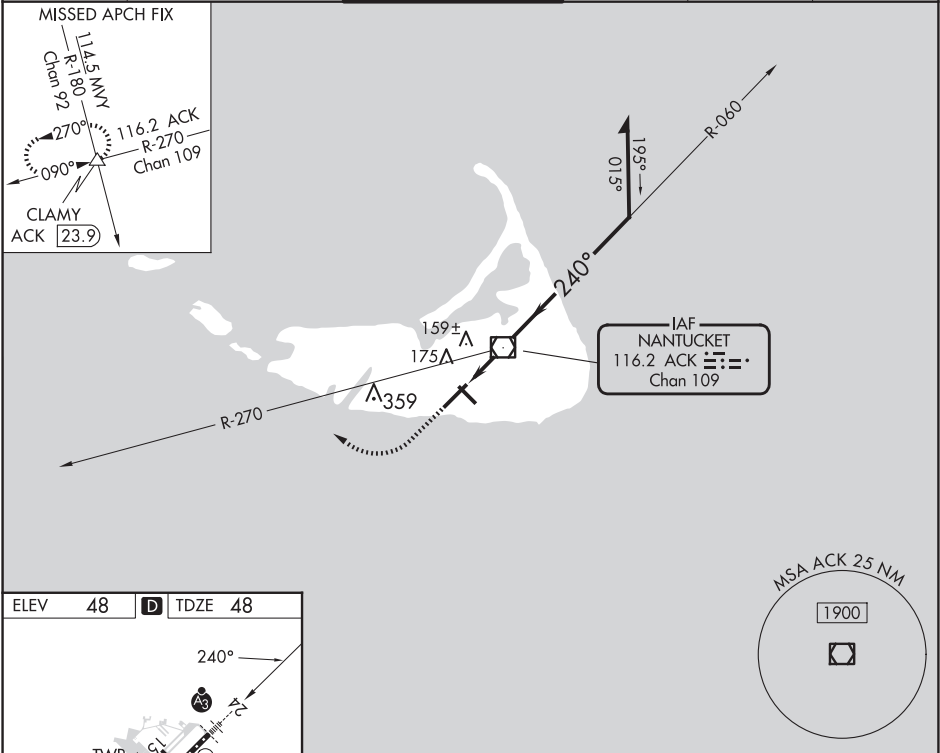
NANTUCKET MEML (ACK)

⚠ When local altimeter setting not received, use HYA altimeter setting and increase all MDAs 80 feet and S-24 visibility Cat C and D to RVR 5000 and increase Circling visibility Cats C and D ¼ SM. For inoperative SSALR: for inop ALS, increase S-24 Cats C and D visibility to RVR 6000. For inop ALS when using HYA altimeter setting, increase S-24 Cats C and D visibility to 1 ¾.

SSALR

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY INT/ACK 23.9 DME and hold.

ATIS	BOSTON APP CON	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) 0	132.5	119.375	122.95



700		2500	ACK R-270	CLAMY △	ACK VOR/DME 6000	Remain within 10 NM
hdg 310°						
ACK 0.9		ACK 1.9	ACK 0.9	ACK 1.9	ACK 0.9	ACK 1.9
3.47°		TCH 48	060°		1800	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).
1 NM		0.9 NM	240°		800	
CATEGORY		A	B	C	D	
S-24		440/24	393 (400-½)	440/40	393 (400-¾)	
CIRCLING		480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)	

NANTUCKET, MASSACHUSETTS
Amdt 14C 12JUN25

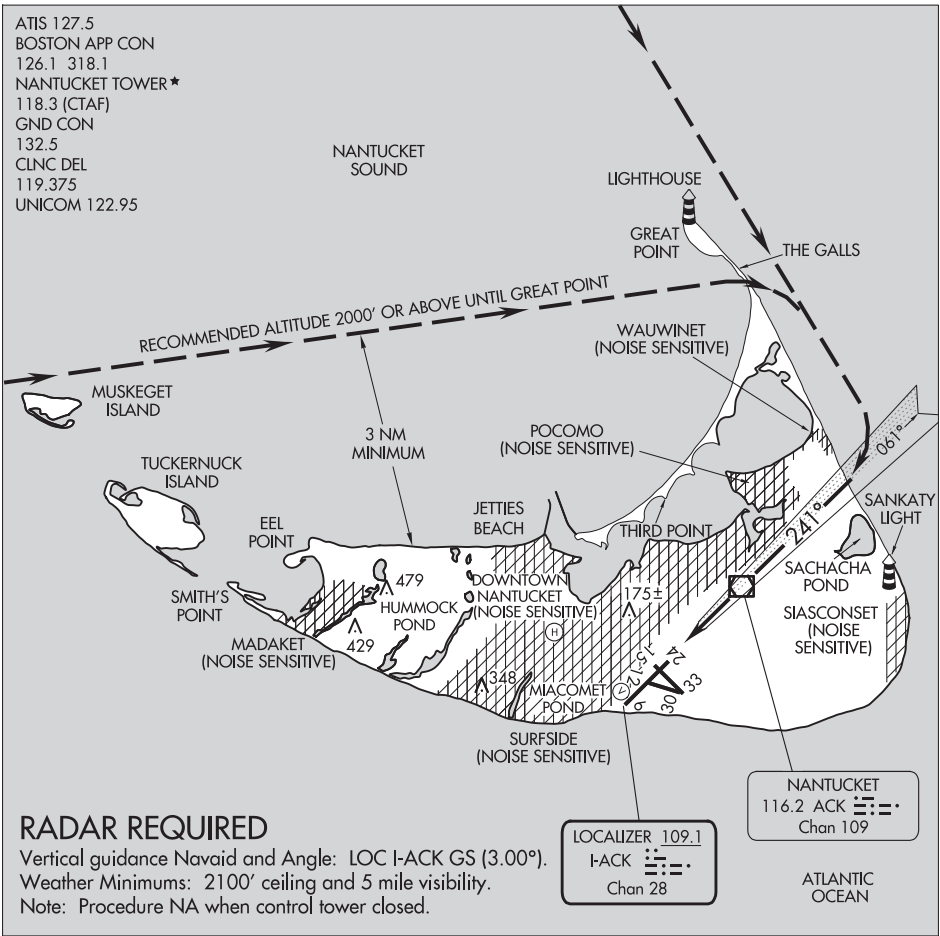
41°15'N-70°04'W

NANTUCKET MEML (ACK)

VOR RWY 24

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



TUCKERNUCK VISUAL RWY 6

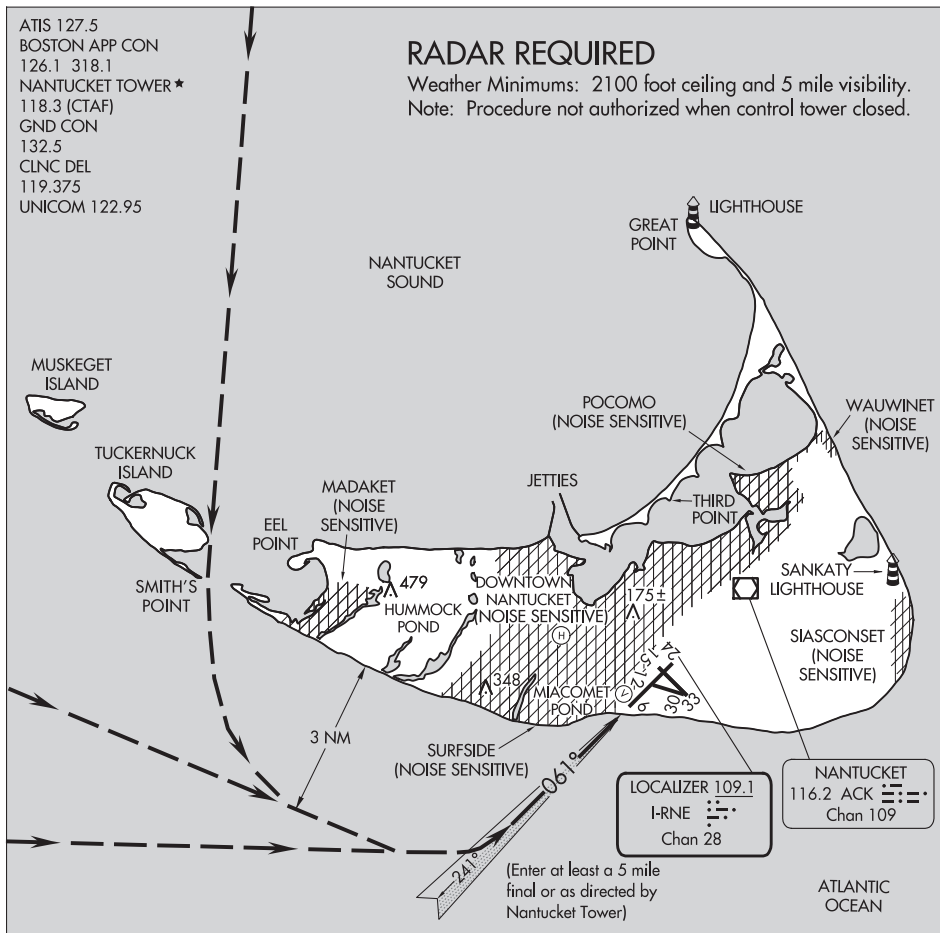
AL-659 (FAA)

NANTUCKET MEML (ACK)
NANTUCKET, MASSACHUSETTS

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

RADAR REQUIRED

Weather Minimums: 2100 foot ceiling and 5 mile visibility.
Note: Procedure not authorized when control tower closed.



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

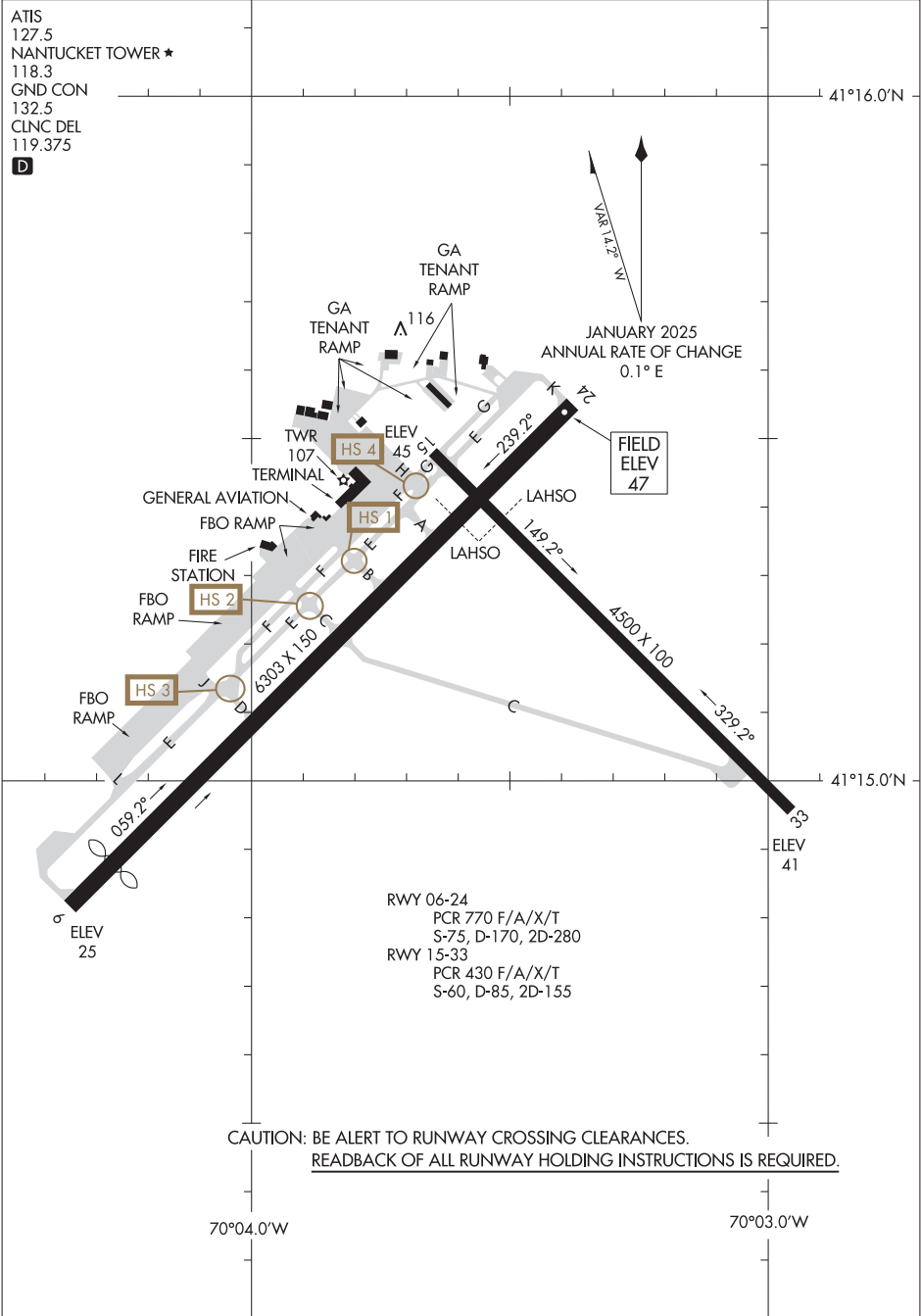
	1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
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TUCKERNUCK VISUAL RWY 6

Amdt 1 22NOV99

41°15'N-70°04'W

NANTUCKET, MASSACHUSETTS
NANTUCKET MEML (ACK)



NASHUA, NEW HAMPSHIRE

AL-5036 (FAA)

24249

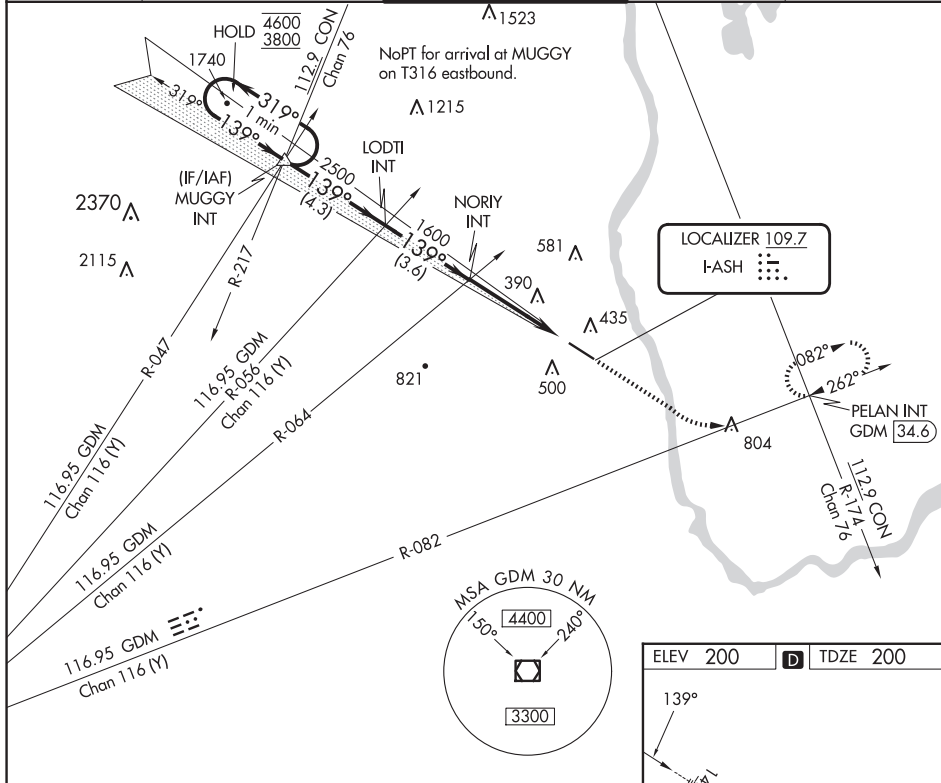
LOC I-ASH 109.7	APP CRS 139°	Rwy Idg TDZE Apt Elev 5650 200 200
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ILS or LOC RWY 14

BOIRE FLD (ASH)

RADAR required for procedure entry.		MALSR	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on GDM VOR/DME R-082 to PELAN INT/GDM R-082/34.6 DME and hold.
For inop ALS, increase S-LOC Cat C/D visibility to 1¾ SM.			

ATIS 125.1	BOSTON APP CON 124.9 269.075	NASHUA TOWER ★ 133.2 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8
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One Minute Holding Pattern				
MUGGY INT				
LODTI INT				
NORRY INT				
PELAN INT				
GS 3.00° TCH 47				
4.3 NM				
3.6 NM				
4.3 NM				
CATEGORY	A	B	C	D
S-ILS 14	400-½ 200 (200-½)			
S-LOC 14	820-½	620 (700-½)	820-1⅜	620 (700-1⅜)
CIRCLING	840-1 640 (700-1)	860-1 660 (700-1)	920-2 720 (800-2)	980-2½ 780 (800-2½)

ELEV 200	D	TDZE 200
139°		
6000 X 100		
TWR 257		
245		
HIRL Rwy 14-32		
REIL Rwy 32		
FAF to MAP 4.3 NM		
Knots	60	90 120 150 180
Min:Sec	4:18	2:52 2:09 1:43 1:26

NASHUA, NEW HAMPSHIRE

Amtd 3 05SEP24

42°47'N-71°31'W

BOIRE FLD (ASH)

ILS or LOC RWY 14


NE-1, 12 JUN 2025 to 07 AUG 2025

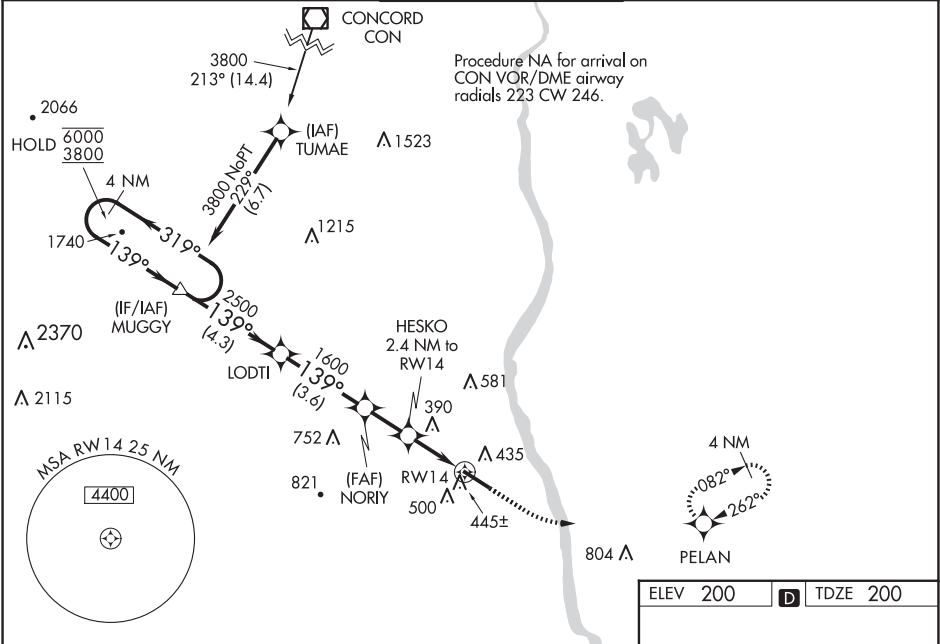
NE-1, 12 JUN 2025 to 07 AUG 2025

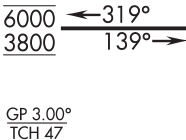

WAAS CH 97730 W14A	APP CRS 139°	Rwy Idg TDZE 200 Apt Elev 200
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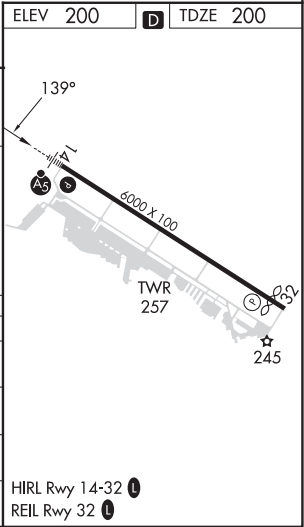
RNAV (GPS) RWY 14

BOIRE FLD (ASH)

RNP APCH - GPS.			<div>MALSRR</div> <div></div>	<div>MISSED APPROACH:</div> <div>Climb to 800 then climbing left turn to 2000 direct PELAN and hold.</div>
<div><div><div><div><div>▼</div><div>▲</div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1% SM and LNAV Cat C/D visibility to 1% SM.</div></div></div></div>				
<div>ATIS</div> <div>125.1</div>	<div>BOSTON APP CON</div> <div>124.9 269.075</div>	<div>NASHUA TOWER ★</div> <div>133.2 (CTAF) 0</div>	<div>GND CON</div> <div>121.8</div>	<div>CLNC DEL</div> <div>121.8</div>



4 NM Holding Pattern		MUGGY	LODTI	NORIY	HESKO	PELAN
		139°	2500	1600	1000	800 2000
GP 3.00° TCH 47		4.3 NM	3.6 NM	1.9 NM	1 NM	1.4 NM
CATEGORY	A	B	C	D		
LPV DA	400-½		200 (200-½)			
LNAV/ VNAV DA	614-¾		414 (500-¾)			
LNAV MDA	700-½	500 (500-½)	700-1	500 (500-1)		
 CIRCLING	840-1 640 (700-1)	860-1 660 (700-1)	920-2 720 (800-2)	980-2½ 780 (800-2½)		



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 32

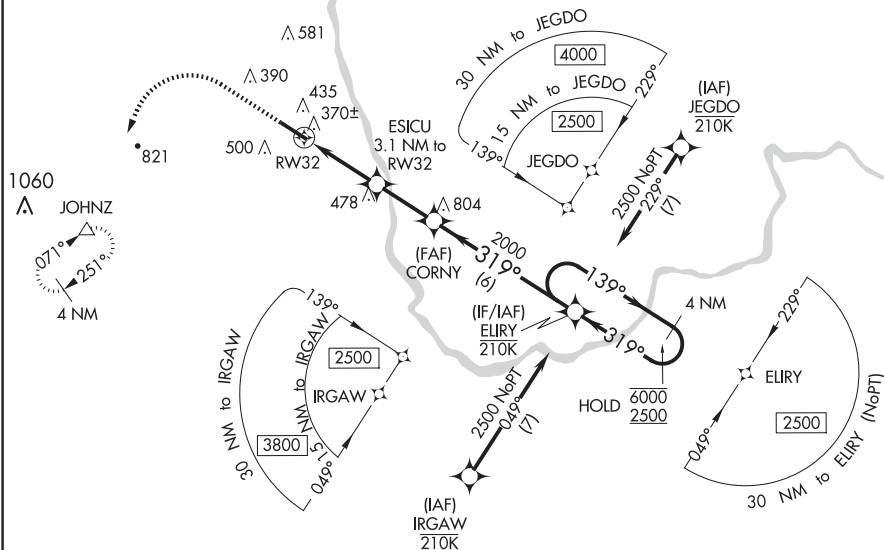
BOIRE FLD (ASH)

T Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH:
Climb to 800 then climbing
left turn to 4000 direct
JOHNZ and hold, continue
climb-in-hold to 4000.

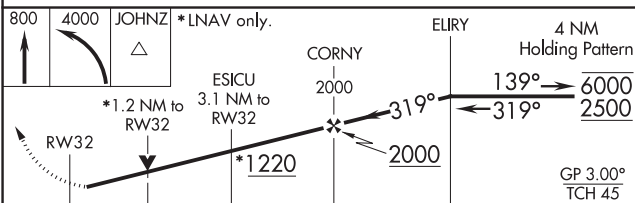
NASHUA TOWER ★
133.2 (CTAF) L


CLNC DEL
121.8

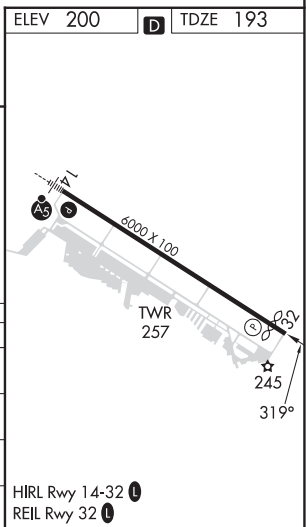


NE-1, 12 JUN 2025 to 07 AUG 2025

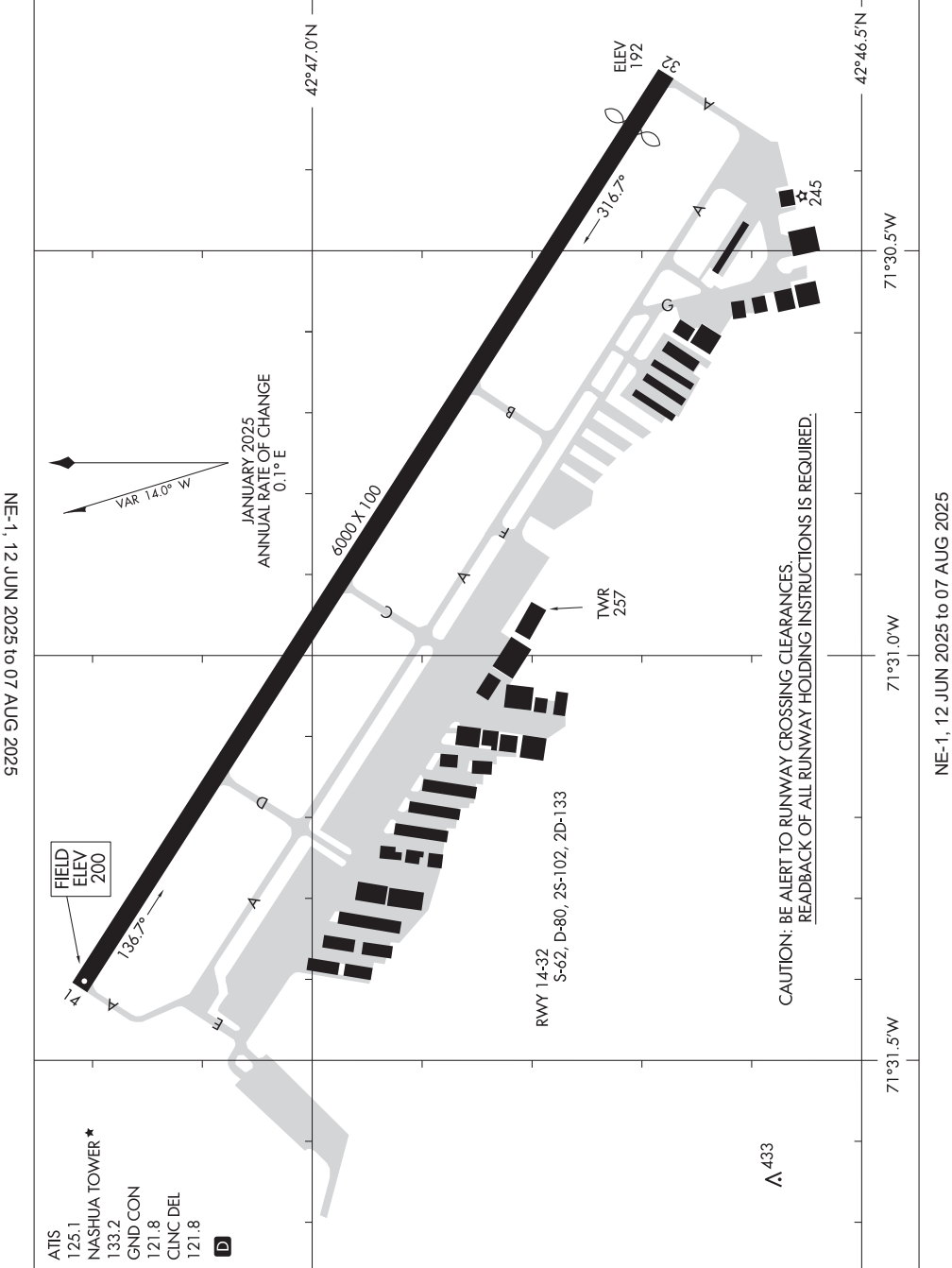
ELEV 200	<input checked="" type="checkbox"/>	TDZE 193
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CATEGORY		A	B	C	D
LPV	DA	477-7/8 284 (300-7/8)			
INAV/ VNAV	DA	633-1 1/4 440 (500-1 1/4)			
INAV	MDA	620-1 427 (500-1)		620-1 1/4 427 (500-1 1/4)	
 CIRCLING		820-1 620 (700-1)	840-1 640 (700-1)	900-2 700 (700-2)	1000-2 1/2 800 (800-2 1/2)



BOIRE FLD (ASH)
RNAV (GPS) RWY 32



ILS or LOC RWY 5
NEW BEDFORD RGNL (EWB)

	<p>MISSED APPROACH: Climb to 800 then climbing left turn to 2100 on heading 210° and on I-EWB localizer SW course R-234 to BONNI INT/I-EWB 11.4 DME and hold</p>
---	---

IAF PROVIDENCE
115.6 PVD
Chan 103

LOCALIZER 109.7
I-EWB
Chan 34

MARTHAS VINEYARD
114.5 MVY
Chan 92

2100 NoPT
142°
(18.4)

R-124

R-142

1048

WIDON 322
I-EWB 3

261±

140±

315

609

577

552

872

263

402

1500

054°
10

054°
min

234°

234°

R-058

117.8 SEY
Chan 125

2100
306°
(24)

MSA PVD 25 NM
2600

(IF/IAF)
BONNI INT
I-EWB 11.4

FROLY INT
I-EWB 5.3

NEW BEDFORD RGNL (E-WB)
ILS or LOC RWY 5

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 60938 W05A	APP CRS 054°	Rwy Idg TDZE 70 Apt Elev 79
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RNAV (GPS) RWY 5

NEW BEDFORD RGNL (EWB)

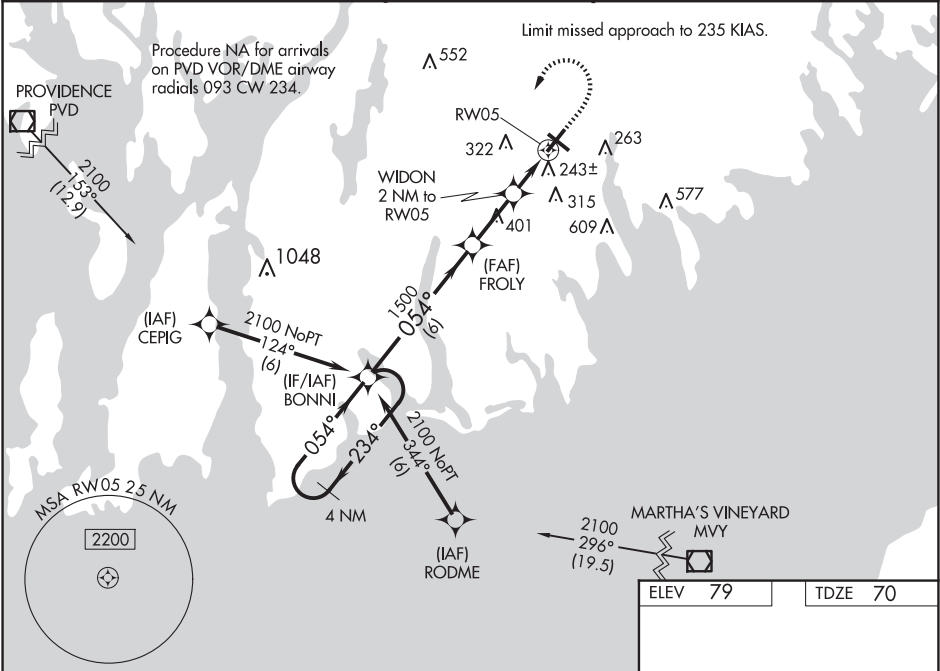
RNP APCH-GPS.

Baro-VNAV and VDP NA when using Taunton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Taunton altimeter setting and increase LPV DA to 304 feet, increase LNAV/VNAV DA to 487 feet and all visibilities to RVR 5000; increase all MDA 40 feet and LNAV Cats C/D visibility to RVR 5000. For inop MALSR, when using Taunton altimeter setting, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1½ miles. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Taunton altimeter setting.

MALSR

MISSED APPROACH:
Climb to 700 then climbing left turn to 2100 direct BONNI and hold.

ATIS 126.85	PROVIDENCE APP CON* 128.7 269.525	NEW BEDFORD TOWER* 118.1 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern

BONNI

FROLY

WIDON 2 NM to RW05

RW05

2100

234°

054°

054°

1500

740

1.2 NM to RW05

700

2100

BONNI

* LNAV only.

GP 3.00°

TCH 49

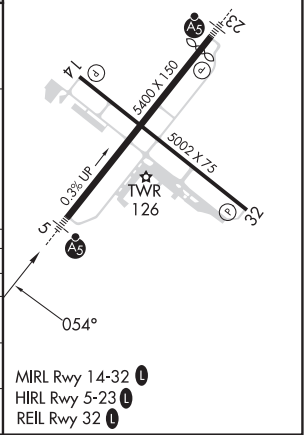
6 NM

2.4 NM

0.8

1.2

CATEGORY	A	B	C	D
LPV DA **		270/24	200 (200-½)	
LNAV/VNAV DA		453/45	383 (400-¾)	
LNAV MDA	500/24	430 (500-½)	500/40	430 (500-¾)
CIRCLING	620-1 541 (600-1)	640-1 561 (600-1)	720-1¾ 641 (700-¾)	960-3 881 (900-3)



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

NEW BEDFORD, MASSACHUSETTS

AL-644 (FAA)

24165

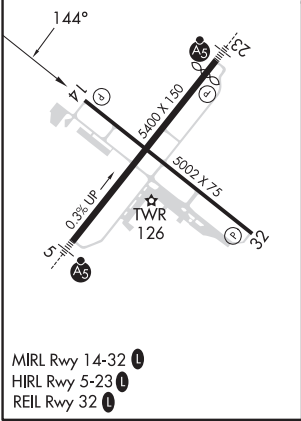
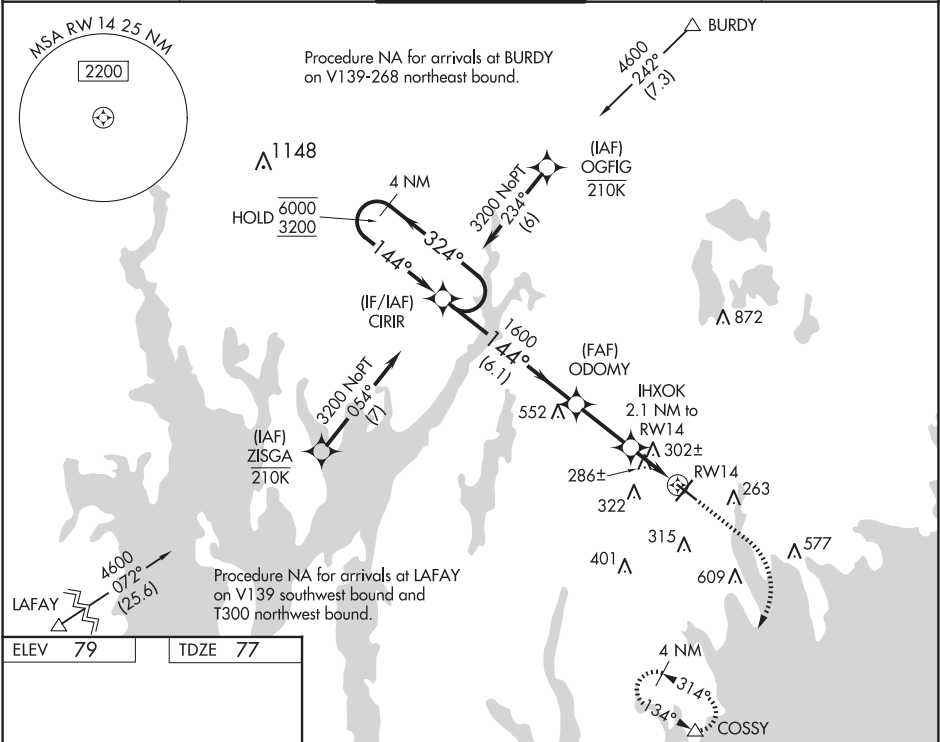
WAAS CH 62927 W14A	APP CRS 144°	Rwy Idg TDZE 77 Apt Elev 79	5002
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RNAV (GPS) RWY 14

NEW BEDFORD RGNL (EWB)

RNP APCH - GPS.		MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct COSSY and hold.	
⚠ 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.			

ATIS 126.85	PROVIDENCE APP CON* 128.7 269.525	NEW BEDFORD TOWER* 118.1 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern CIRIR		Visual Segment - Obstacles.		600	3000	COSSY
6000 ← 324°		144° →				
		ODOMY				
		1600				
		780				
		IHXOK 2.1 NM to RW14				
		RW14				
		6.1 NM				
		2.5 NM				
		2.1 NM				
CATEGORY	A	B	C	D		
LP MDA	540-1	463 (500-1)	540-1 3/8 463 (500-1 3/8)	NA		
LNAV MDA	560-1	483 (500-1)	560-1 3/8 483 (500-1 3/8)	NA		
CIRCLING	620-1 541 (600-1)	640-1 561 (600-1)	720-1 3/4 641 (700-1 3/4)	NA		

NEW BEDFORD, MASSACHUSETTS
Orig-G 13JUN24

41°41'N-70°57'W

NEW BEDFORD RGNL (EWB)
RNAV (GPS) RWY 14

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 65638 W23A	APP CRS 235°	Rwy Idg TDZE 78 Apt Elev 79	5000
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RNAV (GPS) RWY 23

NEW BEDFORD RGNL (EWB)

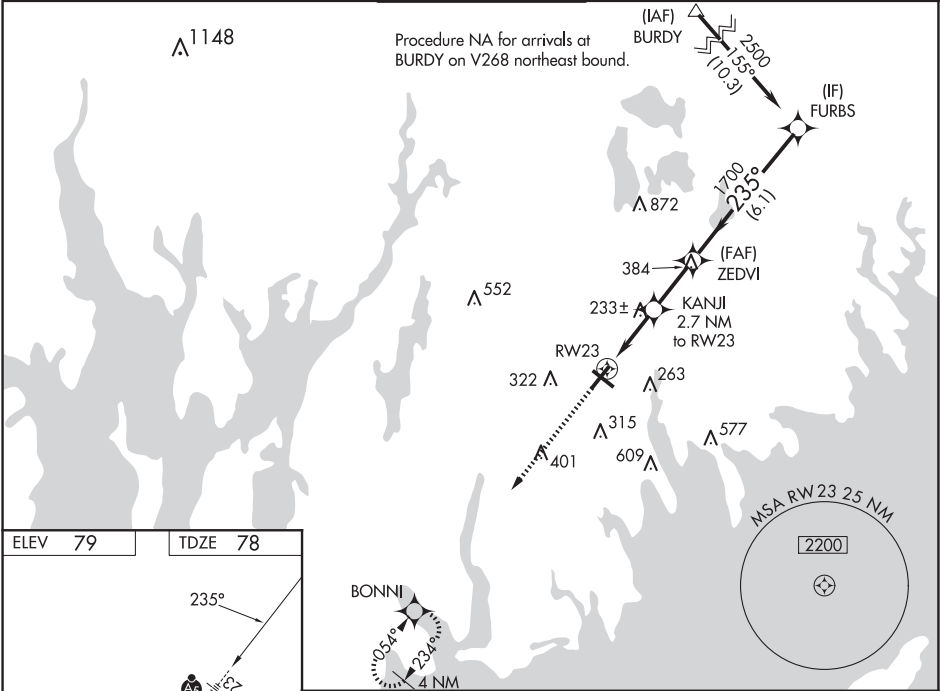
RNP APCH-GPS.

▼ Baro-VNAV and VDP NA when using Taunton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Taunton altimeter setting and increase LPV DA to 393 feet, increase LNAV/VNAV DA to 412 feet; increase all MDA 40 feet and LNAV Cats C and D and Circling Cat C visibility ¼ SM. For inop MALSR, increase LPV all Cats visibility ½ mile, LNAV/VNAV and LNAV Cat A/B visibility ¼ mile. For inop MALSR, when using Taunton altimeter setting, increase LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat A/B visibility ¼ mile and Cat C/D visibility ¾ mile.

MALSR

MISSED APPROACH:
Climb to 2100 direct BONNI and hold.

ATIS 126.85	PROVIDENCE APP CON* 128.7 269.525	NEW BEDFORD TOWER* 118.1 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
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ELEV 79

TDZE 78

MIRL Rwy 14-32

HIRL Rwy 5-23

REIL Rwy 32

	2100	BONNI	KANJI 2.7 NM to RW23	ZEDVI 1700	FURBS 2500	
						GP 3.00° TCH 46
CATEGORY	A	B	C	D		
LPV DA		359-¾	281 (300-¾)			
LNAV/VNAV DA		378-¾	300 (300-¾)			
LNAV MDA		500-¾	422 (500-¾)			
CIRCLING	620-1 541 (600-1)	640-1 561 (600-1)	720-1¾ 641 (700-1¾)	960-3 881 (900-3)		

NEW BEDFORD, MASSACHUSETTS

AL-644 (FAA)

WAAS CH 99427 W32A	APP CRS 325°	Rwy Idg TDZE Apt Elev	5002 68 79
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RNAV (GPS) RWY 32

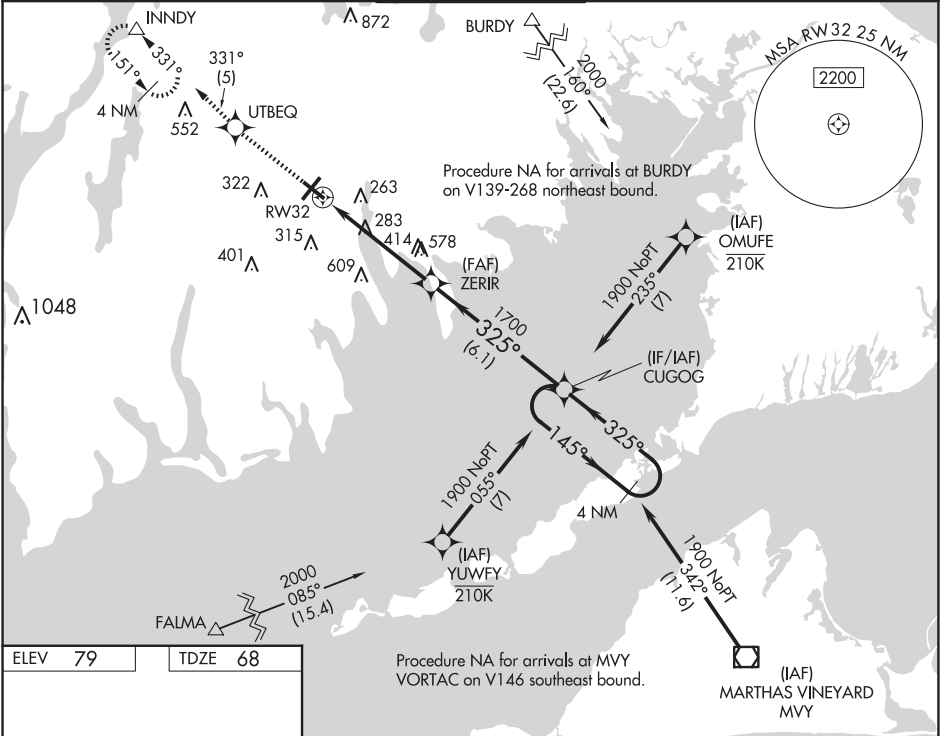
NEW BEDFORD RGNL (EWB)

RNP APCH - GPS.

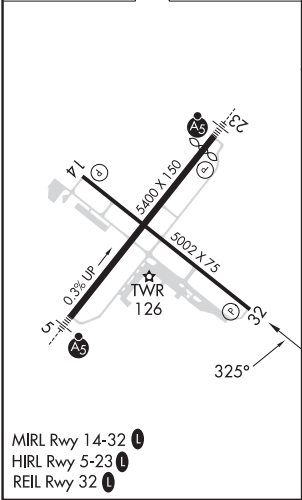
▼ Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile. *VDP NA when using Taunton altimeter setting.

MISSED APPROACH: Climb to 2000 direct UTBEQ and on track 331° to INNDY and hold.

ATIS 126.85	PROVIDENCE APP CON * 128.7 269.525	NEW BEDFORD TOWER * 118.1 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
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ELEV 79	TDZE 68
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MIRL Rwy 14-32
HIRL Rwy 5-23
REIL Rwy 32

2000		UTBEQ	tr	INNDY	Visual Segment - Obstacles.		4 NM
↑		✱	331°	△			Holding Pattern
		*1.9 NM to RW32		ZERIR		CUGOG	
		RW32		1700		145° 1900	
		1.9 NM		3.1 NM		6.1 NM	
CATEGORY		A		B		C	
LP		MDA		720-1 652 (700-1)		720-1 652 (700-1)	
LNAV MDA		880-1 812 (900-1)		880-1 812 (900-1)		880-2 812 (900-2)	
CIRCLING		880-1 801 (900-1)		880-1 801 (900-1)		880-2 801 (900-2)	

NEW BEDFORD, MASSACHUSETTS
Orig-C 27JAN22

41°41'N-70°57'W


NEW BEDFORD RGNL (EWB)

RNAV (GPS) RWY 32

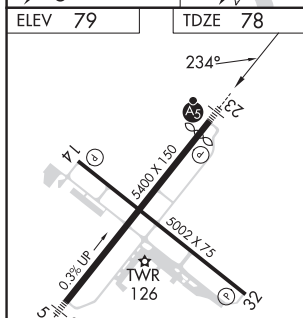
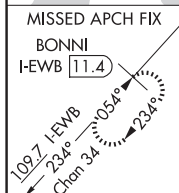
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC BC RWY 23
NEW BEDFORD RGNL (EWB)

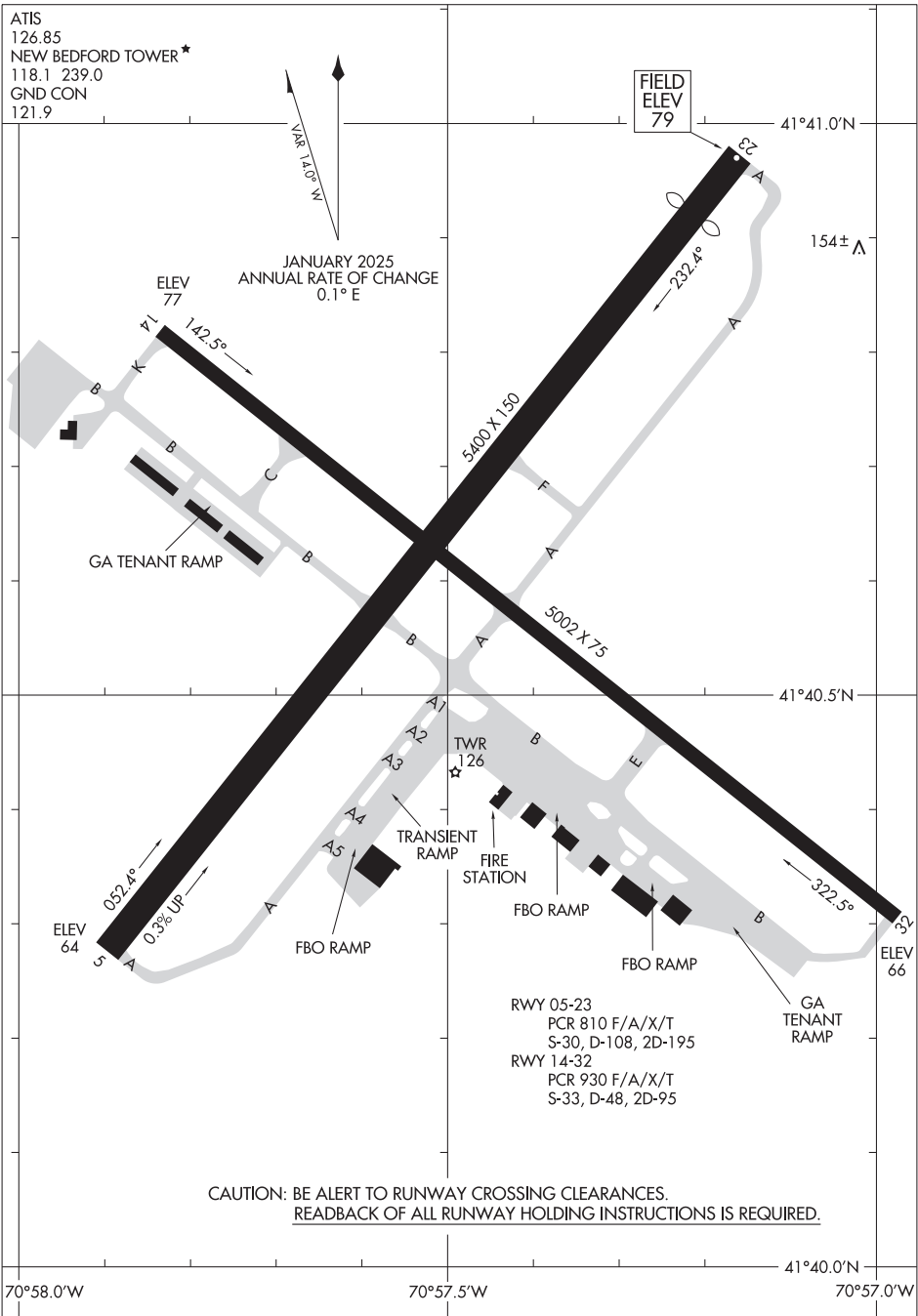
<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2100 on I-EWB SW course to BONNI/I-EWB 11.4 DME and hold.</p>
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RADAR REQUIRED



FAF to MAP 4.3 NM

2100 ↑	I-EWB SW crs	BONNI I-EWB 11.4		
Disregard GS indications.				
CATEGORY	A	B	C	D
S-23	580- $\frac{3}{4}$ 502 (600- $\frac{3}{4}$)		580-1 502 (600-1)	
C CIRCLING	620-1 541 (600-1)	640-1 561 (600-1)	720- $\frac{13}{4}$ 641 (700- $\frac{13}{4}$)	960-3 881 (900-3)

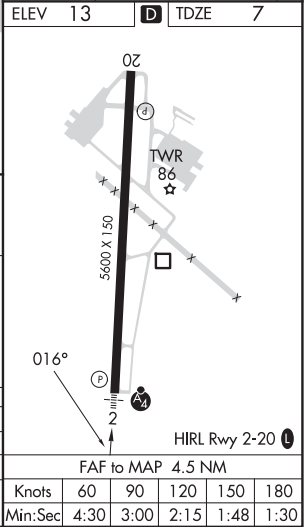
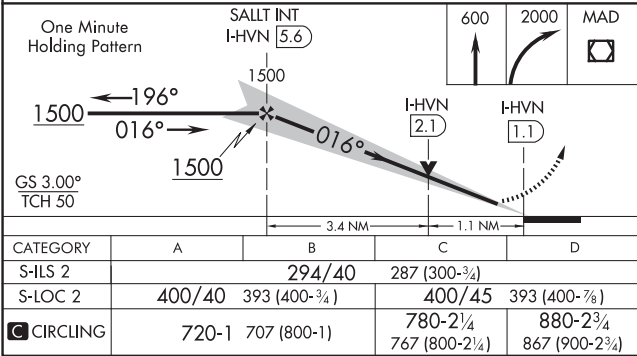
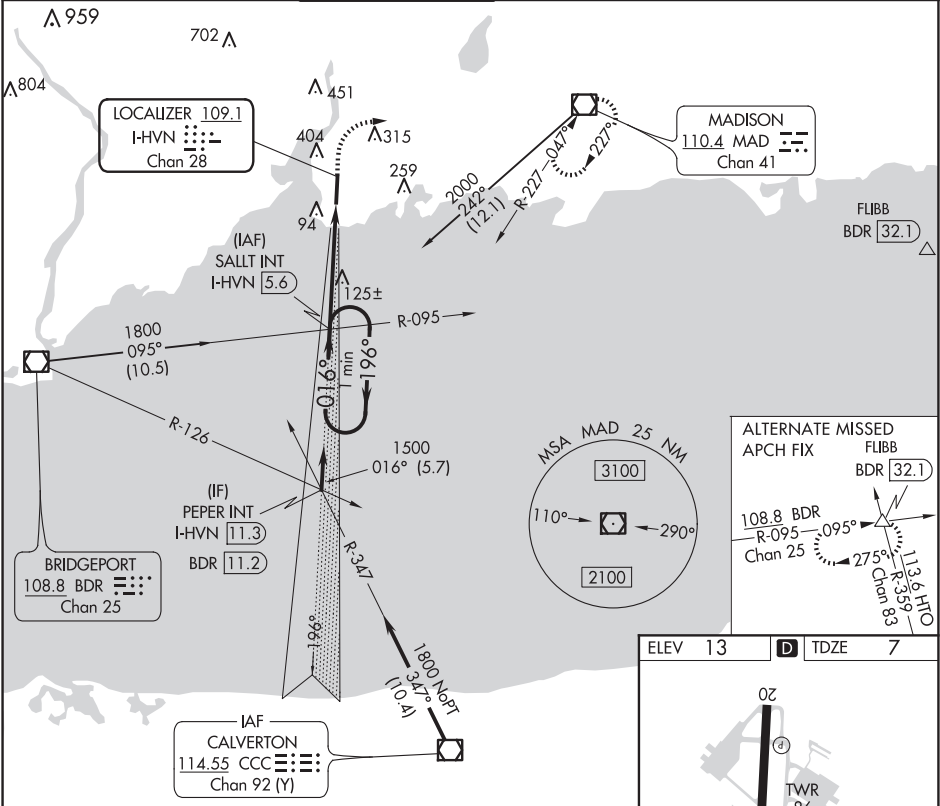


LOC/DME I-HVN	APP CRS	Rwy Idg	5600
109.1	016°	TDZE	7
Chan 28		Apt Elev	13

ILS or LOC RWY 2

TWEED/NEW HAVEN (HVN)

<div><div><div>T</div><div>A</div></div><div>Rwy 2 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS all Cats visibility to RVR 4500.</div></div>			<div>MALSF</div> <div></div>		<div>MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.</div>		
ATIS 133.65	NEW YORK APP CON 124.075 343.65	NEW HAVEN TOWER ★ 124.8 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95	



NEW HAVEN, CONNECTICUT

AL-671 (FAA)

22307

WAAS CH 86999	APP CRS 016°	Rwy Idg TDZE Apt Elev 13
W02A		

RNAV (GPS) RWY 2

TWEED/NEW HAVEN (HVN)

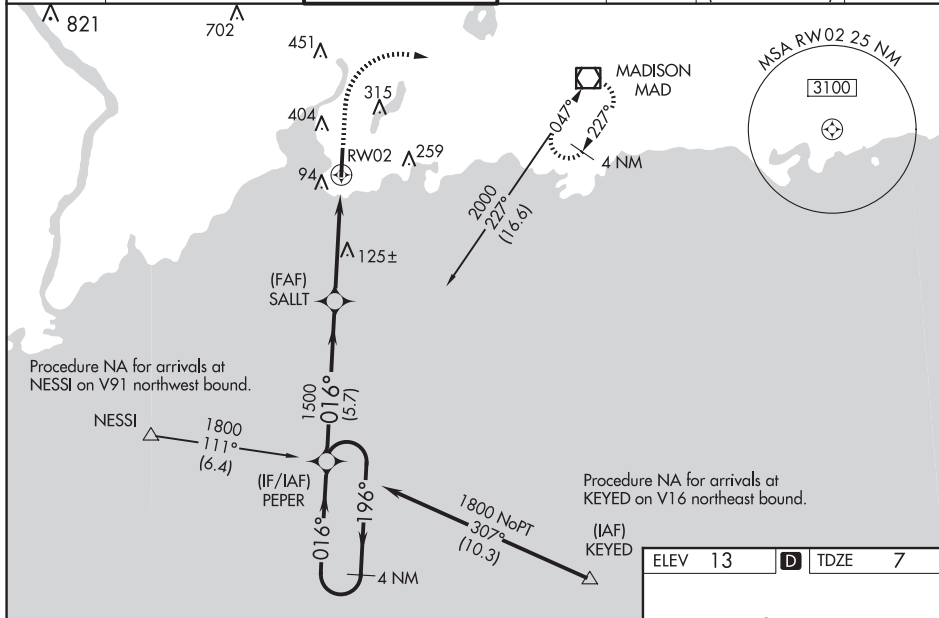
RNP APCH - GPS.

⚠ 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 ¼ 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.

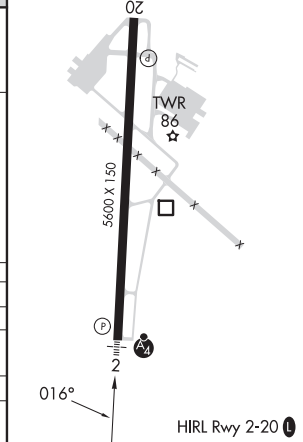


MISSED APPROACH:
Climb to 600 then
climbing right turn to
2000 direct MAD
VOR/DME and hold.

ATIS 133.65	NEW YORK APP CON 124.075 343.65	NEW HAVEN TOWER ★ 124.8 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		295/40	287 (300-¾)	
LNAV/VNAV DA		365/40	358 (400-¾)	
LNAV MDA	400/40	393 (400-¾)	400/45	393 (400-¾)
CIRCLING	720-1	707 (800-1)	780-2¼ 767 (800-2¼)	880-2¾ 867 (900-2¾)



NEW HAVEN, CONNECTICUT

Amdt 1A 08SEP22

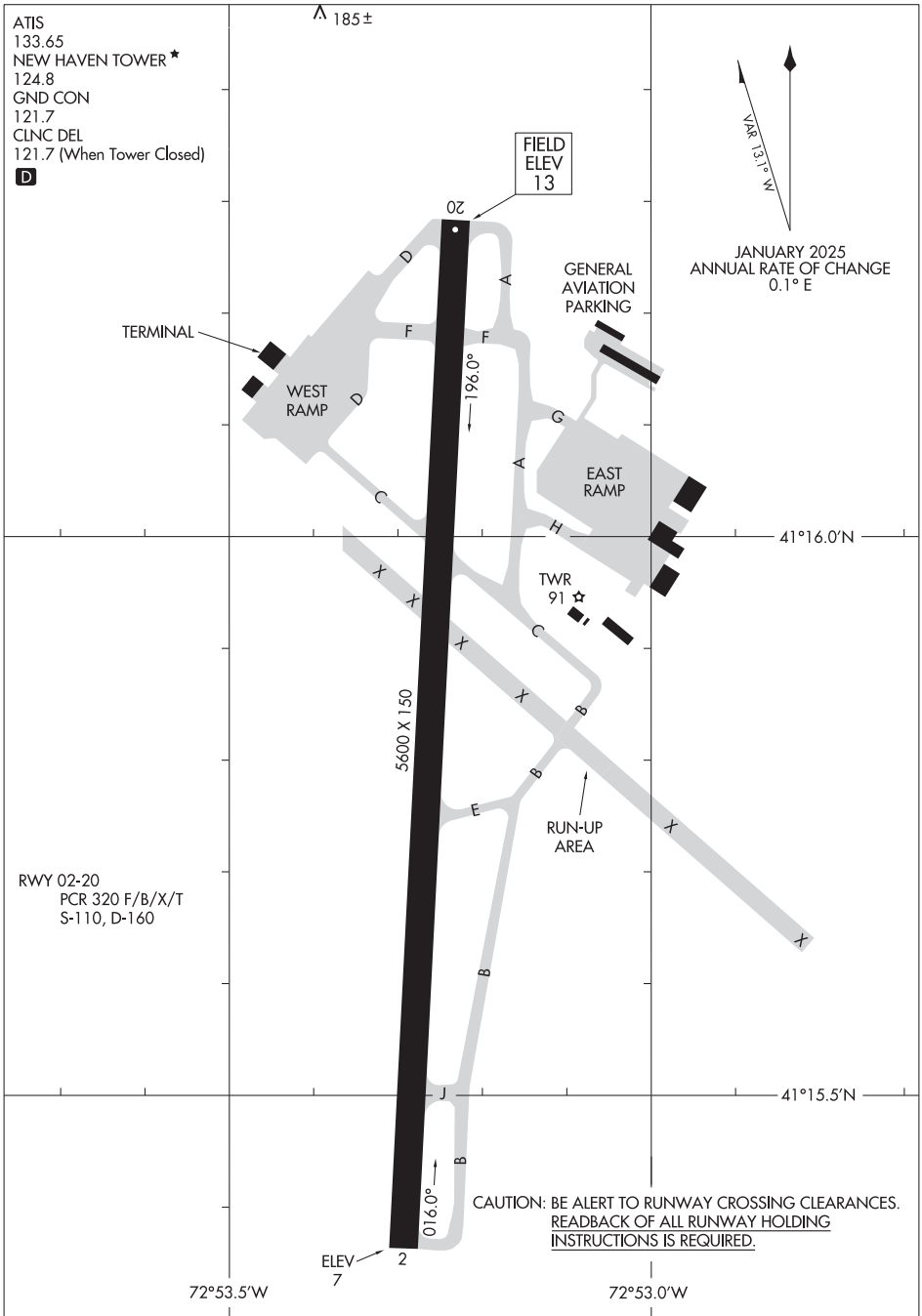
41°16'N - 72°53'W

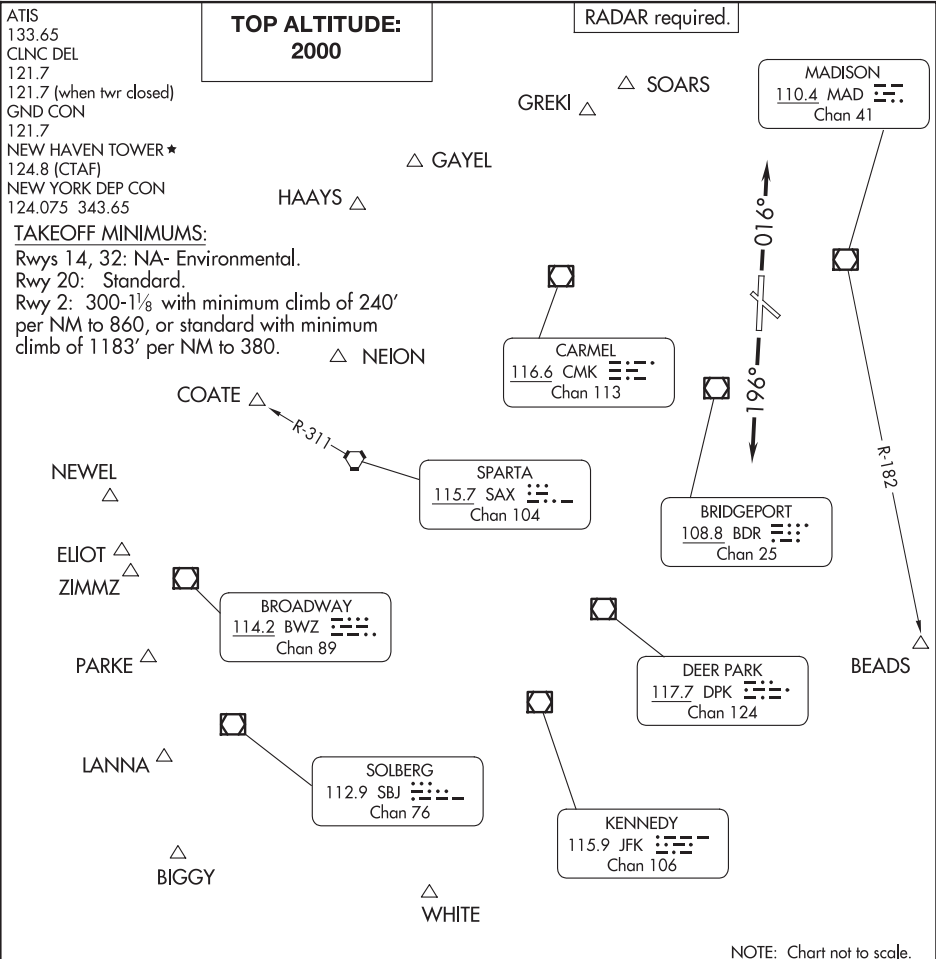
TWEED/NEW HAVEN (HVN)

RNAV (GPS) RWY 2

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025





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 FL180 and above.

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.

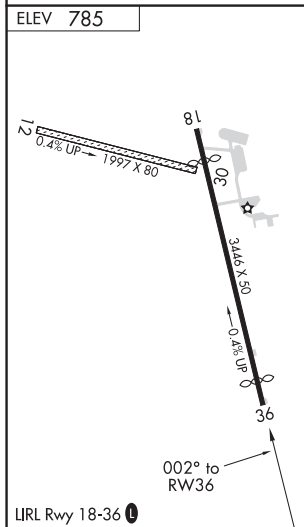
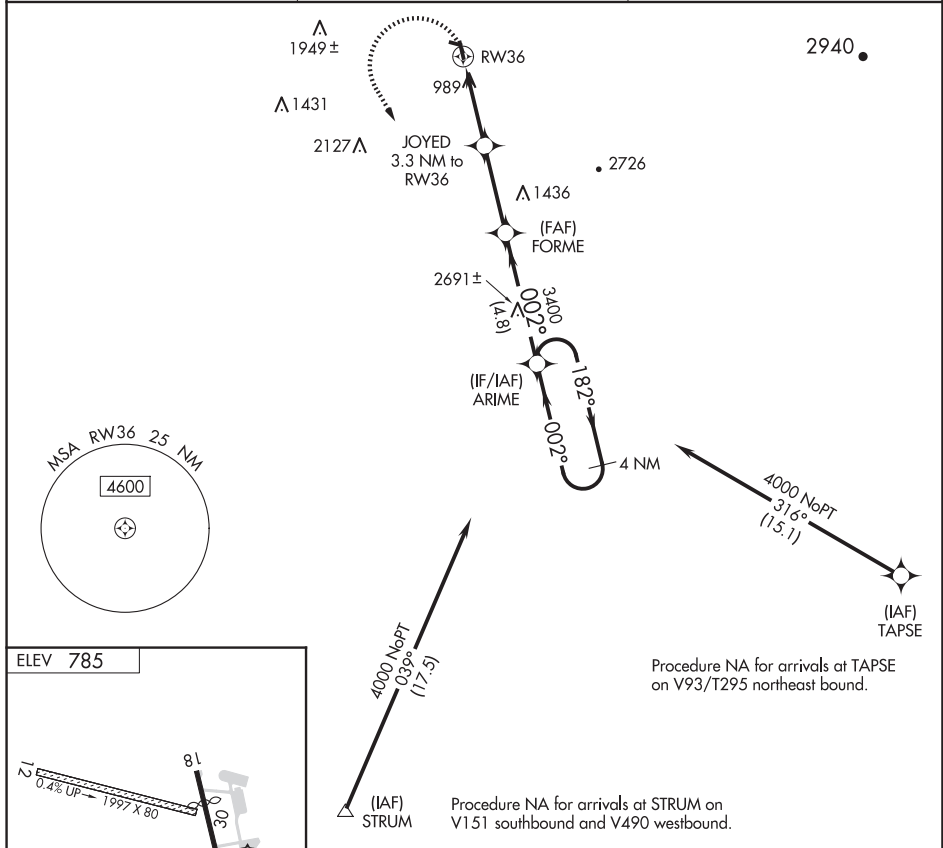
APP CRS	Rwy Idg	N/A
002°	TDZE	N/A
	Apt Elev	785

RNAV (GPS)-A

PARLIN FLD (2B3)

<p>▼</p> <p>▲ NA</p>	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.	MISSED APPROACH: Climbing left turn to 4000 direct ARIME and hold.
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LEB ASOS 118.65	BOSTON CENTER 134.7 269.475	UNICOM 122.8 (CTAF) 0
--------------------	--------------------------------	--------------------------



4000	ARIME	Visual Segment - Obstacles.		ARIME	4 NM Holding Pattern
		JOYED 3.3 NM to RW36	FORME		
		2120	3400		
		3.3 NM	3.2 NM	4.8 NM	
CATEGORY	A	B	C	D	
1900-1 ¼	1900-1 ½				
1115 (1200-1 ¼)	1115 (1200-1 ½)				
CIRCLING					NA

APP CRS
166°

Rwy Ldg
TDZE
Apt Elev

2623
162
172

RNAV (GPS) RWY 16
NEWPORT STATE (UUU)

RNP APCH

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 ¾ SM NA.

MISSED APPROACH: Climb to 2100 direct RUBLE and via 169° track to NICOD and hold.

ASOS 132.075	PROVIDENCE APP CON★ 128.7 269.525	CLNC DEL 127.25	UNICOM 123.05 (CTAF)
------------------------	---	---------------------------	--------------------------------

ELEV 172 TDZE 162

4 NM Holding Pattern	PVD VOR/DME	2100	RUBLE	tr 169°	NICOD
3000	345° ← 165° →	1800	FEKWU	3.04° TCH 40	HAXEM
VGSi and descent angles not coincident (VGSi Angle 3.75/TCH 40).					
8 NM		4.5 NM		0.5	
CATEGORY	A	B	C	D	
LNAV MDA	600-1	438 (500-1)	600-1¼ 438 (500-1¼)	NA	
CIRCLING	700-1 528 (600-1)	760-1 588 (600-1)	780-1¾ 608 (700-1¾)	NA	

NEWPORT, RHODE ISLAND
Orig-D 04NOV21

41°32'N - 71°17'W
275

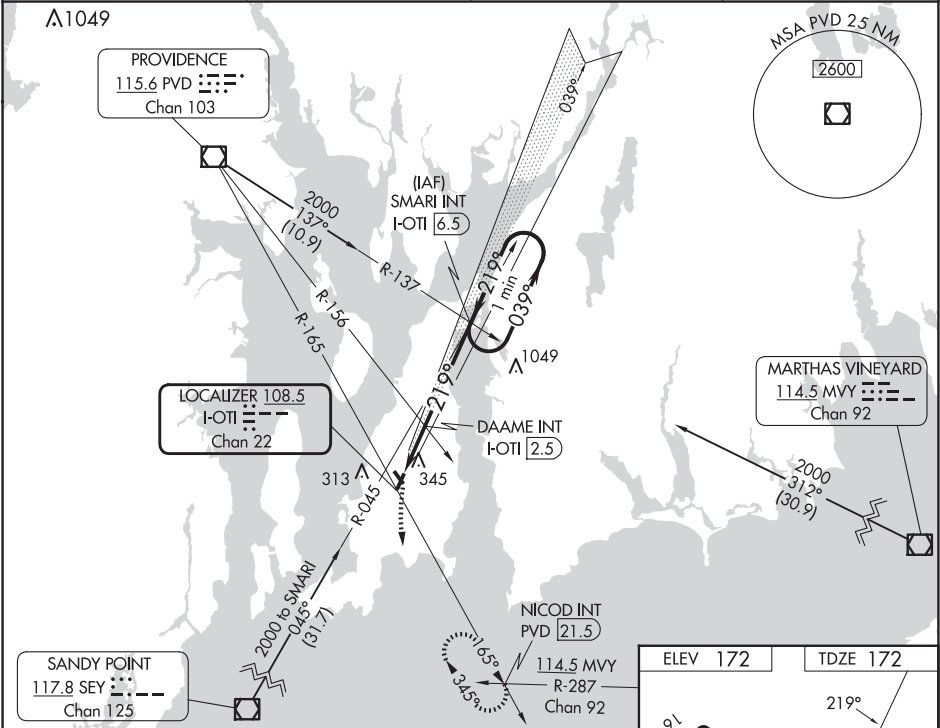
NEWPORT STATE (UUU)
RNAV (GPS) RWY 16

LOC/DME	I-OTI	APP CRS	Rwy Ldg	2999
108.5		219°	TDZE	172
Chan 22			Apt Elev	172

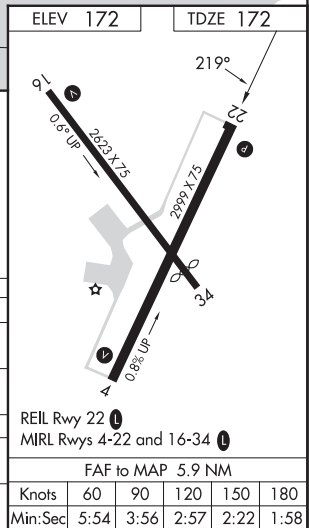
LOC RWY 22
NEWPORT STATE (UUU)

NA	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 at night.	MISSED APPROACH: Climbing left turn to 2100 via PVD VOR/DME R-165 to NICOD INT/21.5 DME and hold.
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ASOS 132.075	PROVIDENCE APP CON* 128.7 269.525	CLNC DEL 127.25	UNICOM 123.05 (CTAF) 0
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2100 PVD R-165	NICOD INT	DAAME INT I-OTI 2.5	SMARI INT I-OTI 6.5	One Minute Holding Pattern	
I-OTI 0.6					
720*					
1.9 NM		4 NM			
CATEGORY	A		B	C	D
S-22	720-1 548 (600-1)		720-1 ⁵ / ₈ 548 (600-1 ⁵ / ₈)	NA	
CIRCLING	760-1 588 (600-1)		780-1 ³ / ₄ 608 (700-1 ³ / ₄)	NA	
DAAME FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-22	640-1 468 (500-1)		640-1 ¹ / ₄ 468 (500-1 ¹ / ₄)	NA	
CIRCLING	760-1 588 (600-1)		780-1 ³ / ₄ 608 (700-1 ³ / ₄)	NA	



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

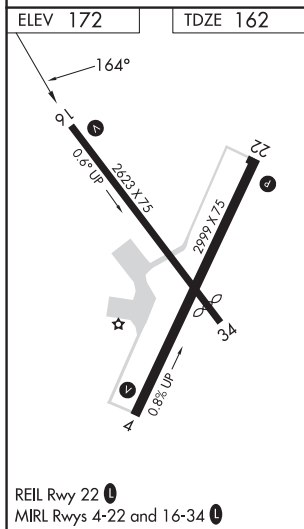
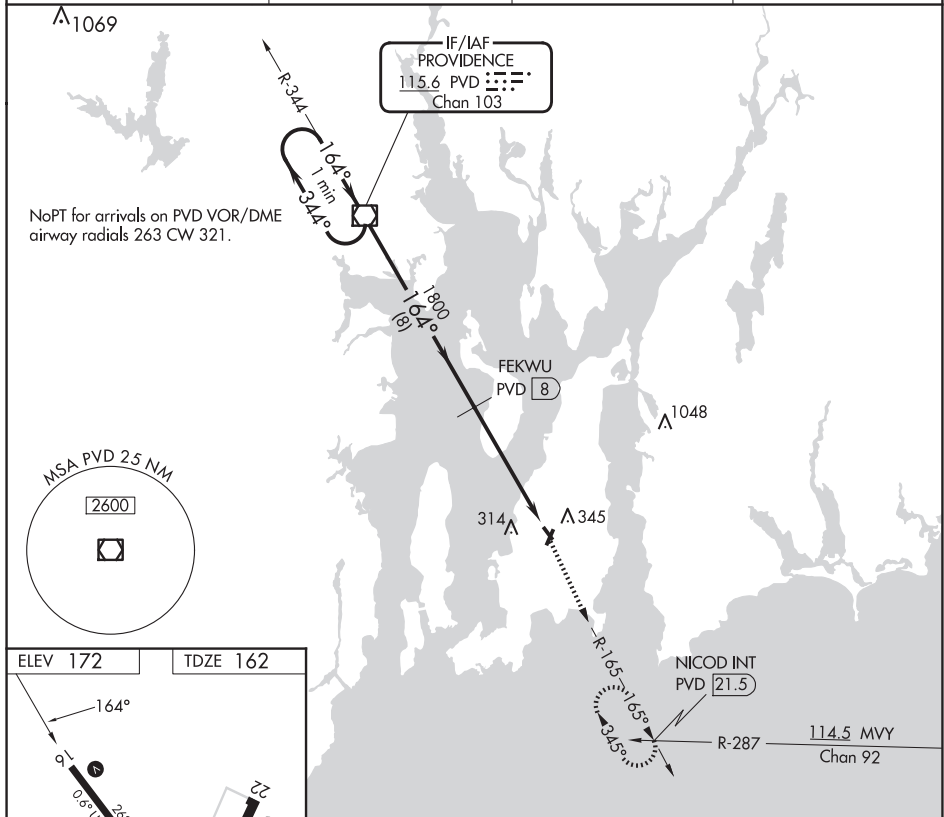
VOR/DME PVD 115.6 Chan 103	APP CRS 164°	Rwy Ldg 2623 TDZE 162 Apt Elev 172
--	------------------------	---

VOR/DME RWY 16
NEWPORT STATE (UUU)

T When local altimeter setting not received, use Providence altimeter setting and increase all MDA 60 feet; increase S-16 Cat C visibility $\frac{1}{4}$ mile. Circling Rwy 4, 22, 34 NA at night. Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2100 via PVD R-165 to NICOD INT/21.5 DME and hold.

ASOS 132.075	PROVIDENCE APP CON ★ 128.7 269.525	CLNC DEL 127.25	UNCOM 123.05 (CTAF) ①
------------------------	--	---------------------------	---------------------------------



One Minute Holding Pattern

PVD VOR/DME

3000 ← 344°
164° →

164°

FEKWU PVD (8)

1800 ✕

3.04°
TCH 40

PVD (13)

2100 ↑
PVD R-165

NICOD INT

VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 40).

8 NM

5 NM

CATEGORY	A	B	C	D
S-16	680-1 518 (600-1)		680-1½ 518 (600-1½)	NA
CIRCLING	700-1 528 (600-1)	760-1 588 (600-1)	780-1¾ 608 (700-1¾)	NA

NEWPORT, VERMONT

AL-746 (FAA)

25107

WAAS CH 82737 W36A	APP CRS 357°	Rwy Idg TDZE 934 Apt Elev 934
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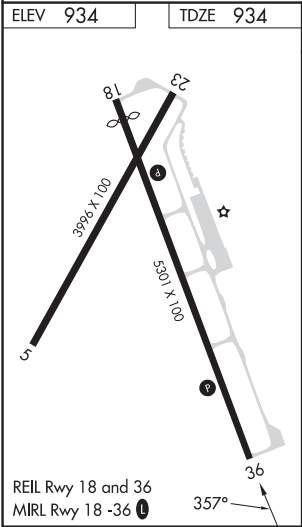
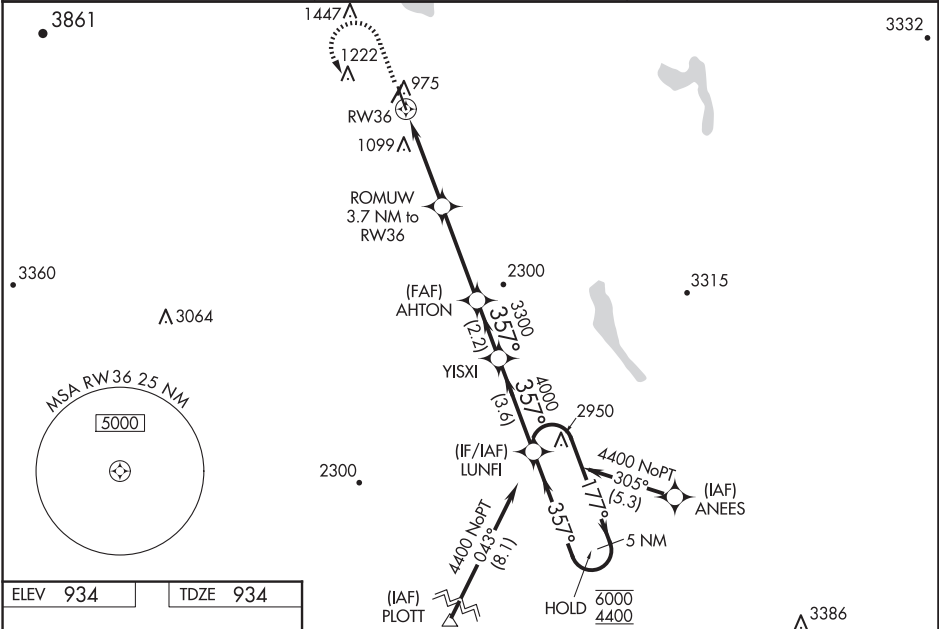
RNAV (GPS) RWY 36
NORTHEAST KINGDOM INTL (EFK)

RNP APCH - GPS.

⚠ Circling to Rwy 5 and 23 NA at night. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use MVL altimeter setting and increase LPV DA to 1275 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 1557 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 100 feet and LNAV visibility Cat C $\frac{3}{8}$ SM. Baro-VNAV and VDP NA when using MVL altimeter setting.

MISSED APPROACH:
Climb to 2300 then climbing left turn to 4400 direct LUNFI and hold.

AWOS-3P 118.275	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 1
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2300 ↑		4400 ↷		LUNFI ✦		5 NM Holding Pattern	
RW36 ↶		ROMUW 3.7 NM to RW36 ↓		AHTON 3300 ✱		YISXI 3300	
1.7 NM to RW36 ↘		2160		357° 4000		177° 6000 ← 357° 4400	
1.7 NM		2 NM		3.6 NM		2.2 NM 3.6 NM	
CATEGORY		A		B		C	
LPV DA		1185-¾ 251 (300-¾)				NA	
LNAV/VNAV DA		1467-1½ 533 (600-1½)				NA	
LNAV MDA		1520-1 586 (600-1)		1520-1¾ 586 (600-1¾)		NA	
CIRCLING		1520-1 586 (600-1)		1600-1 666 (700-1)		1980-3 1046 (1100-3)	
						NA	

NEWPORT, VERMONT
Amdt 2A 17APR25

44°53'N-72°14'W

NORTHEAST KINGDOM INTL (EFK)
RNAV (GPS) RWY 36

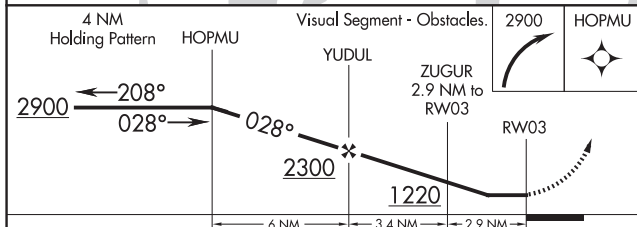
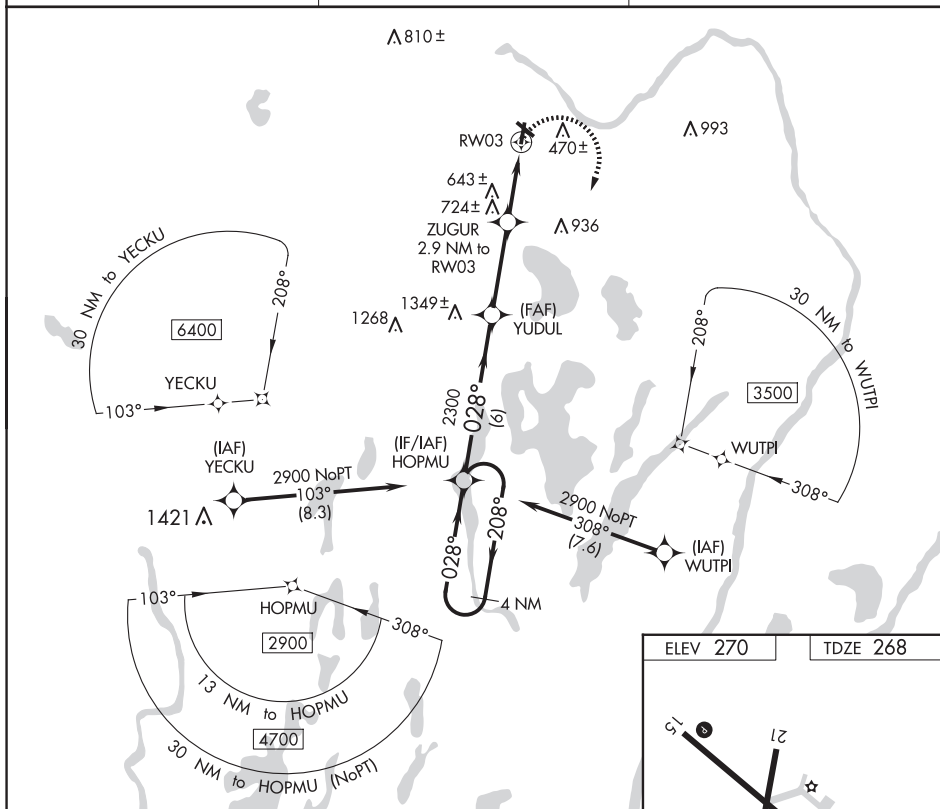
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

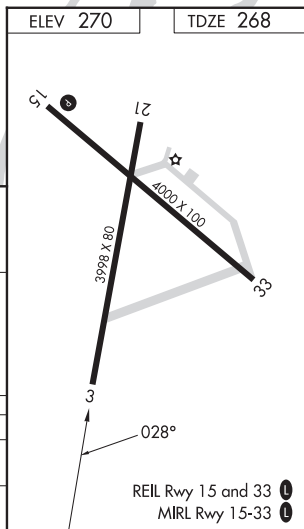
RNAV (GPS) RWY 3

CENTRAL MAINE/NORRIDGEWOCK (OWK)

MISSED APPROACH: Climbing right turn to 2900 direct HOPMU and hold.

UNICOM
122.8 (CTAF) 

CATEGORY	A	B	C	D
LNAY MDA	980-1 712 (800-1)		980-2 712 (800-2)	NA
C CIRCLING	980-1 710 (800-1)		1080-2¼ 810 (900-2¼)	NA



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1. 12 JUN 2025 to 07 AUG 2025

WAAS CH 77740 W15A	APP CRS 148°	Rwy Idg TDZE Apt Elev	4000 270 270
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RNAV (GPS) RWY 15
CENTRAL MAINE/NORRIDGEWOCK (OWK)

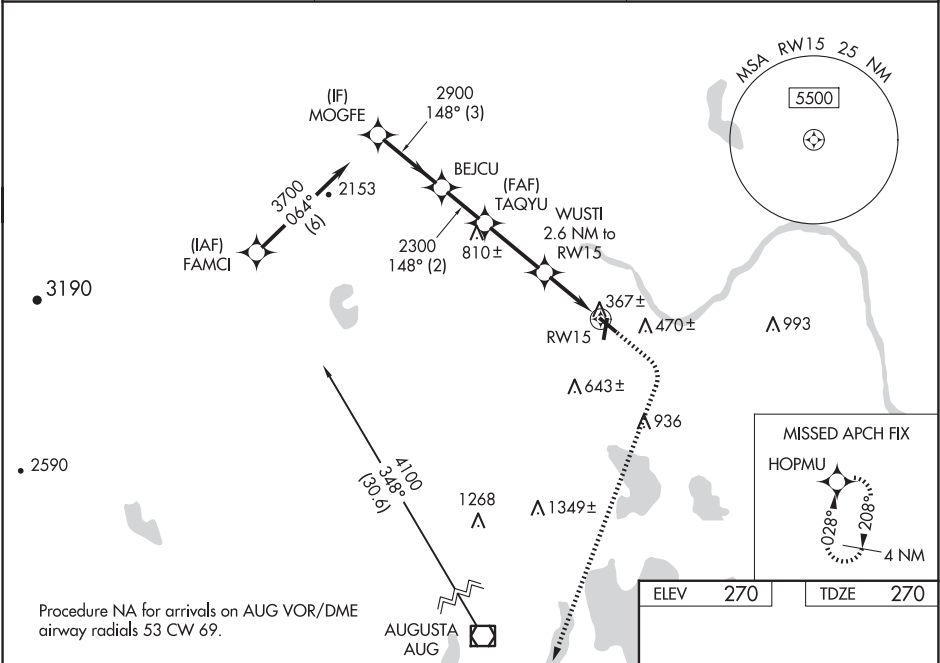
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Augusta State altimeter setting.

Δ NA Rwy 15 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

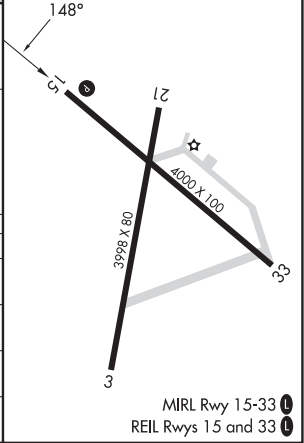
When local altimeter setting not received, use Augusta State altimeter setting: increase LPV DA to 607 feet, LNAV/VNAV DA 659 feet and LNAV/VNAV visibility all Cats ½ SM. Increase all MDA 80 feet and LNAV Cat C visibility ¼ SM and Circling Cat C visibility ½ SM. Circling Rwy 3, 21, 33 NA at night.

MISSED APPROACH:
Climb to 800 then climbing right turn to 2900 direct HOPMU and hold.

AWOS-AV 123.075	PORTLAND APP CON ★ 128.35 299.2	UNICOM 122.8 (CTAF) 0
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MOGFE		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).		800	2900	HOPMU
3700		148°		↑	↷	★
GP 3.50° TCH 40		BEJCU	TAQYU	WUSTI	*1 NM to RW15	
2900		2300	2300	2.6 NM to RW15	*LNAV only.	
3 NM		2 NM	2.8 NM	1.6 NM	1 NM	
CATEGORY		A	B	C	D	
LPV DA		540-1	270 (300-1)		NA	
LNAV/VNAV DA		592-1	322 (400-1)		NA	
LNAV MDA		680-1	410 (500-1)	680-1 ⅛ 410 (500-1 ⅛)	NA	
Ⓢ CIRCLING		800-1 530 (600-1)	960-1 690 (700-1)	1080-2 ¼ 810 (900-2 ¼)	NA	



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	N/A
066°	TDZE	N/A
	Apt Elev	654

RNAV (GPS)-A

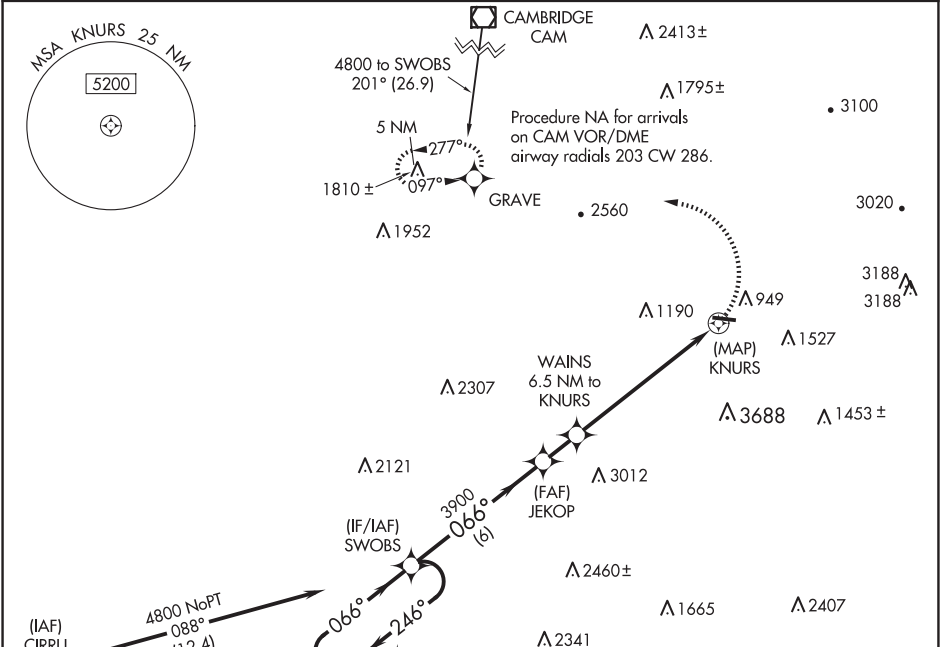
HARRIMAN-AND-WEST (AQW)

⚠

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.

MISSED APPROACH: Climbing left turn to 5000 direct GRAVE and hold, continue climb-in-hold to 5000.

ASOS 134.775	ALBANY APP CON 132.825 307.2	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern				
SWOBS				
JEKOP				
WAINS 6.5 NM to KNURS				
KNURS				
MIRL Rwy 11-29 0				
CATEGORY	A	B	C	D
CIRCLING	2740-1¼ 2086 (2100-1¼)	2740-1½ 2086 (2100-1½)	2780-3 2126 (2200-3)	NA

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

NORTH ADAMS, MASSACHUSETTS

AL-10089 (FAA)

23222

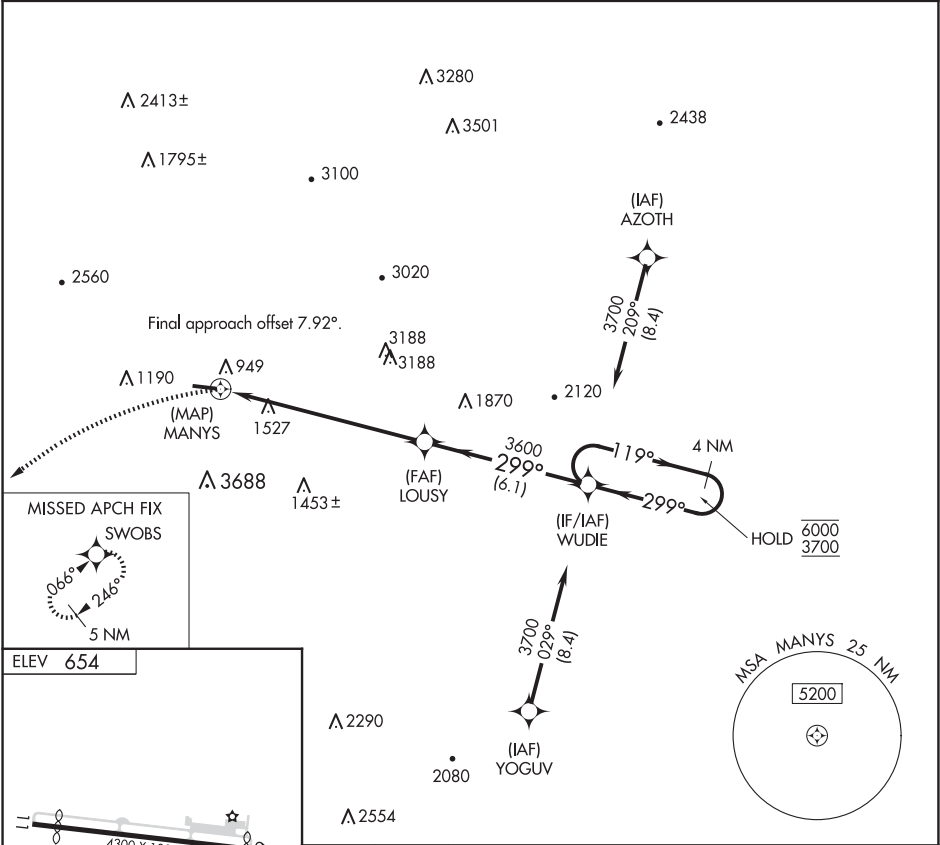
APP CRS	Rwy Idg	N/A
299°	TDZE	N/A
	Apt Elev	654

RNAV (GPS)-B

HARRIMAN-AND-WEST (A/QW)

RNP APCH.	<div><div>▼</div><div>⚠</div></div> <div>Circling NA south of Rwy 11-29. Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climbing left turn to 4800 direct SWOBS and hold.
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ASOS 134.775	ALBANY APP CON 132.825 307.2	UNICOM 122.8 (CTAF) 0
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MIRL Rwy 11-29 0		Visual Segment - Obstacles.		4 NM Holding Pattern	
SWOBS		LOUSY		WUDIE	
299°		299°		119° → 6000 ← 299° 3700	
MANY5		3600			
7.6 NM		6.1 NM			
CATEGORY	A	B	C	D	
CIRCLING	3280-1¼ 2626 (2700-1¼)	3280-1½ 2626 (2700-1½)	3280-3 2626 (2700-3)	NA	

NORTH ADAMS, MASSACHUSETTS
Orig 03JAN19

42°42'N-73°10'W

HARRIMAN-AND-WEST (A/QW)
RNAV (GPS)-B

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

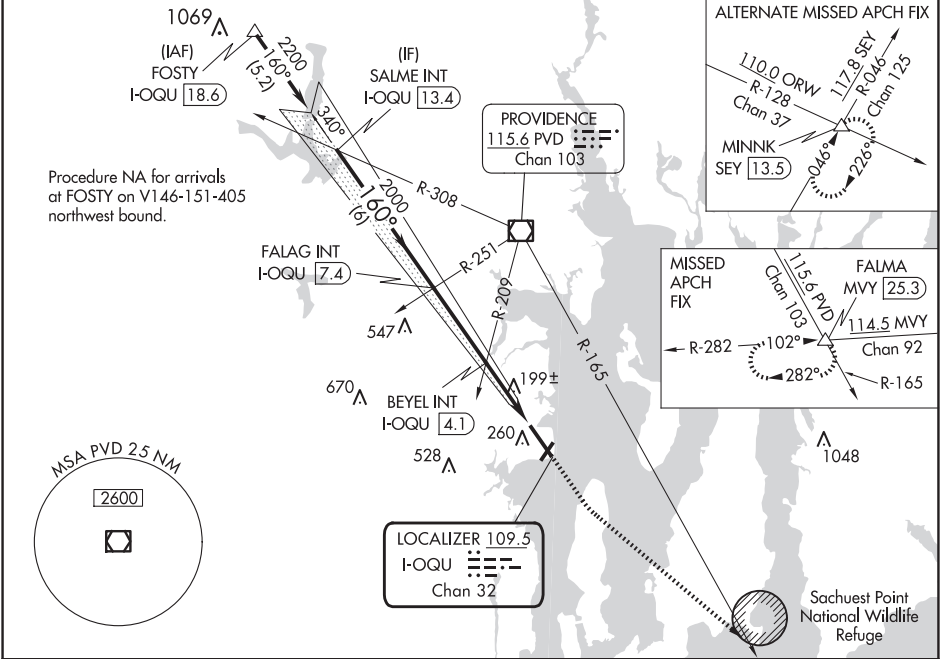
LOC/DME I-OQU 109.5 Chan 32	APP CRS 160°	Rwy ldg 7100 TDZE 18 Apt Elev 18	ILS or LOC RWY 16 QUONSET STATE (OQU)
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Circling Rwy 5 NA at night. For inop ALS, increase S-LOC 16 Cat C/D visibility to 2½ SM.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 145° and PVD VOR/DME R-165 to FALMA and hold.

ATIS 118.6	PROVIDENCE APP CON ★ 123.675 244.875	QUONSET TOWER ★ 126.35 (CTAF) 0 252.9	GND CON 134.5 226.675	CLNC DEL 134.5	UNICOM 122.95
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 58).				500	3000	PVD R-165	FALMA △
				↑	hdg 145°		
SALME INT I-OQU 13.4				FALAG INT I-OQU 7.4	BEYEL INT I-OQU 4.1	I-OQU 2.4	I-OQU 1.3
2200				2000	2000	*LOC only	
GS 3.00° TCH 50							
6 NM				3.3 NM	1.8 NM	1 NM	
CATEGORY	A		B		C	D	
S-ILS 16	218-½		200 (200-½)				
S-LOC 16	840-½ 822 (900-½)	840-¾ 822 (900-¾)	840-1⅞		822 (900-1⅞)		
CIRCLING	840-1¼	822 (900-1¼)	840-2½ 822 (900-2½)		880-2¾ 862 (900-2¾)		
BEYEL FIX MINIMUMS							
S-LOC 16	460-½	442 (500-½)	460-⅞		442 (500-⅞)		
CIRCLING	620-1	602 (700-1)	620-1¾ 602 (700-1¾)		880-2¾ 862 (900-2¾)		
				ELEV 18	TDZE 18		
				160°			
				TWR 122			
				HIRL Rwy 16-34			
				MIRL Rwy 5-23			
				REIL Rwy 5 and 23			
				FAF to MAP 6.1 NM			
				Knots	60	90	120
				Min:Sec	6:06	4:04	3:03

NORTH KINGSTOWN, RHODE ISLAND

AL-338 (FAA)

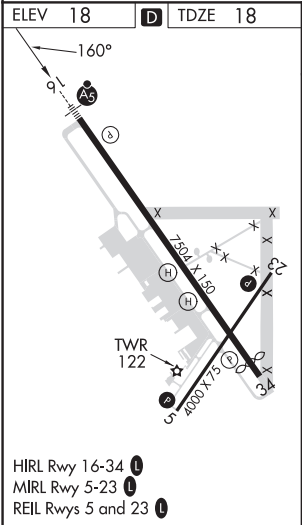
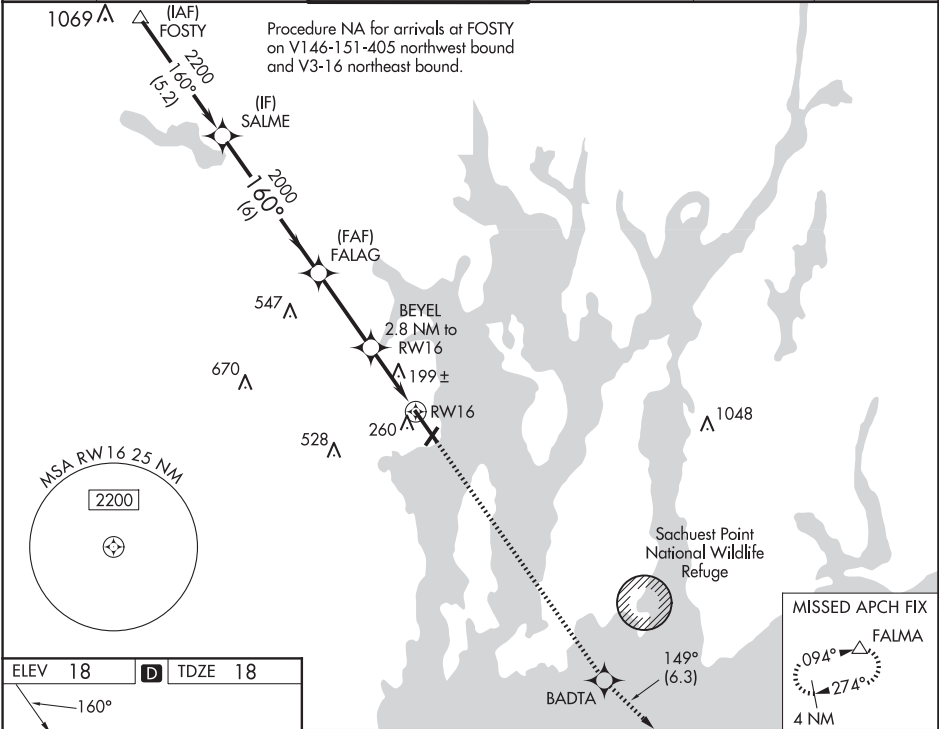
25051

WAAS CH 93705 W16A	APP CRS 160°	Rwy Idg 7100 TDZE 18 Apt Elev 18
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RNAV (GPS) RWY 16
QUONSET STATE (OQU)

<div><div></div><div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling Rwy 5 NA at night. DME/DME RNP-0.3 NA.</div>	<div>MALSR</div> <div><div></div><div></div></div>	MISSED APPROACH: Climb to 3000 direct BADTA and on track 149° to FALMA and hold.
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ATIS 118.6	PROVIDENCE APP CON ★ 123.675 244.875	QUONSET TOWER ★ 126.35 (CTAF) 0 252.9	GND CON 134.5 226.675	CLNC DEL 134.5	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 58).			
<div><div>3000</div><div>BADTA</div><div>tr 149°</div><div>FALMA</div></div>			
*LNAV only.			
<div><div>2200</div><div>160°</div><div>2000</div><div>2000</div><div>BEYEL 2.8 NM to RW16</div><div>*1.2 NM to RW16</div><div>RW16</div><div>*960</div><div>GP 3.00° TCH 50</div><div>6 NM</div><div>3.3 NM</div><div>1.6 NM</div><div>1.2</div></div>			
CATEGORY	A	B	C
LPV DA	218-1/2	200 (200-1/2)	
LNAV/VNAV DA	442-3/4	424 (500-3/4)	
LNAV MDA	460-1/2	442 (500-1/2)	
CIRCLING	620-1	602 (700-1)	620-13/4 880-23/4

NORTH KINGSTOWN, RHODE ISLAND

Amtd 1 01FEB18

41°36'N - 71°25'W

QUONSET STATE (OQU)
RNAV (GPS) RWY 16

NE-1, 12 JUN 2025 to 07 AUG 2025

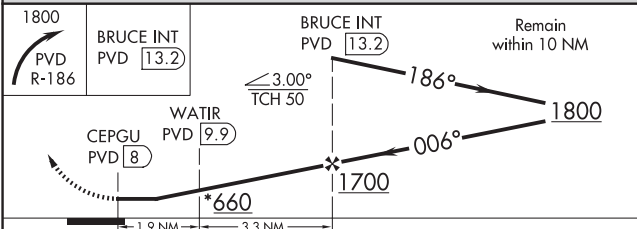
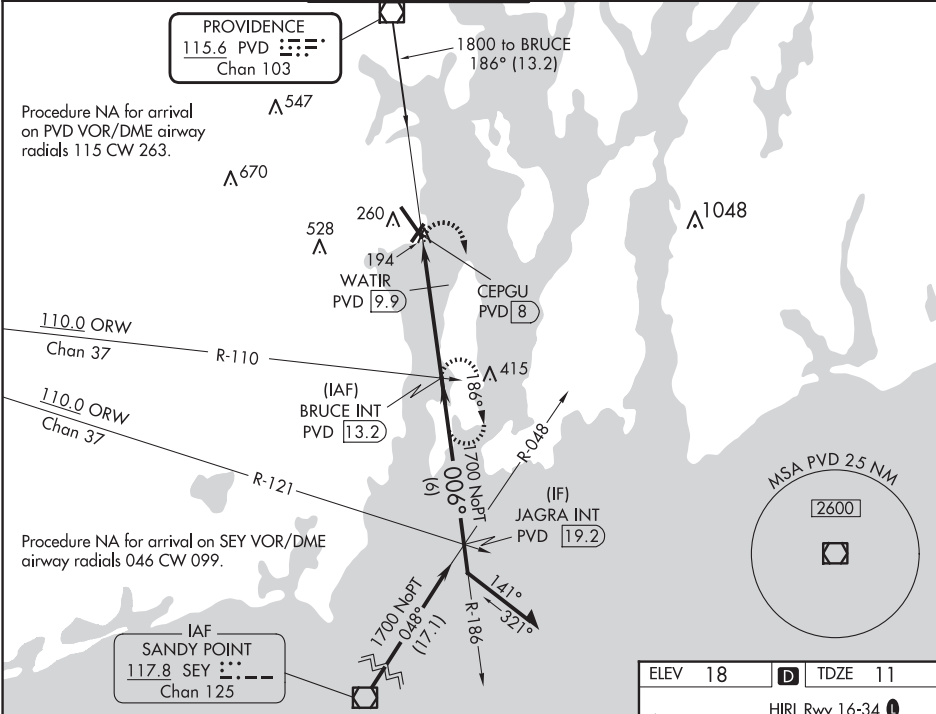
NE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME PVD	APP CRS	Rwy Idg	7100
115.6	006°	TDZE	11
Chan 103		Apt Elev	18

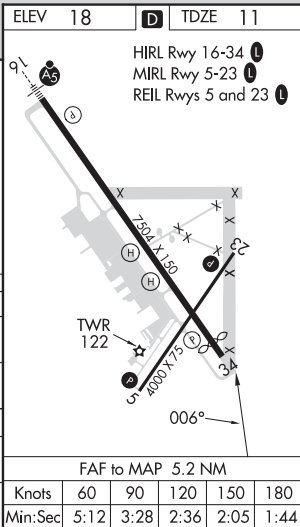
VOR RWY 34
QUONSET STATE (OQU)

T Circling Rwy 5 NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing right turn to 1800 on PVD VOR/DME R-186 to BRUCE INT/PVD 13.2 DME and hold.
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ATIS 118.6	PROVIDENCE APP CON ★ 123.675 244.875	QUONSET TOWER ★ 126.35 (CTAF) 0 252.9	GND CON 134.5 226.675	CLNC DEL 134.5	UNICOM 122.95
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CATEGORY	A	B	C	D
S-34	660-1 649 (700-1)		660-1 $\frac{7}{8}$ 649 (700-1 $\frac{7}{8}$)	
C CIRCLING	660-1 642 (700-1)		660-1 $\frac{7}{8}$ 642 (700-1 $\frac{7}{8}$)	880-2 $\frac{3}{4}$ 862 (900-2 $\frac{3}{4}$)
WATIR FIX MINIMUMS (DME REQUIRED)				
S-34	580-1 569 (600-1)		580-1 $\frac{5}{8}$ 569 (600-1 $\frac{5}{8}$)	
C CIRCLING	620-1 602 (700-1)		620-1 $\frac{3}{4}$ 602 (700-1 $\frac{3}{4}$)	880-2 $\frac{3}{4}$ 862 (900-2 $\frac{3}{4}$)



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

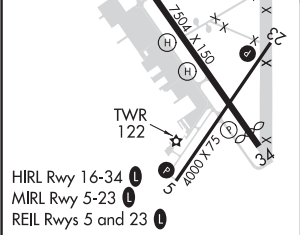
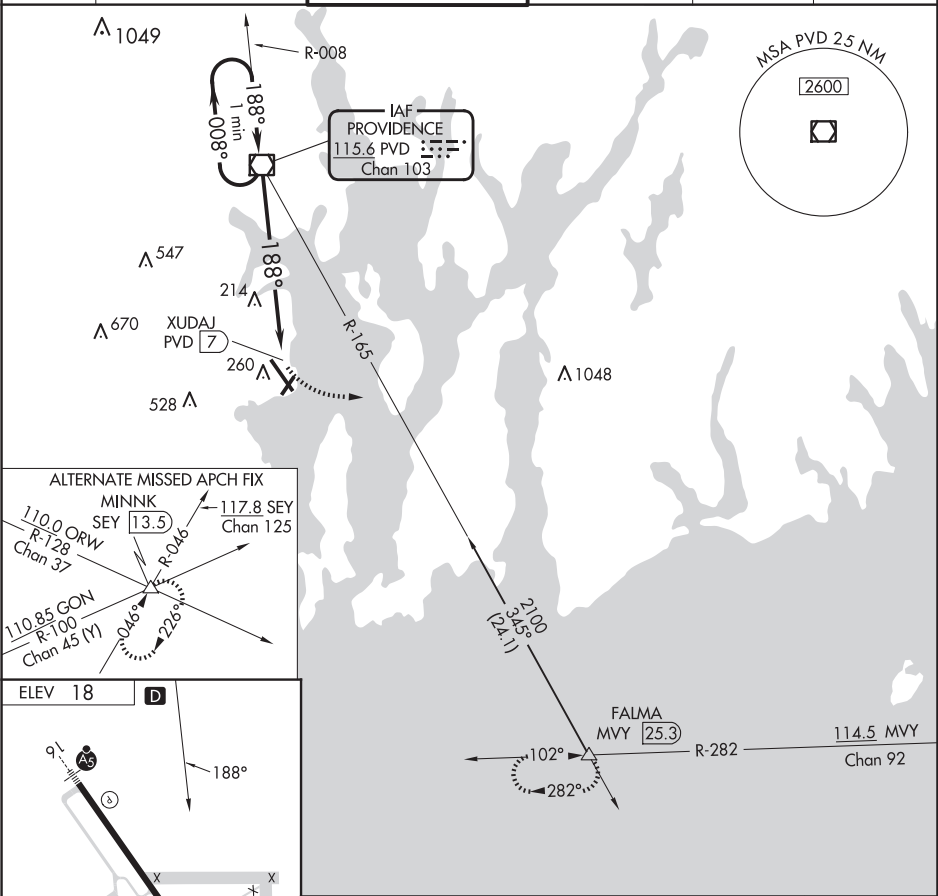
VOR/DME PVD	APP CRS	Rwy Idg	N/A
115.6	188°	TDZE	N/A
Chan 103		Apt Elev	18

VOR-A

QUONSET STATE (OQU)

<div><div></div><div>Circling Rwy 5 NA at night.</div></div>	MISSED APPROACH: Climbing left turn to 2000 on heading 100° and PVD R-165 to FALMA INT/MVY 25.3 DME and hold.
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ATIS	PROVIDENCE APP CON *	QUONSET TOWER *	GND CON	CLNC DEL	UNICOM
118.6	123.675 244.875	126.35 (CTAF) 0 252.9	134.5 226.675	134.5	122.95



FAF to MAP 7 NM				
Knots	60	90	120	150 180
Min:Sec	7:00	4:40	3:30	2:48 2:20
CATEGORY	A	B	C	D
<input checked="" type="checkbox"/> CIRCLING	620-1	602 (700-1)	620-1 3/4 602 (700-1 3/4)	880-2 3/4 862 (900-2 3/4)

AIRPORT DIAGRAM

AL-338 (FAA)

QUONSET STATE (OQU)
NORTH KINGSTOWN, RHODE ISLAND

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS
 118.6
 QUONSET TOWER★
 126.35 (CTAF) 252.9
 GND CON
 134.5 226.675
 CLNC DEL
 134.5

RWY 05-23
S-12.5
RWY 16-34
D-175

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° E

MIL USE ONLY

RESTRICTED AREA
RHODE ISLAND AIR
NATIONAL GUARD

BASE
OPS

RESTRICTED AREA
RHODE ISLAND ARMY
NATIONAL GUARD

FBC

GENERAL

TWR
122

HIRL Rwy 16-34L
MIRL Rwy 5-23L
REIL Rwy 5 and 2

AIRPORT DIAGRAM

25107

NORTH KINGSTOWN, RHODE ISLAND
QUONSET STATE (OQU)

APP CRS
143°

Rwy Ldg
TDZE
121

Apt Elev
121

RNP APCH - GPS.

NA

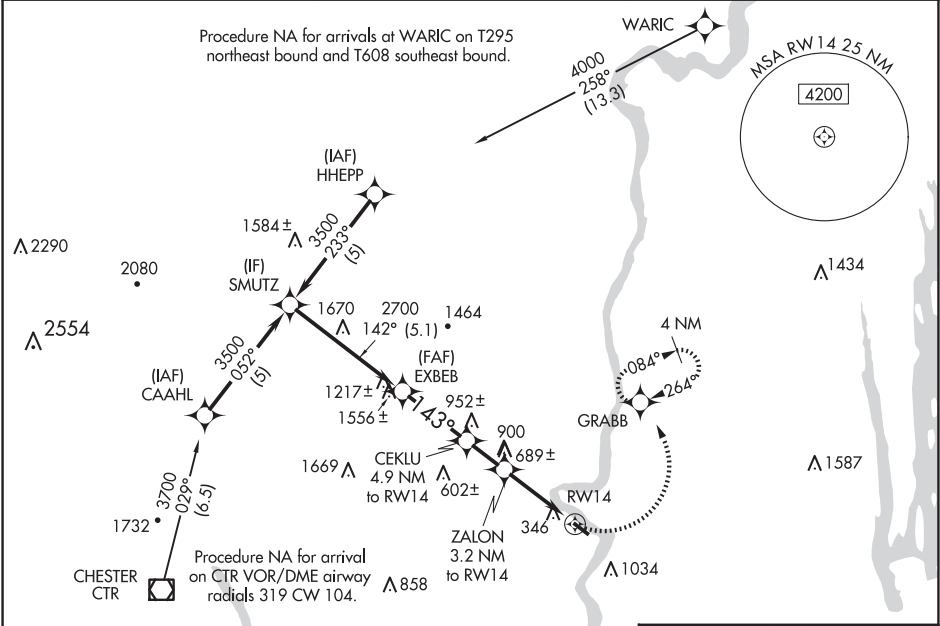
-24°C

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.

RNAV (GPS) RWY 14

NORTHAMPTON (7B2)

BRADLEY APP CON 125.35 281.5	CLNC DEL 133.6	UNICOM 122.7 (CTAF)
--	--------------------------	-------------------------------



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.

3000

GRABB

	ELEV 121	TDZE 121
<div><div>Procedure Turn NA</div><div><div>SMUTZ</div><div>EXBEB</div><div>CEKLU</div><div>ZALON</div><div>RW14</div></div></div>		
CATEGORY	A	B
RNAV MDA	940-1 819 (900-1)	940-1¼ 819 (900-1¼)
CIRCLING	940-1¼ 819 (900-1¼)	1400-1½ 1279 (1300-1½)
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS		
RNAV MDA	1020-1¼ 899 (900-1¼)	NA
CIRCLING	1020-1¼ 899 (900-1¼)	1460-1½ 1339 (1400-1½)

MIRL Rwy 14-32

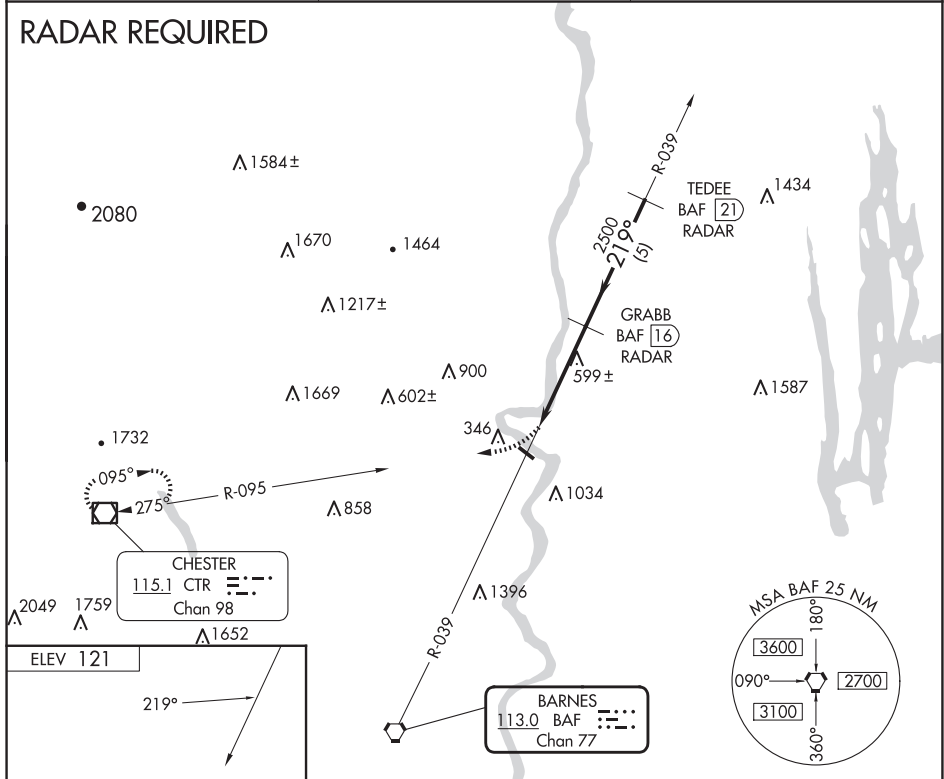
VORTAC BAF	APP CRS	Rwy Ldg TDZE	N/A
113.0	219°	Apt Elev	N/A
Chan 77			121

VOR/DME-B
NORTHAMPTON (7B2)

<div><div>NA</div><div>-24°C</div></div>	Obtain local altimeter on CTAF; 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.
--	---	---

BRADLEY APP CON 125.35 281.5	CLNC DEL 133.6	UNICOM 122.7 (CTAF) 0
---------------------------------	-------------------	--------------------------

RADAR REQUIRED



4000

CTR

CTR R-095

CTR

GRAB BAF 16

RADAR

TEDEE BAF 21

RADAR

BAF 12

2500

219°

3000

1 NM

4 NM

5 NM

CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 1179 (1200-1¼)	1400-1½ 1279 (1300-1½)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1¼ 1239 (1300-1¼)	1460-1½ 1339 (1400-1½)	NA	

MIRL Rwy 14-32

1

WAAS CH 86400	APP CRS 350°	Rwy Idg TDZE Apt Elev	4007 49 49
W35A			

RNAV (GPS) RWY 35

NORWOOD MEML (OWD)

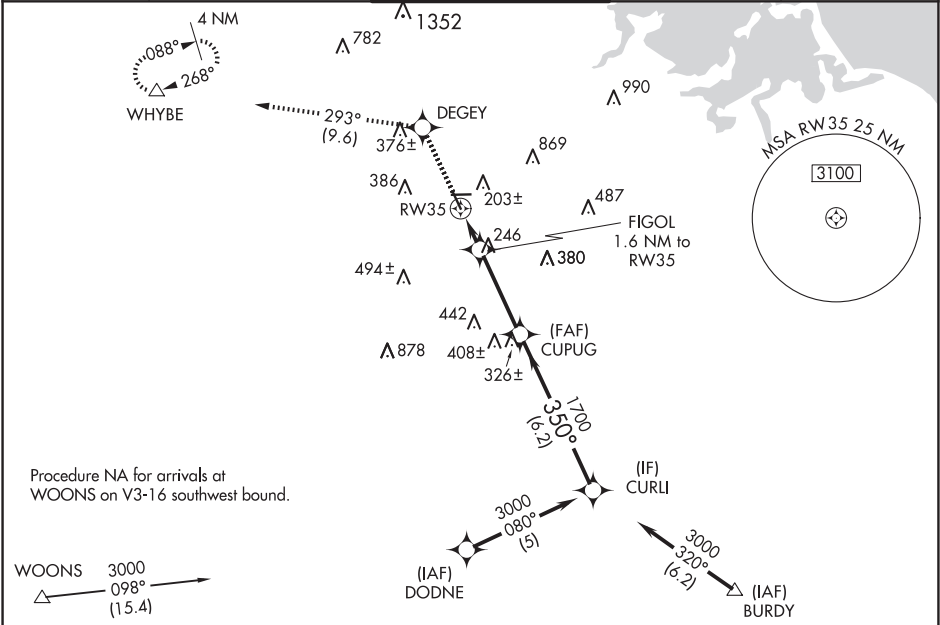
RNP APCH.

⚠ Rwy 35 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LPV all Cats visibility to ¾ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Circling NA at night.

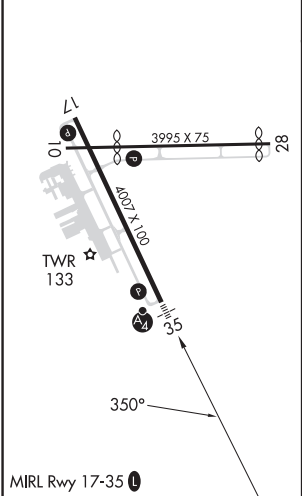


MISSED APPROACH: Climb to 3000 direct DEGEY and on track 293° to WHYBE and hold, continue climb-in-hold to 3000.

ATIS 119.95	BOSTON APP CON 124.1 263.1	NORWOOD TOWER ★ 126.0 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8
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ELEV 49	D	TDZE 49
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3000	DEGEY	tr 293°	WHYBE	
* LNAV only				
	FIGOL 1.6 NM to RW35	CUPUG 1700	CURLI 3000	GP 3.00° TCH 40
	RW35	*600	1700	
	1.6	3.4 NM	6.2 NM	
CATEGORY	A	B	C	D
LPV DA	344-¾ 295 (300-¾)			
LNAV/VNAV DA	594-1⅝ 545 (600-1⅝)			
LNAV MDA	580-¾	531 (600-¾)	580-1¼	531 (600-1¼)
C CIRCLING	600-1 551 (600-1)	700-1 651 (700-1)	1220-3	1171 (1200-3)

NORWOOD, MASSACHUSETTS

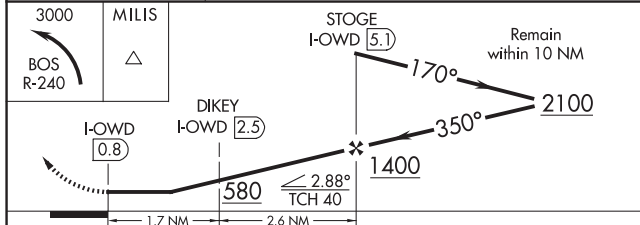
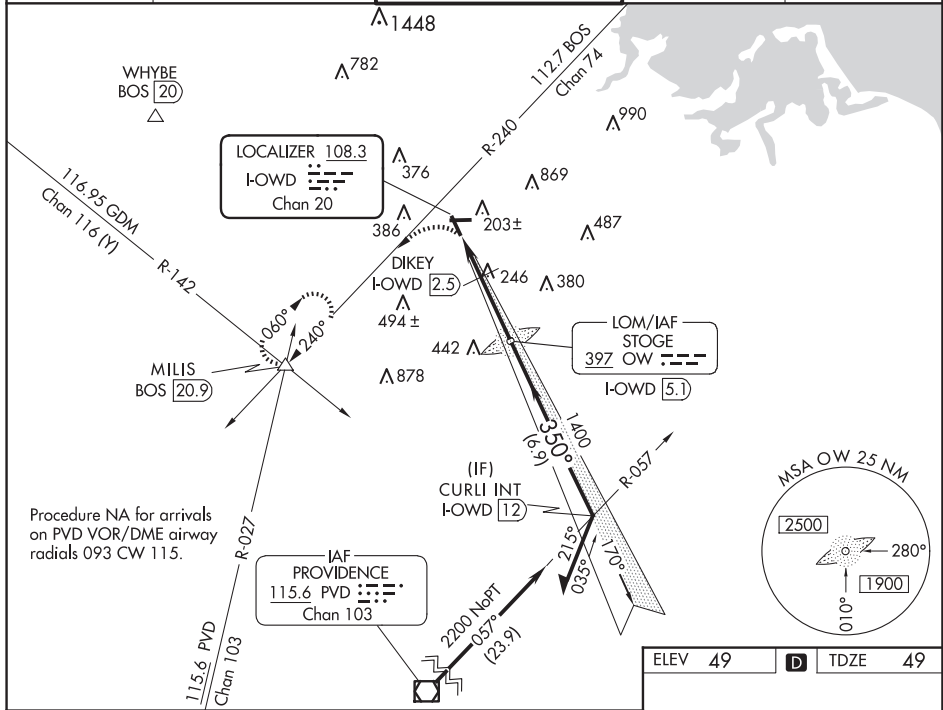
AL-725 (FAA)

23334

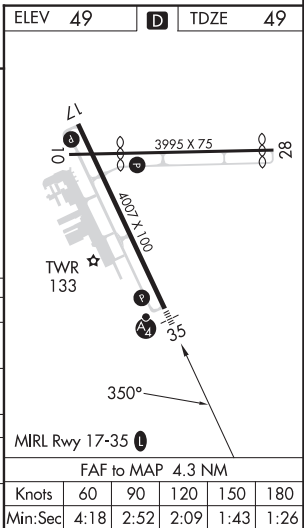
LOC/DME I-OWD 108.3 Chan 20	APP CRS 350°	Rwy Idg 4007 TDZE 49 Apt Elev 49
---	------------------------	---

LOC RWY 35
NORWOOD MEML (OWD)

ADF or DME required.			MALSF	MISSED APPROACH: Climbing left turn to 3000 and BOS VOR/DME R-240 to MILIS INT/20.9 DME and hold, continue climb-in-hold to 3000.
ATIS 119.95	BOSTON APP CON 124.1 263.1	NORWOOD TOWER ★ 126.0 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8



CATEGORY	A	B	C	D
S-35	580-¾	531 (600-¾)	580-1¼	531 (600-1¼)
CIRCLING	600-1 551 (600-1)	700-1 651 (700-1)	1220-3	1171 (1200-3)
DIKEY FIX MINIMUMS				
S-35	500-¾	451 (500-¾)	500-1	451 (500-1)
CIRCLING	600-1 551 (600-1)	700-1 651 (700-1)	1220-3	1171 (1200-3)



NORWOOD, MASSACHUSETTS
Amdt 10F 31DEC20

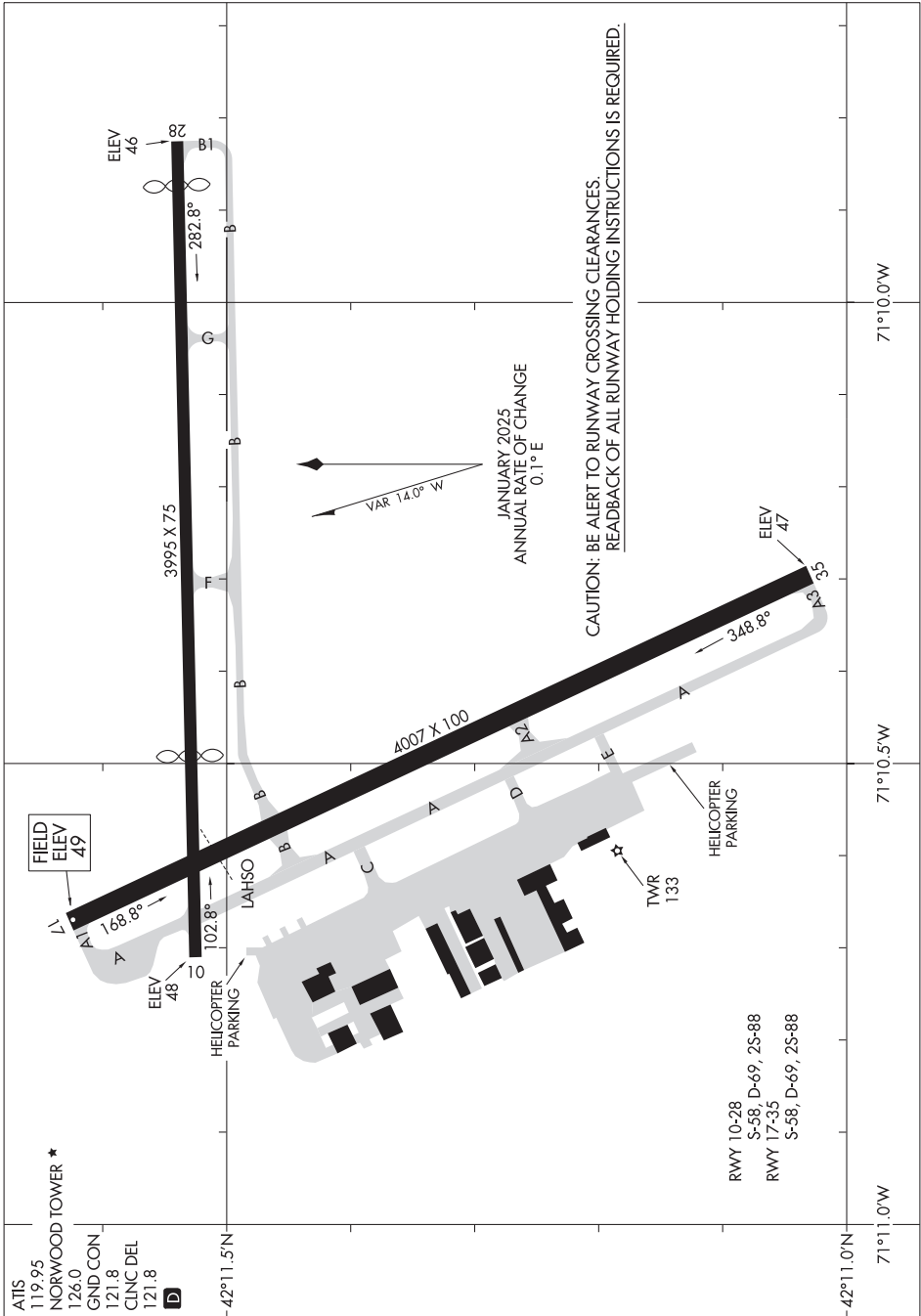
42°11'N-71°10'W

NORWOOD MEML (OWD)
LOC RWY 35

NE-1, 12 JUN 2025 to 07 AUG 2025

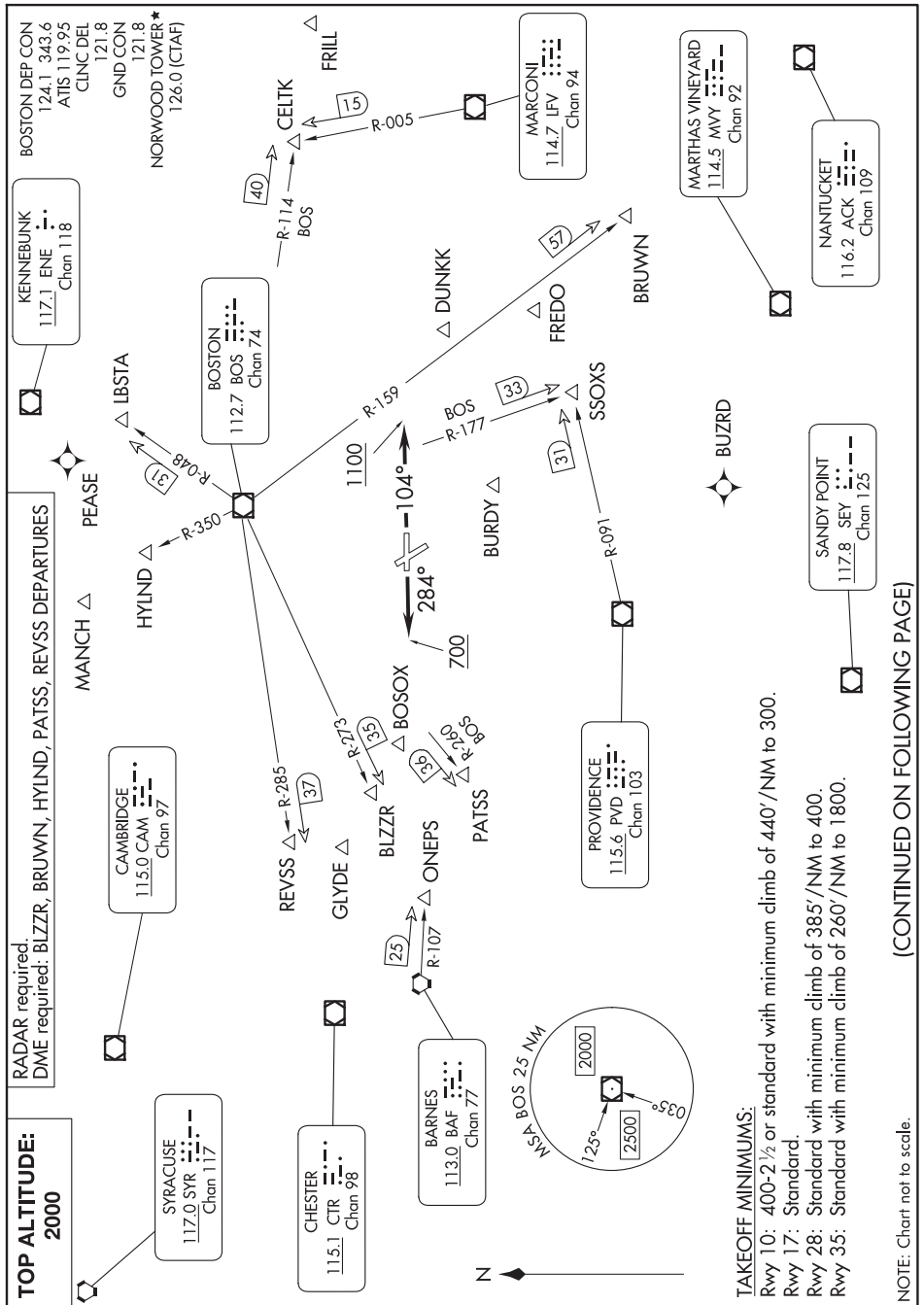
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



NE-1, 12 JUN 2025 to 07 AUG 2025

NORWOOD FIVE DEPARTURE



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NE-1, 12 JUN 2025 to 07 AUG 2025

NORWOOD FIVE DEPARTURE

(OWD5.OWD) 21MAR24

NORWOOD, MASSACHUSETTS

NORWOOD MEML (OWD)



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.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42647 W12A	APP CRS 111°	Rwy Idg TDZE Apt Elev	4001 125 127
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RNAV (GPS) RWY 12

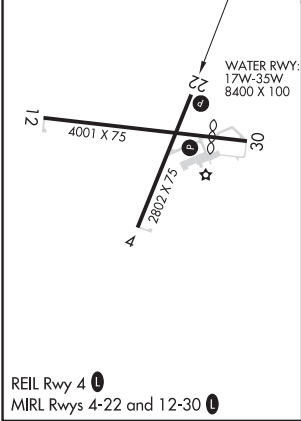
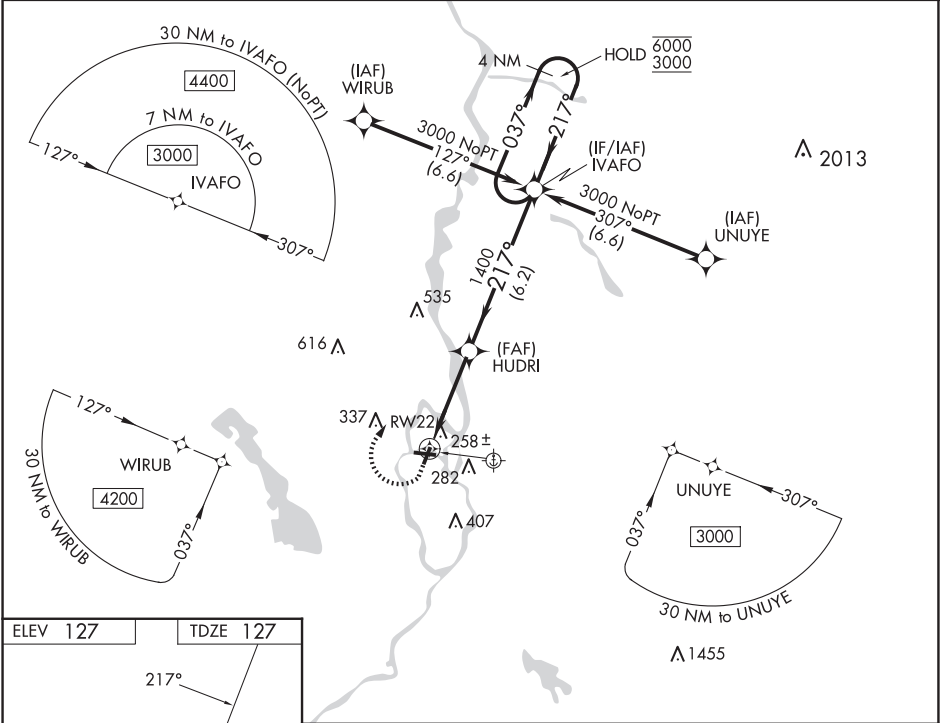
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 61044 W22A	APP CRS 217°	Rwy Idg TDZE Apt Elev	2802 127 127
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 22

DEWITT FLD/OLD TOWN MUNI (OLD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct IVAFO and hold, continue climb-in-hold to 3000.
Circling NA to Rwy 17W and 35W. Circling Rwy 4, 12, 22, 30 NA at night. Rwy 22 helicopter visibility reduction below 3/4 SM NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet and increase LPV visibility all Cats 1/8 SM.		
BGR ASOS 127.75	BANGOR APP CON 118.925 239.3	UNICOM 122.8 (CTAF) 1



ELEV 127 TDZE 127		700 3000 IVAFO		VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 41).	
217°		4 NM Holding Pattern		IVAFO	
WATER RWY: 17W-35W 8400 X 100		HUDRI 1400		037° 6000 217° 3000	
RW22		GP 3.10° TCH 40		3.8 NM 6.2 NM	
CATEGORY	A	B	C	D	
LPV DA	467-1	340 (400-1)	NA		
LNAV MDA	560-1	433 (500-1)	NA		
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	NA		

OLD TOWN, MAINE

AL-849 (FAA)

25051

WAAS CH 72744 W30A	APP CRS 292°	Rwy Idg TDZE 125 Apt Elev 127	3312
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RNAV (GPS) RWY 30

DEWITT FLD/OLD TOWN MUNI (OLD)

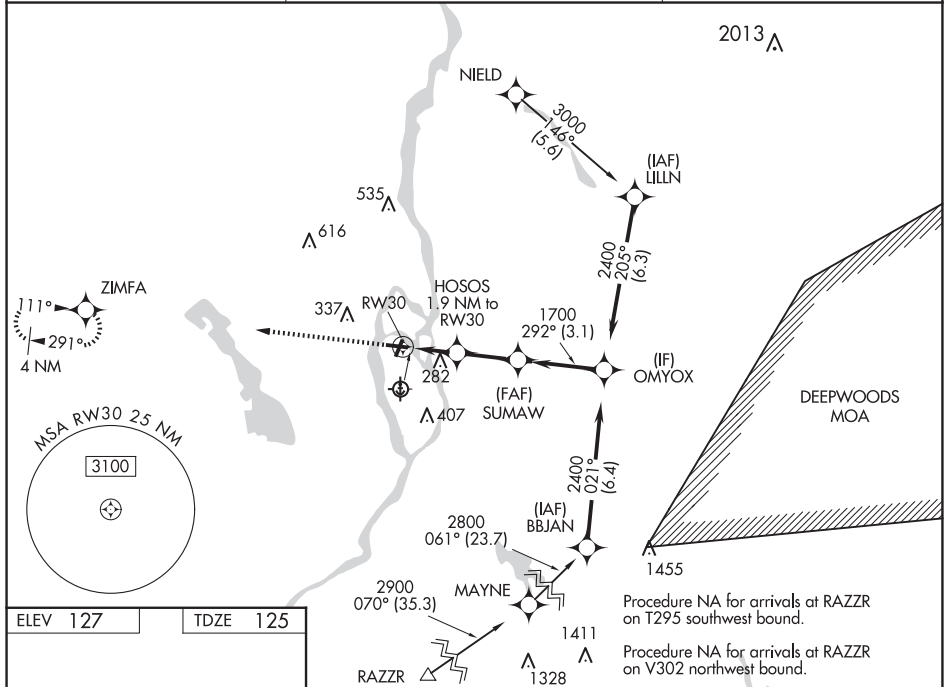
RNP APCH - GPS.

NA

Circling NA to Rwy 17W and 35W. Rwy 30 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 4 NA at night. Use BGR altimeter setting; when not received, use BHB altimeter setting and increase LPV DA to 521 feet and all visibilities 1/2 SM. Increase all MDAs 60 feet and Circling visibility Cat C 1/4 SM. Procedure entry from RAZZR NA when Deepwoods MOA active.

MISSED APPROACH: Climb to 3000 direct ZIMFA and hold, continue climb-in-hold to 3000.

BGR ASOS 127.75	BANGOR APP CON 118.925 239.3	UNICOM 122.8 (CTAF) 1
---------------------------	--	---------------------------------



3000

ZIMFA

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00°/TCH 40).

OMYOX

2400

292°

880

1700

1700

GP 3.50° TCH 40

WATER RWY: 17W-35W 8400 X 100

4001 X 75

2802 X 75

292°

REIL Rwy 4

MIRL Rwy 4-22 and 12-30

CATEGORY	A	B	C	D
LPV DA	473-1 348 (400-1)			NA
LNAV MDA	580-1	455 (500-1)	580-1 3/8 455 (500-1 3/8)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	760-1 3/4 633 (700-1 3/4)	NA

OLD TOWN, MAINE

Amdt 2 28NOV24

44°57'N-68°40'W

DEWITT FLD/OLD TOWN MUNI (OLD)

RNAV (GPS) RWY 30

NE-1, 12 JUN 2025 to 07 AUG 2025

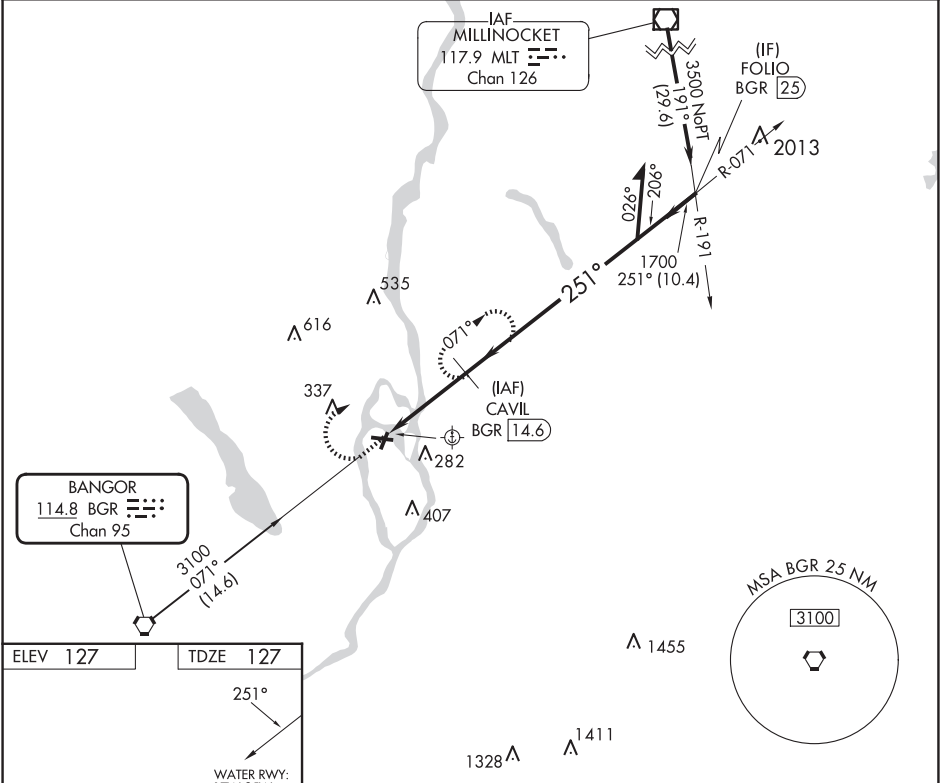
NE-1, 12 JUN 2025 to 07 AUG 2025

VORTAC BGR	APP CRS	Rwy Idg	2802
114.8	251°	TDZE	127
Chan 95		Apt Elev	127

VOR RWY 22
DEWITT FLD/OLD TOWN MUNI (OLD)

DME required.	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.
NA Circling NA to Rws 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.	

BGR ASOS 127.75	BANGOR APP CON 118.925 239.3	UNICOM 122.8 (CTAF) 0
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ELEV 127	TDZE 127
REIL Rwy 4 0	
MIRL Rws 4-22 and 12-30 0	
FAF to MAP 3.6 NM	
Knots	60 90 120 150 180
Min:Sec	3:36 2:24 1:48 1:26 1:12

1300	3100	CAVIL BGR 14.6	CAVIL BGR 14.6	Remain within 10 NM
↑	↪	BGR R-071		
CATEGORY	A	B	C	D
S-22	640-1 513 (600-1)		NA	
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	NA	

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 87027 W32A	APP CRS 322°	Rwy Idg 3510 TDZE 545 Apt Elev 556
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RNAV (GPS) RWY 32

ORANGE MUNI (O.R.E.)

RNP APCH - GPS

▼

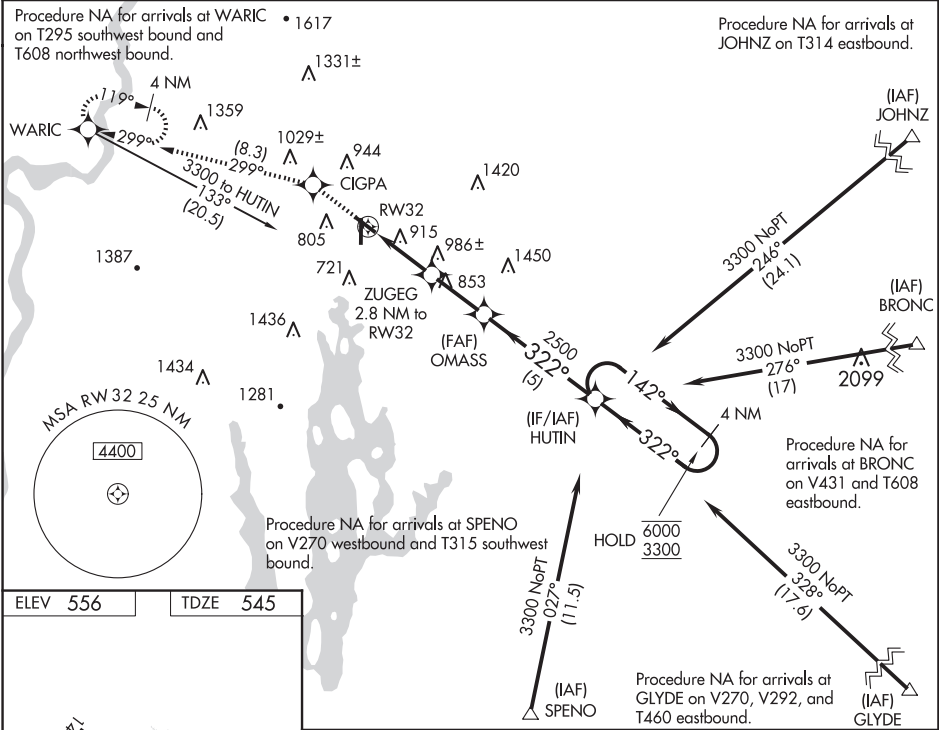
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA. Circling Rwy 1, 19 NA at night.

▲

Baro-VNAV and VDP NA when using Keene altimeter setting. When local altimeter setting not received, use Keene altimeter setting and increase LPV DA to 928 and all visibilities ½ SM, LNAV/VNAV DA to 1343 and all visibilities ½ SM, and all MDAs 60 feet and LNAV visibility Cat B ¼ SM, and Circling visibility Cat B ¼ SM.

MISSED APPROACH: Climb to 3500 direct CIGPA and on track 299° to WARIC and hold, continue climb-in-hold to 3500.

ASOS 135.675	BOSTON CENTER 123.75 338.2	UNICOM 122.8 (CTAF) 1
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ELEV 556 TDZE 545		3500 CIGPA tr 299° WARIC		HUTIN Holding Pattern	
				GP 3.50° TCH 45	
CATEGORY		A		B	
LPV DA		873-1		328 (400-1)	
LNAV/VNAV DA		1288-2		743 (800-2)	
LNAV MDA		1240-1		695 (700-1)	
CIRCLING		1260-1 704 (800-1)		1320-1 764 (800-1)	
				NA	

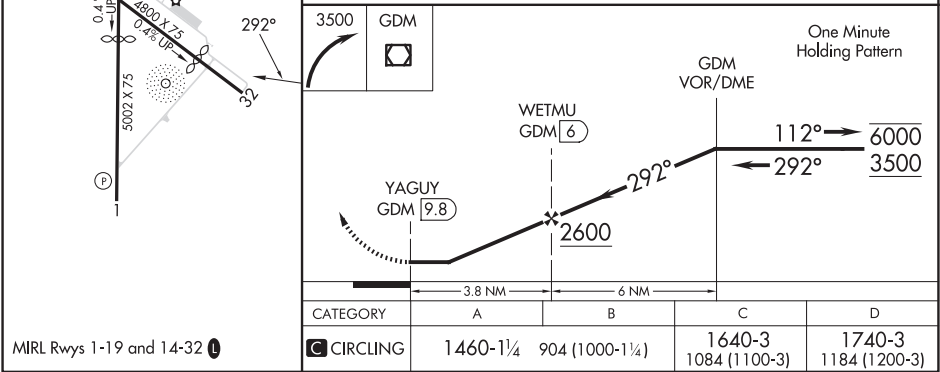
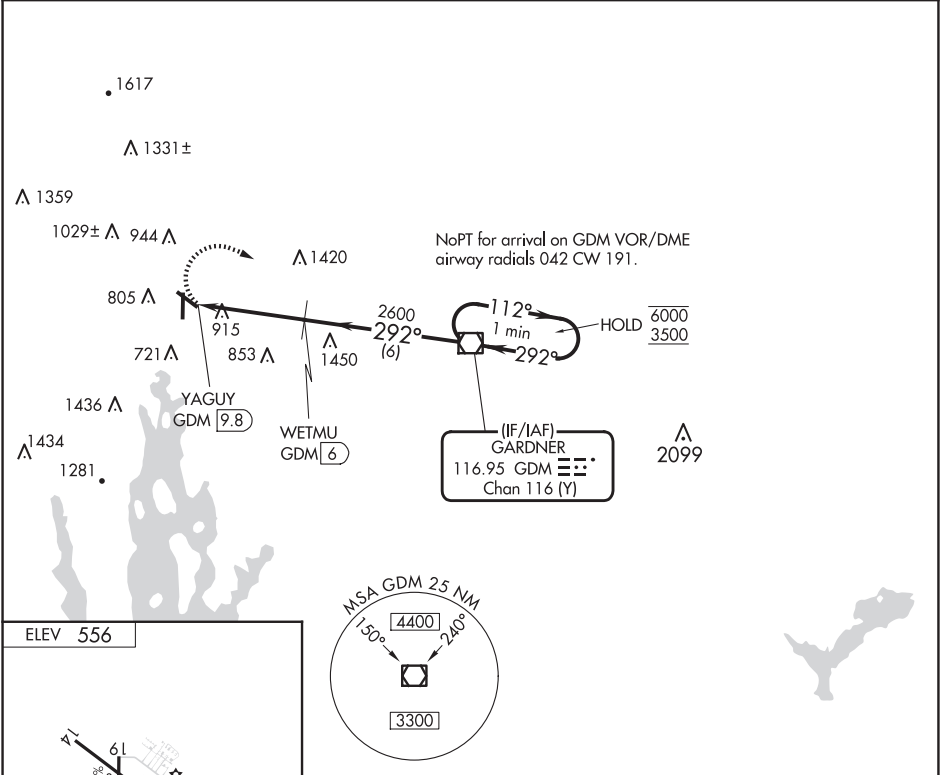
VOR/DME GDM 116.95 Chan 116 (Y)	APP CRS 292°	Rwy Idg TDZE Apt Elev N/A N/A 556	VOR-A ORANGE MUNI(ORE)
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DME required.

▼ Rwy 1, 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Keene altimeter setting and increase all MDAs 60 feet and Cat B visibility ¼ SM. Circling NA for Cats C/D to Rwys 14 and 32. Circling Rwy 1, 19 NA at night.

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold, continue climb-in-hold to 3500.

ASOS 135.675	BOSTON CENTER 123.75 338.2	UNICOM 122.8 (CTAF) 0
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ILS or LOC RWY 36
WATERBURY-OXFORD (OXC)

T	
A NA	Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 on heading 005° and MAD VOR/DME R-317 to ZATMI INT/MAD 24.9 DME and hold. Continue climb-in-hold to 3000.

3000 ↑ hdg 005° *LOC only.		ZATMI △		DAAVY I-OCX <u>6.5</u>		CUTMA I-OCX <u>12.6</u>	
MAD R-317		HUMOM I-OCX <u>2.8</u>		2500 *I-OCX <u>2.2</u>		2500 005°	
*1220		GS unusable below 965 MSL.		2500		GS 3.00° TCH 56	
1.3 NM		0.5 NM		3.7 NM		6.1 NM	
CATEGORY		A		B		C	
S-ILS 36				971- ³ / ₄		250 (300- ³ / ₄)	
S-LOC 36		1140-1 419 (500-1)		1140-1 ¹ / ₈		419 (500-1 ¹ / ₈)	
C CIRCLING		1300-1 570 (600-1)		1380-1 ¹ / ₄ 650 (700-1 ¹ / ₄)		1460-2 ¹ / ₄ 730 (800-2 ¹ / ₄)	

WATERBURY-OXFORD (OXC)
ILS or LOC RWY 36

WAAS

CH **42901**

W18A

APP CRS

185°

Rwy Idg

5801

TDZE

730

Apt Elev

730

RNAV (GPS) RWY 18

WATERBURY-OXFORD (OXC)

RNP APCH.

▼

Rwy 18 helicopter visibility reduction below ¾ SM NA.

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct CUTMA and hold.

ATIS 132.975	NEW YORK APP CON 124.075 343.65	OXFORD TOWER★ 118.475 (CTAF) 0	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.95
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PAWLING PWL

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.

HOLD 6000 3000

4 NM

185°

005°

2200

185°

3000 NoPT 270° (6.5)

(IF/IAF) WEXNO

(IAF) BISCO

3000 NoPT 095° (6.8)

(IAF) MOONI

(FAF) ARQEB

GICEN 2.6 NM to RW18

901 Δ

980 ±

Δ 1005

Δ 1694

MSA RW18 25 NM

3100

1549 Δ

2032 Δ

MISSED APCH FIX

CUTMA

185°

005°

4 NM

4 NM Holding Pattern WEXNO

6000 3000

GP 3.00° TCH 47

185°

005°

185°

2200

*1580

ARQEB

2200

GICEN 2.6 NM to RW18

*1.5 NM to RW18

RW18

2500

CUTMA

*LNAV only

CATEGORY	A	B	C	D
LPV DA	1140-1½		410 (500-1½)	
LNAV/VNAV DA	1141-1½		411 (500-1½)	
LNAV MDA	1240-1 510 (600-1)		1240-1¾ 510 (600-1¾)	
CIRCLING	1300-1 570 (600-1)		1380-1¾ 650 (700-1¾) 1460-2¼ 730 (800-2¼)	

ELEV 730

D

TDZE 730

185°

81

TWR★

5801 X 100

36

0.9%

REIL Rwy 36

HIRL Rwy 18-36

OXFORD, CONNECTICUT

Amdt 3 03JAN19

41°29'N-73°08'W

303

WATERBURY-OXFORD (OXC)

RNAV (GPS) RWY 18

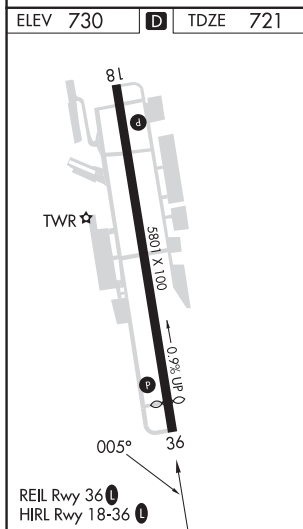
RNAV (GPS) RWY 36
WATERBURY-OXFORD (OXC)



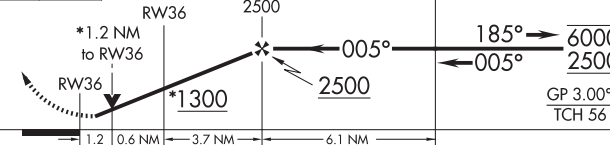
T Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ZATMI and hold, continue climb-in-hold to 3000.

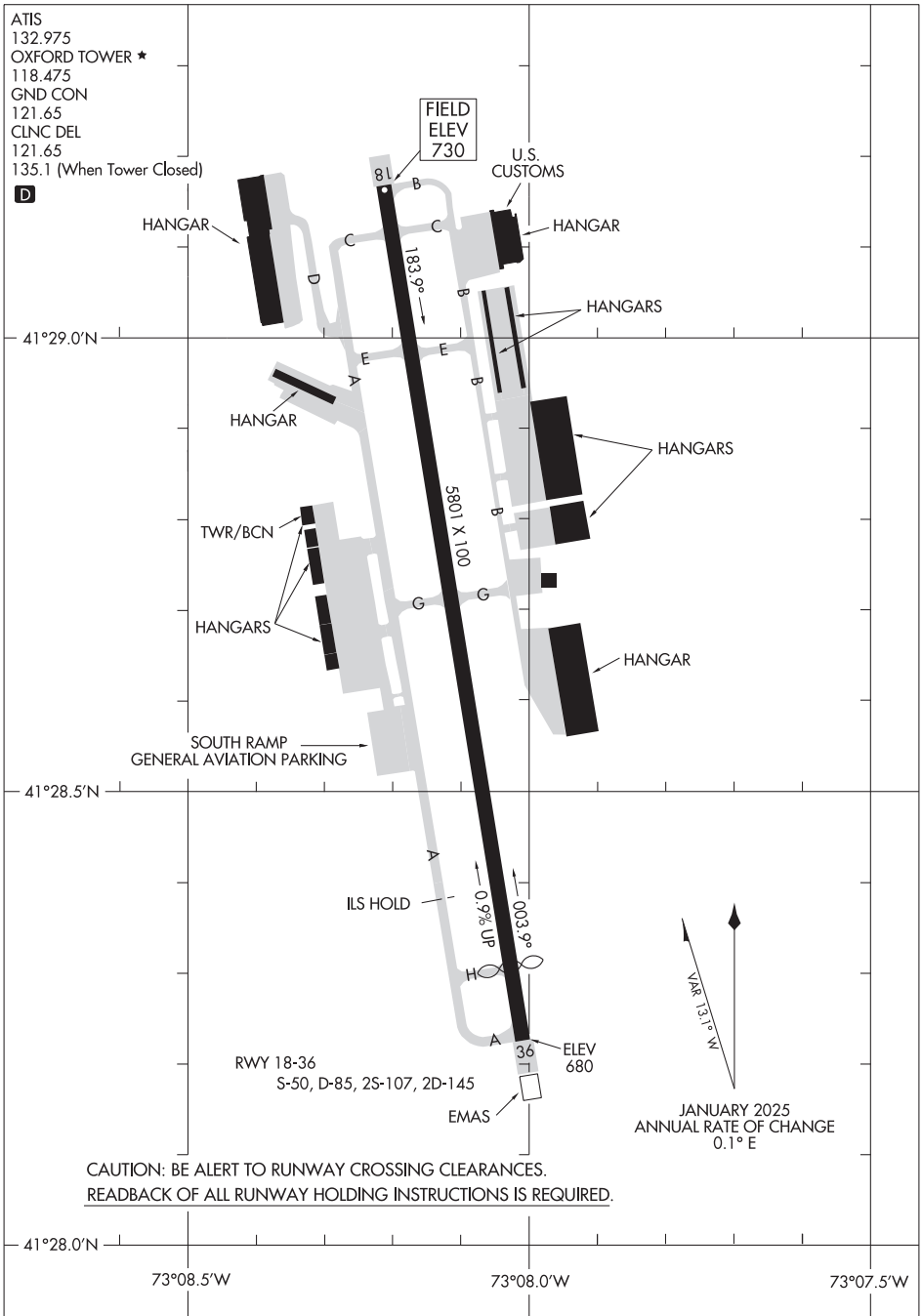
ATIS 132.975	NEW YORK APP CON 124.075 343.65	OXFORD TOWER ★ 118.475 (CTAF) 0	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.95
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		ZATMI 		*LNAV only HUMOM 1.8 NM to RW36		DAAVY 2500		CUTMA 4 NM Holding Pattern	
									
CATEGORY LPV DA		A		B		C		D	
LNAV/ VNAV		1120-1		399 (400-1)		1120-1 1/8		399 (400-1 1/8)	
C CIRCLING		1300-1		570 (600-1)		1380-1 3/4 650 (700-1 3/4)		1460-2 1/4 730 (800-2 1/4)	

WATERBURY-OXFORD (OXC)
RNAV (GPS) RWY 36

NE-1, 12 JUN 2025 to 07 AUG 2025



OXFORD, MAINE

AL-9228 (FAA)

23222

WAAS CH 48929 W15A	APP CRS 148°	Rwy Idg TDZE 345 Apt Elev 345	2997
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RNAV (GPS) RWY 15

OXFORD COUNTY RGNL (81B)

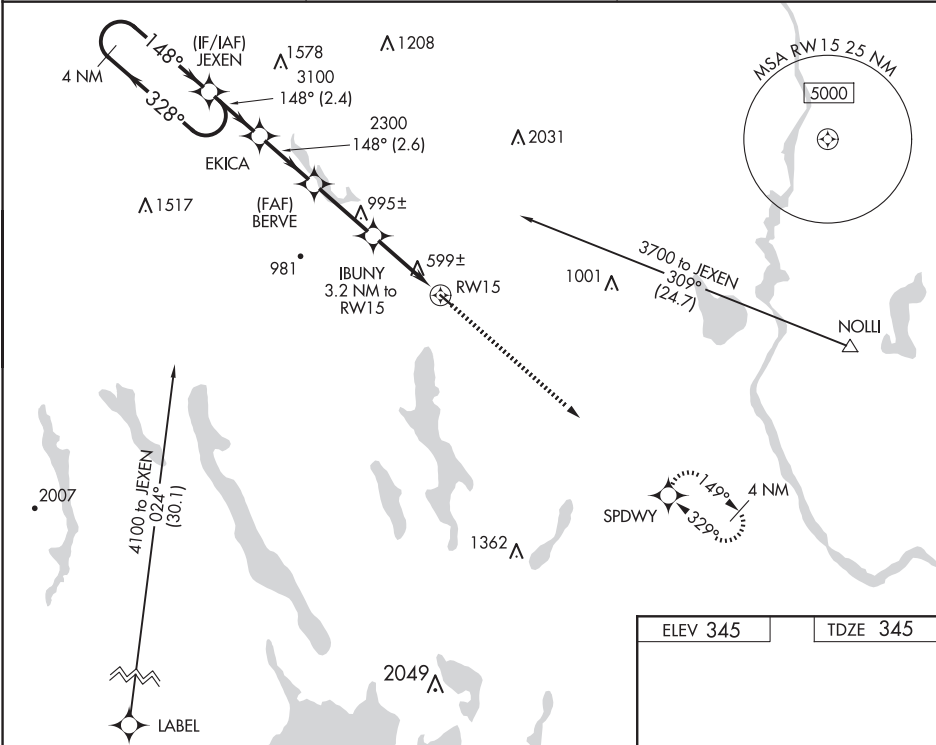
▼

▲ NA

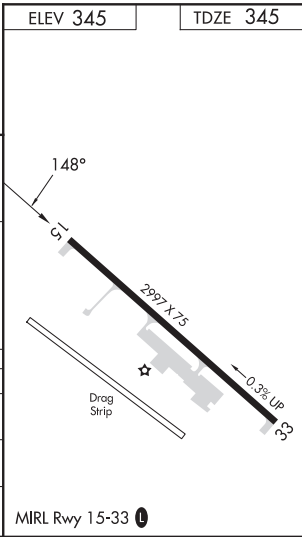
DME/DME RNP-0.3 NA. Procedure NA at night. Use Auburn/Lewiston altimeter setting; when not received, use Fryeburg altimeter setting and increase all MDAs 40 feet. Helicopter visibility reduction below 1 SM NA.

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) 0
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4 NM Holding Pattern				Visual Segment - Obstacles.				3600	SPDWY
3700 ← 328° → 148° → 148° → 3100				JEXEN	EKICA	BERVE	IBUNY 3.2 NM to RW15	↑	✦
					2300				
						1400			
				← 2.4 NM → 2.6 NM → 2.8 NM → 3.2 NM →					
CATEGORY	A		B		C		D		
LP MDA	900-1		555 (600-1)				NA		
LNAV MDA	1140-1 795 (800-1)		1140-1¼ 795 (800-1¼)				NA		
CIRCLING	1220-1¼ 875 (900-1¼)		1400-1½ 1055 (1100-1½)				NA		



OXFORD, MAINE
Orig-D 08SEP22

44°09'N-70°29'W

OXFORD COUNTY RGNL (81B)
RNAV (GPS) RWY 15

OXFORD, MAINE

AL-9228 (FAA)

23222

WAAS CH 86329 W33A	APP CRS 329°	Rwy Idg 2997 TDZE 345 Apt Elev 345
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RNAV (GPS) RWY 33
OXFORD COUNTY RGNL (81B)

T 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.

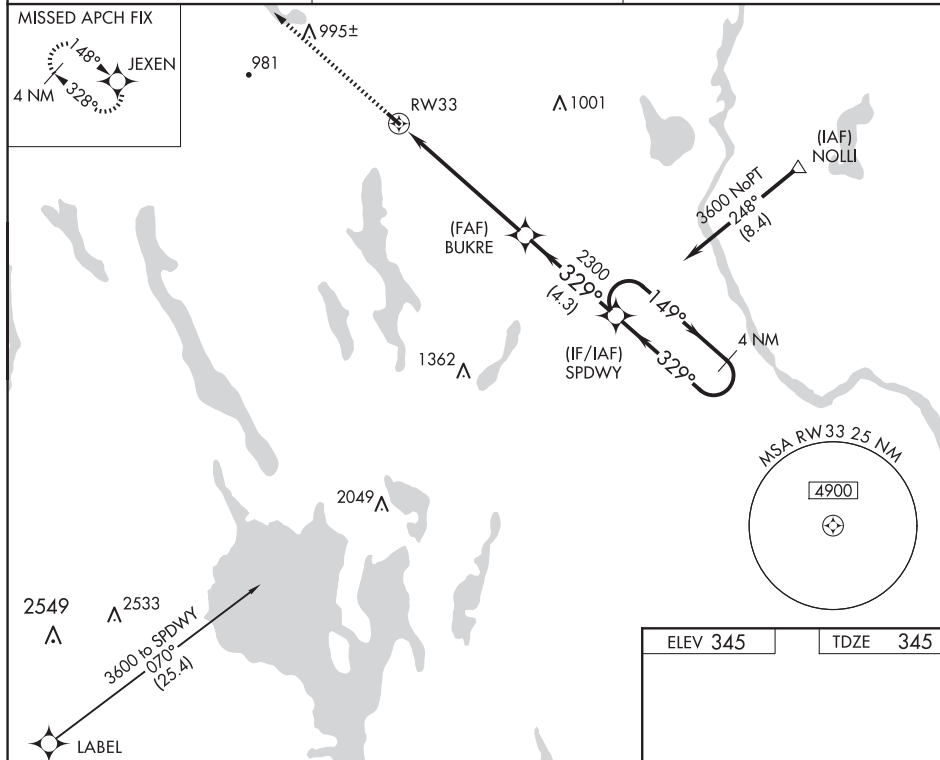
MISSED APPROACH: Climb to 3700 direct JEXEN and hold, continue climb-in-hold to 3700.

LEW AWOS-3
118.025

PORTLAND APP CON ★
125.5 353.9

UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX

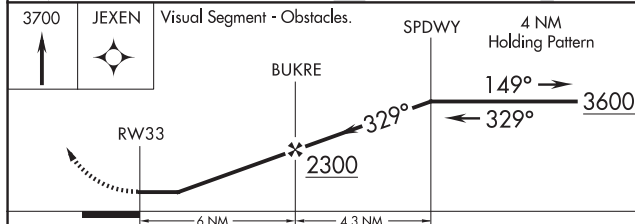


3700

JFXFN

Visual Segment - Obstacles.

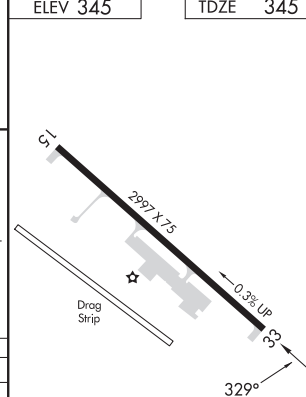
References

4 NM
Holding Pattern

CATEGORY	A	B	C	D
LP MDA	1120-1 775 (800-1)	1120-1¼ 775 (800-1¼)		NA
LNAV MDA	1140-1 795 (800-1)	1140-1¼ 795 (800-1¼)		NA
CIRCLING	1220-1¼ 875 (900-1¼)	1400-1½ 1055 (1100-1½)		NA

ELEV 345

TDZE 345

MIRL Rwy 15-33 

OXFORD, MAINE
Orig-E 08SEP22

44°09'N-70°29'W
307

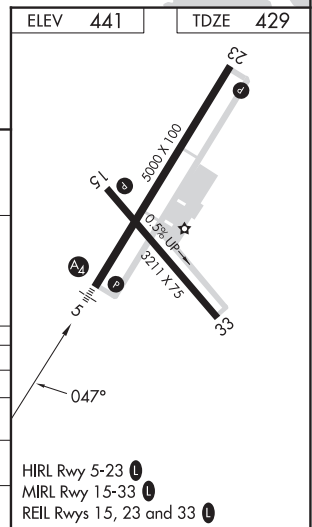
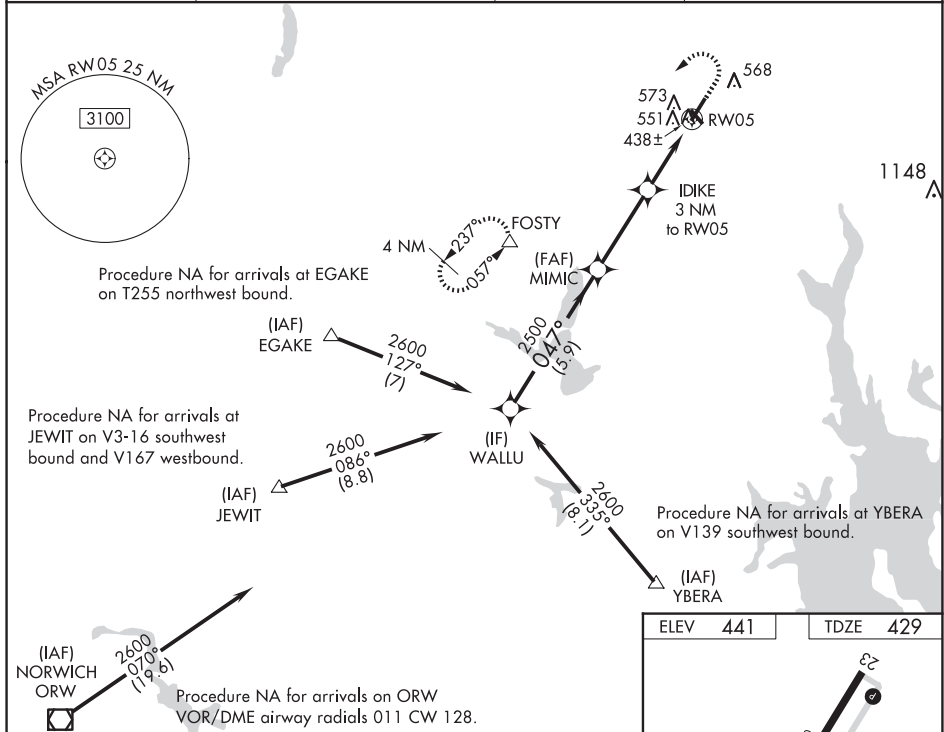
OXFORD COUNTY RGNL (81B)
RNAV (GPS) RWY 33

NE-1. 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 5

NORTH CENTRAL STATE (SFZ)

AWOS-3PT 120.775	PROVIDENCE APP CON ★ 123.675 244.875	CLNC DEL 124.35	UNICOM 123.075 (CTAF) 0
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NORTH CENTRAL STATE (SFZ)
RNAV (GPS) RWY 5

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86431 W23A	APP CRS 227°	Rwy Idg TDZE Apt Elev	5000 429 441
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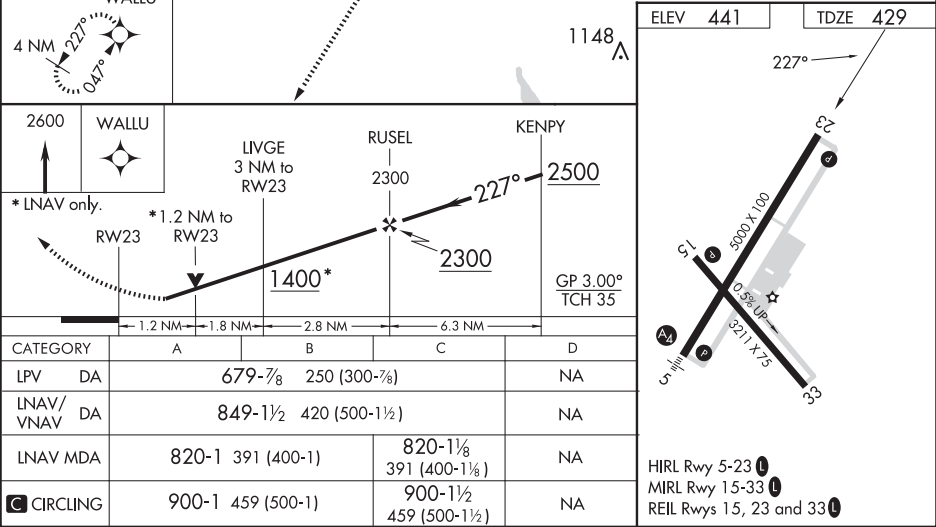
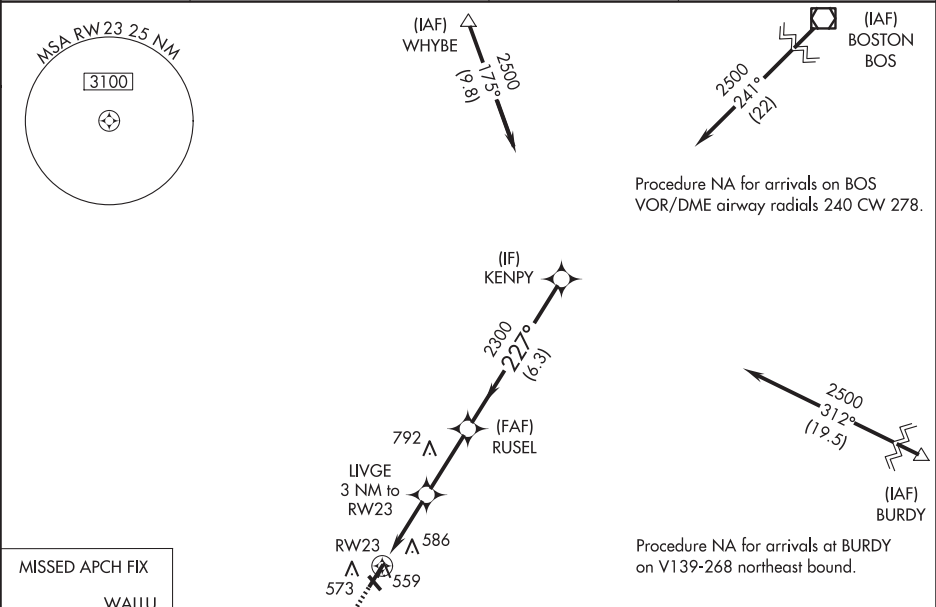
RNAV (GPS) RWY 23

NORTH CENTRAL STATE (Sf'Z)

⚠ Circling Rwy 15, 33 NA at night. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV all Cats visibility to 1¼, LNAV/VNAV all Cats visibility to 1¾ and LNAV Cat C visibility to 1¾. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct WALLU and hold.

AWOS-3PT 120.775	PROVIDENCE APP CON ★ 123.675 244.875	CLNC DEL 124.35	UNICOM 123.075 (CTAF) 0
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PAWTUCKET, RHODE ISLAND

AL-5256 (FAA)

23278

LOC/DME I-SFZ	APP CRS	Rwy Idg	5000
111.9	047°	TDZE	429
Chan 56		Apt Elev	441

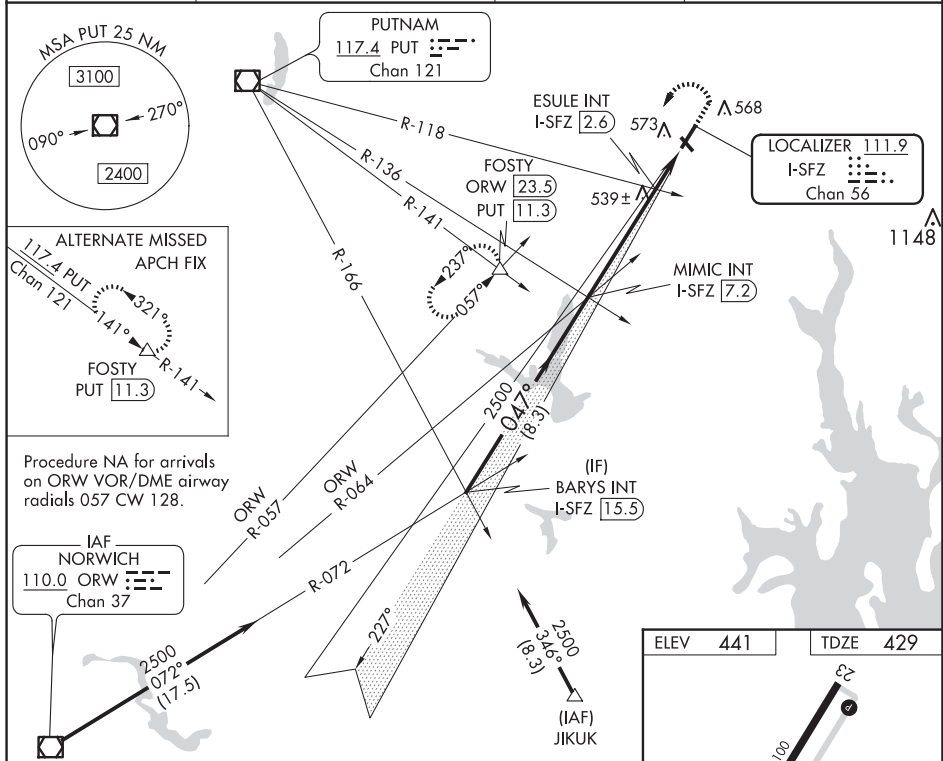
LOC RWY 5

NORTH CENTRAL STATE (SF'Z)

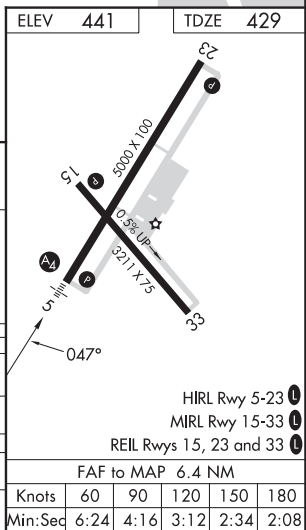
NA Circling Rwy 15, 33 NA at night. VDP NA with Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet; increase S-5 Cat C and Circling Cat C visibility ¼ mile, and ESULE fix minimums S-5 Cat C visibility ¼ mile.

MALS MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 on ORW VOR/DME R-057 to FOSTY INT/ ORW 23.5 DME and hold.

AWOS-3PT 120.775	PROVIDENCE APP CON ★ 123.675 244.875	CLNC DEL 124.35	UNICOM 123.075 (CTAF)
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BARYS INT I-SFZ 15.5		MIMIC INT I-SFZ 7.2		1000	2500	ORW R-057	FOSTY △
2500		2500		3.00° TCH 52			
*1140 when using Providence altimeter setting.		*1040		ESULE INT I-SFZ 2.6		I-SFZ 1.9 I-SFZ 0.8	
8.3 NM		4.6 NM		0.8 NM		1 NM	
CATEGORY	A		B	C		D	
S-5	1040-¾ 611 (600-¾)		1040-1½ 611 (600-1½)		NA		
CIRCLING	1040-1 599 (600-1)		1040-1¾ 599 (600-1¾)		NA		
ESULE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)							
S-5	800-¾ 371 (400-¾)		800-7/8 371 (400-7/8)		NA		
CIRCLING	900-1 459 (500-1)		900-1½ 459 (500-1½)		NA		



PAWTUCKET, RHODE ISLAND
Amdt 7C 16JUL20

41°55'N-71°29'W

NORTH CENTRAL STATE (SF'Z)

LOC RWY 5

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

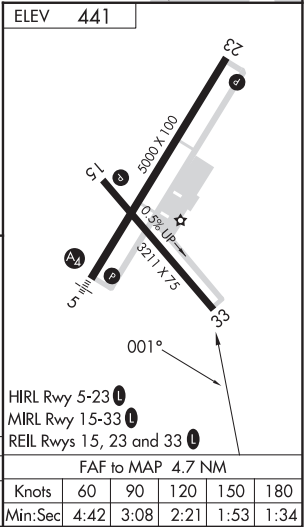
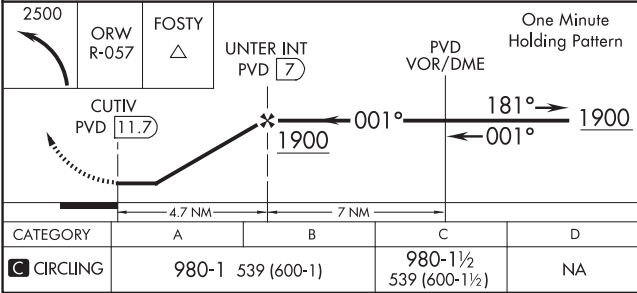
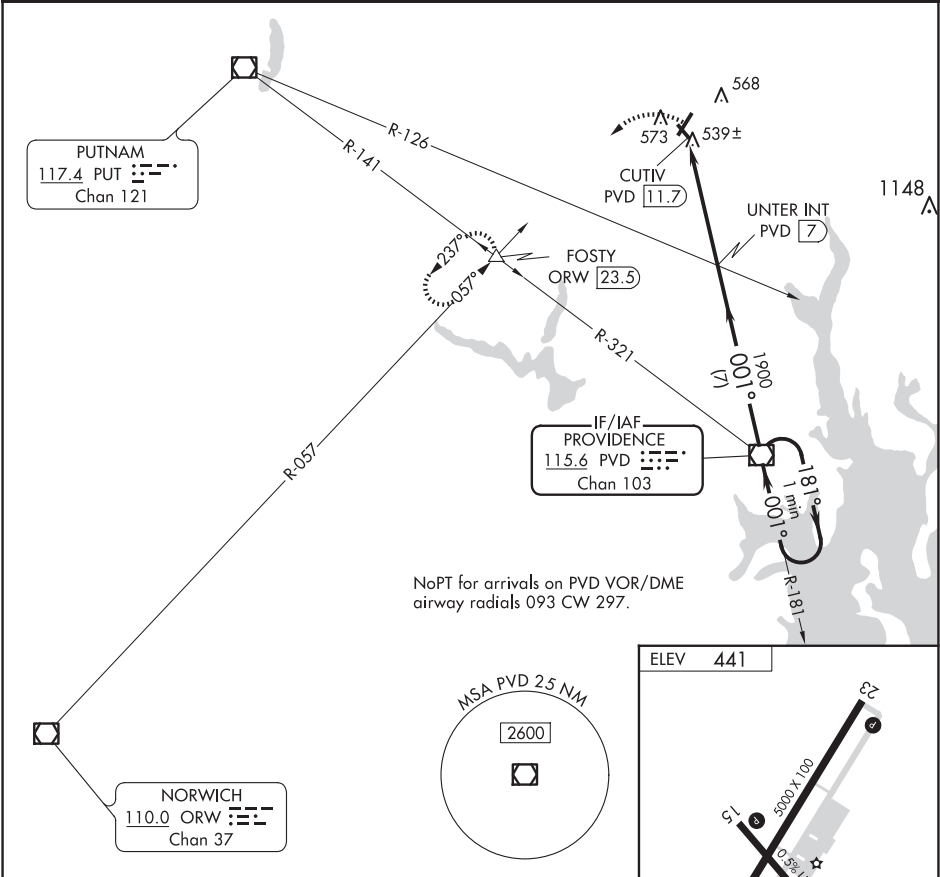
VOR/DME PVD 115.6 Chan 103	APP CRS 001°	Rwy Idg TDZE Apt Elev 441	N/A N/A 441
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VOR-A

NORTH CENTRAL STATE (SfZ)

<div><div>⚠</div><div>When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile. Circling to Rwy 15/33 NA at night.</div></div>	MISSED APPROACH: Climbing left turn to 2500 via ORW VOR/DME R-057 to FOSTY INT/ORW 23.5 DME and hold.
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AWOS-3PT 120.775	PROVIDENCE APP CON ★ 123.675 244.875	CLNC DEL 124.35	UNICOM 123.075 (CTAF) 0
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PITTSFIELD, MASSACHUSETTS

AL-975 (FAA)

25163

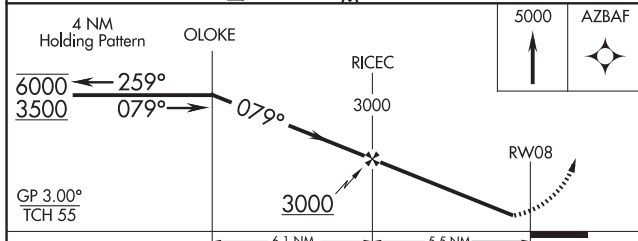
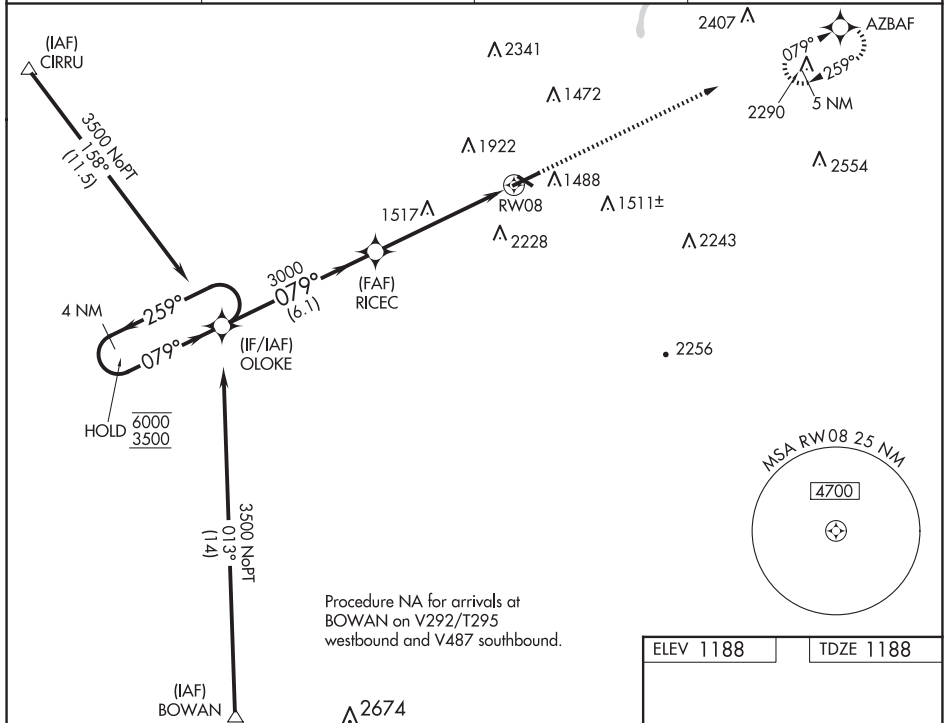
WAAS CH 93935 W08A	APP CRS 079°	Rwy Ldg TDZE 1188 Apt Elev 1188
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RNAV (GPS) RWY 8

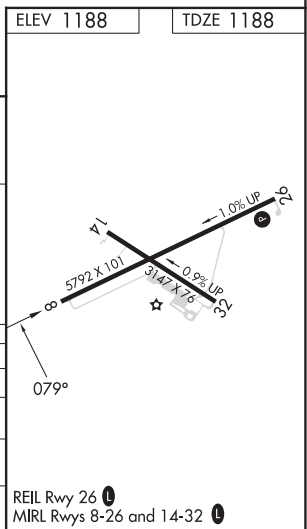
PITTSFIELD MUNI (PSF)

RNP APCH - GPS.		MISSED APPROACH: Climb to 5000 direct AZBAF and hold, continue climb-in-hold to 5000.
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.		

ASOS 135.375	ALBANY APP CON 132.825 307.2	CLNC DEL 128.6	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1475-1		287 (300-1)	
LNAV/VNAV DA	2073-2½		885 (900-2½)	
LNAV MDA	2140-1¼ 952 (1000-1¼)	2140-1½ 952 (1000-1½)	2140-3	952 (1000-3)
CIRCLING	2140-1¼ 952 (1000-1¼)	2160-1½ 972 (1000-1½)	2400-3 1212 (1300-3)	2680-3 1492 (1500-3)



PITTSFIELD, MASSACHUSETTS

Amdt 1C 29DEC22

42°26'N-73°17'W

PITTSFIELD MUNI (PSF)

RNAV (GPS) RWY 8

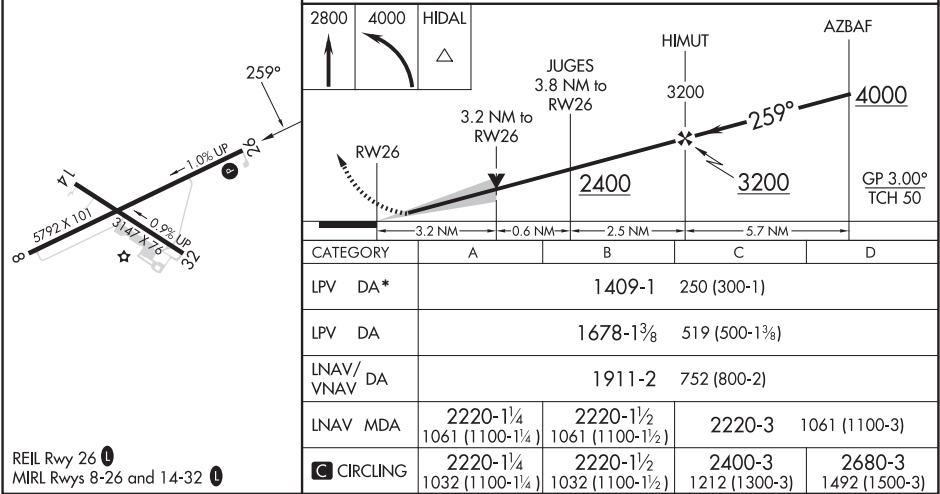
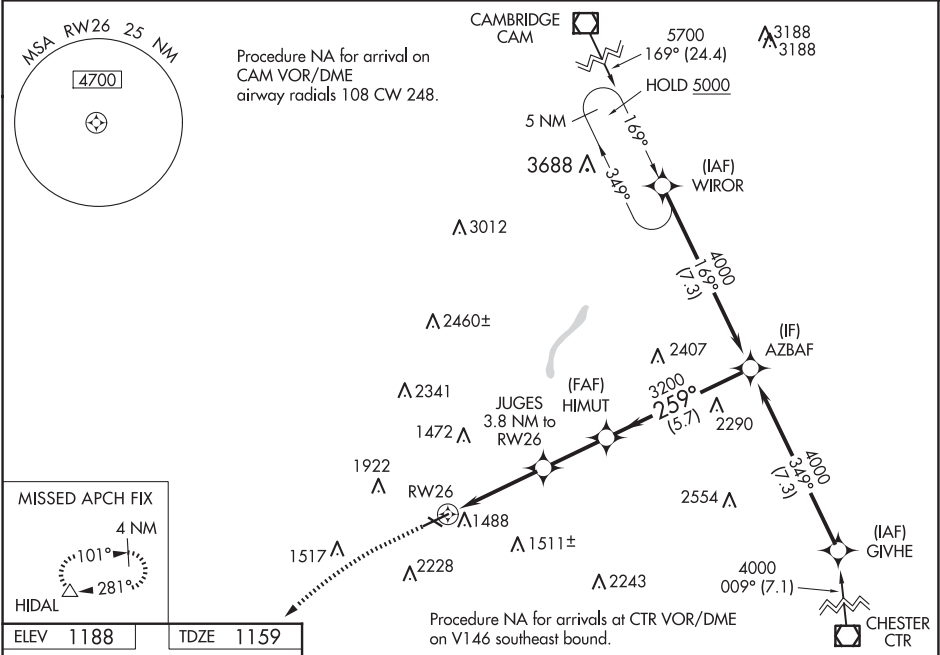
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42835 W26A	APP CRS 259°	Rwy Ldg TDZE Apt Elev	5792 1159 1188
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RNAV (GPS) RWY 26
PITTSFIELD MUNI (PSF)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct HIDAL and hold. * Missed approach requires minimum climb of 285 feet per NM to 2700.	
Circling NA south of Rwy 8 and southwest of Rwy 32. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.			
ASOS 135.375	ALBANY APP CON 132.825 307.2	CLNC DEL 128.6	UNICOM 122.7 (CTAF) 0



NE-1, 12 JUN 2025 to 07 AUG 2025

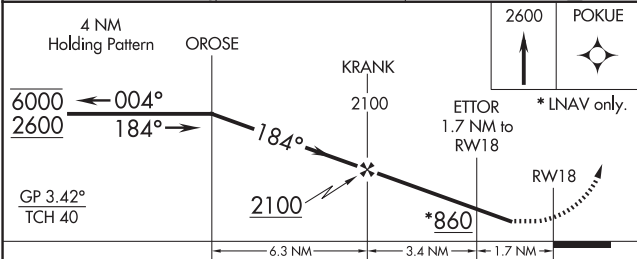
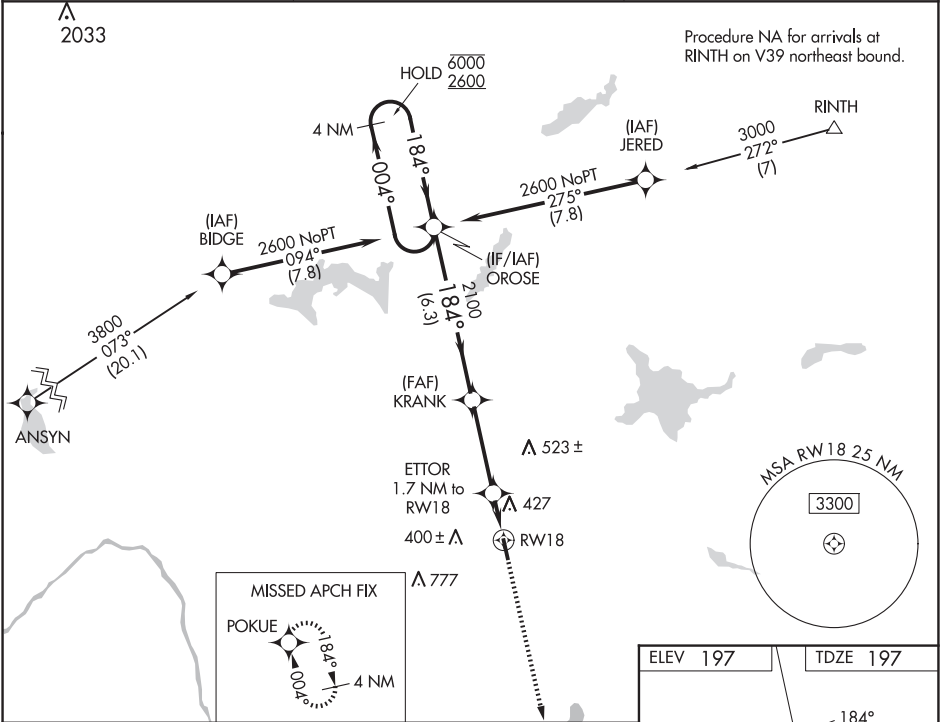
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53342 W18A	APP CRS 184°	Rwy Idg TDZE 197 Apt Elev 197	4003
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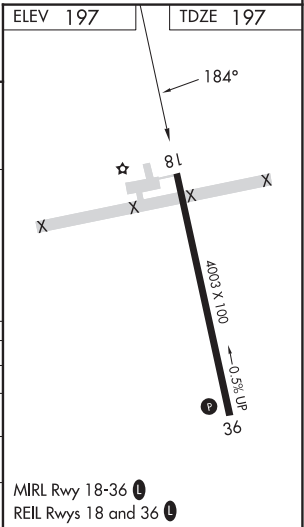
RNAV (GPS) RWY 18
PITTSFIELD MUNI (2B7)

RNP APCH. ▼ NA Rwy 18 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 POKUE and hold.
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BGR ASOS 127.75	BANGOR APP CON 118.925 239.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	610-1½	413 (500-1½)		NA
LNAV/VNAV DA	785-1¾	588 (600-1¾)		NA
LNAV MDA	740-1	543 (600-1)	740-1 5/8 543 (600-1½)	NA
CIRCLING	800-1	603 (700-1)	880-2 683 (700-2)	NA



WAAS CH 90242 W36A	APP CRS 004°	Rwy Idg 4003 TDZE 194 Apt Elev 197
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RNAV (GPS) RWY 36
PITTSFIELD MUNI (2B7)

T	Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A NA	Baro-VNAV NA. Use Bangor altimeter setting; when not received procedure NA.

MISSED APPROACH: Climb to 2600 direct OROSE and hold.

BGR ASOS
127.75

BANGOR APP CON
118.925 239.3

UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX

Procedure NA for arrival
on BGR VORTAC airway
radials 239 CW 283.

BANGOR
BGR

Procedure NA for arrival
on AUG VOR/DME airway
radials 053 CW 141.

AUGUSTA
AUG

ELEV 197

TDZE 194

2600	OROSE
	

* LNAV only.

POKUE 4 NM Holding Pattern

$\leftarrow 004^\circ$

	GP 3.00°
	<u>TCH 40</u>

CATEGORY	A	B	C	D
LPV DA	499-1 305 (400-1)			NA
RNAV/ VNAV DA	499-1 305 (400-1)			NA
RNAV MDA	660-1	466 (500-1)	660-1 ^{3/8} 466 (500-1 ^{3/8})	NA
C CIRCLING	800-1	603 (700-1)	880-2 683 (700-2)	NA

MIRL Rwy 18-36 **L**
REIL Rwy 18 and 36 **L**

PITTSFIELD, MAINE
Amdt 1 13SEP18

44°46'N-69°22'W

PITTSFIELD MUNI (2B7)

RNAV (GPS) RWY 36

NE-1, 12 JUN 2025 to 07 AUG 2025

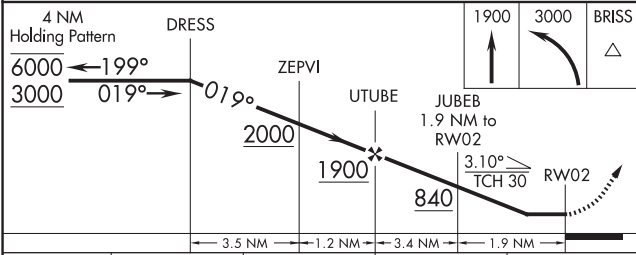
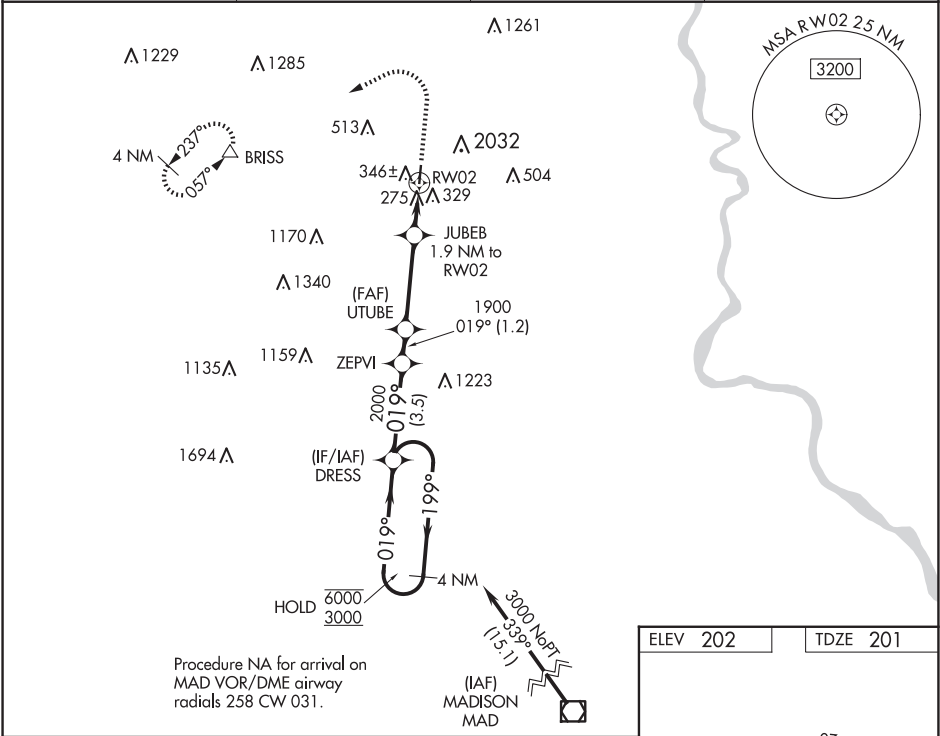
WAAS CH 65737 W02A	APP CRS 019°	Rwy Idg TDZE Apt Elev	3665 201 202
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RNAV (GPS) RWY 2

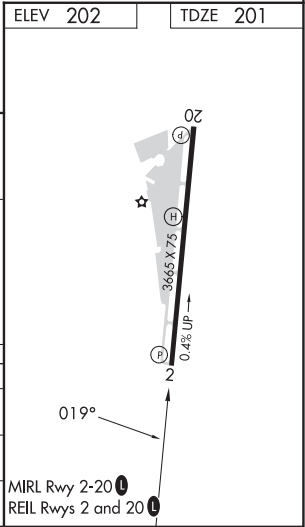
ROBERTSON FLD (4B8)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct BRISS and hold.
<div><div></div><div>Rwy 2 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 2-20. Circling Rwy 20 NA at night.</div></div>	

AWOS-3PT 119.175	BRADLEY APP CON 123.95 290.55	CLNC DEL 134.5	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	540-1	339 (400-1)		NA
LNAV MDA	640-1	439 (500-1)	640-1¼ 439 (500-1¼)	NA
CIRCLING	840-1	638 (700-1)	960-2¼ 758 (800-2¼)	NA



PLAINVILLE, CONNECTICUT

AL-10074 (FAA)

25107

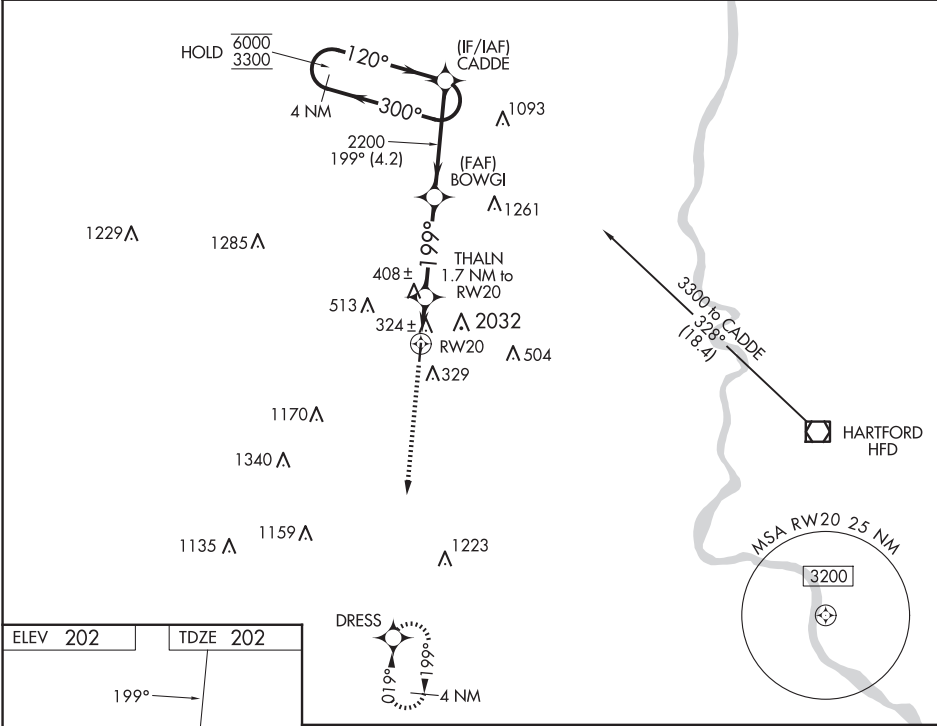
WAAS CH 82347 W20A	APP CRS 199°	Rwy Idg TDZE Apt Elev	3665 202 202
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RNAV (GPS) RWY 20

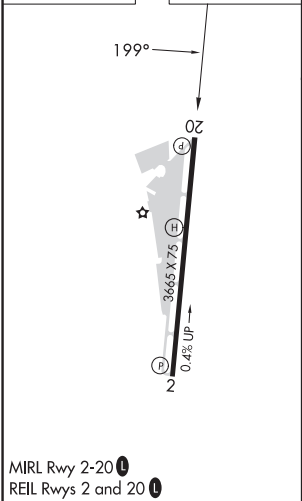
ROBERTSON FLD (4B8)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct DRESS and hold. Continue climb-in-hold to 3000.
<div><div>▼</div><div>▲</div></div> <div>Circling Rwy 20 NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 2-20.</div>	

AWOS-3PT 119.175	BRADLEY APP CON 123.95 290.55	CLNC DEL 134.5	UNICOM 122.8 (CTAF) 1
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ELEV 202	TDZE 202
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DRESS		3000 DRESS		4 NM Holding Pattern	
THALN 1.7 NM to RW20		BOWGI		CADDE	
RW20		2200		300° → 6000 ← 120° 3300	
860		3.50° TCH 36			
1.7 NM		3.6 NM		4.2 NM	
CATEGORY	A	B	C	D	
LP MDA	580-1		378 (400-1)		NA
LNAV MDA	680-1	478 (500-1)		680-1 3/8 478 (500-1 3/8)	NA
CIRCLING	840-1	638 (700-1)		960-2 1/4 758 (800-2 1/4)	NA

PLAINVILLE, CONNECTICUT
Orig 17APR25

41°41'N-72°52'W

ROBERTSON FLD (4B8)

RNAV (GPS) RWY 20

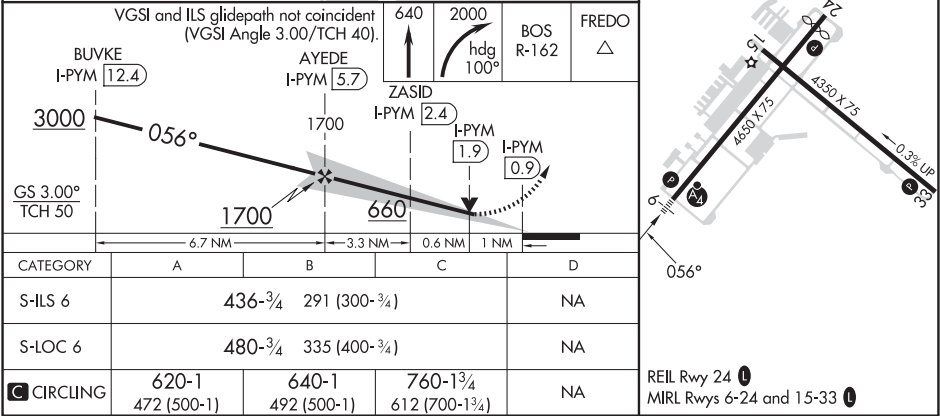
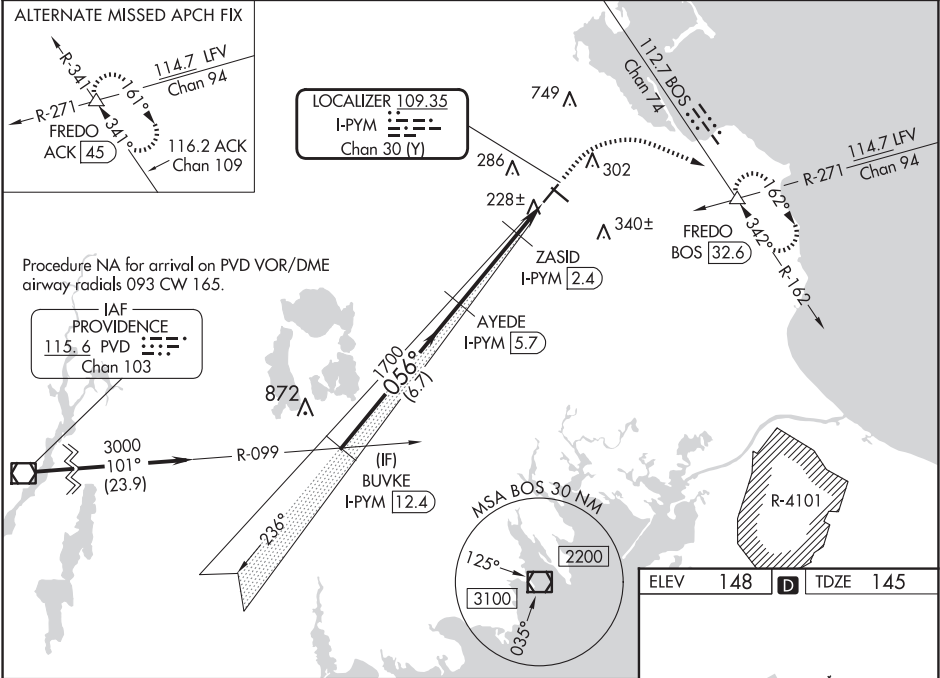
LOC/DME I-PYM	APP CRS	Rwy Idg	4650
109.35	056°	TDZE	145
Chan 30 (Y)		Apt Elev	148

ILS or LOC RWY 6

PLYMOUTH MUNI (PYM)

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.
DME required for LOC only. Aircraft not GPS equipped - RADAR required for procedure entry.		
<div><div> Circling Rwy 15 NA at night.</div><div> Rwy 6 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase S-ILS 6 visibility all Cats to 1/2 SM.</div></div>		

ASOS 135.625	BOSTON APP CON 118.2 284.6	CLNC DEL 127.75	UNICOM 122.725 (CTAF)	122.9
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PLYMOUTH, MASSACHUSETTS

AL-5295 (FAA)

24305

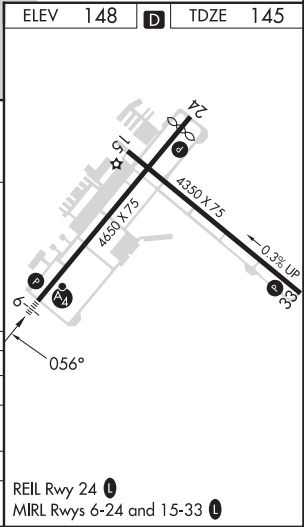
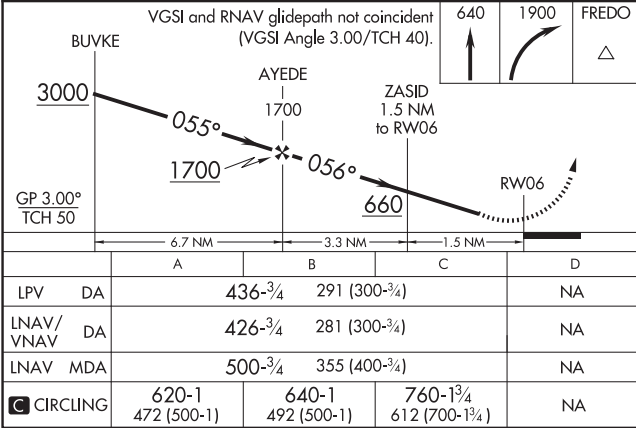
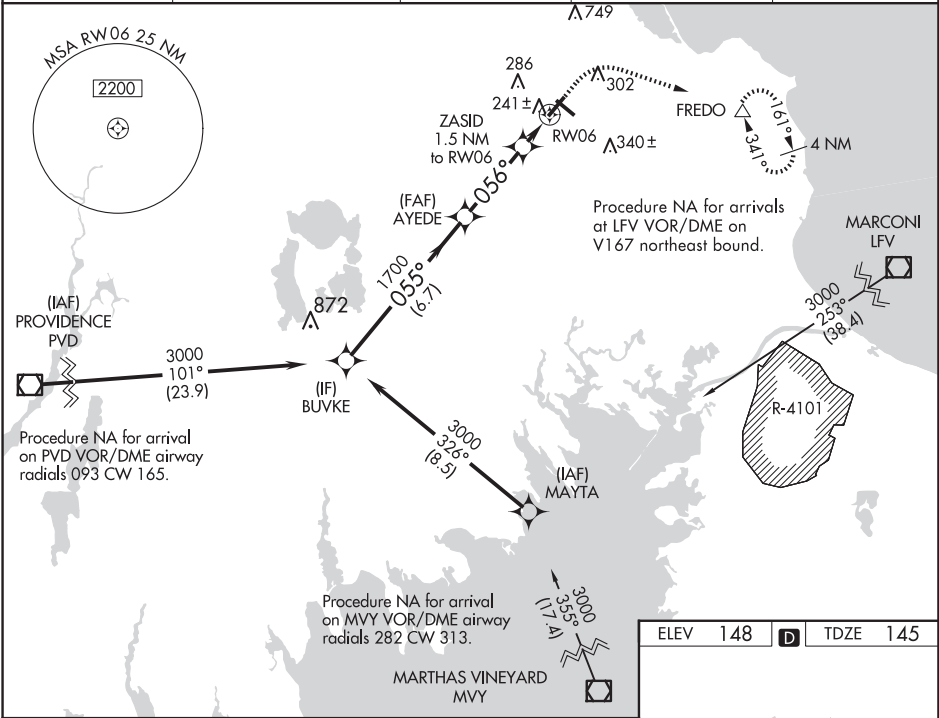
WAAS CH 40422 W06A	APP CRS 056°	Rwy Idg 4650 TDZE 145 Apt Elev 148
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RNAV (GPS) RWY 6

PLYMOUTH MUNI (PYM)

RNP APCH - GPS. ▼ Circling Rwy 15 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to ¾ SM.	MALSF ☯	MISSED APPROACH: Climb to 640 then climbing right turn to 1900 direct FREDO and hold.
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ASOS 135.625	BOSTON APP CON 118.2 284.6	CLNC DEL 127.75	UNICOM 122.725 (CTAF)	122.9 ①
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PLYMOUTH, MASSACHUSETTS
Amdt 1F 31OCT24

41°55'N-70°44'W

PLYMOUTH MUNI (PYM)

RNAV (GPS) RWY 6

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

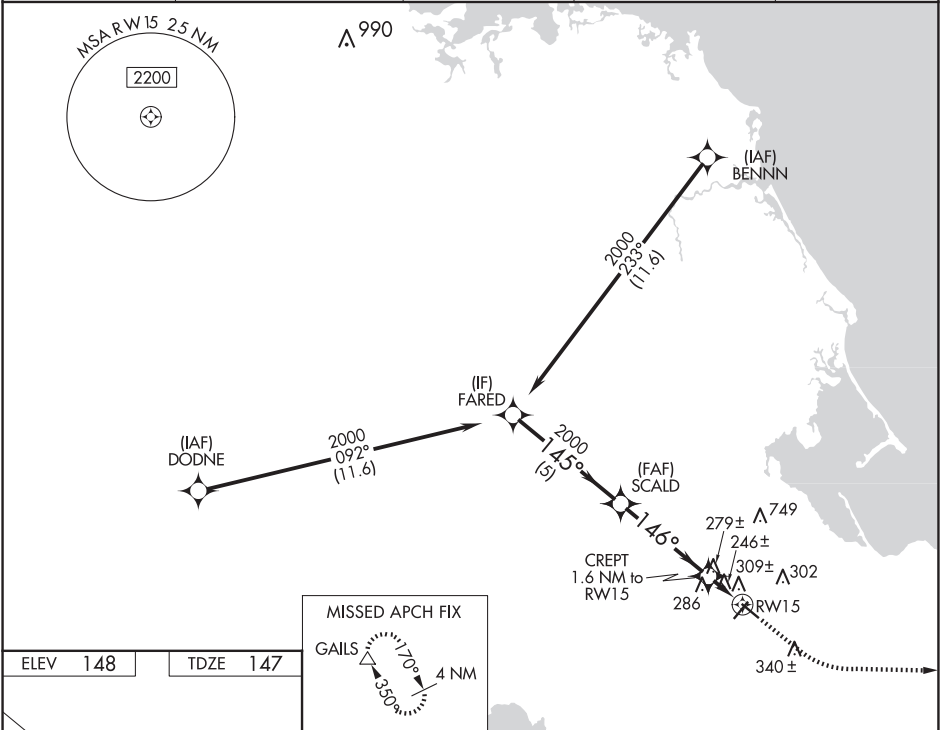
WAAS CH 93639 W15A	APP CRS 146°	Rwy Idg TDZE 147 Apt Elev 148	4350
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RNAV (GPS) RWY 15

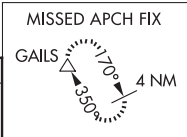
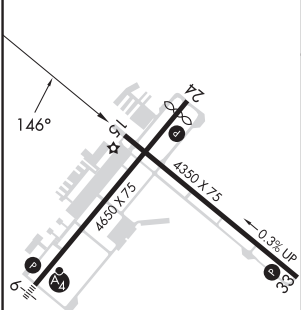
PLYMOUTH MUNI (PYM)

RNP APCH - GPS.	MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct GAILS and hold.
<div><div>▼</div><div>▲</div></div> Rwy 15 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.	

ASOS 135.625	BOSTON APP CON 118.2 284.6	CLNC DEL 127.75	UNICOM 122.725 (CTAF)	122.9
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ELEV 148	TDZE 147
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Visual Segment - Obstacles.				600	2000	GAILS
				FARED	SCALD	CREPT 1.6 NM to RW15
				2000	2000	700
				145°	146°	
				5 NM	4.1 NM	1.6 NM
CATEGORY	A	B	C	D		
LP MDA	500-1 353 (400-1)			NA		
LNAV MDA	560-1	413 (500-1)	560-1 1/8 413 (500-1 1/8)	NA		
CIRCLING	620-1 472 (500-1)	640-1 492 (500-1)	760-1 3/4 612 (700-1 3/4)	NA		

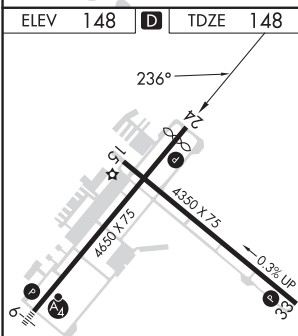
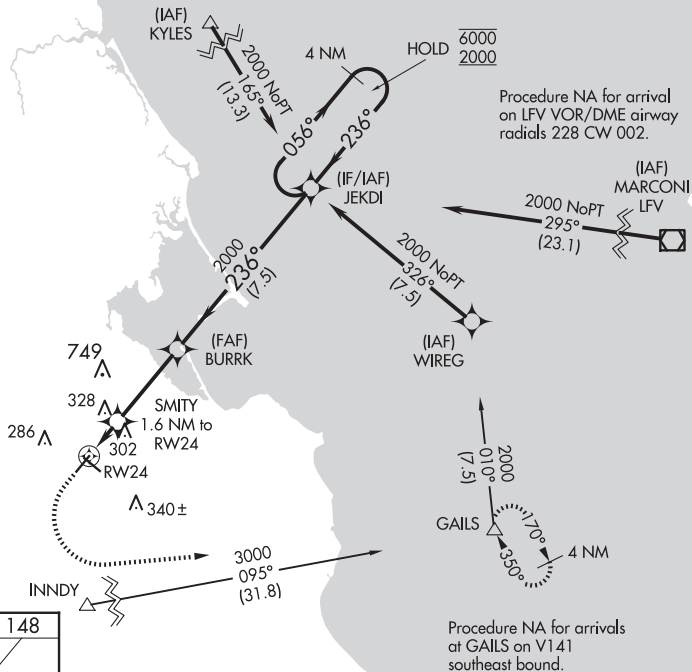
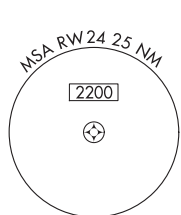
REIL Rwy 24
MIRL Rwy 6-24 and 15-33

RNAV (GPS) RWY 24
PLYMOUTH MUNI (PYM)

T
A Rwy 24 helicopter visibility reduction below 1 SM NA.
Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 640 then climbing left turn to 2000 direct GALS and hold.

122.9 L

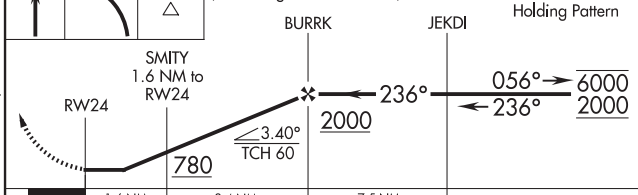



REIL Rwy 24 **L**
MIRL Rws 6-24 and 15-33 **L**

PLYMOUTH, MASSACHUSETTS
Orig-E 31OCT24

VGSI and RNAV glidepath not coincident
(VGSI Angle 4.00/TCH 40).

4 NM
Holding Pattern



CATEGORY	A	B	C	D
INAV MDA	580-1	432 (500-1)	580-1 $\frac{1}{4}$ 432 (500-1 $\frac{1}{4}$)	NA
 CIRCLING	620-1 472 (500-1)	640-1 492 (500-1)	760-1 $\frac{3}{4}$ 612 (700-1 $\frac{3}{4}$)	NA

PLYMOUTH, MASSACHUSETTS
Orig-E 31OCT24

41°55'N-70°44'W

PLYMOUTH MUNI (PYM)
RNAV (GPS) RWY 24

NE-1, 12 JUN 2025 to 07 AUG 2025

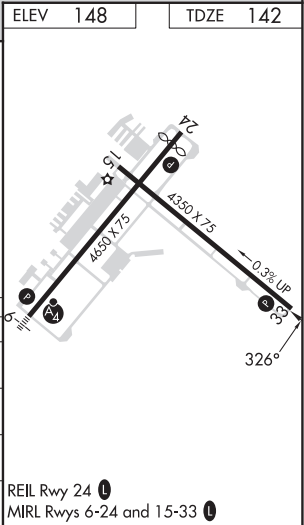
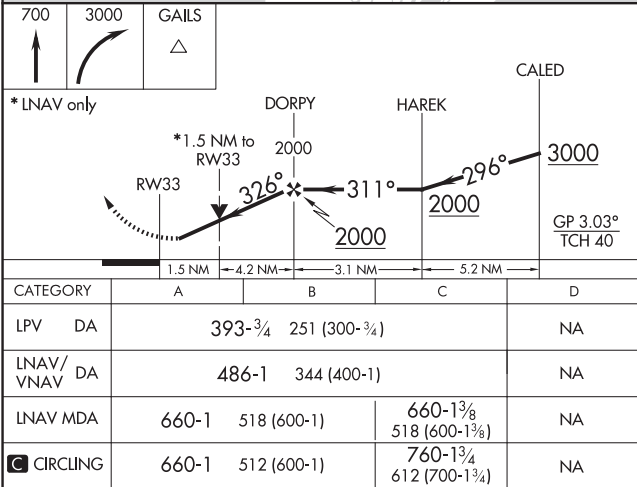
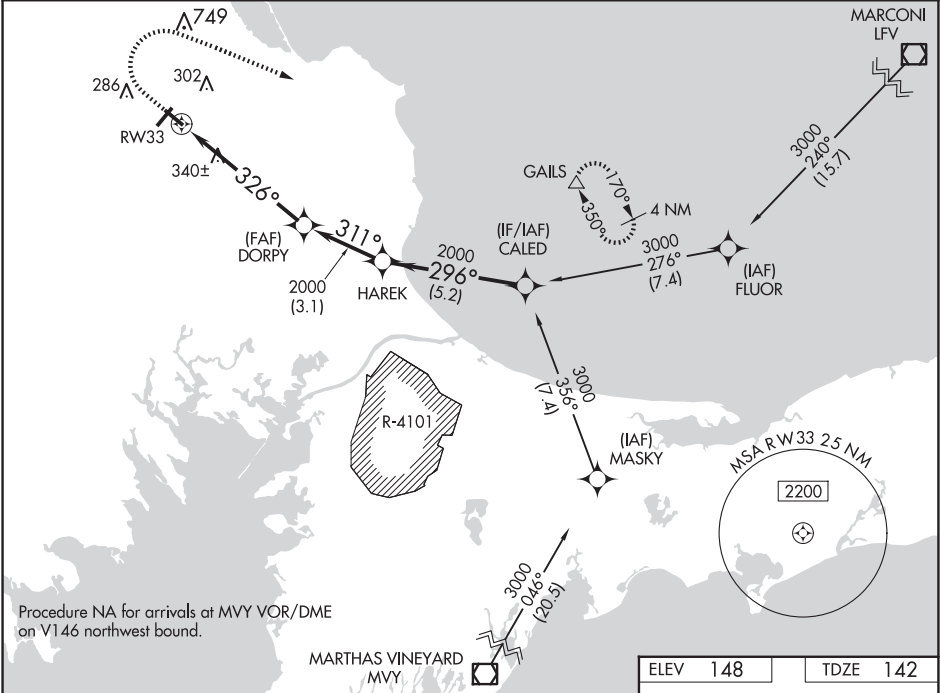
WAAS CH 63241 W33A	APP CRS 326°	Rwy Idg TDZE 142 Apt Elev 148	4350
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RNAV (GPS) RWY 33

PLYMOUTH MUNI (PYM)

RNP APCH - GPS.	MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct GAILS and hold.
<div><div>▼</div><div>Circling Rwy 15 NA at night. Rwy 33 helicopter visibility reduction below ¾ SM NA.</div><div>▲</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.</div></div>	

ASOS 135.625	BOSTON APP CON 118.2 284.6	CINC DEL 127.75	UNICOM 122.725 (CTAF)	122.9
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PORTLAND, MAINE

AL-329 (FAA)

24305

LOC/DME I-PWM 109.9 Chan 36	APP CRS 110°	Rwy Idg 7200 TDZE 76 Apt Elev 76
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ILS or LOC RWY 11

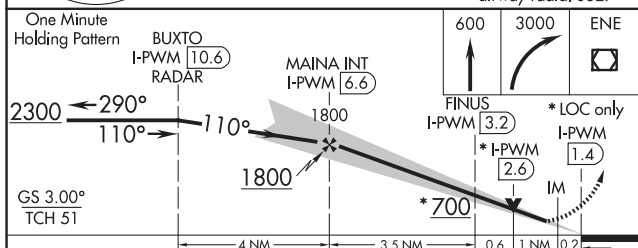
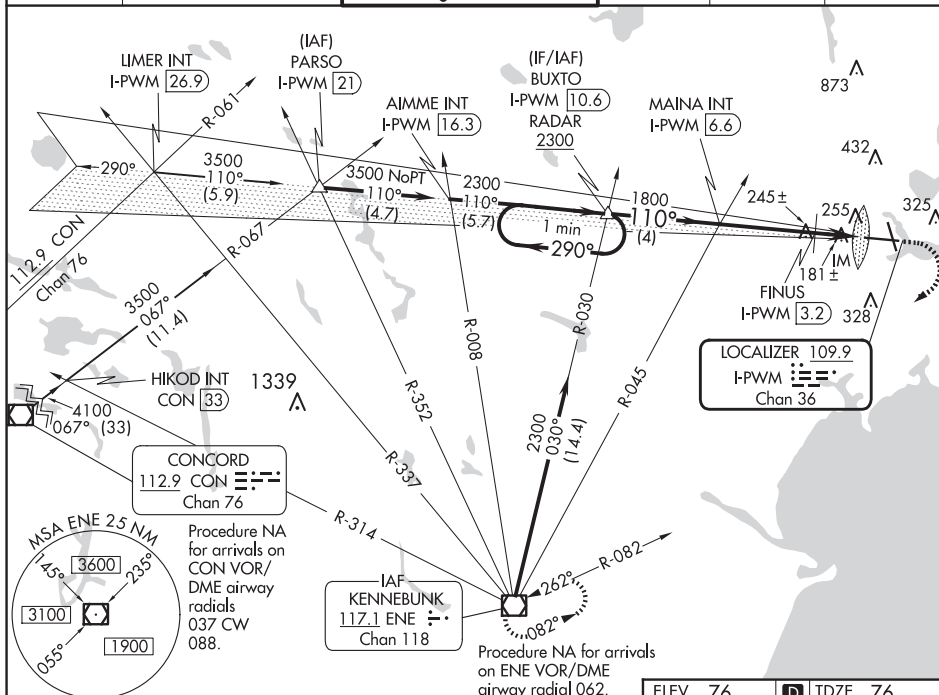
PORTLAND INTL JETPORT (PWM)

⚠ For inoperative ALSF-2, increase S-LOC 11 Cat C/D visibility to 1½ mile. Increase FINUS fix minimums S-LOC 11 Cat C/D visibility to RVR 5500.

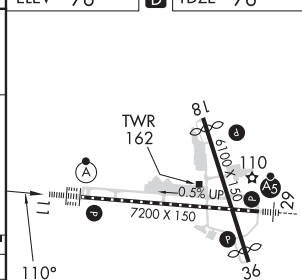


MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.

ATIS	PORTLAND APP CON *	PORTLAND TOWER *	GND CON	CLNC DEL	UNICOM
119.05	119.75 269.35	120.9 0 (CTAF) 257.8	121.9	121.9	122.95



ELEV 76	D TDZE 76
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CATEGORY	A	B	C	D
S-ILS 11	276/18 200 (200-½)			
S-LOC 11	700/24 624 (700-½)	700-1⅜ 624 (700-1⅜)		
CIRCLING	700-1 624 (700-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)	
FINUS FIX MINIMUMS				
S-LOC 11	440/24 364 (400-½)	440/35 364 (400-⅝)		
CIRCLING	620-1 544 (600-1)	640-1 564 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)

						TDZ/CL Rwy 11	1
						MIRL Rwy 18-36	1
						HIRL Rwy 11-29	1
						REIL Rws 18 and 36	1
FAF to MAP 5.3 NM							
Knots	60	90	120	150	180		
Min:Sec	5:18	3:32	2:39	2:07	1:46		

PORTLAND, MAINE
Amdt 4B 16JUL20

43°39'N-70°19'W

PORTLAND INTL JETPORT (PWM)
ILS or LOC RWY 11

NE-1, 12 JUN 2025 to 07 AUG 2025

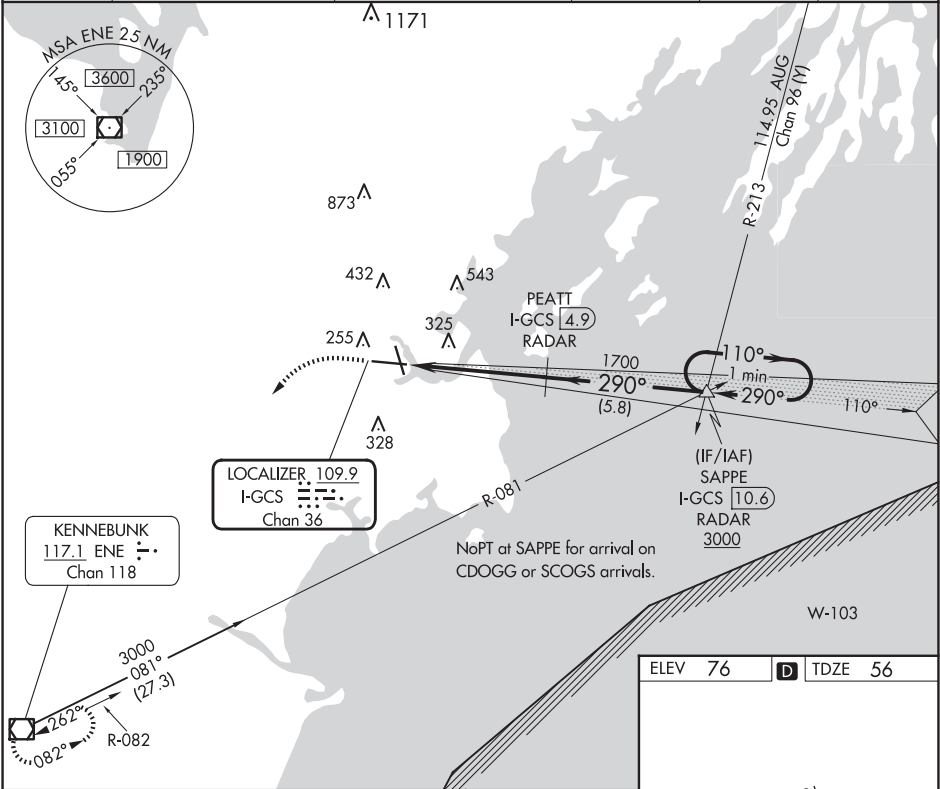
LOC/DME I-GCS	APP CRS	Rwy Idg	7200
109.9	290°	TDZE	56
Chan 36		Apt Elev	76

ILS or LOC RWY 29

PORTLAND INTL JETPORT (PWM)

T A	** RVR 1800 authorized with use of FD or AP or HUD to DA. DME or RADAR required.	MALSR 	MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.
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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
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			PEATT I-GCS 4.9 RADAR	SAPPE I-GCS 10.6 RADAR	One Minute Holding Pattern
* LOC only	I-GCS DME ANTENNA	* I-GCS 1.4	1700	1700	
	I-GCS 0.2		290°	110°	3000
			290°	290°	GS 3.00° TCH 50
	1.5 NM	3.5 NM	5.8 NM		
CATEGORY	A	B	C	D	
S-ILS 29**		256/24 200 (200-½)			
S-LOC 29	580/24	524 (600-½)	580/55	524 (600-1)	
CIRCLING	620-1 544 (600-1)	640-1 564 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)	

ELEV 76	TDZE 56
TDZ/CL Rwy 11	
MIRL Rwy 18-36	
HIRL Rwy 11-29	
REIL Rws 18 and 36	
FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, MAINE

AL-329 (FAA)

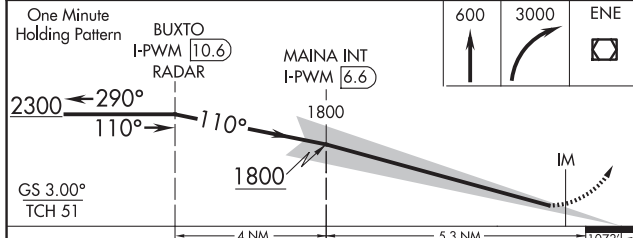
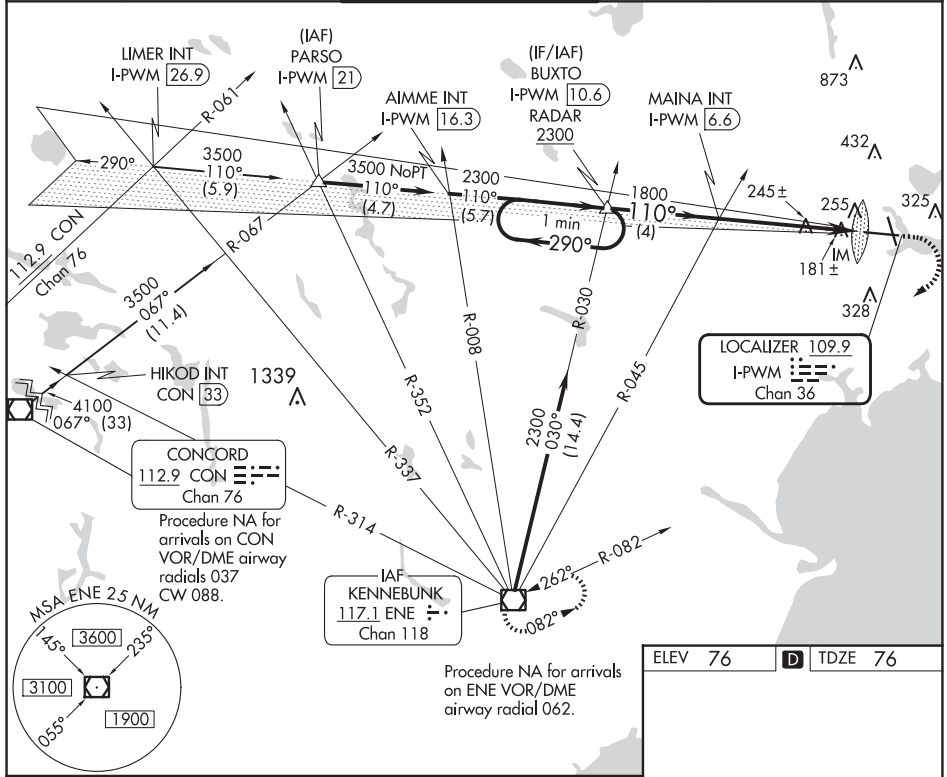
24305

LOC/DME I-PWM 109.9 Chan 36	APP CRS 110°	Rwy Idg 7200 TDZE 76 Apt Elev 76
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ILS RWY 11 (SA CAT I) PORTLAND INTL JETPORT (PWM)

Procedure NA when control tower closed. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSIF-2	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.
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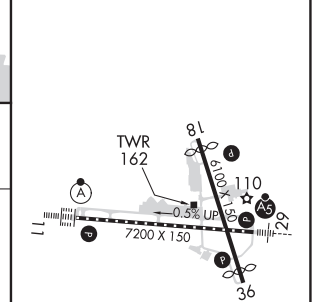
ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 0 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 11	RA 166/14 150 DA 226			

**SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

ELEV 76	D	TDZE 76
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TDZ/CL Rwy 11	0
MIRL Rwy 18-36	0
HIRL Rwy 11-29	0
REIL Rwy 18 and 36	0

PORTLAND, MAINE
Amdt 4B 16JUL20

43°39'N-70°19'W

PORTLAND INTL JETPORT (PWM)
ILS RWY 11 (SA CAT I)

NE-1, 12 JUN 2025 to 07 AUG 2025

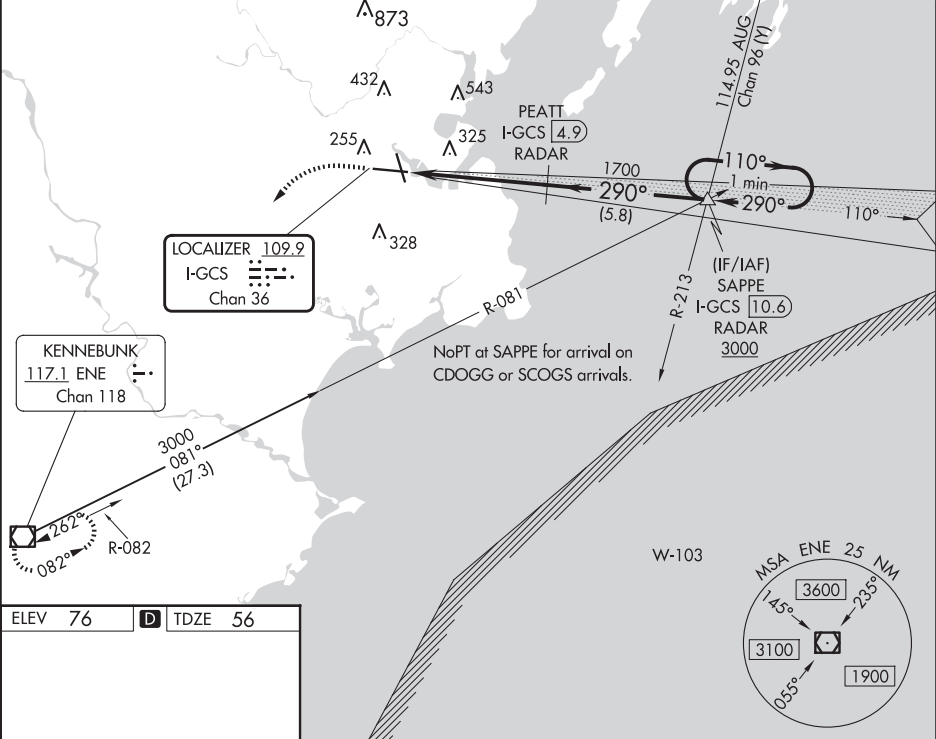
NE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-GCS	APP CRS	Rwy Idg	7200
109.9	290°	TDZE	56
Chan 36		Apt Elev	76

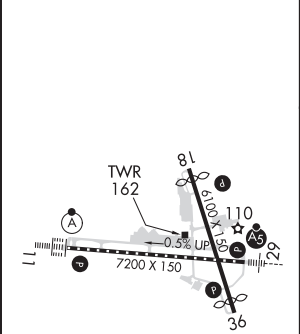
ILS RWY 29 (SA CAT I & II)
PORTLAND INTL JETPORT (PWM)

<p>T DME or RADAR required. DME required when Portland approach control closed. A 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 HUD to touchdown.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.</p>
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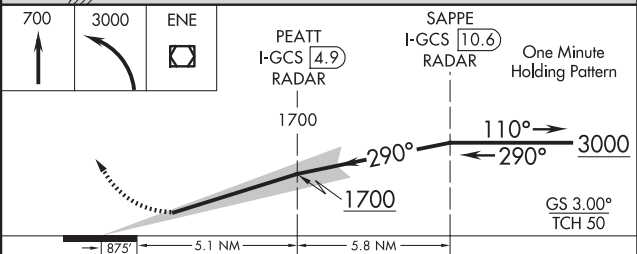
ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ELEV 76	D	TDZE 56
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- TDZ/CL Rwy 11
- MIRL Rwy 18-36
- HIRL Rwy 11-29
- REIL Rwy 18 and 36



CATEGORY	A	B	C	D
S-ILS 29	SA CAT I	RA 206/14	150 DA 206	
S-ILS 29	SA CAT II	RA 146/12	100 DA 156	

SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

PORTLAND, MAINE

AL-329 (FAA)

24305

LOC/DME I-PWM 109.9 Chan 36	APP CRS 110°	Rwy Idg 7200 TDZE 76 Apt Elev 76
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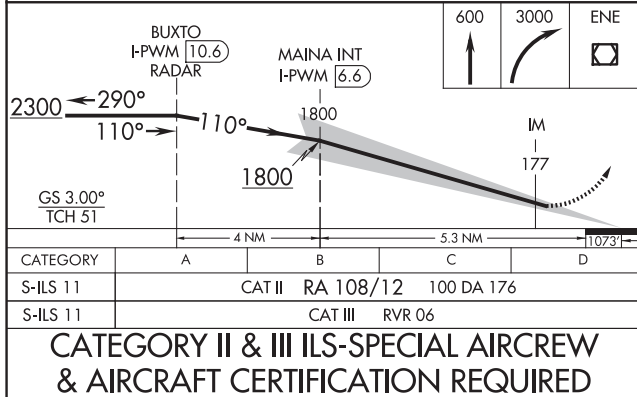
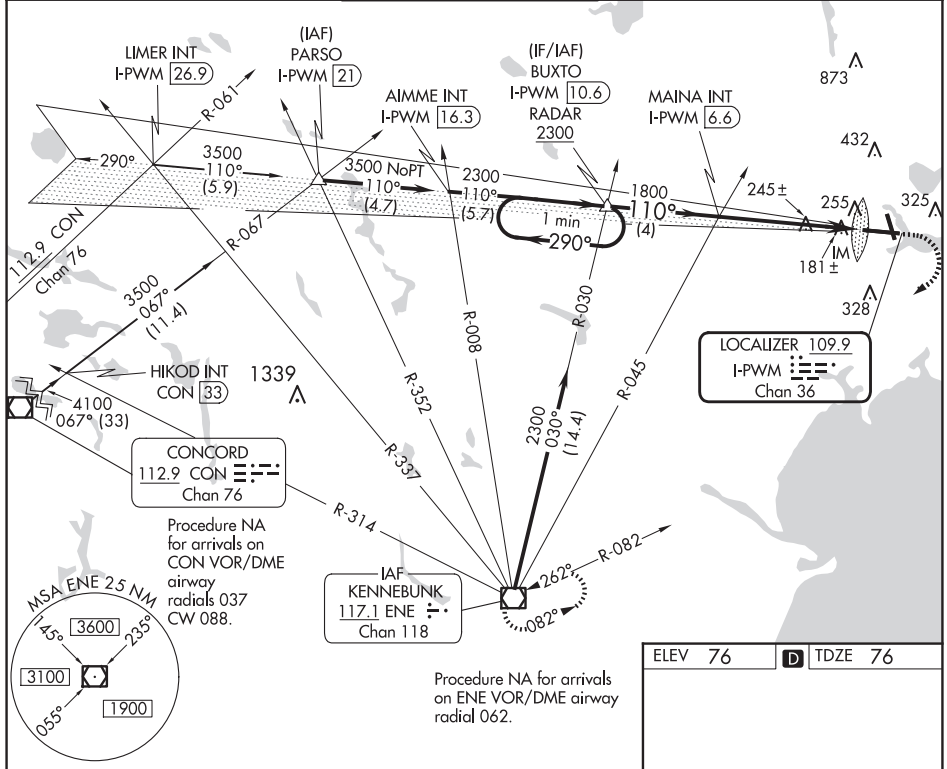
ILS RWY 11 (CAT II & III) PORTLAND INTL JETPORT (PWM)

Procedure NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.

ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 0 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ELEV 76

TDZE 76

TDZ/CL Rwy 11

MIRL Rwy 18-36

HIRL Rwy 11-29

REIL Rwy 18 and 36

PORTLAND, MAINE
Amdt 4B 16JUL20

43°39'N-70°19'W

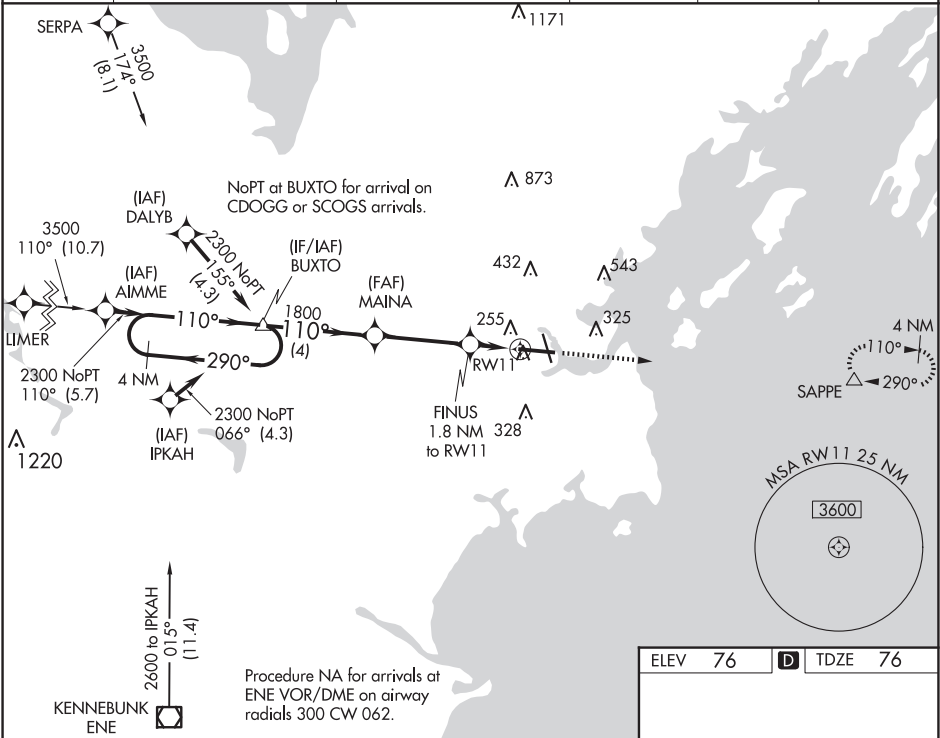
PORTLAND INTL JETPORT (PWM)
ILS RWY 11 (CAT II & III)

NE-1, 12 JUN 2025 to 07 AUG 2025

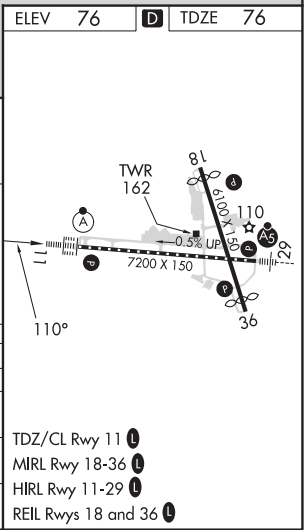
WAAS CH 70306 W11A	APP CRS 110°	Rwy Idg TDZE 76 Apt Elev 76	7200
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RNAV (GPS) RWY 11
PORTLAND INTL JETPORT (PWM)

RNP APCH - GPS.			ALSF-2	MISSED APPROACH: Climb to 3000 direct SAPPE and hold, continue climb-in-hold to 3000.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.					
ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 0 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95



4 NM Holding Pattern		BUXTO	MAINA		FINUS 1.8 NM to RW11		RW11	
2300 ← 290° 110° →		110°		1800		* 700		
GP 3.00° TCH 51		4 NM		3.5 NM		1.8 NM		
CATEGORY		A		B		C		D
LPV DA				276/18		200 (200-½)		
LNAV/ VNAV DA				456/40		380 (400-¾)		
LNAV MDA		520/24		444 (500-½)		520/45		444 (500-¾)
CIRCLING		620-1 544 (600-1)		640-1 564 (600-1)		740-1¾ 664 (700-1¾)		860-2½ 784 (800-2½)



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, MAINE

AL-329 (FAA)

24305

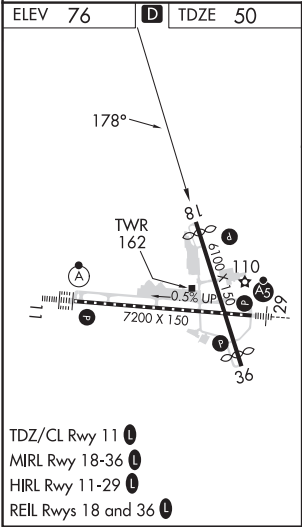
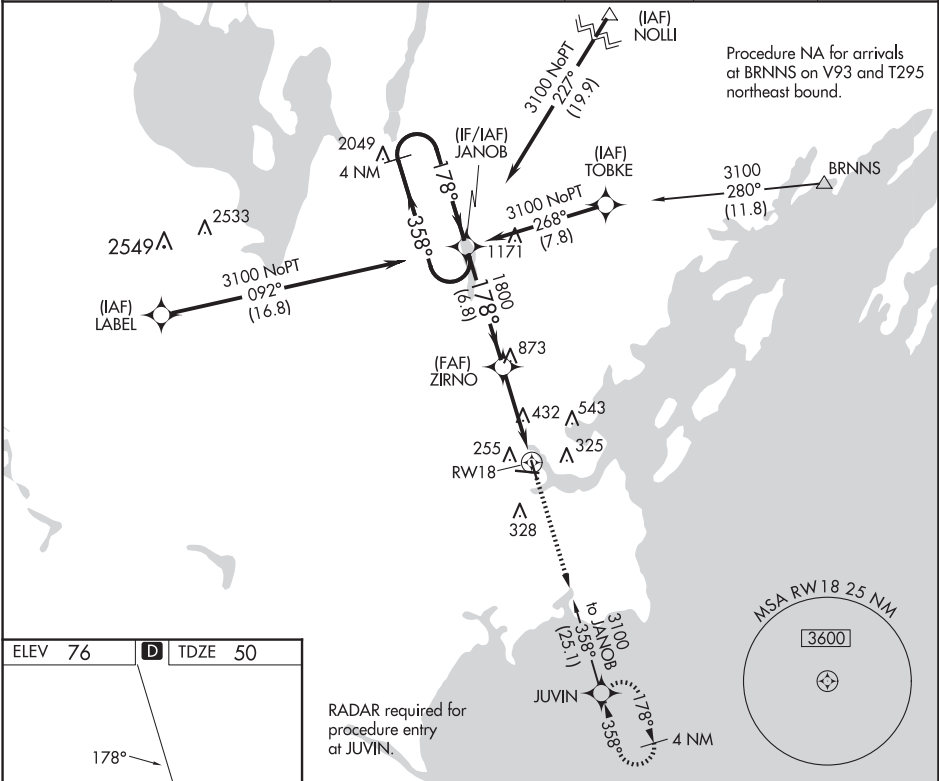
WAAS CH 77925 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	5150 50 76
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RNAV (GPS) RWY 18

PORTLAND INTL JETPORT (PWM)

RNP APCH.	MISSED APPROACH: Climb to 3100 direct JUVIN and hold, continue climb-in-hold to 3100.
▼ 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 0 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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4 NM Holding Pattern		JANOB	ZIRNO	JUVIN
3100		358°	178°	3100
GP 3.00° TCH 50			1800	
		6.8 NM	3.4 NM	2 NM
CATEGORY	A	B	C	D
LPV DA	300-¾		250 (300-¾)	
LNAV/VNAV DA	477-1⅓		427 (500-1⅓)	
LNAV MDA	740-1 690 (700-1)		740-2 690 (700-2)	
CIRCLING	740-1 664 (700-1)		740-2 860-2½	
			664 (700-2) 784 (800-2½)	

PORTLAND, MAINE
Amdt 2A 16JUL20

43°39'N-70°19'W

PORTLAND INTL JETPORT (PWM)
RNAV (GPS) RWY 18

NE-1, 12 JUN 2025 to 07 AUG 2025

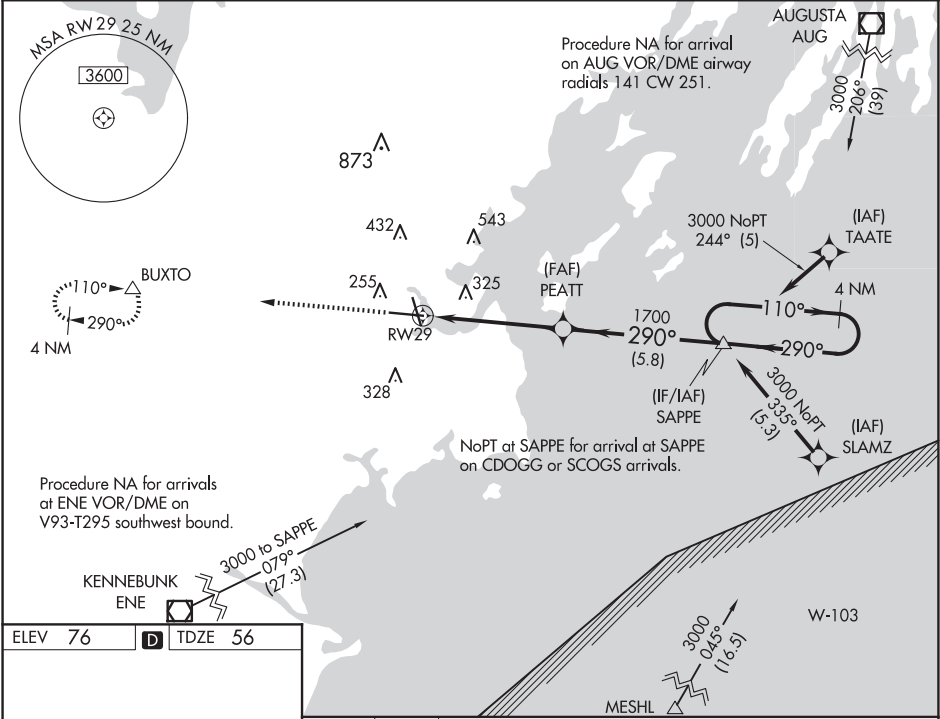
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 65626 W29A	APP CRS 290°	Rwy Idg 7200 TDZE 56 Apt Elev 76
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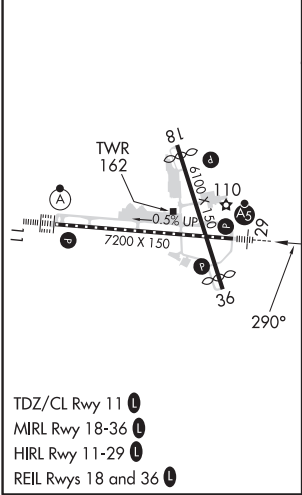
RNAV (GPS) RWY 29
PORTLAND INTL JETPORT (PWM)

RNP APCH		MALSR	MISSED APPROACH: Climb to 3000 direct BUXTO and hold, continue climb-in-hold to 3000.
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 1½ mile, increase LNAV Cat C/D visibility to 1¾ mile. **RVR 1800 authorized with use of FD or AP or HUD to DA.			

ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 0 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ELEV 76	D	TDZE 56
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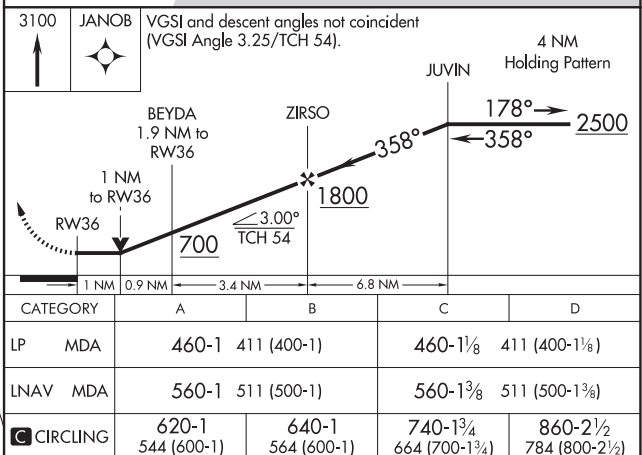
<div><div>3000</div><div>↑</div></div> <div>BUXTO</div> <div>△</div>		<div><div>SAPPE</div><div>4 NM Holding Pattern</div><div>110° →</div><div>← 290°</div><div>3000</div></div>		
<div>* LNAV only</div> <div><div>RW29</div><div>1.5 NM</div></div>		<div><div>PEATT</div><div>1700</div><div>290°</div><div>1700</div><div>GP 3.00° TCH 50</div><div>3.5 NM</div><div>5.8 NM</div></div>		
CATEGORY	A	B	C	D
LPV DA	** 256/24 200 (200-½)			
LNAV/VNAV DA	567-1⅜ 511 (500-1⅜)			
LNAV MDA	580/24	524 (600-½)	580/55	524 (600-1)
<div><div>CIRCLING</div></div>	620-1 544 (600-1)	640-1 564 (600-1)	740-1⅜ 664 (700-1⅜)	860-2½ 784 (800-2½)

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36
PORTLAND INTL JETPORT (PWM)

MISSED APPROACH: Climb to 3100 direct JANOB and hold, continue climb-in-hold to 3100.

UNICOM
122.95

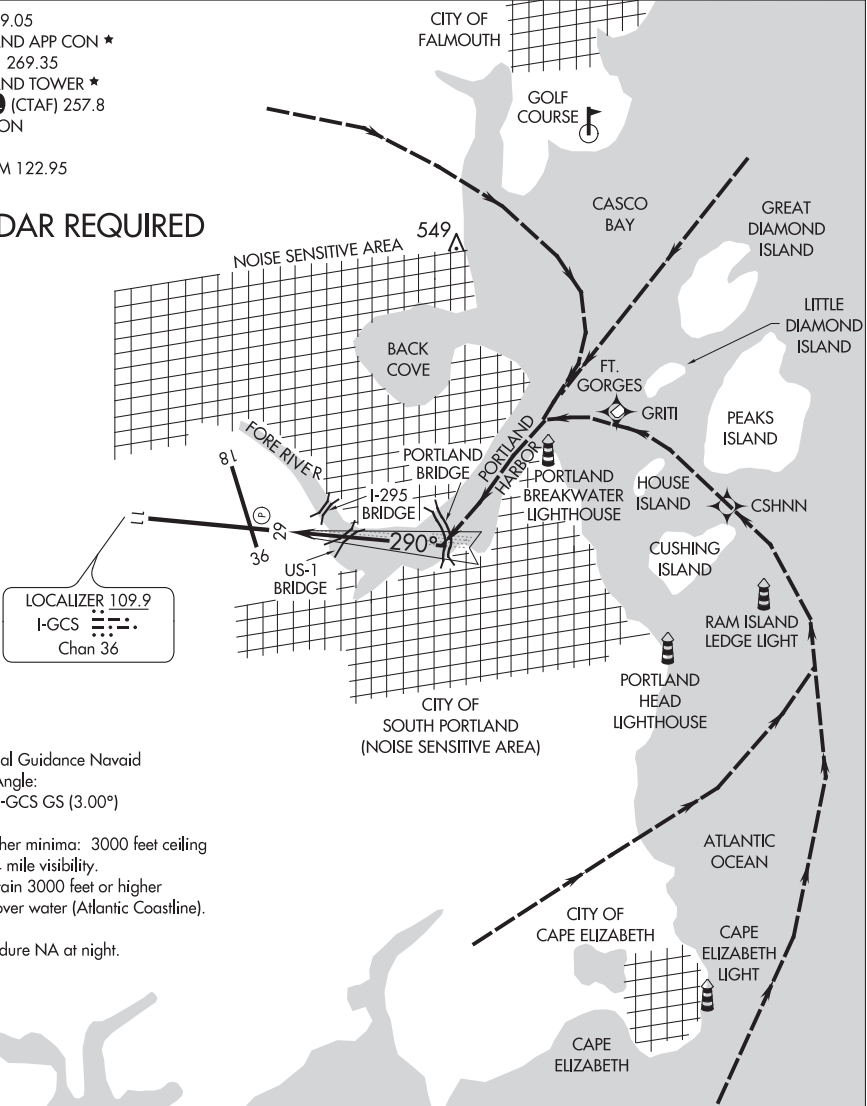
43°39'N-70°19'W

PORTLAND INTL JETPORT (PWM)
RNAV (GPS) RWY 36

NE-1, 12 JUN 2025 to 07 AUG 2025

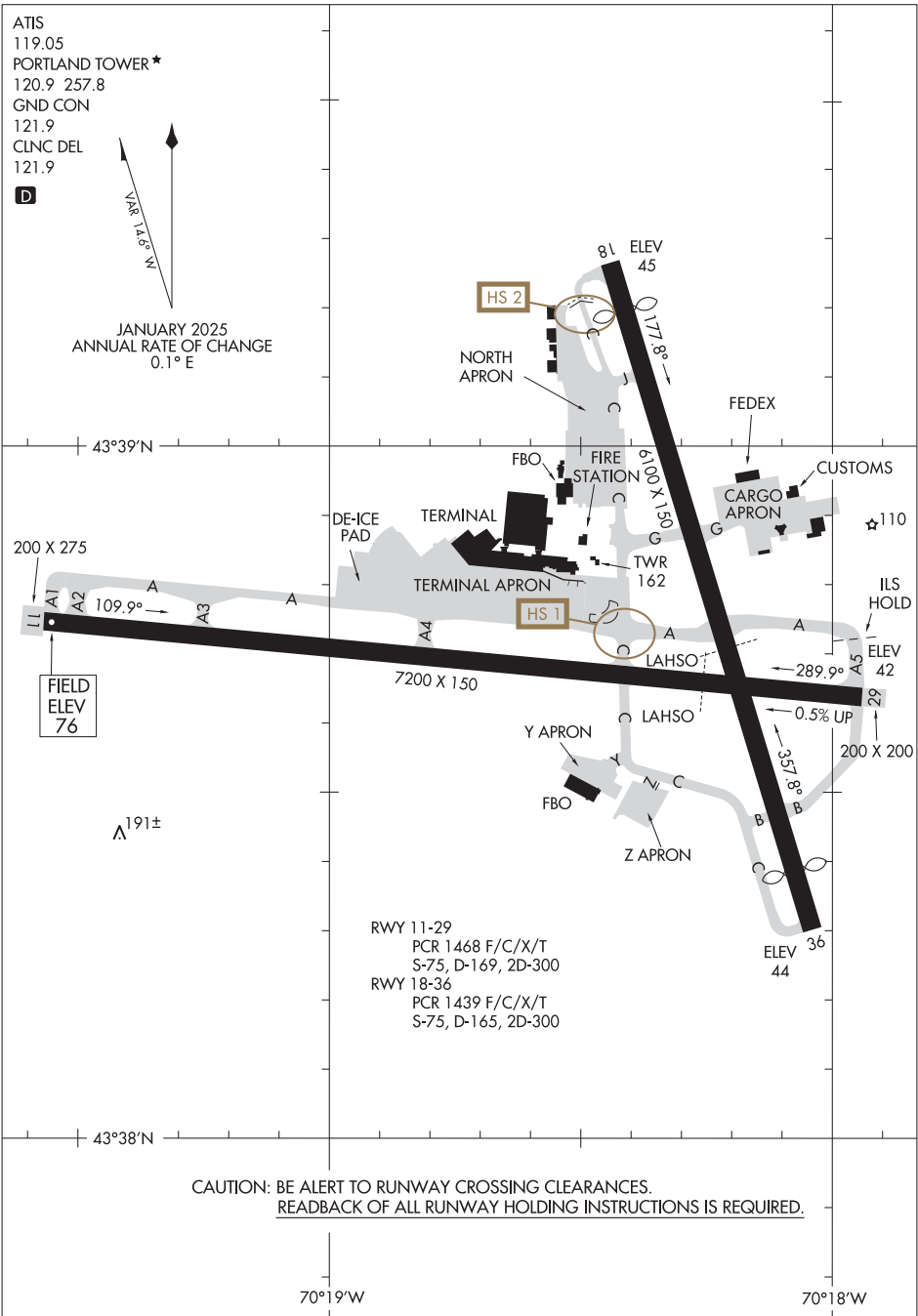
ATIS 119.05
PORTLAND APP CON ★
119.75 269.35
PORTLAND TOWER ★
120.9 (CTAF) 257.8
GND CON
121.9
UNICOM 122.95

RADAR REQUIRED



From the south over Cape Elizabeth proceed over water keeping Portland Head Lighthouse and Ram Island Ledge Light on the left. Proceed north of Cushing Island passing over the southwest edge of Peaks Island. Turn left towards the entrance of Portland Harbor between Fort Gorges on the right and Portland Breakwater Lighthouse on the left. Proceed southwest towards the Portland bridge and LOC course.

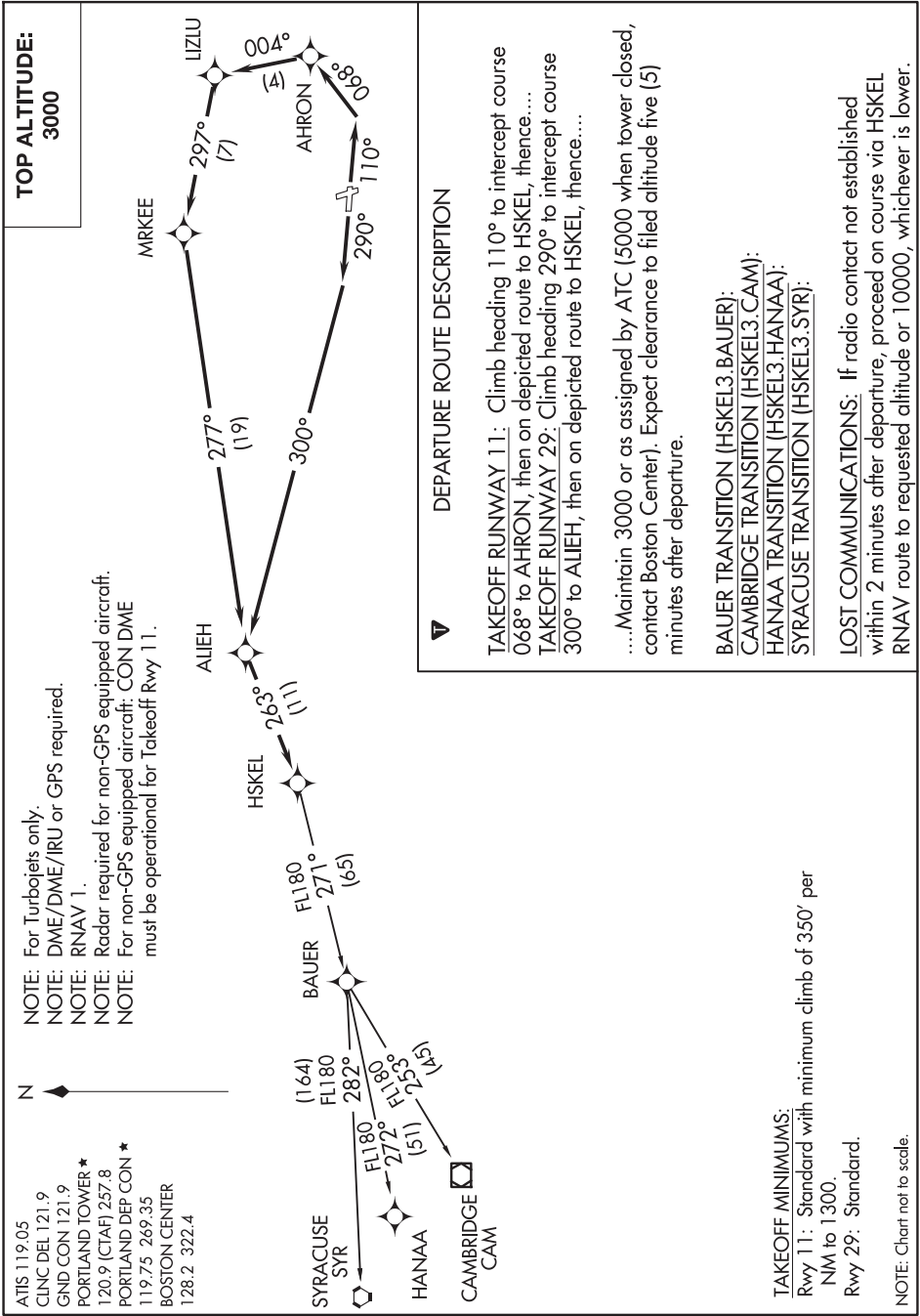
From the north, proceed to the entrance of Portland Harbor with Fort Gorges on the left. Then proceed southwest toward the Portland bridge and LOC course.



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



NUBLE FOUR DEPARTURE (RNAV)

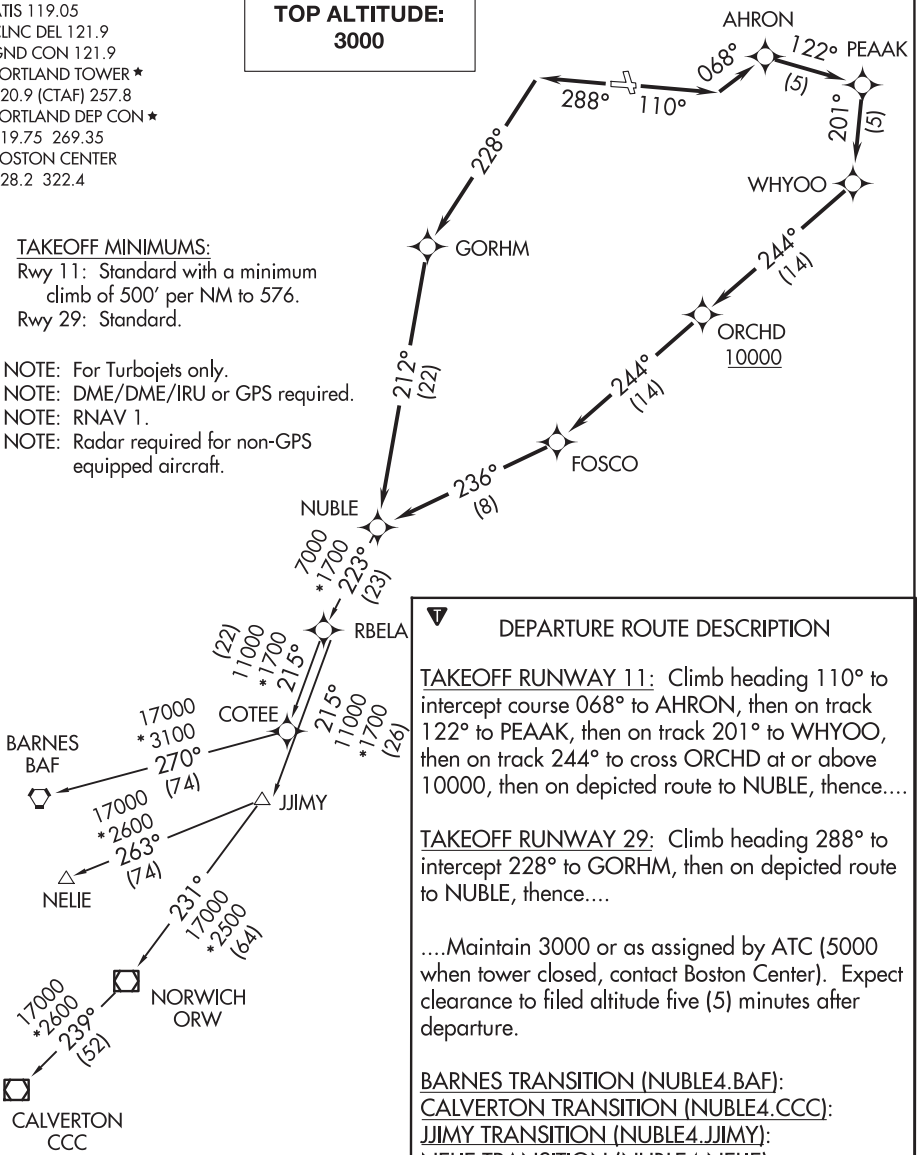
ATIS 119.05
CLNC DEL 121.9
GND CON 121.9
PORTLAND TOWER ★
120.9 (CTAF) 257.8
PORTLAND DEP CON ★
119.75 269.35
BOSTON CENTER
128.2 322.4

TOP ALTITUDE:
3000

TAKEOFF MINIMUMS:

Rwy 11: Standard with a minimum
climb of 500' per NM to 576.
Rwy 29: Standard.

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required for non-GPS
equipped aircraft.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 110° to intercept course 068° to AHRON, then on track 122° to PEAACK, then on track 201° to WHYOO, then on track 244° to cross ORCHD at or above 10000, then on depicted route to NUBLE, thence....

TAKEOFF RUNWAY 29: Climb heading 288° to intercept 228° to GORHM, then on depicted route to NUBLE, thence....

....Maintain 3000 or as assigned by ATC (5000 when tower closed, contact Boston Center). Expect clearance to filed altitude five (5) minutes after departure.

BARNES TRANSITION (NUBLE4.BAF):
CALVERTON TRANSITION (NUBLE4.CCC):
JJIMY TRANSITION (NUBLE4.JJIMY):
NELIE TRANSITION (NUBLE4.NELIE):

LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course via NUBLE RNAV route to requested altitude or 10000 whichever is lower.

NOTE: Chart not to scale.

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

**TOP ALTITUDE:
3000**

BANGOR
114.8 BGR
Chan 95

MONTPELIER
116.9 MPV
Chan 116

AUGUSTA
114.95 AUG
Chan 96 (Y)

BURLINGTON
117.5 BTV
Chan 122

SYRACUSE
117.0 SYR
Chan 117

KENNEBUNK
117.1 ENE
Chan 118

CONCORD
112.9 CON
Chan 76

CAMBRIDGE
115.0 CAM
Chan 97

TAKEOFF MINIMUMS:
Rwy 18, 29: Standard.
Rwy 11: 300-1¼ or standard with minimum
climb of 272' per NM to 400.
Rwy 36: 400-2¾ or standard with minimum
climb of 235' per NM to 600.

BOSTON
112.7 BOS
Chan 74

MARCONI
114.7 LFV
Chan 94

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly runway heading or as assigned by ATC;
for radar vectors to assigned route/navaid/fix. Maintain 3000 or as assigned
by ATC. Expect clearance to filed altitude five (5) minutes after departure.
When tower closed maintain 5000, contact Boston Center.

PORTLAND SIX DEPARTURE

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC I-PGQ 110.1	APP CRS 165°	Rwy Idg TDZE 100 Apt Elev 100
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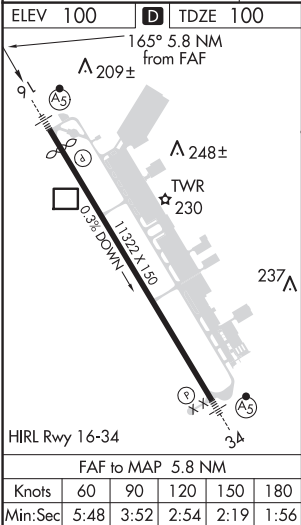
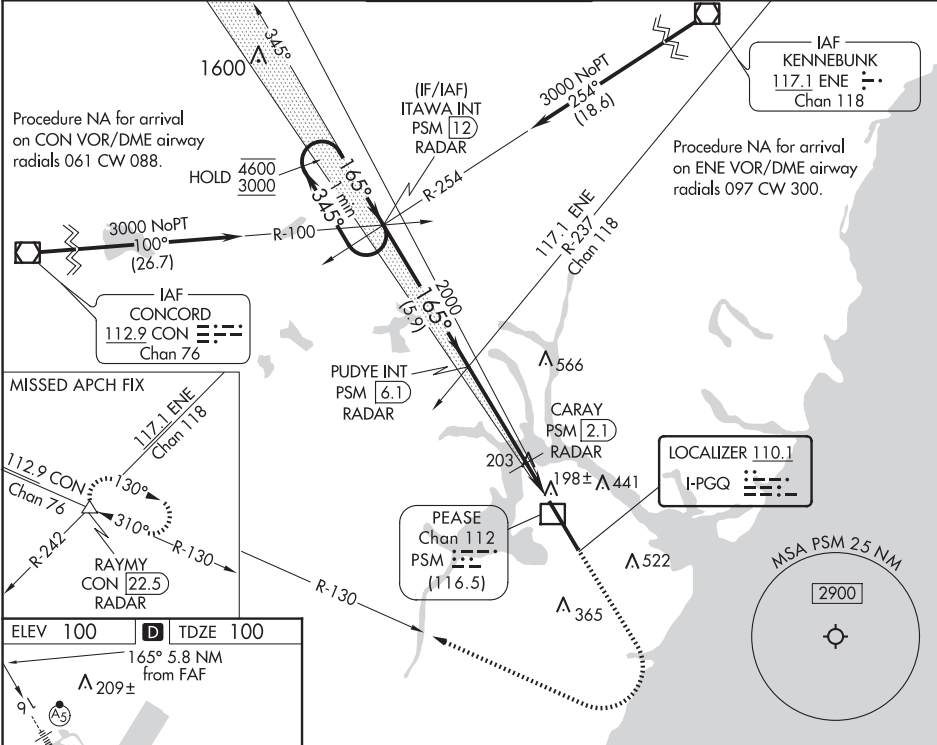
ILS or LOC RWY 16
PORTSMOUTH INTL AT PEASE (PSM)

DME or RADAR required.

⚠ Circling NA east of Rwy 16-34. DME from PSM DME. Simultaneous reception of I-PGQ and PSM DME required. For inop ALS, increase S-ILS 16 Cat D visibility to RVR 4000; increase S-LOC 16 Cat C/D/E visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).

MALSR
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on CON VOR/DME R-130 to RAYMY INT/CON VOR/DME 22.5 DME/RADAR and hold.

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
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				
One Minute Holding Pattern				
ITAWA INT PSM 12 RADAR				
PUDYE INT PSM 6.1 RADAR				
CARAY PSM 2.1 RADAR				
GS 3.00° TCH 55				
CATEGORY A B C D E				
S-ILS 16* 300/24 200 (200-1/2)				
S-LOC 16 480/24 380 (400-1/2) 480/35 380 (400-3/4)				
CIRCLING 540-1 560-1 680-1 780-2 800-2				
440 (500-1) 460 (500-1) 580 (600-1 1/2) 680 (700-2 1/4) 700 (700-2 1/2)				

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

T Circling NA east of Rwy 16-34. DME from PSM DME.
A Simultaneous reception of I-PSM and PSM DME required.
 For inop ALS, increase S-ILS 34 Cat E visibility to RVR 4000;
 increase S-LOC 34 Cat E visibility to 1 $\frac{3}{8}$ SM.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn on heading 290° to 3000 and ENE VOR/DME R-242 to RAYMY INT/CON VOR/DME 22.5 DME/RADAR and hold.

765°

117.1 ENE
Chan 118

566°

KENNEDY
117.1 ENE
Chan 118

LOCALIZER 110.1
I-PSM

PEASE
Chan 112
PSM (116.5)

441°

522°

365°

YOKN
PSM 6.3
RADAR

345°

1700°

165°

1 min

HOLD 4600 3000

Procedure NA for arrival on ENE VOR/DME airway radials 178 CW 271.

Procedure NA for arrival on CON VOR/DME airway radials 061 CW 172.

Use of CON R-130 and ENE R-203 may be necessary to locate IDEED intersection.

(IF/IAF)
IDEED INT
PSM 12.3
RADAR
CON 43.3
ENE 31.1

MISSED APCH FIX

RAYMY
CON 22.5
RADAR

112.9 CON
Chan 76

117.1 ENE
Chan 118

130°

310°

R-242

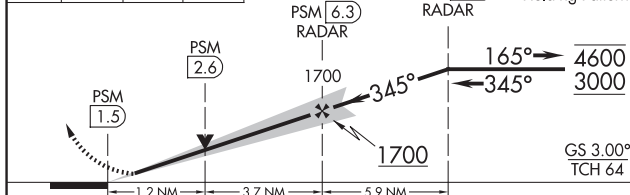
R-130


MSA PSM 25 NM
2900

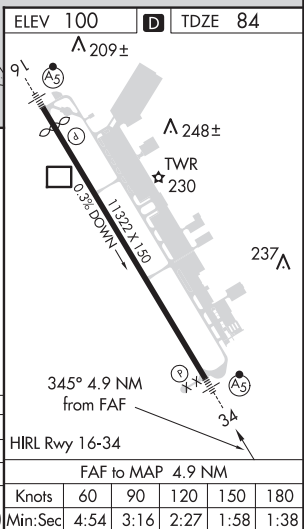
ELEV 100 D TDZE 84

A 209±

1500 ↑	3000 hdg 290°	ENE R-242	RAYMY △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80). YOKNZ	IDEED INT PSM 12.3	One Minute Holding Pattern
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CATEGORY	A	B	C	D	E
S-ILS 34	284/24 200 (200-½)				
S-LOC 34	540/24	456 (500-½)	540/45 456 (500-¾)		
 CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	680-1½ 580 (600-1½)	780-2¼ 680 (700-2¼)	800-2½ 700 (700-2½)



WAAS CH 40012 W16A	APP CRS 165°	Rwy Idg 10518 TDZE 100 Apt Elev 100
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RNAV (GPS) RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

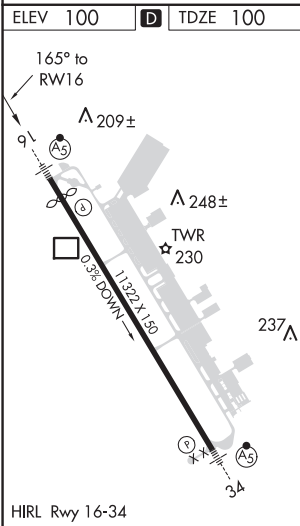
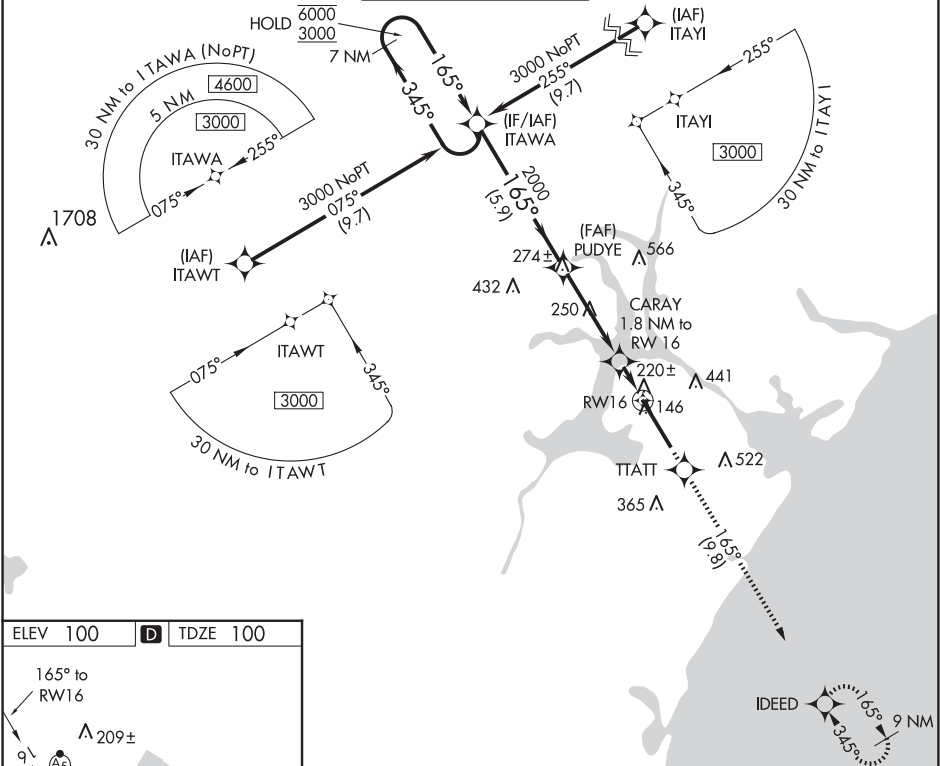
RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwy 16-34. For inop ALS, increase LPV Cat E visibility to RVR 4500; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat C/D/E visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).



MISSED APPROACH:
Climb to 3000 direct
TTATT and track 165° to
IDEED and hold, continue
climb-in-hold to 3000.

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
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 72°). 7 NM Holding Pattern ITAWA				
GP 3.00° TCH 55				
CATEGORY	A	B	C	D
LPV DA*	300/24 200 (200-½)			
LNAV/VNAV DA	397/24 297 (300-½)			
LNAV MDA	480/24	380 (400-½)	480/35	380 (400-¾)
CIRCLING	500-1	560-1	680-1½	780-2¼
	400 (400-1)	460 (500-1)	580 (600-1½)	680 (700-2¼)

WAAS Ch 97323 W34A	APP CRS 345°	Rwy Idg 11321 TDZE 84 Apt Elev 100
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RNAV (GPS) RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

RNP APCH - GPS.

▼

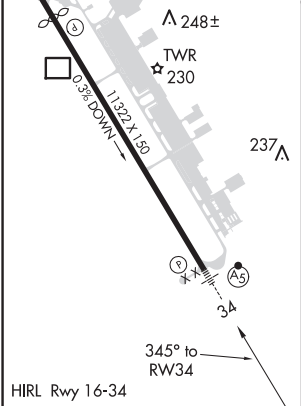
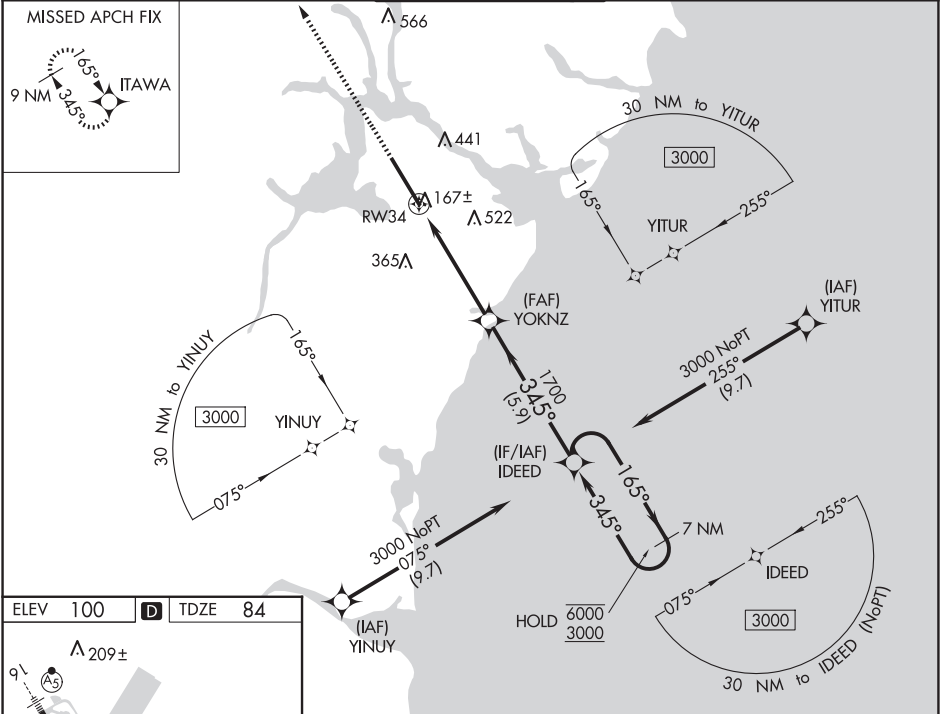
⚠

Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°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 1⅓ SM.

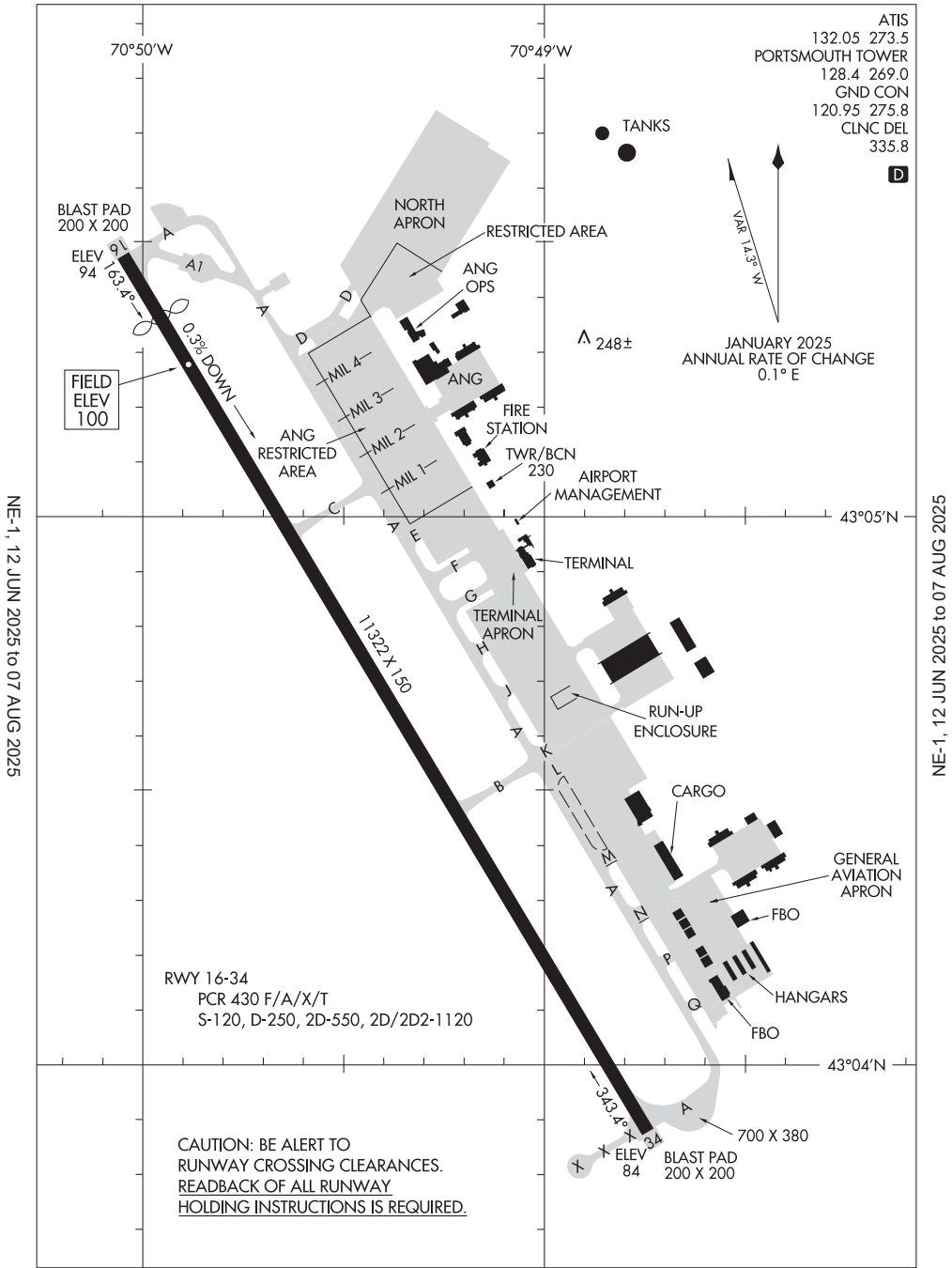
MALSR

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
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3300	ITAWA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).			7 NM Holding Pattern
↑		YOKNZ	IDEED	165° → 6000 ← 345° 3000	GP 3.00° TCH 64
1.2 NM to RW34	1700	1700	1700		
1.2	3.7 NM	5.9 NM			
CATEGORY	A	B	C	D	E
LPV DA	284/24		200 (200-½)		
LNAV/VNAV DA	361/24		277 (300-½)		
LNAV MDA	540/24	456 (500-½)	540/45	456 (500-¾)	
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	680-1½ 580 (600-1½)	780-2¼ 680 (700-2¼)	800-2½ 700 (700-2½)



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

PEASE FOUR DEPARTURE

AL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE

ATIS
132.05 273.5
CLNC DEL
335.8
GND CON
120.95 275.8
PSM TOWER
128.4 269.0
BOS DEP CON
125.05 269.4

TOP ALTITUDE:
3000

KENNEBUNK
117.1 ENE
Chan 118

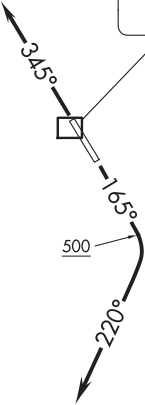
CONCORD
112.9 CON
Chan 76

PEASE
Chan 112
PSM
(116.5)

CAMBRIDGE
115.0 CAM
Chan 97

GARDNER
116.95 GDM
Chan 116 (Y)

BOSTON
112.7 BOS
Chan 74



SCUPP

TAKEOFF MINIMUMS:
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.

Note: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to at or above 500, then turn right heading 220° or as assigned by ATC for RADAR vectors to assigned route/navaid/fix, thence

TAKEOFF RUNWAY 34: Climb on heading 345° or as assigned by ATC for RADAR vectors to assigned route/navaid/fix, thence

. . . . maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

PEASE FOUR DEPARTURE

NE-1, 12 JUN 2025 to 07 AUG 2025

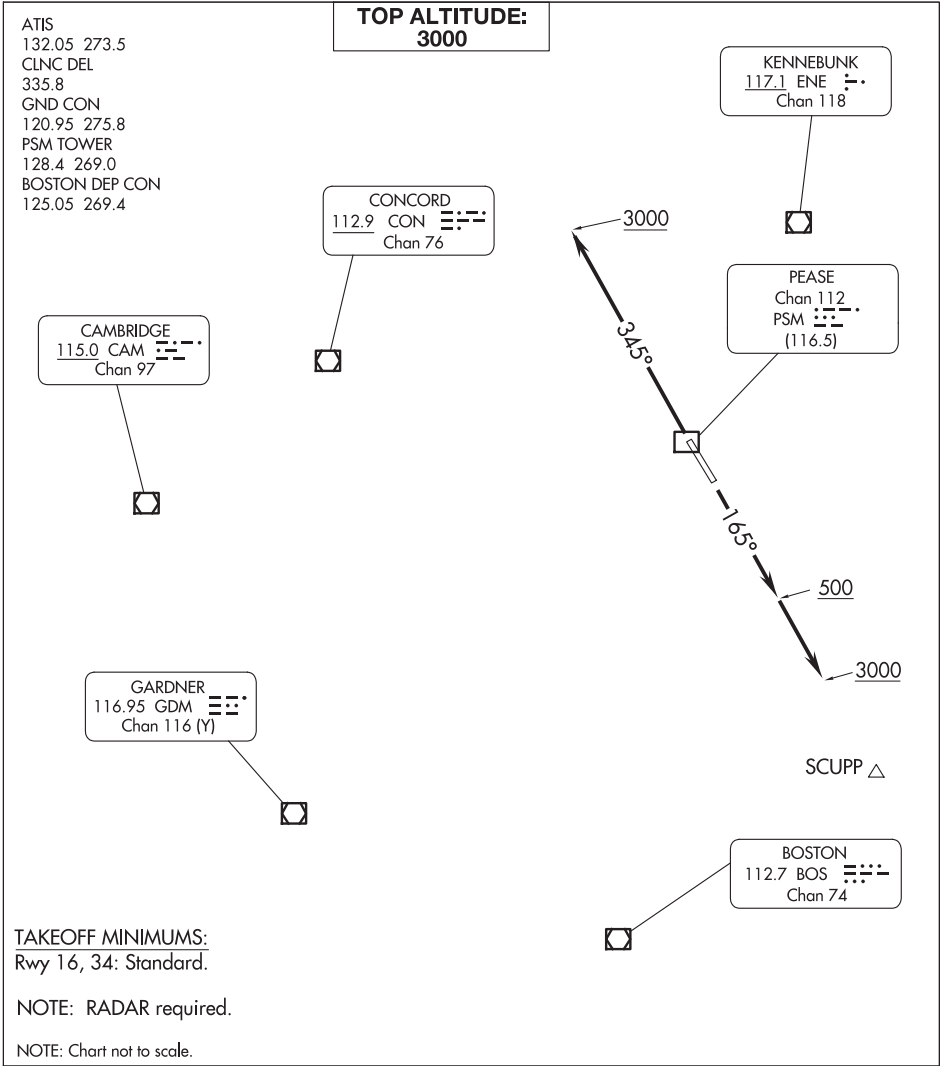
NE-1, 12 JUN 2025 to 07 AUG 2025

(TANKR3.TANKR) 23334

TANKER THREE DEPARTURE

AL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE



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.


NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC I-PQI <u>108.7</u>	APP CRS 003°	Rwy Idg TDZE Apt Elev	7441 479 534
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ILS or LOC RWY 1
PRESQUE ISLE INTL (PQI)

DME required.

 -36°C

Circling Rwy 10 NA at night. For inop ALS, increase S-LOC 1 Cats C and D visibility to 1½ SM. DME from PQI VOR/DME. Simultaneous reception of HPQI and PQI DME required. When local altimeter setting not received, use HUL altimeter setting; increase S-LS 1 DA to 769 feet; increase all MDAs 100 feet and S-LOC 1 visibility Cats C and D ¼ SM, and Circling visibility Cat C ½ SM and Cat D ¼ SM. For inop ALS when using HUL altimeter setting, increase S-LS 1 all Cats visibility to ½ SM; and increase S-LOC 1 Cats C and D visibility to 1½ SM. VDP NA when using HUL altimeter setting.

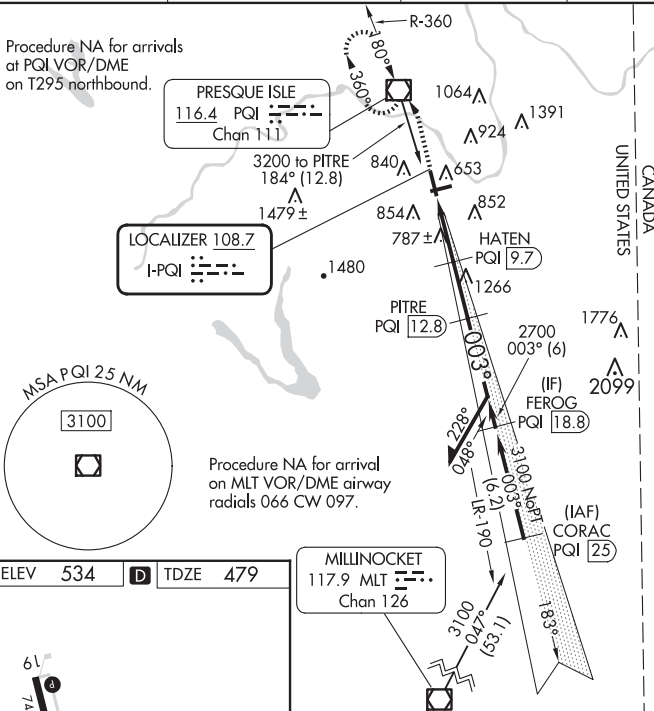
MALSR



MISSED APPROACH:
Climb to 1100 then
climbing left turn to
3000 direct PQI
VOR/DME and hold,
continue climb-in-hold
to 3000.

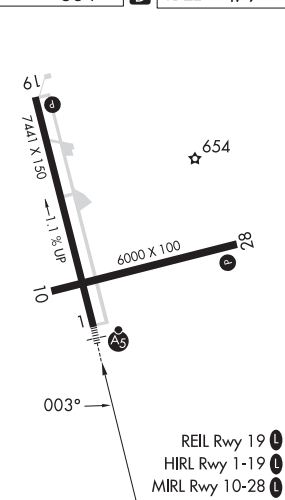
AWOS-3PT 118.025	BOSTON CENTER 124.75 239.05	CLNC DEL 121.6	UNICOM 122.8 (CTAF)	122.6
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Procedure NA for arrivals
at PQI VOR/DME
on T295 northbound.

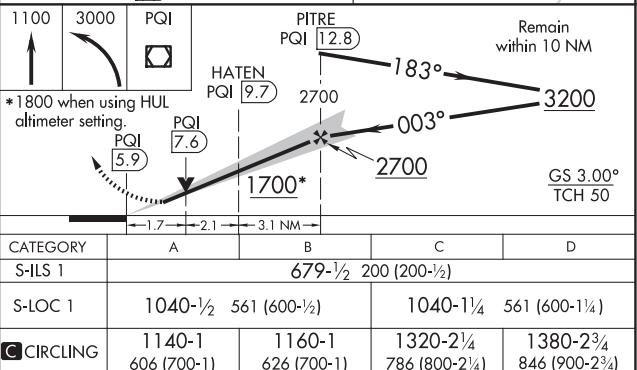


CANADA
UNITED STATES

ELEV	534	D	TDZE	479
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MILLINOCKET
117.9 MLT 
Chan 126



PRESQUE ISLE, MAINE
Amdt 7B 26DEC24

46° 41'N-68° 03'W

345

PRESQUE ISLE INTL (PQI)
ILS or LOC RWY 1

NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 1
PRESQUE ISLE INTL (PQI)

MALSR MISSED APPROACH:
Climb to 3000 direct
VEGGS and hold.

PRESQUE ISLE INTL (PQI)
RNAV (GPS) RWY 1

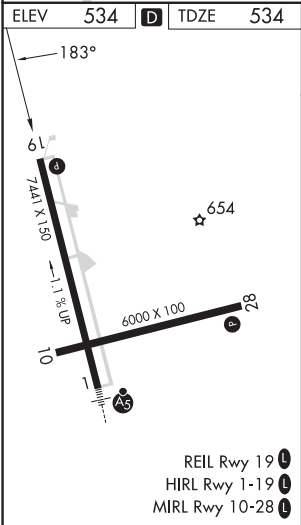
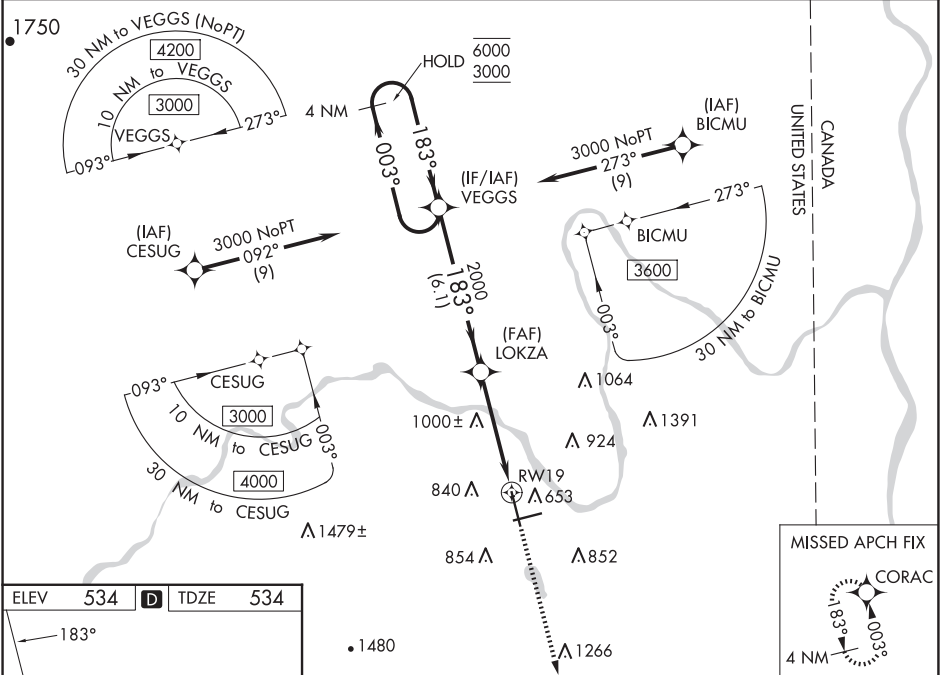
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99712 W19A	APP CRS 183°	Rwy Idg TDZE Apt Elev	7441 534 534
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RNAV (GPS) RWY 19

PRESQUE ISLE INTL (PQI)

RNP APCH - GPS.					MISSED APPROACH: Climb to 3400 direct CORAC and hold.
<div><div><div>▼</div><div>▲</div><div>❄</div></div><div>-36°C</div></div>	Rwy 19 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 10 NA at night. When local altimeter setting not received, use HUL altimeter setting: increase LPV DA to 1019 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1205 feet and all visibilities ½ SM; increase all MDAs 100 feet and LNAV visibility Cats B, C, and D ½ SM, and Circling visibility Cats B and C ½ SM and Cat D ¼ SM. Baro-VNAV and VDP NA when using HUL altimeter setting.				
AWOS-3PT 118.025	BOSTON CENTER 124.75 239.05	CLNC DEL 121.6	UNICOM 122.8 (CTAF)	122.6 0	



3400 ↑ CORAC		VGSI and RNAV glidepath not coincident (VGSI Angle 3.70/TCH 50).		4 NM Holding Pattern	
RW19		LOKZA 2000		VEGGS	
1.7 NM to RW19		2000		003° → 6000 ← 183° 3000	
1.7 NM		2.7 NM		6.1 NM	
183°		2000		GP 3.00° TCH 55	
CATEGORY	A	B	C	D	
LPV DA	929-1½		395 (400-1½)		
LNAV/ VNAV DA	1115-1¾		581 (600-1¾)		
LNAV MDA	1240-1	706 (800-1)	1240-2		706 (800-2)
CIRCLING	1240-1	706 (800-1)	1320-2¼ 786 (800-2¼)	1380-2¾ 846 (900-2¾)	

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

PRESQUE ISLE, MAINE

AL-331 (FAA)

25107

WAAS CH 90212 W28A	APP CRS 273°	Rwy Idg TDZE 473 Apt Elev 534
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RNAV (GPS) RWY 28

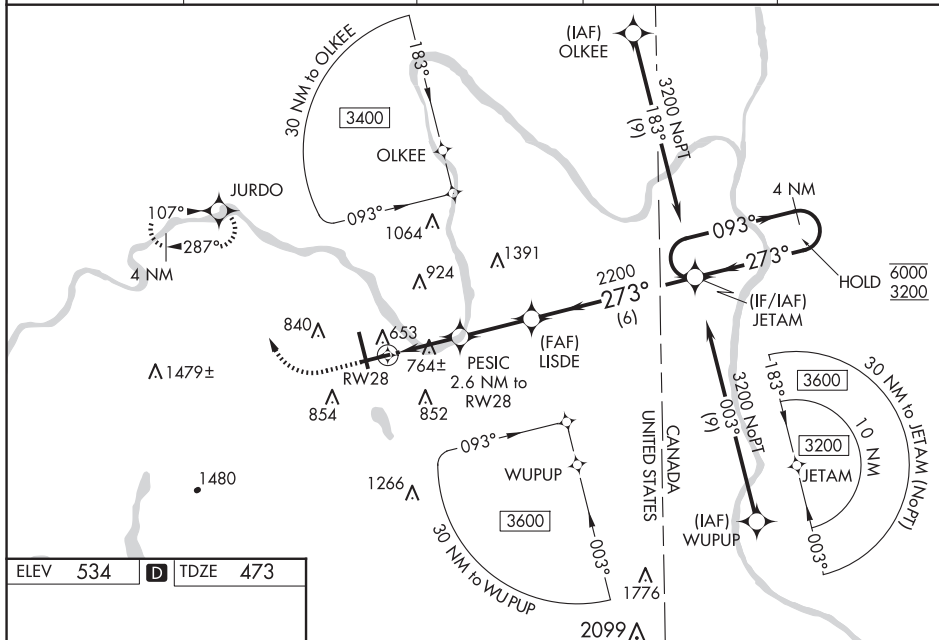
PRESQUE ISLE INTL (PQI)

RNP APCH - GPS.

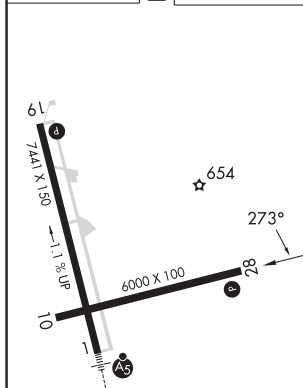
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
 ▲ Circling Rwy 10 NA at night. Rwy 28 helicopter visibility reduction below ¾ SM NA.
 ☼ When local altimeter setting not received, use HUL altimeter setting: increase LPV DA to 855 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1175 feet and all visibilities ¼ SM; increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ SM, and Circling visibility Cat C ½ SM and Cat D ¼ SM. Baro-VNAV and VDP NA when using HUL altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3500 direct JURDO and hold. Continue climb-in-hold to 3500.





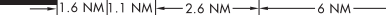

AWOS-3PT 118,025	BOSTON CENTER 124.75 239.05	CLNC DEL 121.6	UNICOM 122.8 (CTAF)	122.6
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ELEV 534	D	TDZE 473
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REIL Rwy 19
 HIRL Rwy 1-19
 MIRL Rwy 10-28

1000	3500	JURDO					4 NM Holding Pattern	
			PESIC 2.6 NM to RW28	LISDE 2200	JETAM	093° → 6000 ← 273° 3200		
			1.6 NM to RW28	2200	273°	GP 3.00° TCH 45		
			1.6 NM	1.1 NM	2.6 NM	6 NM		
CATEGORY	A		B		C		D	
LPV DA	765-1		292 (300-1)					
LNAV/VNAV DA	1085-1¾		612 (600-1¾)					
LNAV MDA	1020-1		547 (500-1)		1020-1½		547 (500-1½)	
 CIRCLING	1140-1 606 (700-1)		1160-1 626 (700-1)		1320-2¼ 786 (800-2¼)		1380-2¾ 846 (900-2¾)	

PRESQUE ISLE, MAINE

Amdt 2A 26DEC24

46°41'N-68°03'W

PRESQUE ISLE INTL (PQI)
RNAV (GPS) RWY 28

NE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME PQI	APP CRS	Rwy Idg	7441
116.4	180°	TDZE	534
Chan 111		Apt Elev	534

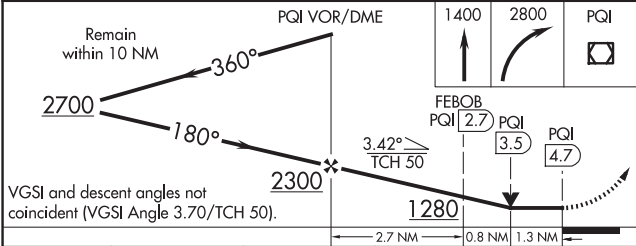
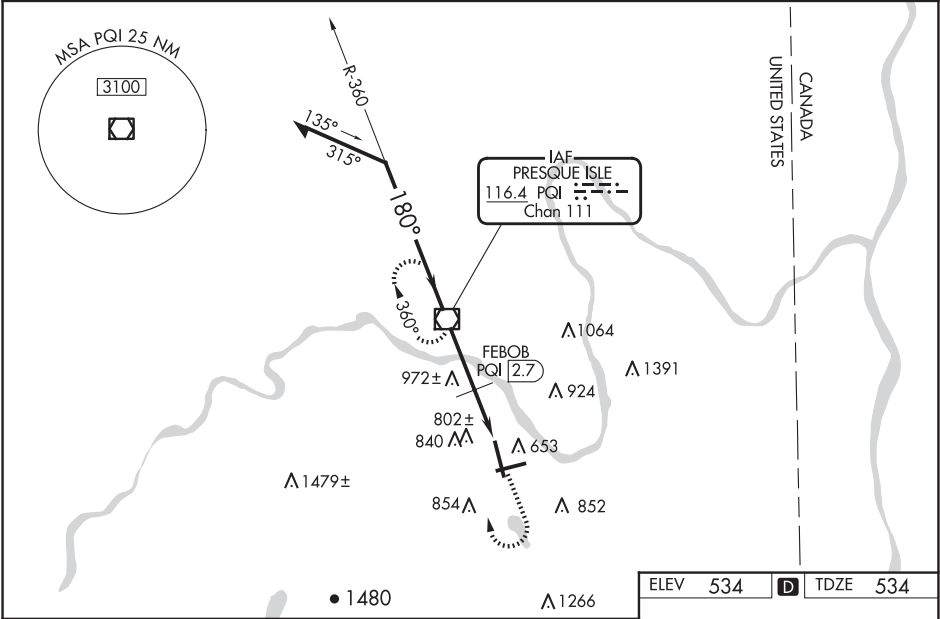
VOR RWY 19
PRESQUE ISLE INTL (PQI)

DME required.

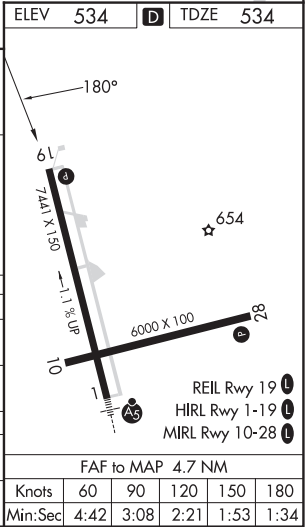
Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use HUL altimeter setting: increase all MDAs 100 feet and S-19 visibility Cats C and D ½ SM, and Circling visibility Cats A and D ¼ SM and Cat C ½ SM. FEBOB Fix minimums: increase S-19 visibility Cats C and D ¼ SM, and Circling visibility Cat C ½ SM and Cat D ¼ SM. VDP NA with HUL altimeter setting. Circling Rwy 10 NA at night.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2800 direct PQI VOR/DME and hold, continue climb-in-hold to 2800.

AWOS-3PT	BOSTON CENTER	CLNC DEL	UNICOM	
118,025	124.75 239.05	121.6	122.8 (CTAF)	122.6



CATEGORY	A	B	C	D
S-19	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
CIRCLING	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1320-2¼ 786 (800-2¼)	1380-2¾ 846 (900-2¾)
FEBOB FIX MINIMUMS				
S-19	1080-1 546 (600-1)	1080-1½ 546 (600-1½)	1080-1¾ 546 (600-1¾)	
CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1320-2¼ 786 (800-2¼)	1380-2¾ 846 (900-2¾)



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 15
PRINCETON MUNI (PNN)PRINCETON MUNI (PNN)
RNAV (GPS) RWY 15

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70346 W33A	APP CRS 330°	Rwy Idg TDZE Apt Elev	4007 265 265
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RNAV (GPS) RWY 33

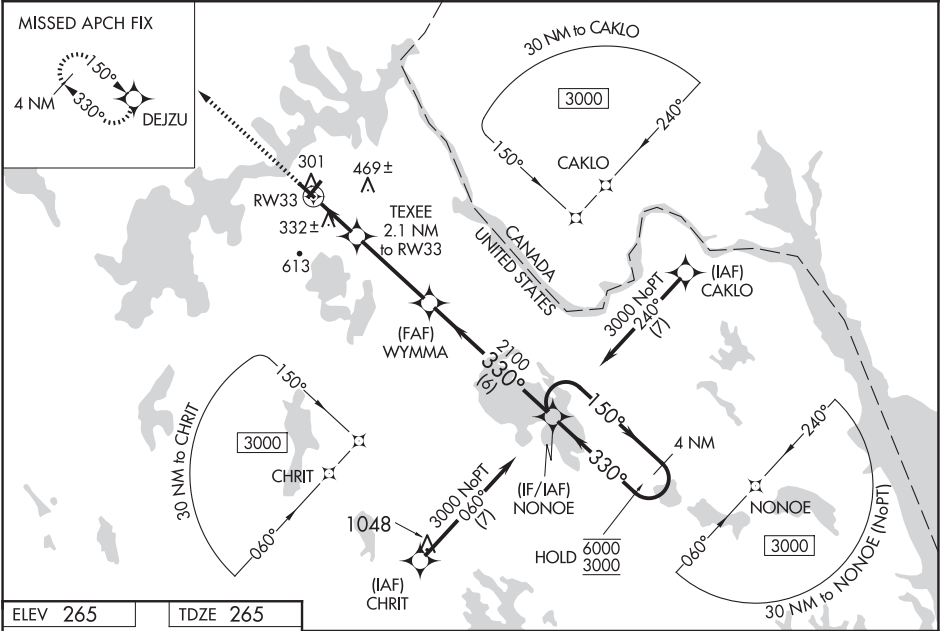
PRINCETON MUNI (PNN)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using Bangor altimeter setting. For uncompensated Baro-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 1⁄8 SM; increase LNAV/VNAV DA to 683 feet and all visibilities 1⁄8 SM; increase all MDAs 160 feet and visibility LNAV Cat C/D 3⁄8 SM and Circling Cat C/D 1⁄2 SM.

MISSED APPROACH:
Climb to 3000 direct DEJZU and hold, continue climb-in-hold to 3000.

AWOS-AV 122.7	BOSTON CENTER 124.25 290.5	UNICOM 122.7 (CTAF)
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ELEV 265 TDZE 265

3000 DEJZU

4 NM Holding Pattern

TEXEE 2.1 NM to RW33

WYMM 2100

NONOE

980

2100

6000 3000

GP 3.00° TCH 55

CATEGORY	A	B	C	D
LPV DA		515-1	250 (300-1)	
LNAV/VNAV DA		537-1	272 (300-1)	
LNAV MDA		600-1	335 (400-1)	
CIRCLING	720-1 455 (500-1)	820-1 555 (600-1)	980-2 715 (800-2)	980-2¼ 715 (800-2¼)

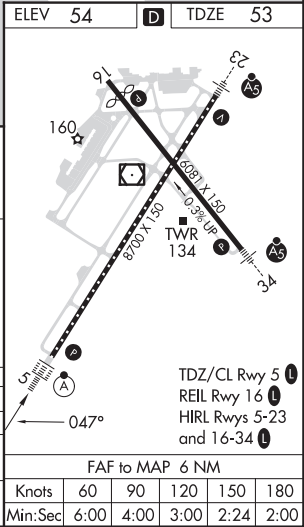
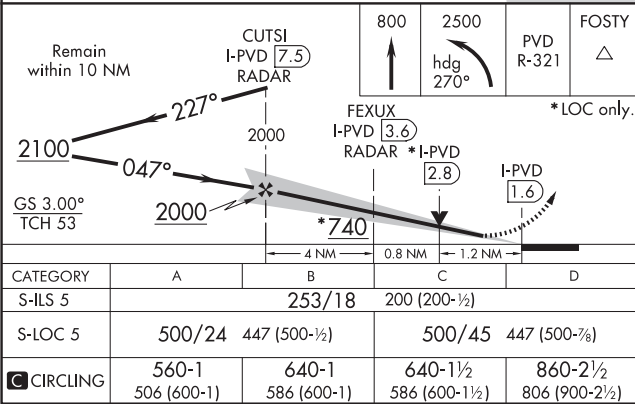
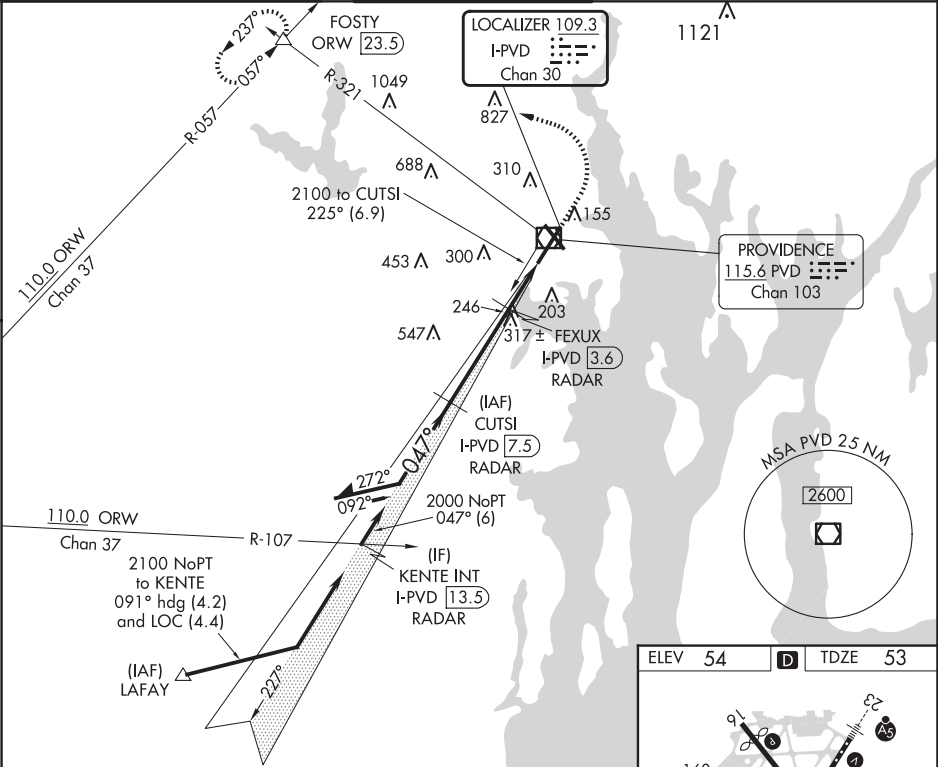
MIRL Rwy 15-33

LOC/DME I-PVD	APP CRS	Rwy Idg
109.3	047°	8700
Chan 30	TDZE	53
	Apt Elev	54

ILS or LOC RWY 5
RHODE ISLAND TF GREEN INTL (PVD)

▼ When tower closed: increase S-ILS 5 all Cats and S-LOC 5 Cats A and B visibilities to ¾ SM, and S-LOC 5 Cats C and D visibility to 1 SM. ▲ When control tower closed, for inop ALS, increase S-LOC 5 Cats C and D visibility to 1½ SM. RADAR or DME required for localizer 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.
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D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) 0 257.8	121.9 348.6	126.65 348.6



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

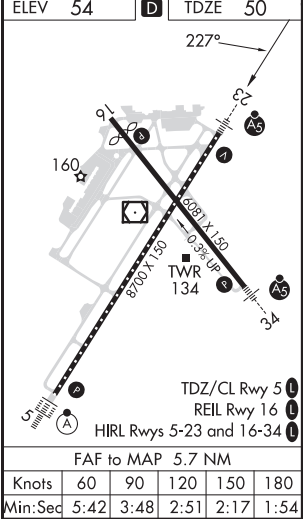
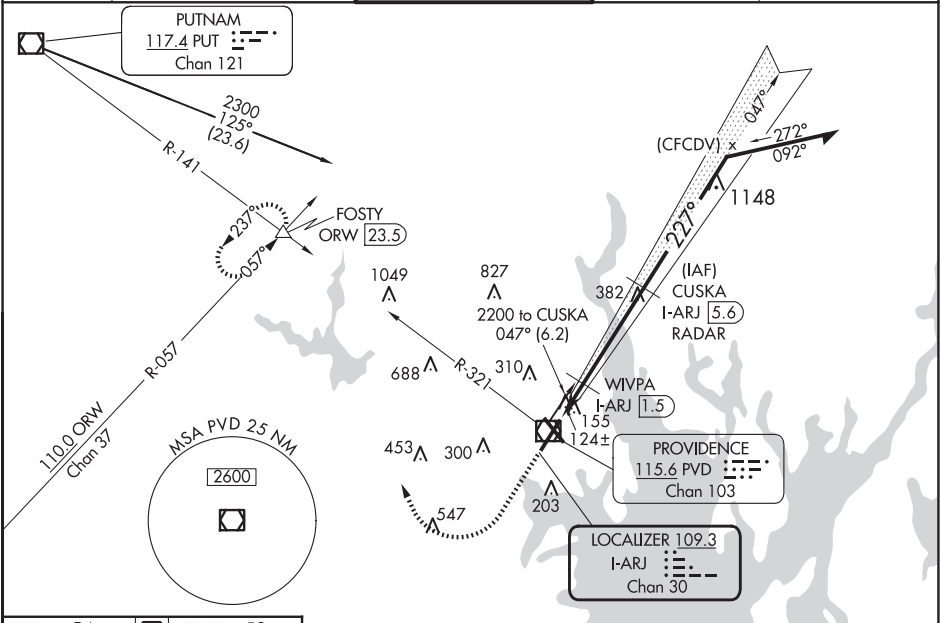
LOC/DME I-ARJ	APP CRS	Rwy Idg	8700
109.3	227°	TDZE	50
Chan 30		Apt Elev	54

ILS or LOC RWY 23

RHODE ISLAND TF GREEN INTL (PVD)

DME or RADAR required for procedure entry.		MALSR	MISSED APPROACH: Climb to 700 then climbing right turn to 2500 on heading 350° and PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.
** RVR 1800 authorized with use of FD or AP or HUD to DA.			

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



700

↑

2500

hdg 350°

PVD R-321

△

FOSTY

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 41).

CUSKA I-ARJ 5.6 RADAR

Remain within 10 NM

* LOC only.

I-ARJ DME ANTENNA

I-ARJ 0.1

I-ARJ 0.8

* I-ARJ 0.8

WIVPA I-ARJ 1.5

0.9 NM

0.7

4.1 NM

1900

1900

047°

227°

2200

GS 3.00° TCH 51

CATEGORY	A		B		C		D	
S-ILS 23**			250/24		200 (200-½)			
S-LOC 23	600/24		550 (600-½)		600/60		550 (600-1¼)	
CIRCLING	600-1		640-1		640-1½		860-2½	
	546 (600-1)		586 (600-1)		586 (600-1½)		806 (900-2½)	
WIVPA FIX MINIMUMS								
S-LOC 23	380/24		330 (400-½)		380/26		330 (400-½)	
CIRCLING	560-1		640-1		640-1½		860-2½	
	506 (600-1)		586 (600-1)		586 (600-1½)		806 (900-2½)	

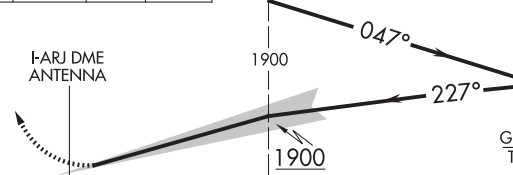
ILS RWY 23 (SA CAT I & II)
RHODE ISLAND TF GREEN INTL (PVD)

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 on heading 350° and PVD VOR/DME R-321 to FOSTY INT/ ORW 23.5 DME and hold.



Navigation Chart Details:

- Providence (115.6 PVD, Chan 103):** I-ARJ, Localizer 109.3, Chan 30.
- FOSTY ORW (23.5):** VOR, Chan 121.
- CUSKA (5.6):** I-ARJ, Radar.
- Navigation Routes:**
 - R-141: 2300, 125°, (23.6)
 - R-321: 1049, 688, 453, 547
 - R-057: 110.0 ORW, Chan 37, MSA PVD 25 NM, 2600
- Other Aids:** 827, 2200 to CUSKA 047° (6.2), 382, 310, 155, 124±, 203, 1148.

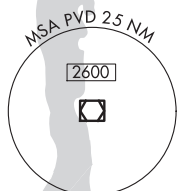
700 ↑	2500 hdg 350°	PVD R-321	FOSTY △	CUSKA I-ARJ 5.6 RADAR	Remain within 10 NM			
 <p>I-ARJ DME ANTENNA</p> <p>047°</p> <p>227°</p> <p>2200</p> <p>1900</p> <p>5.7 NM</p> <p>GS 3.00° TCH 51</p>								
CATEGORY	A		B	C	D			
S-ILS 23	SA CAT I		RA 163/14	150	DA 200			
S-ILS 23	SA CAT II		RA 103/12	100	DA 150			

SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 5 (CAT II & III)
RHODE ISLAND TF GREEN INTL (PVD)

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.

CLNC DEL
126.65 348.6



TDZ/CL Rwy 5 **L**
REIL Rwy 16 **L**
HIRL Rwys 5-23 and 16-34 **L**

Remain within 10 NM

CUTSI
I-PVD RADAR [7.5]

2100

227°

047°

GS 3.00°
TCH 53

2000

2000

6 NM

1008'

800

2500

hdg 270°

PVD R-321

FOSTY △

CATEGORY	A	B	C	D
S-ILS 5		CAT II RA 106/12	100 DA 153	
S-ILS 5		CAT III _a	RVR 700	
S-ILS 5		CAT III _b	RVR 600	
S-ILS 5		CAT III _c	NA	

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

RHODE ISLAND TF GREEN INTL (PVD)
ILS RWY 5 (CAT II & III)

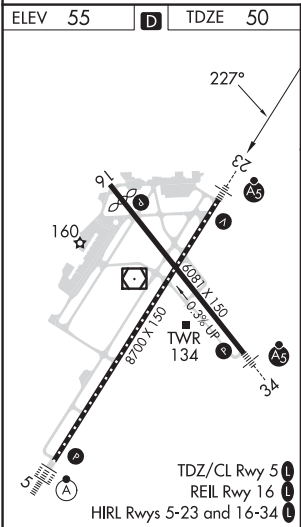
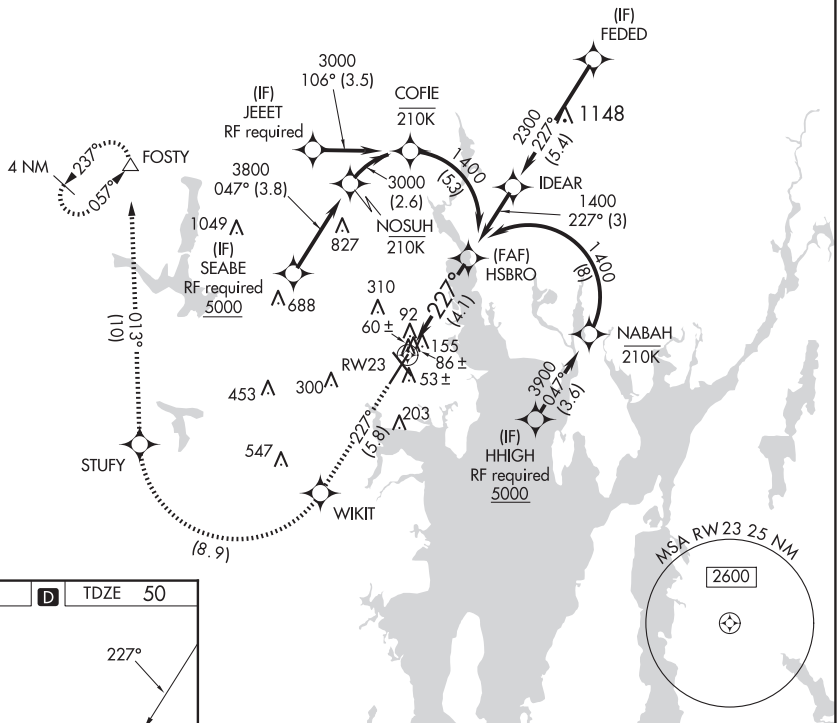
NE-1, 12 JUN 2025 to 07 AUG 2025




APP CRS 227°	Rwy Idg TDZE Apt Elev	8700 50 55
RNAV (RNP) Z RWY 23 RHODE ISLAND TF GREEN INTL (PVD)		

<div><div></div><div>For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). RF required. For inop MALSR, increase RNP 0.30 all Cats visibility to 1¼. GPS Required.</div></div>	<div><div>MALSR</div><div><div></div><div>AS</div></div></div>	<div>Climb to 2500 on track 227° to WIKIT and right turn to STUFY and on track 013° to FOSTY and hold.</div>
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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
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RADAR REQUIRED



2500 ↑ fr 227°	WIKIT 	 STUFY fr 013°	FOSTY △	HSBRO 1400
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).				
				
CATEGORY	A	B	C	D
RNP 0.30 DA	434/40 384 (400-¾)			
AUTHORIZATION REQUIRED				

RNAV (GPS) RWY 5

RHODE ISLAND TF GREEN INTL (PVD)

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 direct FOSTY and hold.

RHODE ISLAND TF GREEN INTL (PVD)

RNAV (GPS) RWY 5

NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS
157°

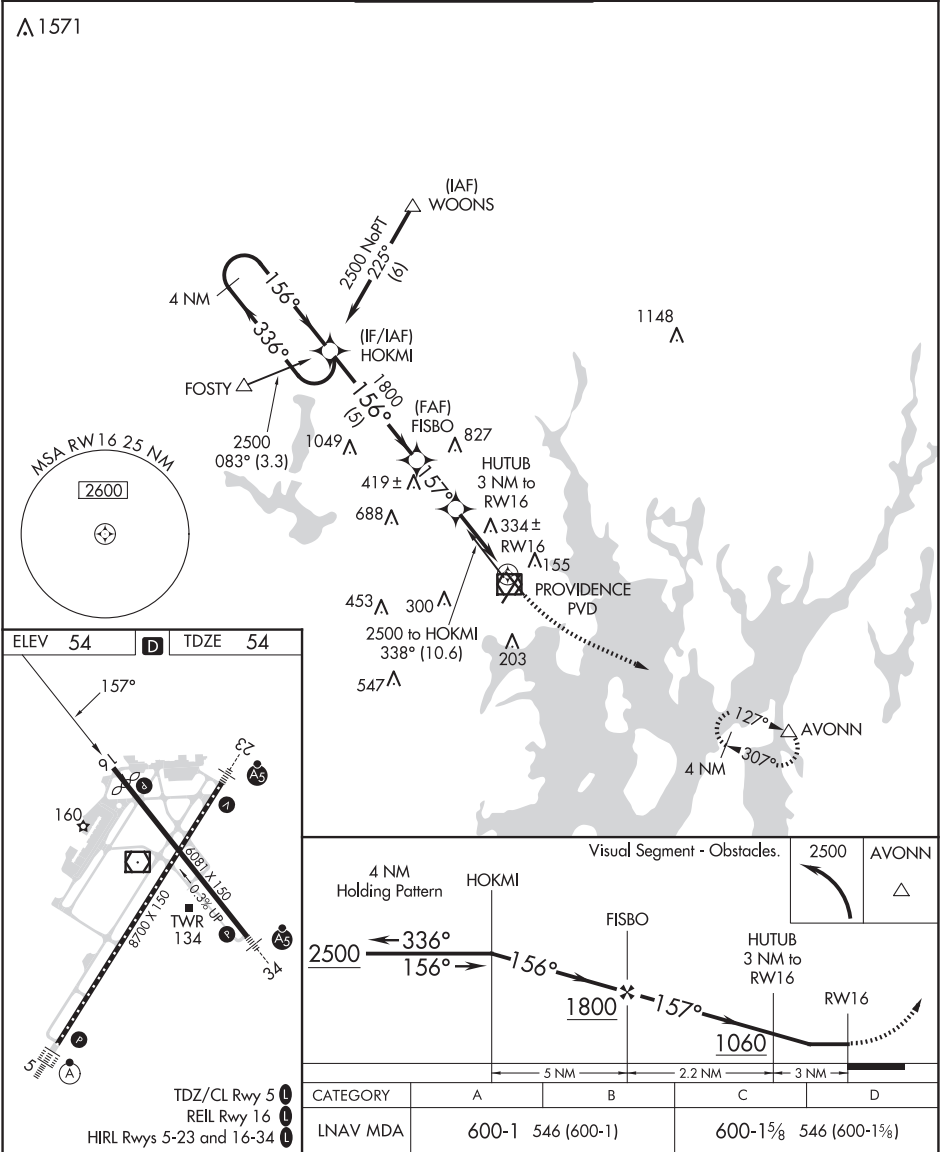
Rwy Idg
TDZE
Apt Elev

5516
54
54

RNAV (GPS) RWY 16

RHODE ISLAND TF GREEN INTL (PVD)

RNP APCH.		MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.		
▼ ▲ Rwy 16 helicopter visibility reduction below ¾ SM NA.				
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



PROVIDENCE, RHODE ISLAND

AL-333 (FAA)

25051

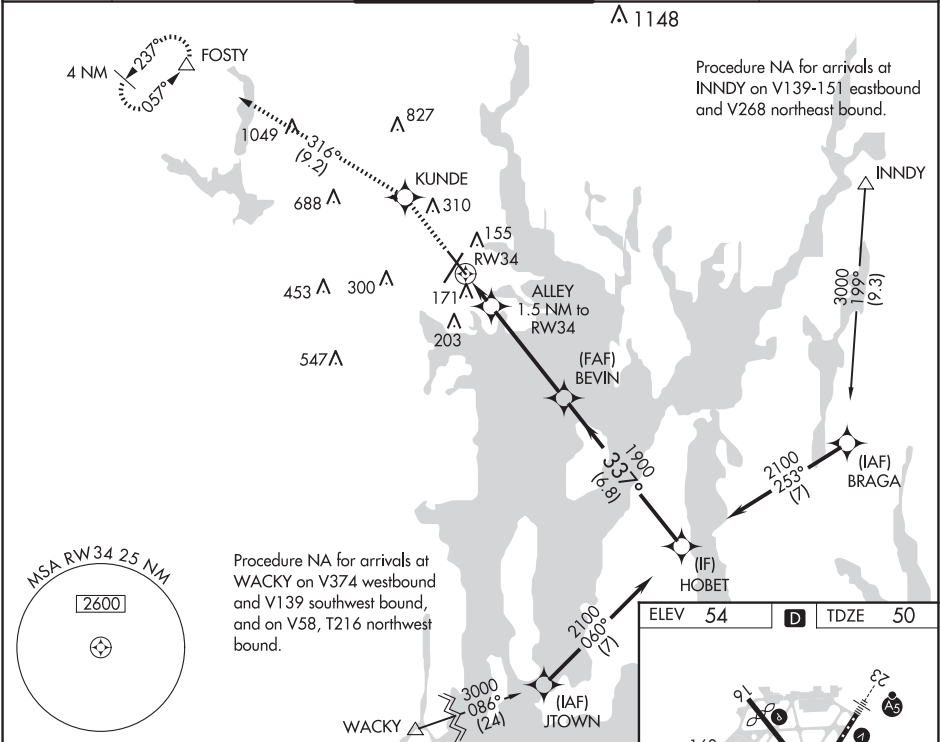
WAAS CH 58023 W34A	APP CRS 337°	Rwy Idg TDZE Apt Elev 6081 50 54
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RNAV (GPS) RWY 34

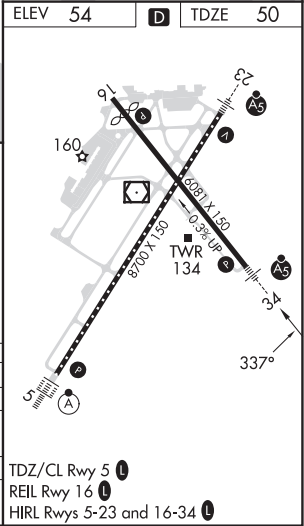
RHODE ISLAND TF GREEN INTL (PVD)

RNP APCH	MALS	MISSED APPROACH:
<div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALS, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALS, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000 NA.</div></div>	<div><div></div><div></div></div>	Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.

D-ATIS 124.2	PROVIDENCE APP CON ★ 123.675 244.875	PROVIDENCE TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 126.65 348.6
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2500	KUNDE	tr 316°	FOSTY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60.)	HOBET
*LNAV only.	ALLEY 1.5 NM to RW34		BEVIN 1900	337°	2100
	RW34			1900	
	1.5 NM	4.2 NM	6.8 NM		GP 3.00° TCH 53
CATEGORY	A	B	C	D	
LPV DA		330/40	280 (300-¾)		
LNAV/VNAV DA		349/40	299 (300-¾)		
LNAV MDA		440/40	390 (400-¾)		
CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)	



PROVIDENCE, RHODE ISLAND
Amdt 2A 20JUN19

41°43'N-71°26'W

RHODE ISLAND TF GREEN INTL (PVD)

RNAV (GPS) RWY 34

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

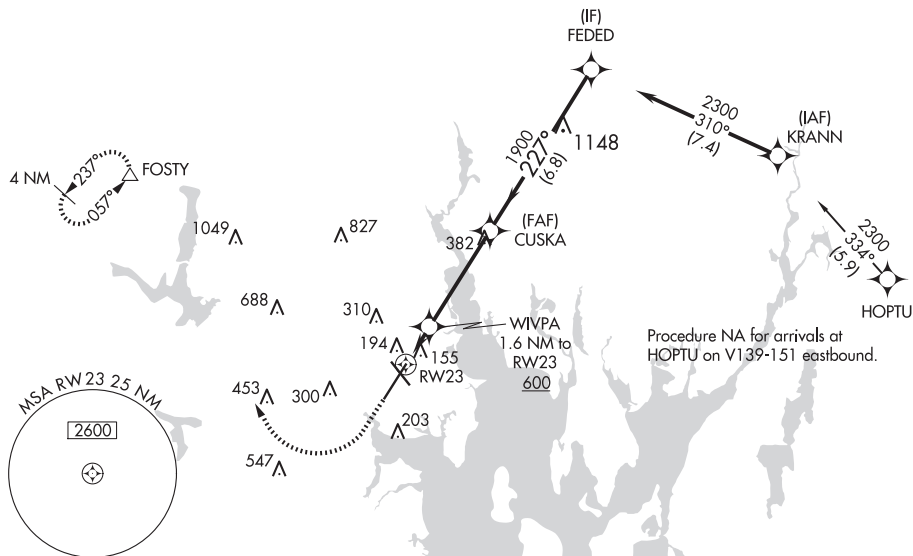
RNAV (GPS) Y RWY 23
RHODE ISLAND TF GREEN INTL (PVD)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C
A or above 54°C. Inop ALS, increase LNAV Cats C/D visibility to RVR
 6000. *RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 direct FOSTY and hold.

D-ATIS 124.2	PROVIDENCE APP CON ★ 123.675 244.875	PROVIDENCE TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 126.65 348.6
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ELEV 54

TDZE 50

227°

160

800' X 150'

8700' X 150'

TWR 134

600' X 150'

8700' X 150'

TDZE/CL Rwy 5

REIL Rwy 16

HIRL Rws 5-23 and 16-34

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

PROVIDENCE, RHODE ISLAND

AL-333 (FAA)

25051

VOR/DME PVD	APP CRS	Rwy Idg	5516
115.6	165°	TDZE	54
Chan 103		Apt Elev	54

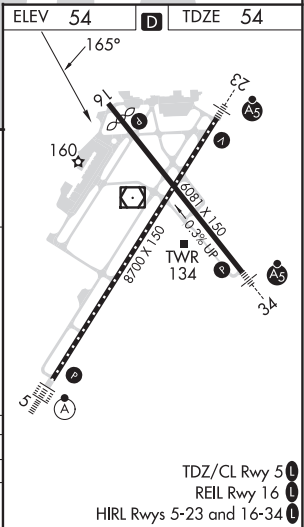
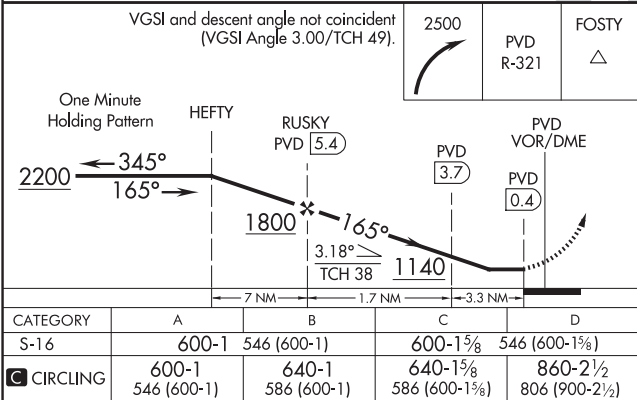
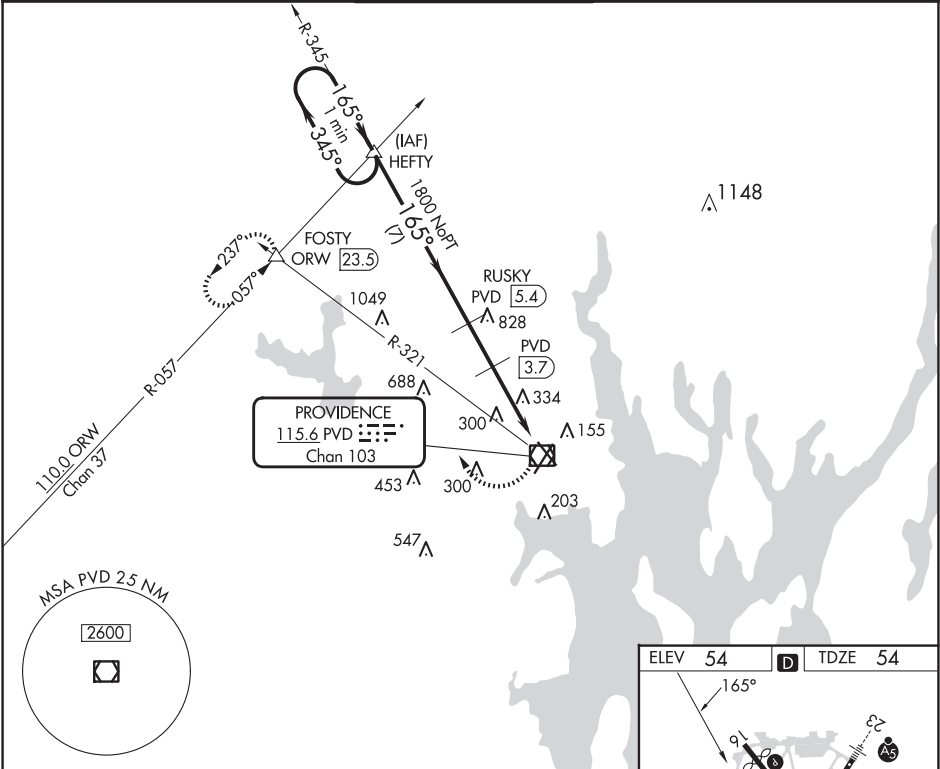
VOR/DME RWY 16
RHODE ISLAND TF GREEN INTL (PVD)

▼ Rwy 16 helicopter visibility reduction below ¾ SM NA.

▲

MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY INT and hold.

D-ATIS	PROVIDENCE APP CON *	PROVIDENCE TOWER *	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) 0 257.8	121.9 348.6	126.65 348.6



PROVIDENCE, RHODE ISLAND
Amdt 4F 20JUN19

41°43'N-71°26'W

RHODE ISLAND TF GREEN INTL (PVD)
VOR/DME RWY 16

NE-1, 12 JUN 2025 to 07 AUG 2025

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VOR/DME PVD	APP CRS	Rwy Idg	8700
115.6	233°	TDZE	50
Chan 103		Apt Elev	54

VOR/DME RWY 23

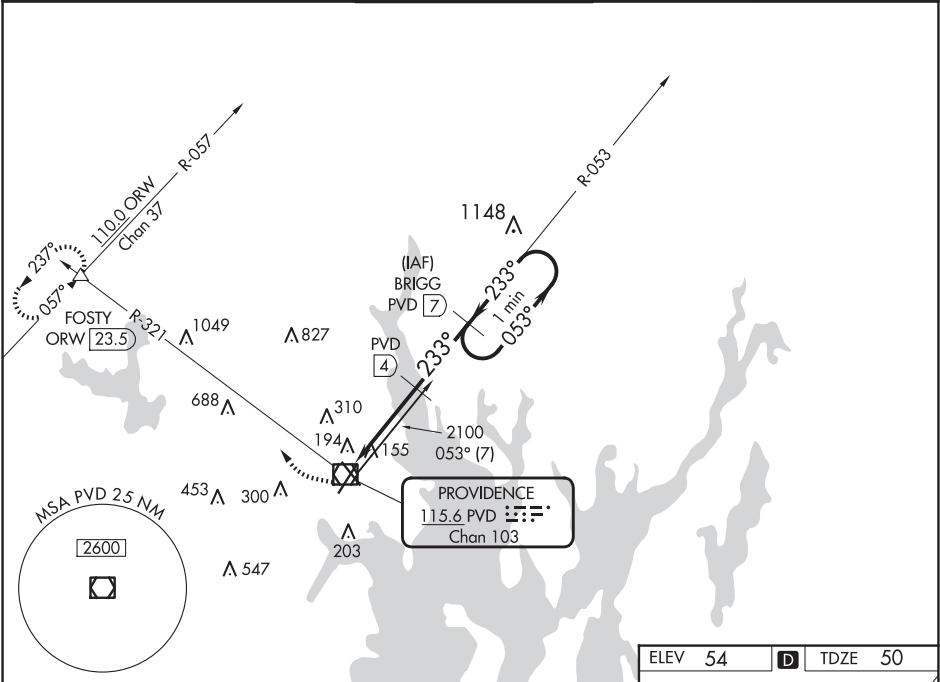
RHODE ISLAND TF GREEN INTL (PVD)

For inoperative MALSR increase S-23 Cats A, B, and C visibility to RVR 5000, Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY INT and hold.

D-ATIS	PROVIDENCE APP CON *	PROVIDENCE TOWER *	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) 0 257.8	121.9 348.6	126.65 348.6

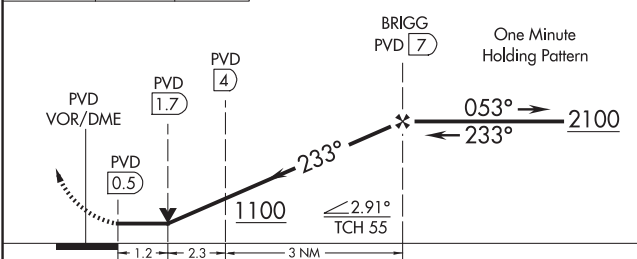


2500

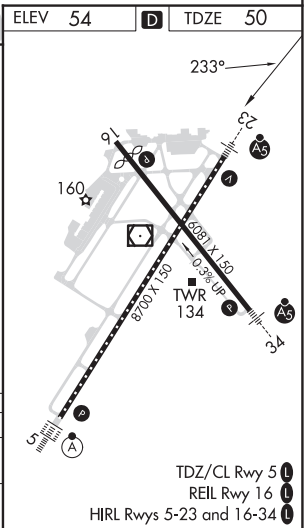
PVD R-321

FOSTY

VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 41).



CATEGORY	A	B	C	D
S-23	500/40 450 (500-¾)		500/45 450 (500-¾)	500/50 450 (500-1)
CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)

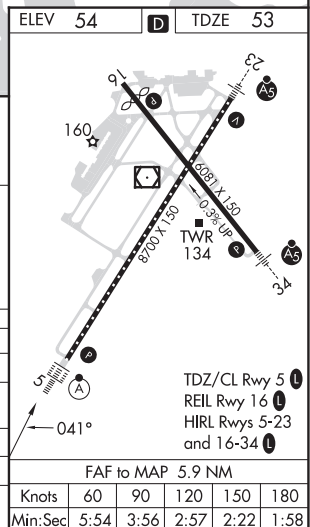


VOR RWY 5
RHODE ISLAND TF GREEN INTL (PVD)

ALSF-2

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.

CLNC DEL
26.65 348.6



FOSTY



.....

 $\frac{5}{8})$ $2\frac{1}{2}$ $0-2\frac{1}{2})$

1)

 $2\frac{1}{2}$

0-2½)




RHODE ISLAND TF GREEN INTL (PVD)

VOR RWY 5

VOR/DME PVD <u>115.6</u> Chan 103	APP CRS 326°	Rwy Idg TDZE Apt Elev	6081 50 54
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VOR Y RWY 34

RHODE ISLAND 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.		 MALSR	MISSED APPROACH: Climb to 2500 on PVD VOR/DME R-321 to FOSTY INT and hold.	
D-ATIS 124.2	PROVIDENCE APP CON ★ 123.675 244.875	PROVIDENCE TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 126.65 348.6

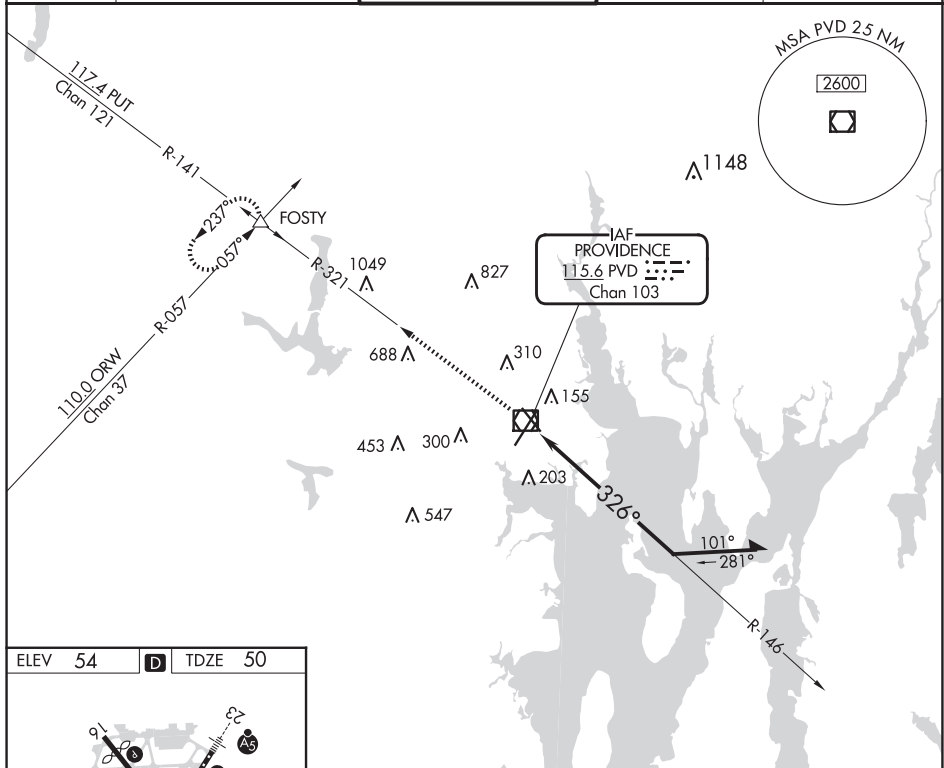


Diagram illustrating the intersection of TDZ/CL Rwy 5 and REIL Rwy 16, showing HIRL Rwy 5-23 and 16-34. The diagram includes a north arrow pointing towards the top-left, a scale bar for 1000 feet, and a 326-degree bearing. The intersection is marked with a 'T' and 'X' symbol. The diagram also shows the 'TWR 134' and 'A5' markers.

2500 ↑	PVD R-321	FOSTY △		
CATEGORY	A	B	C	D
S-34	700/40	650 (700-¾)	700-1⅜	650 (700-1⅜)
C CIRCLING	700-1	646 (700-1)	700-1⅞ 646 (700-1⅞)	860-2½ 806 (900-2½)

PROVIDENCE, RHODE ISLAND

AL-333 (FAA)

25051

VOR/DME PVD 115.6 Chan 103	APP CRS 326°	Rwy Idg TDZE Apt Elev	6081 50 54
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VOR Z RWY 34

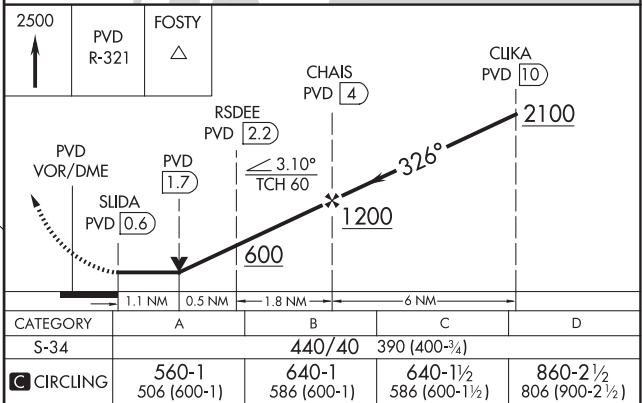
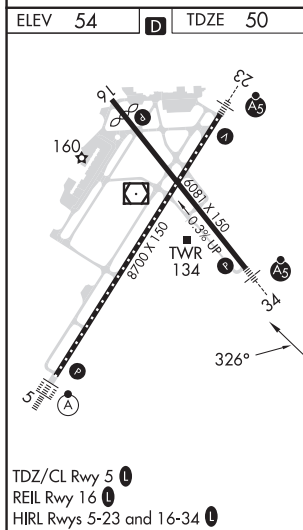
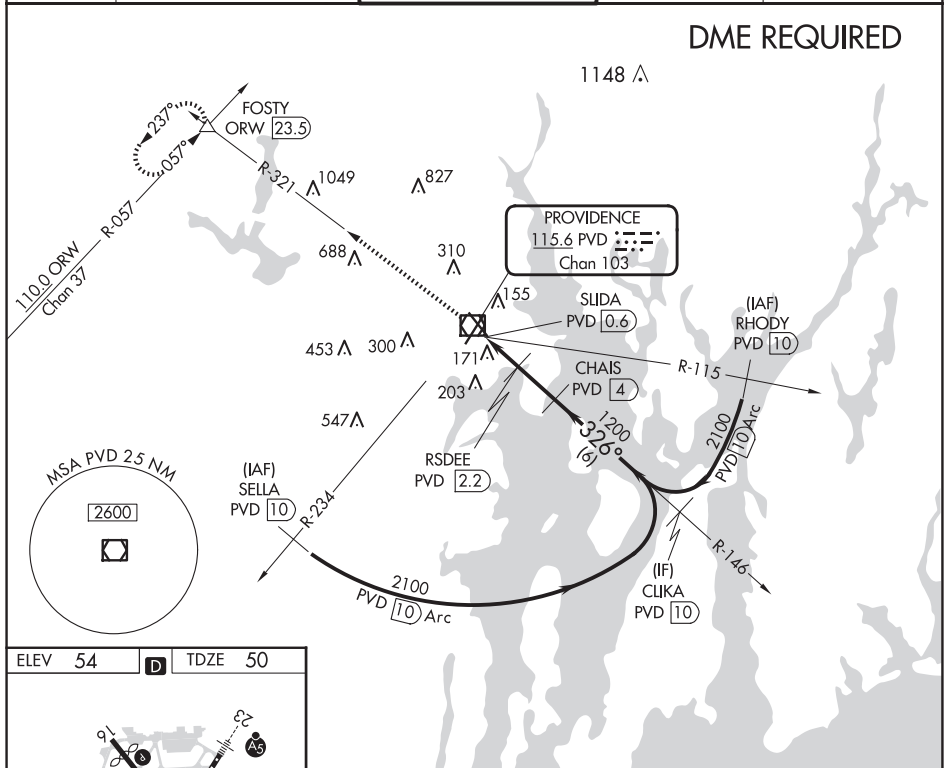
RHODE ISLAND TF GREEN INTL (PVD)

T Rwy 34 helicopter visibility reduction below RVR 4000 NA.
A DME required. For inop ALS, increase Cat A/B visibility to RVR 5500, and Cat C/D to RVR 6000.



MISSED APPROACH: Climb to 2500 on PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

D-ATIS 124.2	PROVIDENCE APP CON ★ 123.675 244.875	PROVIDENCE TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 126.65 348.6
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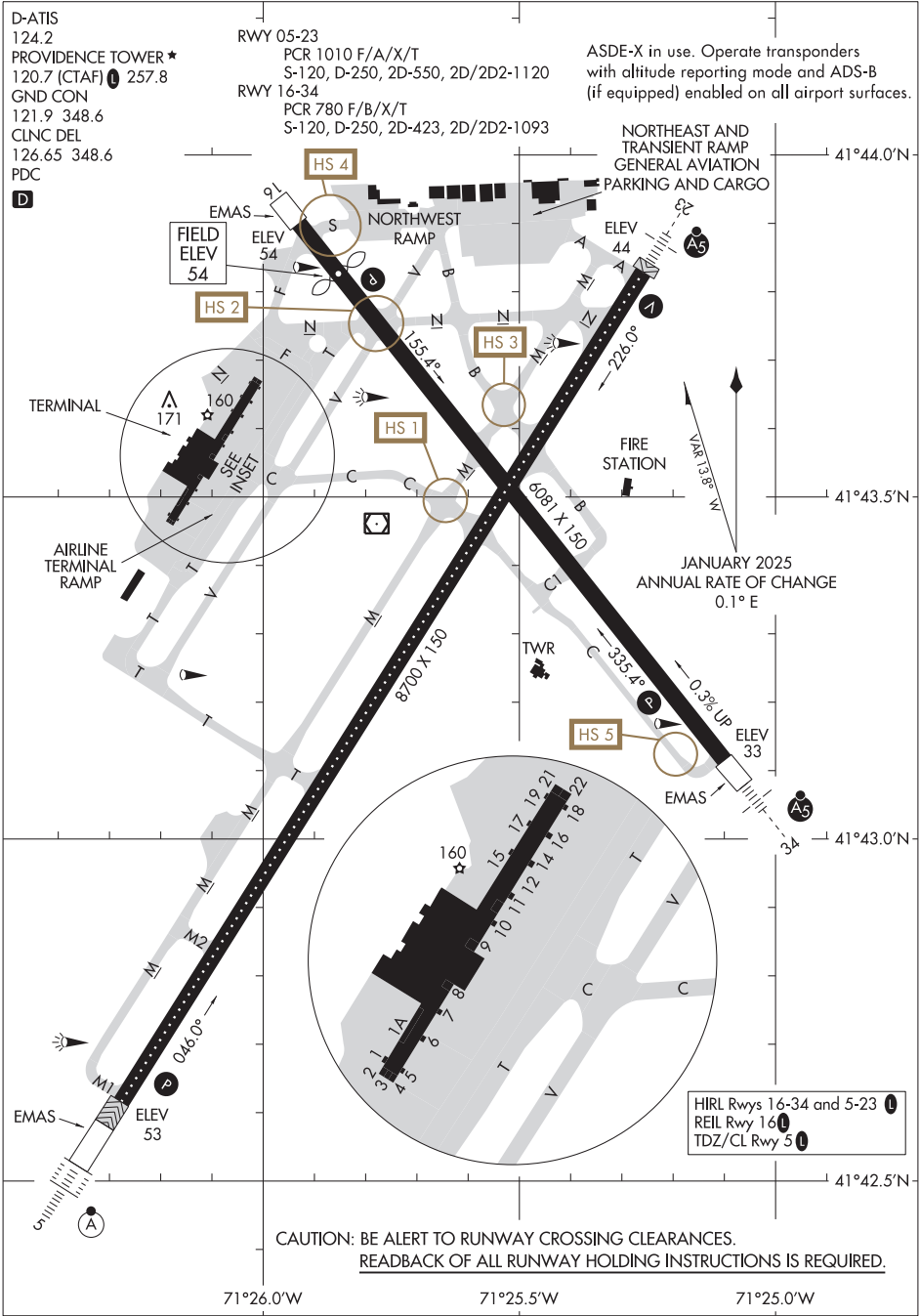
PROVIDENCE, RHODE ISLAND
Amdt 6 07DEC17

41°43'N-71°26'W

RHODE ISLAND TF GREEN INTL (PVD)
VOR Z RWY 34

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



ILS or LOC RWY 7
PROVINCETOWN MUNI (PVC)

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct PVC NDB and hold, continue climb-in-hold to 2000.

WOMEX INT I-VQO 14.8

PHONY I-VQO 6.8

FABIX INT I-VQO 2.9

3000

075°

2000

740 using Hyannis altimeter setting.

* I-VQO 1.5 I-VQO 0.7

8 NM 3.9 NM 1.3 NM 0.9 NM

CATEGORY	A	B	NA
S-ILS 7	208- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)	NA
S-LOC 7	660- $\frac{3}{4}$	652 (700- $\frac{3}{4}$)	NA
C CIRCLING	660-1	652 (700-1)	NA

FABIX FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

CATEGORY	A	B	NA
S-LOC 7	320- $\frac{3}{4}$	312 (400- $\frac{3}{4}$)	NA
C CIRCLING	460-1 452 (500-1)	660-1 652 (700-1)	NA

REIL Rwy 25 **L**

HIRL Rwy 7-25 **L**

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

ILS or LOC RWY 7

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86738 W07A	APP CRS 075°	Rwy Ldg TDZE Apt Elev 3502 8 8
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RNAV (GPS) RWY 7

PROVINCETOWN MUNI (PVC)

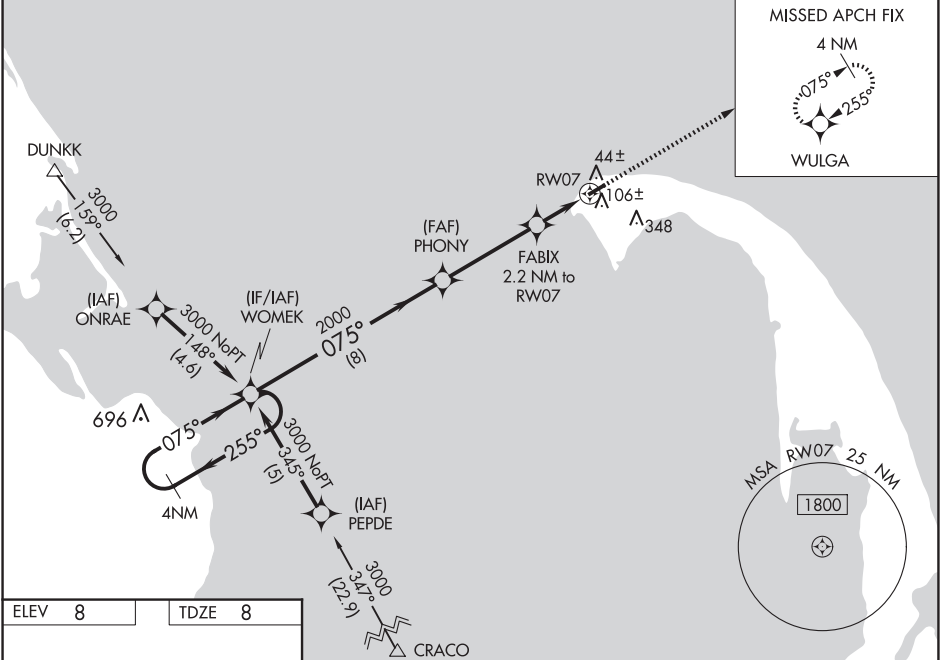
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Inop table does not apply to LPV Cats A and B. When local altimeter setting not received, use Hyannis altimeter setting: increase LPV DA to 271, increase LNAV/VNAV DA to 331, and Cat A/B visibility ½ mile and all MDA 80 feet. For inop MALSF when using Hyannis altimeter setting, increase LPV Cat A/B visibility to ¾ mile. Baro-VNAV and VDP NA when using Hyannis altimeter setting.

MALSF

MISSED APPROACH:
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
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ELEV 8

TDZE 8

REIL Rwy 25

HIRL Rwy 7-25

4 NM Holding Pattern		WOMEK		PHONY		FABIX 2.2 NM to RW07		RW07	
3000		255°		075°		2000		*1 NM to RW07	
GP 3.00°		TCH 40		*740		8 NM		3.9 NM	
CATEGORY		A		B		C		D	
LPV DA		208-¾		200 (200-¾)		NA		NA	
LNAV/VNAV DA		268-¾		260 (300-¾)		NA		NA	
LNAV MDA		360-¾		352 (400-¾)		NA		NA	
CIRCLING		460-1 452 (500-1)		660-1 652 (700-1)		NA		NA	

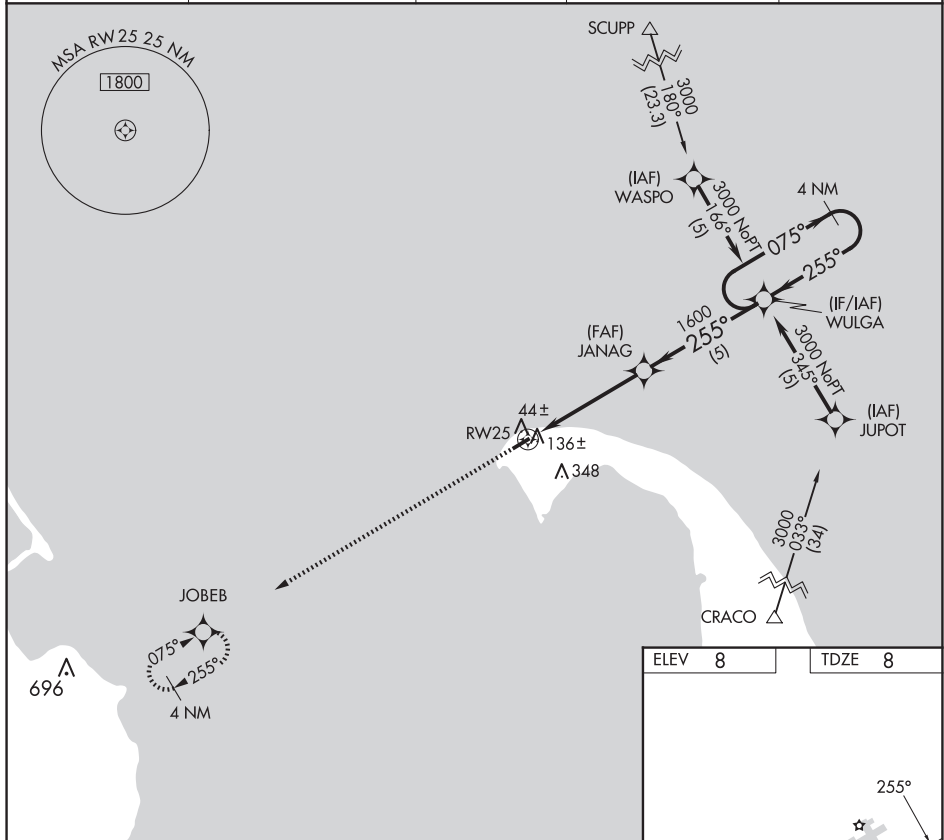
APP CRS	Rwy Ldg	3502
255°	TDZE	8
	Apt Elev	8

RNAV (GPS) RWY 25

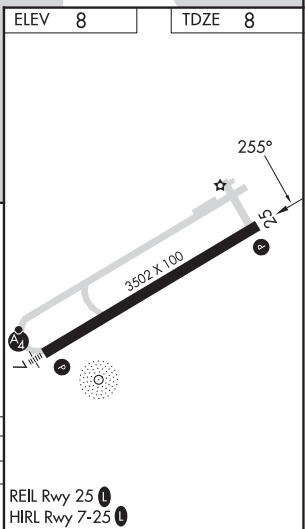
PROVINCETOWN MUNI (PVC)

<p>⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet. Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.</p>	<p>MISSED APPROACH: Climb to 3000 direct JOBEB and hold.</p>
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AWOS-3PT 119.275	BOSTON APP CON 118.2	CLNC DEL 120.65	UNICOM 122.8 (CTAF)	122.85 📶
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3000	JOBEB	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30).				4 NM Holding Pattern
		JANAG	WULGA	075°→	←255°	3000
				255°		
				3.06°		
				TCH 30		
				1600		
				4.8 NM	5 NM	
CATEGORY	A	B	C	D		
LNAV MDA	400-1	392 (400-1)		NA		
⬢ CIRCLING	460-1 452 (500-1)	660-1 652 (700-1)		NA		



NDB PVC <u>389</u>	APP CRS 247°	Rwy Ldg TDZE Apt Elev	3502 8 8
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NDB RWY 25
PROVINCETOWN MUNI (PVC)

T Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 25
A NA at night, Circling Rwy 25 NA at night. When local altimeter setting
not received, use Hyannis altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct PVC NDB and hold.

AWOS-3PT 119.275	BOSTON APP CON 118.2	CLNC DEL 120.65	UNICOM 122.8 (CTAF)	122.85
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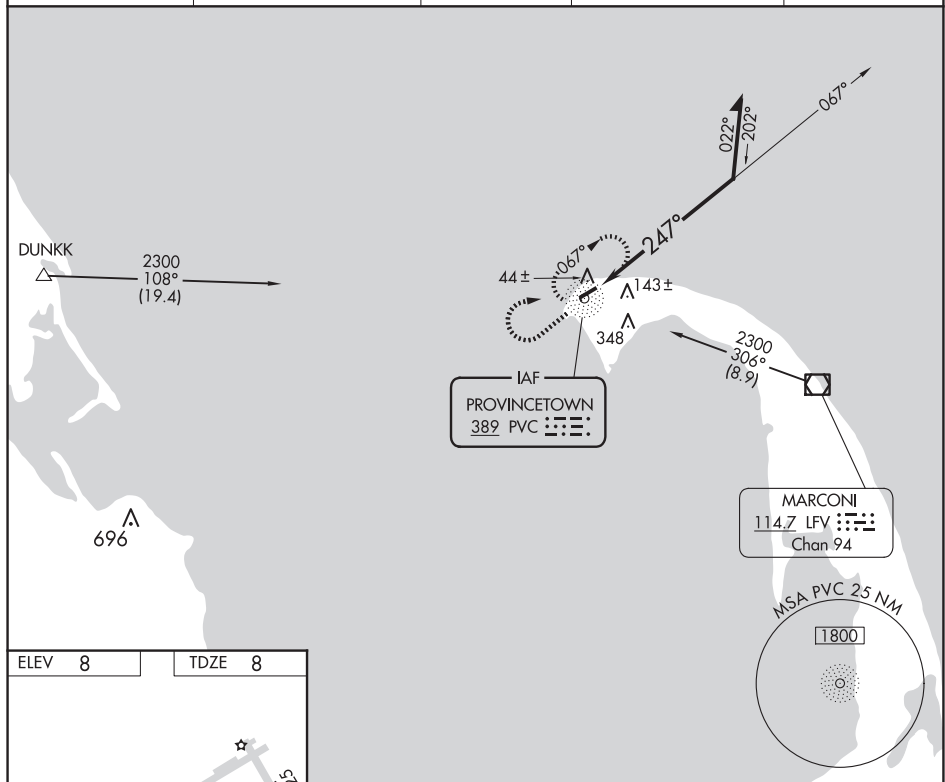


Diagram illustrating the layout of Runway 25, showing the runway, taxiway, and various lights. The runway is labeled "REIL Rwy 25" and "HIRL Rwy 7-25". The diagram also shows the "PVC NDB" and the "PVC" (Precision Visual Cues) lights. The diagram includes a table with the following information:

CATEGORY	A	B	C	D
S-25	500-1	492 (500-1)	NA	
C CIRCLING	500-1 492 (500-1)	660-1 652 (700-1)	NA	

RANGELEY, MAINE

AL-9122 (FAA)

25163

APP CRS	Rwy Ldg	N/A
091°	TDZE	N/A
	Apt Elev	1518

RNAV (GPS)-C
RANGELEY LAKE (M57)

RNP APCH.

- ▼

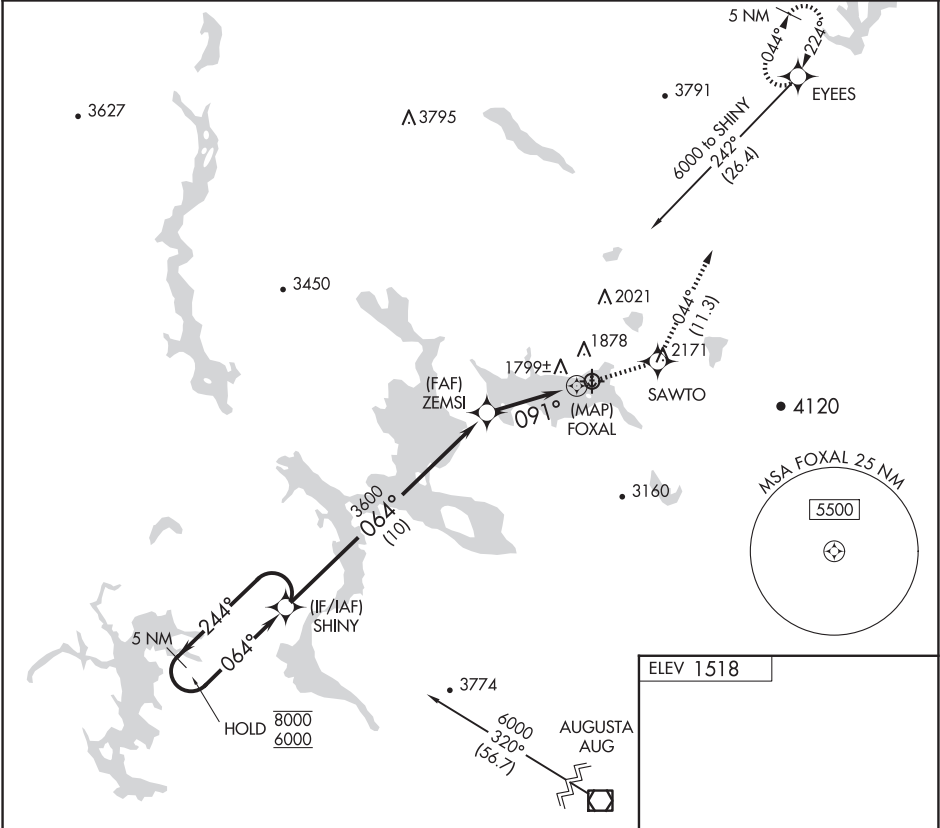
NA

-26°C
- 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.

BOSTON CENTER
124.25 290.5

CTAF
122.9



ELEV 1518

SEE
RANGELEY LAKE
LANDING CHART

5 NM Holding Pattern			
SHINY			
8000 ← 244°			
6000 → 064°			
ZEMSI			
3600 091°			
FOXAL			
10 NM 3.4 NM			
CATEGORY	A	B	C
CIRCLING	2400-1¼ 882 (900-1¼)	2620-1½ 1102 (1200-1½)	NA
BERLIN ALTIMETER SETTING MINIMUMS			
CIRCLING	2540-1¼ 1022 (1100-1¼)	2760-1½ 1242 (1300-1½)	NA

RANGELEY, MAINE
Amdt 1 10SEP20

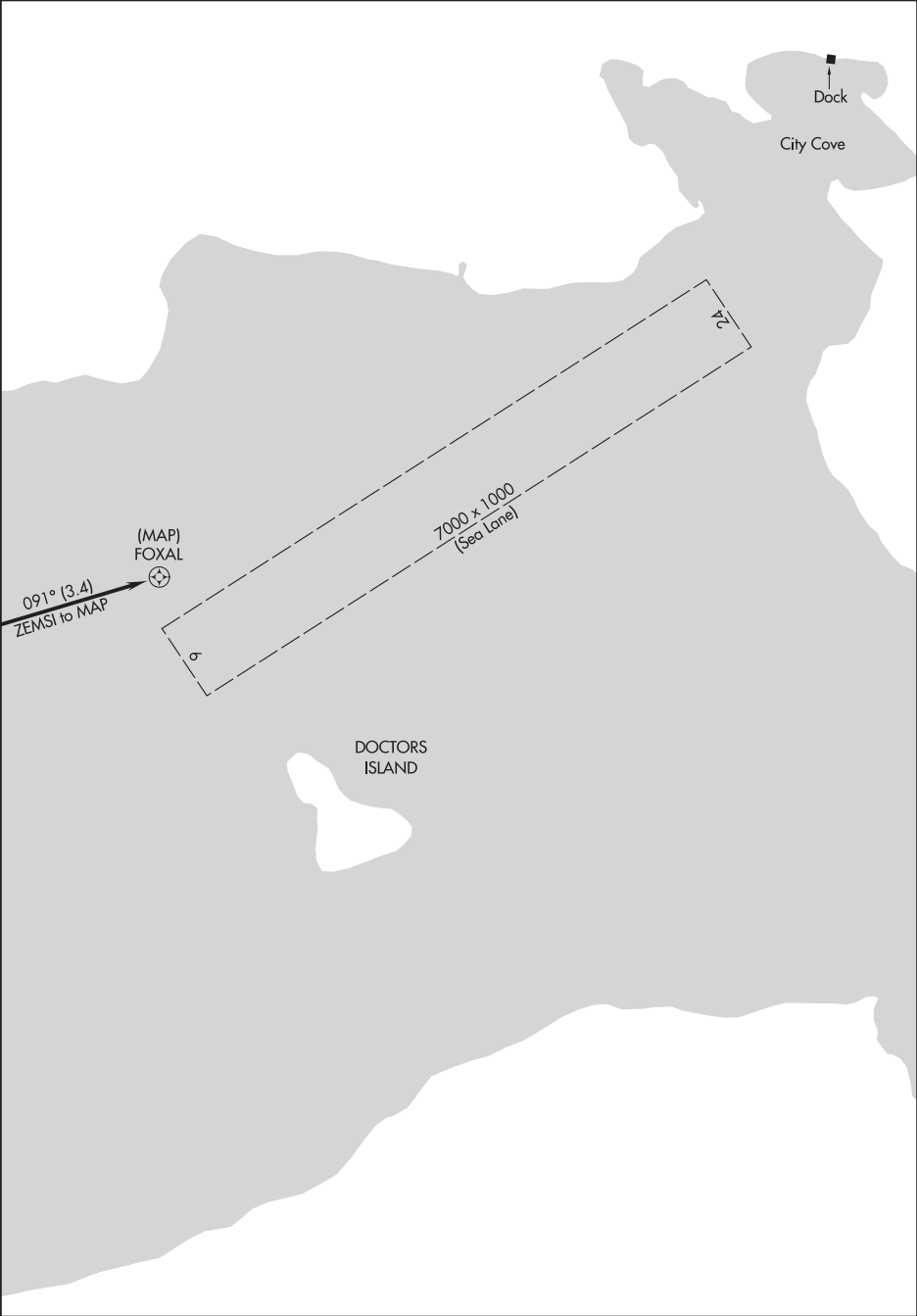
44°57'N-70°40'W

RANGELEY LAKE (M57)
RNAV (GPS)-C

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



NE-1, 12 JUN 2025 to 07 AUG 2025

RANGELEY, MAINE

AL-6863 (FAA)

24249

WAAS CH 40046 W14A	APP CRS 134°	Rwy Idg TDZE 1820 Apt Elev 1821
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RNAV (GPS) RWY 14

STEPHEN A BEAN MUNI (8BØ)

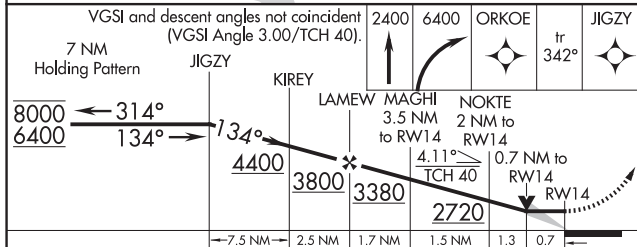
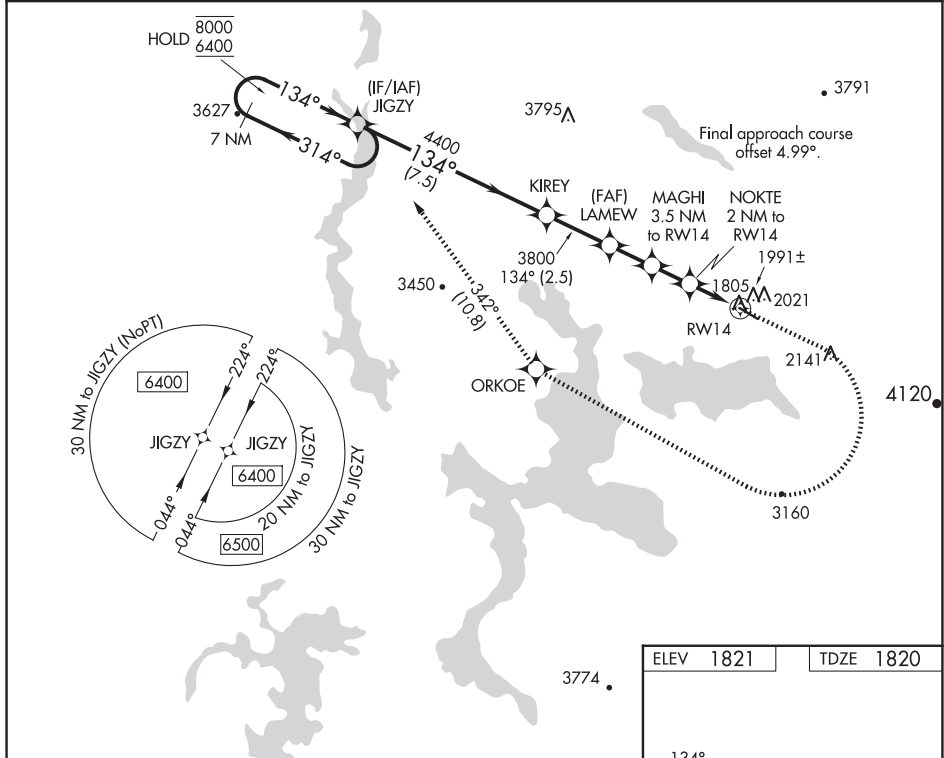
RNP APCH - GPS.



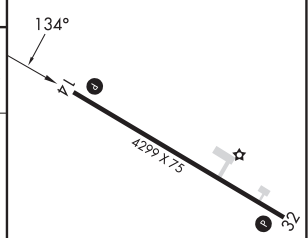
Circling Rwy 32 NA at night.
-30°C

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.

AWOS-3PT 118.0	BOSTON CENTER 124.25 290.5	UNICOM 122.8 (CTAF) Ø
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ELEV 1821	TDZE 1820
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REIL Rwys 14 and 32 Ø
MIRL Rwy 14-32 Ø

RANGELEY, MAINE
Orig 29DEC22

45°00'N-70°40'W

STEPHEN A BEAN MUNI (8BØ)

RNAV (GPS) RWY 14

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99444 W32A	APP CRS 336°	Rwy Idg 4299 TDZE 1821 Apt Elev 1821
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RNAV (GPS) RWY 32

STEPHEN A BEAN MUNI(8B0)

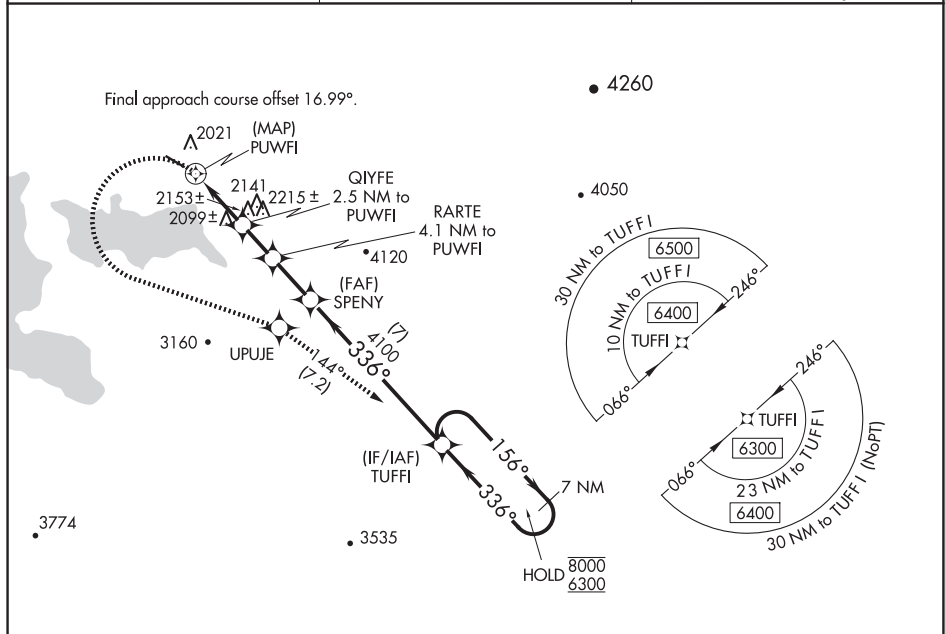
RNP APCH - GPS.



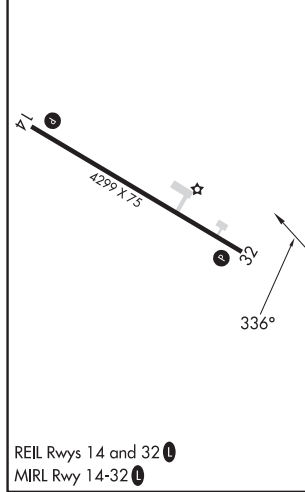
Circling NA for Cat C northeast of Rwy 14-32. Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6300 direct UPUJE and track 144° to TUFFI and hold, continue climb-in-hold to 6300.

AWOS-3PT 118.0	BOSTON CENTER 124.25 290.5	UNICOM 122.8 (CTAF) 0
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ELEV 1821	TDZE 1821
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6300 UPUJE tr 144° TUFFI

VGS angle and descent angles not coincident (VGS Angle 3.00/TCH 40).

7 NM Holding Pattern

RARTE 4.1 NM to PUWFI

SPENY

TUFFI

QIYFE 2.5 NM to PUWFI

PUWFI

156° → 8000

← 336° 6300

3.20° TCH 40

3420

4100

2860

0.5 2.5 NM 1.6 NM 2 NM 7 NM

CATEGORY	A	B	C	D
LP MDA	2560-1	739 (800-1)	2560-2 739 (800-2)	NA
LNAV MDA	2640-1 819 (900-1)	2640-1¼ 819 (900-1¼)	2640-2½ 819 (900-2½)	NA
CIRCLING	2640-1¼	819 (900-1¼)	2640-2½ 819 (900-2½)	NA

RANGELEY, MAINE

AL-6863 (FAA)

APP CRS	Rwy Idg	N/A
065°	TDZE	N/A
	Apt Elev	1821

RNAV (GPS)-D

STEPHEN A BEAN MUNI (8BØ)

RNP APCH - GPS.



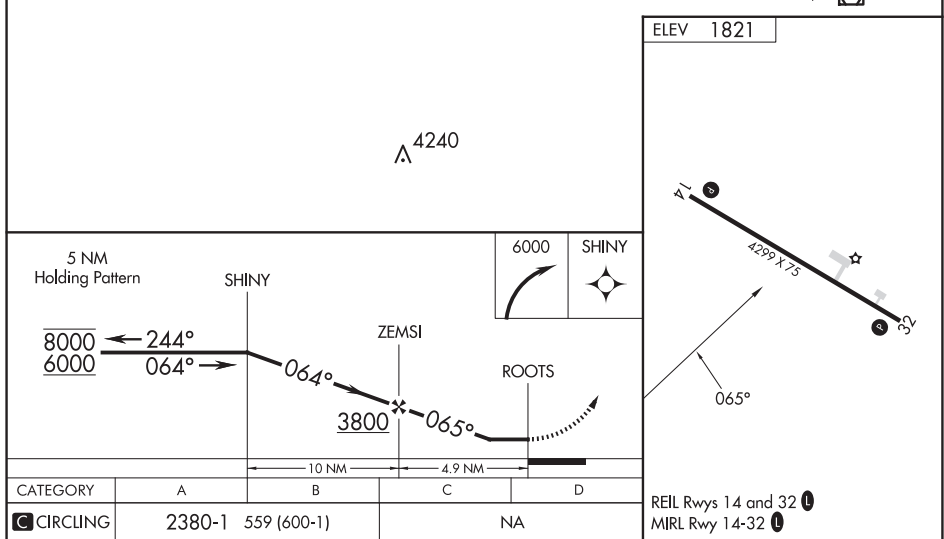
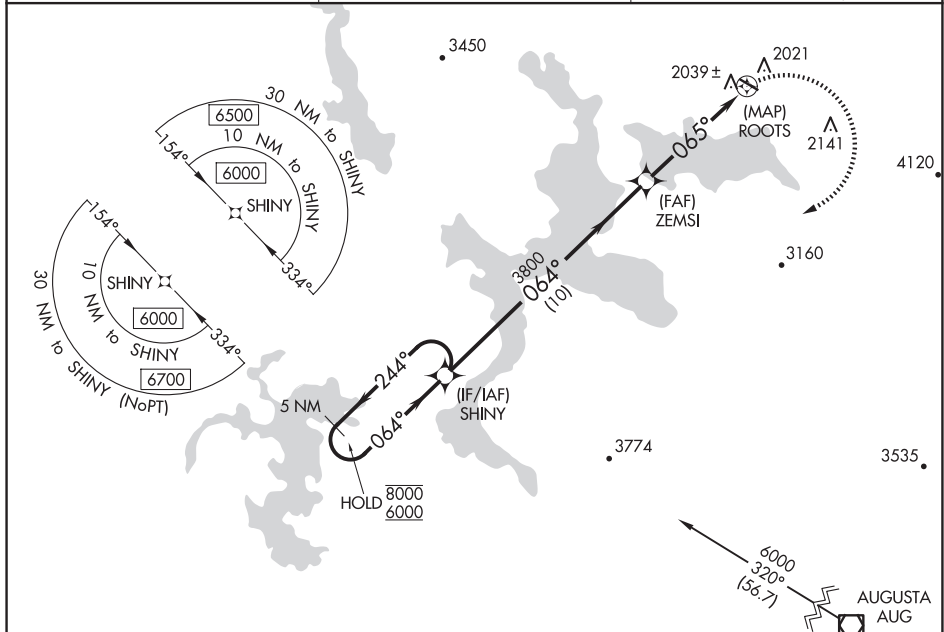
Circling Rwy 32 NA at night.

MISSED APPROACH: Climbing right turn to 6000 direct SHINY and hold, continue climb-in-hold to 6000.

AWOS-3PT
118.0

BOSTON CENTER
124.25 290.5

UNICOM
122.8 (CTAF) Ø



RANGELEY, MAINE
Amdt 1A 20APR23

45°00'N-70°40'W

STEPHEN A BEAN MUNI (8BØ)

RNAV (GPS)-D

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

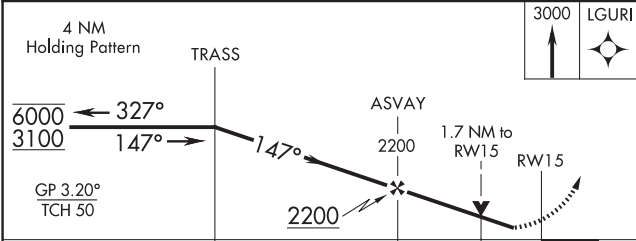
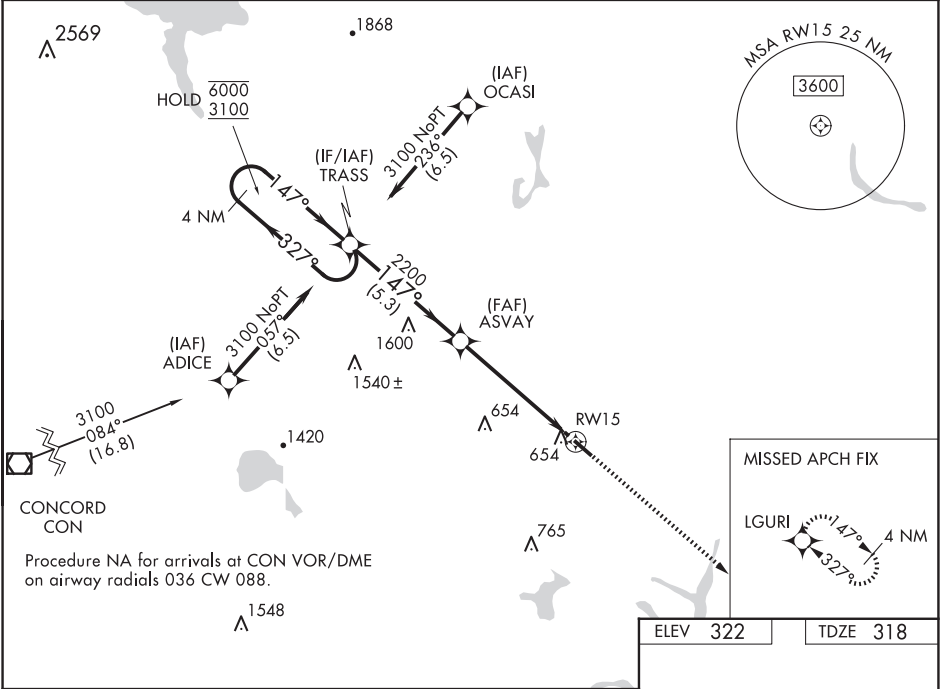
WAAS CH 87044 W15A	APP CRS 147°	Rwy Idg TDZE 318 Apt Elev 322
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RNAV (GPS) RWY 15

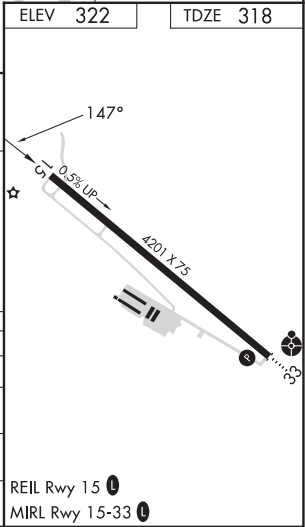
SKYHAVEN (DAW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct LGURI and hold, continue climb-in-hold to 3000.
<div><div>▼</div>Rwy 15 helicopter visibility reduction below ¾ SM NA.</div> <div><div>▲</div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.</div>	

ASOS 135,275	BOSTON APP CON 125,05 269,4	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	620-7/8	302 (300-7/8)		NA
LNAV/VNAV DA	804-13/8	486 (500-13/8)		NA
LNAV MDA	920-1	602 (600-1)	920-13/4 602 (600-13/4)	NA
CIRCLING	960-1	638 (700-1)	960-13/4 638 (700-13/4)	NA



NDB ESG
260

APP CRS
327°

Rwy Idg
TDZE
Apt Elev
4201
322
322

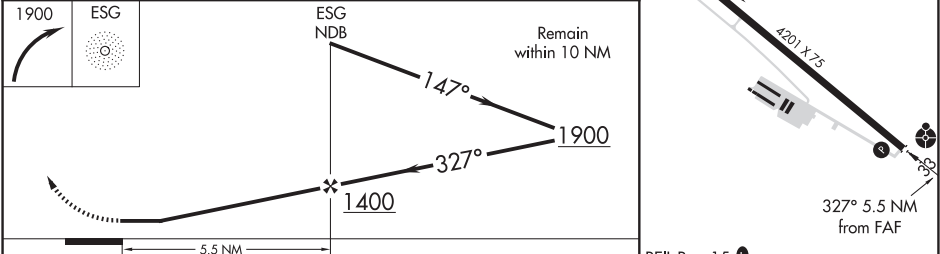
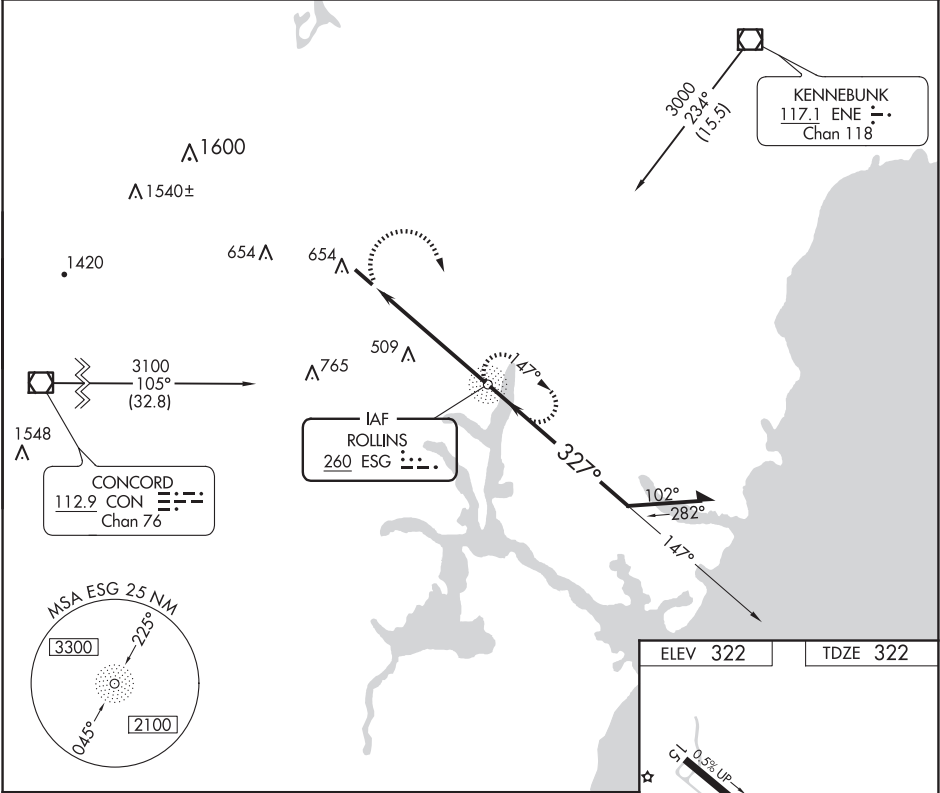
NDB RWY 33
SKYHAVEN (DAW)

▼
▲

ODALS
⬮
⬮
⬮

MISSED APPROACH: Climbing right turn to 1900 direct ESG NDB and hold.

ASOS 135.275	BOSTON APP CON 125.05 269.4	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-33	860-1 538 (600-1)	860-1½ 538 (600-1½)	NA	
CIRCLING	1020-1 698 (700-1)	1020-2 698 (700-2)	NA	

REIL Rwy 15 0

MIRL Rwy 15-33 0

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ROCKLAND, MAINE

AL-993 (FAA)

25107

LOC/DME I-RMZ	APP CRS	Rwy Idg	5012
111.7	129°	TDZE	54
Chan 54		Apt Elev	55

ILS or LOC RWY 13

KNOX COUNTY RGNL (RKD)

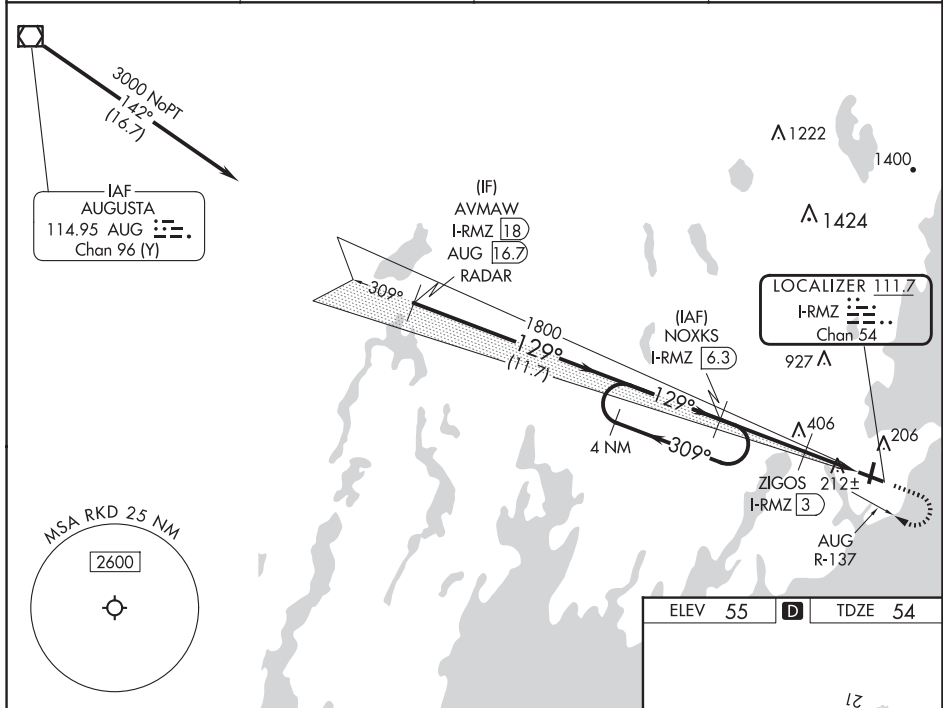
DME required.

VDP NA when using Wiscasset altimeter setting. When local altimeter setting not received, use Wiscasset altimeter setting and increase all DA to 319 feet and all MDA 80 feet, increase S-LOC 13 Cats C/D visibility ¾ SM and Circling Cat C ½ SM. For inop ALS when using Wiscasset altimeter setting increase S-ILS 13 all Cats visibility to ¾ SM and S-LOC 13 Cats C/D to 1¾ SM.

MALSR
A5

MISSED APPROACH: Climb 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.

AWOS-3PT 119.025	PORTLAND APP CON ★ 120.4 299.2	CLNC DEL 123.8	UNICOM 123.05 (CTAF) 1
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#760 when using Wiscasset altimeter setting.

4 NM Holding Pattern

NOXKS I-RMZ 6.3

ZIGOS I-RMZ 3

*LOC only

GS 3.00° TCH 51

2000

1800

1800

3.3 NM

1 NM

1.1 NM

CATEGORY

A

B

C

D

S-ILS 13

254-1½

200 (200-1½)

S-LOC 13

440-1½

386 (400-1½)

440-5/8

386 (400-5/8)

CIRCLING

580-1

525 (600-1)

720-1¾

665 (700-1¾)

1140-3

1085 (1100-3)

ELEV 55

TDZE 54

REIL Rwy 3 and 31 1

MIRL Rwy 3-21 1

HIRL Rwy 13-31 1

ROCKLAND, MAINE
Amdt 2A 27JAN22

44°04'N - 69°06'W

KNOX COUNTY RGNL (RKD)

ILS or LOC RWY 13

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 40210 W03A	APP CRS 031°	Rwy Idg TDZE Apt Elev	4000 54 55
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RNAV (GPS) RWY 3

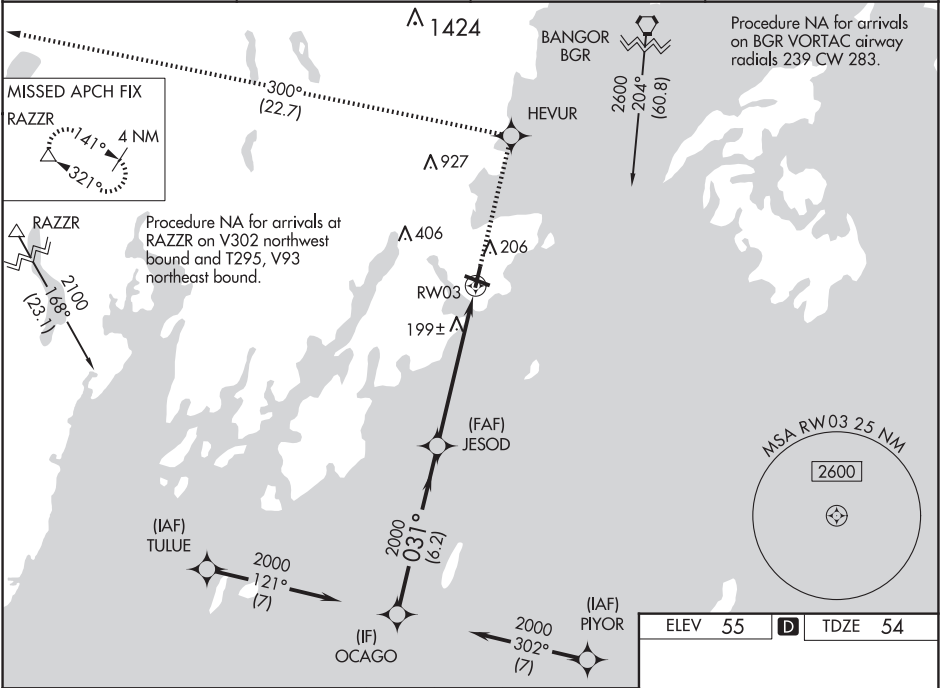
KNOX COUNTY RGNL (R.KD)

RNP APCH.

Rwy 3 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct HEVUR and on track 300° to RAZZR and hold.

AWOS-3PT 119.025	PORTLAND APP CON ★ 120.4 299.2	CLNC DEL 123.8	UNICOM 123.05 (CTAF)
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).					3000		HEVUR		tr 300°		RAZZR	
					3000		HEVUR		tr 300°		RAZZR	
CATEGORY					A		B		C		D	
LPV DA					374-1 ¼		320 (400-1 ¼)					
LNAV/ VNAV DA					459-1 ½		405 (500-1 ½)					
LNAV MDA					560-1 506 (600-1)		560-1 ⅜ 506 (600-1 ⅜)		560-1 ½ 506 (600-1 ½)			
CIRCLING					600-1 545 (600-1)		720-1 ¾ 665 (700-1 ¾)		1140-3 1085 (1100-3)			

ROCKLAND, MAINE

AL-993 (FAA)

22363

WAAS CH 48940 W13A	APP CRS 129°	Rwy Idg TDZE 54 Apt Elev 55
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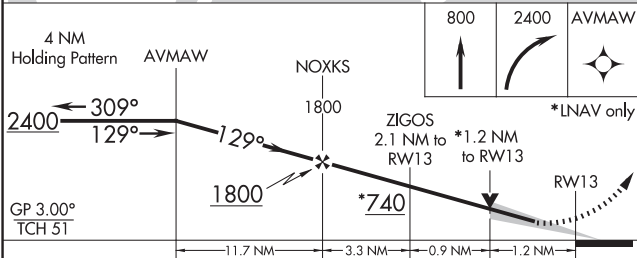
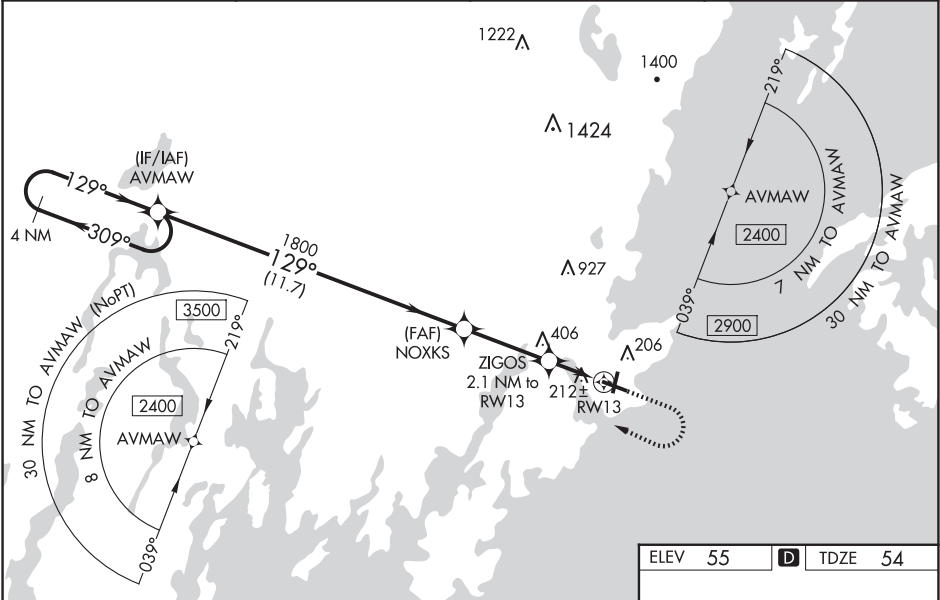
RNAV (GPS) RWY 13
KNOX COUNTY RGNL (RKD)

▼ DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Wiscasset altimeter setting. When local altimeter setting not received, use Wiscasset altimeter setting and increase LPV DA to 319 feet, LNAV/VNAV DA to 467 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats to 1 SM, LNAV Cat C/D to 1 SM and Circling Cat C to 2 ¼ SM. For inop ALS increase LNAV/VNAV all Cats visibility to 1 ½ SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 7/8 SM, LNAV/VNAV all Cats visibility to 1 3/8 SM and LNAV Cat C/D to 1 3/8 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

MALSR

MISSED APPROACH:
Climb to 800 then climbing right turn to 2400 direct AVMAW and hold.

AWOS-3PT 119.025	PORTLAND APP CON ★ 120.4 299.2	CLNC DEL 123.8	UNICOM 123.05 (CTAF)
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ELEV 55	D	TDZE 54
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800 **2400** **AVMAW**

***LNAV only**

REIL Rwy 3 and 31

MIRL Rwy 3-21

HIRL Rwy 13-31

ROCKLAND, MAINE
Orig 22JUN17

44°04'N-69°06'W

KNOX COUNTY RGNL (RKD)
RNAV (GPS) RWY 13

NE-1, 12 JUN 2025 to 07 AUG 2025

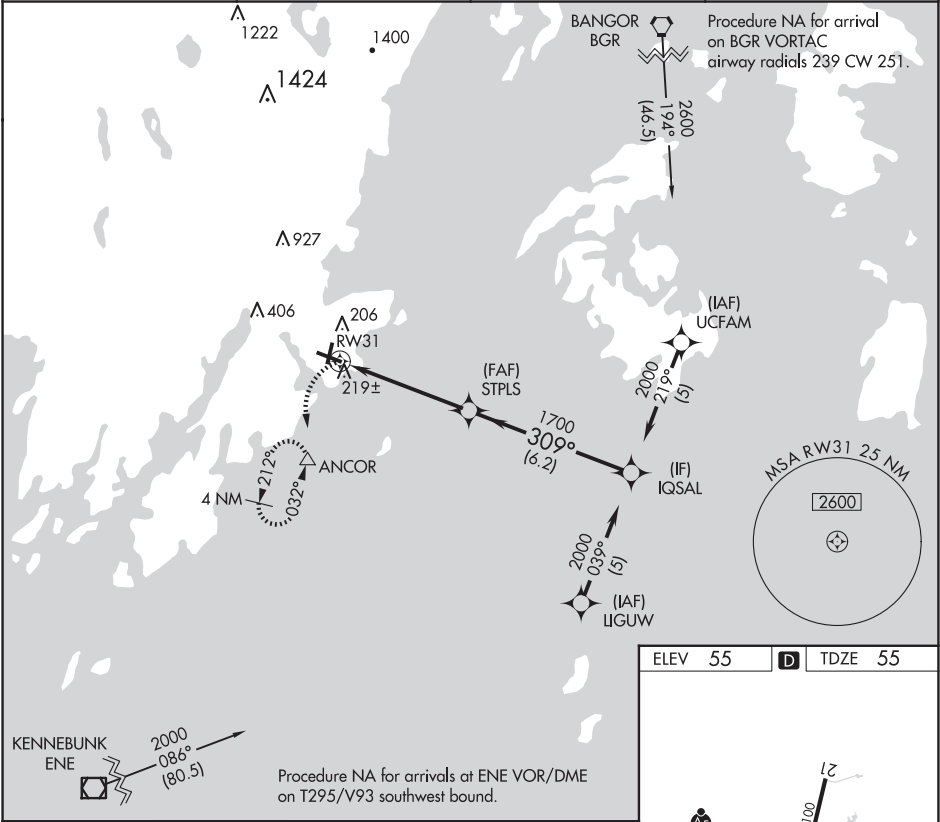
NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5412
309°	TDZE	55
	Apt Elev	55

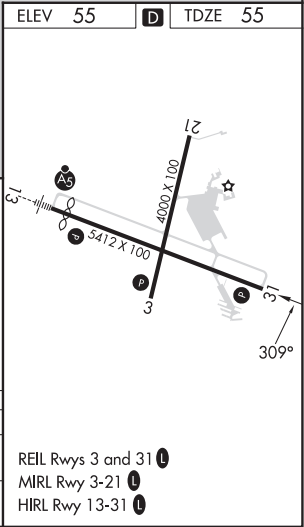
RNAV (GPS) RWY 31
KNOX COUNTY RGNL (RKD)

RNP APCH.	MISSED APPROACH: Climbing left turn to 2000 direct ANCOR and hold, continue climb-in-hold to 2000.
<div><div></div><div></div></div> Rwy 31 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 119.025	PORTLAND APP CON ★ 120.4 299.2	CLNC DEL 123.8	UNICOM 123.05 (CTAF) 0
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<div><div>2000</div><div>ANCOR</div></div>		Visual Segment - Obstacles.			
<div><div><div></div></div></div>		<div><div><div>RW31</div><div>STPLS</div><div>1700</div><div>309°</div><div>2000</div></div><div><div>4.9 NM</div><div>6.2 NM</div></div></div>			
CATEGORY	A	B	C	D	
LNAV MDA	480-1	425 (500-1)	480-1¼	425 (500-1¼)	
<div>C</div> CIRCLING	580-1	525 (600-1)	720-1¾ 665 (700-1¾)	1140-3 1085 (1100-3)	



RUTLAND, VERMONT

AL-968 (FAA)

25051

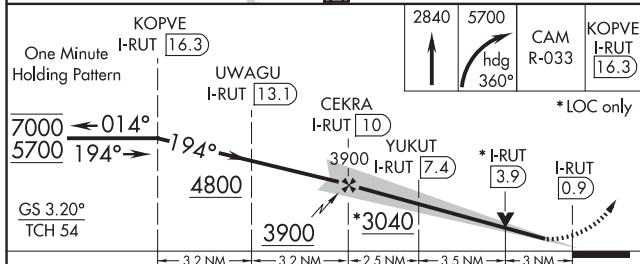
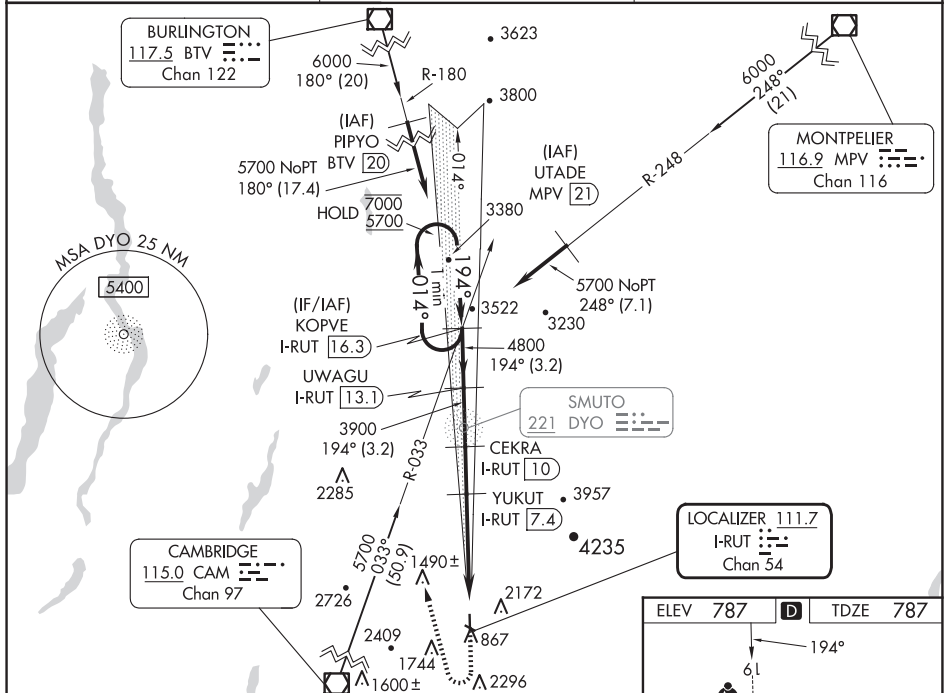
LOC/DME I-RUT	APP CRS	Rwy Idg
111.7	194°	5004
Chan 54		TDZE 787
		Apt Elev 787

ILS Y or LOC Y RWY 19

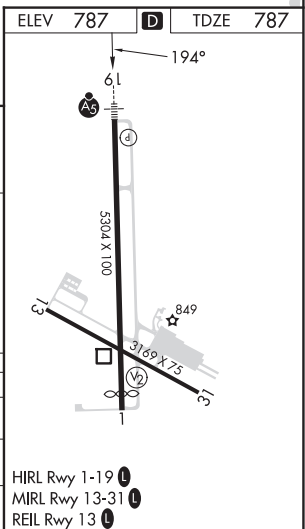
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

DME required.	MALS R	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.
Circling to Rwy 13, 31 NA at night. Circling NA northeast of Rws 19 and 31. Inop table 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) 1
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CATEGORY	A	B	C	D
S-ILS 19	2162-5 1375 (1400-5)			
S-LOC 19	2160-3/4 1373 (1400-3/4)	2160-1 1373 (1400-1)	2160-3 1373 (1400-3)	
CIRCLING	2160-1 1/4 1373 (1400-1 1/4)	2160-1 1/2 1373 (1400-1 1/2)	2520-3 1733 (1800-3)	2760-3 1973 (2000-3)



RUTLAND, VERMONT
Amdt 1A 25FEB21

43°32'N-72°57'W

ILS Y or LOC Y RWY 19

RUTLAND/SOUTHERN VERMONT RGNL (RUT)






NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

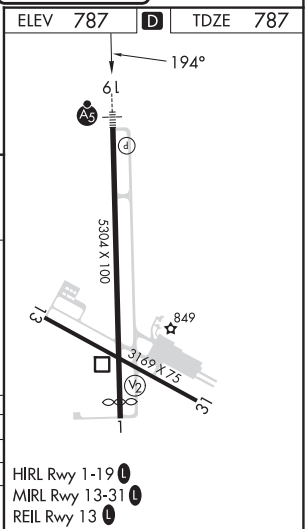
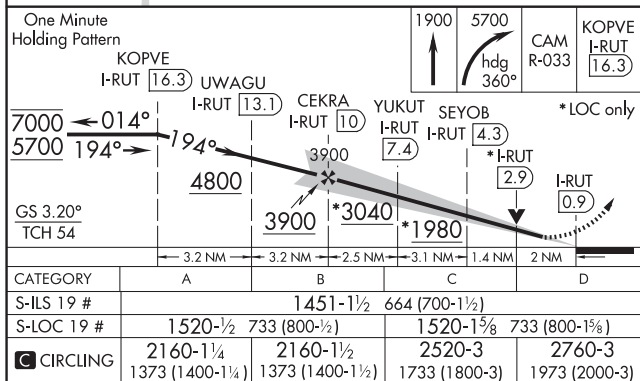
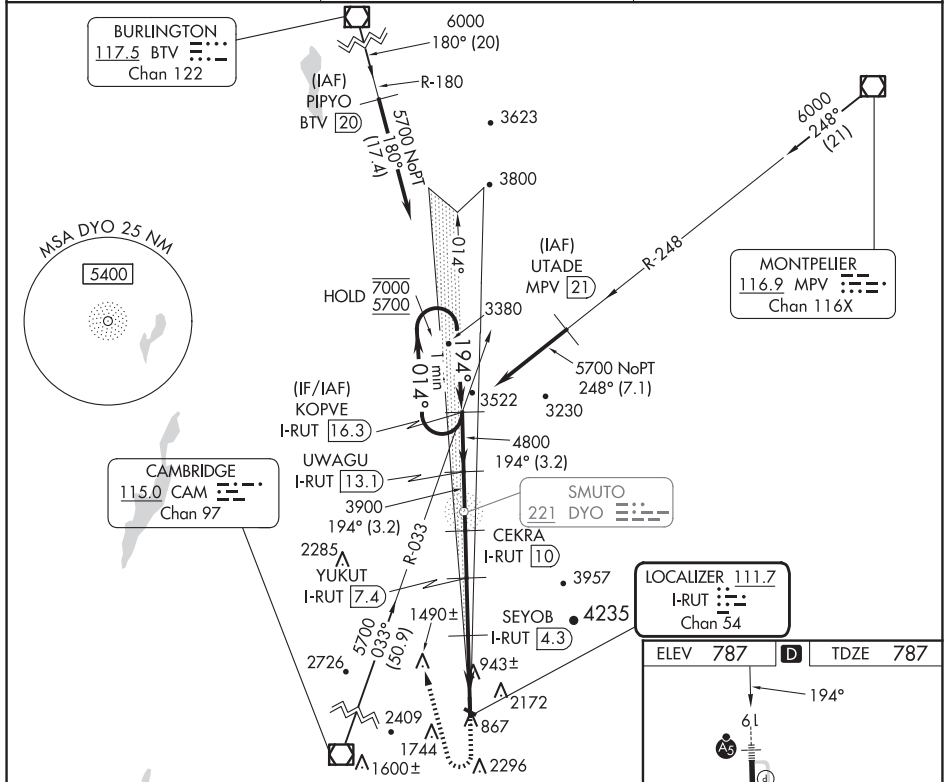
LOC/DME I-RUT 111.7 Chan 54	APP CRS 194°	Rwy Idg 5004 TDZE 787 Apt Elev 787
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ILS Z or LOC Z RWY 19

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

<p>DME required.</p> <p> Circling to Rwy 13, 31 NA at night. Circling NA northeast of Rwy 19 and 31. For inop ALS, increase S-ILS 19 visibility all Cats to 1 1/2 SM, and increase S-LOC 19 Cat C/D visibility to 2 SM.</p> <p> -8°C</p> <p></p>	<p>MALSR</p> <p> </p>	<p>MISSED APPROACH: Climb to 1900 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R-033 to KOPVE/IRUT 16.31 DME and hold. If unable to meet climb gradient, see ILS Y or LOC Y Rwy 19. # MISSED approach requires minimum climb of 425 feet per NM to 3200.</p>
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AWOS-3PT 118.375	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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RUTLAND, VERMONT

Amdt 1B 16JUN22

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

ILS Z or LOC Z RWY 19

43°32'N-72°57'W

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 50141 W01A	APP CRS 029°	Rwy Idg TDZE Apt Elev	5004 787 787
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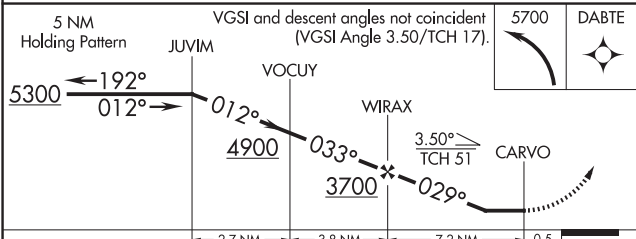
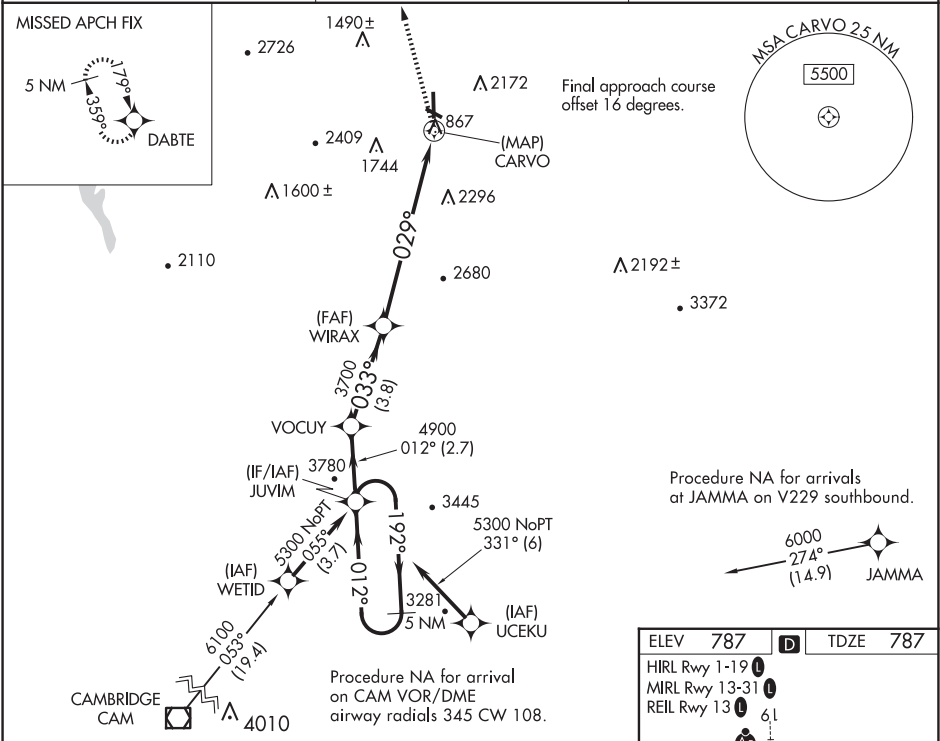
RNAV (GPS) RWY 1
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

-8°C

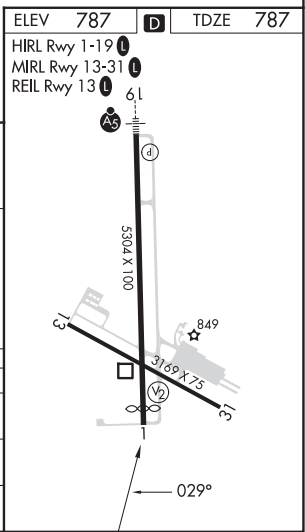
DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. Rwy 1 helicopter visibility reduction below 1 SM NA. Circling NA E of Rwys 19 and 31.

MISSED APPROACH: Climbing left turn 5700 direct DABTE and hold.

AWOS-3PT 118.375	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	2420-1¼ 1633 (1700-1¼)	2420-1½ 1633 (1700-1½)	2420-3	1633 (1700-3)
LNAV MDA	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3	2313 (2400-3)
CIRCLING	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3	2313 (2400-3)



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

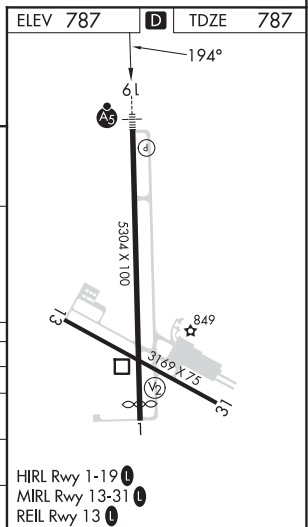
RNAV (GPS) Y RWY 19
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

Circling NA northeast of Rwy's 19 and 31. Circling Rwy 13, 31 NA at night. Inop table does not apply to LPV, LNAV/VNAV, LPV, all Cats. Inop table does not apply when using VSF altimeter setting to LPV, LNAV/VNAV, LNAV, all Cats. Baro-VNAV NA. VDP NA when using VSF altimeter setting. When local altimeter setting not received, use VSF altimeter setting and increase LPV DA to 2350 feet and all visibilities 1 SM; increase LNAV/VNAV DA to 2303 feet; increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2700, then climbing right turn to 5700 direct JOGIM and hold, continue climb-in-hold to 5700.

UNICOM
122.8 (CTAF) **L**

NE-1. 12 JUN 2025 to 07 AUG 2025



SANFORD, MAINE

AL-909 (FAA)

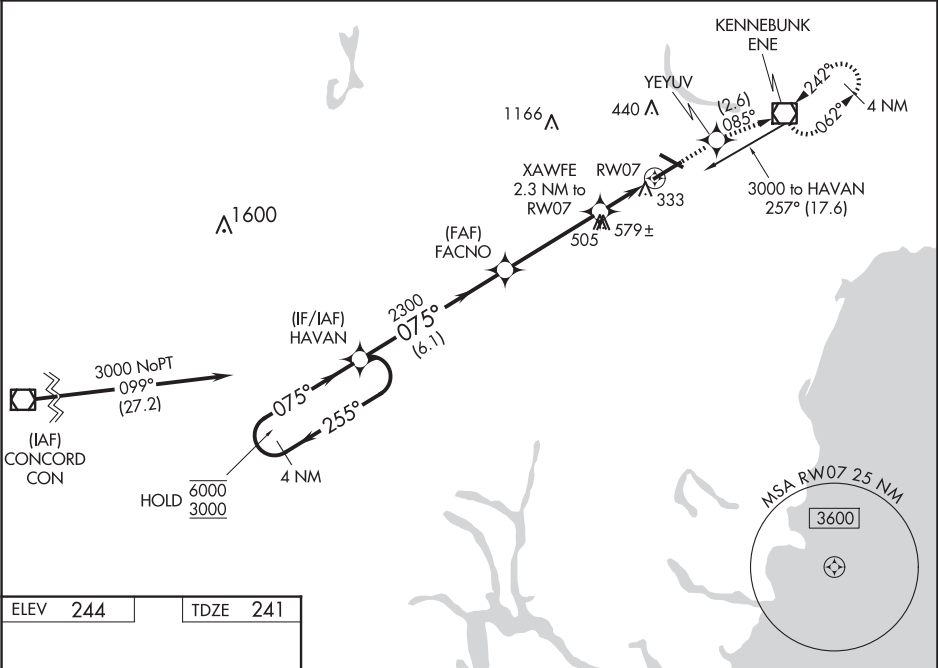
24137

WAAS CH 86921 W07A	APP CRS 075°	Rwy Idg TDZE 241 Apt Elev 244
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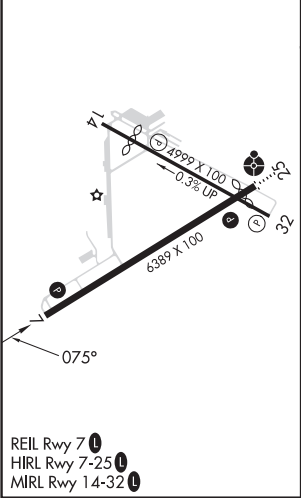
RNAV (GPS) RWY 7
SANFORD SEACOAST RGNL (SFM)

RNP APCH - GPS. ▼ Rwy 7 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Rochester altimeter setting. When local altimeter setting not received, use Rochester altimeter setting: increase LPV DA to 479; increase LNAV/VNAV DA to 699 and visibility all Cats ½ SM, increase all MDAs 40 feet, and Circling Cat C visibility ¼ SM.		MISSED APPROACH: Climb to 3000 direct YEYUV and on track 085° to ENE VOR/DME and hold, continue climb-in-hold to 3000.
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AWOS-3PT 120.025	PORTLAND APP CON★ 119.75 269.35	CLNC DEL 121.725	UNICOM 123.075 (CTAF) 0
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ELEV 244	TDZE 241
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).				3000	YEYUV	tr	ENE
4 NM Holding Pattern HAVAN							
6000 ← 255° 075° → 2300							
GP 3.00° TCH 57							
FACNO 2300							
XAWFE 2.3 NM to RW07							
1.7 NM to RW07							
6.1 NM 4 NM 0.6 NM 1.7							
CATEGORY	A	B	C	D			
LPV DA	441-3¼			200 (200-¾)			
LNAV/VNAV DA	650-1¾			409 (500-1¾)			
LNAV MDA	840-1 599 (600-1)			840-1¾ 599 (600-1¾)			
CIRCLING	840-1 596 (600-1)			1180-2¾ 936 (1000-2¾)	1240-3 996 (1000-3)		

SANFORD, MAINE
Orig-E 16MAY24

43°24'N - 70°42'W

SANFORD SEACOAST RGNL (SFM)
RNAV (GPS) RWY 7

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53521 W25A	APP CRS 255°	Rwy Idg TDZE 235 Apt Elev 244
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RNAV (GPS) RWY 25

SANFORD SEACOAST RGNL (SFM)

RNP APCH - GPS.

▼

▲

Baro-VNAV and VDP NA when using Rochester altimeter setting. Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ 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 $1\frac{1}{2}$ and LNAV Cats C/D visibility to $1\frac{1}{2}$. When local altimeter setting not received, use Rochester altimeter setting: increase LPV DA to 534; increase LNAV/VNAV DA to 713 and visibility all Cats $\frac{1}{2}$ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility $\frac{1}{2}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM. For inop ALS, when using Rochester altimeter setting, increase LNAV/VNAV all Cats visibility to $1\frac{1}{2}$ and LNAV Cats C/D visibility to $1\frac{1}{2}$.

ODALS

...

MISSED APPROACH:
Climb to 1000 then climbing left turn to 2400 direct GUNTY and hold.

AWOS-3PT 120.025	PORTLAND APP CON ★ 119.75 269.35	CLNC DEL 121.725	UNICOM 123.075 (CTAF) 0
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1000

2400

GUNTY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).

4 NM Holding Pattern

1.3 NM to RW25

1800

255°

076°

256°

6000

2400

GP 3.00°

TCH 52

1.3 NM

3.5 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA		496- $\frac{3}{4}$	261 (300- $\frac{3}{4}$)	
LNAV/ VNAV DA		675- $1\frac{1}{8}$	440 (500- $1\frac{1}{8}$)	
LNAV MDA	680- $\frac{3}{4}$	445 (500- $\frac{3}{4}$)	680- $1\frac{1}{8}$	445 (500- $1\frac{1}{8}$)
CIRCLING	760-1	516 (600-1)	1180-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$)	1240-3 996 (1000-3)

REIL Rwy 7 **0**

HIRL Rwy 7-25 **0**

MRL Rwy 14-32 **0**

SANFORD, MAINE
Orig-E 05SEP24

43°24'N - 70°42'W
391

SANFORD SEACOAST RGNL (SFM)
RNAV (GPS) RWY 25

SANFORD, MAINE

AL-909 (FAA)

23166

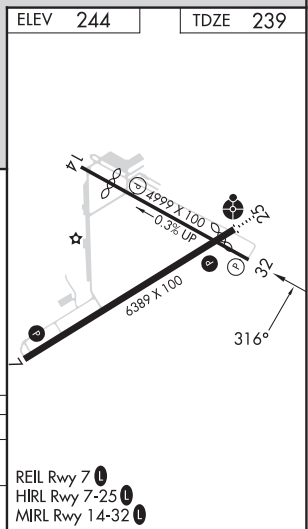
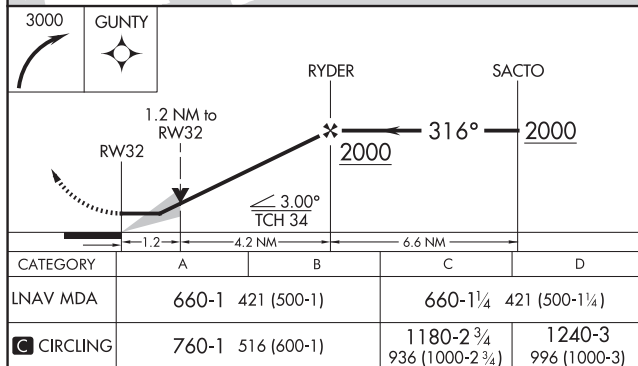
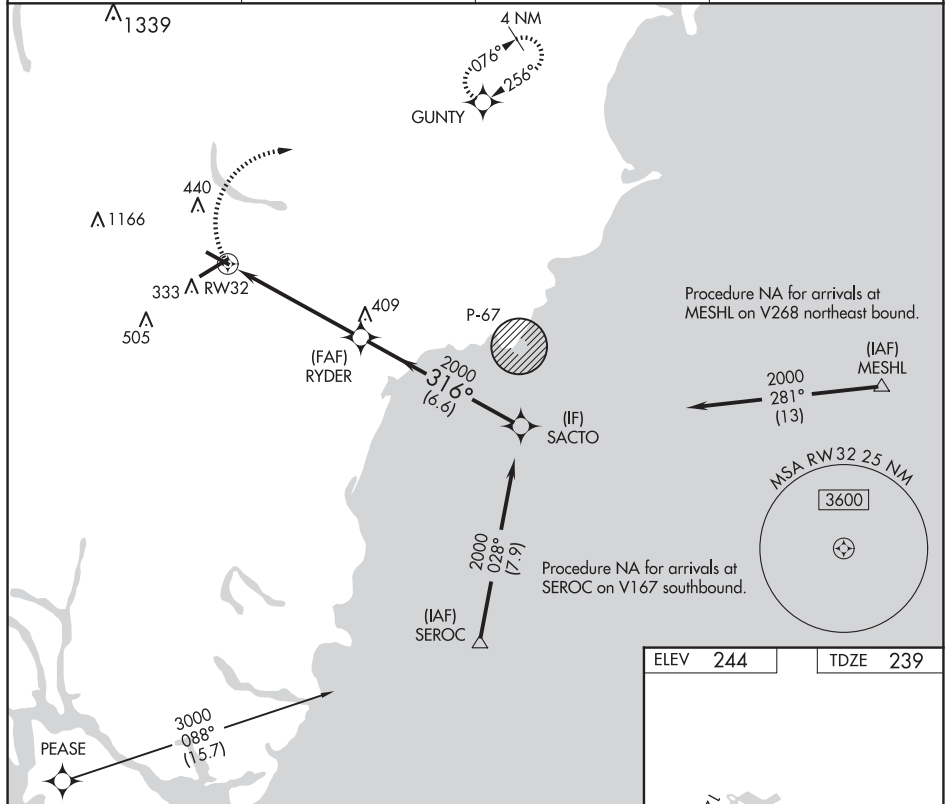
APP CRS 316°	Rwy Idg TDZE Apt Elev	4999 239 244
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RNAV (GPS) RWY 32

SANFORD SEACOAST RGNL (SFM)

RNP APCH.	MISSED APPROACH: Climbing right turn to 3000 direct GUNTY and hold, continue climb-in-hold to 3000.
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AWOS-3PT 120.025	PORTLAND APP CON* 119.75 269.35	CLNC DEL 121.725	UNICOM 123.075 (CTAF)
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SANFORD, MAINE
Amdt 1 17JUN21

43°24'N-70°42'W

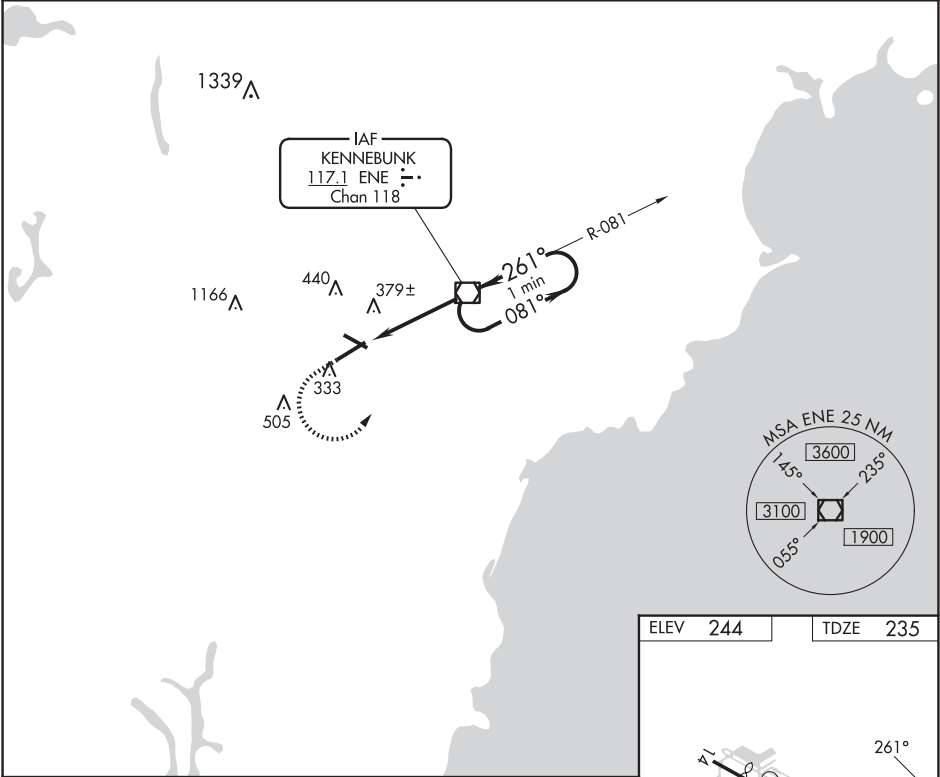
SANFORD SEACOAST RGNL (SFM)
RNAV (GPS) RWY 32






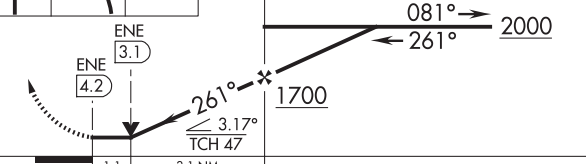

NE-1, 12 JUN 2025 to 07 AUG 2025

VORTAC ENE	APP CRS	Rwy Idg	6001
117.1	261°	TDZE	235
Chan 118		Apt Elev	244

VOR RWY 25
SANFORD SEACOAST RGNL (SFM)

<p>⚠ Inoperative table does not apply to S-25 Cats A/B. For inoperative ODALS, increase S-25 Cats C/D visibility to 1$\frac{1}{8}$. When local altimeter setting not received, use Rochester, NH altimeter setting increase all MDA 40 feet, S-25 Cats C/D visibility $\frac{1}{8}$ SM, and Circling Cat C visibility $\frac{1}{4}$ SM; for inop ODALS, increase S-25 Cats C/D visibility to 1$\frac{1}{8}$. Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p>			<p>ODALS</p> <p>⬇</p> <p>MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct ENE VOR/DME and hold.</p>
AWOS-3PT 120.025	PORTLAND APP CON ★ 119.75 269.35	CLNC DEL 121.725	UNICOM 123.075 (CTAF) ⓪



											
											
CATEGORY		A		B		C		D			
S-25		640-1 405 (400-1)									
 CIRCLING		760-1 516 (600-1)				1180-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$)		1240-3 996 (1000-3)			

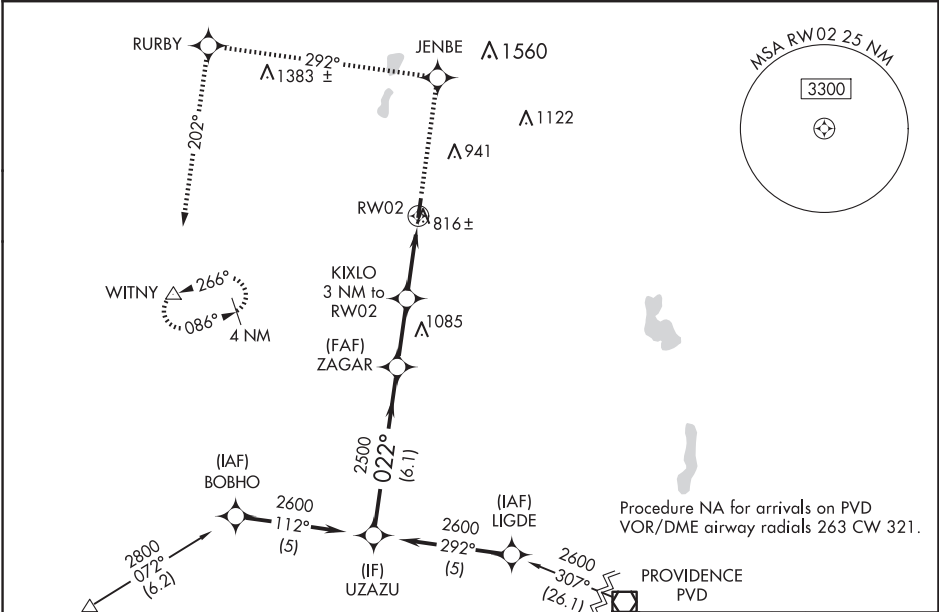
WAAS CH 42616 W02A	APP CRS 022°	Rwy Idg TDZE 696 Apt Elev 699	3501
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RNAV (GPS) RWY 2

SOUTHBRIDGE MUNI (3B0)

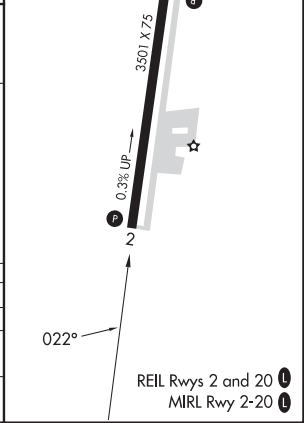
RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct JENBE and via track 292° to RUBY and via track 202° to WITNY and hold.
NA Circling Rwy 20 NA at night. Use Worcester Rgnl altimeter setting, when not received, use Windsor Locks altimeter setting: increase LPV DA to 1090 feet and all visibilities 1/8 SM. Increase all MDAs 80 feet and LNAV visibility Cat C 1/4 SM, and Circling visibility Cat C 1/2 SM.	

BRADLEY APP CON 119.0 327.1	UNICOM 122.8 (CTAF)
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ELEV 699	TDZE 696
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	3000	JENBE	tr 292°	RUBY	tr 202°	WITNY
UZAZU						
2600						
Procedure Turn NA						
GP 3.00° TCH 40						
	6.1 NM	2.5 NM	3 NM			
CATEGORY	A	B	C	D		
LPV DA	1018-1	322 (400-1)		NA		
LNAV MDA	1300-1	604 (700-1)	1300-1 3/4 604 (700-1 3/4)	NA		
CIRCLING	1360-1	661 (700-1)	1360-1 3/4 661 (700-1 3/4)	NA		



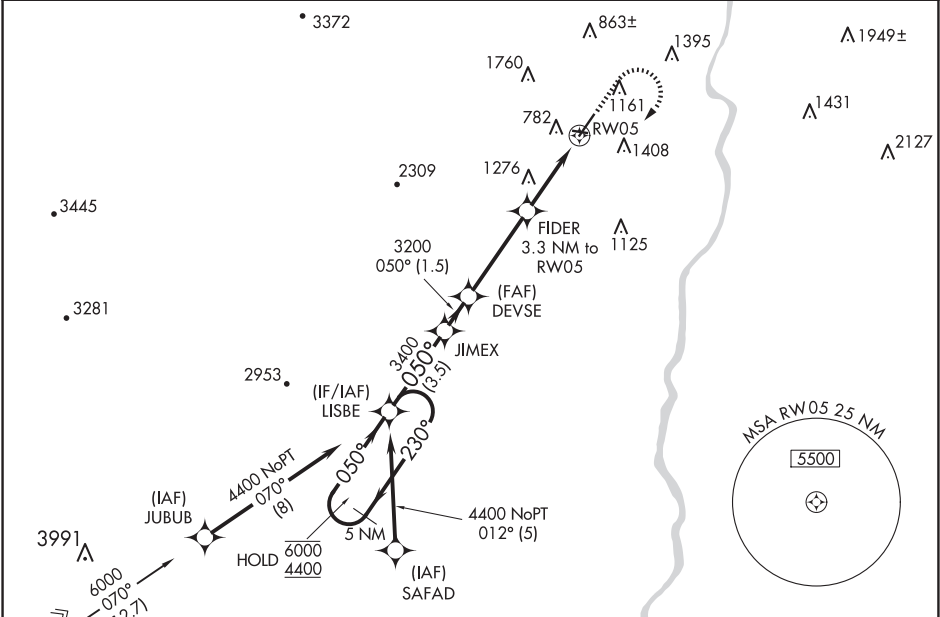
APP CRS 050°	Rwy Idg TDZE Apt Elev 5501 575 578
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RNAV (GPS) RWY 5

HARTNESS STATE (SPRINGFIELD) (VSI¹)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2100 then climbing right turn to 4400 direct LISBE and hold.
<div><div>▼</div><div>⚠</div><div>❄</div></div> <div>Rwy 5 helicopter visibility reduction below ¾ SM NA. Circling Rwy 11, 23, 29 NA at night. When local altimeter setting not received, use LEB altimeter setting and increase all MDAs 60 feet. VDP NA when using LEB altimeter setting.</div>	

ASOS 121.425	BOSTON CENTER 134.7 269.475	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 59).		2100 4400 LISBE	
6000 4400 230° 050°		JIMEX DEVSE FIDER 3.3 NM to RW05		3400 3200 3.46° TCH 59	
*1900 when using LEB altimeter setting.		*1840		2.7 NM to RW05	
3.5 NM 1.5 NM 3.7 NM 0.6 NM 2.7					
CATEGORY	A	B	C	D	
LNAV MDA	1780-1¼ 1205 (1300-1¼)	1780-1½ 1205 (1300-1½)	1780-3 1205 (1300-3)		
CIRCLING	1780-1¼ 1202 (1300-1¼)	1780-1½ 1202 (1300-1½)	2600-3 2022 (2100-3)		

ELEV 578 TDZE 575

REIL Rwy 5

MIRL Rwy 5-23 and 11-29

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

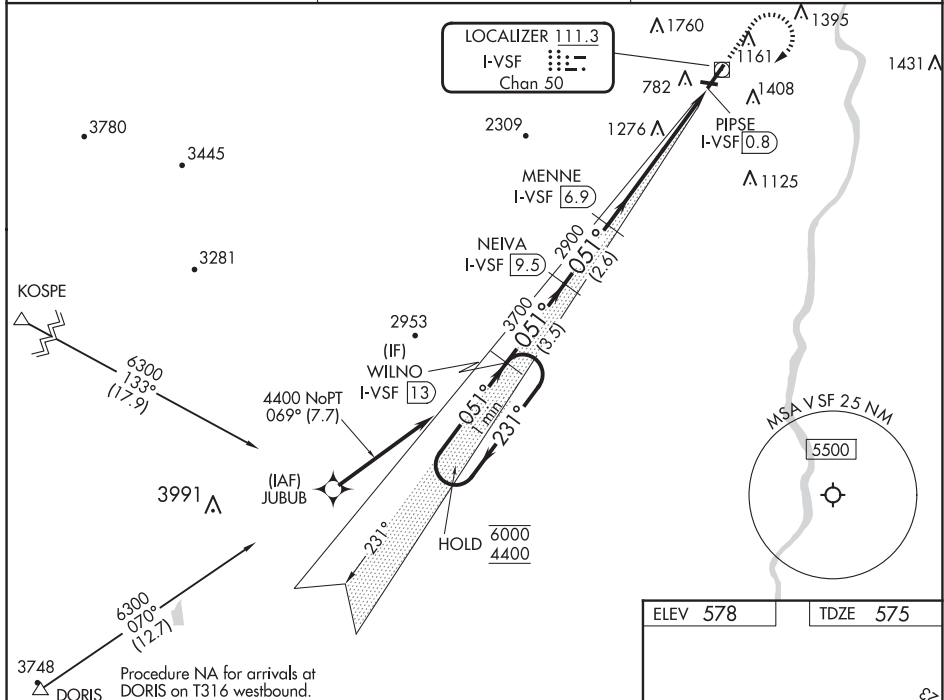
LOC RWY 5
HARTNESS STATE (SPRINGFIELD) (VSF)

DME required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4400 direct WILNO/13 DME and hold.

T	Rwy 5 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter
A NA	setting not received, use LEB altimeter setting and increase all MDAs 60 feet.
* -20°C	VDP NA when using LEB altimeter setting. Circling Rwy 11, 23, 29 NA at night.

ASOS 121.425	BOSTON CENTER 134.7 269.475	UNICOM 122.8 (CTAF) ①
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VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 59).

One Minute Holding Pattern

WILNO I-VSF 13

NEIVA I-VSF 9.5

MENNE I-VSF 6.9

PIPSE I-VSF 0.8

2000

4400

WILNO I-VSF 13

6000 ← 231°

4400 → 051°

051°

3700

2900

3.50° ≥ TCH 59

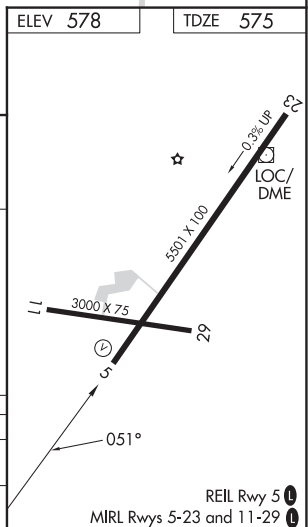
3.5 NM

2.6 NM

3.5 NM

2.6 NM

CATEGORY	A	B	C	D
S-5	1760-1¼ 1185 (1200-1¼)	1760-1½ 1185 (1200-1½)	1760-3	1185 (1200-3)
C CIRCLING	1760-1¼ 1182 (1200-1¼)	1760-1½ 1182 (1200-1½)	2600-3	2022 (2100-3)



NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS
211°

Rwy Idg
TDZE
Apt Elev

3110
268
280

RNAV (GPS) RWY 21

MINUTE MAN AIR FLD (6B6)

RNP APCH - GPS.

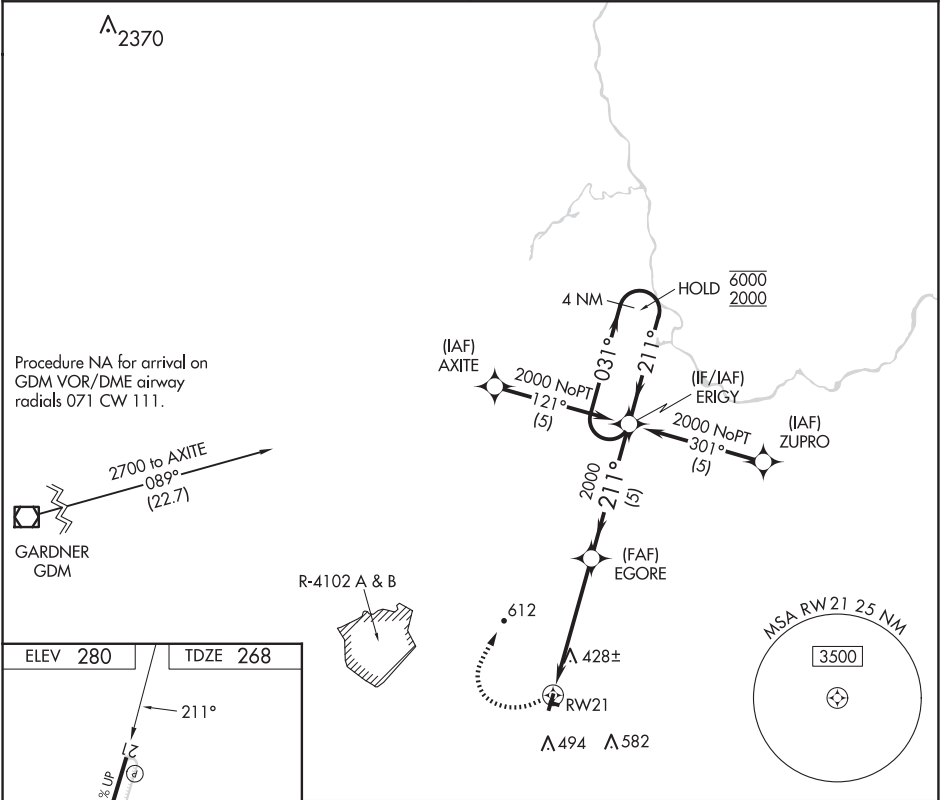
▼
▲ NA

Circling NA to Rwy 12 and 30. Rwy 21 helicopter visibility reduction below ¾ SM NA. Circling Rwy 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 ¼ SM.

MISSED APPROACH:
Climbing right turn to 2000 direct ERIGY and hold.

BOSTON APP CON
124.4 279.6

UNICOM
122.8 (CTAF) 1



ELEV 280

TDZE 268

211°

12

0.4 % UP

0.3 % UP

1500 X 40

3110 X 40

3

2000

ERIGY

Visual Segment - Obstacles.

EGORE

ERIGY

4 NM Holding Pattern

2000

211°

031°

6000

2000

5.1 NM

5 NM

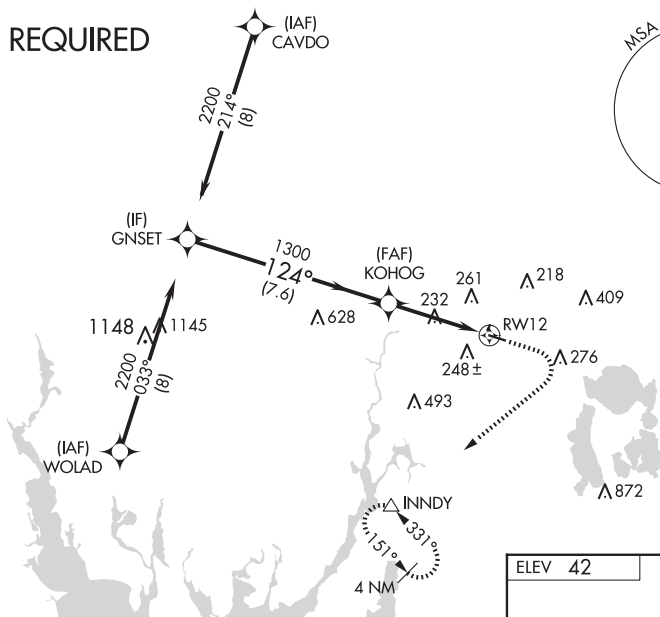
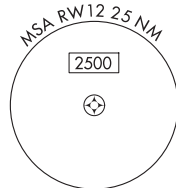
CATEGORY	A	B	C	D
LNAV MDA	960-1	692 (700-1)	NA	
CIRCLING	960-1 680 (700-1)	1020-1 740 (800-1)	NA	

REIL Rwy 21 1
LRL Rwy 3-21

RNAV (GPS) RWY 12
TAUNTON MUNI/KING FLD (TAN)

MISSED APPROACH: (Do not exceed 210K until INNDY) Climb to 500 then climbing right turn to 3000 direct INNDY and hold, continue climb in hold to 3000.

RADAR REQUIRED



The diagram shows the MIRA station layout. At the top, there are two boxes: "ELEV 42" and "TDZE 41". Below these, a runway labeled "30" runs diagonally from the bottom left to the top right. To its left, a shorter runway labeled "12" is also shown. A taxiway labeled "3499 X 75" runs parallel to the bottom of the runway "30". Another taxiway labeled "1034 X 60" is shown at an angle. A star symbol marks a specific location on the runway "30". A north arrow points upwards, and the angle "124°" is indicated between the runway "30" and the vertical. The text "REIL Rwy 30" and "MIRA Rwy 12-30" is at the bottom left.

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58139 W30A	APP CRS 304°	Rwy Idg 3499 TDZE 42 Apt Elev 42
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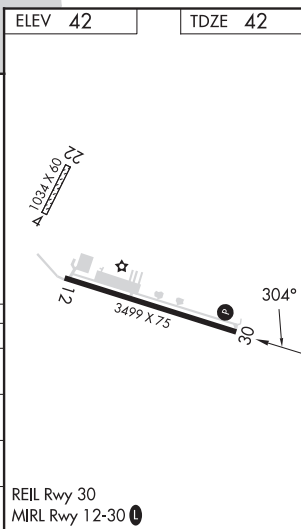
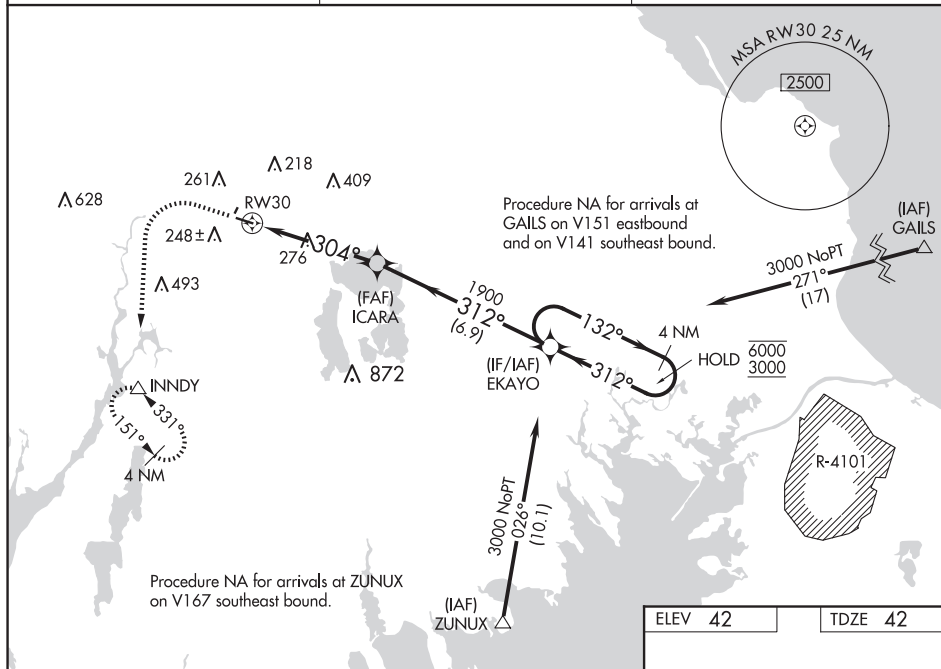
RNAV (GPS) RWY 30
TAUNTON MUNI/KING FLD (TAN)

RNP APCH.

T 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.

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.

ASOS 132.675	PROVIDENCE APP CON [★] 128.7 269.525	UNICOM 122.7 (CTAF) ①
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LOC/DME I-MVY	APP CRS	Rwy Idg	5504
108.7	236°	TDZE	63
Chan 24		Apt Elev	67

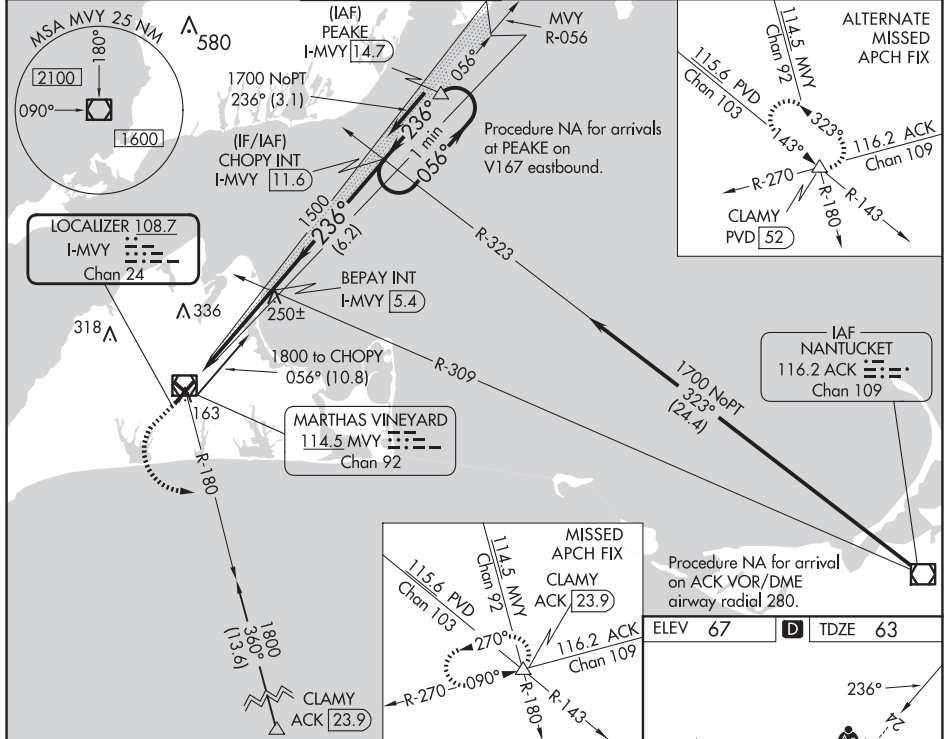
ILS or LOC RWY 24

MARTHA'S VINEYARD (MVY)

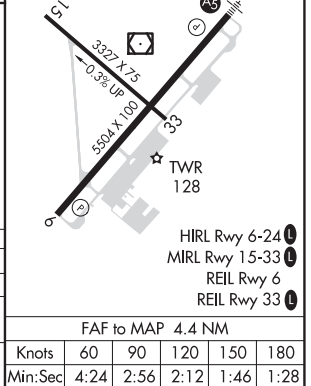
▼ VDP NA with Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA to 317 feet and all MDA 60 feet; increase S-LOC Cats C and D visibility to RVR 5000, Circling Cat C and D visibility ¼ SM. For inoperative MALS R when using Hyannis altimeter setting, increase S-LOC Cats C and D visibility to 1½ mile. Circling Rwy 15 NA at night. ** RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Hyannis altimeter setting).

MALS R
MISSED APPROACH:
Climb to 800 then
climbing left turn to 2500
on MVY VOR/DME R-180
to CLAMY INT/ACK 23.9
DME and hold.

ATIS 126.25	BOSTON APP CON 133.75	VINEYARD TOWER ★ 121.4 (CTAF) 0	GND CON 124.35	CLNC DEL 124.35	CLNC DEL 119.7 (When twr closed)	UNICOM 122.95
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800 ↑	2500 ↘ MVY R-180	CLAMY △	Use I-MVY DME when on the localizer course.			
			BEPAY INT I-MVY 5.4	CHOPY INT I-MVY 11.6	One Minute Holding Pattern	
<p>*LOC only</p> <p>I-MVY 1</p> <p>*I-MVY 2.3</p> <p>1500</p> <p>236°</p> <p>056° → 1700</p> <p>← 236°</p> <p>GS 3.00°</p> <p>TCH 51</p> <p>1.2 NM 3.2 NM 6.2 NM</p>						
CATEGORY	A		B	C	D	
S-ILS 24 **	263/24 200 (200-½)					
S-LOC 24	500/24 437 (500-½)		500/40 437 (500-¾)			
CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)		



WAAS CH 42601 W06A	APP CRS 056°	Rwy Idg TDZE Apt Elev	5504 58 67
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RNAV (GPS) RWY 6

MARTHA'S VINEYARD (MVY)

RNP APCH.

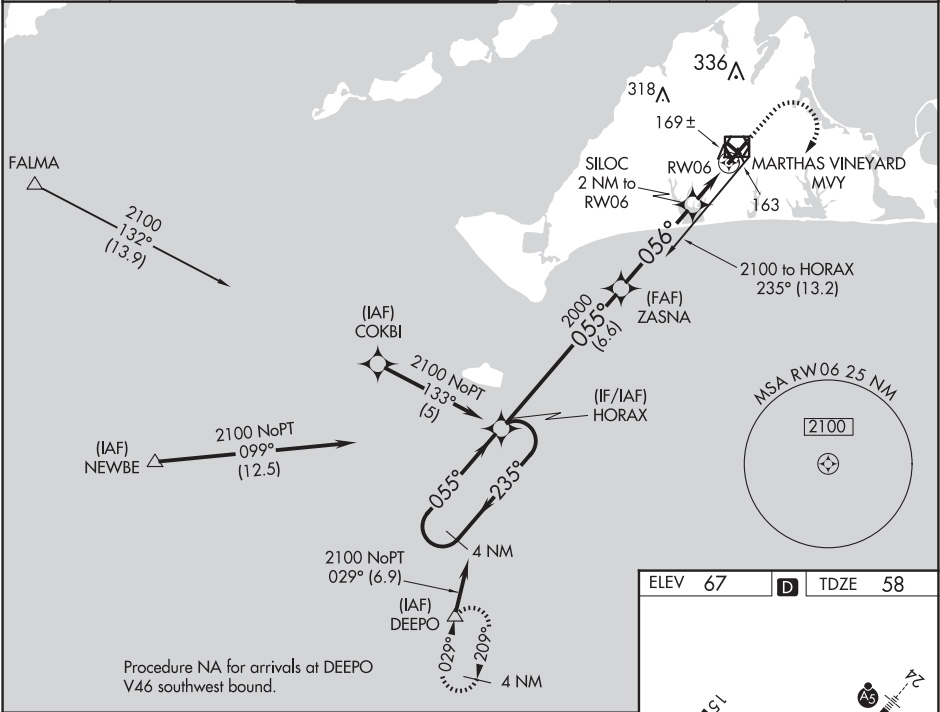
▼

Rwy 6 helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 362 feet and all Cats visibility by ¼ SM, increase LNAV/VNAV DA to 408 feet and all Cats visibility ⅛ SM; increase all MDAs 60 feet and Cats C and D visibility ¼ SM. Circling Rwy 15 NA at night.

MISSED APPROACH:

Climb to 800 then climbing right turn to 3000 direct DEEPO and hold.

ATIS 126.25	BOSTON APP CON 133.75	VINEYARD TOWER ★ 121.4 (CTAF) 0	GND CON 124.35	CLNC DEL 124.35	CLNC DEL 119.7 (When twr closed)	UNICOM 122.95
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4 NM

Holding Pattern

HORAX

ZASNA

2100

235°

055°

2000

055°

056°

740

GP 3.00°

TCH 50

6.6 NM

4 NM

1 NM

1 NM

800

3000

DEEPO

SILOC

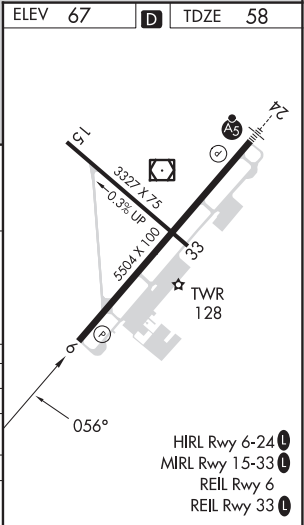
2 NM to RW06

*1 NM to RW06

*LNAV only

RW06

CATEGORY	A	B	C	D
LPV DA		308-¾	250 (300-¾)	
LNAV/ VNAV DA		354-1	296 (300-1)	
LNAV MDA		420-1	362 (400-1)	
CIRCLING	500-1	540-1	700-1¾	780-2¼
	433 (500-1)	473 (500-1)	633 (700-1¾)	713 (800-2¼)



WAAS CH 93829 W15A	APP CRS 146°	Rwy Idg TDZE 67 Apt Elev 67
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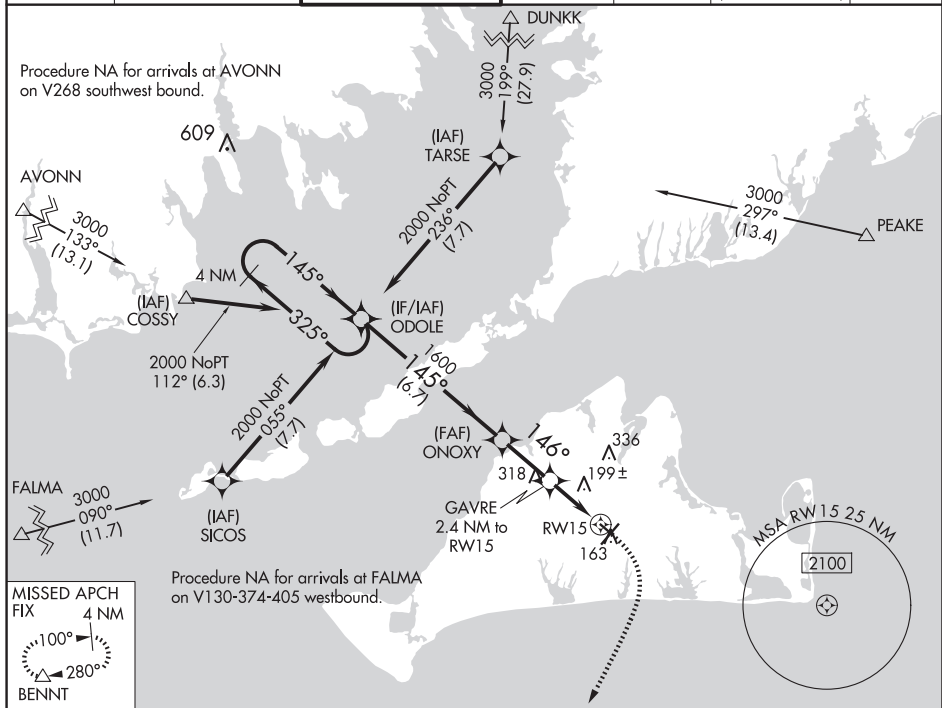
RNAV (GPS) RWY 15

MARTHA'S VINEYARD (MVY)

⚠ 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 ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 15 NA.

MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct BENNT and hold.

ATIS 126.25	BOSTON APP CON 133.75	VINEYARD TOWER ★ 121.4 (CTAF) 0	GND CON 124.35	CLNC DEL 124.35	CLNC DEL 119.7 (When twr closed)	UNICOM 122.95
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ELEV 67 **D** TDZE 67

4 NM Holding Pattern

ODOLE ONOXY GAVRE 2.4 NM to RW15

GP 3.00° TCH 53

6.7 NM 2.3 NM 2.4 NM

*LNAV only

CATEGORY	A	B	C	D
LPV DA		317-1	250 (300-1)	
LNAV/VNAV DA		317-1	250 (300-1)	
LNAV MDA	460-1	393 (400-1)	460-1½	393 (400-1½)
C CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)

146°

15

3327 X 75

-0.3% UP

5504 X 100

33

TWR 128

HIRL Rwy 6-24 **0**

MIRL Rwy 15-33 **0**

REIL Rwy 6

REIL Rwy 33 **0**

WAAS CH 48804 W24A	APP CRS 236°	Rwy Idg TDZE Apt Elev	5504 63 67
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RNAV (GPS) RWY 24

MARTHA'S VINEYARD (MVY)

⚠

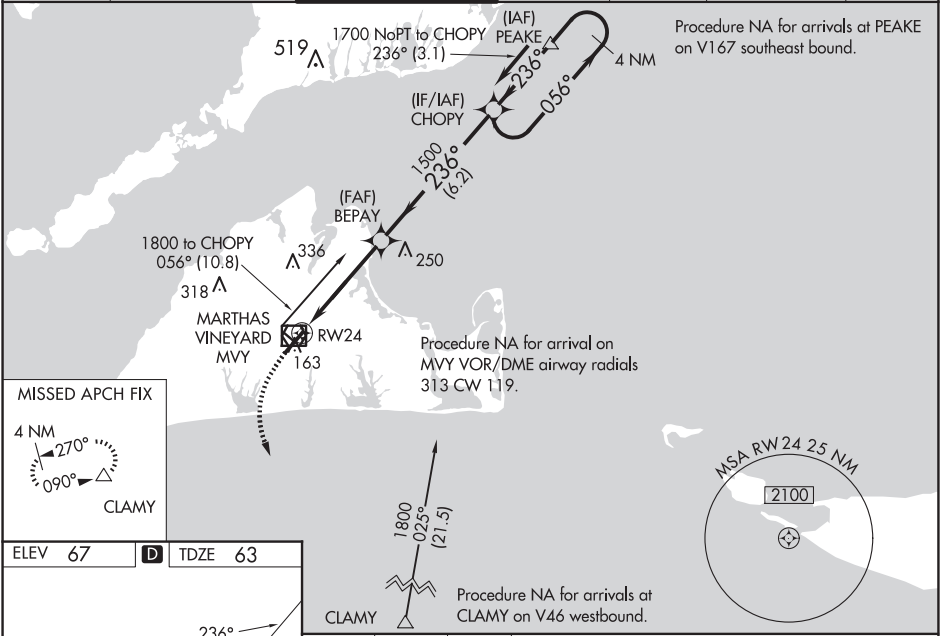
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility to RVR 5200; increase LNAV Cats C/D visibility to RVR 5000; increase Circling visibility to 2 miles and D to 2 ½ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile. For inop MALSR using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ mile and increase LNAV Cats C/D visibility to 1½ mile. VDP and Baro-VNAV NA when using Hyannis altimeter setting. Night landing: Rwy 15 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hyannis altimeter setting.

MALSR

AS

MISSED APPROACH:
Climb to 500 then climbing left turn to 2500 direct CLAMY and hold.

ATIS 126.25	BOSTON APP CON 133.75	VINEYARD TOWER ★ 121.4 (CTAF) 0	GND CON 124.35	CLNC DEL 124.35	CLNC DEL 119.7 (When twr closed)	UNICOM 122.95
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ELEV 67

D

TDZE 63

3377 X 75

550 X 105

33

TWR 128

HIRL Rwy 6-24

MIRL Rwy 15-33

REIL Rwy 6

REIL Rwy 33

500	2500	CLAMY	4 NM	Holding Pattern
*LNAV only	*1.2 NM to RW24	BEPAY	CHOPY	1700
RW24	1500	1500	056°	236°
1.2 NM	3.2 NM	6.2 NM	GP 3.00° TCH 51	
CATEGORY	A	B	C	D
LPV DA		** 263/24	200 (200-½)	
LNAV/ VNAV DA		480/47	417 (500-1)	
LNAV MDA	500/24	437 (500-½)	500/40	437 (500-¾)
CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)

WAAS CH 56629 W33A	APP CRS 326°	Rwy Idg 3327 TDZE 66 Apt Elev 67
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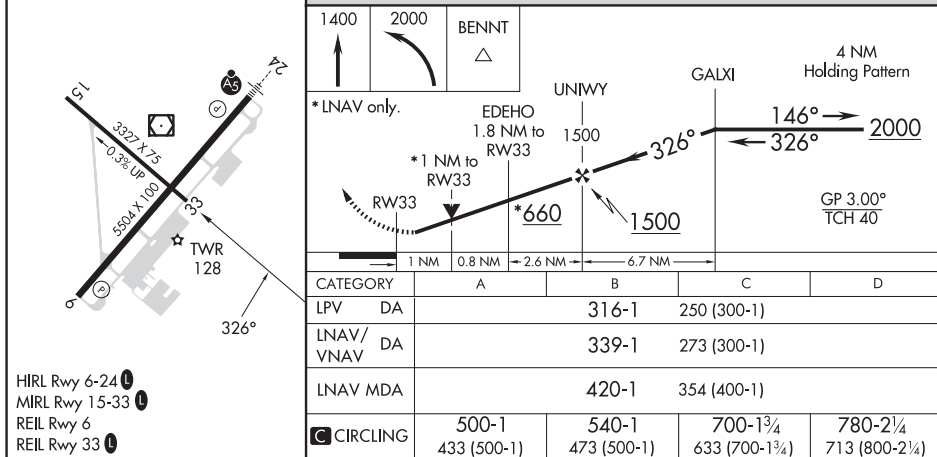
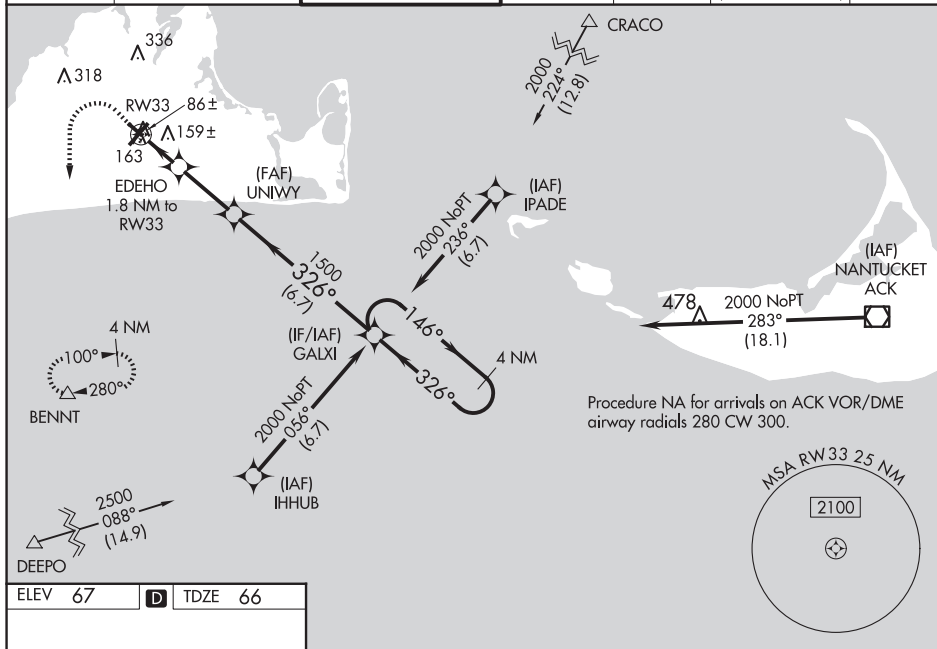
RNAV (GPS) RWY 33

MARTHA'S VINEYARD (MVY)

T Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -15°C or above 43°C. Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 370 feet, UNAV/VNAV DA to 393 feet, and all visibilities $\frac{1}{8}$ SM, increase all MDA 60 feet and Cat C and D visibilities $\frac{1}{4}$ 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.

ATIS 126.25	BOSTON APP CON 133.75	VINEYARD TOWER * 121.4 (CTAF) 0	GND CON 124.35	CLNC DEL 124.35	CLNC DEL 119.7 (When twr closed)	UNICOM 122.95
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Orig-B 30JAN20

MARTHA'S VINEYARD (MVY)
RNAV (GPS) RWY 33

41°24'N-70°37'W

NE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME	MVY	Rwy Idg	5504
114.5	APP CRS	TDZE	58
Chan 92	050°	Apt Elev	67

VOR RWY 6

MARTHA'S VINEYARD (MVY)

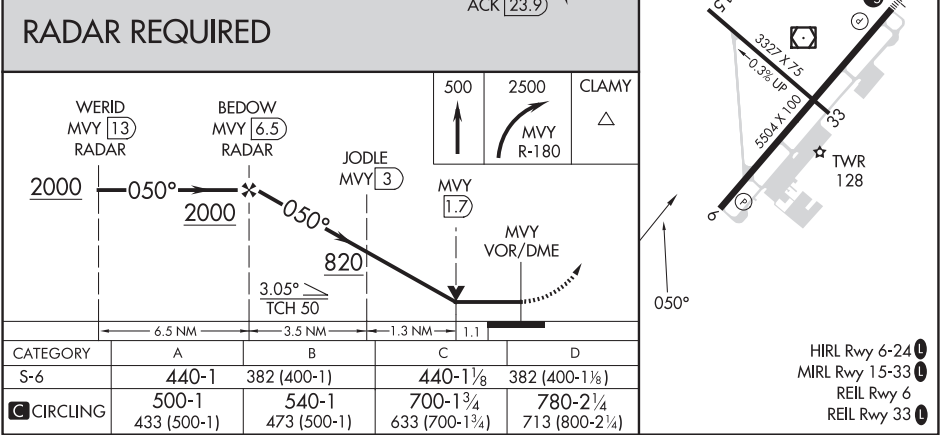
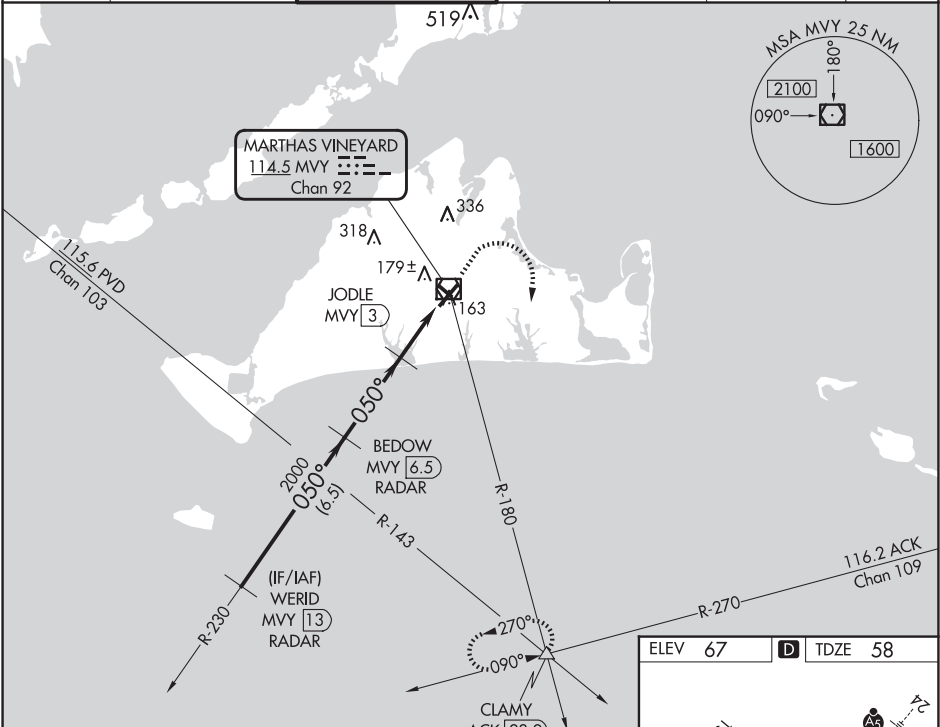
▼

DME required. Rwy 6 helicopter visibility reduction below ¾ SM NA. VDP NA with Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 60 feet; increase S-6 Cats C and D visibility ¼ mile. Night landing: Rwy 15 NA.

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.

ATIS	BOSTON APP CON	VINEYARD TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.25	133.75	121.4 (CTAF) 0	124.35	124.35	119.7 (When twr closed)	122.95



25107

AIRPORT DIAGRAM

AL-694 (FAA)

MARTHA'S VINEYARD (MVY)
VINEYARD HAVEN, MASSACHUSETTS

ATIS
126.25
VINEYARD TOWER ★
121.4
GND CON
124.35
CLNC DEL
124.35
119.7 (When Tower Closed)

D

FIELD
ELEV
67

144.6°

3327 X 75

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° E

VAR 1.0° N

ELEV
63

41°24.0'N

41°23.5'N

41°23.0'N

70°37.0'W

70°36.5'W

ELEV
54

034.6°

5504 X 100

COMMERCIAL
GA RAMPTWR
128TERMINAL
FBO RAMPTRANSIENT
GA RAMPHANGAR
COMPLEXTRANSIENT
GA RAMP

RWY 06-24
PCR 200 F/A/X/T
S-65, D-108, 2D-185
RWY 15-33
PCR 90 F/A/X/T
S-31, D-45, 2D-61

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

25107

VINEYARD HAVEN, MASSACHUSETTS
MARTHA'S VINEYARD (MVY)

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-RLU 110.5 Chan 42	APP CRS 047°	Rwy Idg 5500 TDZE 309 Apt Elev 333
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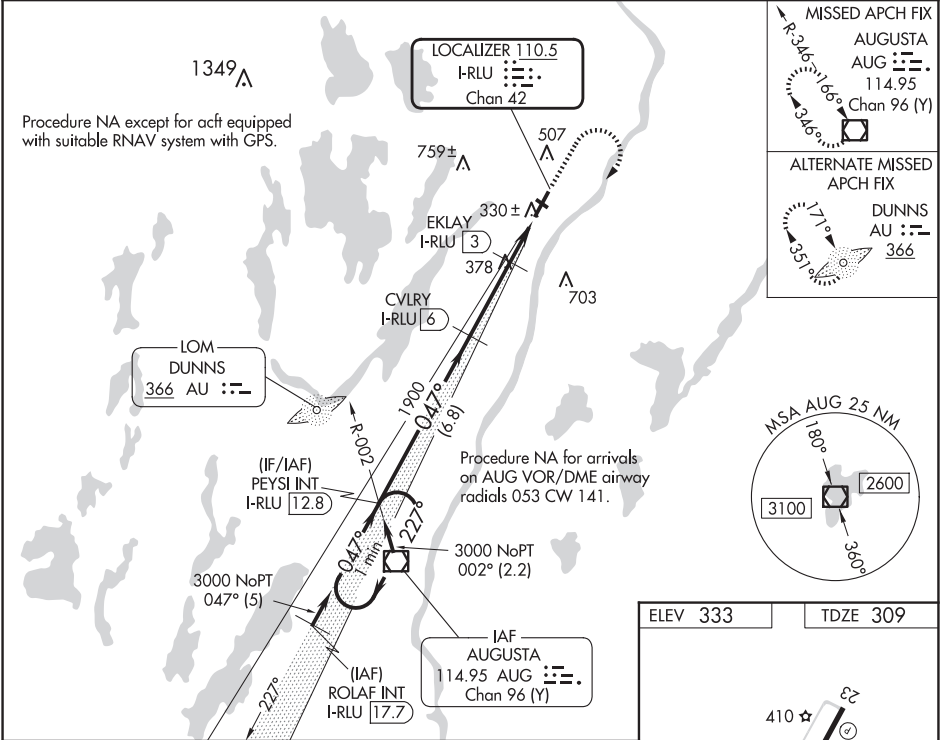
ILS or LOC/DME RWY 5
WATERVILLE RGNL (WVL)

⚠ Night landing: Rwy 14 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Augusta altimeter setting. When local altimeter setting not received, use Augusta altimeter setting and increase S-ILS 5 DA to 544 feet; increase all MDAs 40 feet and increase S-LOC 5 Cats C/D and Circling Cat D visibility 1/4 SM. Inop table does not apply to S-ILS 5. For inop MALSF, increase S-LOC 5 Cat D visibility to 1 mile. For inop MALSF, when using Augusta altimeter setting, increase S-ILS 5 all Cats visibility to 3/8 mile and S-LOC 5 Cat C/D visibility to 1 1/8 mile. Autopilot coupled approach NA below 600.

MALSF

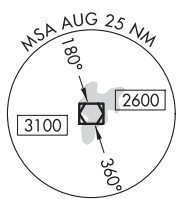
MISSED APPROACH:
Climb to 1200 then
climbing right turn to
3000 direct AUG
VOR/DME and hold.

AWOS-3PT 118.375	PORTLAND APP CON ★ 128.35 299.2	CLNC DEL 124.6 299.2	UNICOM 122.7 (CTAF) 0
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MISSED APCH FIX
AUGUSTA
AUG 114.95
Chan 96 (Y)

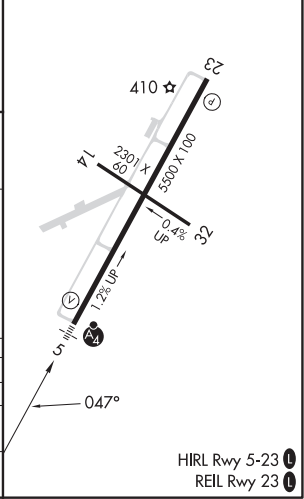
ALTERNATE MISSED
APCH FIX
DUNNS
AU 366



ELEV 333	TDZE 309
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One Minute Holding Pattern

CATEGORY	A	B	C	D
S-ILS 5		509-3/4	200 (200-3/4)	
S-LOC 5		680-3/4	371 (400-3/4)	
CIRCLING	860-1	527 (600-1)	1100-2 1/4 767 (800-2 1/4)	1120-2 1/2 787 (800-2 1/2)



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WATERVILLE, MAINE

AL-5129 (FAA)

24137

WAAS CH 70418 W05A	APP CRS 047°	Rwy Idg TDZE 309 Apt Elev 333
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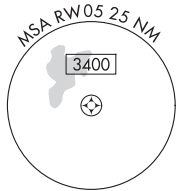
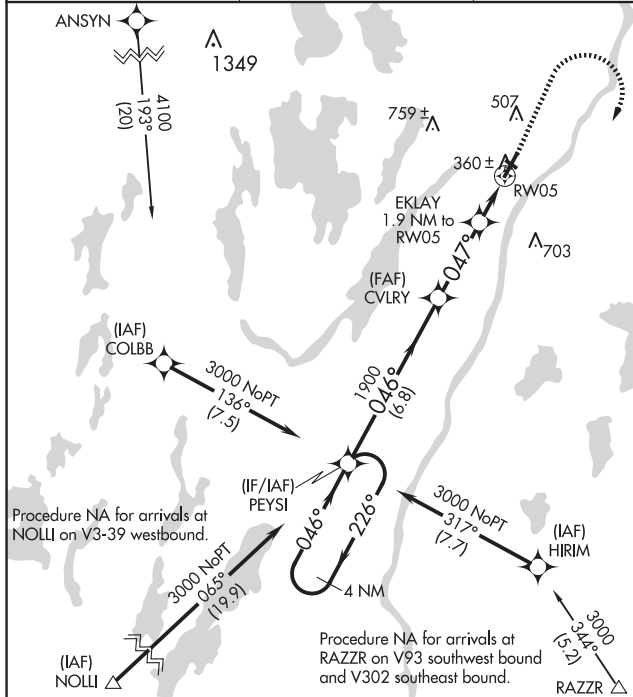
RNAV (GPS) RWY 5

WATERVILLE RGNL (WVL)

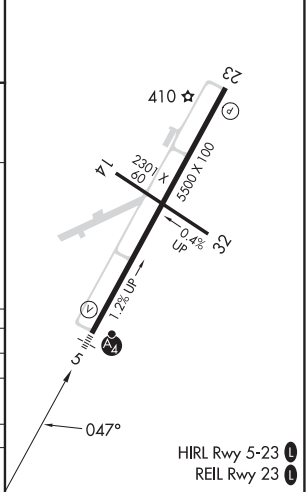
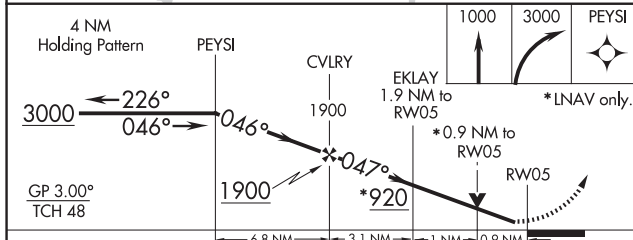
⚠ Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Augusta altimeter setting. When local altimeter setting not received, use Augusta altimeter setting; increase LPV DA to 544 feet, LNAV/VNAV DA to 623 feet and all visibilities ¾ SM; increase all MDAs 40 feet and Circling Cat C visibility ¼ SM. Night Landing: Rwy 14 NA. For inop MALSF, increase LNAV/VNAV Cat D visibility to 1 mile and LNAV Cats C/D visibility to ¾ mile. For inop MALSF, when using Augusta altimeter setting, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV Cat D visibility to 1 ½ mile, and LNAV Cat D visibility to 1 mile.

MALSF **MISSED APPROACH:** Climb to 1000 then climbing right turn to 3000 direct PEYSI and hold.

AWOS-3PT 118.375	PORTLAND APP CON ★ 128.35 299.2	CLNC DEL 124.6 299.2	UNICOM 122.7 (CTAF) 0
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ELEV 333	TDZE 309
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CATEGORY	A	B	C	D
LPV DA		509-¾	200 (200-¾)	
LNAV/VNAV DA		588-¾	279 (300-¾)	
LNAV MDA		620-¾	311 (300-¾)	
CIRCLING	860-1	527 (600-1)	1100-2¼ 767 (800-2¼)	1120-2½ 787 (800-2½)

WATERVILLE, MAINE
Amdt 1D 07OCT21

44°32'N-69°41'W

WATERVILLE RGNL (WVL)
RNAV (GPS) RWY 5

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 63100 W23A	APP CRS 227°	Rwy Idg TDZE 333 Apt Elev 333
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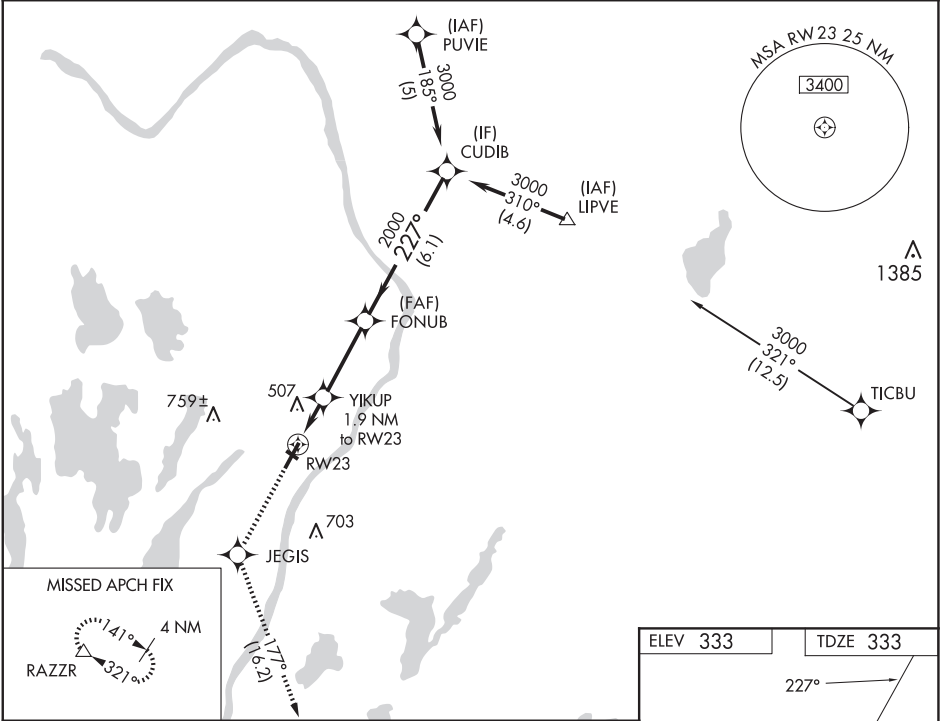
RNAV (GPS) RWY 23

WATERVILLE RGNL (WVL)

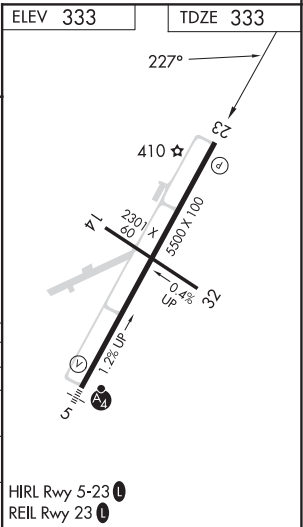
Circling to Rwy 14 and 32 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta altimeter setting; increase LPV DA to 618 feet and all visibilities ¼ SM; increase all MDAs 40 feet and increase LNAV Cat C and Circling Cat D visibility ¼ SM. VDP NA when using Augusta altimeter setting.

MISSED APPROACH: Climb to 3000 direct JEGIS and via a 177° track to RAZZR and hold.

AWOS-3PT 118.375	PORTLAND APP CON ★ 128.35 299.2	CLNC DEL 124.6 299.2	UNICOM 122.7 (CTAF)
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3000	JEGIS	tr 177°	RAZZR
*LNAV only.			
RW23	*1.4 NM to RW23	YIKUP 1.9 NM to RW23	FONUB
*980		CUDIB 3000	
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).		Procedure Turn NA	
GP 3.00° TCH 45			
1.4 NM 0.5 NM 3.1 NM 6.1 NM			
CATEGORY	A	B	C
LPV DA	583-¾ 250 (300-¾)		
LNAV/VNAV DA	NA		
LNAV MDA	800-1 467 (500-1)	800-1¼ 467 (500-1¼)	800-1½ 467 (500-1½)
CIRCLING	860-1 527 (600-1)	1100-2¼ 767 (800-2¼)	1120-2½ 787 (800-2½)

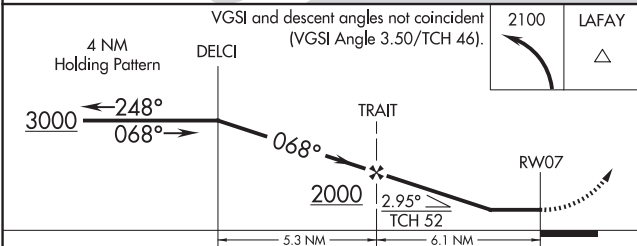
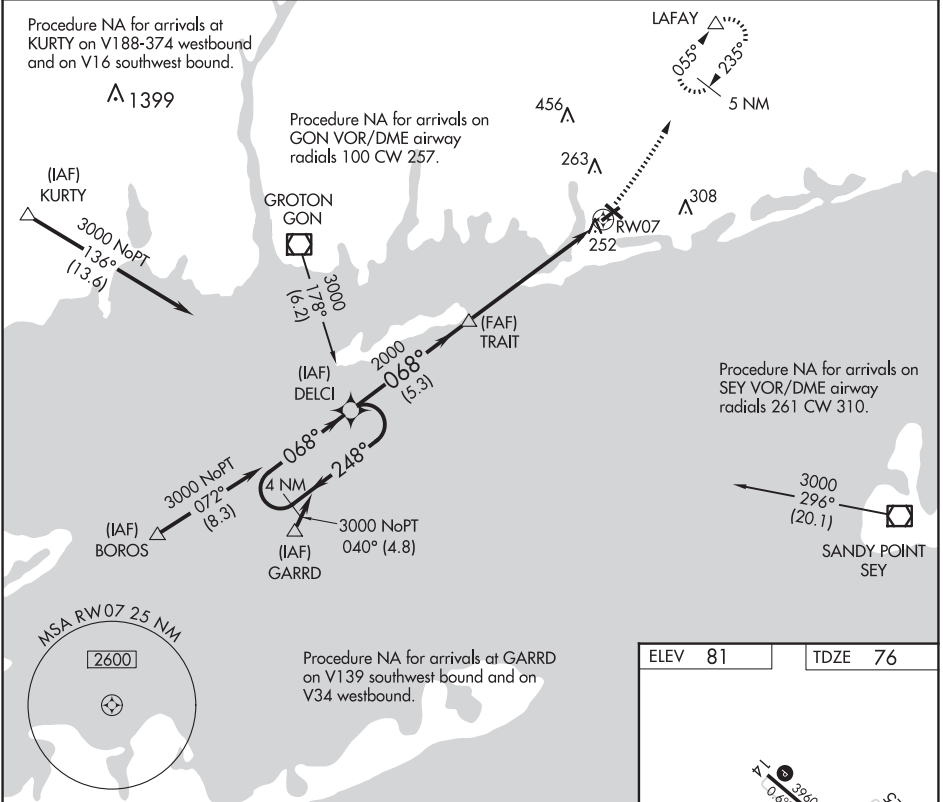


APP CRS	Rwy Idg	4010
068°	TDZE	76
	Apt Elev	81

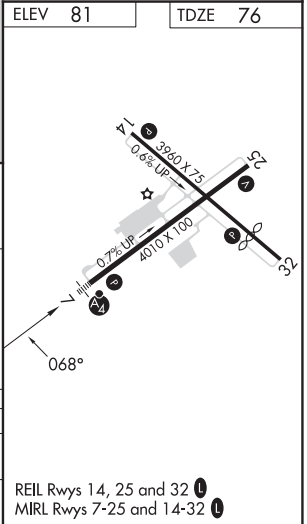
RNAV (GPS) RWY 7
WESTERLY STATE (WST)

Inoperative table does not apply. DME/DME RNP-0.3 NA. NA Rwy 7 Straight-in and Circling and Circling Rwy 14 and 32 NA at night.	MALSF	MISSED APPROACH: Climbing left turn to 2100 direct LAFAY and hold.
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ASOS 132.375	PROVIDENCE APP CON ★ 119.45 319.2	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	520-1	444 (500-1)	520-1¼ 444 (500-1¼)	520-1½ 444 (500-1½)
CIRCLING	580-1	499 (500-1)	720-1¾ 639 (700-1¾)	760-2¼ 679 (700-2¼)



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-RLS 108.9 Chan 26	APP CRS 068°	Rwy Idg TDZE 76 Apt Elev 81	4010	LOC RWY 7 WESTERLY STATE (WST)
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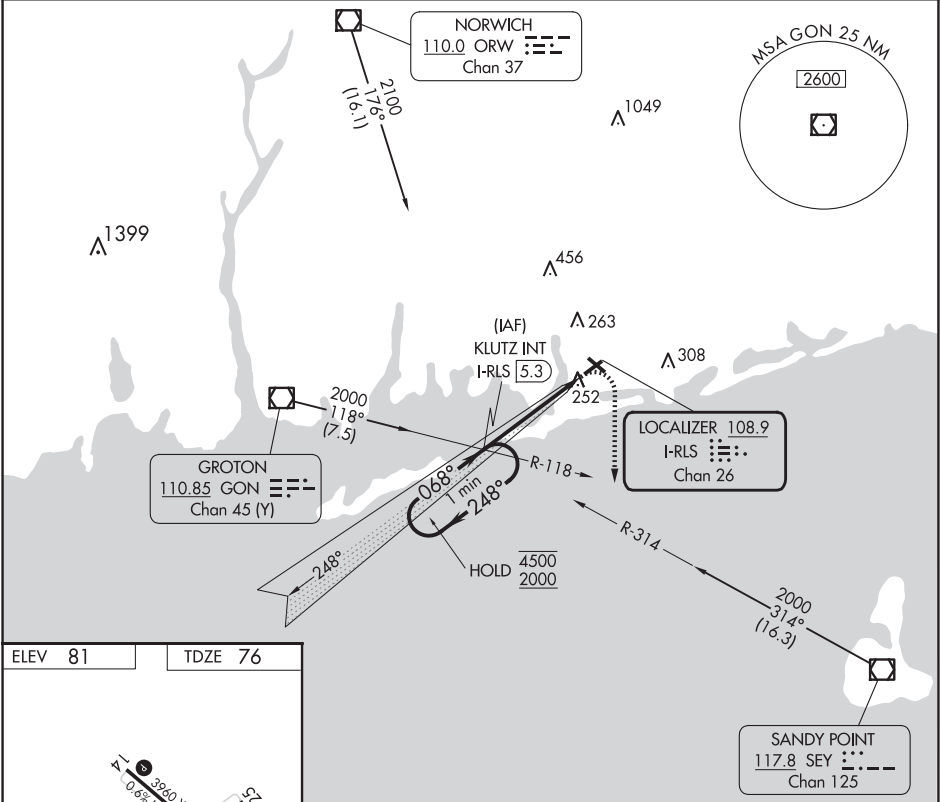
NA

Circling to Rwy 14 and 32 NA at night.
Rwy 7 helicopter visibility reduction below
¾ SM NA. Inop table does not apply.

MALSF

MISSED 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.

ASOS 132.375	PROVIDENCE APP CON ★ 119.45 319.2	UNICOM 123.0 (CTAF) 0
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ELEV 81

TDZE 76

REIL Rws 14, 25 and 32

MIRL Rws 7-25 and 14-32

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

One Minute Holding Pattern

KLUTZ INT I-RLS 5.3

2000	SEY R-314	KLUTZ INT
hdg 180°		

4500	248°	068°	1800	068°	3.50°	TCH 46	3.5 NM	1.1
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CATEGORY	A	B	C	D
S-7	520-1	444 (500-1)	520-1¾	444 (500-1¾)
CIRCLING	580-1	499 (500-1)	720-2 639 (700-2)	760-2¼ 679 (700-2¼)

WESTFIELD/SPRINGFIELD, MASSACHUSETTS

AL-446 (FAA)

25163

LOC I-BAF 111.9	APP CRS 204°	Rwy Ldg 8919
		TDZE 270
		Apt Elev 270

ILS or LOC RWY 20

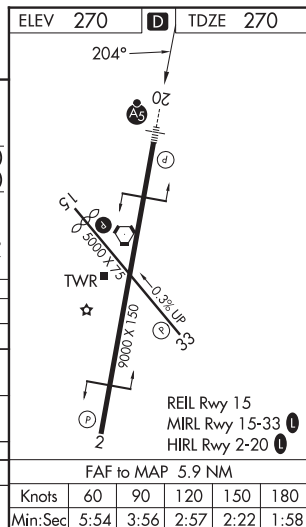
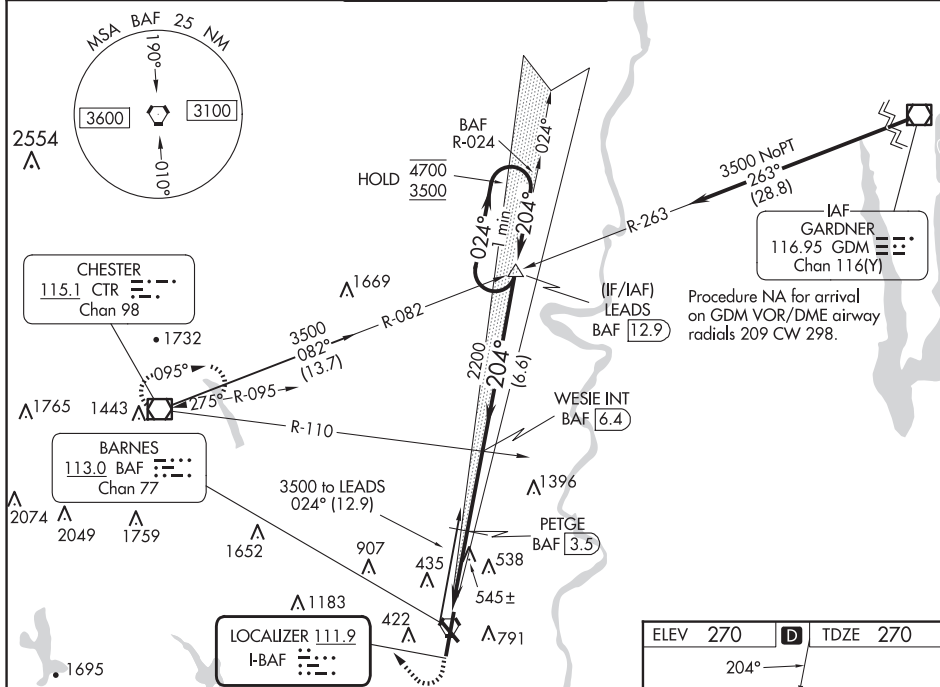
WESTFIELD-BARNES RGNL (BAF')

⚠ Circling Rwy 15 NA at night. DME from BAF VORTAC. DME use requires simultaneous reception of I-BAF and BAF DME. For inop ALS, increase S-ILS 20 Cat E visibility to RVR 4000; increase S-LOC 20 Cat E visibility to 3 SM; increase PETGE fix minimums S-LOC 20 Cat E visibility to 1½ SM.



MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb-in-hold to 4000.

ATIS 127.1 263.15	BRADLEY APP CON 125.35 281.5	WESTFIELD TOWER ★ 125.075 (CTAF) 251.1	GND CON 121.7 289.4	CLNC DEL 121.7
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1300	4000	CTR	* LOC only.	WEISIE INT BAF [6.4]	LEADS BAF [12.9]	One Minute Holding Pattern
BAF [0.5]	BAF [2]	PETGE BAF [3.5]		2200	204°	4700 3500
1.5 NM	1.5 NM	2.9 NM	6.6 NM			GS 3.00° TCH 50
CATEGORY	A	B	C	D	E	
S-ILS 20	520/24 250 (300-1½)					
S-LOC 20	1260/40 990 (1000-¾)	1260/55 990 (1000-1)	1260-2½	990 (1000-2½)		
CIRCLING	1260-1¼ 990 (1000-1¼)	1260-1½ 990 (1000-1½)	1260-3 990 (1000-3)	1660-3 1390 (1400-3)		
PETGE FIX MINIMUMS (DME REQUIRED)						
S-LOC 20	800/24	530 (600-½)	800/55	530 (600-1)		
CIRCLING	1160-1¼ 890 (900-1¼)	1160-2¾ 890 (900-2¾)	1660-3	1390 (1400-3)		

WESTFIELD/SPRINGFIELD, MASSACHUSETTS

Amdt 8D 28DEC23

42°09'N-72°43'W

WESTFIELD-BARNES RGNL (BAF')

ILS or LOC RWY 20

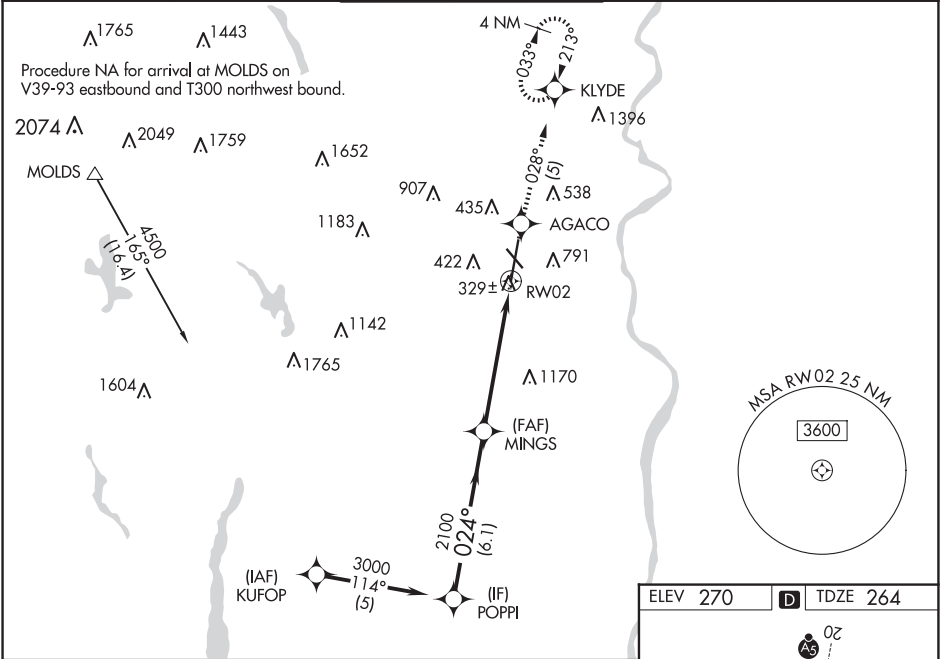
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 77817 W02A	APP CRS 024°	Rwy Ldg TDZE Apt Elev 9000 264 270
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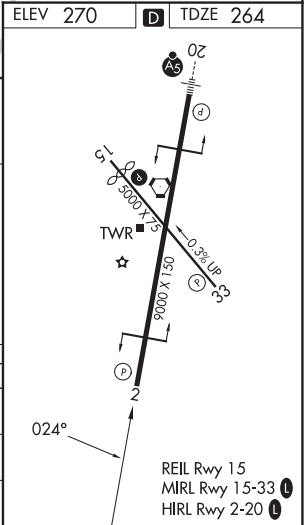
RNAV (GPS) RWY 2
WESTFIELD-BARNES RGNL (BAF')

RNP APCH.	Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Bradley Intl altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 2 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 3000 direct AGACO and on track 028° to KLYDE and hold, continue climb-in-hold to 3000.
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ATIS 127.1 263.15	BRADLEY APP CON 125.35 281.5	WESTFIELD TOWER ★ 125.075 (CTAF) 0 251.1	GND CON 121.7 289.4	CINC DEL 121.7
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).				
CATEGORY	A	B	C	E
LPV DA	515-1 251 (300-1)			
LNAV/VNAV DA	858-2 594 (600-2)			
LNAV MDA	1360-1¼ 1096 (1100-1¼)	1360-1½ 1096 (1100-1½)	1360-3	1096 (1100-3)



WAAS CH 86405 W20A	APP CRS 204°	Rwy Ldg TDZE Apt Elev	8919 270 270
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RNAV (GPS) RWY 20

WESTFIELD-BARNES RGNL (B.A.F.)

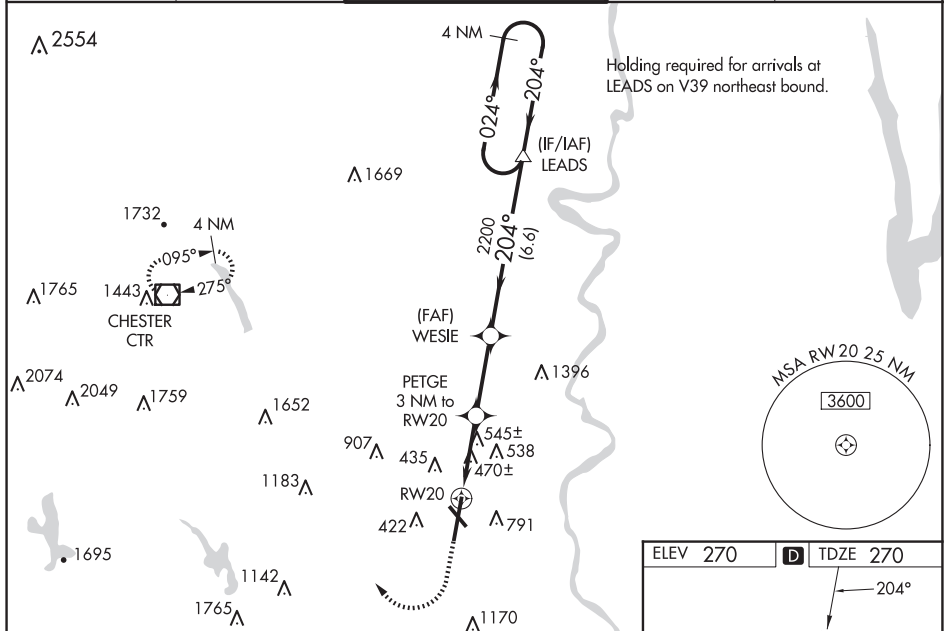
⚠ Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bradley Intl altimeter setting and increase LPV DA to 561; LNAV/VNAV DA to 996 and increase all Cats visibility to 2½; all MDA 60 feet and LNAV Cats B, C, D and E visibility to 1¼. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 2½, LNAV Cat E visibility to 1½. Night landing: Rwy 15 NA.

❄ -20°C

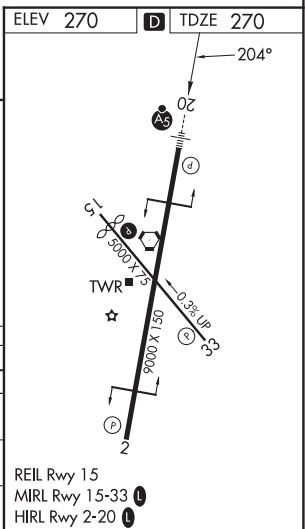
MALSR

MISSED APPROACH:
Climb to 1700 then climbing right turn to 4000 direct CTR VOR/DME and hold.

ATIS 127.1 263.15	BRADLEY APP CON 125.35 281.5	WESTFIELD TOWER ★ 125.075 (CTAF) 0 251.1	GND CON 121.7 289.4	CLNC DEL 121.7
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1700 ↑	4000 ↗	CTR 					
* LNAV only.			GP 3.00° TCH 50'				
CATEGORY		A	B	C	D	E	
LPV	DA	520/24		250 (300-½)			
LNAV/ VNAV	DA	955-1⅞		685 (700-1⅞)			
LNAV	MDA	800/24	530 (600-½)	800/55		530 (600-1)	
C CIRCLING		1160-1¼	890 (900-1¼)	1160-2¾ 890 (900-2¾)	1660-3 1390 (1400-3)		



BAF VORTAC	APP CRS	Rwy Ldg
113.0	208°	8919
Chan 77	TDZE	270
	Apt Elev	270

VOR RWY 20

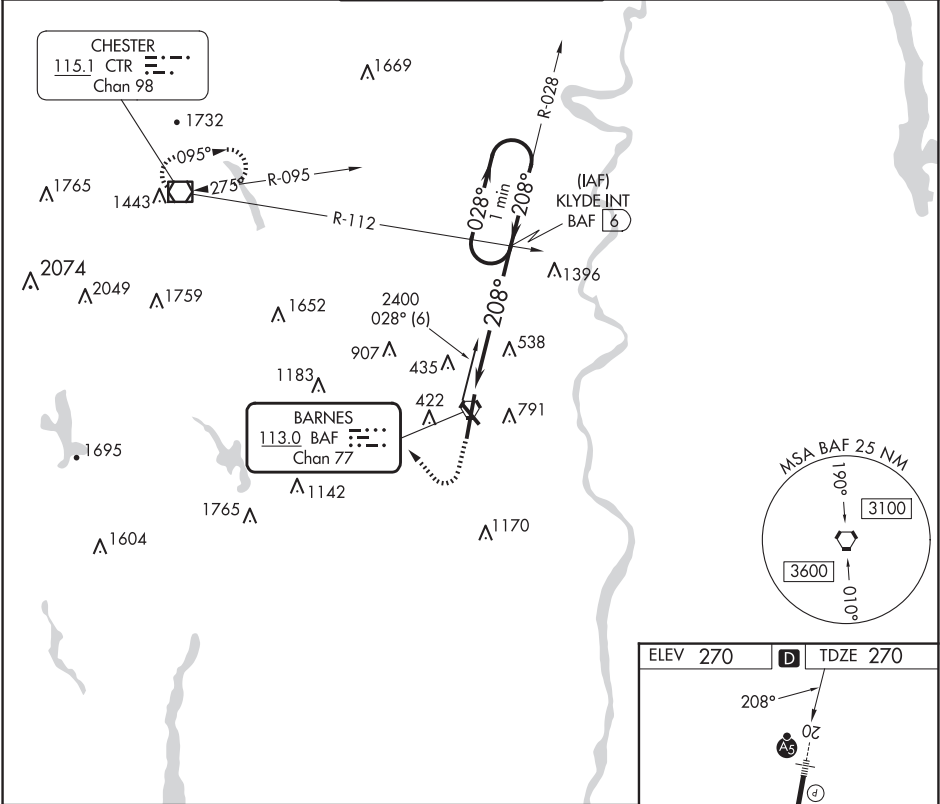
WESTFIELD-BARNES RGNL (BAF)

For inoperative MALSR, increase Cat A/B visibility to RVR 5000. Night landing: Rwy 15 NA.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct CTR VOR/ DME and hold, continue climb in hold to 4000.

ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON	CLNC DEL
127.1 263.15	125.35 281.5	125.075 (CTAF) 251.1	121.7 289.4	121.7



1200

4000

CTR

KLYDE INT BAF 6

One Minute Holding Pattern

BAF VORTAC

BAF 2

208°

2100

3.04°

TCH 43

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

CATEGORY	A	B	C	D
S-20	940/40	670 (700-¾)	940/60	940-1½
			670 (700-1¼)	670 (700-1½)
CIRCLING	1160-1¼	890 (900-1¼)	1160-2¾	1660-3
			890 (900-2¾)	1390 (1400-3)

REIL Rwy 15

MIRL Rwy 15-33

HIRL Rwy 2-20

BAF VORTAC	APP CRS	Rwy Ldg	9000
113.0	025°	TDZE	264
Chan 77		Apt Elev	270

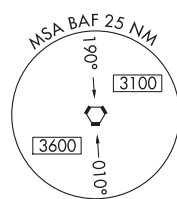
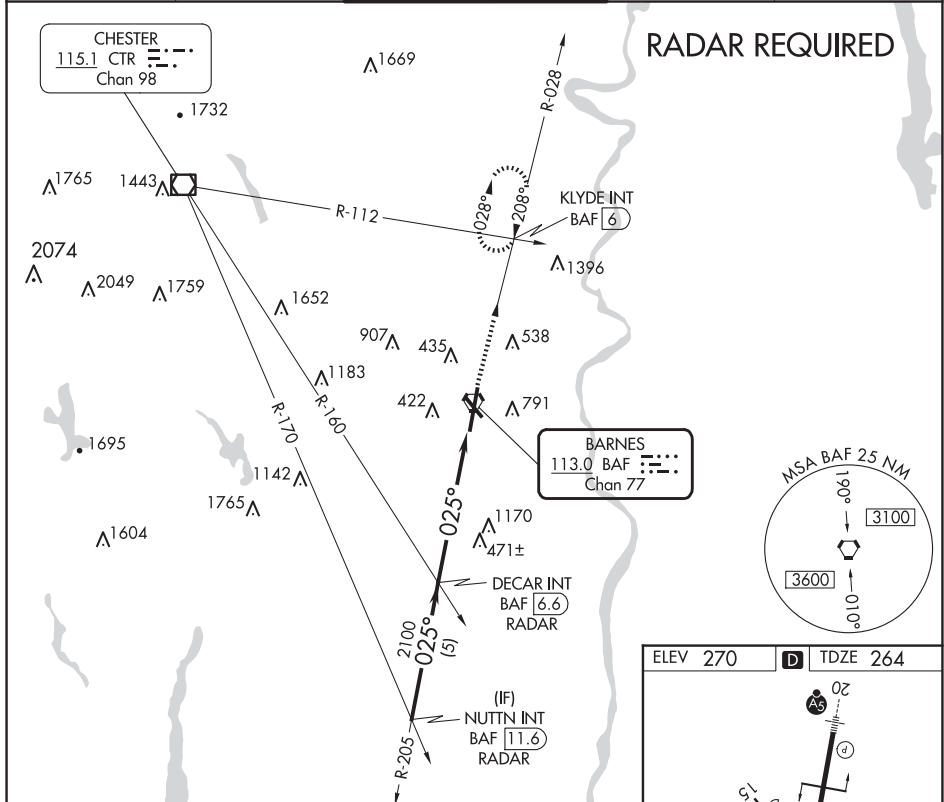
VOR or TACAN RWY 2

WESTFIELD-BARNES RGNL (BAF')

Night landing: Rwy 15 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 via the BAF VORTAC R-028 to KLYDE INT and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON	CLNC DEL
127.1 263.15	125.35 281.5	125.075 (CTAF) 251.1	121.7 289.4	121.7



ELEV 270 TDZE 264

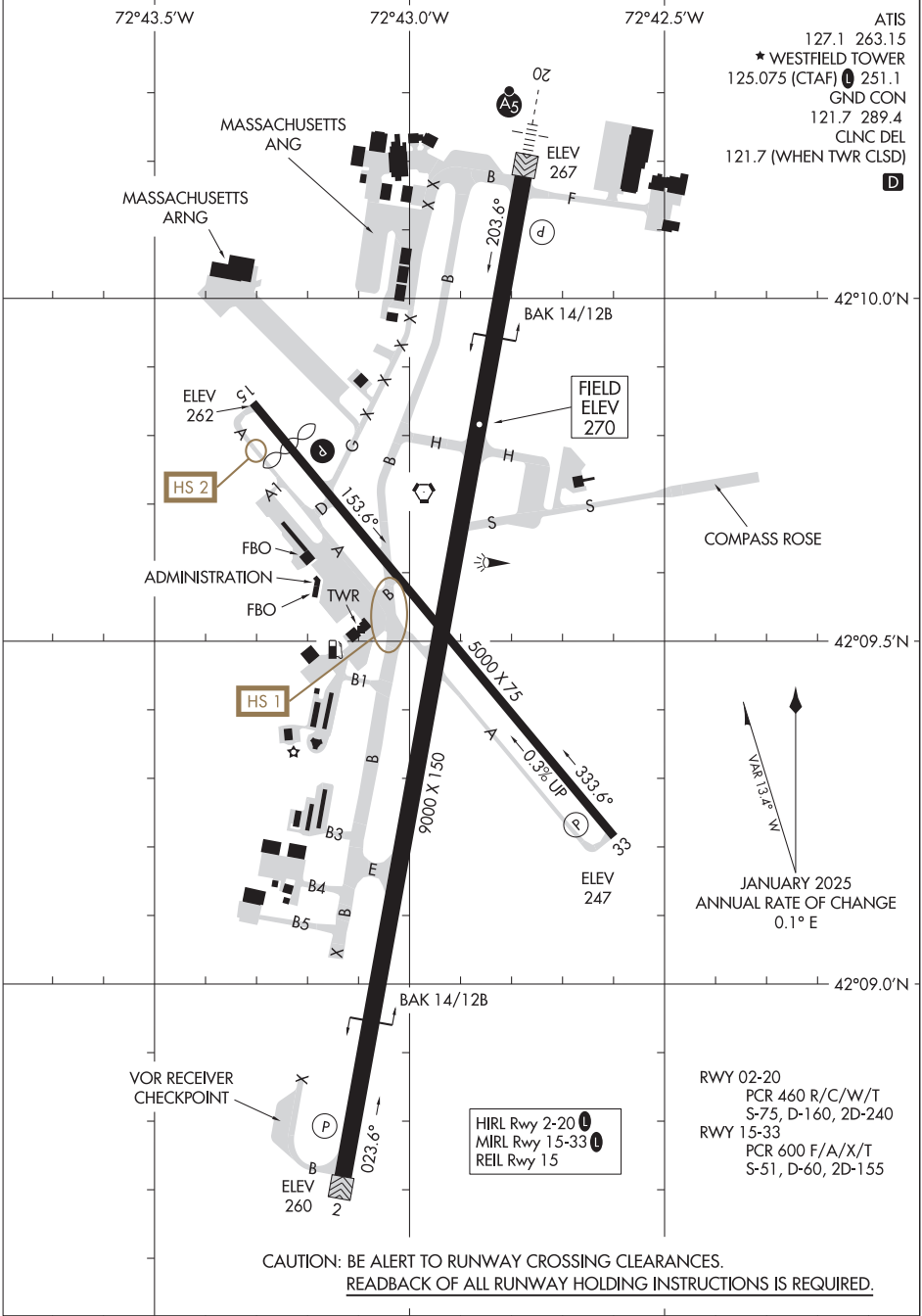
REIL Rwy 15
MIRL Rwy 15-33
HIRL Rwy 2-20

FAF to MAP 5.6 NM	Knots	60	90	120	150	180
	Min:Sec	5:36	3:44	2:48	2:14	1:52

NUTTN INT BAF 11.6 RADAR		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).		3000		KLYDE INT	
3000		025°		2100		BAF R-028	
				3.02°		BAF 1 BAF VORTAC	
				TCH 43			
5 NM		5.6 NM					
CATEGORY	A	B	C	D	E		
S-2	780-1	516 (600-1)	780-1½ 516 (600-1½)	780-1¾	516 (600-1¾)		
CIRCLING	1160-1¼	890 (900-1¼)	1160-2¾ 890 (900-2¾)	1660-3	1390 (1400-3)		

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025



(CSTL9.CCC) 25163

AL-446 (FAA)

WESTFIELD-BARNES RGNL (BAF)
WESTFIELD/SPRINGFIELD, MASSACHUSETTS

COASTAL NINE DEPARTURE

ATIS
127.1 263.15
GND CON
121.7 289.4
WESTFIELD TOWER ★
125.075 (CTAF) 251.1
BRADLEY DEP CON
125.35 281.5

TOP ALTITUDE:
3000

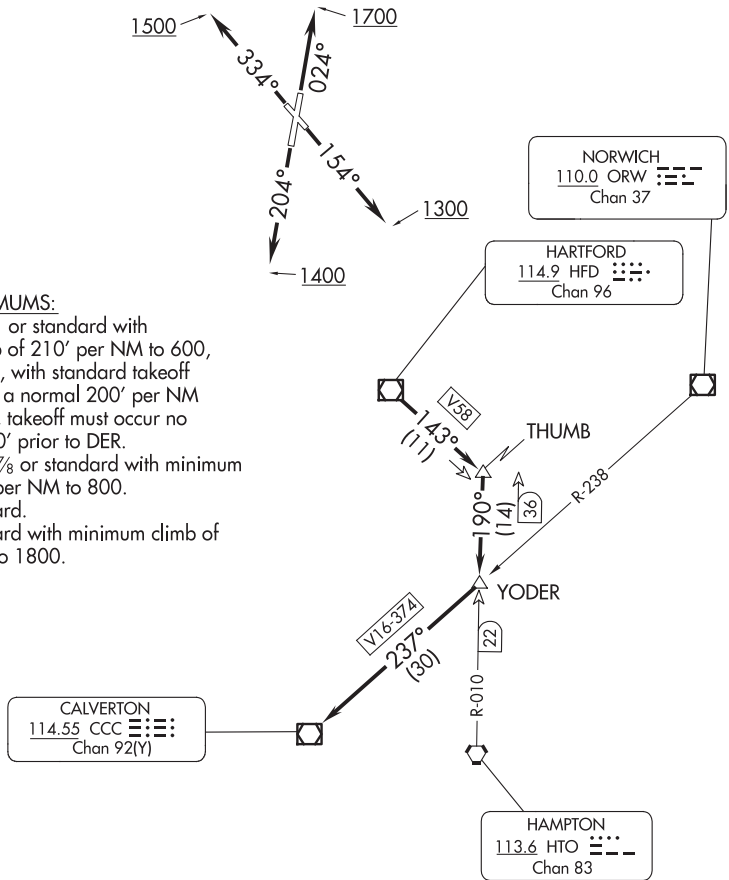
TAKEOFF MINIMUMS:

Rwy 2: 200-1½ or standard with minimum climb of 210' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

Rwy 15: 400-1⅞ or standard with minimum climb of 460' per NM to 800.

Rwy 20: Standard.

Rwy 33: Standard with minimum climb of 340' per NM to 1800.



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)

NOTE: Chart not to scale.

COASTAL NINE DEPARTURE
(CSTL9.CCC) 12AUG21

WESTFIELD/SPRINGFIELD, MASSACHUSETTS
WESTFIELD-BARNES RGNL (BAF)



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....

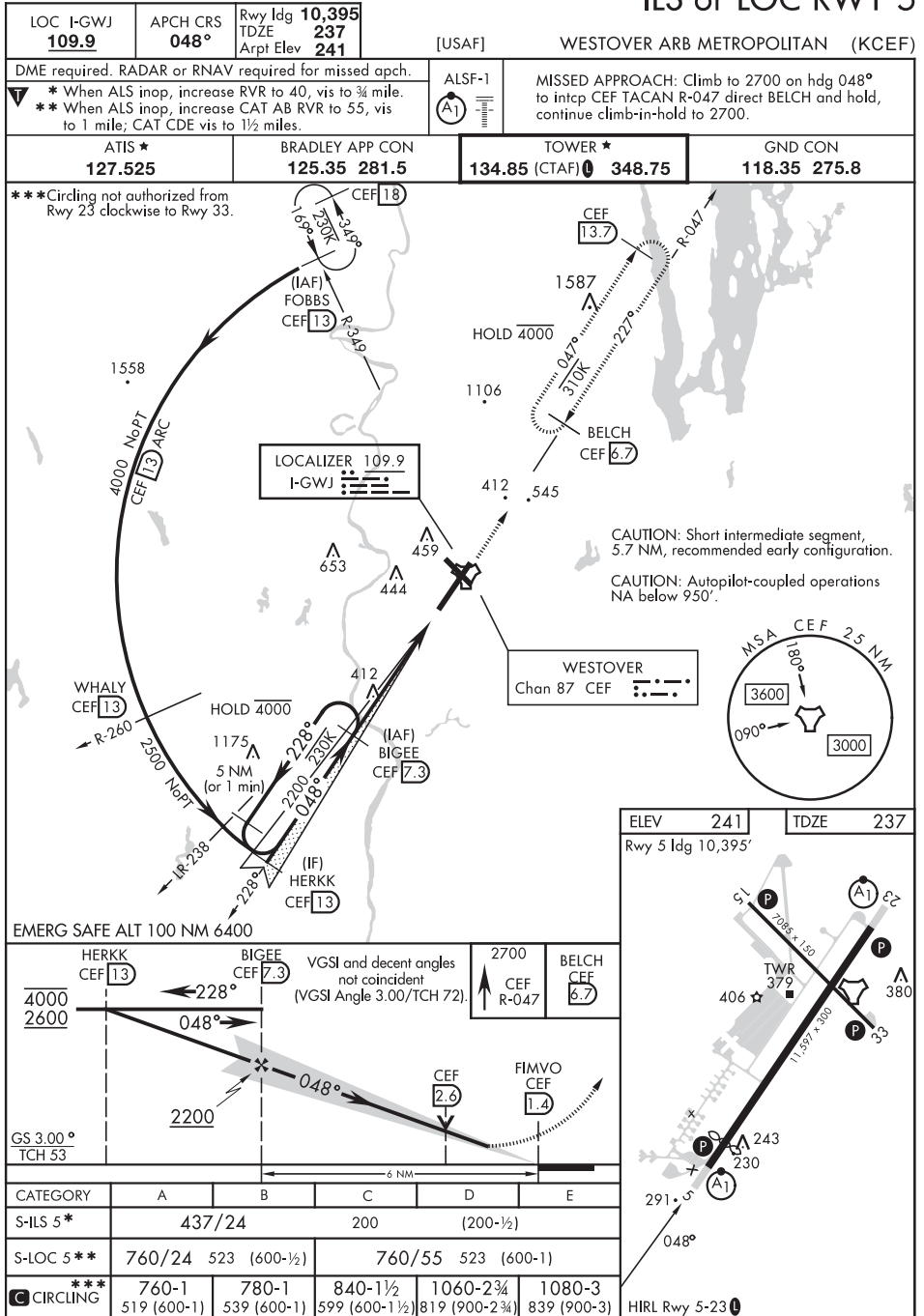
....from over HFD VOR/DME proceed on HFD VOR/DME R-143 to THUMB INT, then on HTO VOR/DME R-010 to YODER INT, then on CCC VOR/DME R-057 to CCC VOR/DME, then on assigned route. Maintain 3000 or assigned altitude. Expect clearance to requested flight level 10 minutes after departure.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

ILS or LOC RWY 5



NE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 5

ILS or LOC RWY 23

LOC I-CEF **APCH CRS** **Rwy Idg 11,597'**
109.9 **228°** **TDZE 241**
Arprt Elev 241 [USAF] **WESTOVER ARB METROPOLITAN (KCEF)**

DME required. RADAR or RNAV required for missed apch.
***** When ALS inop, increase RVR to 40 and vis to ¾ mile.**
***** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 2 miles.**

ATIS ★ 127.525 **BRADLEY APP CON 125.35 281.5** **TOWER ★ 134.85 (CTAF) 0 348.75** **GND CON 118.35 275.8**

• 1696
***** Circling not authorized from Rwy 23 clockwise to Rwy 33.**

CEP 18 **HOLD 4000** **2600 NoPT** **CEP 13 Arc** **5 NM (or 1 min)** **1587** **048°** **2300** **228°** **R-038** **048°** **R-092** **(IF) BEENS/INT CEP 13** **R-103** **(IAF) BELCH/INT CEP 6.7** **412** **545** **407** **327** **459** **444** **653** **CHESTER 115.1 CTR Chan 98** **LOCALIZER 109.9 I-CEF** **WESTOVER CEF Chan 87** **CEP 12.3** **229°** **049°** **BIGEE CEF 7.3** **1175** **HOLD 4000** **R-229** **EMERG SAFE ALT 100 NM 6400**

2600 hdg 228° **BIGEE CEF 7.3** **VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).** **DEPTE CTR R-112 2.8** **ZODER 0.4** **1040** **2300** **GS 3.00° TCH 46** **2600** **228°** **228°** **228°** **2.4 NM** **3.9 NM**

CATEGORY	A	B	C	D	E
S-ILS 23 *	441/24		200	(200-½)	
S-LOC 23 **	940/24 699 (700-½)		940-1½ 699 (700-½)		
***			940-2 699 (700-2)	1060-2¾ 819 (900-2¾)	1080-3 839 (900-3)
C CIRCLING	940-1 699 (700-1)				

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:00

HIRL Rwy 5-23

SPRINGFIELD CHICOPEE, MASSACHUSETTS

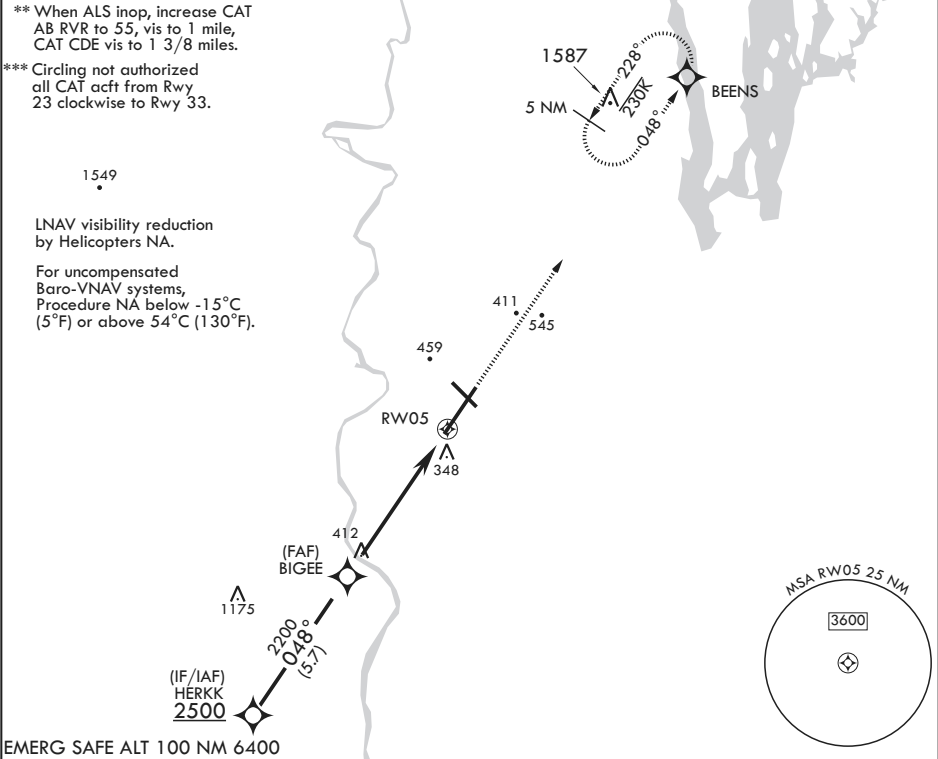
RNAV (GPS) RWY 5

APCH CRS	Rwy Idg	10,395
048°	TDZE	237
	Arprt Elev	241

- (USAF)

WESTOVER ARB METROPOLITAN (KCEF)

RNP APCH	ALSF-1	MISSED APPROACH: Climb to 900 then climbing right turn to 2700 direct BEENS and hold.
DME/DME RNP-0.3 NA.	A1	
* When ALS inop, increase vis to 1 3/8 miles.		
ATIS★	BRADLEY APP CON/DEP CON	TOWER★
127.525	125.35 281.5	134.85 (CTAF) 0 348.75
		GND CON
		118.35 275.8



HERKK

2500

GP 3.00°
TCH 53

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

900

2700

BEENS

ELEV 241

TDZE 237

Rwy 5 Idg 10,395'

048°

BIGEE

2200

1.2 NM to RW05

RW05

6 NM

CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	680/45		443	(500-¾)	
LNAV MDA**	720/24	483 (500-½)	720/50	483	(500-1)
CIRCLING***	760-1	780-1	840-1½	1060-2¾	1080-3
	519 (600-1)	539 (600-1)	599 (600-1½)	819 (900-2¾)	839 (900-3)

391

BCN 406

TWR 379

51

7085 x 150

11,597 x 300

048°

A1

33

HIRL all Rwy's

SPRINGFIELD CHICOPEE, MASSACHUSETTS

42°12'N - 72°32'W

WESTOVER ARB METROPOLITAN (KCEF)

Amdt 3 13JUN24

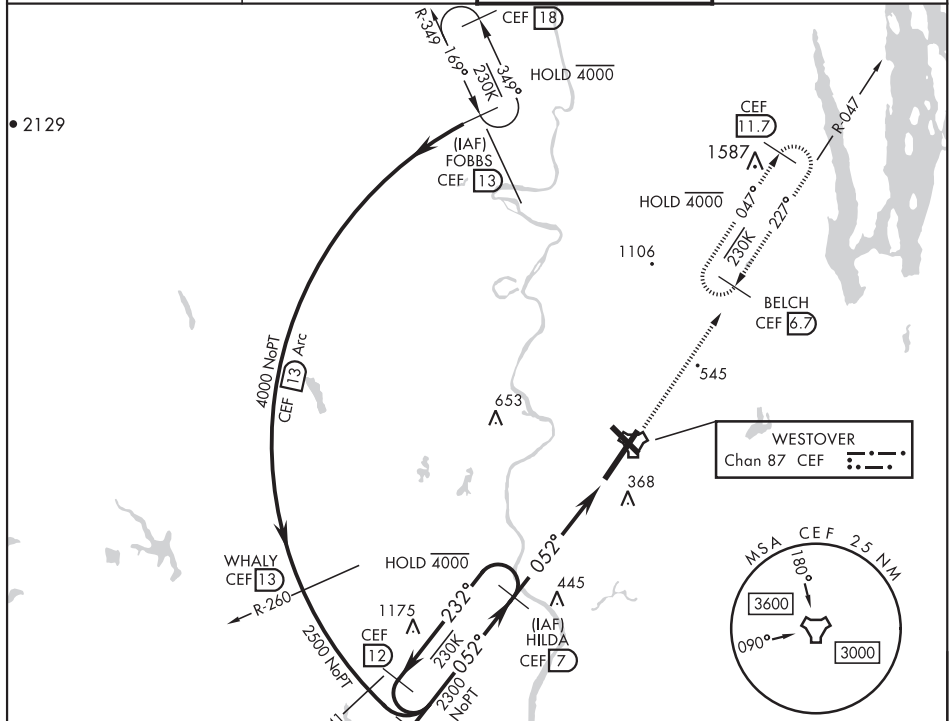
RNAV (GPS) RWY 5

NE-1, 12 JUN 2025 to 07 AUG 2025

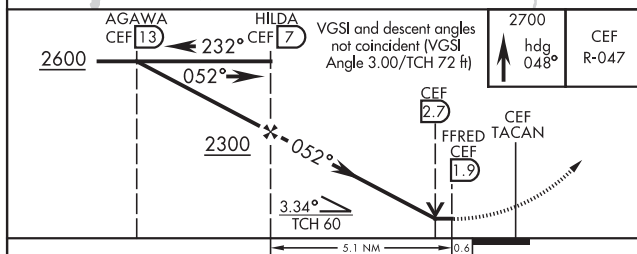
NE-1, 12 JUN 2025 to 07 AUG 2025

TACAN RWY 5

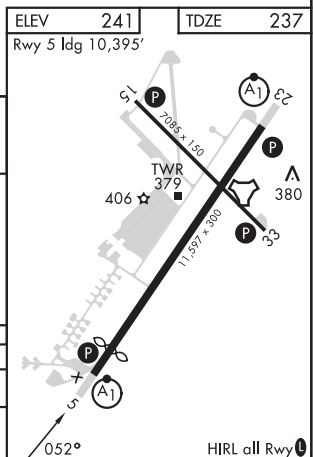
<p>ATIS ★</p> <p>127.525</p>	<p>BRADLEY APP CON</p> <p>125.35 281.5</p>	<p>TOWER ★</p> <p>134.85 (CTAF) 0 348.75</p>	<p>GND CON</p> <p>118.35 275.8</p>
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EMERG SAFE ALT 100 NM 6400



CATEGORY	A	B	C	D	E
S-5 *	840/24	603 (600-½)	840-1⅔ 603 (600-1⅔)		
C CIRCLING **	840-1	599 (600-1)	840-1¼ 599 (600-1¼)	1060-2¾ 819 (900-2¾)	1080-3 839 (900-3)



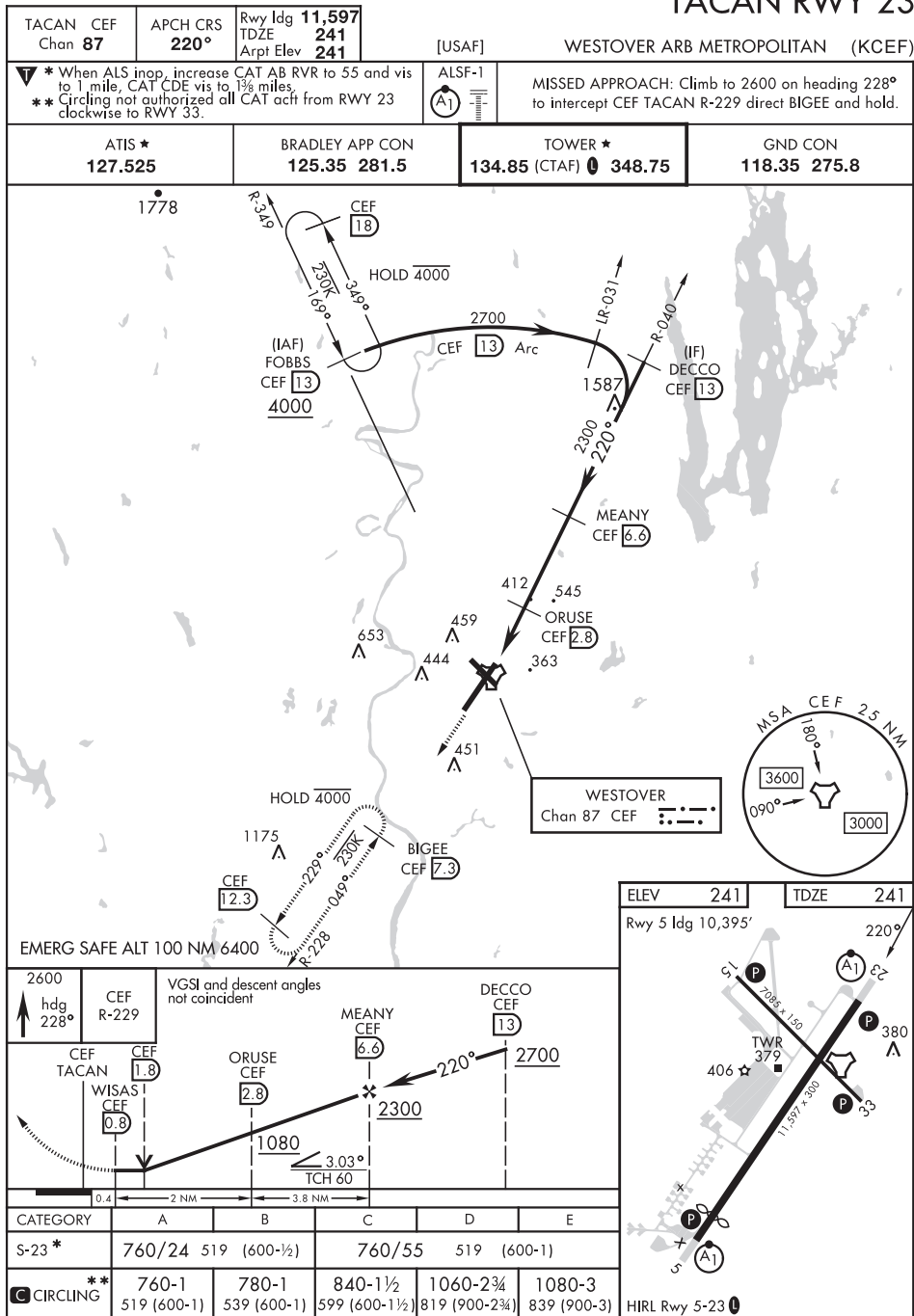
WESTOVER ARB METROPOLITAN (KCEF)

Amdt 5 13JUN24

TACAN RWY 5

NE-1, 12 JUN 2025 to 07 AUG 2025

TACAN RWY 23



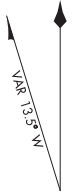
AIRPORT DIAGRAM

[USAF]

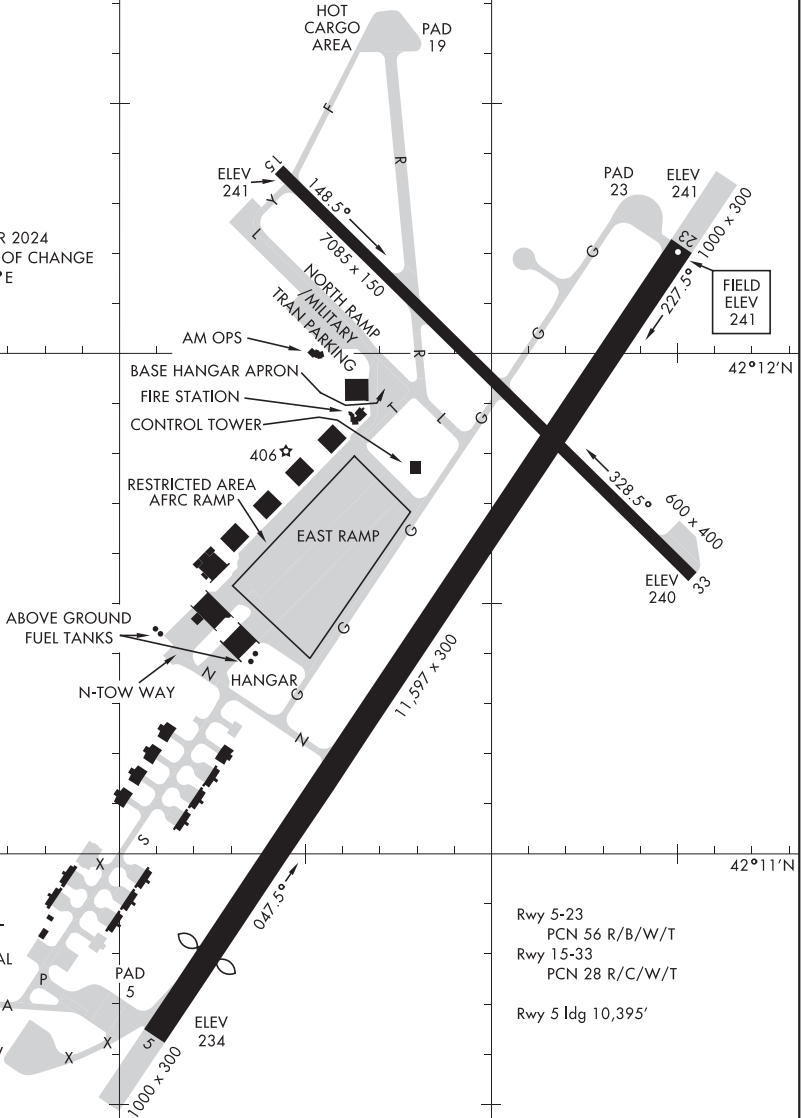
WESTOVER ARB/METROPOLITAN (KCEF)

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

ATIS ★ 127.525
 TOWER ★
 134.85(CTAF) 348.75
 GND CON
 118.35 275.8



OCTOBER 2024
 ANNUAL RATE OF CHANGE
 0.1° E



NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

WESTOVER ARB/METROPOLITAN (KCEF)

APP CRS
104°

Rwy Idg
TDZE
4001
1057
Apt Elev
1072

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.

ASOS 118.525	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern

LIDOW

ELJUM

PAYIK

4800

3400

2600

3.06° TCH 45

2.3 NM to RWY 10

4.7 NM to RWY 10

6.1 NM

2.4 NM

2.4 NM

2.3

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 45).

4800

LIDOW

104°

0.6% UP

4001 X 75

28

CATEGORY	A	B	C	D
LNAV MDA	1940-1¼ 883 (900-1¼)	1940-2¾ 883 (900-2¾)	1940-2¾ 883 (900-2¾)	NA
CIRCLING	1940-1¼ 868 (900-1¼)	1980-2¾ 908 (1000-2¾)	1980-2¾ 908 (1000-2¾)	NA

REIL Rwy 10 and 28 0

MIRL Rwy 10-28 0

WHITEFIELD, NEW HAMPSHIRE

Origin-A 30DEC21

44°22'N-71°33'W

427

MOUNT WASHINGTON RGNL (HIE)

RNAV (GPS) Y RWY 10

WHITEFIELD, NEW HAMPSHIRE

AL-5082 (FAA)

25107

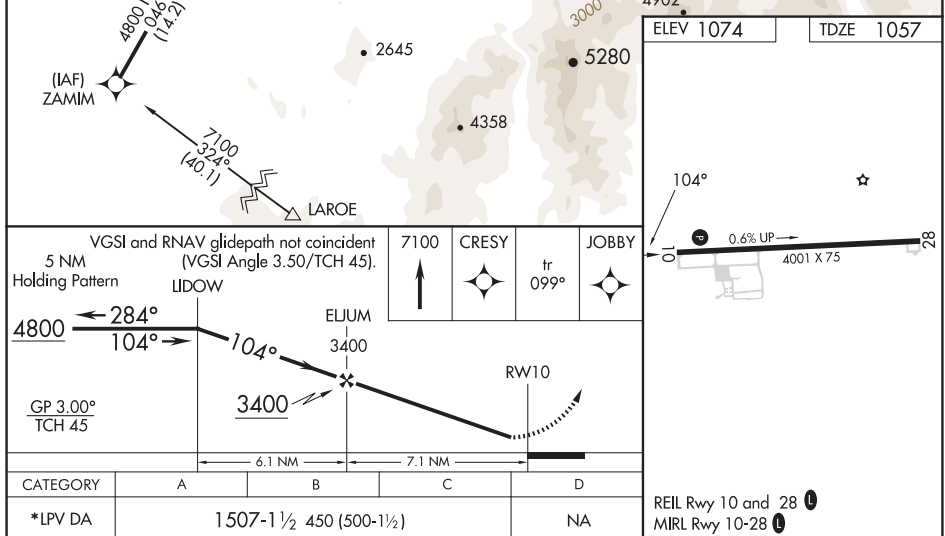
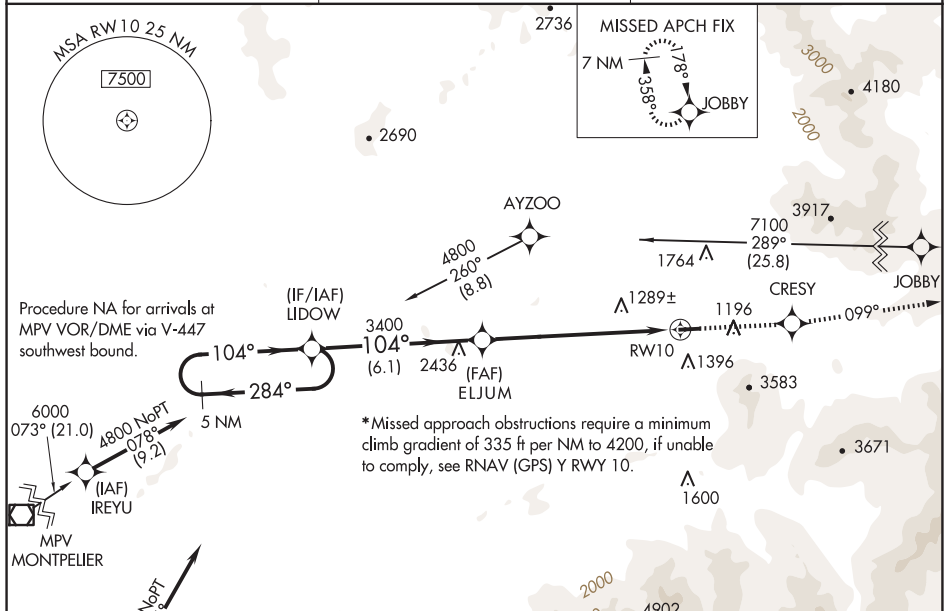
WAAS CH 53512 W10A	APP CRS 104°	Rwy Idg TDZE Apt Elev 4001 1057 1074
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RNAV (GPS) Z RWY 10

MOUNT WASHINGTON RGNL (HIE)

 	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility ½ mile.	MISSED APPROACH: Climb to 7100 direct CRESY and via track 099° to JOBBY and hold, continue climb-in-hold to 7100.
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ASOS 118.525	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF)
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WHITEFIELD, NEW HAMPSHIRE

Orig-A 29JUL10

44°22'N-71°33'W

MOUNT WASHINGTON RGNL (HIE)

RNAV (GPS) Z RWY 10

NE-1, 12 JUN 2025 to 07 AUG 2025

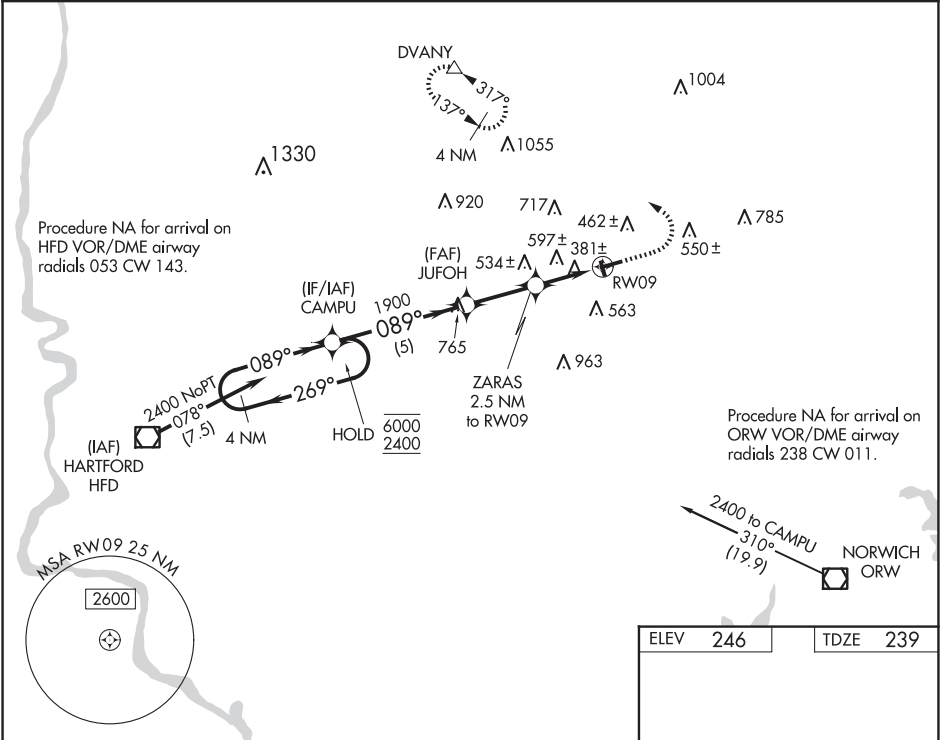
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58024 W09A	APP CRS 089°	Rwy Idg TDZE 239 Apt Elev 246
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RNAV (GPS) RWY 9

WINDHAM (IJD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 900 then climbing left turn to 2500 direct DVANY and hold, continue climb-in-hold to 2500.	
Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.			
ASOS 133.675	BRADLEY APP CON 127.8 269.325	CLNC DEL 128.6	UNICOM 122.975 (CTAF) U



4 NM Holding Pattern

6000

2400

← 269°

089° →

CAMPU

089°

JUFOH

1900

1080

5 NM

2.6 NM

2.5 NM

ZARAS

2.5 NM to RW09

RW09

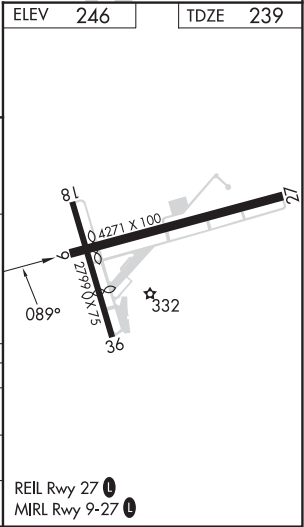
Visual Segment - Obstacles.

900

2500

DVANY

CATEGORY	A	B	C	D
LP MDA	640-1	401 (400-1)	640-1 ¹ / ₈ 401 (400-1 ¹ / ₈)	NA
LNAV MDA	860-1	621 (700-1)	860-1 ³ / ₄ 621 (700-1 ³ / ₄)	NA
CIRCLING	980-1	734 (800-1)	1120-2 ¹ / ₂ 874 (900-2 ¹ / ₂)	NA

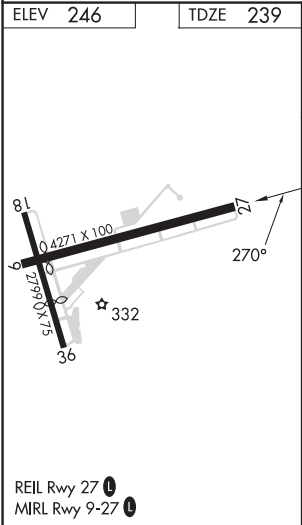
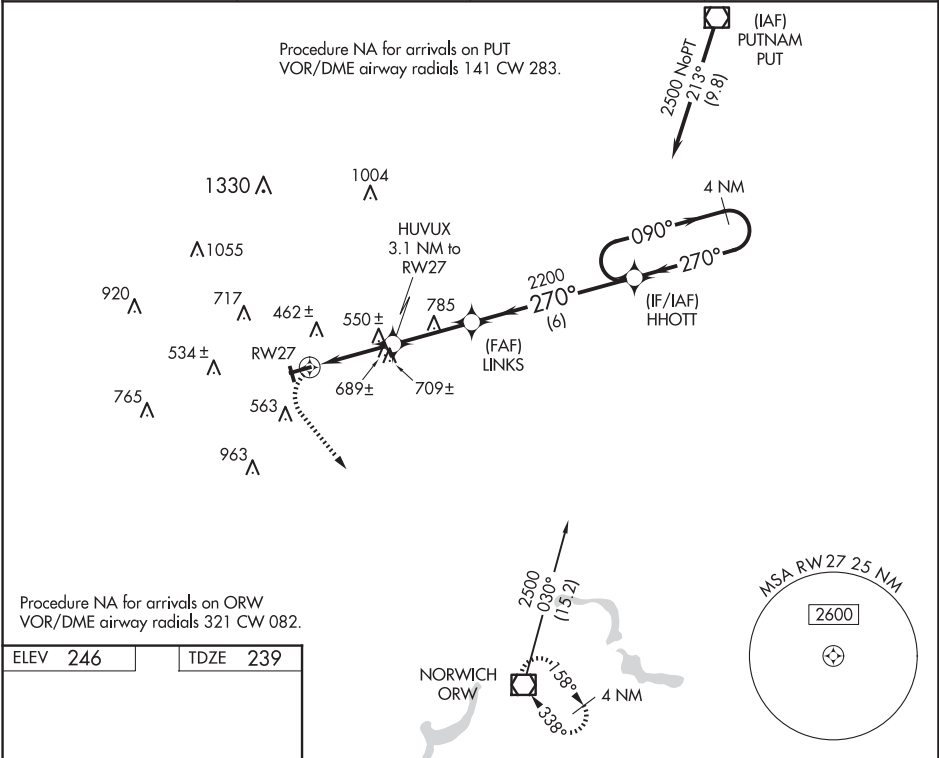


WAAS CH 69623 W27A	APP CRS 270°	Rwy Idg 4271 TDZE 239 Apt Elev 246
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RNAV (GPS) RWY 27
WINDHAM (IJD)

<p>▼ 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 ¼ SM, increase LP, LNAV and Circling Cat C visibility ½ SM.</p>	<p>MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.</p>
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ASOS 133.675	BRADLEY APP CON 127.8 269.325	CLNC DEL 128.6	UNICOM 122.975 (CTAF) 1
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2600	ORW	Visual Segment - Obstacles.	HHOTT	4 NM Holding Pattern
		HUVUX 3.1 NM to RW27	LINKS	
		RW27	2200	2500
		1260		
		3.1 NM	2.9 NM	6 NM
CATEGORY	A	B	C	D
LP MDA	940-1 701 (700-1)		940-2 701 (700-2)	NA
LNAV MDA	960-1 721 (800-1)		960-2 721 (800-2)	NA
CIRCLING	980-1 734 (800-1)		1120-2½ 874 (900-2½)	NA

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

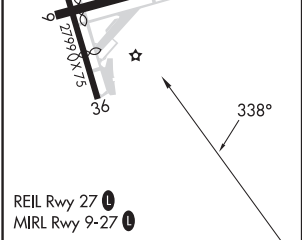
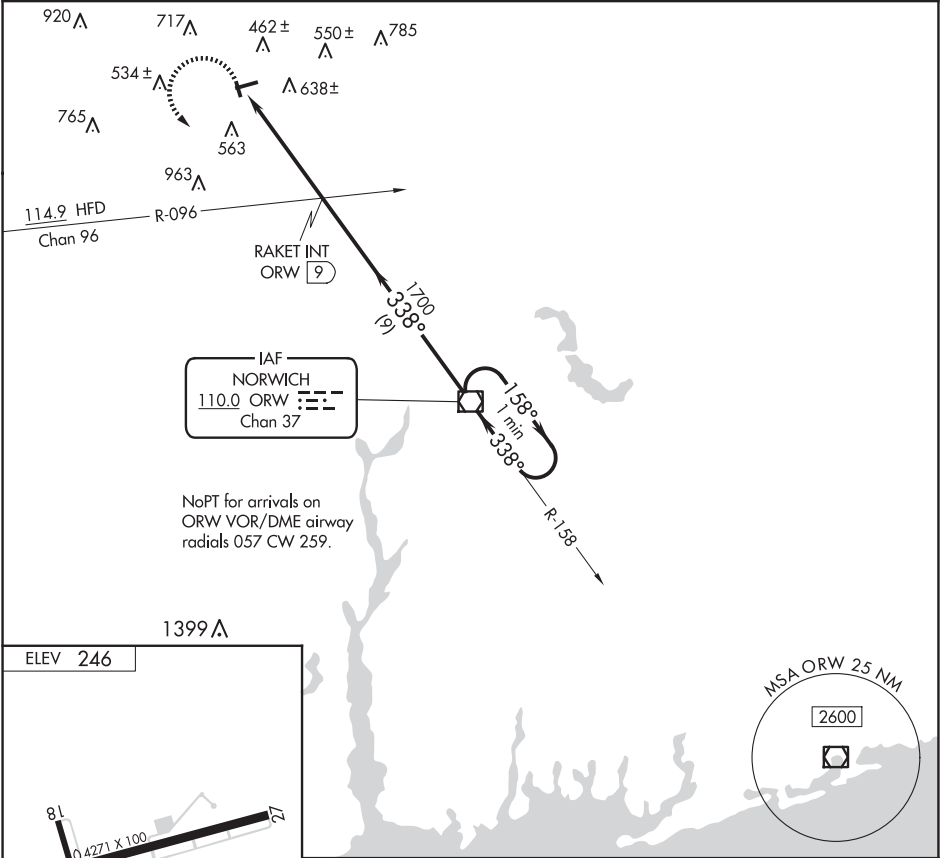
VOR/DME ORW	APP CRS	Rwy Idg	N/A
110.0	338°	TDZE	N/A
Chan 37		Apt Elev	246

VOR-A

WINDHAM (IJD)

<div><div>Procedure NA at night.</div><div>Visibility reduction by helicopters NA.</div></div>	<div>MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.</div>
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ASOS 133.675	BRADLEY APP CON 127.8 269.325	CLNC DEL 128.6	UNICOM 122.975 (CTAF) 0
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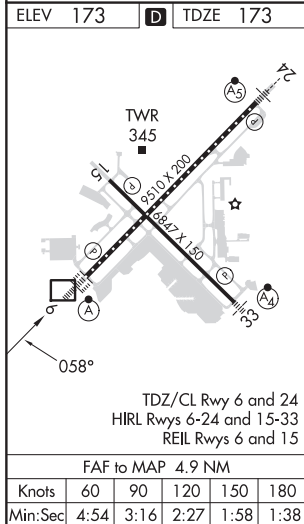
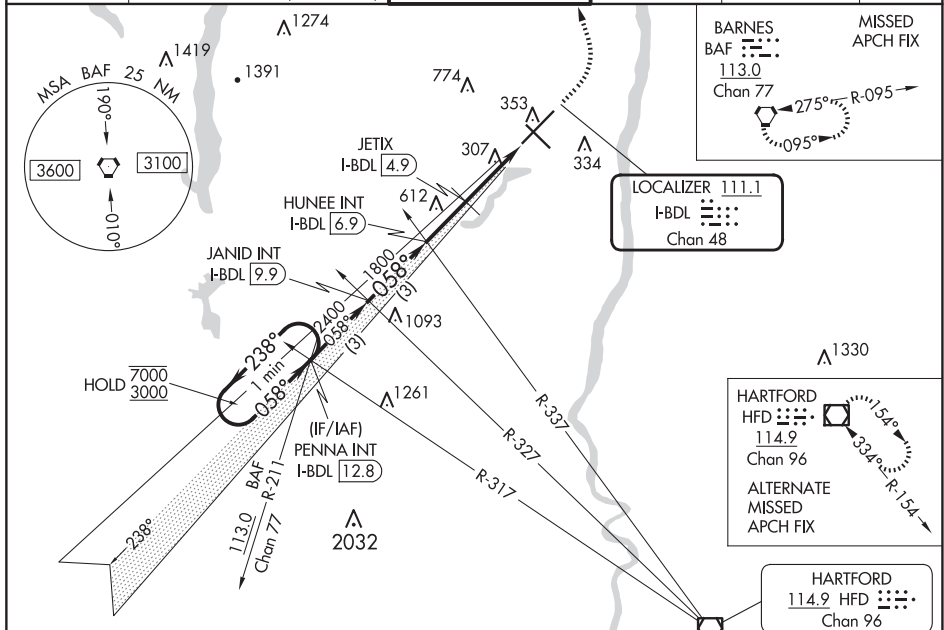
FAF to MAP 4.7 NM				
Knots	60	90	120	150
Min:Sec	4:42	3:08	2:21	1:53
CATEGORY A				
CIRCLING				
774 (800-1)				
774 (800-1¼)				
874 (900-2½)				
NA				




LOC/DME I-BDL 111.1 Chan 48	APP CRS 058°	Rwy Idg TDZE 173 Apt Elev 173	9509
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ILS or LOC RWY 6
BRADLEY INTL (BDL)

RADAR required for procedure entry.		ALSF-2	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°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3	CPDLC
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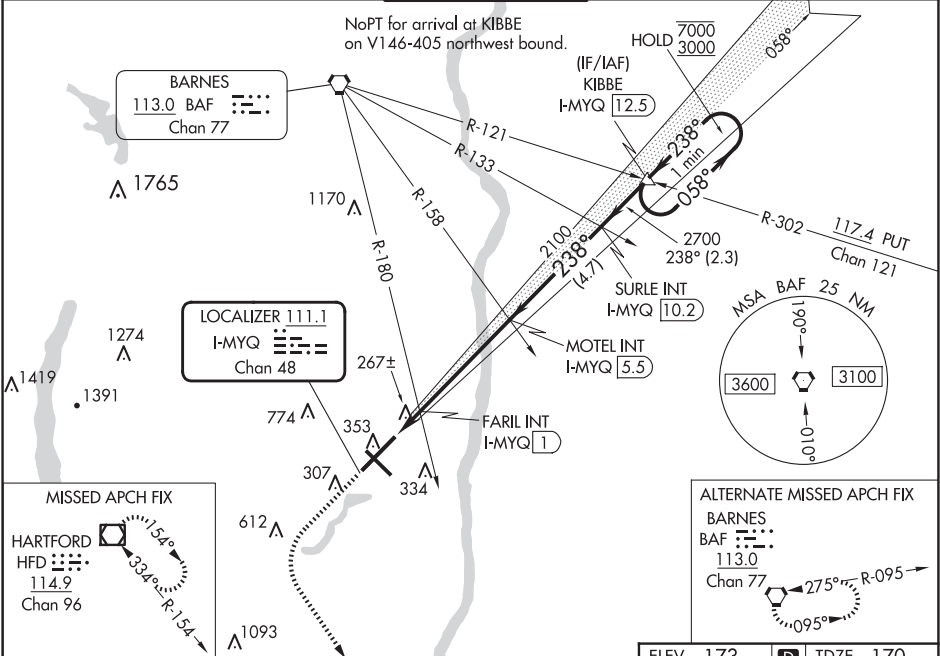
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				4000			BAF	
One Minute Holding Pattern		PENNA INT I-BDL 12.8		JANID INT I-BDL 9.9				
7000 ← 238°		← 058°		058°				
3000		2400		1800				
GS 3.00° TCH 54				1800				
		3 NM		3 NM		2 NM		1 NM
CATEGORY		A		B		C		D
S-ILS 6		373/18 200 (200-½)						
S-LOC 6		1160/40 987 (1000-¾)		1160/55 987 (1000-1)		1160-2½		987 (1000-2½)
JETIX FIX MINIMUMS (DME REQUIRED)								
S-LOC 6		560/24		387 (400-½)		560/35		387 (400-¾)

LOC/DME I-MYQ 111.1 Chan 48	APP CRS 238°	Rwy Idg 9509 TDZE 170 Apt Elev 173	ILS or LOC RWY 24 BRADLEY INTL (BDL)
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MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3	CPDLC
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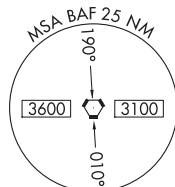
4000	HFD	MOTEL INT I-MYQ 5.5	SURLE INT I-MYQ 10.2	KIBBE I-MYQ 12.5	One Minute Holding Pattern
I-MYQ DME unusable inside 0.4 DME.	FARIL INT I-MYQ 1	2100	238°	2700	058°
1 NM	4.5 NM	4.7 NM	2.3 NM	7000	3000
640	2100	238°	2700	058°	GS 3.00° TCH 55
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).					
CATEGORY	A	B	C	D	
S-ILS 24	370/18 200 (200-½)				
S-LOC 24	640/24	470 (500-½)	640/50	470 (500-1)	
CIRCLING	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)	
FARIL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 24	520/24	350 (400-½)	520/30	350 (400-¾)	
CIRCLING	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)	
ELEV 173 TDZE 170					
238°					
TWR 345					
510 X 200					
6847 X 150					
TDZ/CL Rwy 6 and 24					
HIRL Rwy 6-24 and 15-33					
REIL Rwy 6 and 15					
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

ILS or LOC RWY 33
BRADLEY INTL (BDL)

MALSF

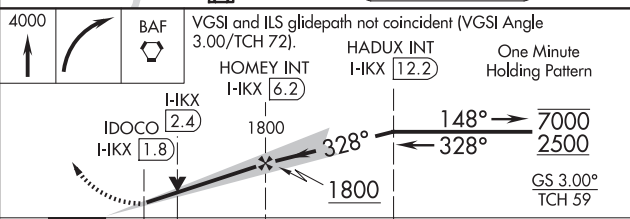
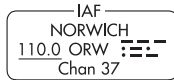
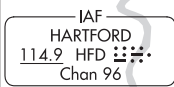
MISSED APPROACH: Climb to 4000 then right turn direct BAF VORTAC and hold.

BARNES MISSED APCH FIX
BAF 
113.0
Chan 77





Procedure NA for arrival on
ORW VOR/DME airway
radials 259 CW 011.

Procedure NA for arrivals
at HFD VOR/DME on
airway radial 053.



Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

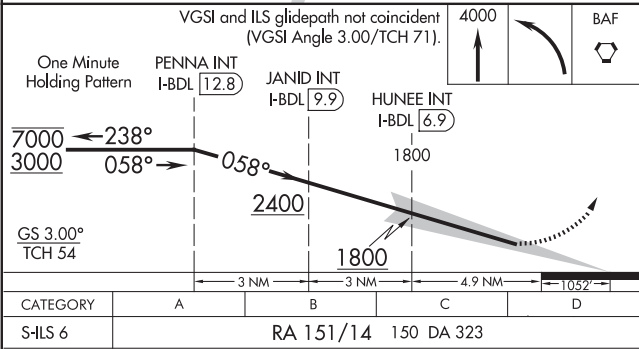
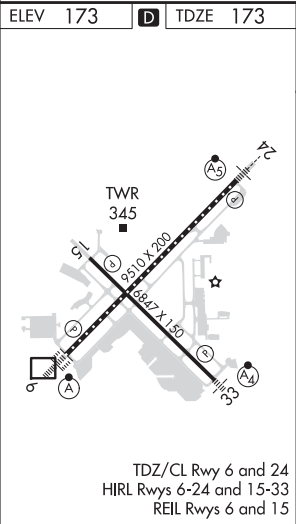
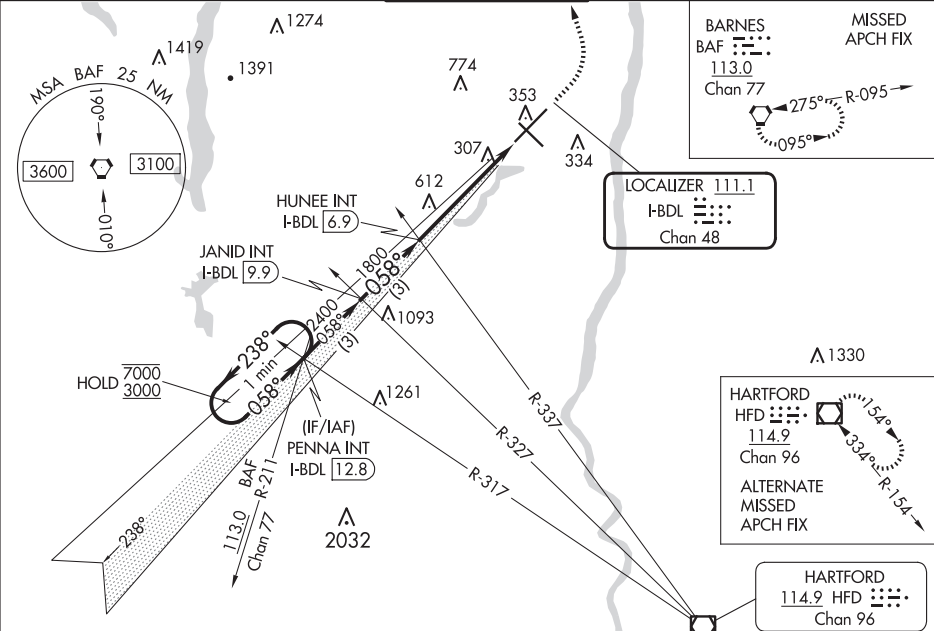
CATEGORY	A	B	C	D
S-ILS 33	371/40 200 (200-¾)			
S-LOC 33	580/40 409 (500-¾)	580/50 409 (500-1)		
 CIRCLING	700-1 527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)	

LOC/DME I-BDL	APP CRS	Rwy Idg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

ILS RWY 6 (SA CAT I)

BRADLEY INTL (BDL)

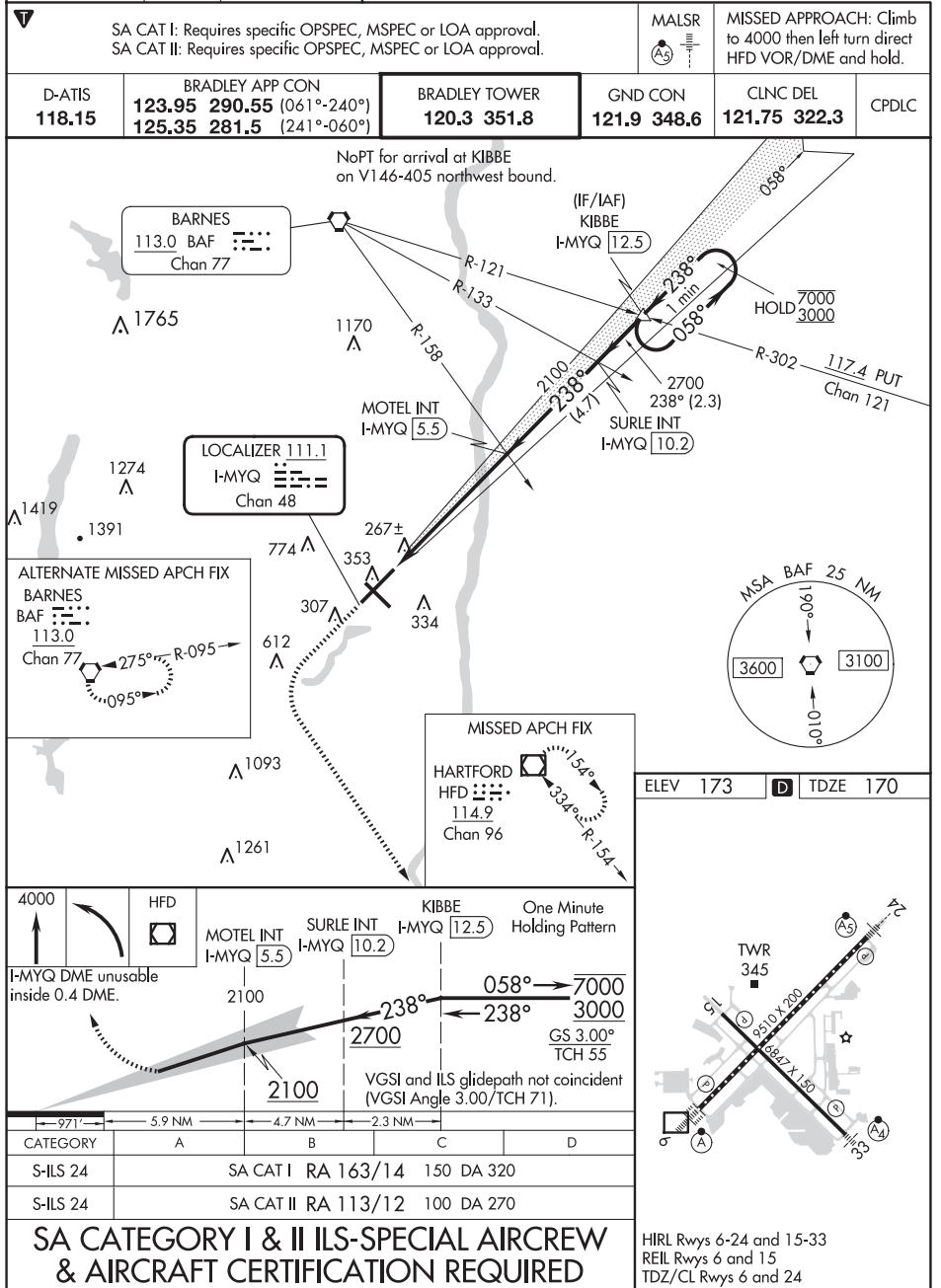
RADAR required for procedure entry.		ALSF-2	MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.		
Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.					
D-ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CINC DEL	CPDLC
118.15	123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	120.3 351.8	121.9 348.6	121.75 322.3	



SA CATEGORY I ILS-SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-MYQ	APP CRS	Rwy Idg	9509
111.1	238°	TDZE	170
Chan 48		Apt Elev	173

ILS RWY 24 (SA CAT I & II)
BRADLEY INTL (BDL)



NE-1, 12 JUN 2025 to 07 AUG 2025

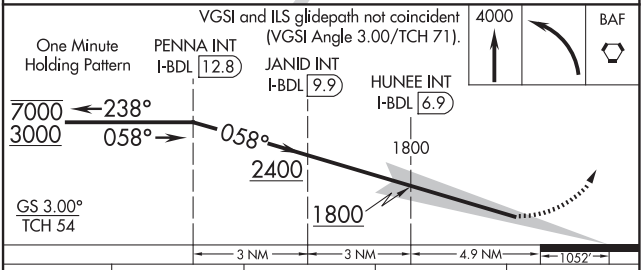
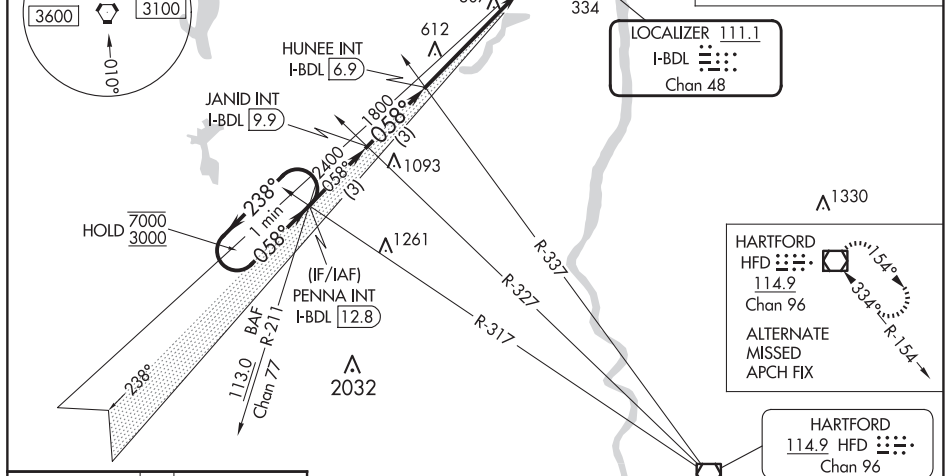
NE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 6 (CAT II & III)
BRADLEY INTL (BDL)



MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

The image is a composite of two parts. The left part is a map of the Barnes area, showing various landmarks and flight paths. Labels include 'MSA', 'BAF', 'NM', '1419', '1274', '1391', '774', '353', '307', and 'Chan 77'. The right part is a diagram of a missed approach fix, showing a 275° turn and a 095° turn, labeled 'R-095'.



CATEGORY	A	B	C	D
S-ILS 6	CAT II RA 101/12 100 DA 273			
S-ILS 6	CAT III RVR 06			

CATEGORY II & III ILS-SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	9509
058°	TDZE	173
	Apt Elev	173

RNAV (RNP) Z RWY 6

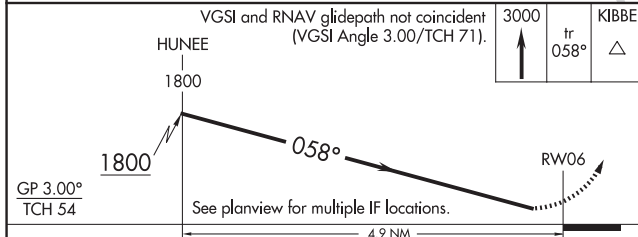
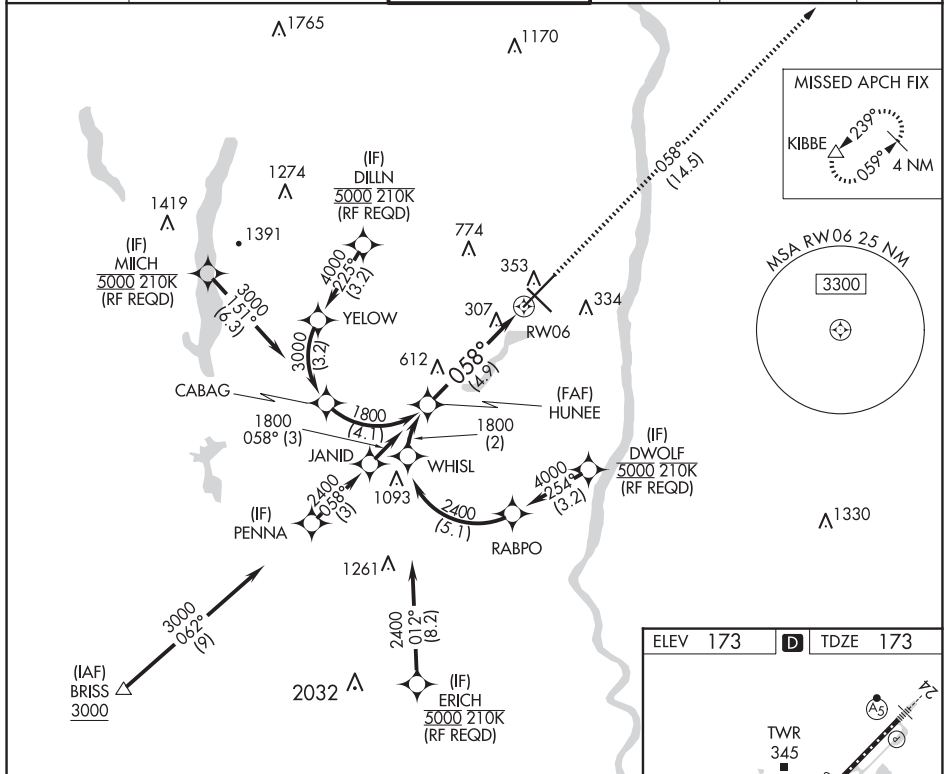
BRADLEY INTL (BDL)

⚠ 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 1 3/8 SM.

ALSF-2

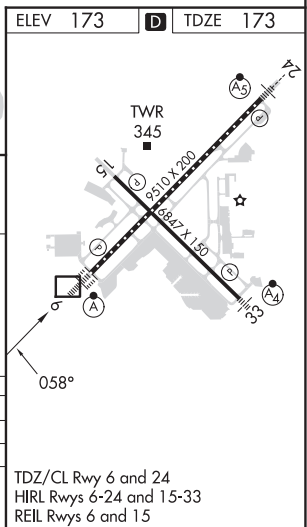
MISSED APPROACH:
Climb to 3000 on track 058° to KIBBE and hold.

D-ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL	CPDLC
118.15	123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	120.3 351.8	121.9 348.6	121.75 322.3	



CATEGORY	A	B	C	D
RNP 0.11 DA		545/40	372 (400-3/4)	
RNP 0.30 DA		672/50	499 (500-1)	

AUTHORIZATION REQUIRED



NE-1, 12 JUN 2025 to 07 AUG 2025

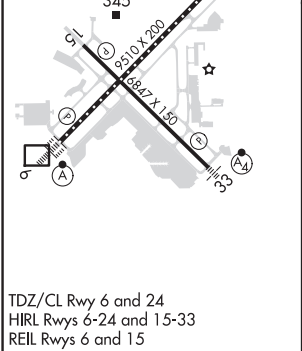
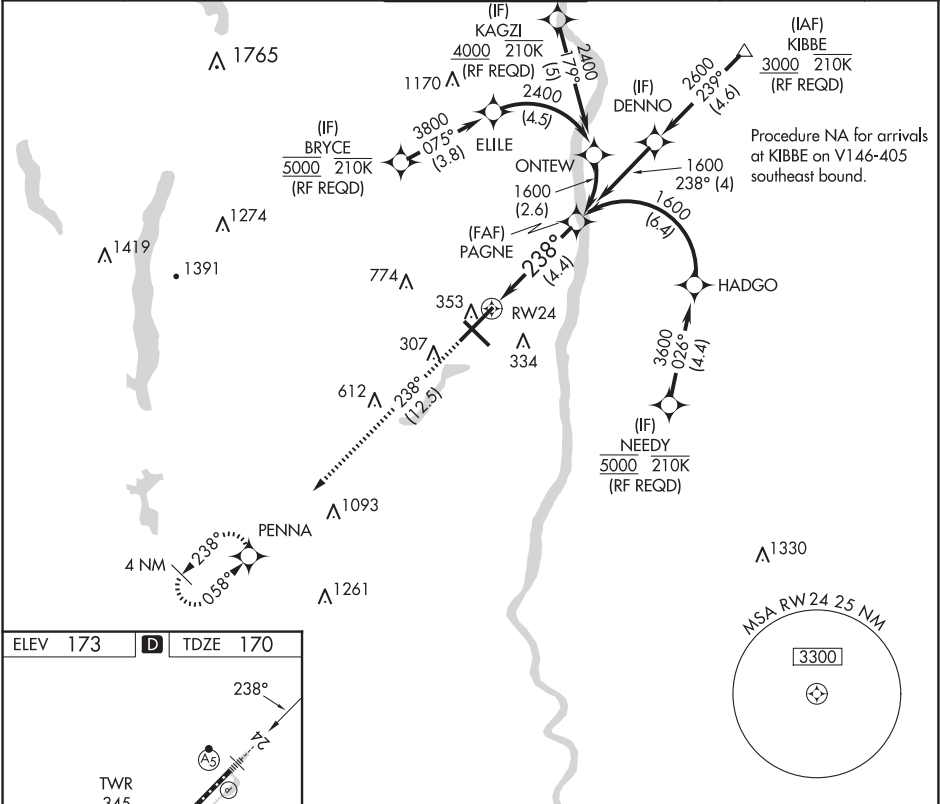
NE-1, 12 JUN 2025 to 07 AUG 2025



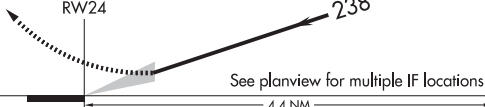
APP CRS	Rwy Idg	9509
238°	TDZE	170
	Apt Elev	173

RNAV (RNP) Z RWY 24

BRADLEY INTL (BDL)

<div><div></div><div>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.</div></div>			<div>MALSR</div> <div><div></div><div>A5</div></div>	<div>MISSED APPROACH: Climb to 3000 on track 238° to PENNA and hold.</div>	
D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3	CPDLC



3000	PENNA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).			PAGNE
 tr 238°					1600
		238°		1600	
		See planview for multiple IF locations.		GP 3.00° TCH 55	
		4.4 NM			
CATEGORY	A	B	C	D	
RNP 0.30 DA	622/60		452 (500-1¼)		
AUTHORIZATION REQUIRED					

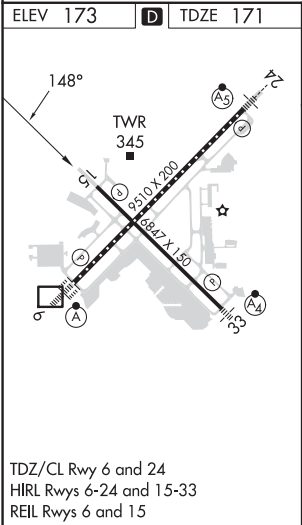
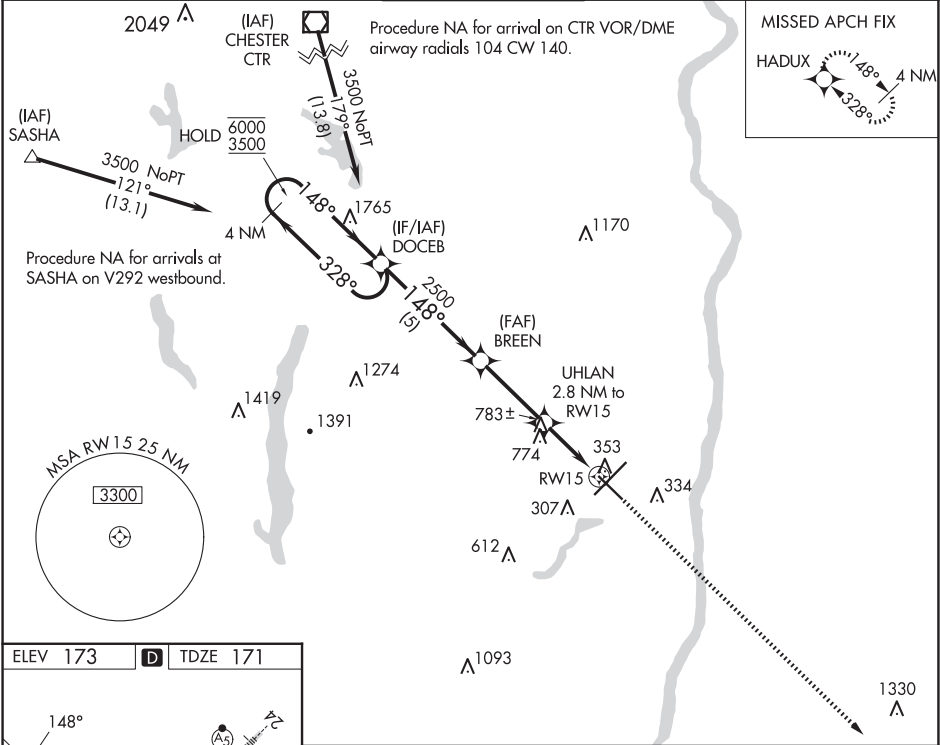
WAAS CH 60928 W15A	APP CRS 148°	Rwy Idg TDZE 171 Apt Elev 173	6847
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RNAV (GPS) RWY 15

BRADLEY INTL (BDL)

RNP APCH-GPS.		MISSED APPROACH: Climb to 3000 direct HADUX and hold, continue climb-in-hold to 3000.	
▼ Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.			

D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3	CPDLC
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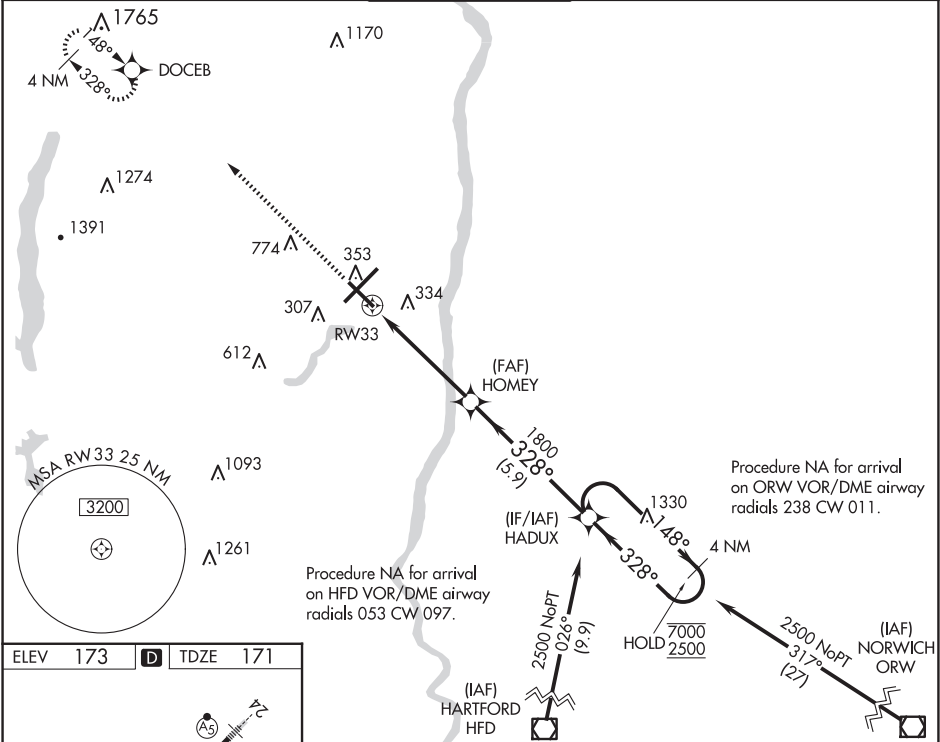
4 NM Holding Pattern		DOCEB	BREEN	UHLAN 2.8 NM to RW15	3000 HADUX
6000 ← 328°		2500	1280	2.2 NM to RW15	
3500 → 148°		2500	1280	2.2 NM to RW15	
GP 3.60°		2500	1280	2.2 NM to RW15	
TCH 60		2500	1280	2.2 NM to RW15	
		5 NM	3.2 NM	0.6 NM	2.2 NM
CATEGORY	A	B	C	D	
LPV DA	478-7/8		307 (400-7/8)	NA	
LNAV/VNAV DA	1040-2½		869 (900-2½)	NA	
LNAV MDA	1040-1 869 (900-1)	1040-1¼ 869 (900-1¼)	1040-2½ 869 (900-2½)	NA	
CIRCLING	1040-1¼	867 (900-1¼)	1100-2¾ 927 (1000-2¾)	NA	

WAAS CH 65628 W33A	APP CRS 328°	Rwy Idg TDZE Apt Elev	6847 171 173
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RNAV (GPS) RWY 33

BRADLEY INTL (BDL)

RNP APCH - GPS.		MALSF 	MISSED APPROACH: Climb to 3500 direct DOCEB and hold, continue climb-in-hold to 3500.		
	Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.				
D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3	CPDLC



ELEV 173	D	TDZE 171
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3500	DOCEB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).		4 NM Holding Pattern
		HADUX		
		HOMEY		
		1800		
		328°		
		1800		
		148°		
		7000		
		2500		
		GP 3.00°		
		TCH 59		
		1 NM	3.9 NM	5.9 NM
CATEGORY	A	B	C	D
LPV	DA	371/40	200 (200-¾)	
LNAV/VNAV	DA	463/40	292 (300-¾)	
LNAV	MDA	560/40	389 (400-¾)	560/45 389 (400-¾)
C CIRCLING		700-1 527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)

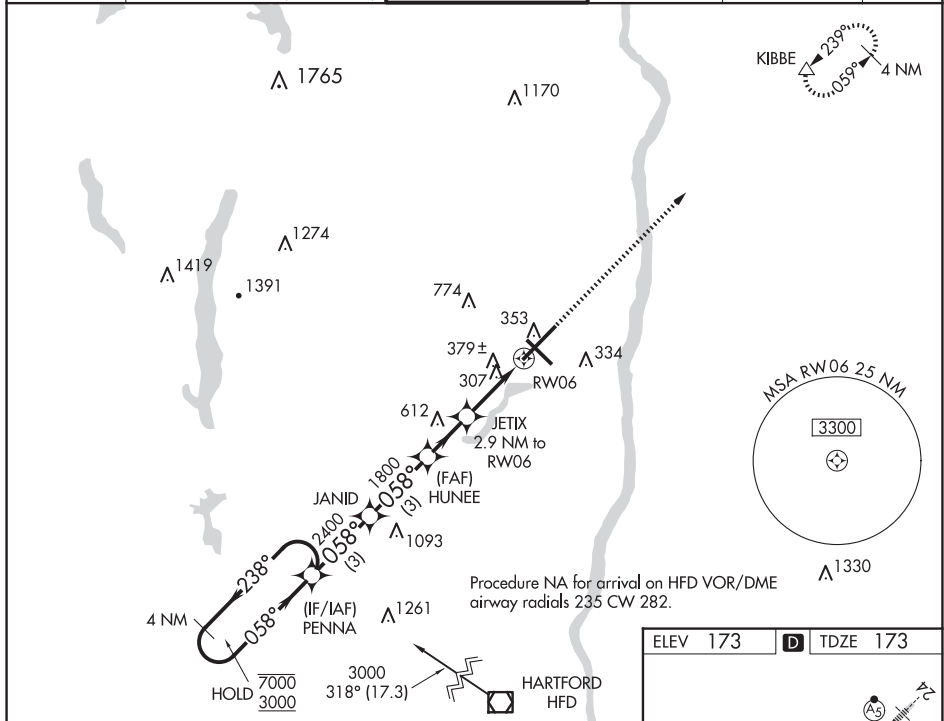
WAAS CH 70328 W06A	APP CRS 058°	Rwy Idg TDZE Apt Elev	9509 173 173
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RNAV (GPS) Y RWY 6

BRADLEY INTL (BDL)

RNP APCH - GPS.		ALSIF-2	MISSED APPROACH: Climb to 3000 direct KIBBE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.			

D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3	CPDLC
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		3000	KIBBE
GP 3.00° TCH 54		3 NM		058°	
CATEGORY	A	B	C	D	
LPV DA	373/18 200 (300-½)				
LNAV/VNAV DA	640/50 467 (500-1)				
LNAV MDA	640/24	467 (500-½)	640/50	467 (500-1)	
CIRCLING	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)	

ELEV 173	TDZE 173
HIRL Rwy 6-24 and 15-33 REIL Rwy 6 and 15 TDZ/CL Rwy 6 and 24	



NE-1, 12 JUN 2025 to 07 AUG 2025

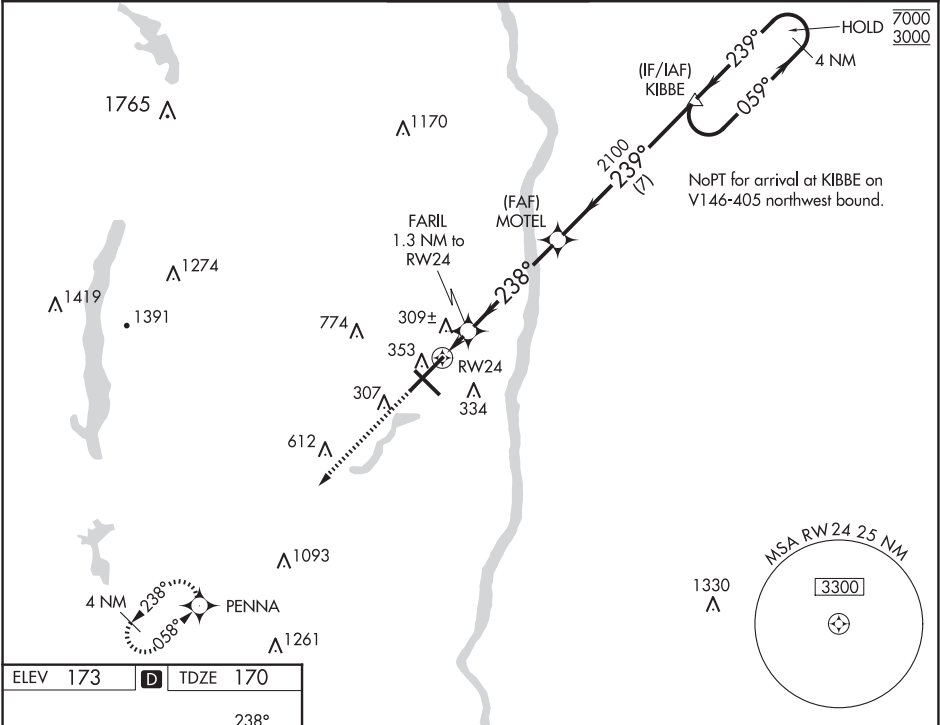
NE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 97310 W24A	APP CRS 238°	Rwy Idg TDZE 170 Apt Elev 173
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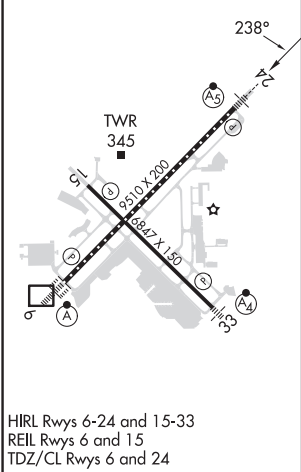
RNAV (GPS) Y RWY 24

BRADLEY INTL (BDL)

RNP APCH-GPS.				MALSR		MISSED APPROACH: Climb to 3000 direct PENNA and hold.	
	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.						
D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)		BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3	CPDLC	



ELEV 173	D	TDZE 170
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HIRL Rwy 6-24 and 15-33
REIL Rwy 6 and 15
TDZ/CL Rwy 6 and 24

3000 ↑ PENNA		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		KIBBE 4 NM Holding Pattern	
FARIL 1.3 NM to RW24		MOTEL 2100		059° → 7000 ← 239° 3000	
RW24 640		238°		239° GP 3.00° TCH 55	
1.3		4.6 NM		7 NM	
CATEGORY	A		B	C	D
LPV DA	370/18		200 (200-½)		
LNAV/VNAV DA	560/45		390 (400-¾)		
LNAV MDA	560/24	390 (400-½)		560/35	390 (400-¾)
CIRCLING	700-1		527 (600-1)		
			1120-2¾ 947 (1000-2¾)		1220-3 1047 (1100-3)

COPTER ILS or LOC RWY 6

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.



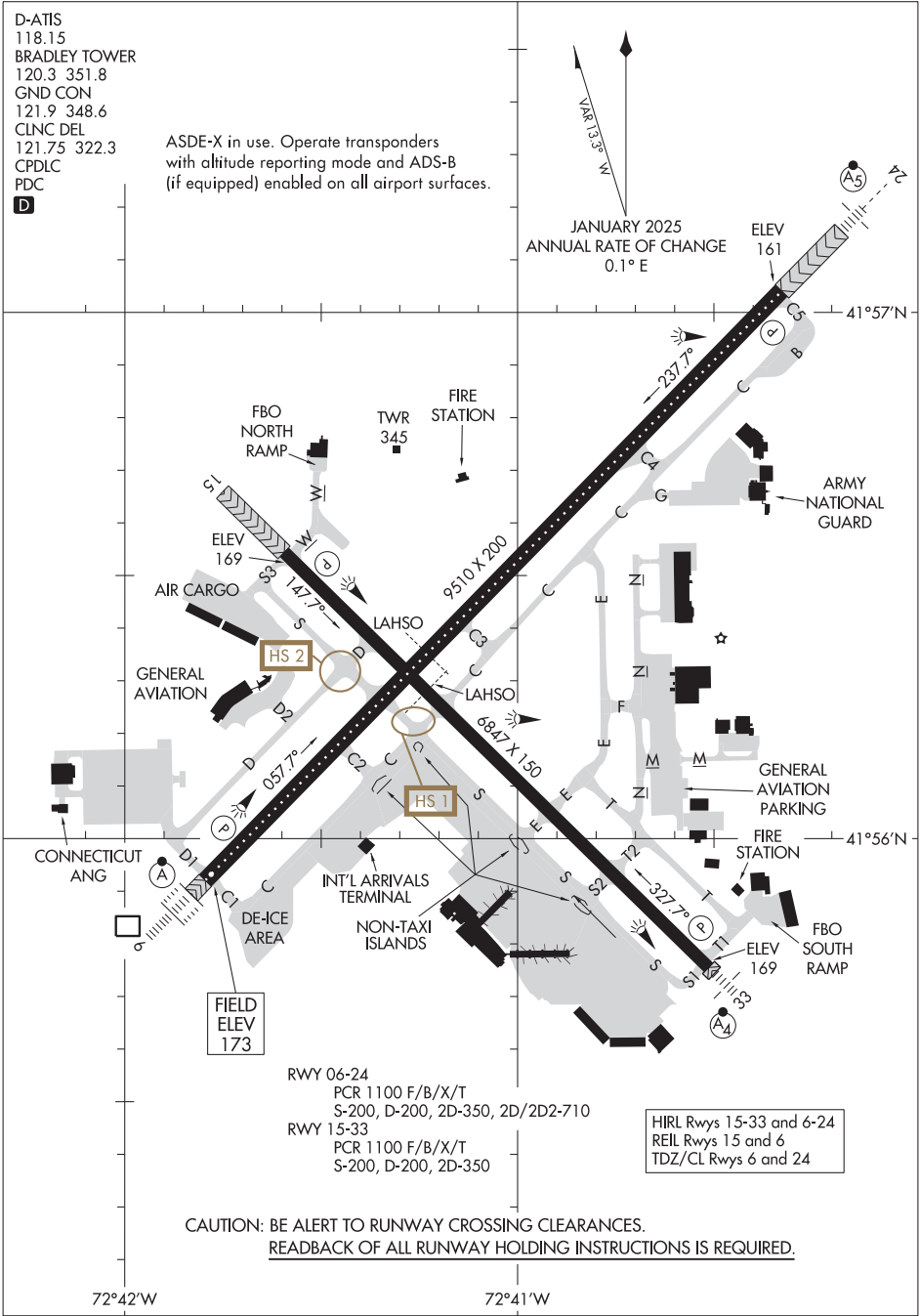
COPTER ILS CATEGORY II - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

BRADLEY INTL (BDL)

41°56'N-72°41'W

COPTER ILS or LOC RWY 6

NE-1, 12 JUN 2025 to 07 AUG 2025



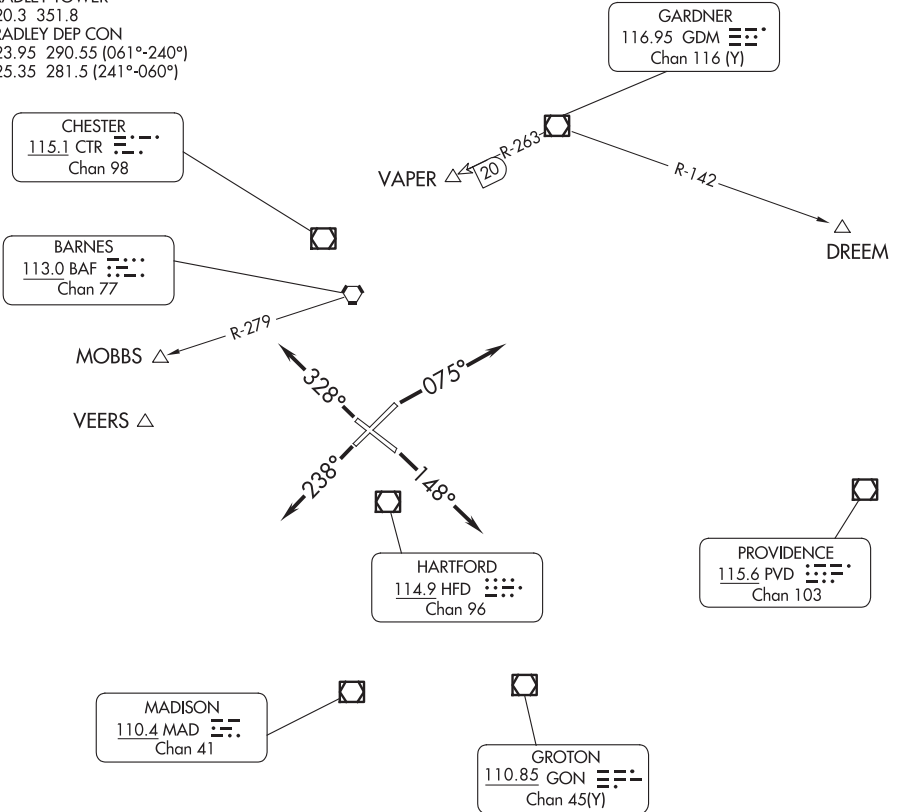
BRADLEY SIX DEPARTURE

BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT

D-ATIS 118.15
CLNC DEL
121.75 322.3
GND CON
121.9 348.6
CPDLC
BRADLEY TOWER
120.3 351.8
BRADLEY DEP CON
123.95 290.55 (061°-240°)
125.35 281.5 (241°-060°)

NOTE: RADAR required.
NOTE: Initial departure headings are predicated on avoiding noise sensitive areas, flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.
NOTE: Appropriate departure frequency to be assigned by ATC.

TOP ALTITUDE:
4000



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 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.

BRADLEY SIX DEPARTURE

WINDSOR LOCKS, CONNECTICUT
BRADLEY INTL (BDL)

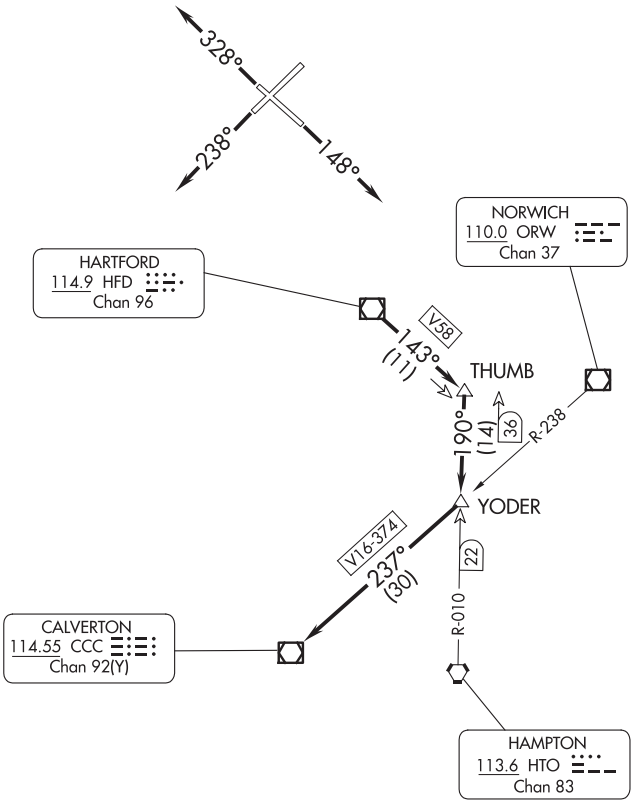
(CSTL9.CCC) 23334
COASTAL NINE DEPARTURE

AL-460 (FAA)

BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT

D-ATIS 118.15
CLNC DEL
121.75 322.3
GND CON
121.9 348.6
CPDLC
BRADLEY TOWER
120.3 351.8
BRADLEY DEP CON
123.95 290.55 (061°-240°)
125.35 281.5 (241°-060°)

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.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

COASTAL NINE DEPARTURE
(CSTL9.CCC) 12AUG21

WINDSOR LOCKS, CONNECTICUT
BRADLEY INTL (BDL)

COASTAL NINE DEPARTURE



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.

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

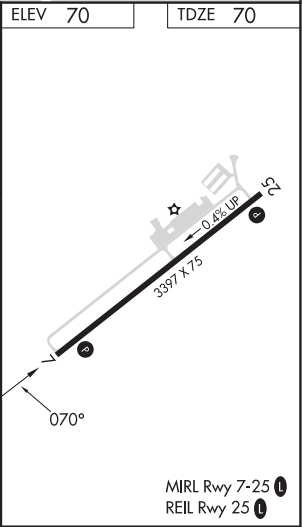
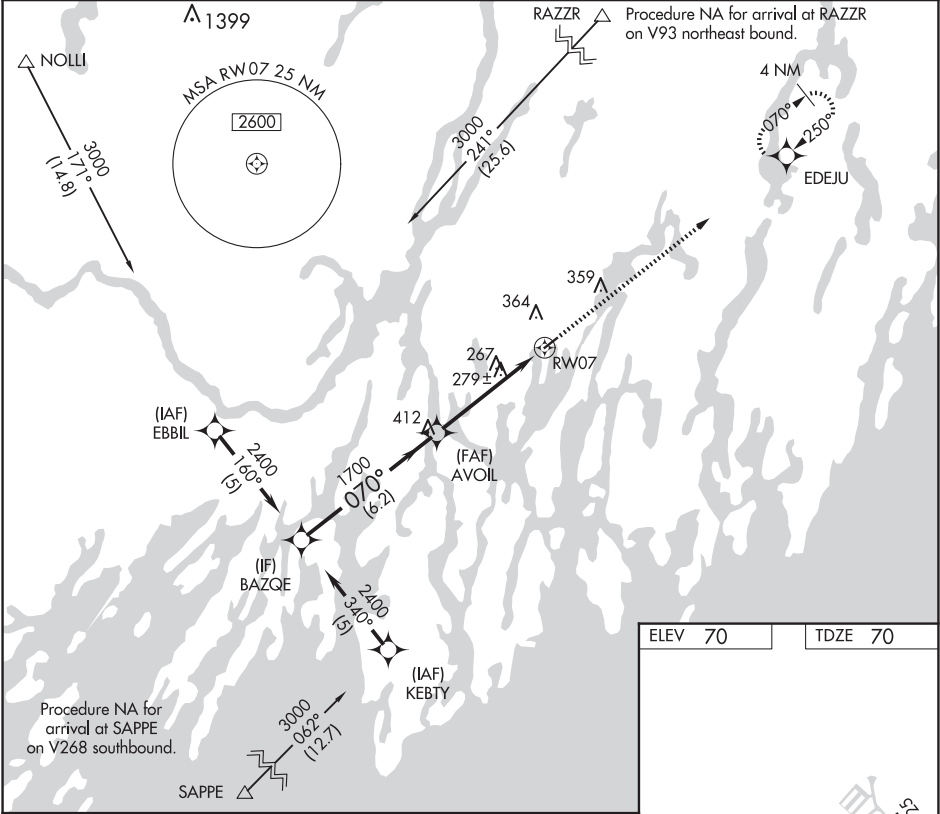
APP CRS	Rwy Idg	3397
070°	TDZE	70
	Apt Elev	70

RNAV (GPS) RWY 7

WISCASSET (IWI)

RNP APCH.	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.
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ASOS 135.725	PORTLAND APP CON★ 119.75 269.35 (112° -292°) 120.4 299.2 (293°-111°)	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).		3000	EDEJU
2400		1700		RW07	
6.2 NM		4.9 NM			
CATEGORY	A	B	C	D	
LNAV MDA	560-1	490 (500-1)	NA		

NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

WISCASSET, MAINE

AL-6265 (FAA)

24025

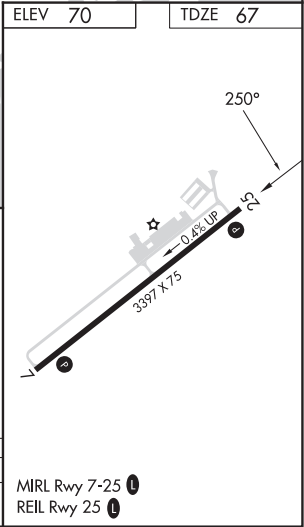
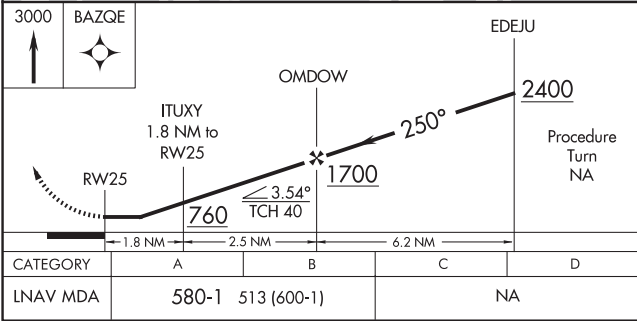
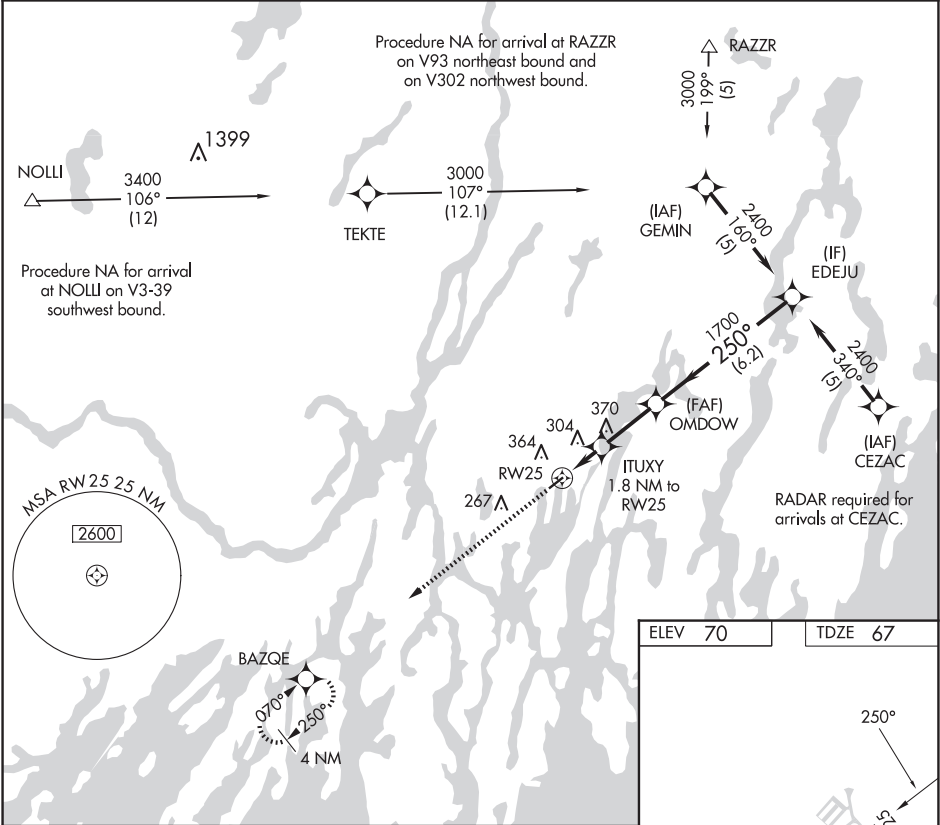
APP CRS	Rwy Idg	3397
250°	TDZE	70
	Apt Elev	70

RNAV (GPS) RWY 25

WISCASSET (IWI)

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.
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ASOS 135.725	PORTLAND APP CON★ 119.75 269.35 (112°-292°) 120.4 299.2 (293°-111°)	UNICOM 122.8 (CTAF) 1
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WISCASSET, MAINE
Orig-B 18JUL19

43°58'N - 69°43'W

WISCASSET (IWI)

RNAV (GPS) RWY 25

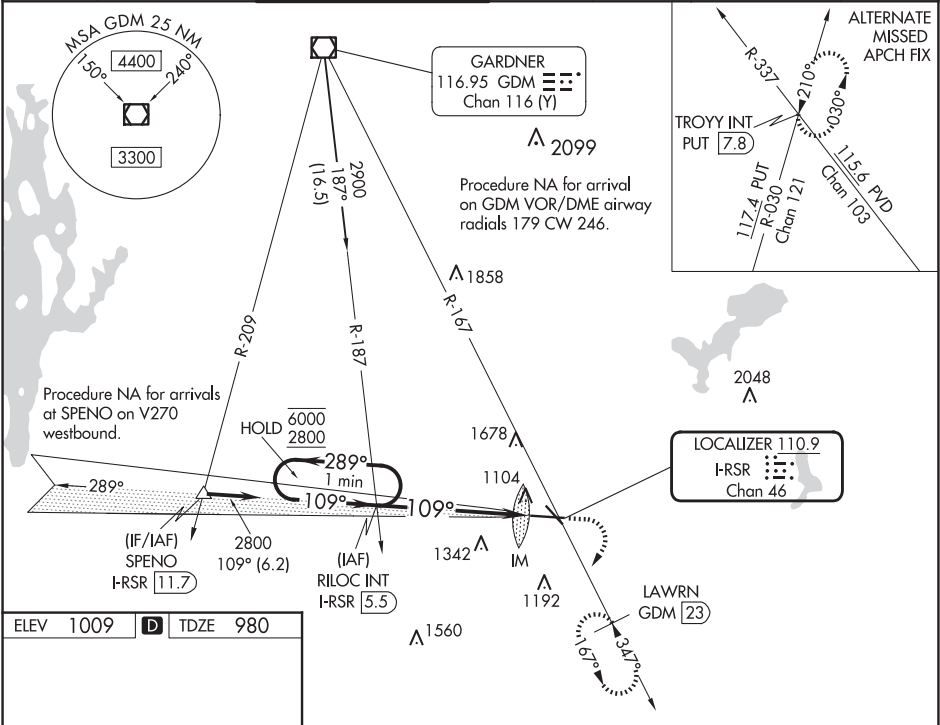
NE-1, 12 JUN 2025 to 07 AUG 2025

NE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-RSR	APP CRS	Rwy ldg	7001
110.9	109°	TDZE	980
Chan 46		Apt Elev	1009

ILS or LOC RWY 11
WORCESTER RGNL (ORH)

<p>⚠ For inop ALS, increase S-LOC 11 Cats C and D visibility to 1 1/2 SM. When control tower closed: inop table does not apply to S-ILS 11 all Cats. When control tower closed: for inop ALS, increase S-LOC 11 Cat C and D visibility to 1 1/2 SM.</p>		ALSIF-2	MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 on heading 230° and on GDM VOR/DME R-167 to LAWNRN/GDM 23 DME and hold, continue climb-in-hold to 3100.			
ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) 263.0	123.85	128.65	119.0 (When twr closed)	122.95



ELEV	1009	D	TDZE	980
TDZ/CL Rwy 11 REIL Rws 15, 29 and 33 HIRL Rwy 11-29 MIRL Rwy 15-33				
FAF to MAP 5.5 NM				
Knots	60	90	120	150
Min:Sec	5:30	3:40	2:45	2:12

One Minute Holding Pattern		RILOC INT I-RSR [5.5]	1800	3100	GDM R-167	LAWNRN GDM [23]
GS 3.00° TCH 55		2800	2800	2800	I-RSR [1.4]	IM
CATEGORY		A	B	C	D	
S-ILS 11		1180/18		200 (200-1/2)		
S-LOC 11		1500/24	520 (500-1/2)	1500/55	520 (500-1)	
CIRCLING		1560-1 551 (600-1)	1740-1 731 (800-1)	2000-3	991 (1000-3)	

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NE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-EKW 110.9 Chan 46	APP CRS 289°	Rwy Ldg TDZE Apt Elev 7001 990 1009
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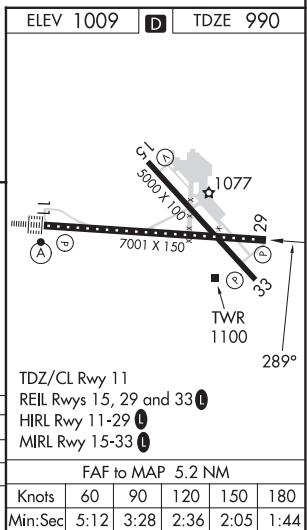
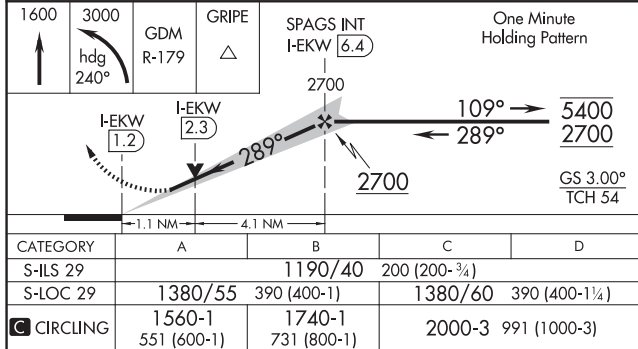
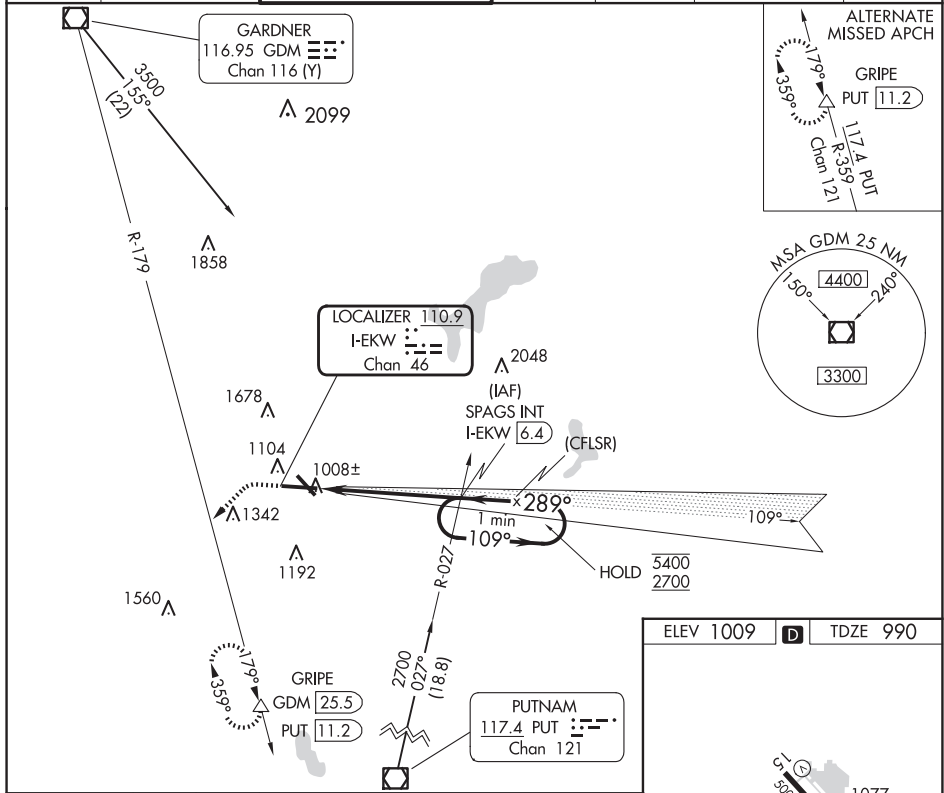
ILS or LOC RWY 29

WORCESTER RGNL (ORH)

Autopilot coupled approach NA below 1430 feet.

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.

ATIS 126.55	BRADLEY APP CON 119.0 327.1	WORCESTER TOWER★ 120.5 (CTAF) 0 263.0	GND CON 123.85	CLNC DEL 128.65	CLNC DEL 119.0 (When twr closed)	UNICOM 122.95
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NE-1, 12 JUN 2025 to 07 AUG 2025

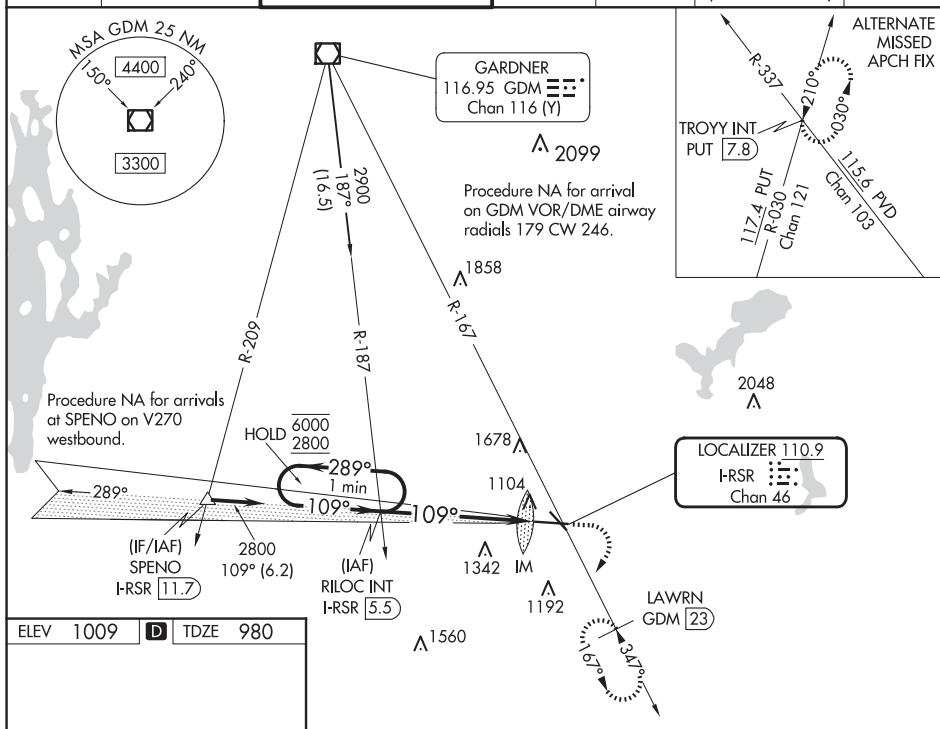
NE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 11 (CAT II & III)
WORCESTER RGNL (ORH)

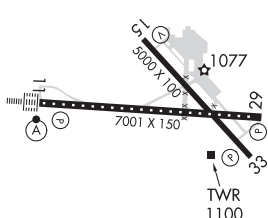
ALSF-2

MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 on heading 230° and on GDM VOR/DME R-167 to LAWRN/GDM 23 DME and hold, continue climb-in-hold to 3100.

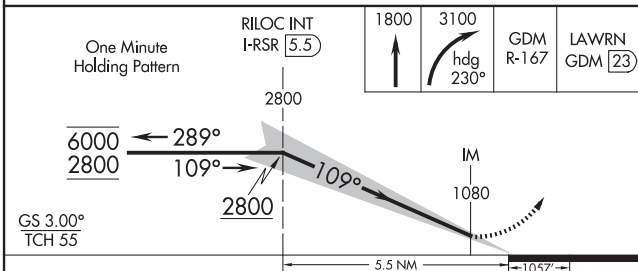
ATIS 126.55	BRADLEY APP CON 119.0 327.1	WORCESTER TOWER ★ 120.5 (CTAF) 0 263.0	GND CON 123.85	CLNC DEL 128.65	CLNC DEL 119.0 (When twr closed)	UNICOM 122.95
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ELEV 1009	D	TDZE 980
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TDZ/CL Rwy 11
REIL Rwy 15, 29 and 33 **L**
HIRL Rwy 11-29 **L**
MIRL Rwy 15-33 **L**

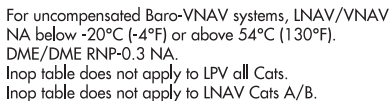


CATEGORY	A	B	C	D
S-ILS 11	CAT II RA 119/12 100 DA 1080			
S-ILS 11	CAT III RVR 06			

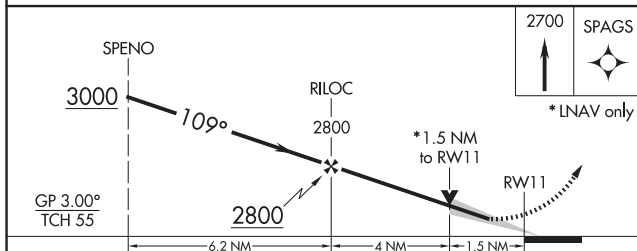
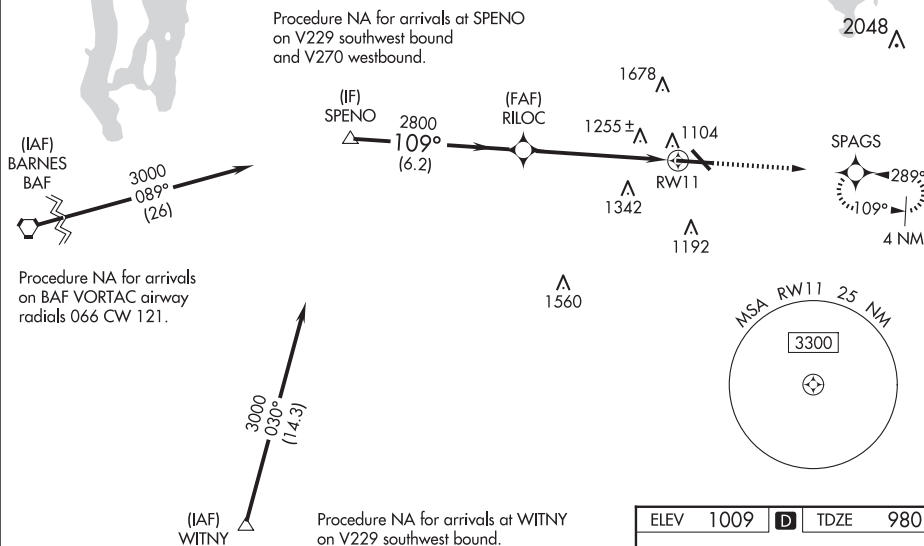
CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED


NE-1, 12 JUN 2025 to 07 AUG 2025

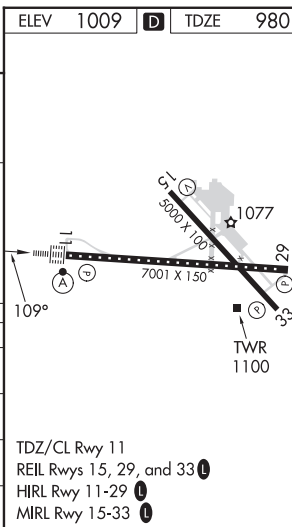
NE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 11
WORCESTER RGNL (ORH)

MISSED APPROACH: Climb to 2700 direct SPAGS and hold.

UNICOM
122.95

CATEGORY		A	B	C	D
LPV	DA	1180/40 200 (200-¾)			
INAV/ VNAV	DA	1565-1½ 585 (600-1½)			
INAV	MDA	1520/40	540 (600-¾)	1520/55	540 (600-1)
 CIRCLING		1560-1 551 (600-1)	1720-1 711 (800-1)	2000-3	991 (1000-3)



WORCESTER RGNL (ORH)
RNAV (GPS) RWY 11

NE-1, 12 JUN 2025 to 07 AUG 2025

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WAAS Ch 82299 W29A	APP CRS 289°	Rwy Idg 7001 TDZE 990 Apt Elev 1009
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RNAV (GPS) RWY 29
WORCESTER RGNL (ORH)

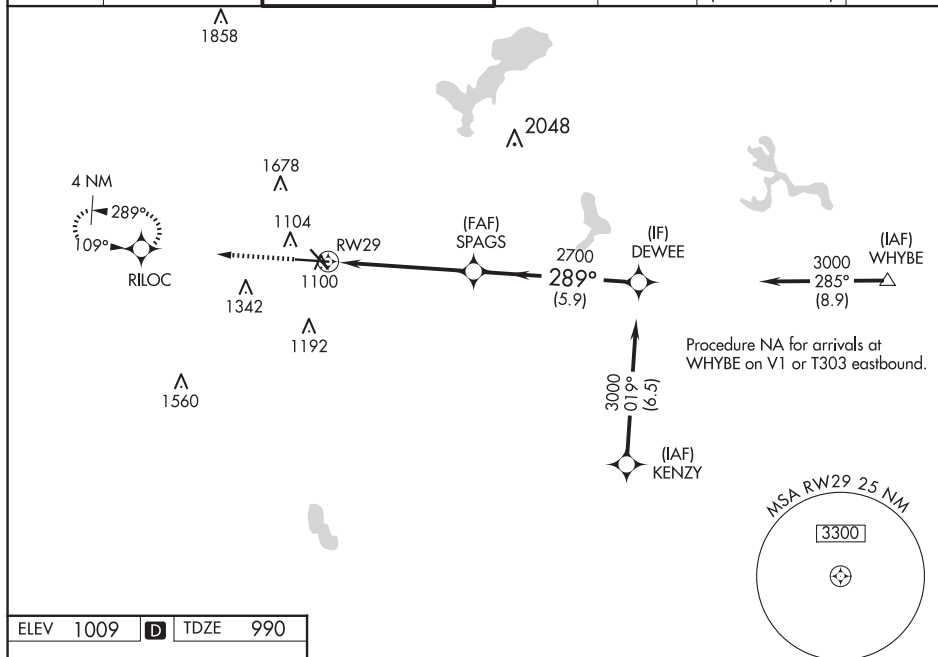
RNP APCH - GPS.



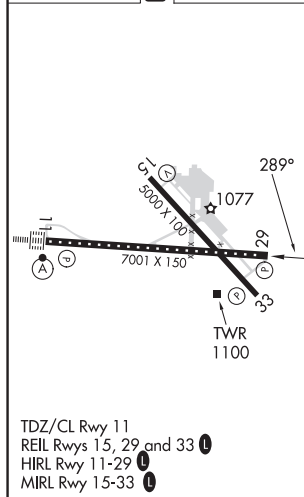
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct RILOC and hold, continue climb-in-hold to 3000.

ATIS 126.55	BRADLEY APP CON 119.0 327.1	WORCESTER TOWER★ 120.5 (CTAF) 0 263.0	GND CON 123.85	CLNC DEL 128.65	CLNC DEL 119.0 (When twr closed)	UNICOM 122.95
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ELEV	1009	D	TDZE	990
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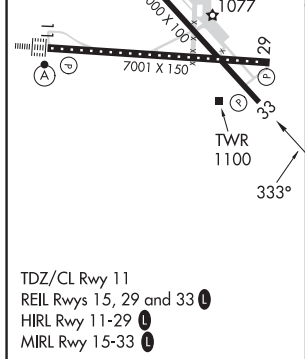
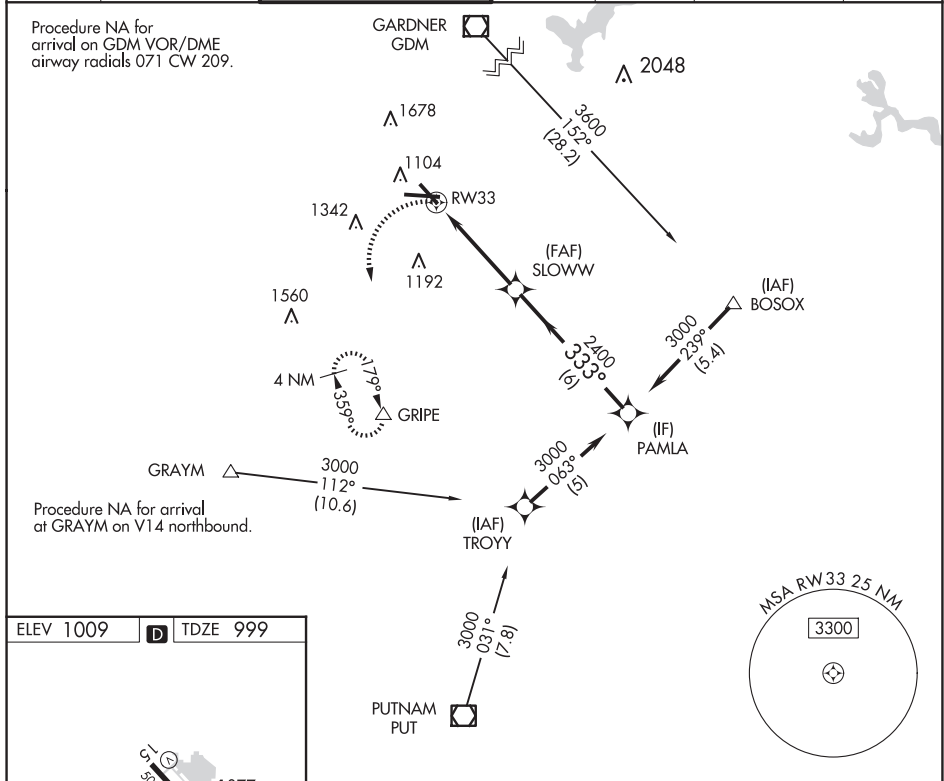
APP CRS	Rwy Idg	5000
333°	TDZE	999
	Apt Elev	1009

RNAV (GPS) RWY 33

WORCESTER RGNL (ORH)

RNP APCH. <div>When local altimeter setting not received, use Bedford altimeter setting and increase all MDAs 200 feet and visibility LNAV Cat C/D ½ SM and visibility Circling Cat B ¼ SM. VDP NA with Bedford altimeter setting.</div>				MISSED APPROACH: Climbing left turn to 3000 direct GRIPE and hold.		
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ATIS	BRADLEY APP CON	WORCESTER TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) 263.0	123.85	128.65	119.0 (When twr closed)	122.95



3000 GRIPE		SLOWWW		PAMLA		Procedure Turn NA
3000		1.1 NM to RW33		3000		
RW33		3.03° TCH 40		2400		
1.1		3.1 NM		6 NM		
CATEGORY	A	B	C	D		
LNAV MDA	1480-1	482 (500-1)	1480 -1⅓	482 (500-1⅓)		
CIRCLING	1560-1 551 (600-1)	1720-1 711 (800-1)	2000-3	991 (1000-3)		

VOR/DME GDM	APP CRS	Rwy Idg	5000
116.95	347°	TDZE	998
Chan 116 (Y)		Apt Elev	1009

VOR/DME RWY 33

WORCESTER RGNL (ORH)

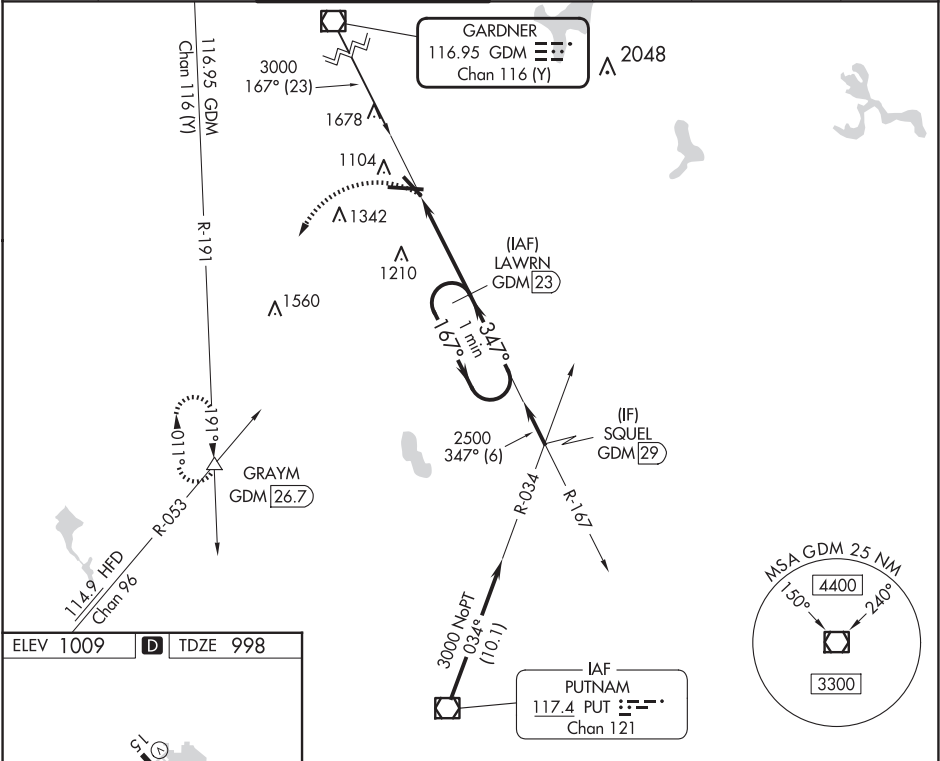
⚠

When local altimeter setting not received, use Bedford altimeter setting and increase all MDA's 200 feet; increase S-33 Cat C/D visibility ½ SM and Circling Cat B ¼ SM.

MISSED APPROACH:

Climbing left turn to 3000 on heading 240° and GDM VOR/DME R-191 to GRAYM INT/GDM 26.7 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) 263.0	123.85	128.65	119.0 (When twr closed)	122.95



ELEV 1009

TDZE 998

TDZ/CL Rwy 11

REIL Rwys 15, 29 and 33

HIRL Rwy 11-29

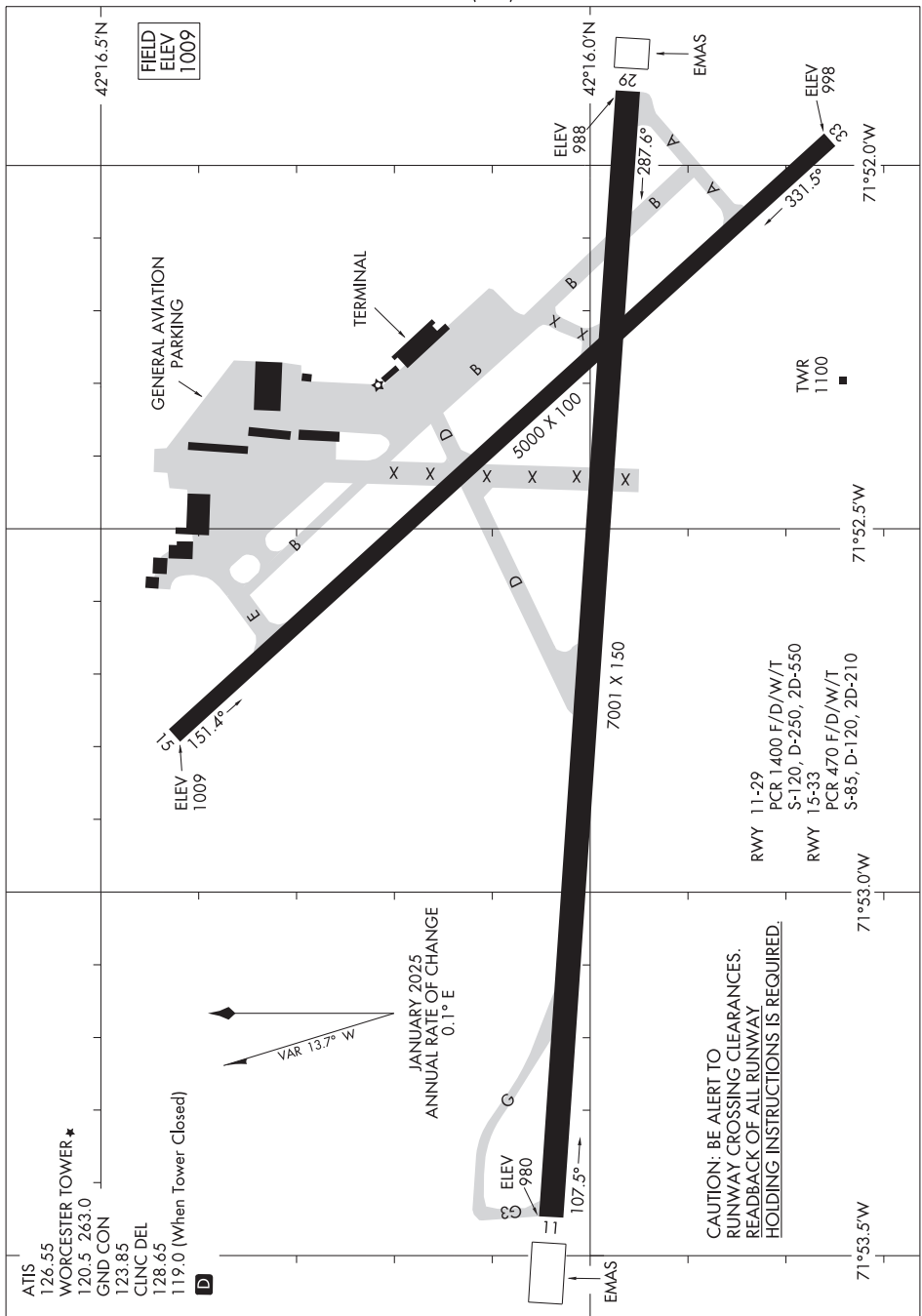
MIRL Rwy 15-33

3000 hdg 240°		GDM R-191	GRAYM △	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).		
				LAWRN GDM 23	One Minute Holding Pattern	
CATEGORY	A		B		C	D
S-33	1520-1		522 (600-1)		1520-1½	522 (600-1½)
CIRCLING	1560-1 551 (600-1)		1720-1 711 (800-1)		2000-3	991 (1000-3)

AIRPORT DIAGRAM

AL-652 (FAA)

WORCESTER RGNL (ORH)
WORCESTER, MASSACHUSETTS



AIRPORT DIAGRAM

25107

WORCESTER, MASSACHUSETTS
WORCESTER RGNL (ORH)

NE-1, 12 JUN 2025 to 07 AUG 2025

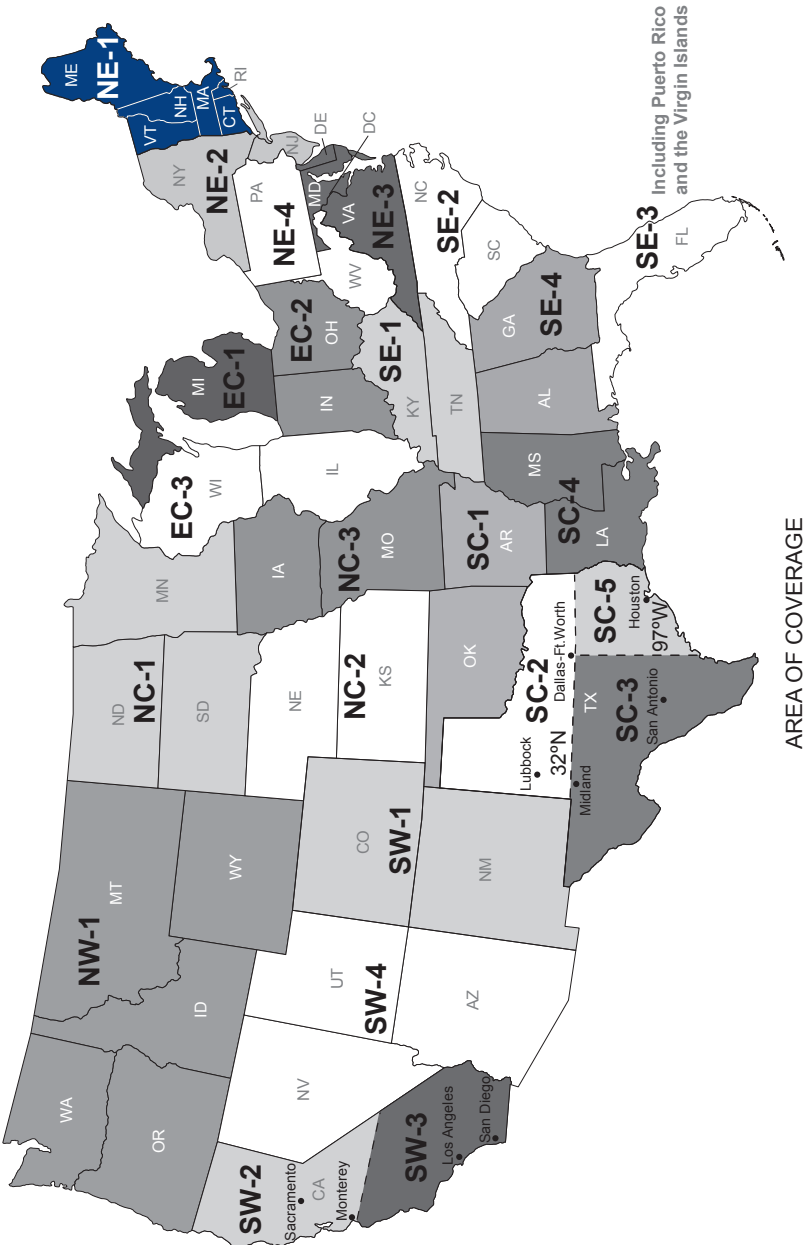
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPNE1



NSN 7641015059582

NGA REF. NO. OK-10-2859 TERMXFAABTPPNE1



EFF. DATE 25163