Federal Aviation Administration

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U.S. Terminal Procedures Publication

Northeast (NE) Vol 1 of 4

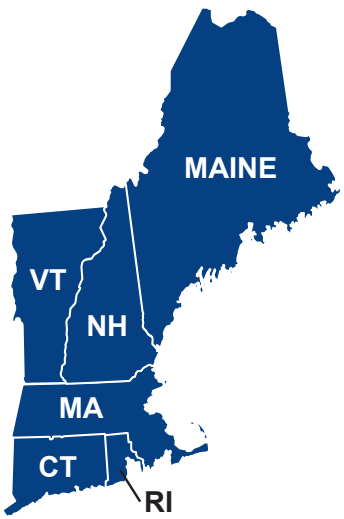
Effective: 0901Z

07 AUG 2025

to: 0901Z

02 OCT 2025

Consult the Change Notice (CN) effective 04 SEP 2025 for revised Instrument Procedure Charts for this volume



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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

INOP COMPONENTS 25051

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, MALS, 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

INOP COMPONENTS 25051

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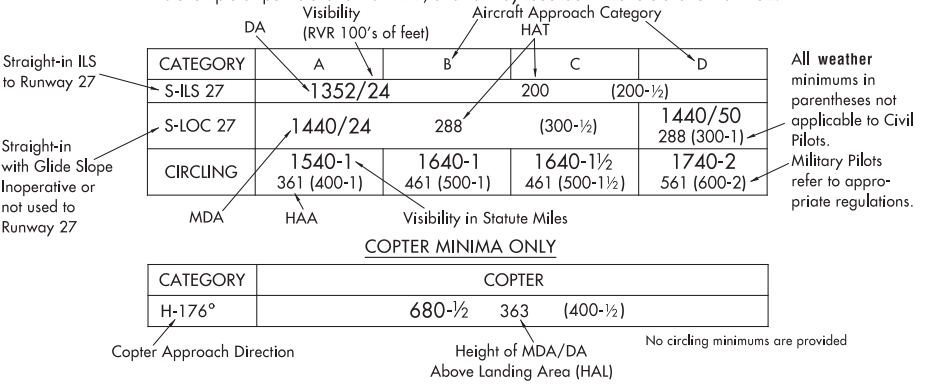
TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER).
In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

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



COPTER MINIMA ONLY

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 ❄-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

TERMS/LANDING MINIMA DATA 20142

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TERMS/LANDING MINIMA DATA 25163

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.

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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)

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

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".

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

TERMS/LANDING MINIMA DATA 25163

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

RNAV STAR and DP PBN/Equipment Requirements Notes Box

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

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot contolled lighting, e.g., (A1), (V)

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

To activate lights, use frequency indicated in the communications section of the chart with a (L)

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

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ABBREVIATIONS 25107

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

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ABBREVIATIONS 25107

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

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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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LEGEND 23334

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

Minimum Route Altitude → 3100 NoPT to LOM
045°
Mileage → (14.2)

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000 / 8000
090° (IAS) 270°
4 NM

HOLD 10000 / 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
HOLD 8000
090° 270°

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

Reporting Point

Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

GLGHR INT — Intersection

MYLES
I-LVF 14.9 — (Distance From Facility)

DME

Flyover Point

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

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

ALTITUDES

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

INDICATED AIRSPEED

175K	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR
VORTAC
TACAN
VOR/DME
DME
NDB
NDB/DME
LOM (Compass locator at Outer Marker)
Marker Beacon

Marker beacons that are not specifically part of the procedure.

Localizer Front Course (LOC/LDA)
Right side shading- Front course

Localizer Back Course
Left side shading- Back Course

SDF Course

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

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

TACAN or DME NAVAID
SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

LEGEND 23334

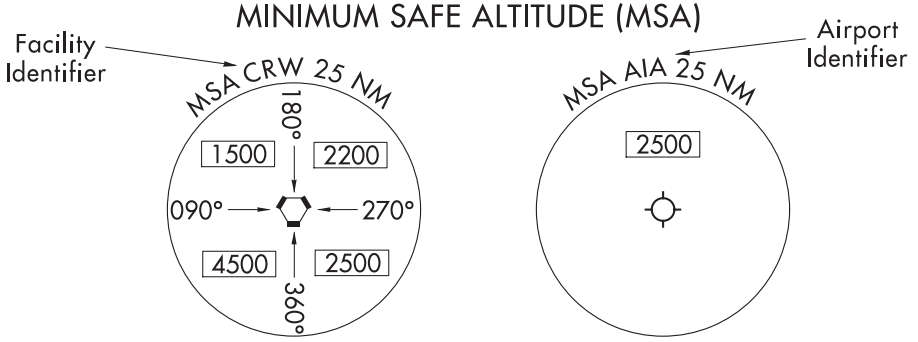
NE-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)

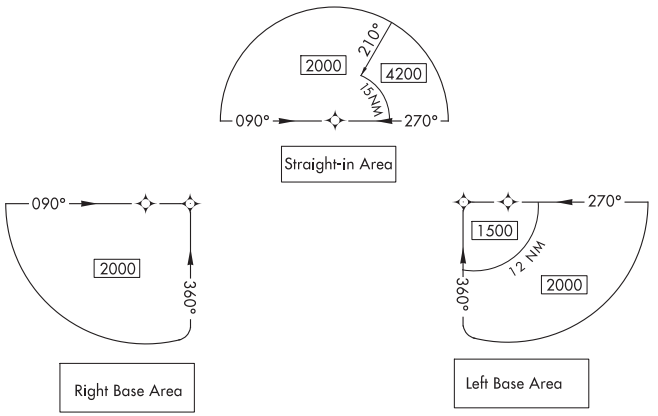
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ End of Rwy Coordinates (DoD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

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

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

OBSTACLES

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- ± Doubtful accuracy

LEGEND 23110

NE-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

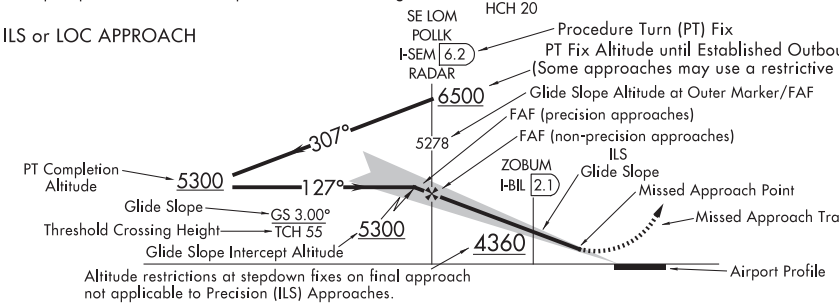
PROFILE VIEW

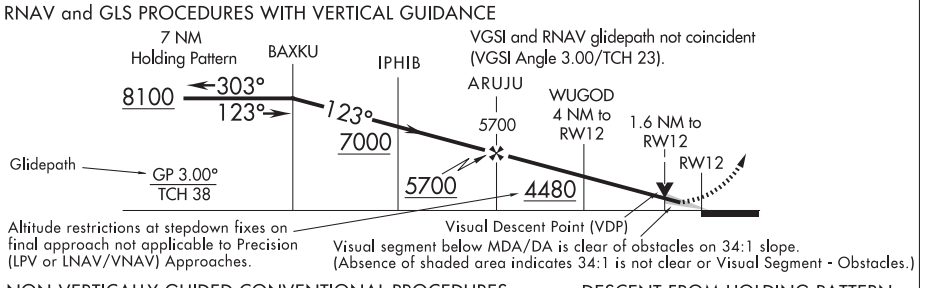
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

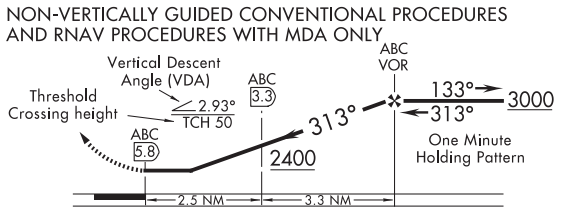
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°. TCH 55

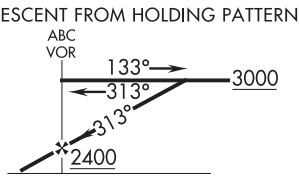
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

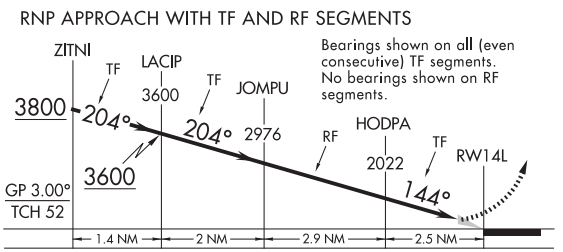
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure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











ALTITUDES

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

PROFILE SYMBOLS

2400 — 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

NE-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

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
(CFTSP) Computer Navigation Fix (CNF) - No ATC Function

AIRPORTS

Civil · Military · Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil · Military · Joint (Civil-Military)

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

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

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 Rwys 16L/C/R
Terminus identifier

NE-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 23334

LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME
VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME
VOR/DME · TACAN · NDB

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE
Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

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 (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

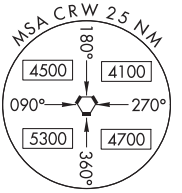
AIRPORTS

Heliport

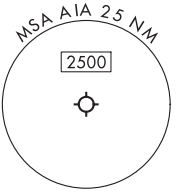
Civil · Military · Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier



Airport Identifier



(arrows on distance circle identify sectors)

LEGEND 23334

NE-1, 07 AUG 2025 to 02 OCT 2025

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 # TWR

	Unlit	Lit
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 ≥ 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 ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

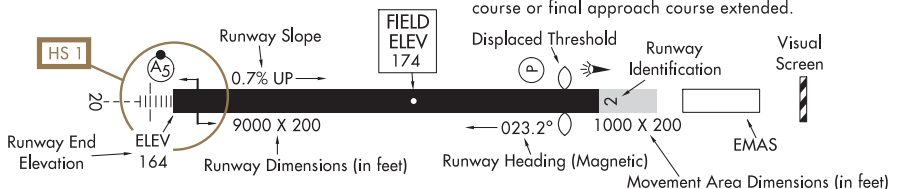
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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 D 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.



SCOPE

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.

NE-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 22195

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

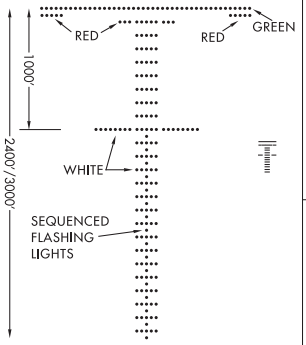
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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).

CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

ALSF-1

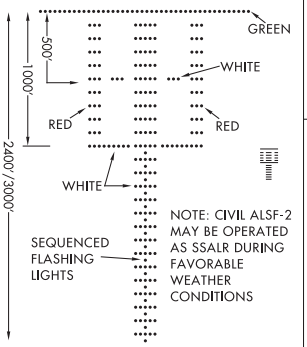


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

(A)

ALSF-2

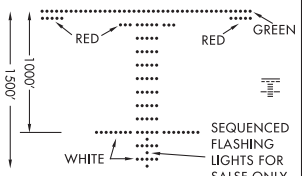


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

SALS/SALSF



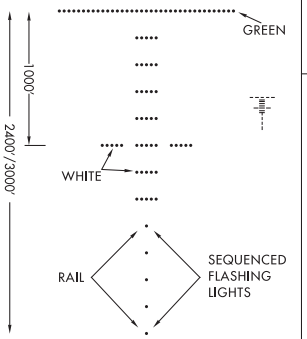
(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

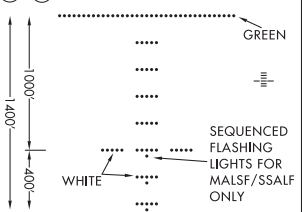
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

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

(A4) (A4)



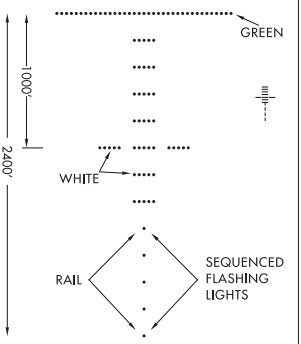
LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

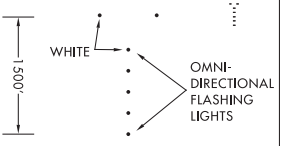
MALSR



LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

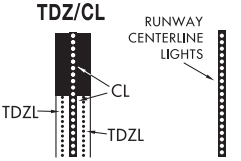
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL



AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

LEGEND 22195

NE-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 22195

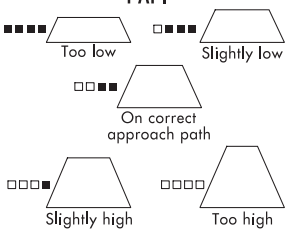
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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



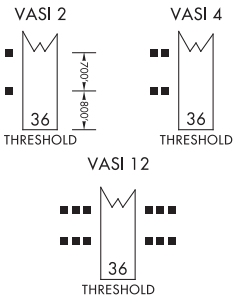
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

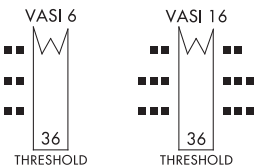
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

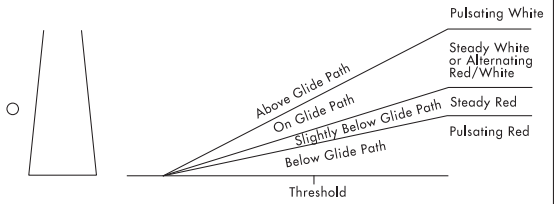
VASI

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



(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

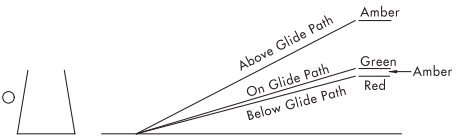
PVASI



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.

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

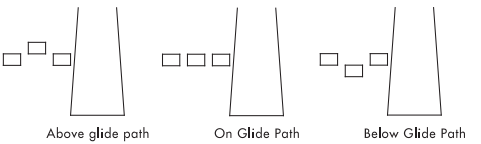
TRCV



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

(V5) 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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

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

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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

SUPPLEMENTAL TABLES 25107

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SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE

The rate of descent table is provided for use in planning and executingdescents 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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AUBURN/LEWISTON, ME		
AUBURN/LEWISTON MUNI(LEW)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 04	1
	RNAV (GPS) RWY 04	2
	RNAV (GPS) RWY 22	3
AUGUSTA, ME		
AUGUSTA STATE(AUG)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 17	4
	RNAV (GPS) RWY 17	5
	RNAV (GPS) RWY 35	6
	VOR RWY 35	7
BANGOR, ME		
BANGOR INTL(BGR)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
RADAR MINIMUMS		N
IAPS	ILS OR LOC RWY 33	8
	ILS Y OR LOC Y RWY 15	9
	ILS RWY 33 (SA CAT I - II)	10
	ILS Y RWY 15 (CAT II - III)	11
	RNAV (GPS) RWY 15	12
	RNAV (GPS) RWY 33	13
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BAR HARBOR, ME		
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ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 22	16
	RNAV (GPS) RWY 04	17
	RNAV (GPS) RWY 22	18
BARRE/MONTPELIER, VT		
EDWARD F KNAPP STATE(MPV)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 17	19
	RNAV (GPS) RWY 17	20
	RNAV (GPS) RWY 35	21
BEDFORD, MA		
LAURENCE G HANSCOM FLD(BED)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
LAHSO		O
HOT SPOT		P
STARS	DREEM TWO (RNAV)	Z6
	GRAYM SIX	Z7
	ZELKA TWO (RNAV)	Z31
IAPS	ILS OR LOC RWY 11	22
	ILS OR LOC RWY 29	23
	RNAV (RNP) Y RWY 11	24
	RNAV (RNP) Y RWY 29	25
	RNAV (GPS) RWY 23	26
	RNAV (GPS) Z RWY 11	27
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IAPS	RNAV (GPS) RWY 15	32
	RNAV (GPS) RWY 33	33
BENNINGTON, VT		
WILLIAM H MORSE STATE(DDH)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 13	34
BERLIN, NH		
BERLIN RGNL(BML)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 18	35
BETHEL, ME		
BETHEL RGNL(0B1)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) Z RWY 32	36
BEVERLY, MA		
BEVERLY RGNL(BVY)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
LAHSO		O
HOT SPOT		P
STARS	DREEM TWO (RNAV)	Z6
	GRAYM SIX	Z7
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RNAV (GPS) RWY 28 47
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BOSTON, MA
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LAHSO ..... O
HOT SPOT ..... P
STARS ..... JFUND TWO (RNAV) Z8
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OOSHN FIVE (RNAV) Z17
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IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

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AUBURN/LEWISTON, ME

AUBURN/LEWISTON MUNI (LEW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 4, pole 101’ from DER, 386’ left of centerline, 23’ AGL/277’ MSL.
Pole 145’ from DER, 479’ left of centerline, 30’ AGL/279’ MSL.
Tree 297’ from DER, 519’ right of centerline, 68’ AGL/329’ MSL.
Tree 540’ from DER, 491’ left of centerline, 69’ AGL/311’ MSL.
Tree 749’ from DER, 547’ left of centerline, 74’ AGL/314’ MSL.
Tree 753’ from DER, 389’ right of centerline, 68’ AGL/335’ MSL.
Trees beginning 762’ from DER, 321’ left of centerline, up to 75’ AGL/319’ MSL.
Tree, pole beginning 1273’ from DER, 347’ right of centerline, up to 81’ AGL/385’ MSL.
Trees beginning 1535’ from DER, 194’ right of centerline, up to 77’ AGL/386’ MSL.
Tree 1598’ from DER, 277’ left of centerline, 77’ AGL/323’ MSL.
Rwy 17, trees beginning 170’ from DER, 390’ right of centerline, up to 60’ AGL/399’ MSL.
Traverse way 531’ from DER, 156’ left of centerline, 305’ MSL.
Tree 574’ from DER, 174’ left of centerline, 33’ AGL/322’ MSL.
Tree 1053’ from DER, 251’ left of centerline, 44’ AGL/336’ MSL.
Tree 1.6 NM from DER, 2410’ left of centerline, 60’ AGL/549’ MSL.
Trees beginning 1.7 NM from DER, 246’ left of centerline, up to 60’ AGL/579’ MSL.
CON’T

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, 300-1⅛ or std. w/min. climb of 272' per NM to 600.
Rwy 17, 300-1⅛ or std. w/min. climb of 279' per NM to 600.
Rwy 26, 400-1⅞ 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.

BARRE/MONTPELIER, VT

EDWARD F KNAPP STATE (MPV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 13NOV14 (22195) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 23, 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 048° to 2100 then climbing left turn to 3900 direct MPV VOR/DME before proceeding on course.

Rwy 17, climb heading 168° to 2600 then climbing left turn to 3500 direct MPVVOR/DME before proceeding on course.

Rwy 35, climbing right turn to 3900 direct MPV VOR/DME before proceeding on course.

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, 07 AUG 2025 to 02 OCT 2025

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, 300-1⅛ 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.

CON'T

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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, 300-1⅛ 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.

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

25219

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)

NE-1, 07 AUG 2025 to 02 OCT 2025

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

NE-1, 07 AUG 2025 to 02 OCT 2025
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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 lt 28' from DER, 82' left of centerline, 2' AGL/83' MSL.
Grd 100' from DER, 426' right of centerline, 89' MSL.
CON'T

NE-1, 07 AUG 2025 to 02 OCT 2025
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219

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 beginning322' 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)

NE-1, 07 AUG 2025 to 02 OCT 2025
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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.

NE-1, 07 AUG 2025 to 02 OCT 2025

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

25219

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. if tower reports no tall vessels in the departure area.
Rwy 22R, 300-1¾ or std. w/min. climb of 320' per NM to 300.
Rwy 27, std. w/min. climb of 487' per NM to 1000.
Rwy 33L, 300-1¾ or std. w/min. climb of 232' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100 feet prior to DER.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

CON'T

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

NE-1, 07 AUG 2025 to 02 OCT 2025

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence 14' from DER, 95' left of centerline, 17' AGL/18' MSL.
Traverse way 114' from DER, 438' left of centerline, 23' MSL.
Electrical system 131' from DER, 289' right of centerline, 6' AGL/13' MSL.
Traverse way 196' from DER, 345' left of centerline, 24' MSL.
Traverse ways, 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

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NE-1, 07 AUG 2025 to 02 OCT 2025

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.

NE-1, 07 AUG 2025 to 02 OCT 2025

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.

NE-1, 07 AUG 2025 to 02 OCT 2025

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.

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

NE-1, 07 AUG 2025 to 02 OCT 2025

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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, 07 AUG 2025 to 02 OCT 2025

CONCORD, NH

CONCORD MUNI (CON)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 17, 300-2¼ or std. w/min. climb of 260' per NM to 700.

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

DEPARTURE PROCEDURE:

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

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees, vegetation beginning at DER, 7' left of centerline, up to 16' AGL/361' MSL.
Trees, vegetation, pole beginning 5' from DER, 100' right of centerline, up to 54' AGL/396' MSL.
Trees beginning 623' from DER, 297' left of centerline, up to 64' AGL/391' MSL.
Trees beginning 1032' from DER, 131' left of centerline, up to 86' AGL/421' MSL.
Tree 1075' from DER, 552' right of centerline, 54' AGL/397' MSL.
Trees beginning 1417' from DER, 207' right of centerline, up to 97' AGL/431' MSL.
Tree 1 NM from DER, 2143' right of centerline, 107' AGL/513' MSL.
Tree 1.4 NM from DER, 2160' left of centerline, 76' AGL/622' MSL.
Trees beginning 1.6 NM from DER, 1010' left of centerline, up to 78' AGL/639' MSL.
Tree 1.6 NM from DER, 331' left of centerline, 66' AGL/655' MSL.
Tree 1.6 NM from DER, 154' right of centerline, 97' AGL/662' MSL.
Tree 1.8 NM from DER, 699' left of centerline, 78' AGL/768' MSL.
Trees, vegetation beginning 1.9 NM from DER, 245' left of centerline, up to 82' AGL/789' MSL.
Trees beginning 1.9 NM from DER, 298' right of centerline, up to 89' AGL/777' MSL.
Trees beginning 2.2 NM from DER, 1068' left of centerline, up to 100' AGL/832' MSL.
Trees, building, vegetation beginning 2.3 NM from DER, 1898' left of centerline, up to 100' AGL/862' MSL.
Rwy 17, trees beginning 96' from DER, 285' left of centerline, up to 35' AGL/350' MSL.
Trees beginning 497' from DER, 523' left of centerline, up to 88' AGL/367' MSL.
Trees beginning 791' from DER, 591' left of centerline, up to 79' AGL/378' MSL.
Tree 984' from DER, 601' right of centerline, 49' AGL/379' MSL.
Trees beginning 1093' from DER, 509' right of centerline, up to 77' AGL/406' MSL.
Tree 1.2 NM from DER, 1048' left of centerline, 92' AGL/529' MSL.
Trees beginning 1.3 NM from DER, 1282' left of centerline, up to 84' AGL/606' MSL.
Trees, tower 1.5 NM from DER, 1881' left of centerline, up to 90' AGL/618' MSL.
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.

NE-1, 07 AUG 2025 to 02 OCT 2025

DANBURY, CT

DANBURY MUNI (DXR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 11JUL24 (24193) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, NA - Obstacles.

Rwy 8, 600-1¾.

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

NE-1, 07 AUG 2025 to 02 OCT 2025

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

25219

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 64' 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)

NE-1, 07 AUG 2025 to 02 OCT 2025

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, 07 AUG 2025 to 02 OCT 2025

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

25219

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.

CON'T

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

NE-1, 07 AUG 2025 to 02 OCT 2025

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.

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.

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

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

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, 700-1¾ w/min climb of 460'/NM to 6600 or std w/min climb of 904'/NM to 4900, or 3600-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 14, climb on heading 143° to 2900 before turning.
Rwy 32, climb on heading 323° to 1300 before turning left.

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

TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 2' from DER, 237' left of centerline, up to 443' MSL.
Trees beginning 29' from DER, 222' right of centerline, up to 449' MSL.
Trees beginning 116' from DER, 298' right of centerline, up to 456' MSL.
Trees beginning 340' from DER, 71' left of centerline, up to 447' MSL.
Trees beginning 719' from DER, 120' left of centerline, up to 454' MSL.
Tree 1425' from DER, 876' right of centerline, 468' MSL.
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

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

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

CON'T

GREENVILLE, ME (CON'T)

GREENVILLE MUNI (3B1) (CON'T)

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on road 293' from DER, across centerline, 15' AGL/1415' MSL.
Trees beginning 1.3 NM from DER, 1611' left of centerline, up to 1620' MSL.
Trees beginning 1.4 NM from DER, 1279' left of centerline, up to 1689' MSL.
Trees beginning 1.4 NM from DER, 1230' left of centerline, up to 1699' MSL.
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 t0 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.

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, 300-1⅜ 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.

NE-1, 07 AUG 2025 to 02 OCT 2025

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, 200-1⅜ 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, 500-2¾ or std. w/min. climb of 316' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 19, climbing right turn heading 240° to 1700 before turning east.

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicles on road beginning at DER, 459' left of centerline, up to 15' AGL/234' MSL.
Trees beginning 182' from DER, 47' right of centerline, up to 100' AGL/359' MSL.
Trees beginning 454' from DER, 20' left of centerline, up to 100' AGL/289' MSL.
Rwy 19, vehicles on road beginning 1' from DER, 240' right of centerline, up to 15' AGL/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.

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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, 300-1⅜ or std. w/ min. climb of 385' per NM to 800.

Rwy 5, 400-2 or std. w/ min. climb of 355' per NM to 900.

Rwy 19, 400-2¾ w/ min. climb of 225' per NM to 1100 or 1100-2½ for VCOA.

Rwy 23, 300-1¾ or std. w/ min. climb of 315' per NM to 900.

DEPARTURE PROCEDURE:

Rwy 1, climb on heading 010° to 1000 before turning right.

Rwy 5, climb on heading 049° to 1200 before turning right.

Rwy 19, climb on heading 190° to 1100 before turning left.

Rwy 23, climb on heading 229° to 1000 before turning left.

VCOA:

Rwy 19, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Houlton Intl Airport at or above 1400 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.
CON'T

NE-1, 07 AUG 2025 to 02 OCT 2025

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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)

25219

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, fence 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.

CON'T

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

NE-1, 07 AUG 2025 to 02 OCT 2025

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.

NE-1, 07 AUG 2025 to 02 OCT 2025

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

25219

JACKMAN, ME

NEWTON FLD (59B)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std w/min climb of 410'/NM to 2300, or 2500-3 for VCOA.

Rwy 31, std w/min climb of 300'/NM to 3800, or 2500-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 13, climb on heading 112° to 3500 before proceeding on course.

Rwy 31, climb on heading 306° to 2800 before turning right.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 13, vegetation 9' from DER, 174' right of centerline, 10' AGL/1179' MSL.
Vegetation beginning 11' from DER, 196' right of centerline, up to 11' AGL/1184' MSL.
Vegetation 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, 257' left of centerline, up to 50' AGL/1217' MSL.
Trees beginning 584' from DER, 366' right of centerline, up to 63' AGL/1238' MSL.
Tree, pole beginning 806' from DER, 1' 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.
Tree, vehicles on roadway beginning 1374' from DER, 111' right of centerline, up to 77' AGL/1260' MSL.
Trees beginning 1636' from DER, 10' right of centerline, up to 92' AGL/1274' MSL.
Trees beginning 1654' from DER, on centerline, up to 1234' MSL.
Trees beginning 1741' from DER, 8' left of centerline, up to 1235' MSL.
Trees beginning 1783' from DER, 27' left of centerline, up to 72' AGL/1241' MSL.
Trees beginning 1834' from DER, 1' right of centerline, up to 98' AGL/1277' MSL.
Trees beginning 1876' from DER, 1' left of centerline, up to 75' AGL/1245' 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.
Trees beginning 2287' from DER, 195' left of centerline, up to 79' AGL/1248' MSL.
Trees beginning 2371' from DER, 348' left of centerline, up to 82' AGL/1249' MSL.
Trees beginning 2600' from DER, 801' left of centerline, up to 85' AGL/1254' MSL.

Rwy 31, electrical system, pole, vegetation, tree, vehicles on roadway beginning 14' from DER, 135' left of centerline, up to 1208' MSL.
Tree 22' from DER, 410' right of centerline, 62' AGL/1229' MSL.
Tree, vehicles on roadway beginning 42' from DER, 235' right of centerline, up to 1232' MSL.
Tree, pole, vegetation beginning 240' from DER, 353' left of centerline, up to 37' AGL/1215' MSL.
Tree, pole beginning 484' from DER, 366' left of centerline, up to 64' AGL/1241' MSL.
Tree, pole beginning 678' from DER, 378' 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, 597' left of centerline, up to 1250' MSL.
Trees beginning 860' from DER, 102' right of centerline, up to 1245' MSL.
Trees beginning 867' from DER, 494' left of centerline, up to 1257' MSL.
Trees beginning 917' from DER, 375' right of centerline, up to 74' AGL/1250' MSL.
Trees beginning 986' from DER, 14' right of centerline, up to 80' AGL/1254' MSL.
Tree, pole beginning 998' from DER, 35' left of centerline, up to 95' AGL/1271' MSL.
Tree, pole, electrical system beginning 1429' from DER, on centerline, up to 90' AGL/1277' MSL.
Tree 3944' from DER, 1346' right of centerline, 1282' MSL.
Tree 4206' from DER, 1063' right of centerline, 104' AGL/1284' MSL.
Tree 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 beginning13' from DER, 69' right of centerline, up to 100' AGL/1322' MSL.

NE-1, 07 AUG 2025 to 02 OCT 2025

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

25219

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

DEPARTURE PROCEDURE:

Rwy 2, climbing left turn heading 353° to 2100 before proceeding on course.
Rwy 14, 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' MSL.
Trees 494' from DER, 125' left of centerline, up to 100' AGL/573' MSL.
Trees beginning 604' from DER, 81' right of centerline, up to 45' AGL/518' MSL.
Trees beginning 1039' from DER, left and right of centerline, up to 100' AGL/573' MSL.
Pole, trees 1083' from DER, 67' right of centerline, up to 82' AGL/561' MSL.
Pole, trees 1189' from DER, 94' left of centerline, up to 89' AGL/566' MSL.
Trees beginning 1326' from DER, 54' right of centerline, up to 96' AGL/577' MSL.
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, 600-1¾ 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.

CON'T

NE-1, 07 AUG 2025 to 02 OCT 2025

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.
Rrees 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, 600-2¾ 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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

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

NE-1, 07 AUG 2025 to 02 OCT 2025
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219

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)

NE-1, 07 AUG 2025 to 02 OCT 2025

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.

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.

CON'T

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

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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MANSFIELD, MA

MANSFIELD MUNI (1B9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 27JUN13 (13178) (FAA)

TAKEOFF MINIMUMS:

Rwys 4,22, NA - VFR only.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 89' from DER, 454' left of centerline, up to 65' AGL/182' MSL.
Trees beginning 68' from DER, 143' left of centerline, up to 32' AGL/149' MSL.
Trees beginning 82' from DER, 98' right of centerline, up to 31' AGL/148' MSL.
Trees beginning 1067' from DER, 14' left of centerline, up to 67' AGL/184' MSL.
Trees beginning 846' from DER, 8' right of centerline, up to 101' AGL/208' MSL.
Rwy 32, sign 56' from DER, 164' right of centerline, 2' AGL/124' MSL.
Trees beginning 52' from DER, 187' left of centerline, up to 54' AGL/173' MSL.
Trees beginning 742' from DER, 17' left of centerline, up to 97' AGL/224' MSL.
Trees beginning 638' from DER, 10' right of centerline, up to 103' AGL/230' MSL.

MARSHFIELD, MA

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13NOV14 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwy 24, 200-1¼ or std. w/min. climb of 205' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1100' prior to DER.

DEPARTURE PROCEDURE:

Rwy 24, climb heading 242° to 500 before turning north.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees and bushes beginning 21' from DER, left and right of centerline, up to 51' AGL/51' MSL.
Trees, poles and buildings beginning 1001' from DER, left and right of centerline, up to 59' AGL/68' MSL.
Boat mast beginning 2734' from DER, left and right of centerline, up to 125' AGL/125' MSL.
Rwy 24, trees beginning 15' from DER, 84' left of centerline, up to 74' AGL/74' MSL.
Tree 474' from DER, 624' right of centerline, up to 71' AGL/77' MSL.
Trees beginning 1371' from DER, left and right of centerline, up to 88' AGL/92' MSL.
Trees beginning 4463' from DER, 1298' left of centerline, up to 88' AGL/153' MSL.
Tree 6031' from DER, 1306' left of centerline, up to 89' AGL/158' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15FEB07 (07046) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 500-3 or std. w/ min. climb of 235' per NM to 1100.
Rwy 36, std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 176° to 1100 before proceeding on course.
Rwy 36, climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, 200' AAO 1.9 NM from DER, 3441' left of centerline, 200' AGL/417' MSL.
200' AAO 1.9 NM from DER, 3563' left of centerline, 200' AGL/417' MSL.
Terrain 50' from DER, 440' right of centerline, 109' MSL.
200' AAO 1.9 NM from DER, 3346' left of centerline, 200' AGL/410' MSL.
Terrain 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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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.

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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.

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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)

25219

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, 300-1¾ 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, 564' left of centerline, 82' AGL/185' MSL.
Rwy 14, light poles 9' from DER, 64' left of centerline, 8' AGL/68' MSL.
Trees beginning 20' from DER, 360' left of centerline, up to 95' MSL.
Sign 39' from DER, 151' right of centerline, 8' AGL/68' MSL.
Trees beginning 333' from DER, 378' left of centerline, up to 117' MSL.
Tree, pole beginning 388' from DER, 480' right of centerline, up to 96' MSL.
Tree 504' from DER, 605' right of centerline, 102' MSL.
Trees beginning 560' from DER, 272' right of centerline, up to 108' MSL.
Tree, building, pole, tower beginning 565' from DER, 35' left of centerline, up to 133' MSL.
Trees beginning 670' from DER, 8' right of centerline, up to 126' MSL.
Tree 740' from DER, 537' right of centerline, 129' MSL.
Trees beginning 750' from DER, 383' right of centerline, up to 133' MSL.
Tree, pole beginning 760' from DER, 233' right of centerline, up to 137' MSL.
Trees beginning 891' from DER, 534' left of centerline, up to 136' MSL.
Tree, building, pole, terrain, vegetation, monument, vertical structure, vehicle on roadway, fence, smokestack, sign beginning 909' from DER, 168' left of centerline, up to 145' MSL.
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.

CON'T

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

NE-1, 07 AUG 2025 to 02 OCT 2025

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

25219

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, 300-1⅛ 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)

NE-1, 07 AUG 2025 to 02 OCT 2025
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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, 700-1¾ 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

NE-1, 07 AUG 2025 to 02 OCT 2025
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219

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

NE-1, 07 AUG 2025 to 02 OCT 2025

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, 1100-2¼ 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 crossing 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

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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

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

DEPARTURE PROCEDURE:
Rwy 10, climb on heading 104° to 1100 before turning north.
Rwy 28, climb on heading 275° to 800 before turning north.

VCOA:
Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Norwood Meml airport at or above 1200 before proceeding on course

TAKEOFF OBSTACLE NOTES:
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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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 t AGL/297' MSL.
CON'T

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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

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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

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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.

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OXFORD, CT

WATERBURY-OXFORD (OXC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1⅛ 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, 07 AUG 2025 to 02 OCT 2025

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, 07 AUG 2025 to 02 OCT 2025

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.

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.

CON'T

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

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, 400-2¾ 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, 1382' left of centerline, up to 129' AGL/204' MSL.
Rwy 36, building 11' from DER, 149' left of centerline, 2' AGL/46' MSL.
Fence 23' from DER, 495' left of centerline, 21' AGL/68' MSL.
Vehicles on road, beginning 196' from DER, 251' left of centerline, up to 17' AGL/56' MSL.
Trees beginning 364' from DER, 87' left of centerline, up to 60' AGL/73' MSL.
Trees beginning 21' from DER, 252' left of centerline, up to 56' AGL/101' MSL.
Trees beginning 238' from DER, 515' left of centerline, up to 68' AGL/112' MSL.
Trees beginning 1281' from DER, 832' right of centerline, up to 85' AGL/129' MSL.
Trees beginning 1699' from DER, 450' right of centerline, up to 76' AGL/121' MSL.
Trees beginning 2298 from DER, 848' left of centerline, up to 81' AGL/125' MSL.
Tree 3545' from DER, 1437' left of centerline, 93' AGL/138' MSL.

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

25219

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, 300-1⅛ 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)

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

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.

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

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

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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.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11MAR10 (10070) (FAA)

TAKEOFF MINIMUMS:
Rwy 2, 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 022° to 1800 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL.
Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL.
Rwy 20, trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL.
Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (VSF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:
Rwys 5, 11, 23, 29, 3000-3 for VCOA
VCOA:
All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hartness State (Springfield) airport at or above 3400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree, transmission line, pole beginning 3' from DER, 295' left of centerline, up to 688' MSL.
Tree 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 1280' MSL.
Tree 2.3 NM from DER, 557' left of centerline, 1122' MSL.
Trees beginning 2.3 NM from DER, 841' right of centerline, up to 1294' MSL.
Trees beginning 2.3 NM from DER, 63' left of centerline, up to 1126' MSL.
Building, poles, transmission line, trees beginning 2.3 NM from DER, 104' right of centerline, up to 102' AGL/1314' MSL.
Trees beginning 2.3 NM from DER, 390' left of centerline, up to 1189' MSL.
Trees beginning 2.4 NM from DER, 1091' left of centerline, up to 1208' MSL.
Trees beginning 2.4 NM from DER, 647' 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

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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

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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.

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STOW, MA

MINUTE MAN AIR FLD (6B6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23SEP10 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 400-2¾ or std. w/min. climb of 420' per NM to 700.

Rwys 12, 30, NA-Environmental.

Rwy 21, 400-2¾ 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.

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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, 400-1⅛ 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.

CON'T

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

25219

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)

NE-1, 07 AUG 2025 to 02 OCT 2025
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219

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

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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.

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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.

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INSTRUMENT APPROACH PROCEDURE CHARTS

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 ANA 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. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	**600-2**	**800-2**
ANon-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	

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 4[13]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[3]
[1]LOC, Category C, 800-2½; Category D, 900-2¾.
[2]Category C, 800-2¼; Category D, 900-2¾;
[3]NA when local weather not available.

AUGUSTA, ME

AUGUSTA STATE (AUG)……**ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR Rwy 35[2]
NA when local weather not available.
[1]ILS, LOC, Category D, 900-2½.
[2]Category D, 900-2½.

BANGOR, ME

BANGOR INTL (BGR)…….**ILS or LOC Rwy 33[1]**
ILS Y or LOC Y Rwy 15[2]
RADAR-1[3]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]
[1]ILS, LOC, Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[2]ILS, Category D, 700-2; Category E, 700-2½; LOC, Category E, 800-2½.
[3]Category E, 800-2½.

NAME — ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY/
BAR HARBOR (BHB)…….**ILS or LOC Rwy 22[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
[1]LOC, Category D, 800-2½.
[2]Category D, 800-2½.

BARRE-MONTPELIER, 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 11[12]**
ILS or LOC Rwy 29[12]
RNAV (GPS) Rwy 23[34]
RNAV (GPS) Rwy 11[34]
RNAV (GPS) Z Rwy 29[3]
[1]NA when control tower closed.
[2]LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category C, 800-2¼; Category D, 800-2½.
[4]NA 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 9**[1]
RNAV (GPS) Rwy 16[1]
RNAV (GPS) Rwy 27[1]
RNAV (GPS) Rwy 34[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category D, 800-2½.

BLOCK ISLAND, RI
BLOCK ISLAND
STATE (BID)...……..**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

BOSTON, MA
GENERAL EDWARD LAWRENCE LOGAN
INTL (BOS)……..**ILS or LOC Rwy 4R**[1]
RNAV (GPS) Rwy 32[2]
[1]LOC, NA when local weather not available.
[2]Categories A, B 900-2; Categories C, D, 900-2½.

BRIDGEPORT, CT
BRIDGEPORT/
SIKORSKY (BDR)..…….....**ILS or LOC Rwy 6**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 29[2]
[1]LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 900-2¾.

BRUNSWICK, ME
BRUNSWICK
EXEC (BXM)…..……..…**RNAV (GPS) Rwy 1R**
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

BURLINGTON, VT
PATRICK LEAHY BURLINGTON
INTL (BTV)..…….....…..**ILS or LOC Rwy 15**[123]
ILS or LOC Rwy 33[24]
RNAV (GPS) Rwy 15[5]
RNAV (GPS) Y Rwy 33[6]
RNAV (GPS) Z Rwy 33[7]
[1]LOC, Category C, 900-2¾; Categories D, E, 1100-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Categories A, B, 1000-2; Category C, 1000-2¾; Categories D, E, 1100-3.
[5]Category C, 900-2¾; Category D, 1100-3.
[6]Category C, 900-2½; Category D, 1100-3; Category E, 1200-3.
[7]Categories 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, 800-2¼.

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 35**[1]
RNAV (GPS) Rwy 12[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[2]
NA when local weather not available.
[1]LOC, Categories C, D, 1200-3.
[2]Categories C, D, 1200-3.

DANBURY, CT
DANBURY MUNI (DXR)...……..…**LOC Rwy 8**[123]
RNAV (GPS) Rwy 26[24]
RNAV (GPS) Y Rwy 8[23]
RNAV (GPS) Z Rwy 8[25]
RNAV (GPS)-A[6]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category B, 900-2; Category C, 900-2½; Category D, 1100-3.
[4]Categories A, B, 900-2; Category C, 900-2½.
[5]Categories A, B, 900-2½.
[6]Categories 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 23[1]**
ILS Z or LOC Z Rwy 32[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 23[23]
RNAV (GPS) Rwy 32[2]
[1]LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.

FITCHBURG, MA
FITCHBURG
MUNI (FIT)……**RNAV (GPS) Rwy 14[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Categories A, B, 1100-2; Category C, 1200-3.
[2]Category B, 1100-2; Category C, 1200-3.

FRENCHVILLE, ME
NORTHERN AROOSTOOK
RGNL (FVE)……**RNAV (GPS) Rwy 14[1]**
RNAV (GPS) Rwy 32
[1]NA 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 5[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
VOR Rwy 5[3]
VOR Rwy 23[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 900-2¾.
[3]Category D, 900-2¾.

HARTFORD, CT
HARTFORD-BRAINARD (HFD)……**LDA Rwy 2[13]**
RNAV (GPS) Rwy 2[1]
VOR-A[2]
[1]Category B, 900-2; Category C, 1000-2¾;
Category D, 1000-3.
[2]Categories A, B, 1200-2; Categories C, D, 1200-3.
[3]NA when control tower closed.

NAME ALTERNATE MINIMUMS

HIGHGATE, VT
FRANKLIN COUNTY
STATE (FSO)……**RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19
NA when local weather not available.
[1]Categories A, B, 800-2½.

HOULTON, ME
HOULTON INTL (HUL)……**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23[1]
NA when local weather not available.
[1]Category A, 900-2½; Category B, 1000-2½;
Category C, 1000-2¾.

HYANNIS, MA
CAPE COD
GATEWAY (HYA)……**ILS or LOC Rwy 15[12]**
ILS or LOC Rwy 24[12]
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 24[3]
RNAV (GPS) Rwy 33[3]
VOR Rwy 6[4]
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, LOC, Category C, 900-2¼;
Category D, 900-2½.
[3]Category C, 900-2¼; Category D, 900-2½.
[4]Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

JACKMAN, ME
NEWTON FLD (59B)……**RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 31[2]
NA when local weather not available.
[1]Category A, 1000-2; Category B, 1200-2;
Category C, 1400-3.
[2]Category 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-A[1]
NA when local weather not available.
[1]Categories A, B, 900-2.

KEENE, NH
DILLANT/
HOPKINS (EEN)……**ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
NA when local weather not available.
[1]LOC, Categories A, B, 1400-2; Category C,
1400-3; Category D, 1500-3.
[2]Category 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 8[1]**
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 26[3]
NA when local weather not available.
[1]LOC, Categories A, B, 1500-2; Categories C, D, 1500-3.
[2]Category C, 1700-3; Category D, 2400-3.
[3]Categories A, B, 900-2; Category C, 900-3; Category D, 1000-3.

LAWRENCE, MA
LAWRENCE
MUNI (LWM)..... **ILS or LOC Rwy 5[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23[3]
[1]NA when control tower closed.
[2]LOC, Category C, 800-2¼; Category D, 1100-3.
[3]Category C, 800-2¼; Category D, 1100-3.

LEBANON, NH
LEBANON
MUNI (LEB)..... **ILS or LOC Rwy 18[1]**
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[4]
RNAV (GPS) Rwy 36[3]
[1]LOC, Category A, 1100-2; Category B, 1200-2; Category C, 1300-3; Category D, 1500-3.
[2]Category A, 1100-2; Category B, 1200-2; Category C, 1300-3; Category D, 1500-3.
[3]Categories A, B, 1200-2; Category C, 1300-3; Category D, 1500-3.
[4]Category 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 6[1]**
ILS or LOC Rwy 17[1]
ILS or LOC Rwy 35[1]
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Y Rwy 17[3]
RNAV (GPS) Y Rwy 35[23]
[1]LOC, Category D, 900-2¾.
[2]NA when local weather not available.
[3]Category 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.

MARSHFIELD, MA
MARSHFEILD 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 36[1]**
VOR Rwy 36[2]
[1]NA when local weather not available.
[2]Categories A, B, 1000-2.

MILLINOCKET, ME
MILLINOCKET
MUNI (MLT)..... **RNAV (GPS) Rwy 11[12]**
RNAV (GPS) Rwy 29[13]
VOR Rwy 29[13]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category D, 1000-3.

MORRISVILLE, VT
MORRISVILLE-STOWE
STATE (MVL)..... **RNAV (GPS) Y Rwy 19[1]**
RNAV (GPS) Z Rwy 19[2]
RNAV (GPS)-A[3]
NA when local weather not available.
[1]Categories A, B, 1500-2; Category C, 1500-3.
[2]Categories A, B, 1100-2½; Category C, 1300-3.
[3]Category A, 900-2; Category B, 1100-2; Category C, 1300-3.

NANTUCKET, MA
NANTUCKET
MEML (ACK)..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[13]
RNAV (GPS) Rwy 6[4]
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24[4]
RNAV (GPS) Rwy 33[5]
VOR Rwy 24[4]
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Category C, 700-2; Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.
[5]Category D, 1000-3.

NASHUA, NH
BOIRE FLD (ASH)..... **ILS or LOC Rwy 14[12]**
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 32[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2½.
[3]Category D, 800-2½.

NAME ALTERNATE MINIMUMS

NEW BEDFORD, MA
NEW BEDFORD RGNL (EWB)..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23[2]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23[2]
RNAV (GPS) Rwy 32[34]
[1]ILS, LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]NA when local weather not available.
[4]Categories A, B, 900-2; Categories C, D, 900-2½.

NEW HAVEN, CT
TWEED/NEW HAVEN (HVN)..... **ILS or LOC Rwy 2[12]**
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category C, 800-2¼; Category D, 900-2¾.
[3]Category C, 800-2¼; Category D, 900-2¾.

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)-A[1]**
RNAV (GPS)-B[2]
[1]Categories A, B, 2100-2; Category C, 2200-3.
[2]Category B, 2700-2; Category C, 2700-3.

NORTH KINGSTOWN, RI
QUONSET STATE (OQU)..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[3]
[1]NA when control tower closed.
[2]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Cateogry D, 900-2¾.

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-A[1]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1100-3; Category D, 1200-3.

OXFORD, CT
WATERBURY-OXFORD (OXC)..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
NA when local weather not available.
[1]LOC, Category D, 800-2¼.
[2]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 26[1]**
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 26[3]
NA when local weather not available.
[1]Category B, 1000-2; Category C, 1300-3; Category D, 1500-3.
[2]Categories A, B, 1000-2½; Category C, 1300-3; Category D, 1500-3.
[3]Categories 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.

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NAME	ALTERNATE MINIMUMS

PORTLAND, ME
PORTLAND INTL
JETPORT (PWM)..... **ILS or LOC Rwy 11[15]**
ILS or LOC Rwy 29[13]
RNAV (GPS) Rwy 11[4]
RNAV (GPS) Rwy 18[4]
RNAV (GPS) Rwy 29[4]
RNAV (GPS) Rwy 36[24]
[1]NA when approach control closed.
[2]NA when local weather not available.
[3]ILS, Category C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[4]Category D, 800-2½.
[5]ILS, Categories A, B, C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

PORTSMOUTH, NH
PORTSMOUTH INTL AT
PEASE (PSM)..... **ILS or LOC Rwy 16[12]**
ILS or LOC Rwy 34[2]
RNAV (GPS) Rwy 16[13]
RNAV (GPS) Rwy 34[13]
[1]NA when local weather not available.
[2]LOC, Category D, 800-2¼; Category E, 800-2½.
[3]Category D, 800-2¼; Category E, 800-2½.

PRESQUE ISLE, ME
PRESQUE ISLE
INTL (PQI)..... **ILS or LOC Rwy 1[1]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 28[2]
VOR Rwy 19[2]
NA when local weather not available.
[1]LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Category C, 800-2¼; Category D, 900-2¾.

PROVIDENCE, RI
RHODE ISLAND TF GREEN
INTL (PVD)..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 23[2]
ILS or LOC Rwy 34[13]
RNAV (GPS) Rwy 5[4]
RNAV (GPS) Rwy 16[4]
RNAV (GPS) Rwy 34[4]
RNAV (GPS) Y Rwy 23[4]
VOR Rwy 5[4]
VOR/DME Rwy 16[4]
VOR/DME Rwy 23[4]
VOR Y Rwy 34[4]
VOR Z Rwy 34[4]
[1]ILS, LOC, Category D, 900-2½.
[2]LOC, Category D, 900-2½.
[3]NA when control tower closed.
[4]Category D, 900-2½.

NAME	ALTERNATE MINIMUMS

PROVINCETOWN, MA
PROVINCETOWN
MUNI (PVC)..... **NDB Rwy 25**
RNAV (GPS) RWY 7
RNAV (GPS) RWY 25
NA when local weather not available.

RANGELEY, ME
STEPHEN A BEAN
MUNI (8B0)..... **RNAV (GPS)-D**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.

ROCHESTER, NH
SKYHAVEN (DAW)..... **NDB Rwy 33**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

ROCKLAND, ME
KNOX COUNTY
RGNL (RKD)..... **ILS or LOC Rwy 13[12]**
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[13]
[1]NA when local weather not available.
[2]ILS, Category C, 700-2; Category D, 1100-3; LOC, Category D, 1100-3.
[3]Category D, 1100-3.

RUTLAND, VT
RUTLAND/SOUTHERN VERMONT
RGNL (RUT)..... **ILS Y or LOC Y Rwy 19[1]**
ILS Z or LOC Z Rwy 19[2]
RNAV (GPS) Rwy 1[34]
RNAV (GPS) Y Rwy 19[35]
RNAV (GPS) Z Rwy 19[35]
[1]ILS, Categories A, B, C, D, 1400-5; LOC, Categories A, B, 1400-2; Category C, 1800-3; Category D, 2000-3.
[2]ILS, Categories A, B, C, D, 700-2; LOC, Categories A, B, 1400-2; Category C, 1800-3; Category D, 2000-3.
[3]NA when local weather not available
[4]Categories A, B, 2400-2; Categories C, D, 2400-3.
[5]Categories A, B, C, 1800-5.

SANFORD, ME
SANFORD SEACOAST
RGNL (SFM)..... **ILS or LOC Rwy 7[1]**
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 25[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 25[2]
NA when local weather not available.
[1]LOC, Category C, 1000-2¾; Category D, 1000-3.
[2]Category C, 1000-2¾; Category D, 1000-3.

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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, 800-2¼.

VINEYARD HAVEN, MA
MARTHA'S
VINEYARD (MVY)……**ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[23]
RNAV (GPS) Rwy 24[23]
RNAV (GPS) Rwy 33[2]
VOR Rwy 6[2]
[1]ILS, LOC, Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WATERVILLE, ME
WATERVILLE
RGNL (WVL)…..……**ILS or LOC/DME Rwy 5[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NA when local weather not available.
[1]LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Category C, 800-2¼; Category D, 800-2½.

WESTFIELD/SPRINGFIELD, MA
WESTFIELD-
BARNES RGNL (BAF)……**ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[4]
VOR or TACAN Rwy 2[4]
VOR Rwy 20[4]
NA when local weather not available.
[1]NA when tower closed.
[2]LOC, Categories, A, B, 1000-2;
Category C, 1000-3; Categories D, E, 1400-3.
[3]Categories A, B, 1100-2; Category C,1100-3;
Categories D, E, 1400-3.
[4]Categories A, B, 900-2; Category C, 900-2¾;
Categories D, E, 1400-3.

WHITEFIELD, NH
MOUNT WASHINGTON
RGNL (HIE)……**RNAV (GPS) Y Rwy 10[1]**
RNAV (GPS) Z Rwy 10
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¾.

NAME ALTERNATE MINIMUMS

WILLIMANTIC, CT
WINDHAM (IJD)……**RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27[1]
VOR-A
Category C, 900-2½.
[1]NA when local weather not available.

WINDSOR LOCKS, CT
BRADLEY
INTL (BDL)……**ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[4]
RNAV (GPS) Y Rwy 6[4]
RNAV (GPS) Y Rwy 24[4]
[1]LOC, Categories A, B, 1000-2; Categories C, D, 1000-2½.
[2]LOC, Category C, 1000-2¾; Category D, 1100-3.
[3]Categories A, B, 900-2½; Category C, 1000-2¾.
[4]Category 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 11[123]**
ILS or LOC Rwy 29[123]
RNAV (GPS) Rwy 11[4]
RNAV (GPS) Rwy 29[14]
RNAV (GPS) Rwy 33[14]
VOR/DME Rwy 33[14]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]LOC, Categories C, D, 1000-3.
[4]Categories C, D, 1000-3.

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RADAR INSTRUMENT APPROACH MINIMUMS

BANGOR, ME
Amdt 5, 27APR17 (17117) (FAA) ELEV **192**

BANGOR INTL (BGR)

RADAR-1 118.925 239.3 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
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)
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 1⅜ SM, and S-33 CAT E visibility to 1¼ SM.

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PORTSMOUTH, NH
Amdt 1B, 18APR24 (24109) (FAA) ELEV **100**

PORTSMOUTH INTL AT PEASE (PSM)

RADAR-1 125.05 269.4 T A NA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
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 ⅜ mile.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
25219

N1

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

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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 ldg Rwy 15-33 and exit on Twy C, you immediately enter the parallel Twy B.
	HS 2	When ldg 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)

NE-1, 07 AUG 2025 to 02 OCT 2025

24361

NE-1, 07 AUG 2025 to 02 OCT 2025

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	Afct taxiing southbound on Twy C must be alert to not miss the turn at Twy A and enter Rwy 11-29 wo 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 Rwys.
	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.

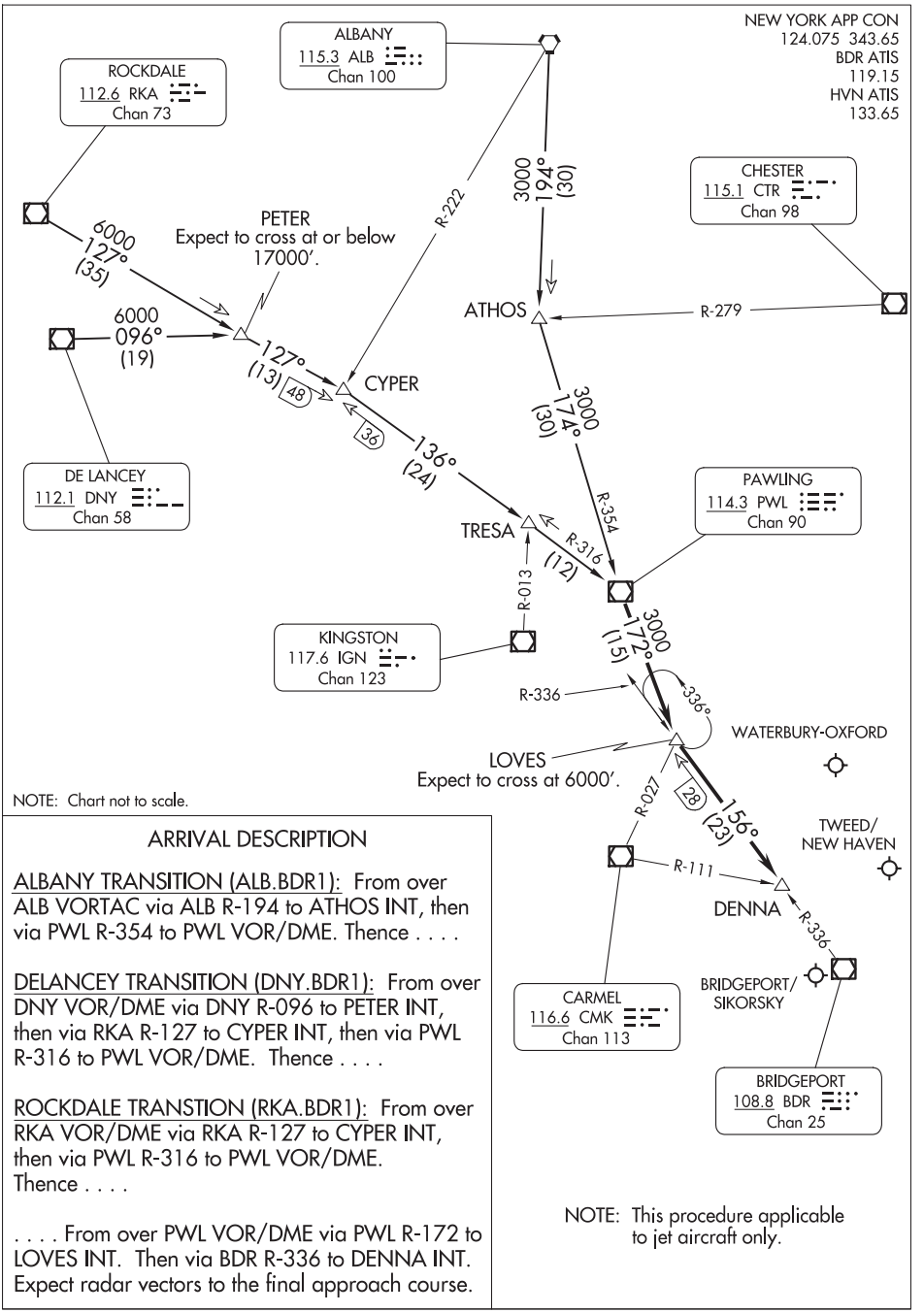
*See appropriate Chart Supplement HOT SPOT table for additional information.

24361

BRIDGEPORT ONE ARRIVAL

AL-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

NOTE: This procedure applicable to jet aircraft only.

BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

CDOGG FOUR ARRIVAL (RNAV)

CDOGG FOUR ARRIVAL (RNAV)

(CDOGG.CDOGG4) 17JUN21

PORTLAND, MAINE
PORTLAND INTL JETPORT (PWM)

NE-1, 07 AUG 2025 to 02 OCT 2025

DEEPO TWO ARRIVAL (RNAV)

GROTON TRANSITION (GON.DEEPO2)
KYSKY TRANSITION (KYSKY.DEEPO2)
YANTC TRANSITION (YANTC.DEEPO2)

From DEEPO on track 097° to VESSL.

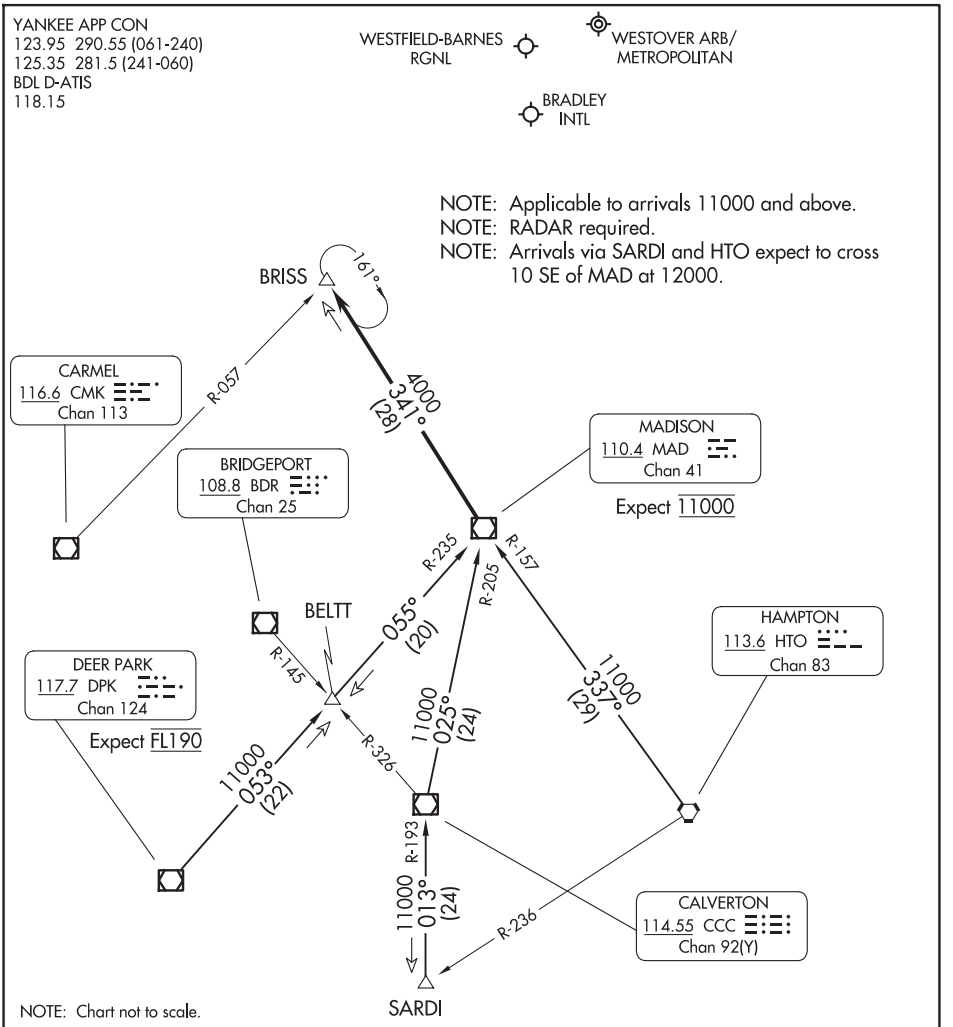
LANDING RUNWAY 6: From VESSL on track 085° to cross BUOYS at or above 5000, then on track 136° to cross UFTAC at or above 2300. Expect ILS or LOC RWY 6 approach.
LANDING RUNWAY 24: From VESSL on track 097° to cross DLPHN at or above 9000, then on track 117° to TOWBT, then on track 083° to cross TARIF 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) 25219 AL-460 (FAA)

DEER PARK THREE ARRIVAL

WINDSOR LOCKS, CONNECTICUT



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

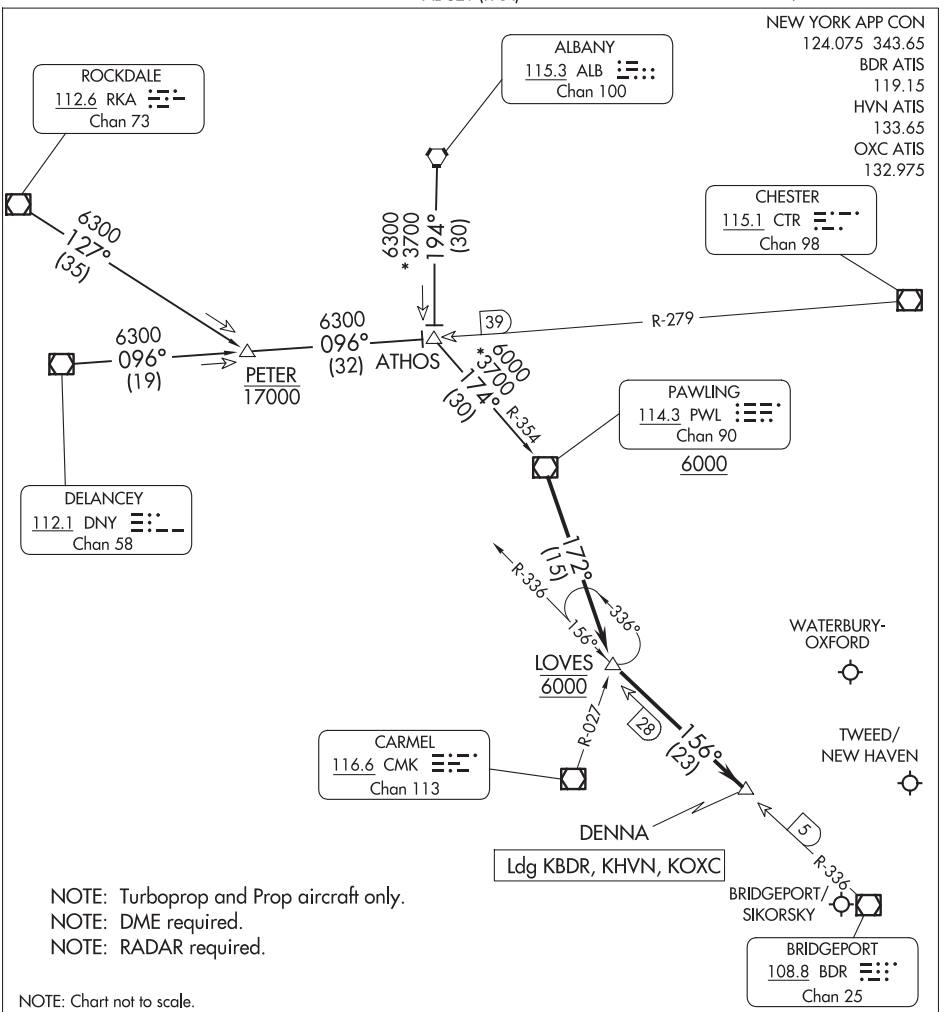
(MAD.DPK3) 25OCT07

NE-1, 07 AUG 2025 to 02 OCT 2025

DENNA THREE ARRIVAL

AL-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: Turboprop and Prop aircraft only.
NOTE: DME required.
NOTE: RADAR required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.DENNA3): From over ALB VORTAC on ALB R-194 to ATHOS, then on PWL R-354 to PWL VOR/DME, thence....
DELANCEY TRANSITION (DNY.DENNA3): From over DNY VOR/DME on DNY R-096 to ATHOS, then on PWL R-354 to PWL VOR/DME, thence....
ROCKDALE TRANSITION (RKA.DENNA3): From over RKA VOR/DME on RKA R-127 to PETER, then on DNY R-096 to ATHOS, then on PWL R-354 to PWL VOR/DME, thence....

....from PWL VOR/DME on PWL R-172 to cross LOVES at 6000, then on BRIDGEPORT (BDR) R-336 to DENNA. Expect RADAR vectors.

DENNA THREE ARRIVAL

BRIDGEPORT, CONNECTICUT

NE-1, 07 AUG 2025 to 02 OCT 2025

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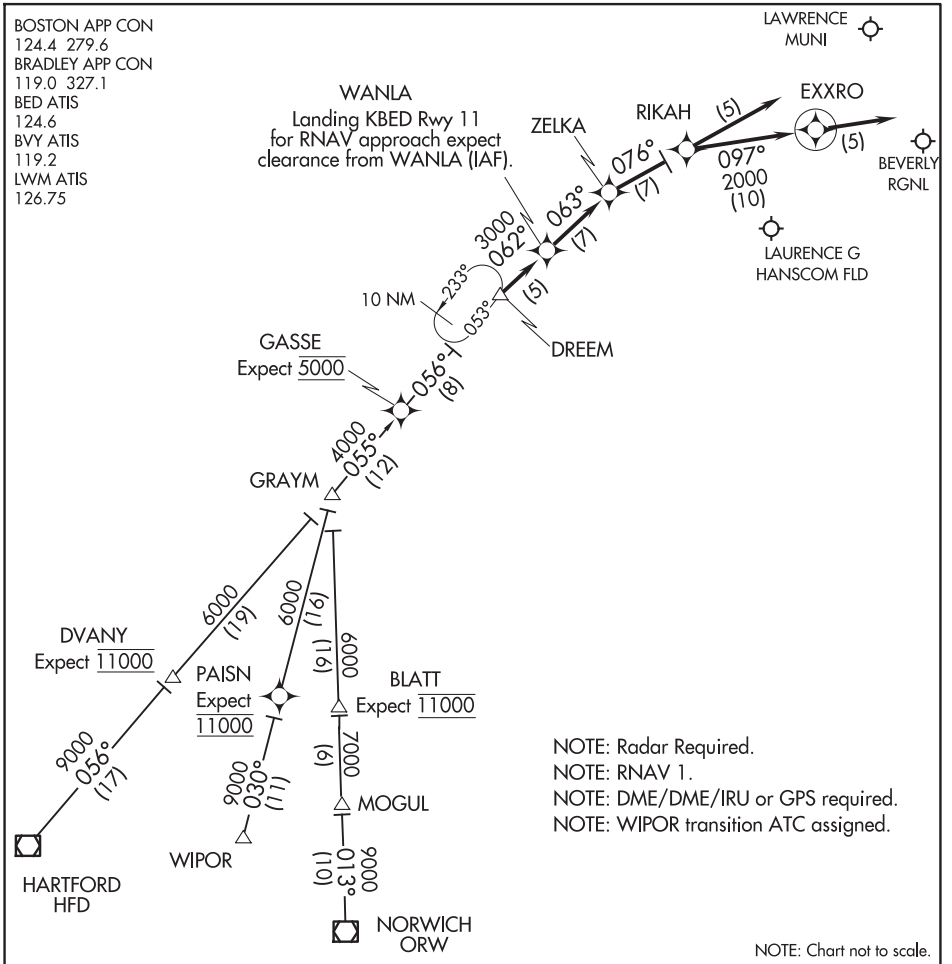
(DREEM.DREEM2) 21112

AL-626 (FAA)

DREEM TWO ARRIVAL (RNAV)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.DREEM2):
NORWICH TRANSITION (ORW.DREEM2):
WIPOR TRANSITION (WIPOR.DREEM2):

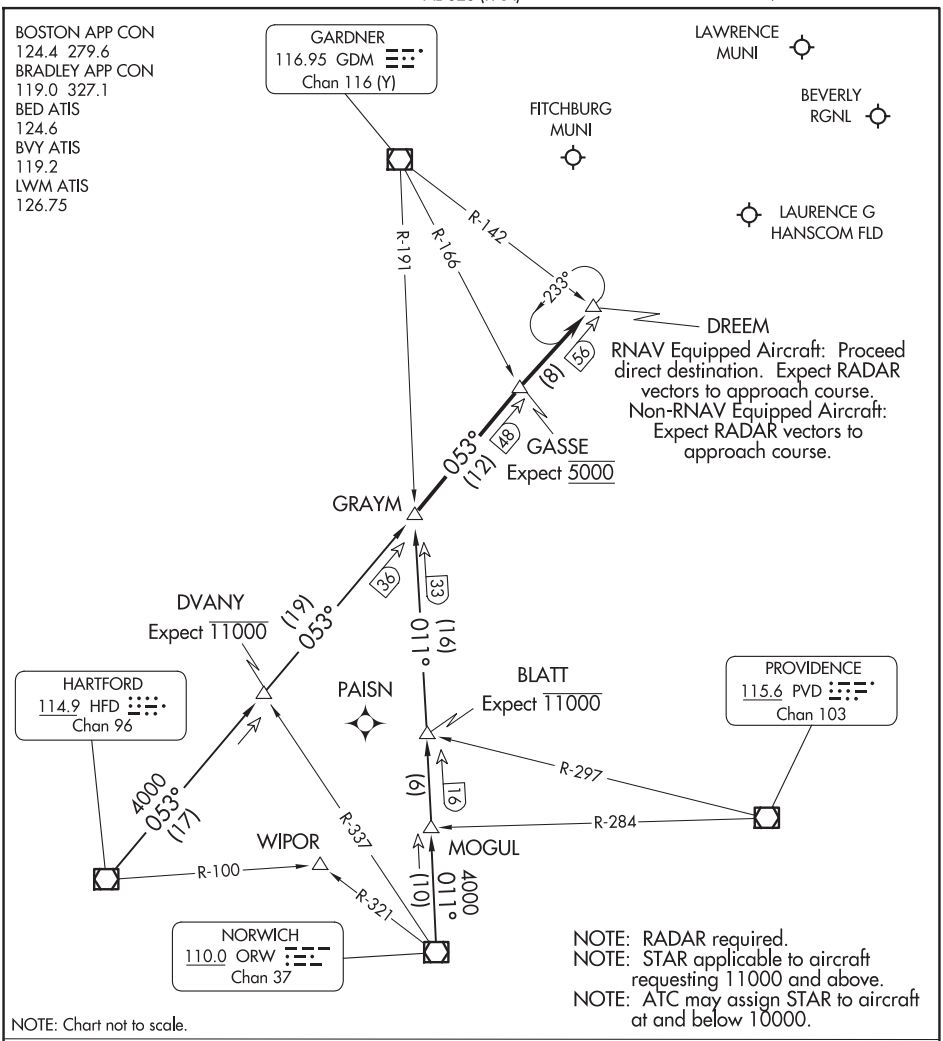
LANDING BVY ALL RWYS, BED RWY 23 & 29: From DREEM on track 062° to WANLA , then on track 063° to ZELKA, then on track 076° to RIKAH, then on track 097° to EXXRO, then on track 097°. Expect radar vectors to destination airport and final approach course.
LANDING BED RWY 11: From DREEM on track 062° to 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.

DREEM TWO ARRIVAL (RNAV)

BEDFORD, MASSACHUSETTS

(DREEM.DREEM2) 07DEC17

NE-1, 07 AUG 2025 to 02 OCT 2025



NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

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.

(JFUND.JFUND2) 21168 GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

JFUND TWO ARRIVAL (RNAV) Transition Routes

AL-58 (FAA) BOSTON, MASSACHUSETTS

NE-1, 07 AUG 2025 to 02 OCT 2025

JFUND TWO ARRIVAL (RNAV) Transition Routes BOSTON, MASSACHUSETTS

(JFUND.JFUND2) 12OCT17 GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

D-ATIS
135.0
BOSTON APP CON
120.6 263.1
10 NM
JFUND
9000 *2700 090° (5)
297°
117°
BADCA 9000 9000 250K
6000 *2000 090° (11)
WACHU 7000 210K
5000 *1700 121° (4)
SSAAM 4000 *1700 148° (4)
AADMS
NOTE: RW15R NA from PONCT transition. Expect the ONDEC transition.
9000 *2700 117° (10)
AUTUM 12000 270K 11000
8000 *1900 121° (10)
SWIGG
WINTA 10000 250K 8000
6000 *1700 120° (10)
HRRIS 4000 *1700 (6)
112°
ISLAY 6000 220K
(5) 4000 *1600 019°
4000 *1500 035° (6)
LWIND 6000 210K
SPYSD 7000 220K
(3) 4000 *1500 115°
REVER 4000 *1500 144° (6)
4000 *1500 093° (8)
BRODI 6000
4000 *1400 144° (5)
SEHAG 6000 210K
BECHH 5000 220K
4000 *1300 150° (5)
SCITU 5000 210K
GRIFI (2)
4000 *1400 213° (6)
4000 *1500 213° (6)
GGABE 6000 220K
JOBEE 6000 210K
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: ONDEC and WHATE transitions assigned by ATC only.
N
NOTE: Not to scale.
(NARRATIVE ON FOLLOWING PAGE)

(JFUND.JFUND2) 17285

JFUND TWO ARRIVAL (RNAV)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
BOSTON, MASSACHUSETTS

AL-58 (FAA)

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.

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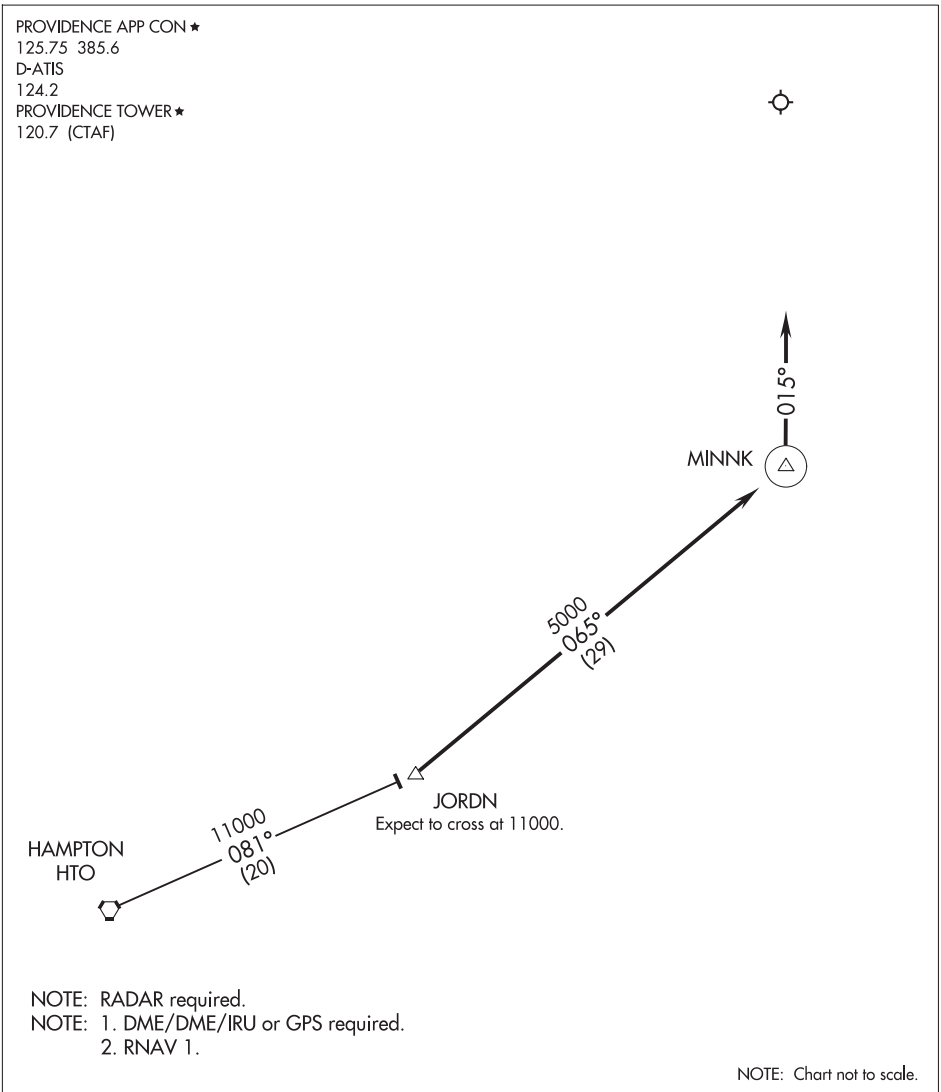

NOTE: RADAR required.
NOTE: 1. DME/DME/IRU or GPS required.
2. RNAV 1.

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.

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NE-1, 07 AUG 2025 to 02 OCT 2025

(NEWBE.NEWBE3) 24277

NEWBE THREE ARRIVAL

AL-659 (FAA)

NANTUCKET MEML (ACK)
NANTUCKET, MASSACHUSETTS

NEWBE THREE ARRIVAL

(NEWBE.NEWBE3) 12OCT17

NANTUCKET, MASSACHUSETTS
NANTUCKET MEML (ACK)

NE-1, 07 AUG 2025 to 02 OCT 2025

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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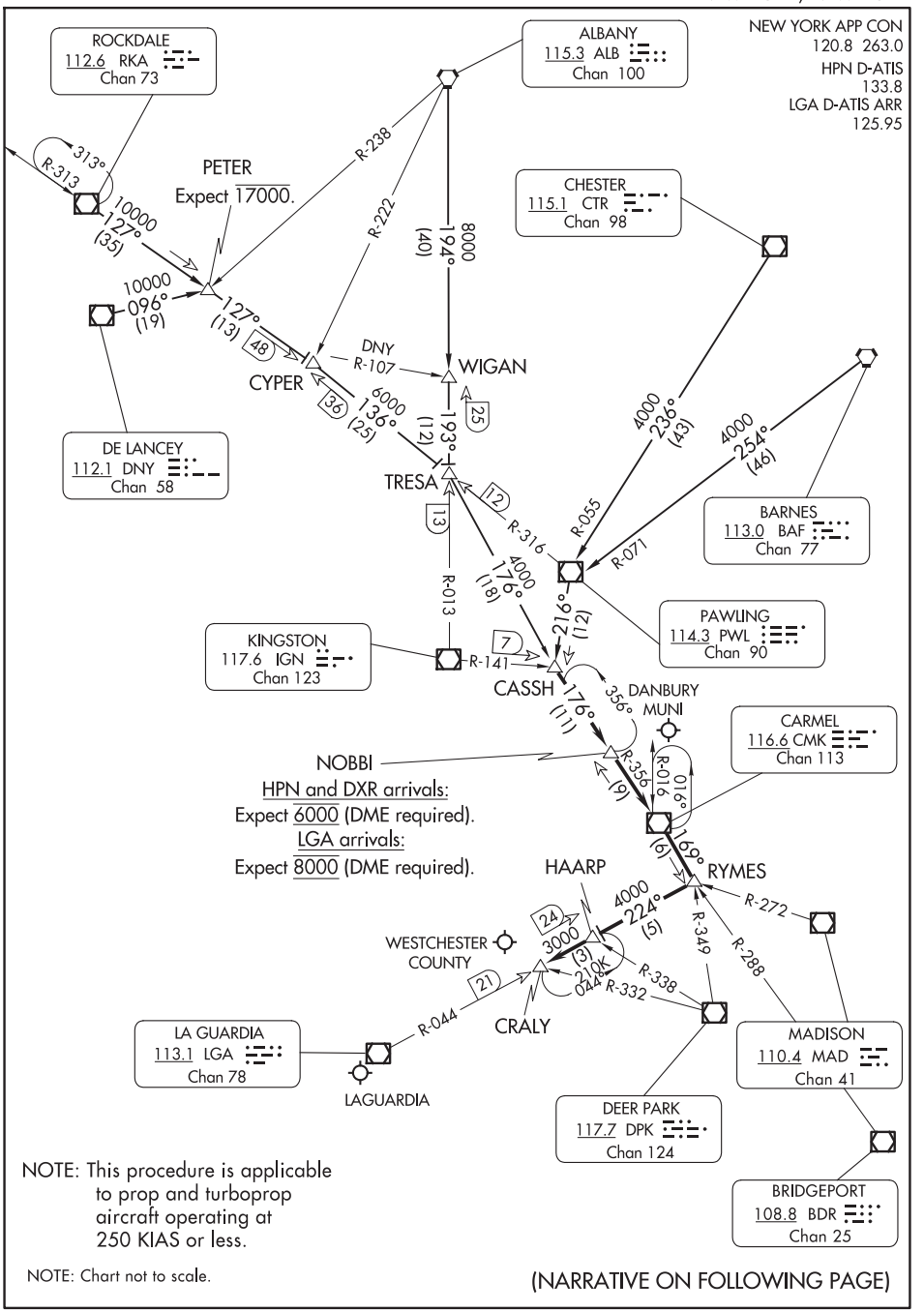
(NOBBI.NOBBI5) 23334 AL-289 (FAA)

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 07 AUG 2025 to 02 OCT 2025

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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.

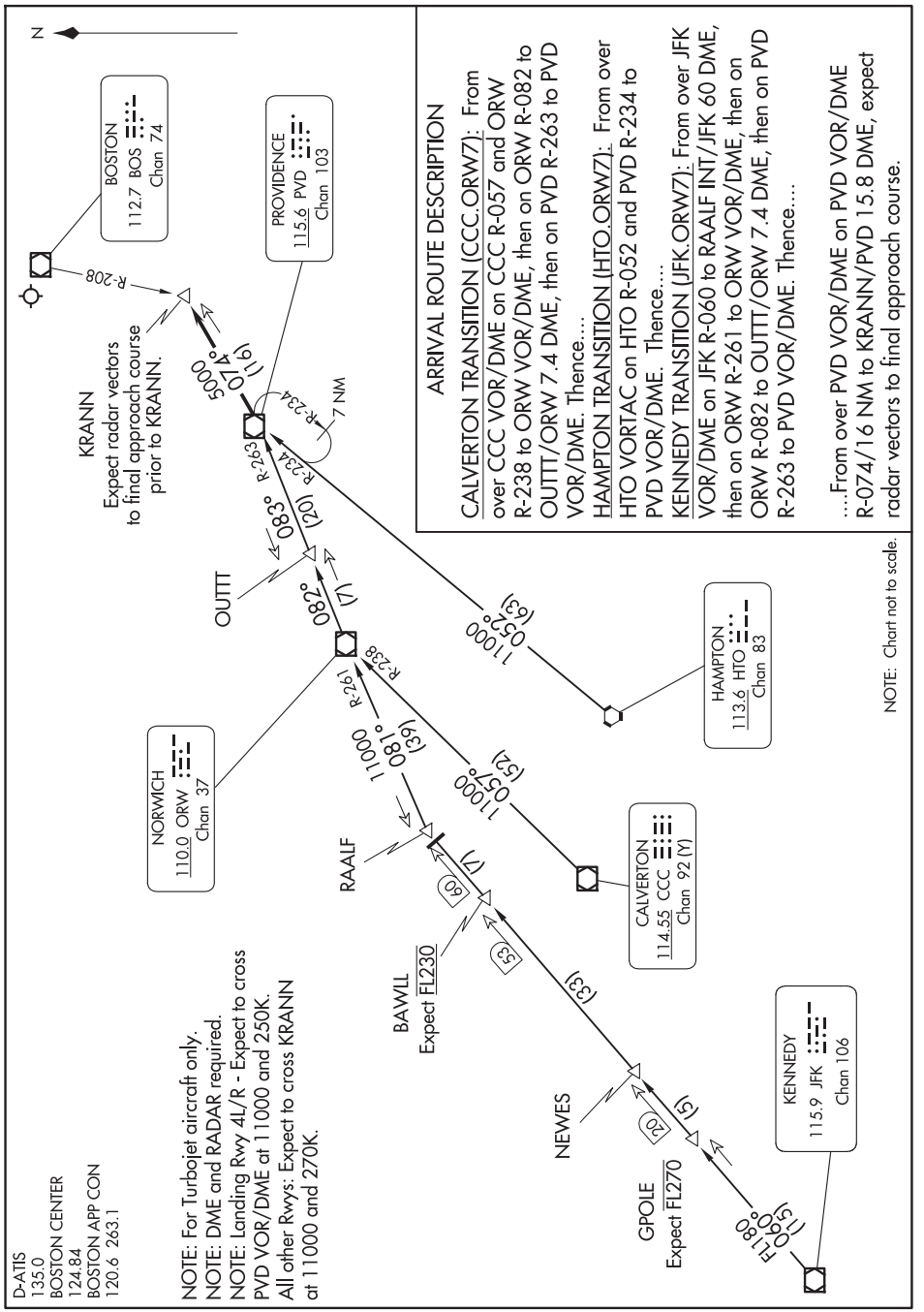
(ORW.ORW7) 23334

NORWICH SEVEN ARRIVAL

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

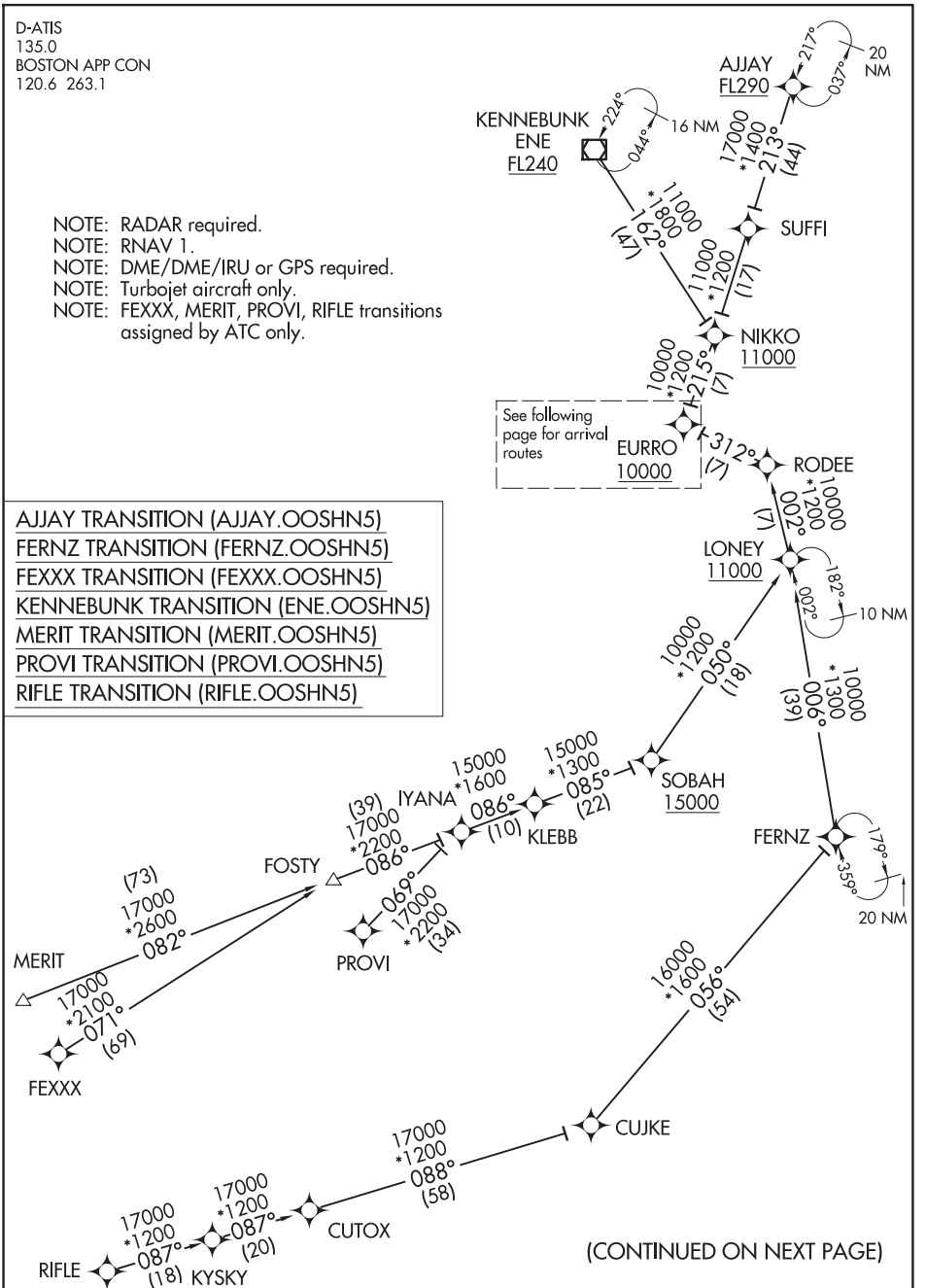
AL-58 (FAA)

BOSTON, MASSACHUSETTS



NE-1, 07 AUG 2025 to 02 OCT 2025

NORWICH SEVEN ARRIVAL
(ORW.ORW7) 21JUL16
BOSTON, MASSACHUSETTS
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)



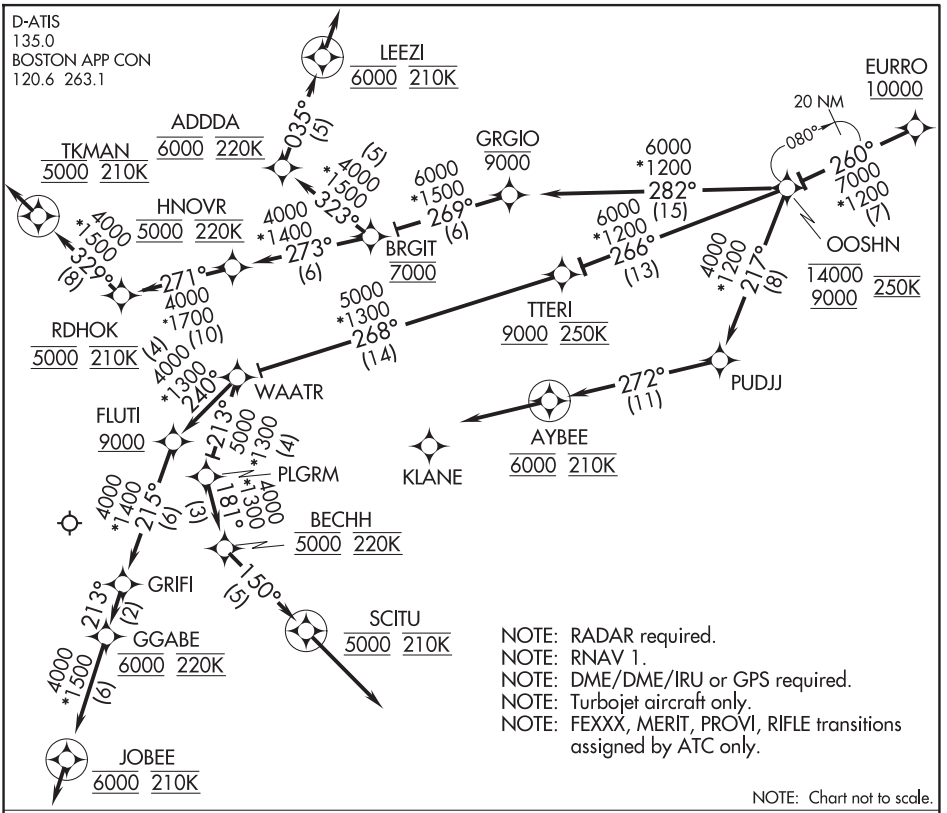
NE-1, 07 AUG 2025 to 02 OCT 2025

(EURRO.OOSHN5) 20366

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

OOSHN FIVE ARRIVAL (RNAV) Arrival Routes

BOSTON, MASSACHUSETTS



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 TTERI at or above 9000 and at 250K, then on track 268° to WAATR, then on track 240° to cross FLUTI at or above 9000, then on track 215° 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 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 Rwys 32, 33L: From OOSHN 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.

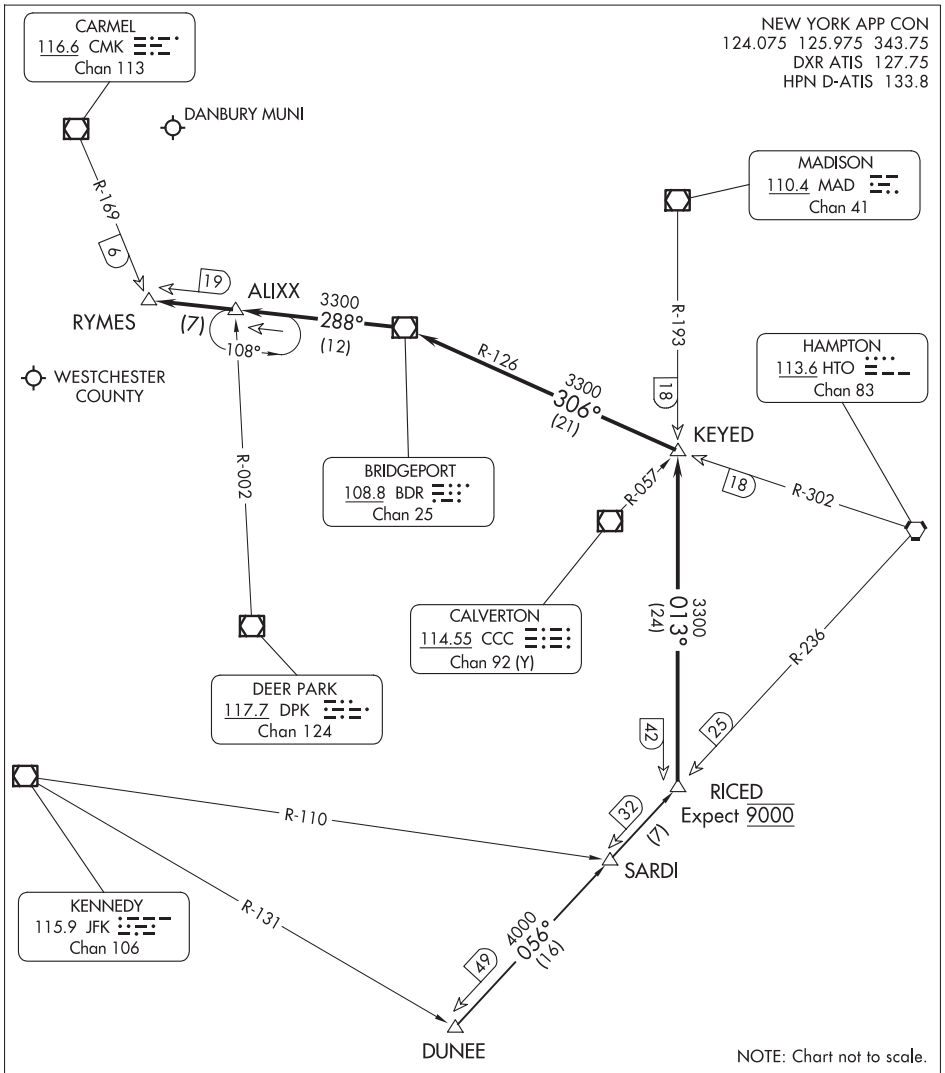
OOSHN FIVE ARRIVAL (RNAV) Arrival Routes

BOSTON, MASSACHUSETTS

(EURRO.OOSHN5) 12OCT17

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NE-1, 07 AUG 2025 to 02 OCT 2025



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.ROBUC3) 17285

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ROBUC THREE ARRIVAL (RNAV) Transition Routes

BOSTON, MASSACHUSETTS

NE-1, 07 AUG 2025 to 02 OCT 2025

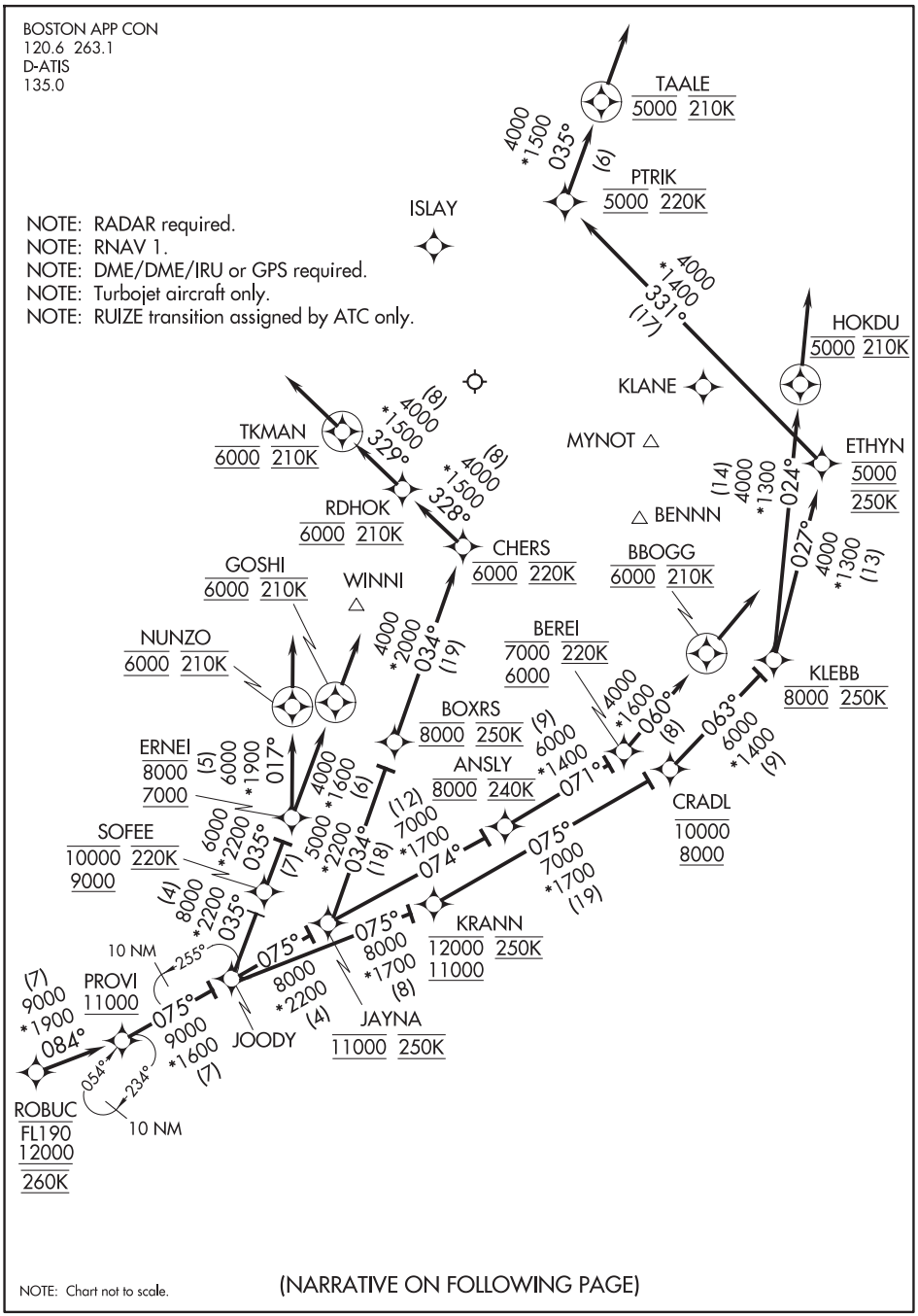
ROBUC THREE ARRIVAL (RNAV) Transition Routes

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

(ROBUC.ROBUC3) 12OCT17

ROBUC THREE ARRIVAL (RNAV) Arrival Routes



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ROBUC THREE ARRIVAL (RNAV) Arrival Routes
BOSTON, MASSACHUSETTS

NE-1, 07 AUG 2025 to 02 OCT 2025

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, 07 AUG 2025 to 02 OCT 2025

BOSTON CENTER
135.32 360.6
BOSTON APP CON
124.9 269.075
ATIS
119.55
MANCHESTER TOWER
121.3 239.025
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: MUCOW and CRIBB transitions are ATC assigned.
N
PONCT
17000
102°
(13)
SMYTH
17000
081°
(40)
WOBLY
(20)
QUINZ
FL190
280K
14000
101°
(14)
LUCIC
16000
12000
(11)
FLYZZ
13000
7000
(15)
FYSHR
9000
(7)
6000
ROZZE
102°
(3)
NUUKM
9000
7000
PURBL
5000
210K
JSTNN
5000
210K
057°
(22)
4000
050°
(14)
4000
070°
MONRC
9000
6000
(7)
7000
(15)
CRIBB
16000
13000
12000
(10)
FFATY
FL200
16000
14000
079°
(15)
MUCOW
FL190
280K
PNARD
9000
7000
230K
4000
111°
(15)
4000
111°
(10)
SHOWZ
5000
210K
TEETO
5000
210K
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

(ROZZE.ROZZE2) 21280
ROZZE TWO ARRIVAL (RNAV)
AL-246 (FAA)

MANCHESTER BOSTON RGNL (MHT)
MANCHESTER, NEW HAMPSHIRE

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.

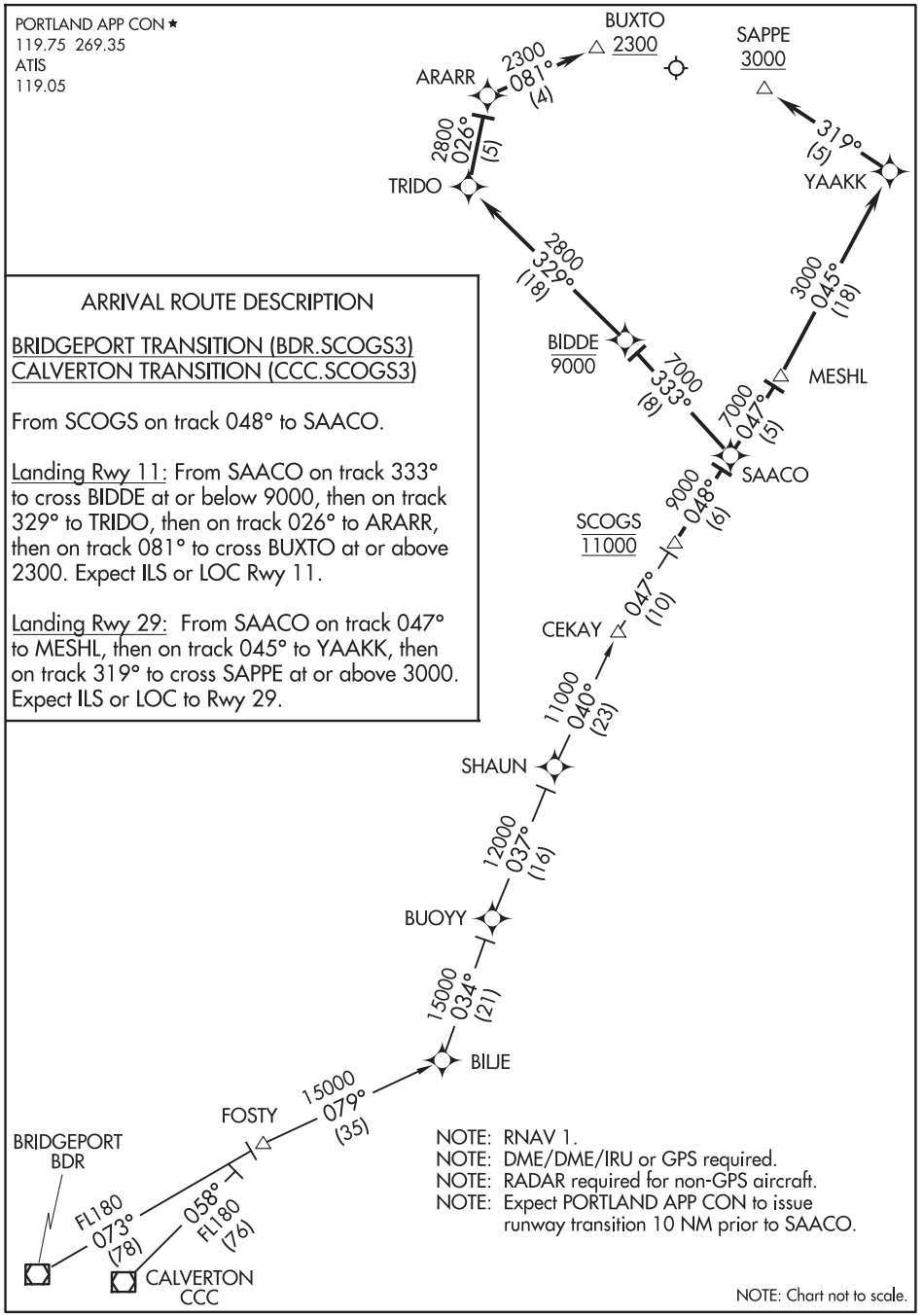
Landing Rwy 17: From ROZZE on track 102° to cross NUUKM between 7000 and 9000, then on track 070° to cross PURBL at 5000 and at 210K. Expect RNP approach or ILS or LOC/DME Rwy 17 or radar vectors to final approach course.

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.

NE-1, 07 AUG 2025 to 02 OCT 2025

SCOGS THREE ARRIVAL (RNAV)



NE-1, 07 AUG 2025 to 02 OCT 2025

(STELA.STELA1) 25219

AL-460 (FAA)

STELA ONE ARRIVAL

WINDSOR LOCKS, CONNECTICUT

NE-1, 07 AUG 2025 to 02 OCT 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.

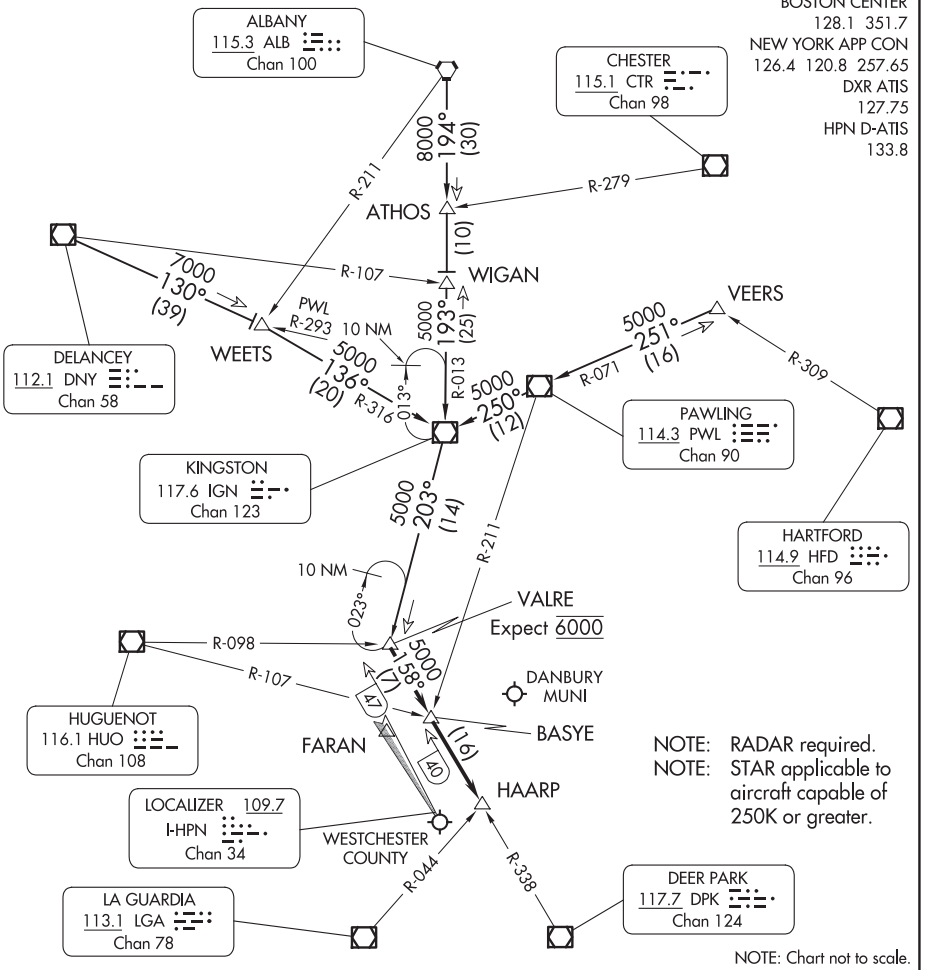
KBAF, KCEF and KORH ARRIVALS: From over CANAN INT via ALB R-147 to MOLDS INT. Then via BAF R-295 to BAF VORTAC. Expect radar vectors to final approach course prior to BAF VORTAC.

NE-1, 07 AUG 2025 to 02 OCT 2025

(VALRE.VALRE5) 23334 AL-651 (FAA)

VALRE FIVE ARRIVAL

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

WHITE PLAINS, NEW YORK

(VALRE.VALRE5) 17OCT13

NE-1, 07 AUG 2025 to 02 OCT 2025

WIPOR FOUR ARRIVAL (RNAV)

(WIPOR.WIPOR4) 07AUG25

PROVIDENCE, RHODE ISLAND

PROVIDENCE APP CON ★
123.675 244.875
EWB ATIS
126.85
OQU ATIS ★
118.6
PVD D-ATIS
124.2

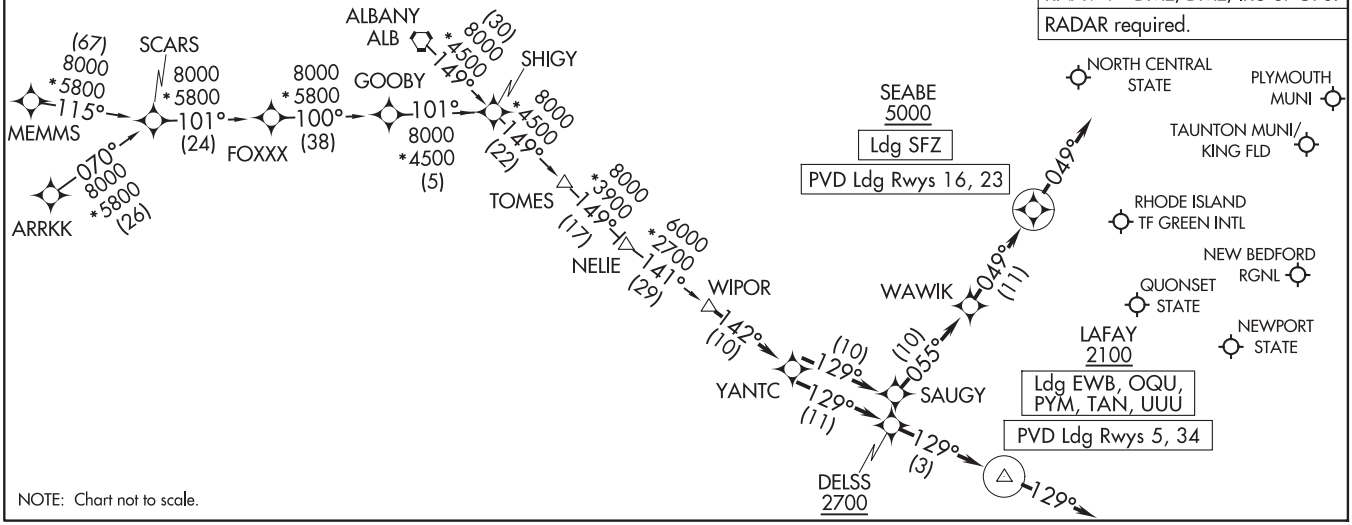
N

ALBANY TRANSITION (ALB.WIPOR4)
ARRKK TRANSITION (ARRKK.WIPOR4)
MEMMS TRANSITION (MEMMS.WIPOR4)

ARRIVAL ROUTE DESCRIPTION

PVD: From WIPOR on track 142° to YANTC.
LANDING PVD RUNWAYS 5, 34: From YANTC on track 129° to cross DELSS at or above 2700, then on track 129° to cross LAFAY at or above 2100, then on track 129°. Expect RADAR vectors to final approach course.
LANDING PVD RUNWAYS 16, 23: From YANTC on track 129° to SAUGY, then on track 055° to WAWIK, then on track 049° to cross SEABE at or above 5000, then on track 049°. Expect RADAR vectors to final approach course.
LANDING TAN/EWB/UUU/PYM/OQU: From WIPOR on track 142° to YANTC, then on track 129° to cross DELSS at or above 2700, then on track 129° to cross LAFAY at or above 2100, then on track 129°. Expect RADAR vectors to final approach course.
LANDING SFZ: From WIPOR on track 142° to YANTC, then on track 129° to SAUGY, then on track 055° to WAWIK, then on track 049° to cross SEABE at or above 5000, then on track 049°. Expect RADAR vectors to final approach course.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



NOTE: Chart not to scale.

(WIPOR.WIPOR4) 25219

WIPOR FOUR ARRIVAL (RNAV)

PROVIDENCE, RHODE ISLAND

AL-333 (FAA)

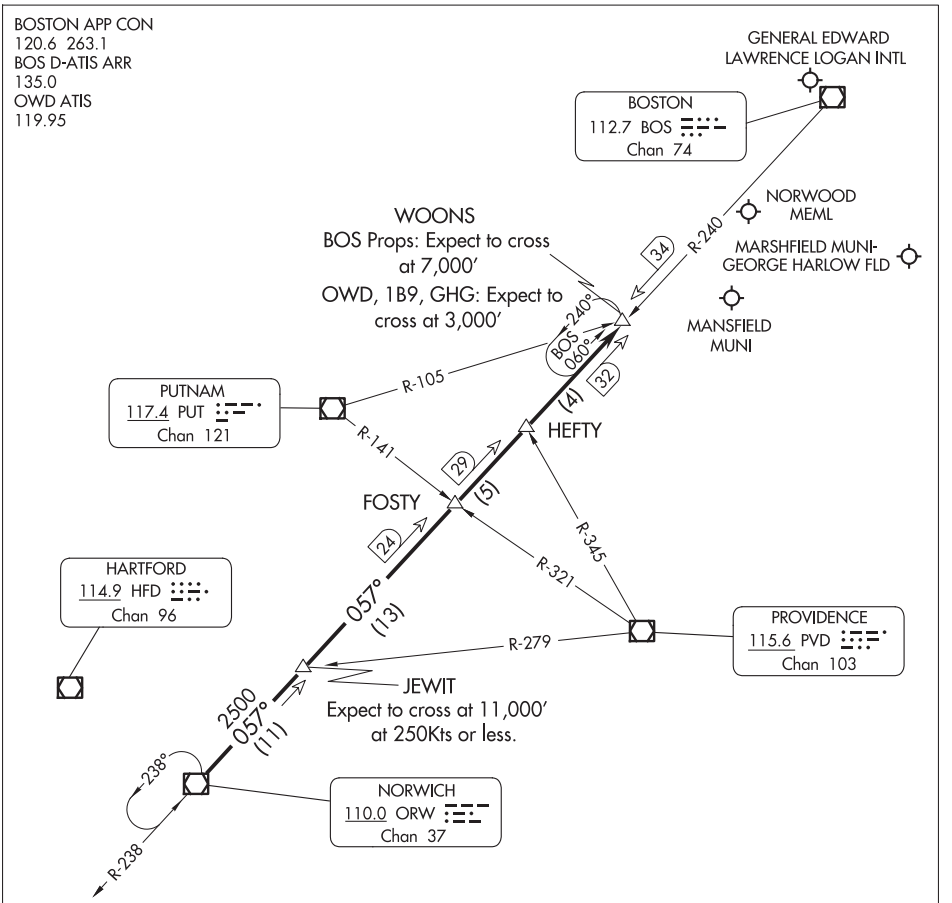
Z29

(ORW.WOONS2) 24137

WOONS TWO ARRIVAL

AL-58 (FAA)

BOSTON, MASSACHUSETTS



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.

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NE-1, 07 AUG 2025 to 02 OCT 2025

ZELKA TWO ARRIVAL (RNAV)

BEDFORD, MASSACHUSETTS

ZELKA TWO ARRIVAL (RNAV)

BEDFORD, MASSACHUSETTS

(ZELKA.ZELKA2) 07DEC17

NE-1, 07 AUG 2025 to 02 OCT 2025

INTENTIONALLY

LEFT

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NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

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)

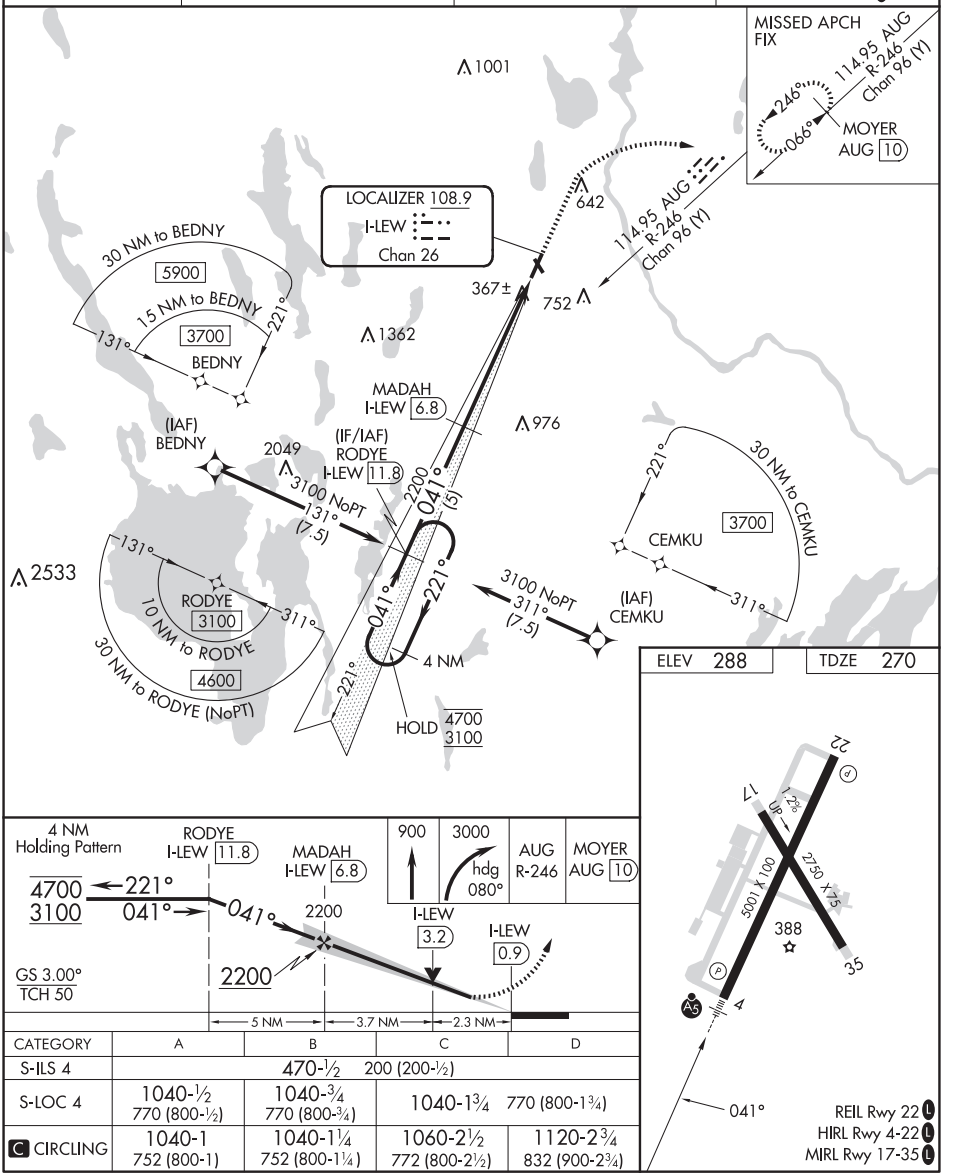
DME required. RNP APCH - GPS.

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.

MALSR

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.

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.025	125.5 353.9	124.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 4	470-½ 200 (200-½)			
S-LOC 4	1040-½ 770 (800-½)	1040-¾ 770 (800-¾)	1040-1¾ 770 (800-1¾)	
C CIRCLING	1040-1 752 (800-1)	1040-1¼ 752 (800-1¼)	1060-2½ 772 (800-2½)	1120-2¾ 832 (900-2¾)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH **69219**	**041°**	Rwy Idg	**5001**
W04A		TDZE	**270**
		Apt Elev	**288**

RNAV (GPS) RWY 4

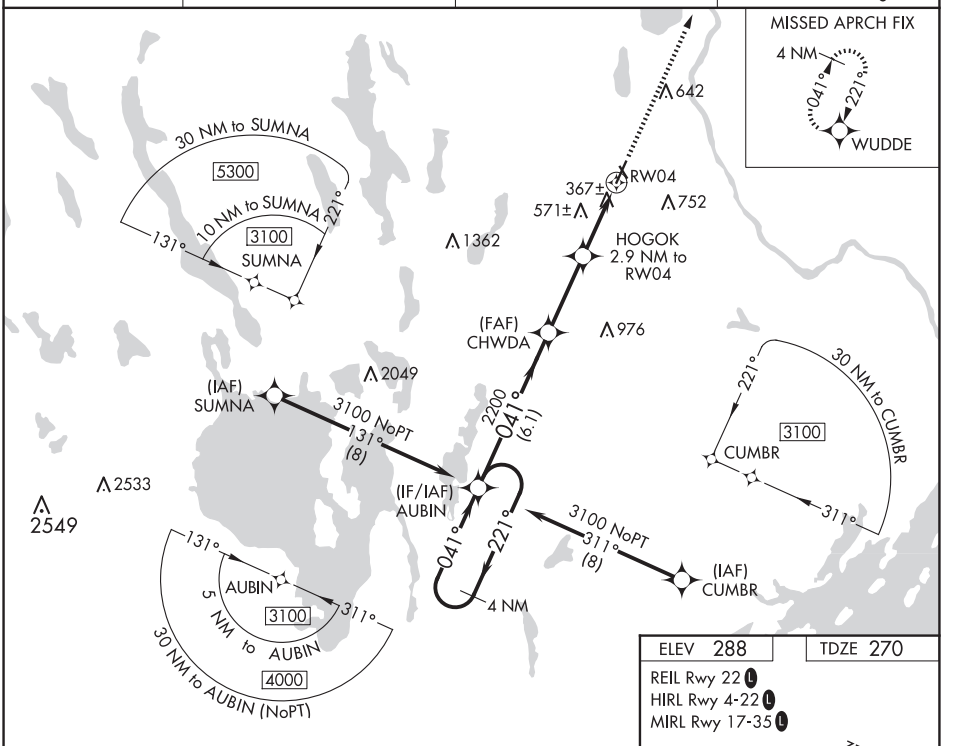
AUBURN/LEWISTON MUNI (LEW)

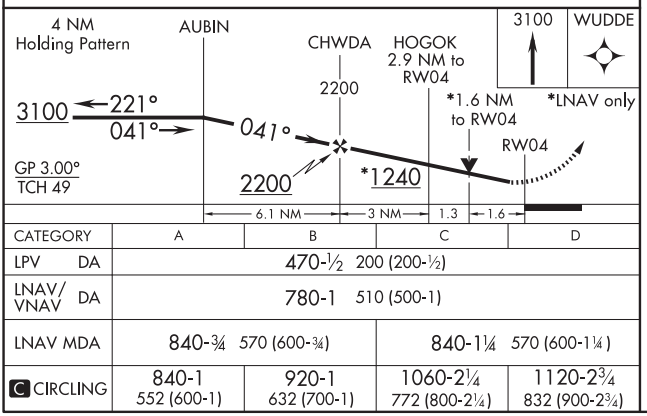
Circling to Rwy 17, 22, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase visibility LNAV/VNAV all Cats to 1⅜ SM, LNAV Cat A/B to 1 SM and Cat C/D to 1⅝ SM. Rwy 04 helicopter visibility reduction below ¾ SM NA.

MALSR

MISSED APPROACH: Climb to 3100 direct WUDDE and hold.

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.025	**125.5 353.9**	**124.05**	**122.8** (CTAF) L





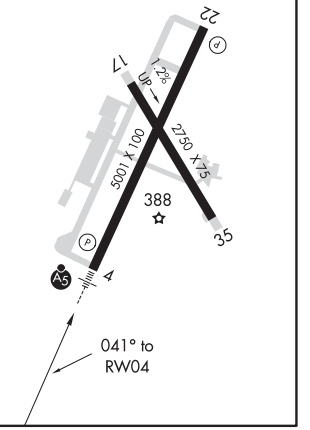
CATEGORY	A	B	C	D
LPV DA	470-½ 200 (200-½)			
LNAV/VNAV DA	780-1 510 (500-1)			
LNAV MDA	840-¾ 570 (600-¾)		840-1¼ 570 (600-1¼)	
C CIRCLING	840-1 552 (600-1)	920-1 632 (700-1)	1060-2¼ 772 (800-2¼)	1120-2¾ 832 (900-2¾)

ELEV 288 TDZE 270

REIL Rwy 22 L

HIRL Rwy 4-22 L

MIRL Rwy 17-35 L



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

AUBURN/LEWISTON MUNI (LEW)

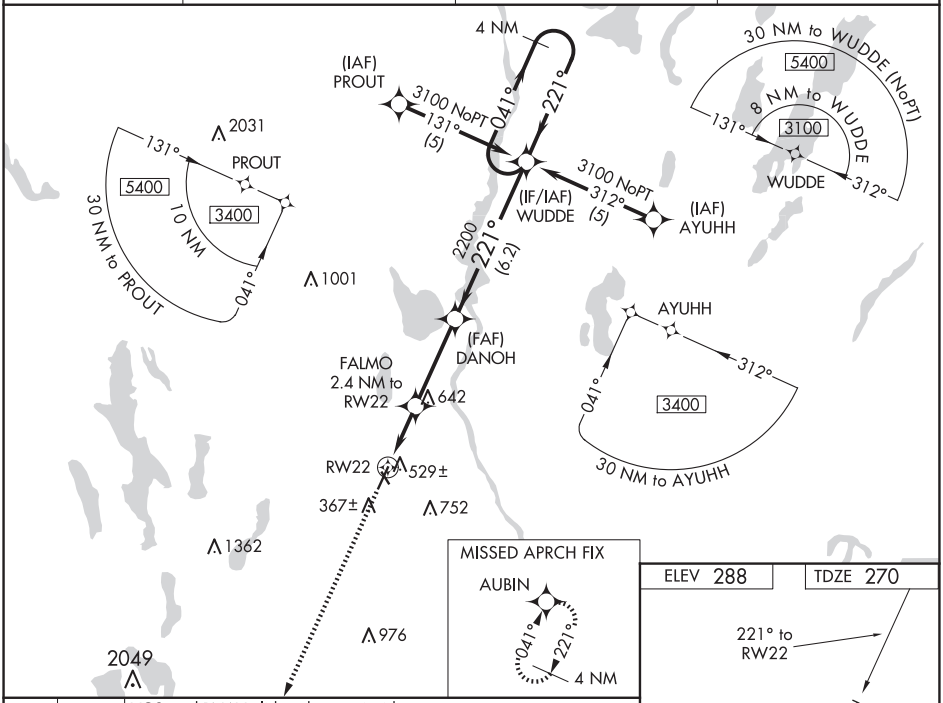
WAAS CH 78019 W22A	APP CRS 221°	Rwy Idg 5001 / TDZE 270 / Apt Elev 288

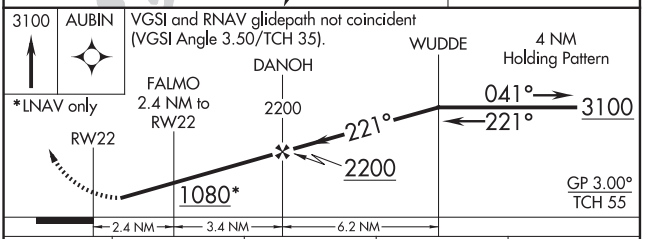
RNP APCH.

Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Augusta altimeter setting: increase LPV all Cats DA to 617 feet and all Cats visibility ⅛ SM; LNAV/VNAV all Cats DA to 938 feet and all Cats visibility ½ SM; increase all MDA 80 feet and LNAV Cat C/D visibility ⅜ SM. Baro-VNAV NA when using Augusta altimeter setting.

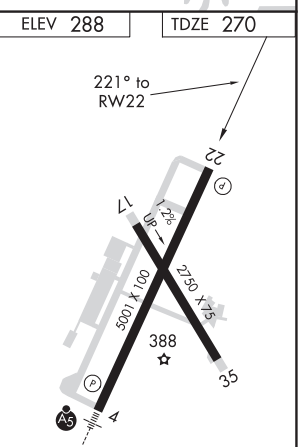
MISSED APPROACH: Climb to 3100 direct AUBIN and hold.

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.025	125.5 353.9	124.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	546-1 276 (300-1)			
LNAV/VNAV DA	867-2 597 (600-2)			
LNAV MDA	780-1 510 (500-1)		780-1⅜ 510 (500-1⅜)	



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 17

AUGUSTA STATE (AUG)

LOC I-AUG	APP CRS	Rwy Ldg	5002
108.7	171°	TDZE	348
		Apt Elev	352

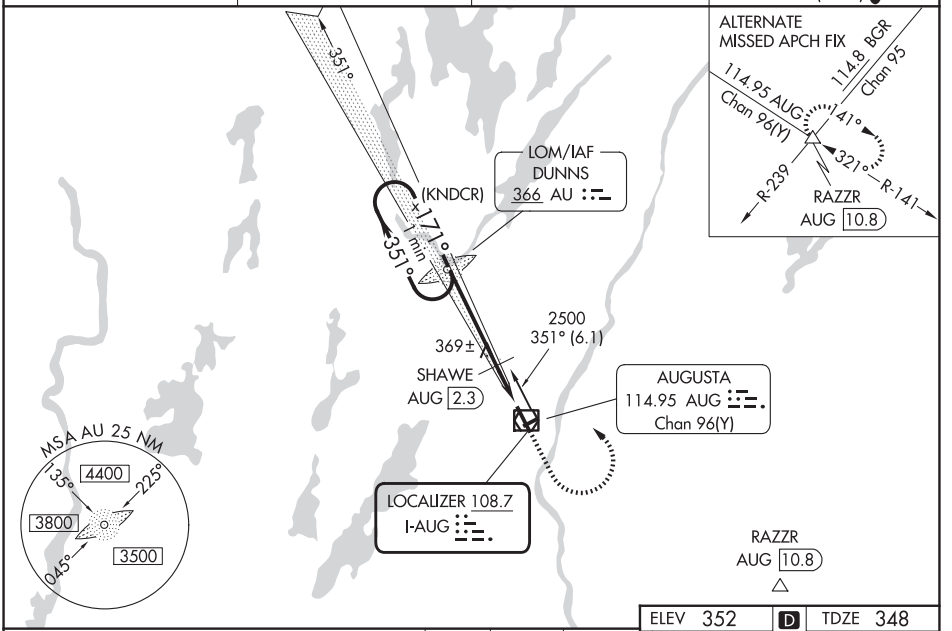
ADF required.

T A 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 ⅛ SM, and Circling Cat D ¼ SM; SHAWE fix minimums increase S-LOC 17 Cat C and D visibility ⅛ 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

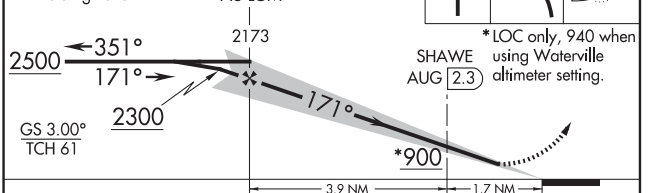
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct DUNNS LOM and hold.

ASOS	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95 299.2	123.0 (CTAF) L

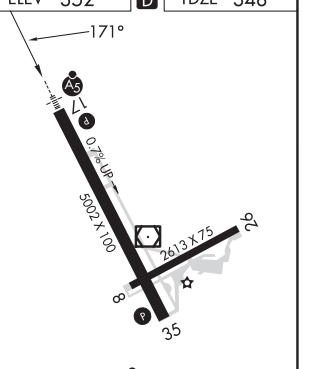


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).

1000	2500	AU



*LOC only, 940 when using Waterville altimeter setting.



HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

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)

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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70720 W17A	APP CRS 171°	Rwy Ldg 5002 TDZE 348 Apt Elev 352

RNAV (GPS) RWY 17
AUGUSTA STATE (AUG)

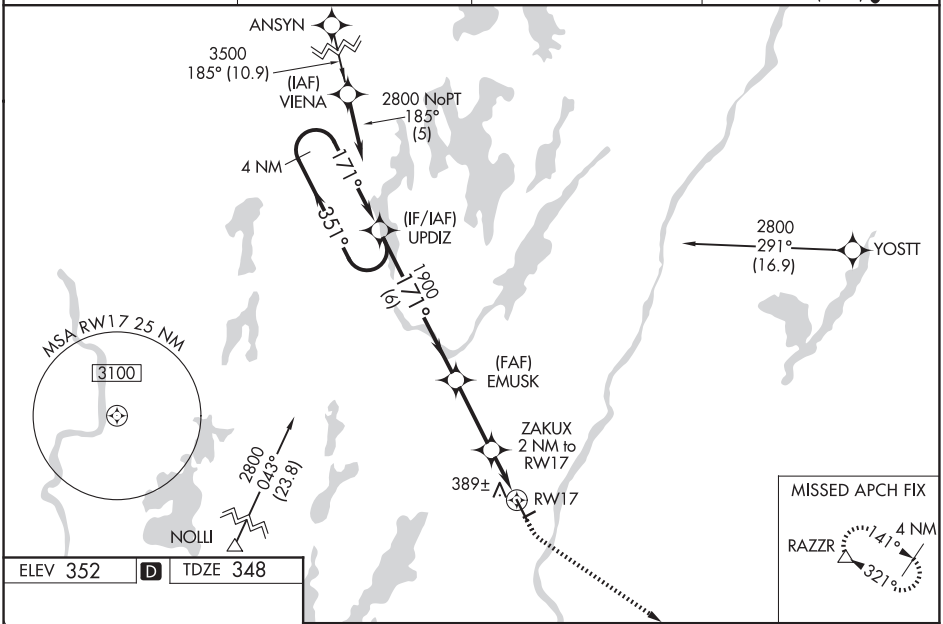
RNP APCH - GPS.

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 1⅛ 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 ⅛ SM; increase all MDA 40 feet and visibility LNAV Cats C and D ⅛ 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.

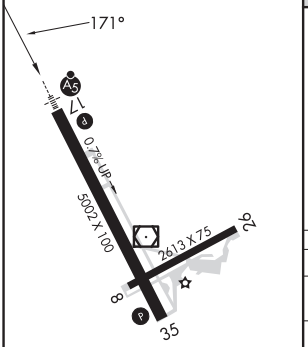
MALSR

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

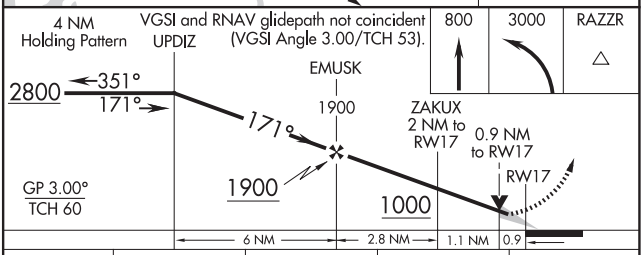
ASOS	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95 299.2	123.0 (CTAF) L



ELEV 352 D TDZE 348



MIRL Rwy 8-26 L
HIRL Rwy 17-35 L
REIL Rwy 35 L



CATEGORY	A	B	C	D
LPV DA	548-½ 200 (200-½)			
LNAV/VNAV DA	675-⅝ 327 (400-⅝)			
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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

AUGUSTA STATE (AUG)

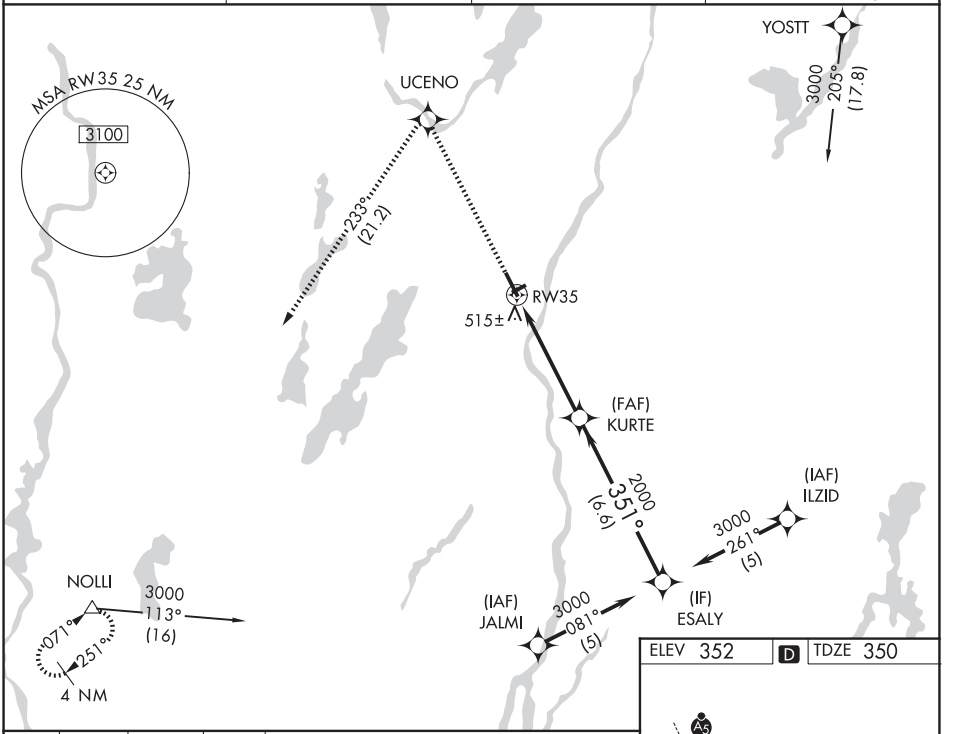
WAAS	APP CRS	Rwy Ldg	5002
CH 70406	351°	TDZE	350
W35A		Apt Elev	352

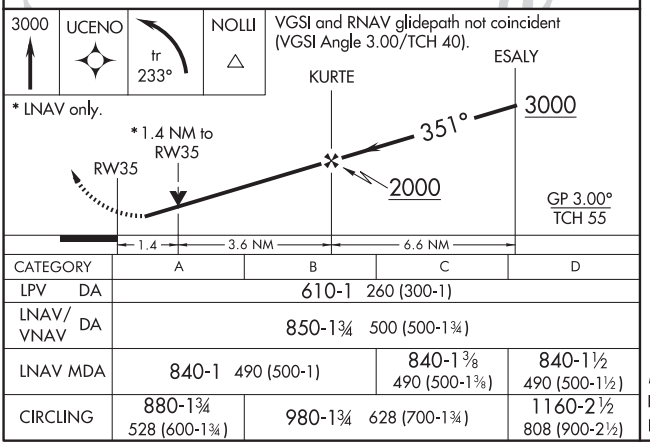
RNP APCH.

T A 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.

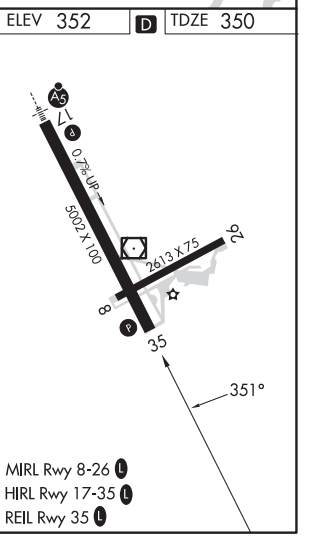
MISSED APPROACH: Climb to 3000 direct UCENO and left turn on track 233° to NOLLI and hold.

ASOS	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95 299.2	123.0 (CTAF) L





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)		840-1⅜ 490 (500-1⅜)	840-1½ 490 (500-1½)
CIRCLING	880-1¾ 528 (600-1¾)	980-1¾ 628 (700-1¾)		1160-2½ 808 (900-2½)



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

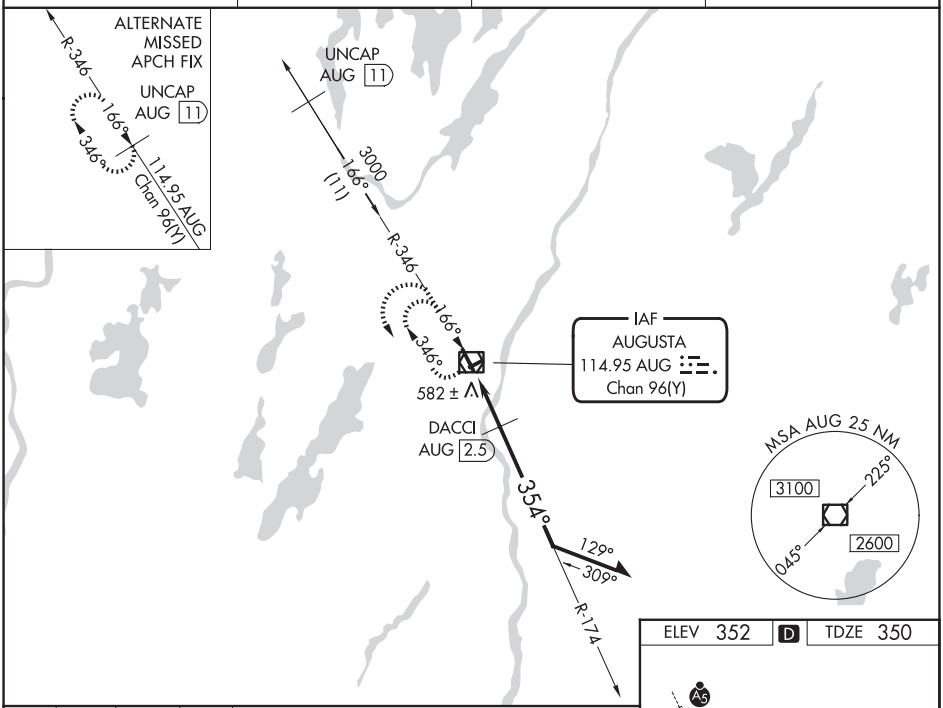
VOR/DME AUG	APP CRS	Rwy Ldg	5002
114.95	354°	TDZE	350
Chan 96(Y)		Apt Elev	352

VOR RWY 35
AUGUSTA STATE (AUG)

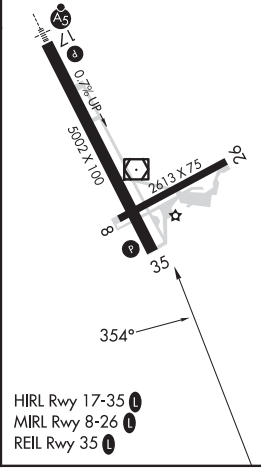
T A Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Waterville altimeter setting: increase all MDA 40 feet and visibility S-35 Cats C and D ½ SM, and Circling Cat D ¼ SM; DACCI fix minimums increase visibility S-35 Cats C and D ⅛ SM, and Circling Cat D ¼ 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.

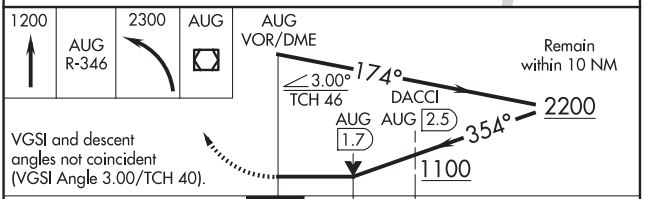
ASOS	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95 299.2	123.0 (CTAF) L



ELEV 352	D	TDZE 350



HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L



CATEGORY	A	B	C	D
S-35	1100-1 750 (800-1)	1100-1¼ 750 (800-1¼)	1100-2 750 (800-2)	
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)	
CIRCLING	960-1 608 (700-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	1160-2½ 808 (900-2½)

NE-1, 07 AUG 2025 to 02 OCT 2025
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ILS or LOC RWY 33

BANGOR INTL (BGR)

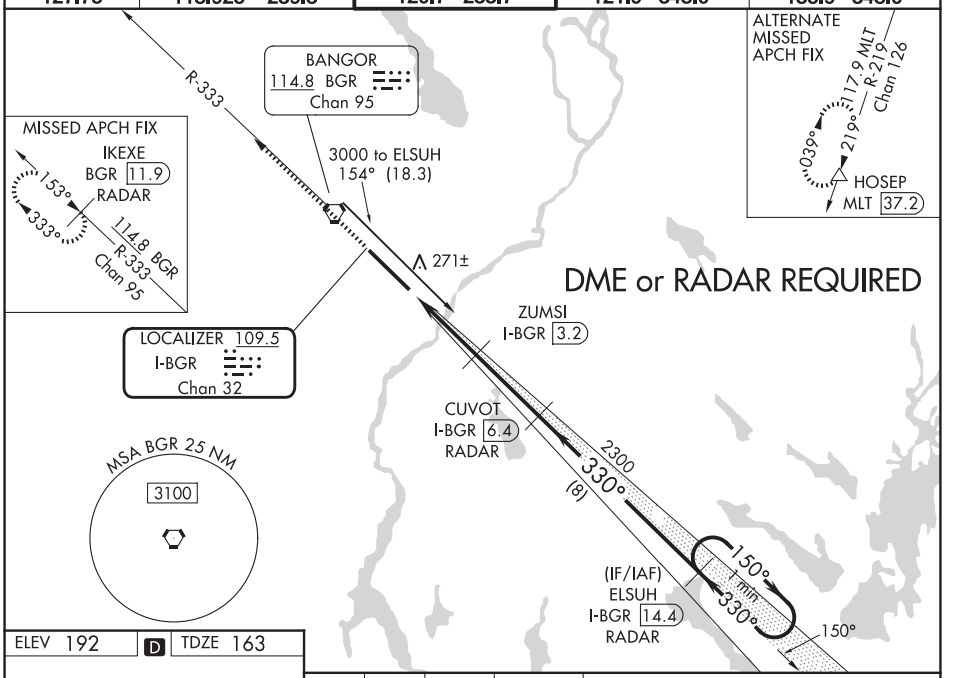
LOC/DME I-BGR	APP CRS	Rwy Ldg	11440
109.5	330°	TDZE	163
Chan 32		Apt Elev	192

T A ASR — 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.

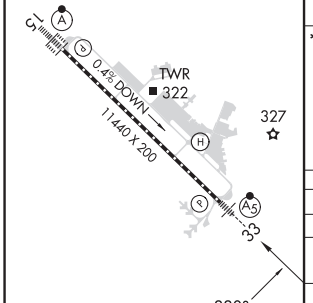
MALSR (A5)

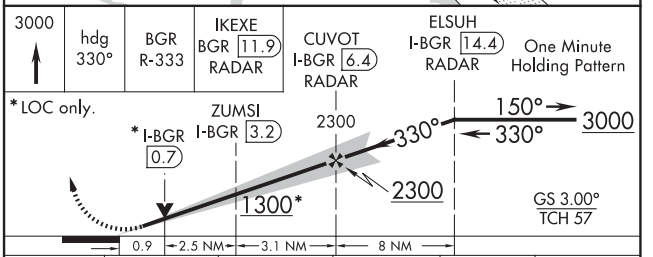
MISSED APPROACH: Climb to 3000 on heading 330° and on BGR VORTAC R-333 to IKEXE/BGR VORTAC 11.9 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	118.925 239.3	120.7 233.7	121.9 348.6	135.9 348.6



ELEV 192 D TDZE 163





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 (1200-1¼)	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)

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC Y RWY 15

BANGOR INTL (BGR)

LOC/DME I-JVH	APP CRS	Rwy Ldg	11440
109.5	150°	TDZE	192
Chan 32		Apt Elev	192

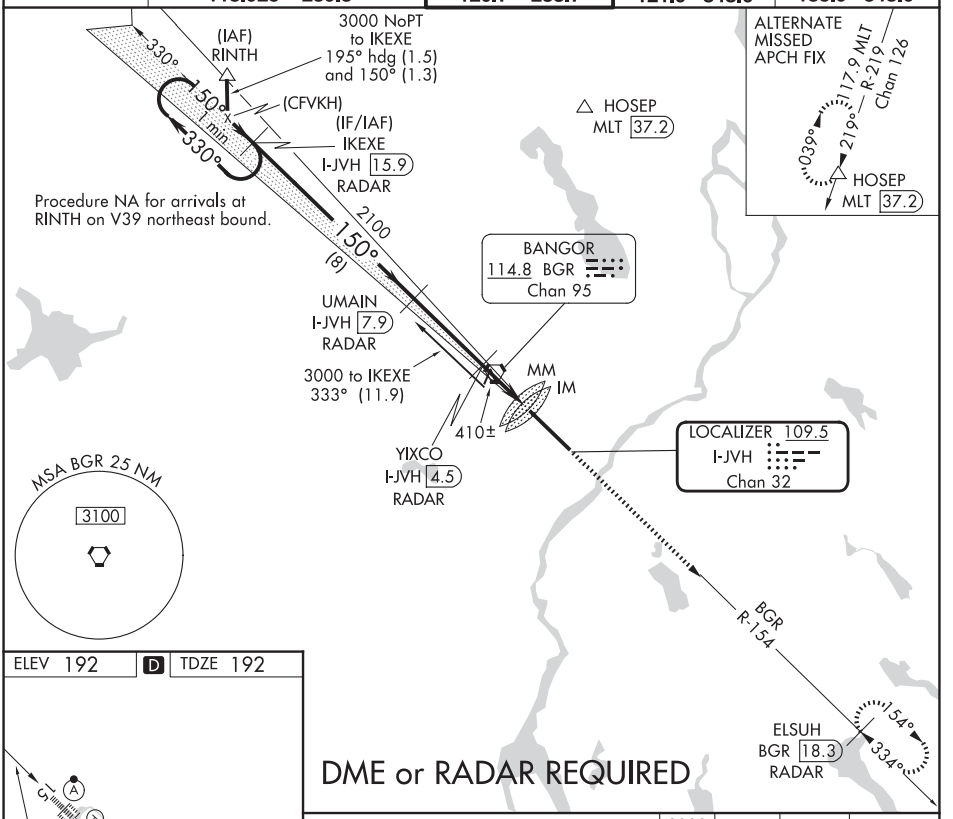
ASR

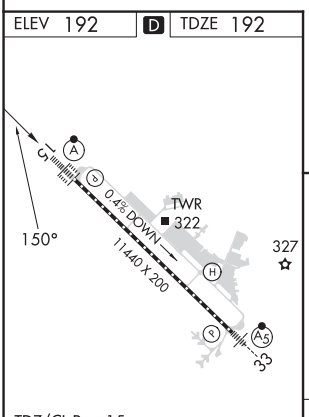
Circling NA NE of Rwy 15-33. DME or RADAR required. For inoperative ALS, increase S-ILS 15 Cat E visibility to RVR 4000, and S-LOC 15 Cat C/D/E visibility to 1⅜ SM.

ALSF-2

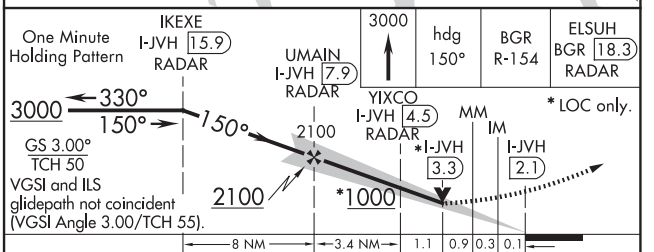
MISSED APPROACH: Climb to 3000 on heading 150° and BGR VORTAC R-154 to ELSUH/BGR 18.3 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	118.925 239.3	120.7 233.7	121.9 348.6	135.9 348.6





TDZ/CL Rwy 15
HIRL Rwy 15-33



FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D	E
S-ILS 15	392/18 200 (200-½)				
S-LOC 15	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)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BANGOR, MAINE AL-39 (FAA) 25219

LOC/DME I-BGR	APP CRS	Rwy Ldg 11440
109.5 Chan 32	330°	TDZE 163
		Apt Elev 192

ILS RWY 33 (SA CAT I & II)

BANGOR INTL (BGR)

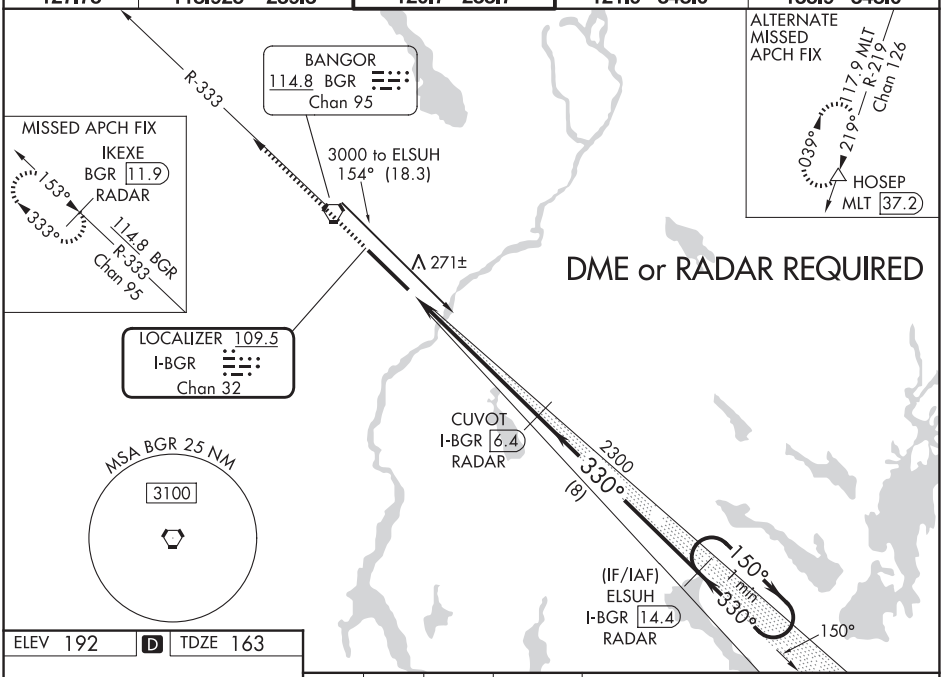
ASR

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.

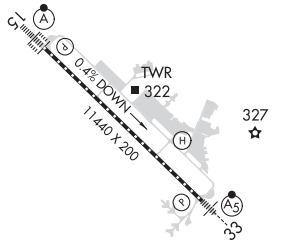
MALSR

MISSED APPROACH: Climb to 3000 on heading 330° and on BGR VORTAC R-333 to IKEXE/BGR VORTAC 11.9 DME/RADAR and hold.

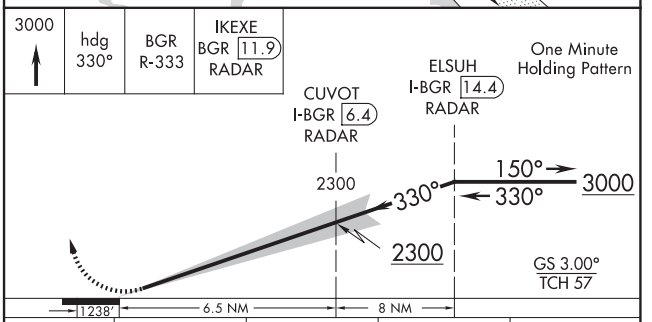
ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	118.925 239.3	120.7 233.7	121.9 348.6	135.9 348.6



ELEV 192 D TDZE 163



TDZ/CL Rwy 15
HIRL Rwy 15-33



CATEGORY	A	B	C	D
S-ILS 33	SA CAT I RA 173/14 150 DA 313			
S-ILS 33	SA CAT II RA 103/12 100 DA 263			

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS Y RWY 15 (CAT II & III)

BANGOR INTL (BGR)

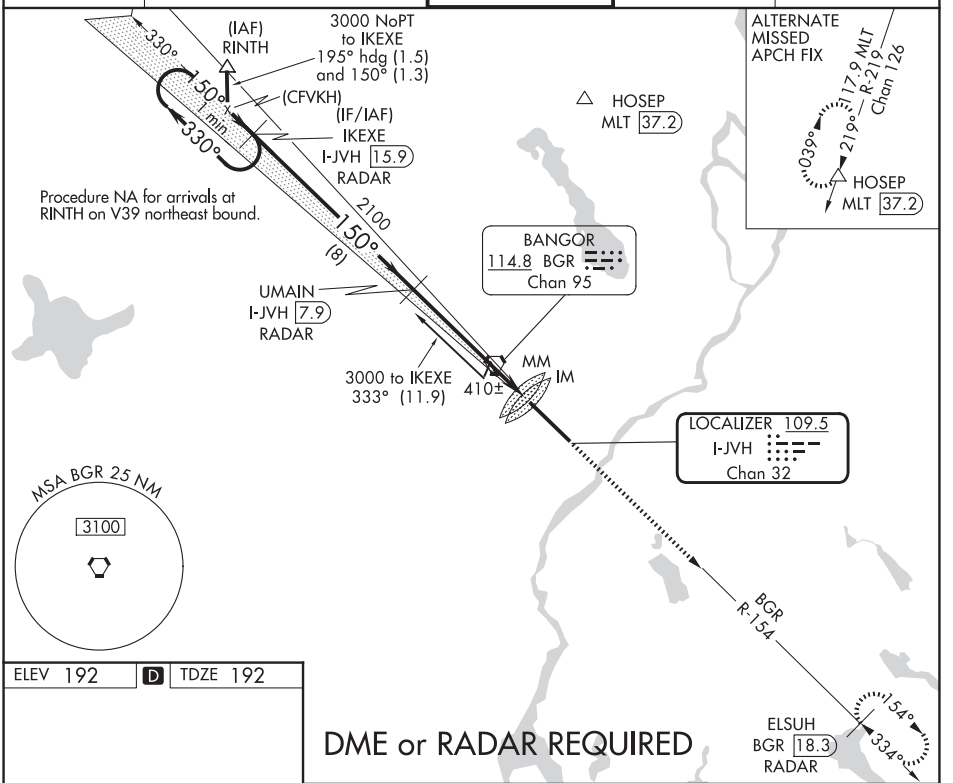
LOC/DME I-JVH	APP CRS	Rwy Ldg	11440
109.5	150°	TDZE	192
Chan 32		Apt Elev	192

ASR — DME or RADAR required.

ALSF-2

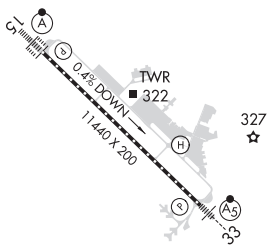
MISSED APPROACH: Climb to 3000 on heading 150° and BGR VORTAC R-154 to ELSUH/BGR 18.3 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	118.925 239.3	120.7 233.7	121.9 348.6	135.9 348.6



DME or RADAR REQUIRED

ELEV 192 | D | TDZE 192



TDZ/CL Rwy 15
HIRL Rwy 15-33

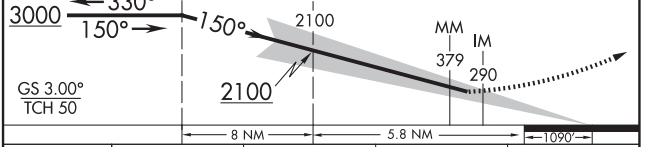
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

3000	hdg 150°	BGR R-154	ELSUH BGR 18.3 RADAR

One Minute Holding Pattern

IKEXE I-JVH 15.9 RADAR

UMAIN I-JVH 7.9 RADAR



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

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BANGOR, MAINE

AL-39 (FAA)

25219

RNAV (GPS) RWY 15

BANGOR INTL (BGR)

WAAS	APP CRS	Rwy Ldg	11440
CH 82307	150°	TDZE	192
W15A		Apt Elev	192

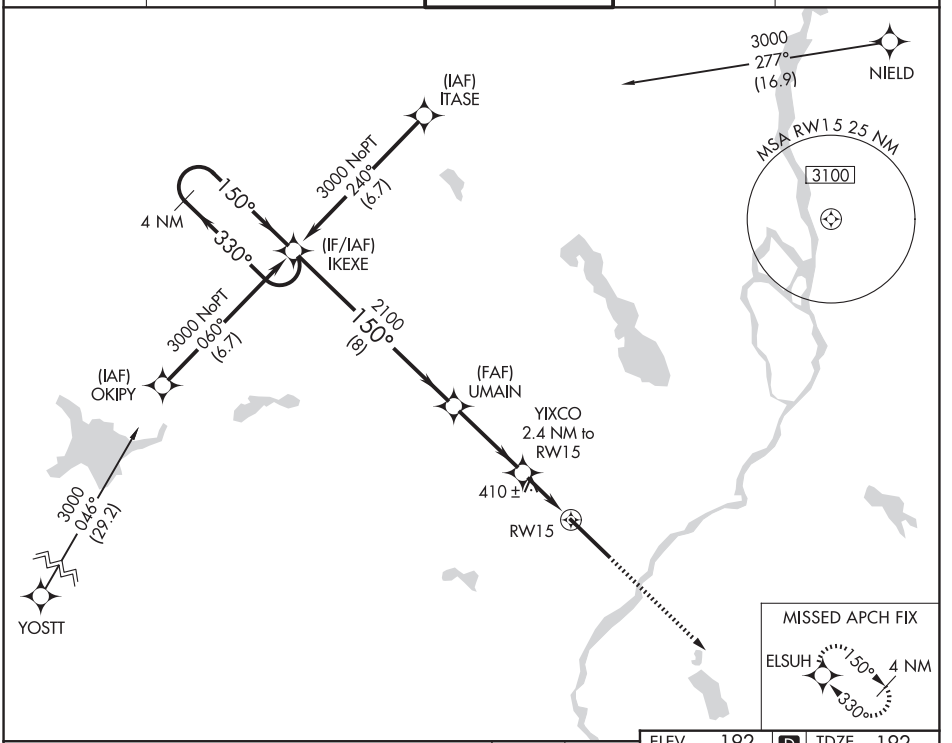
ASR

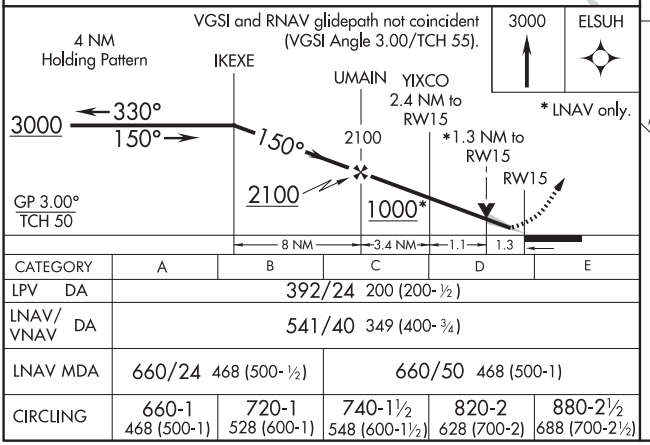
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, and LNAV Cats C/D/E visibility to 1⅜ SM. Circling NA NE of Rwy 15-33.

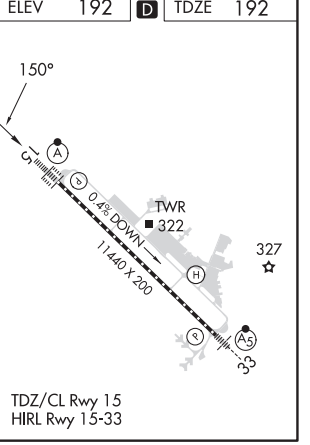
ALSF-2

MISSED APPROACH: Climb to 3000 direct ELSUH and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	118.925 239.3	120.7 233.7	121.9 348.6	135.9 348.6







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)

BANGOR, MAINE

Amdt 1 27APR17

44°48'N-68°50'W

BANGOR INTL (BGR)

RNAV (GPS) RWY 15

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33

BANGOR INTL (BGR)

WAAS CH78007 W33A	APP CRS 330°	Rwy Ldg 11440 TDZE 163 Apt Elev 192

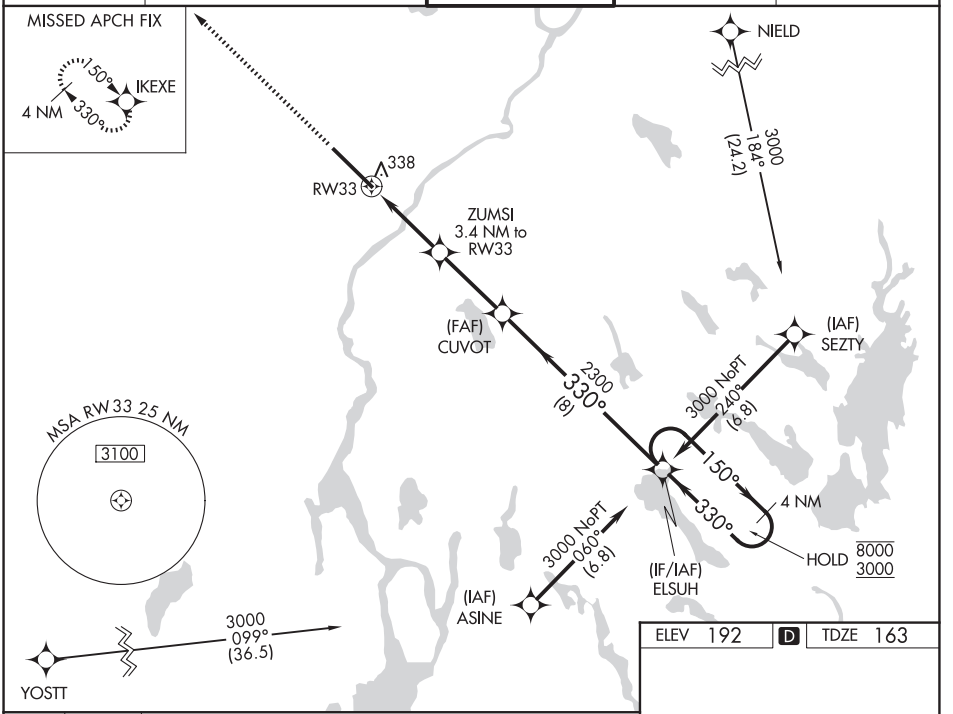
RNP APCH.

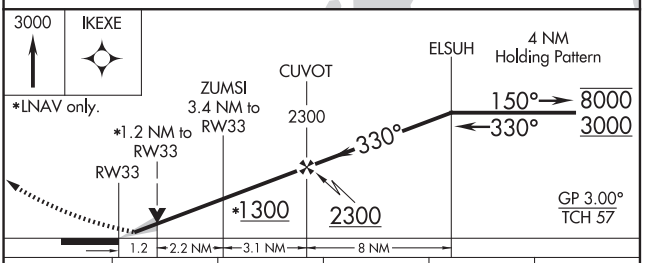
T A ASR Circling NA northeast of Rwys 15 and 33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5500, and LNAV Cat E visibility to 1¼ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR (A5)

MISSED APPROACH: Climb to 3000 direct IKEXE and hold.

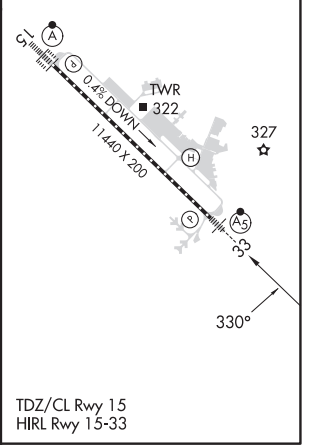
ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	118.925 239.3	120.7 233.7	121.9 348.6	135.9 348.6





CATEGORY	A	B	C	D	E
LPV DA**	363/24 200 (200-½)				
LNAV/VNAV DA	519/30 356 (400-⅝)				
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)

ELEV 192 D TDZE 163



TDZ/CL Rwy 15
HIRL Rwy 15-33

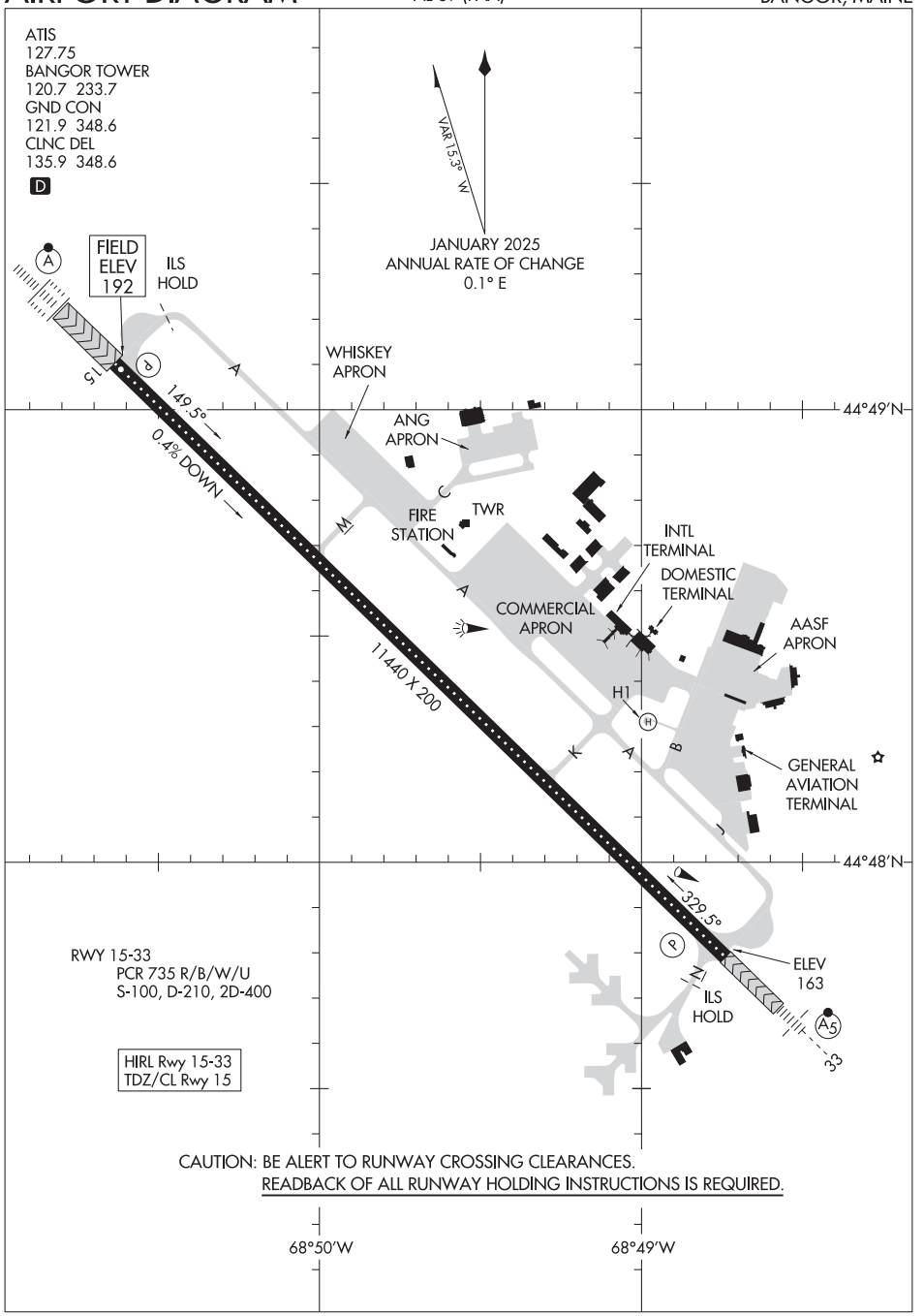
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

BANGOR INTL (BGR)
BANGOR, MAINE

AL-39 (FAA)



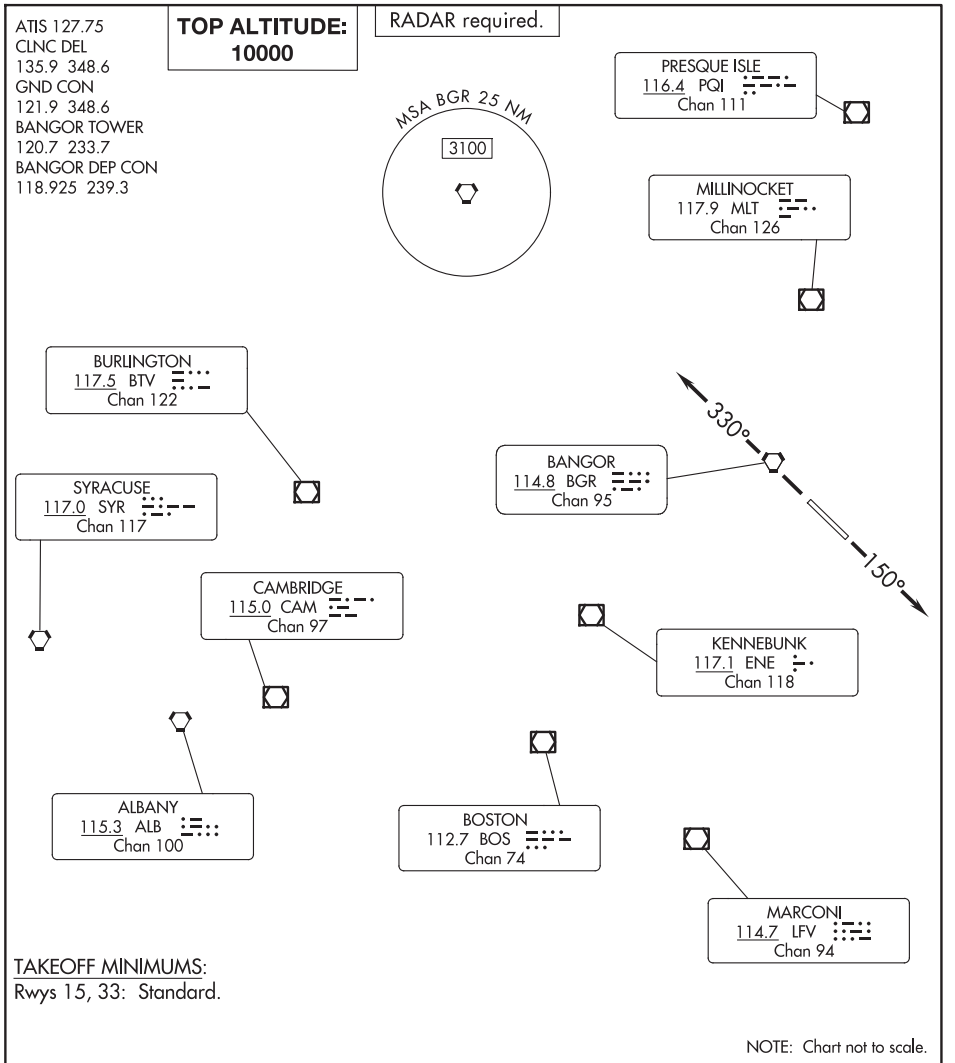
NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25219
BANGOR, MAINE
BANGOR INTL (BGR)

BANGOR FIVE DEPARTURE

AL-39 (FAA)



TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 150°, or as assigned by ATC, thence....

TAKEOFF RUNWAY 33: Climb on heading 330°, or as assigned by ATC, thence....

....expect vectors to assigned route/navaid/fix. Maintain 10000. Expect clearance to filed altitude/flight level ten minutes after departure.

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BAR HARBOR, MAINE | AL-992 (FAA) | 23334

ILS or LOC RWY 22

HANCOCK COUNTY/BAR HARBOR (BHB)

LOC/DME I-BHB	APP CRS	Rwy Idg	5200
108.3	224°	TDZE	83
Chan 20		Apt Elev	83

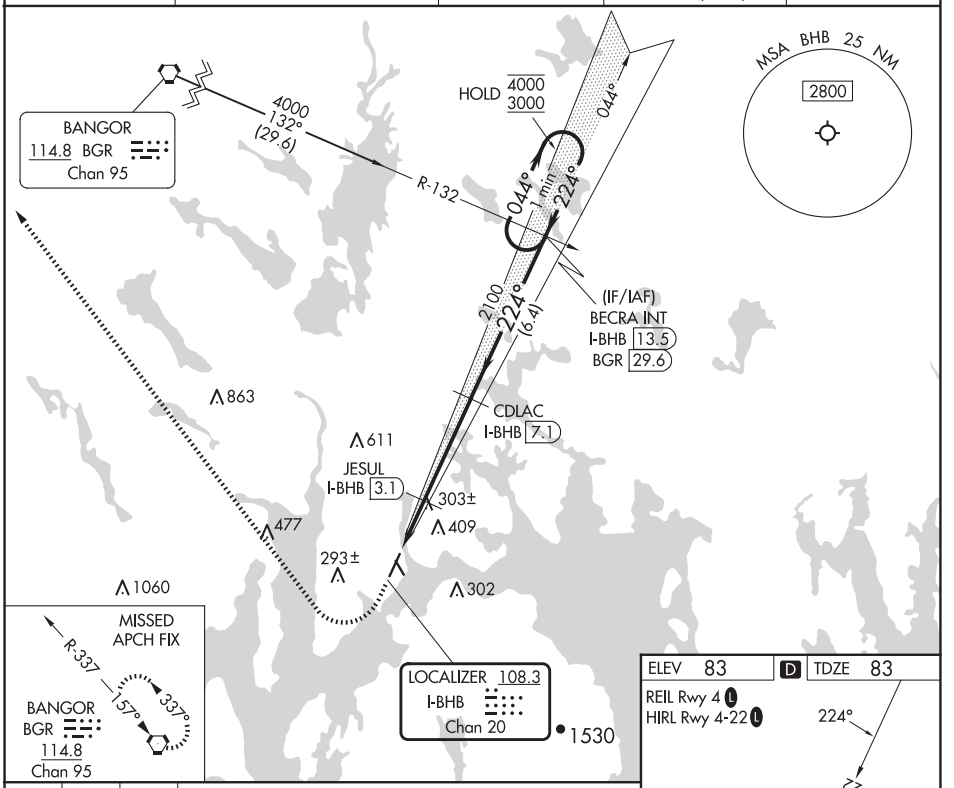
DME required.

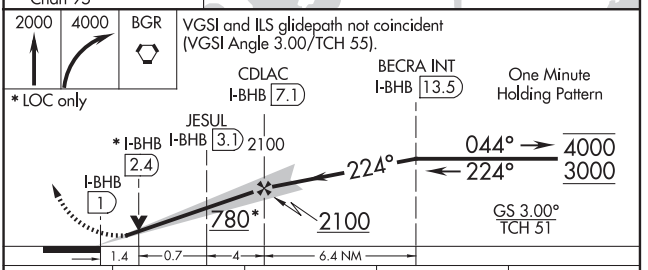
Circling Rwy 17, 35 NA at night.
For inop ALS, increase S-LOC Cat C visibility to 1⅜ SM.
Autopilot coupled approach NA below 900 feet MSL.

MALSF

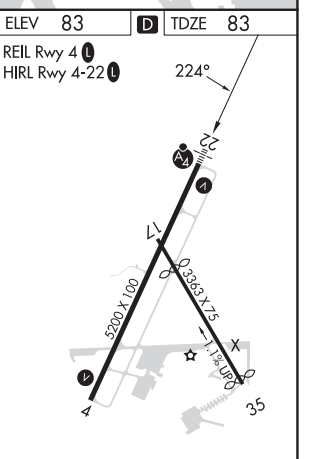
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.

AWOS-3PT	BANGOR APP CON	CLNC DEL	UNICOM	
118.35	133.6 284.65	119.9	123.0 (CTAF)	122.7 L





CATEGORY	A	B	C	D
S-ILS 22	283-¾ 200 (200-¾)			
S-LOC 22	580-¾ 497 (500-¾)		580-1¼ 497 (500-1¼)	580-1½ 497 (500-1½)
CIRCLING	600-1 517 (600-1)	720-1 637 (700-1)	720-1¾ 637 (700-1¾)	840-2½ 757 (800-2½)



FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

BAR HARBOR, MAINE
Amdt 6F 11AUG22

44°27'N-68°22'W

HANCOCK COUNTY/BAR HARBOR (BHB)

ILS or LOC RWY 22

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

HANCOCK COUNTY/BAR HARBOR (BHB)

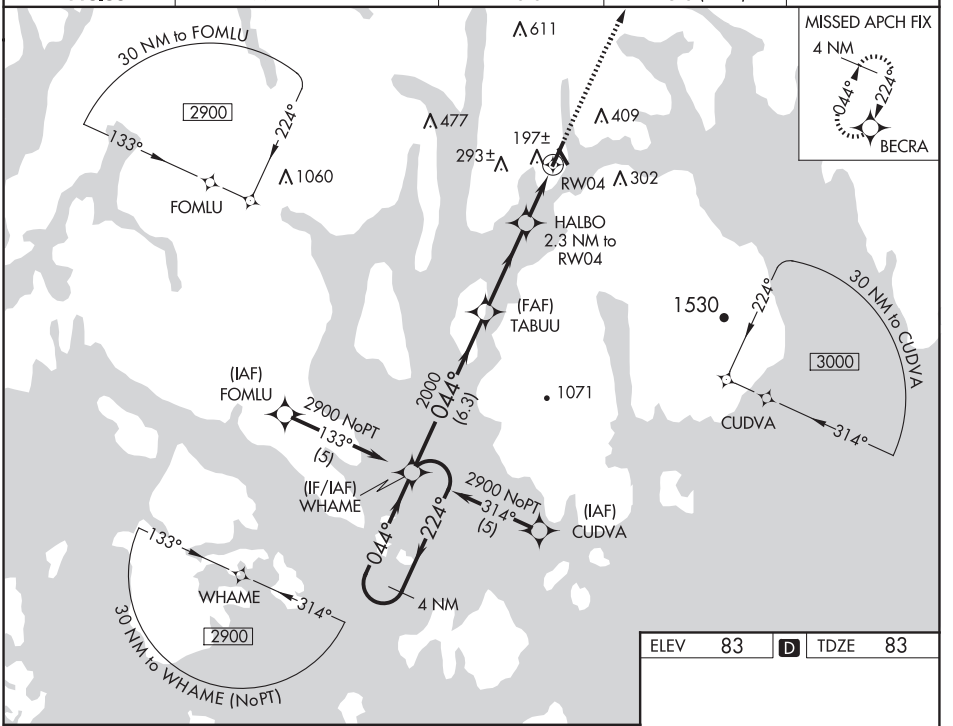
WAAS CH 65900 W04A	APP CRS 044°	Rwy Idg 5200 / TDZE 83 / Apt Elev 83

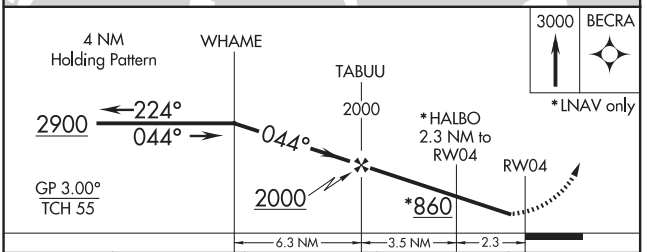
RNP APCH - GPS.

T A 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 ¼ 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.

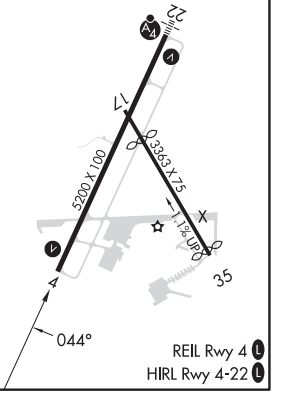
AWOS-3PT	BANGOR APP CON	CLNC DEL	UNICOM	
118.35	133.6 284.65	119.9	123.0 (CTAF)	122.7 L





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)

ELEV 83 D TDZE 83



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BAR HARBOR, MAINE | AL-992 (FAA) | 23334

RNAV (GPS) RWY 22

HANCOCK COUNTY/BAR HARBOR (BHB)

WAAS	APP CRS	Rwy Idg	5200
CH 86305	224°	TDZE	83
W22A		Apt Elev	83

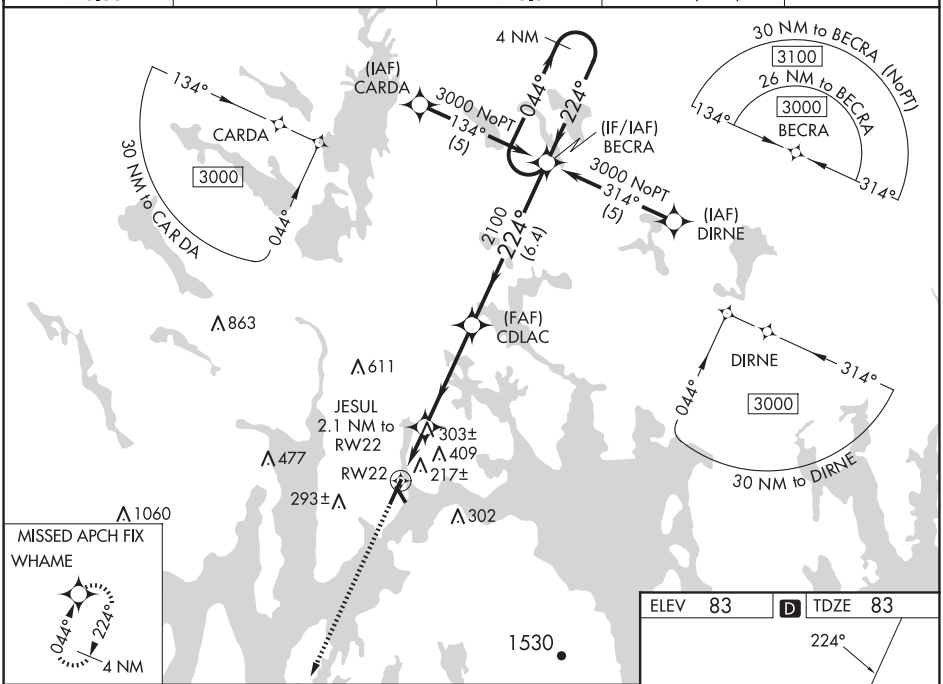
RNP APCH - GPS.

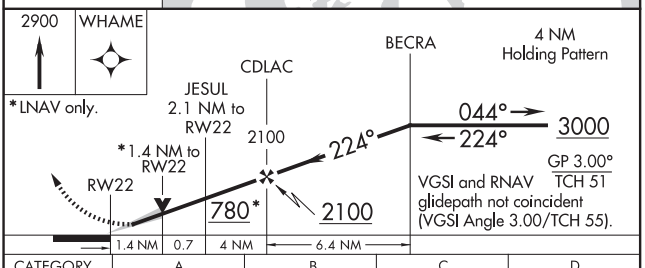
T A Baro-VNAV NA when using Bangor altimeter setting. When local altimeter setting not received, use Bangor altimeter setting and increase LPV DA to 366 feet; increase LNAV/VNAV DA to 780 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cats C/D, and Circling visibility Cats C/D ¼ SM. When using Bangor altimeter setting, inop table does not apply to LNAV/VNAV all Cats and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 49°C. Circling Rwy 17, 35 NA at night.

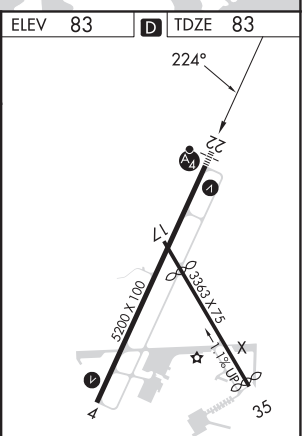
MALSF

MISSED APPROACH: Climb to 2900 direct WHAME and hold.

AWOS-3PT	BANGOR APP CON	CLNC DEL	UNICOM	
118.35	133.6 284.65	119.9	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
LPV DA	283-¾ 200 (200-¾)			
LNAV/VNAV DA	697-1½ 614 (700-1½)			
LNAV MDA	580-¾ 497 (500-¾)		580-1¼ 497 (500-1¼)	580-1½ 497 (500-1½)
CIRCLING	600-1 517 (600-1)	720-1 637 (700-1)	720-1¾ 637 (700-1¾)	840-2½ 757 (800-2½)

REIL Rwy 4 L
HIRL Rwy 4-22 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-MPV	APP CRS	Rwy Ldg	5000
108.7	168°	TDZE	1135
Chan 24		Apt Elev	1166

ILS or LOC RWY 17

EDWARD F KNAPP STATE (MPV)

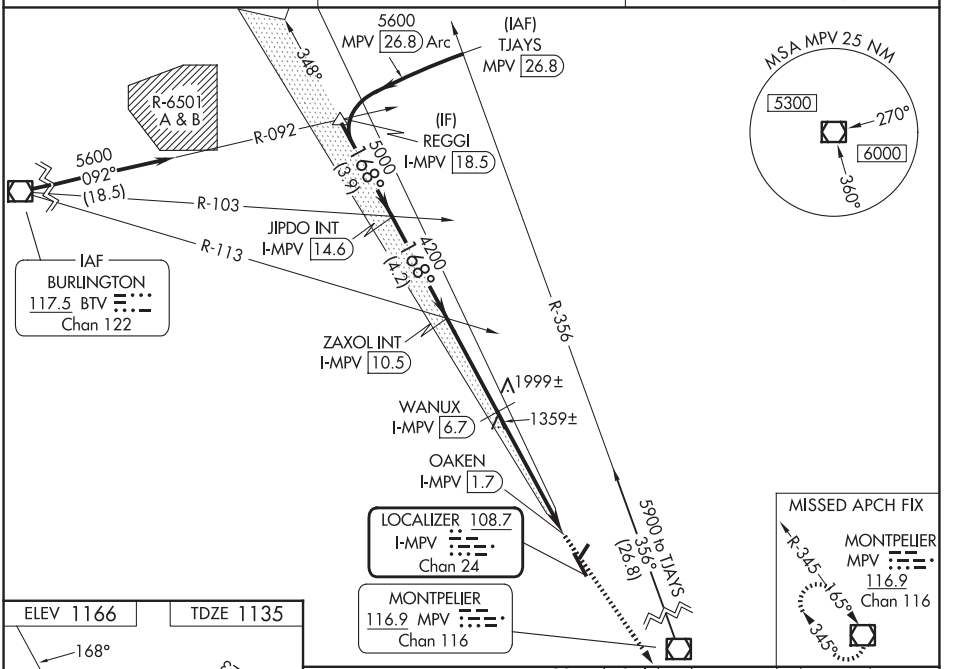
T
A NA
-19°C

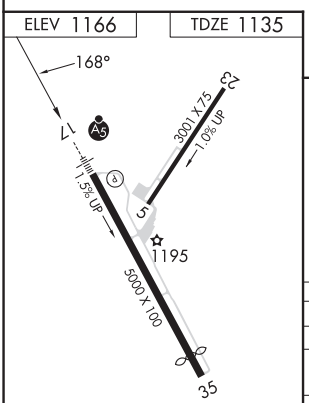
Inoperative table does not apply to S-LOC 17 Cats A and B. When local altimeter setting not received, procedure NA. Rwy 17 helicopter visibility reduction below ¾ SM NA. Circling Rwy 5, 35 NA at night. For inoperative MALSR, increase S-ILS 17 all Cats visibility to 1⅛ mile and WANUX fix minimums S-LOC 17 Cats A/B visibility to 1 mile and Cats C/D visibility to 1⅝ mile.

MALSR

MISSED APPROACH: Climb to 5200 direct MPV VOR/DME and hold, continue climb-in-hold to 5200.

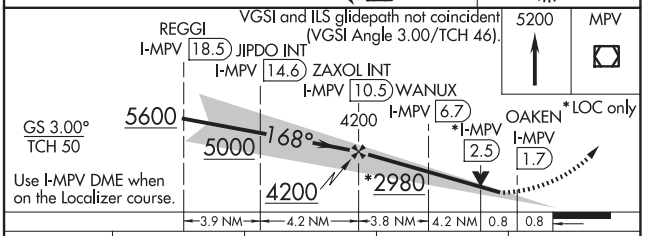
ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) L





REIL Rwy 35
MIRL Rwy 5-23
MIRL Rwy 17-35 L

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)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

EDWARD F KNAPP STATE (MPV)

WAAS CH 69611 W17A	APP CRS 168°	Rwy Ldg 5000 / TDZE 1135 / Apt Elev 1166

RNP APCH - GPS.

RADAR required for procedure entry at VUYUD.

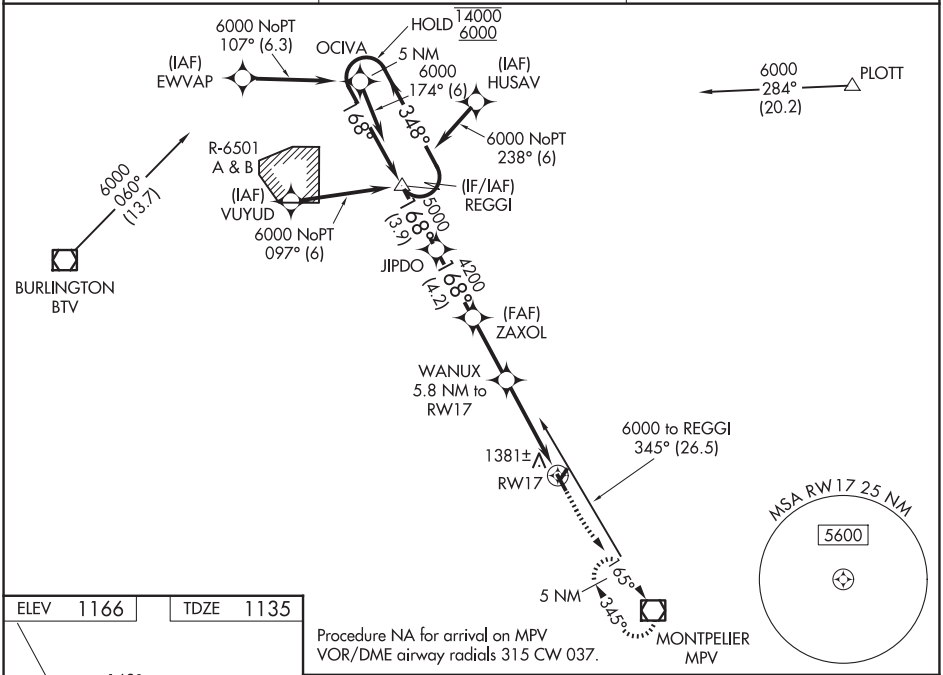
T A -19°C

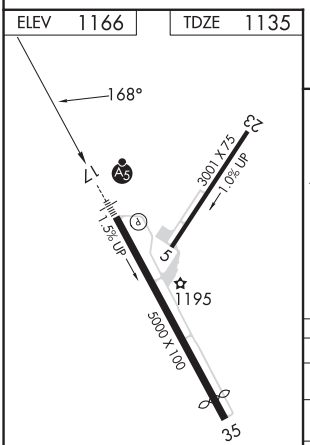
Rwy 17 helicopter visibility reduction below 1 SM NA. Inop table does not apply to LPV all Cats and LNAV Cats A and B. Baro-VNAV NA. When local altimeter setting not received, procedure NA. Straight-in Rwy 17 NA at night, Circling Rwy 5, 17, 35 NA at night. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM.

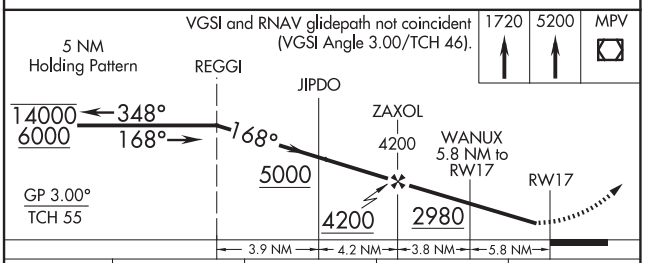
MALSR

MISSED APPROACH: Climb to 1720 then 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) L







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)		1680-1⅛ 545 (600-1⅛)	
CIRCLING	1980-1¼ 814 (900-1¼)		2700-3 1534 (1600-3)	2920-3 1754 (1800-3)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

EDWARD F KNAPP STATE (MPV)

APP CRS	Rwy Ldg	4498
348°	TDZE	1158
	Apt Elev	1166

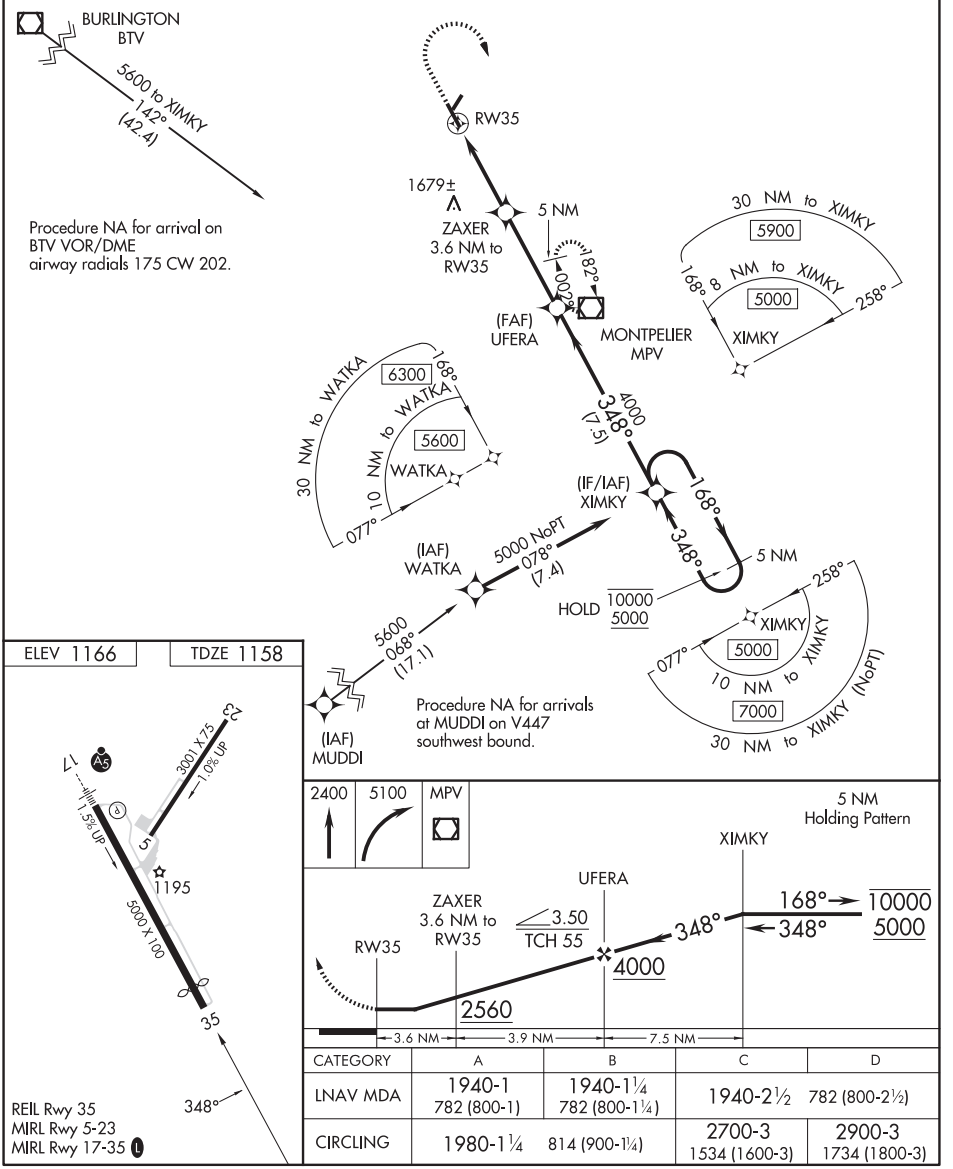
RNP APCH.

T
NA
-19°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	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1940-1 782 (800-1)	1940-1¼ 782 (800-1¼)	1940-2½	782 (800-2½)
CIRCLING	1980-1¼	814 (900-1¼)	2700-3 1534 (1600-3)	2900-3 1734 (1800-3)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BEDFORD, MASSACHUSETTS | AL-626 (FAA) | 25163

ILS or LOC RWY 11

LAURENCE G HANSCOM FLD (BED)

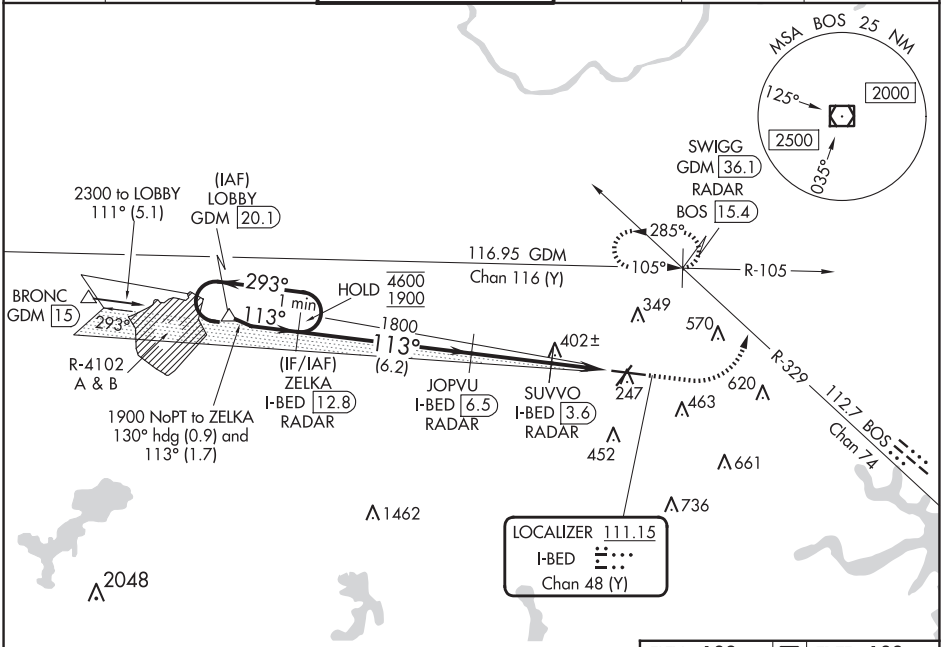
LOC/DME I-BED	APP CRS	Rwy Ldg 7011
111.15	113°	TDZE 132
Chan 48 (Y)		Apt Elev 132

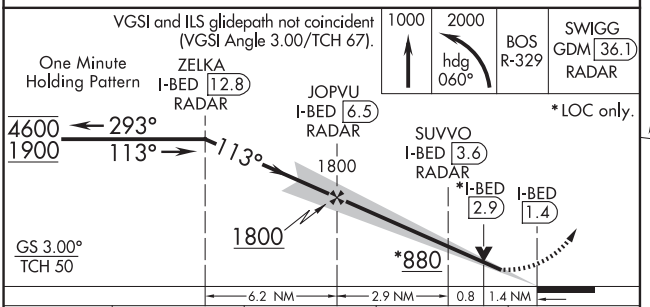
RADAR required for procedure entry.
DME or RADAR required.

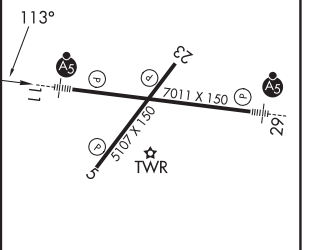
MALSR

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.

ATIS	BOSTON APP CON	HANSCOM TOWER*	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 257.2	121.7	121.85	122.95







CATEGORY	A	B	C	D
S-ILS 11	383/24 251 (300-½)			
S-LOC 11	660/24 528 (600-½)		660/55 528 (600-1)	
C CIRCLING	720-1 588 (600-1)		880-2¼ 748 (800-2¼)	920-2½ 788 (800-2½)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23 L

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, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 29

LAURENCE G HANSCOM FLD (BED)

LOC/DME I-ULJ	APP CRS	Rwy Ldg 7011
111.15	293°	TDZE 128
Chan 48(Y)		Apt Elev 132

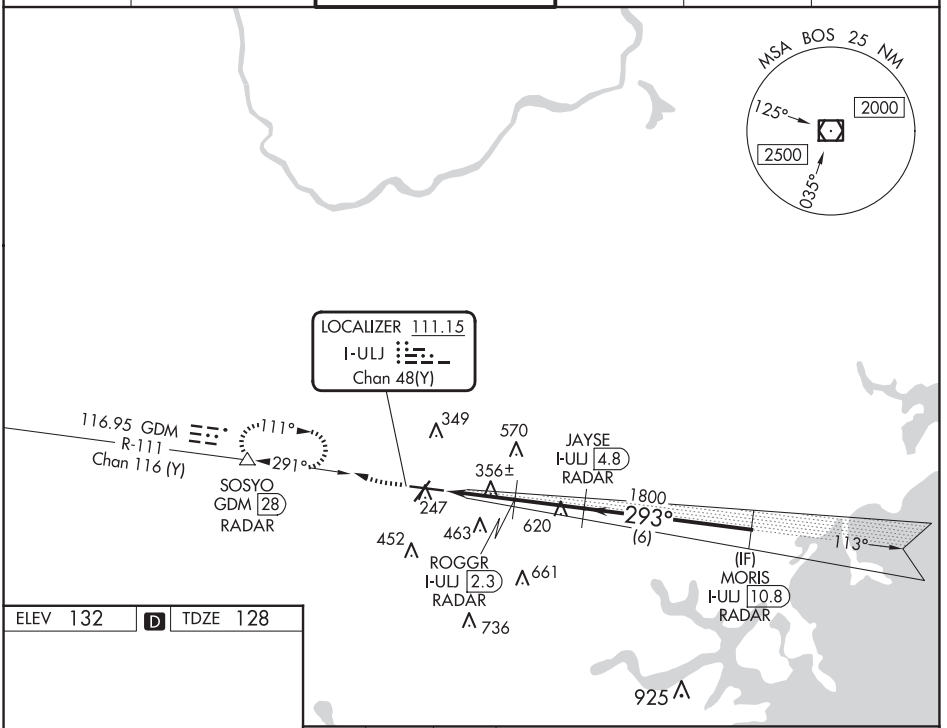
RADAR required for procedure entry. DME or RADAR required.

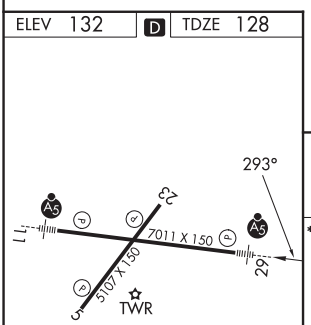
For inop ALS, increase S-LOC 29 Cats C and D to 1⅜ SM.

MALSR

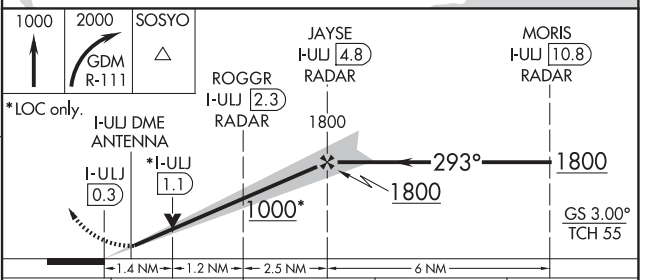
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on GDM VOR/DME R-111 to SOSYO/GDM 28 DME/RADAR and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 257.2	121.7	121.85	122.95





MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23 L



CATEGORY	A	B	C	D
S-ILS 29	328-½ 200 (200-½)			
S-LOC 29	620-½ 492 (500-½)		620-1 492 (500-1)	
C CIRCLING	720-1 588 (600-1)		880-2¼ 748 (800-2¼)	920-2½ 788 (800-2½)

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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BEDFORD, MASSACHUSETTS | AL-626 (FAA) | 25163

RNAV (RNP) Y RWY 11

LAURENCE G HANSCOM FLD (BED)

APP CRS	Rwy Ldg	7011
113°	TDZE	132
	Apt Elev	132

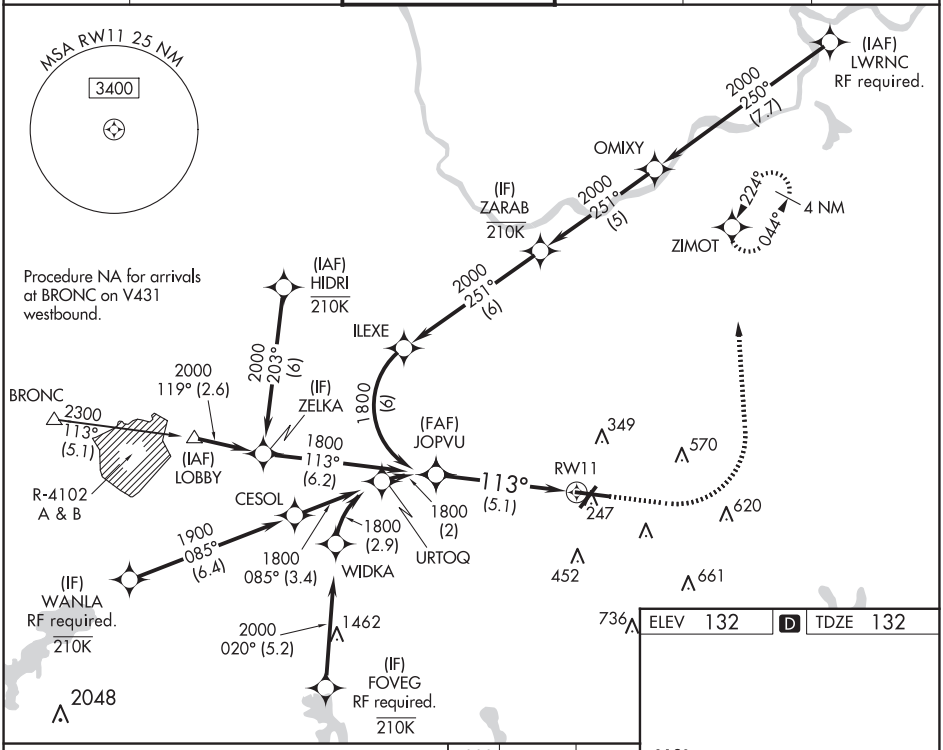
RNP AR APCH.

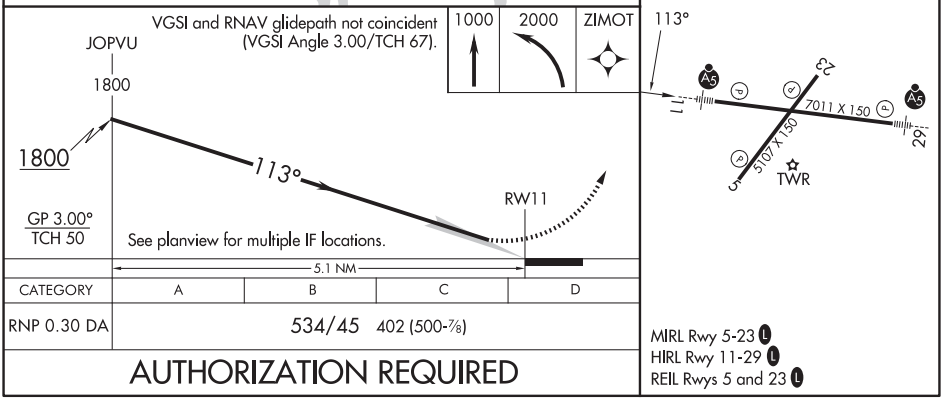
For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C . For inop ALS, increase RNP 0.30 all Cats visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ZIMOT and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 257.2	121.7	121.85	122.95





CATEGORY	A	B	C	D
RNP 0.30 DA	534/45	402 (500-⅞)		

AUTHORIZATION REQUIRED

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23 L

BEDFORD, MASSACHUSETTS
Amdt1 25FEB21

42°28′N-71°17′W

LAURENCE G HANSCOM FLD (BED)

RNAV (RNP) Y RWY 11

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Y RWY 29

LAURENCE G HANSCOM FLD (BED)

APP CRS	Rwy Ldg	7011
293°	TDZE	128
	Apt Elev	132

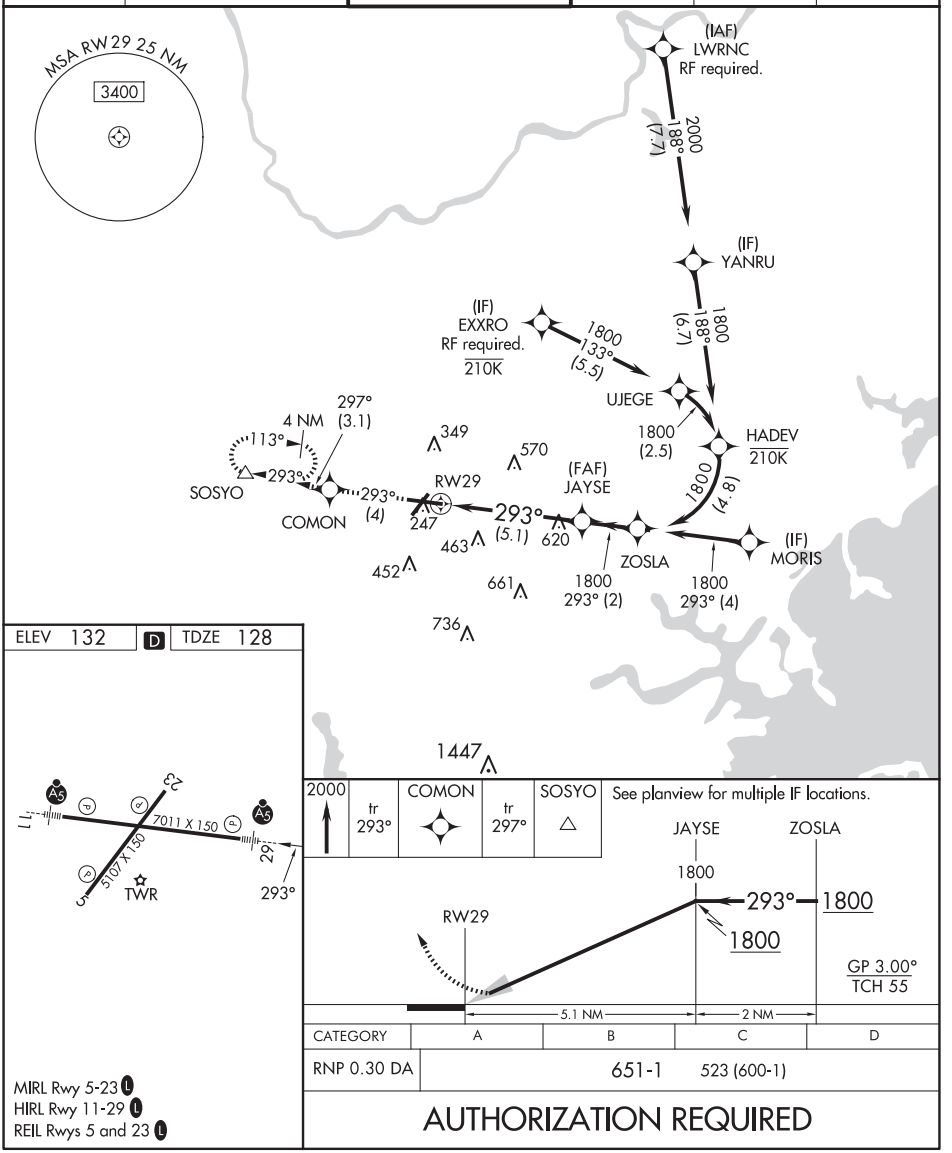
RNP AR APCH.

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	BOSTON APP CON	HANSCOM TOWER★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) 257.2	121.7	121.85	122.95



ELEV 132 D TDZE 128

2000	tr 293°	COMON	tr 297°	SOSYO

See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.30 DA	651-1		523 (600-1)	

AUTHORIZATION REQUIRED

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BEDFORD, MASSACHUSETTS AL-626 (FAA) 25163

RNAV (GPS) RWY 23

LAURENCE G HANSCOM FLD (BED)

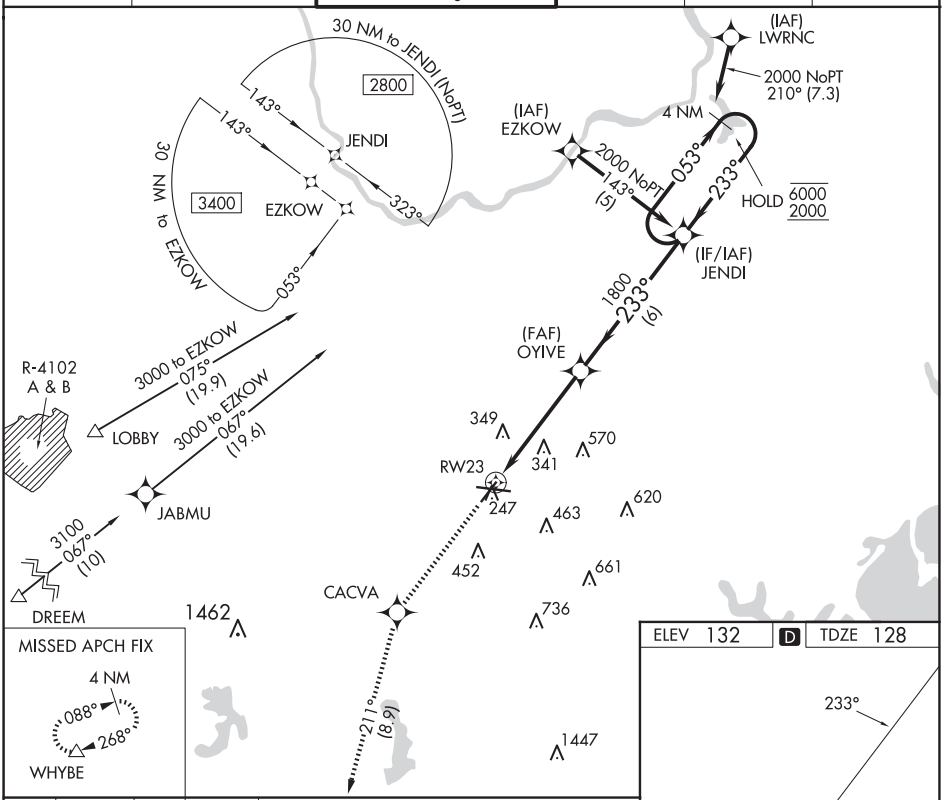
APP CRS	Rwy Ldg	5107
233°	TDZE	128
	Apt Elev	132

RNP APCH - GPS.

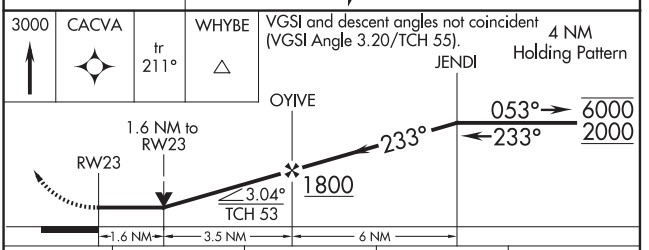
Rwy 23 helicopter visibility reduction below ¾ SM NA.

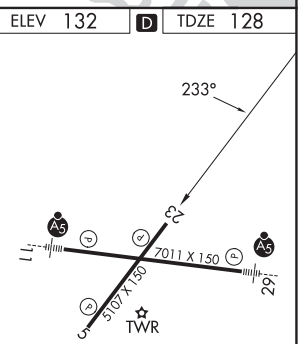
MISSED APPROACH: Climb to 3000 direct CACVA and on track 211° to WHYBE and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 257.2	121.7	121.85	122.95



MISSED APCH FIX





CATEGORY	A	B	C	D
LNAV MDA	640-1 512 (600-1)		640-1⅜ 512 (600-1⅜)	
C CIRCLING	740-1 608 (700-1)	800-1 668 (700-1)	880-2¼ 748 (800-2¼)	920-2½ 788 (800-2½)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23 L

BEDFORD, MASSACHUSETTS
Amdt 1A 08SEP22

42°28′N-71°17′W

LAURENCE G HANSCOM FLD (BED)

RNAV (GPS) RWY 23

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 11

LAURENCE G HANSCOM FLD (BED)

WAAS CH 87000 W11A	APP CRS 113°	Rwy Ldg 7011 / TDZE 132 / Apt Elev 132

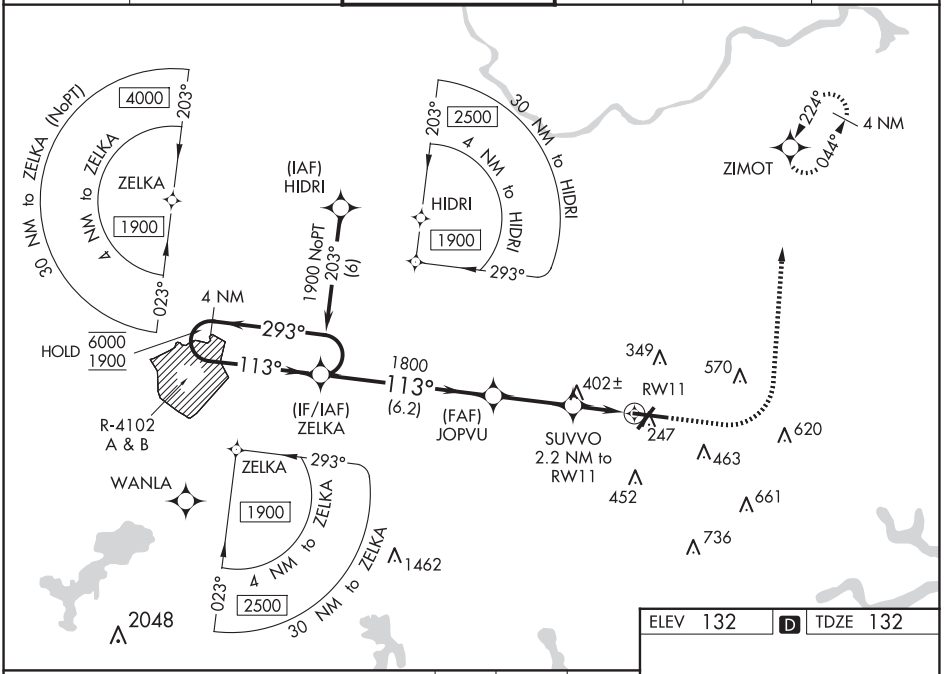
RNP APCH-GPS.

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.

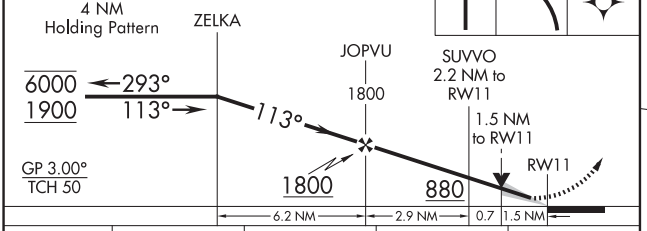
ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 257.2	121.7	121.85	122.95

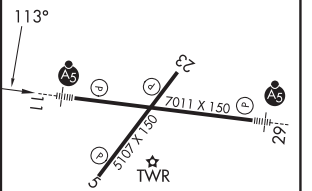


ELEV 132	D	TDZE 132

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).

1000 | 2000 | ZIMOT





CATEGORY	A	B	C	D
LPV DA		384/24	252 (300-½)	
LNAV/VNAV DA		474/30	342 (400-⅝)	
LNAV MDA	660/24	528 (600-½)	660/55	528 (600-1)
C CIRCLING	720-1	588 (600-1)	880-2¼ 748 (800-2¼)	920-2½ 788 (800-2½)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BEDFORD, MASSACHUSETTS AL-626 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	7011
CH **86612**	**293°**	TDZE	**128**
W29A		Apt Elev	**132**

RNAV (GPS) Z RWY 29

LAURENCE G HANSCOM FLD (BED)

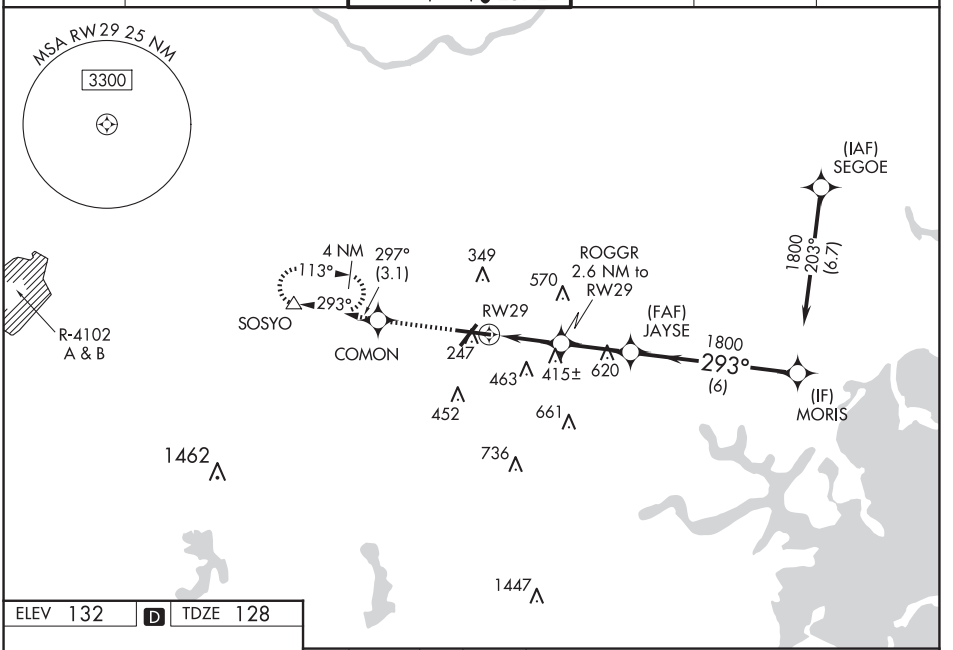
RNP APCH.

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 1⅜ SM. For inop ALS when using Boston altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D to 1⅝ SM.

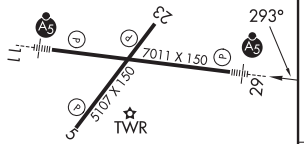
MALSR

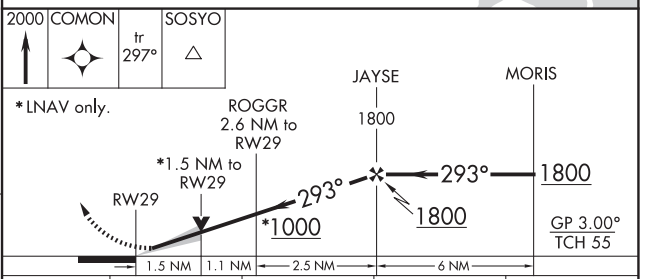
MISSED APPROACH: Climb to 2000 direct COMON and on track 297° to SOSYO and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER★	GND CON	CLNC DEL	UNICOM
124.6	**124.4 279.6**	**118.5** (CTAF) L **257.2**	**121.7**	**121.85**	**122.95**



ELEV 132 D TDZE 128





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)	
C CIRCLING	720-1 588 (600-1)		880-2¼ 748 (800-2¼)	920-2½ 788 (800-2½)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23 L

BEDFORD, MASSACHUSETTS
Amdt 1B 12SEP19

42°28′N-71°17′W

LAURENCE G HANSCOM FLD (BED)

RNAV (GPS) Z RWY 29

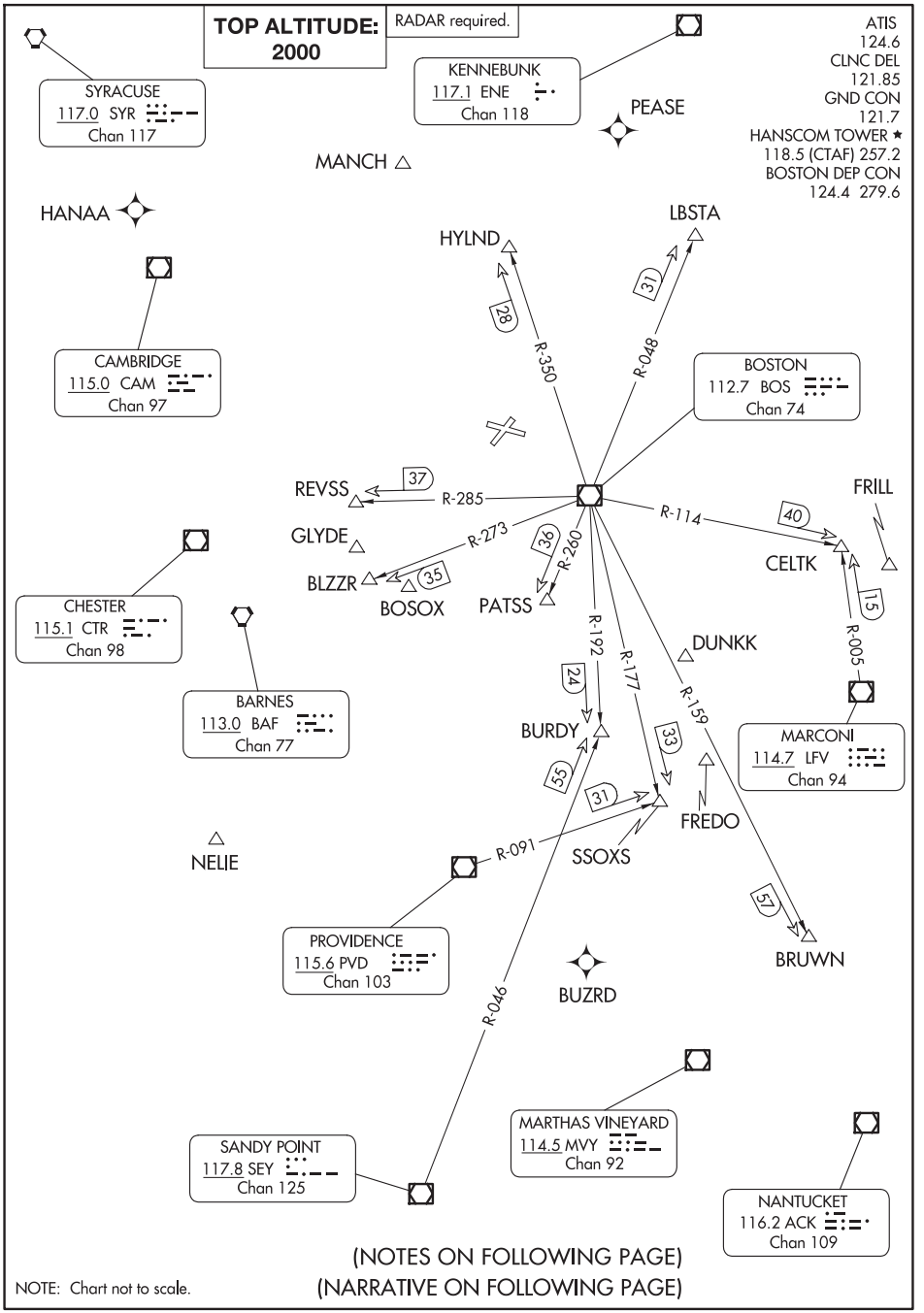
NE-1, 07 AUG 2025 to 02 OCT 2025

INSET 1
ILS HOLD
R2
R3
R1
R
ILS HOLD
42°28.5'N
42°28.0'N
42°27.5'N
71°18.5'W
71°18.0'W
71°17.5'W
71°17.0'W
71°16.5'W
RUN-UP PAD
ELEV 123
RUN-UP PAD
7011 X 150
291.1°
111.1°
231.1°
051.1°
5107 X 150
HS 1
EAST RAMP
RWY 05-23
PCR 770 F/D/W/T
S-120, D-248, 2D-323, 2D/2D2-823
RWY 11-29
PCR 950 F/D/W/T
S-120, D-250, 2D-389, 2D/2D2-916
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
US AIR FORCE RAMP
SEE INSET 2
U.S. CUSTOMS
TWR
FBO RAMP
WEST RAMP
FIRE STATION
ELEV 128
LAHSO
LAHSO
LAHSO
NORTH HANGARS
ILS HOLD
SEE INSET 1
RUN-UP/ HOT CARGO
SOUTH HANGARS
FIELD ELEV 132
VAR 14.0° W
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° E
INSET 2
TAXILANE TO CUSTOMS
U.S. CUSTOMS
ATIS
124.6
HANSCOM TOWER*
118.5 257.2
GND CON
121.7
CLNC DEL
121.85
D

(HNSCM5.BED) 24193 AL-626 (FAA) LAURENCE G HANSCOM FLD (BED)

HANSCOM FIVE DEPARTURE

BEDFORD, MASSACHUSETTS



(NOTES ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HANSCOM FIVE DEPARTURE

BEDFORD, MASSACHUSETTS

(HNSCM5.BED) 29DEC22 LAURENCE G HANSCOM FLD (BED)

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 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: 300-1⅞ or Standard with minimum climb of 439' per NM to 400.

NE-1, 07 AUG 2025 to 02 OCT 2025

BELFAST, MAINE AL-6448 (FAA) 23278

WAAS	APP CRS	Rwy Idg	4000
CH 99536	151°	TDZE	198
W15A		Apt Elev	198

RNAV (GPS) RWY 15

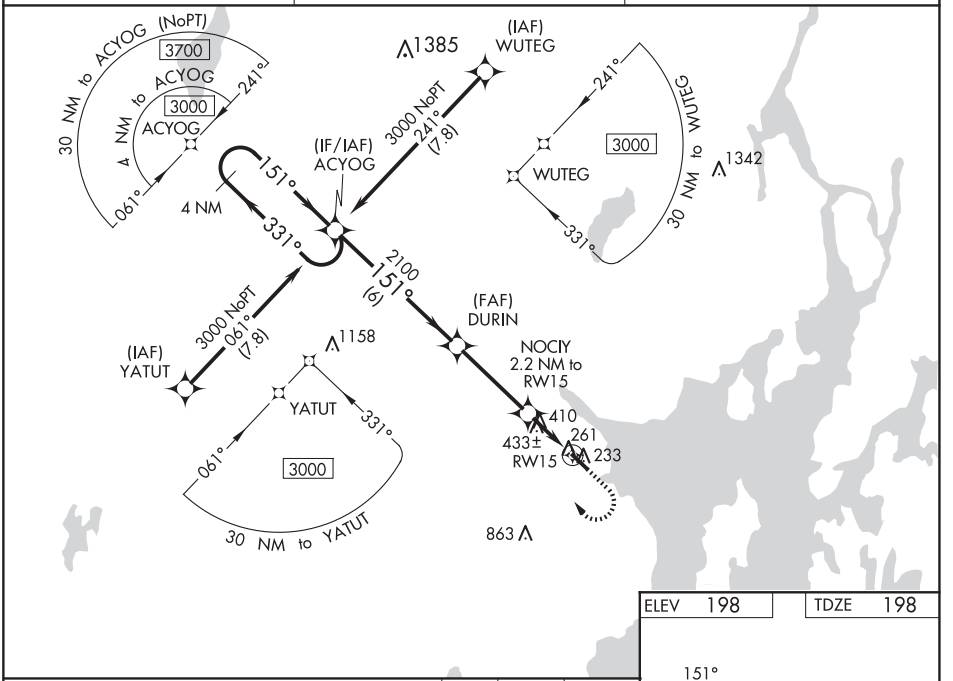
BELFAST MUNI (BST)

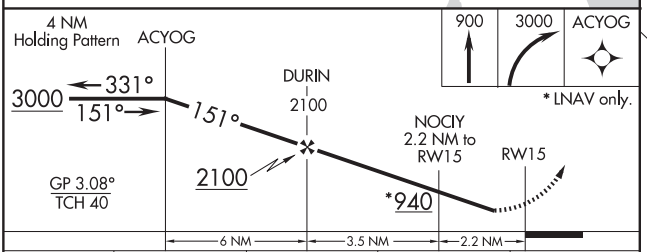
NA

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 1/8 mile; increase LNAV/VNAV all Cats visibility 5/8 mile; increase LNAV and Circling Cat C visibility 1/4 mile. Baro-VNAV NA when using Bangor Intl altimeter. Helicopter visibility reduction below 3/4 SM NA.

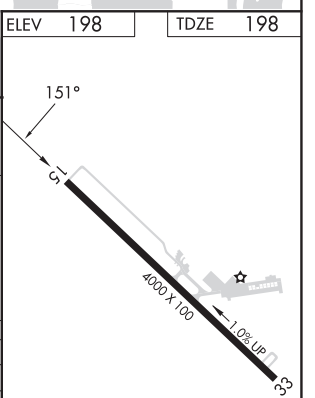
MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ACYOG and hold.

AWOS-AV	BANGOR APP CON	UNICOM
122.975	118.925 239.3	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	487-1 289 (300-1)			NA
LNAV/VNAV DA	748-1⅞ 550 (600-1⅞)			NA
LNAV MDA	720-1 522 (600-1)		720-1½ 522 (600-1½)	NA
C CIRCLING	720-1 522 (600-1)	800-1 602 (700-1)	1040-2½ 842 (900-2½)	NA



MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33

BELFAST MUNI (BST)

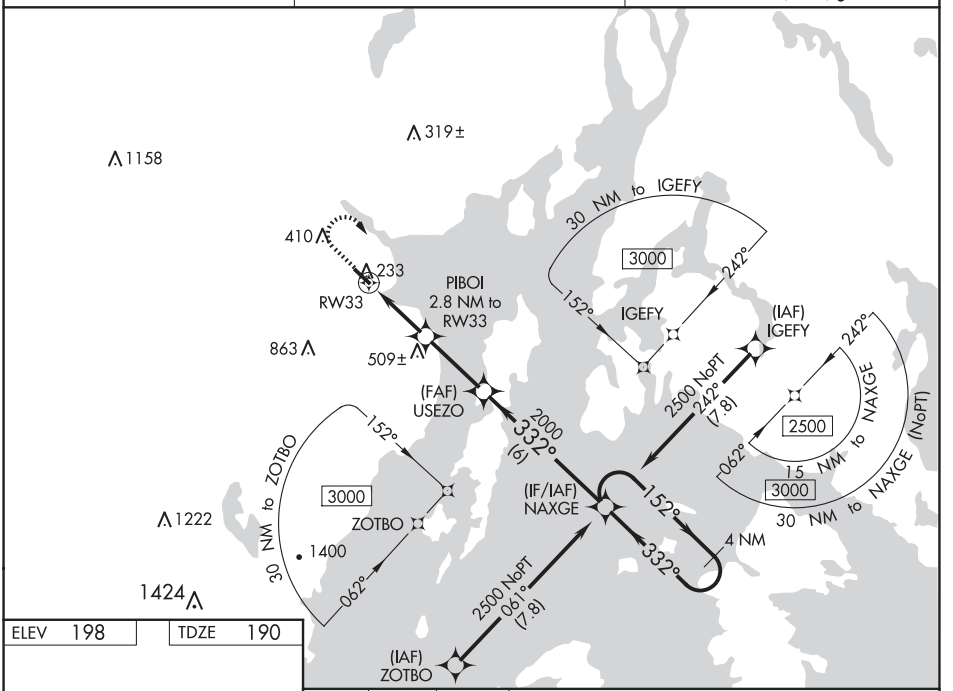
WAAS	APP CRS	Rwy Idg	4000
CH 90336	332°	TDZE	190
W33A		Apt Elev	198

RNP APCH.

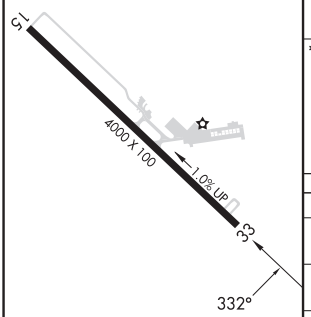
NA Baro-VNAV NA when using Bangor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bangor Intl altimeter setting and increase all DA/MDA 60 feet; increase LPV Cats A/B, LNAV/VNAV all Cats and Circling Cat C visibility ¼ SM, increase LPV and LNAV Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 660 then climbing right turn to 2500 direct NAXGE and hold.

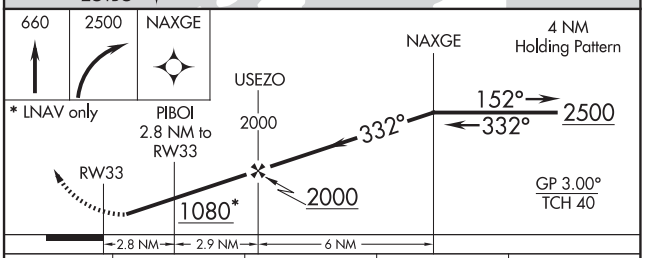
AWOS-AV	BANGOR APP CON	UNICOM
122.975	118.925 239.3	122.975 (CTAF) L



ELEV 198	TDZE 190



MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



CATEGORY	A	B	C	D
LPV DA	440-1	250 (300-1)		NA
LNAV/VNAV DA	512-1¼	322 (400-1¼)		NA
LNAV MDA	580-1 390 (400-1)		580-1⅛ 390 (400-1⅛)	NA
C CIRCLING	700-1 502 (600-1)	800-1 602 (700-1)	1040-2½ 842 (900-2½)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BENNINGTON, VERMONT | AL-5574 (FAA) | 25107

APP CRS	Rwy Idg	3704
132°	TDZE	818
	Apt Elev	827

RNAV (GPS) RWY 13

WILLIAM H MORSE STATE (DDH)

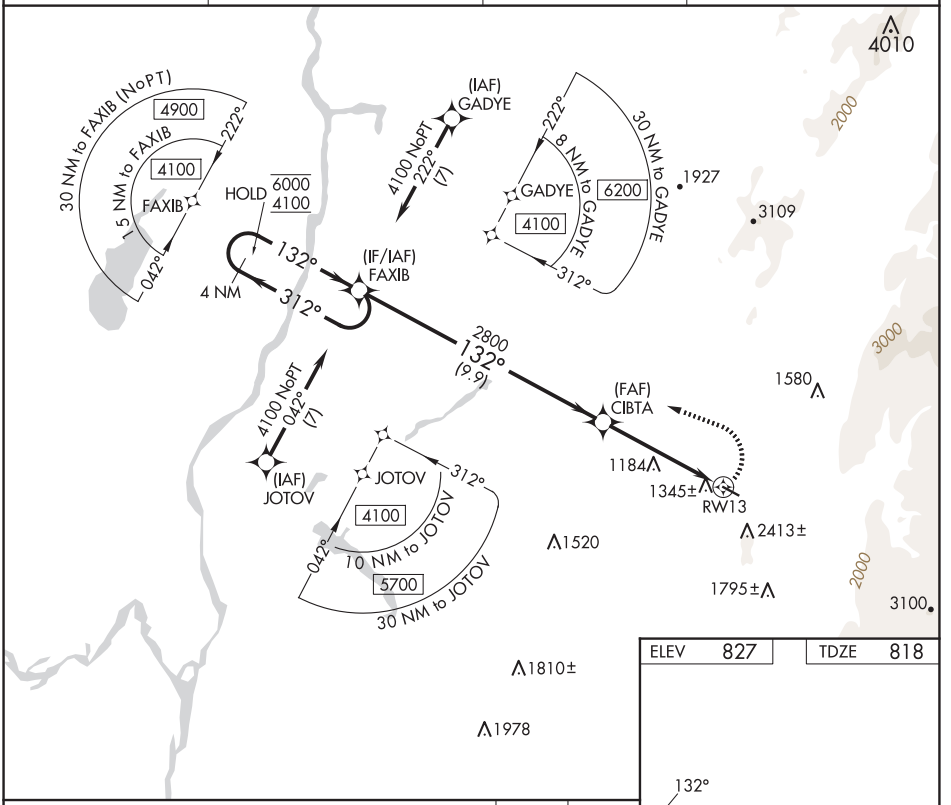
RNP APCH - GPS.

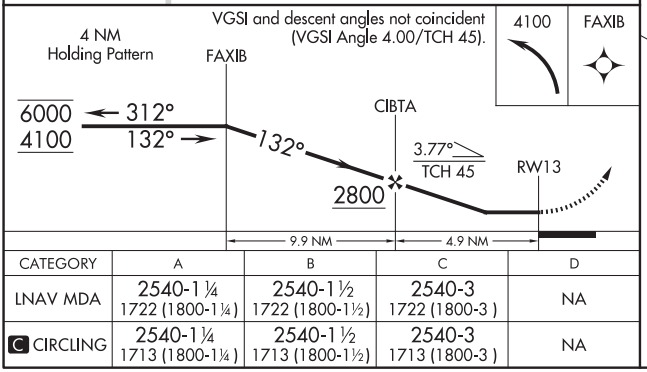
Rwy 13 helicopter visibility reduction below 1 SM NA. Circling NA southwest of Rwy 13-31. Procedure NA at night. When local altimeter setting not received, use AQW altimeter setting and increase all MDAs 60 feet.

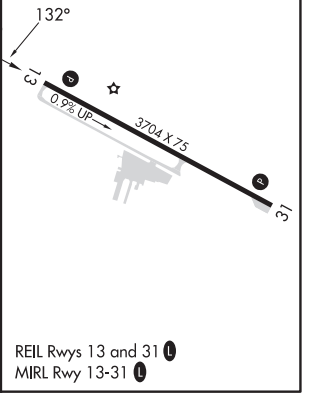
-12°C

MISSED APPROACH: (Do not exceed 210K until FAXIB) Climbing left turn to 4100 direct FAXIB and hold.

ASOS	ALBANY APP CON	GCO	UNICOM
135.925	132.825 307.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2540-1 ¼ 1722 (1800-1 ¼)	2540-1 ½ 1722 (1800-1 ½)	2540-3 1722 (1800-3)	NA
C CIRCLING	2540-1 ¼ 1713 (1800-1 ¼)	2540-1 ½ 1713 (1800-1 ½)	2540-3 1713 (1800-3)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

BENNINGTON, VERMONT
Amdt 1 17APR25

42°53'N - 73°15'W

WILLIAM H MORSE STATE (DDH)
RNAV (GPS) RWY 13

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18

BERLIN RGNL (BML)

APP CRS	Rwy Ldg	5200
190°	TDZE	1161
	Apt Elev	1161

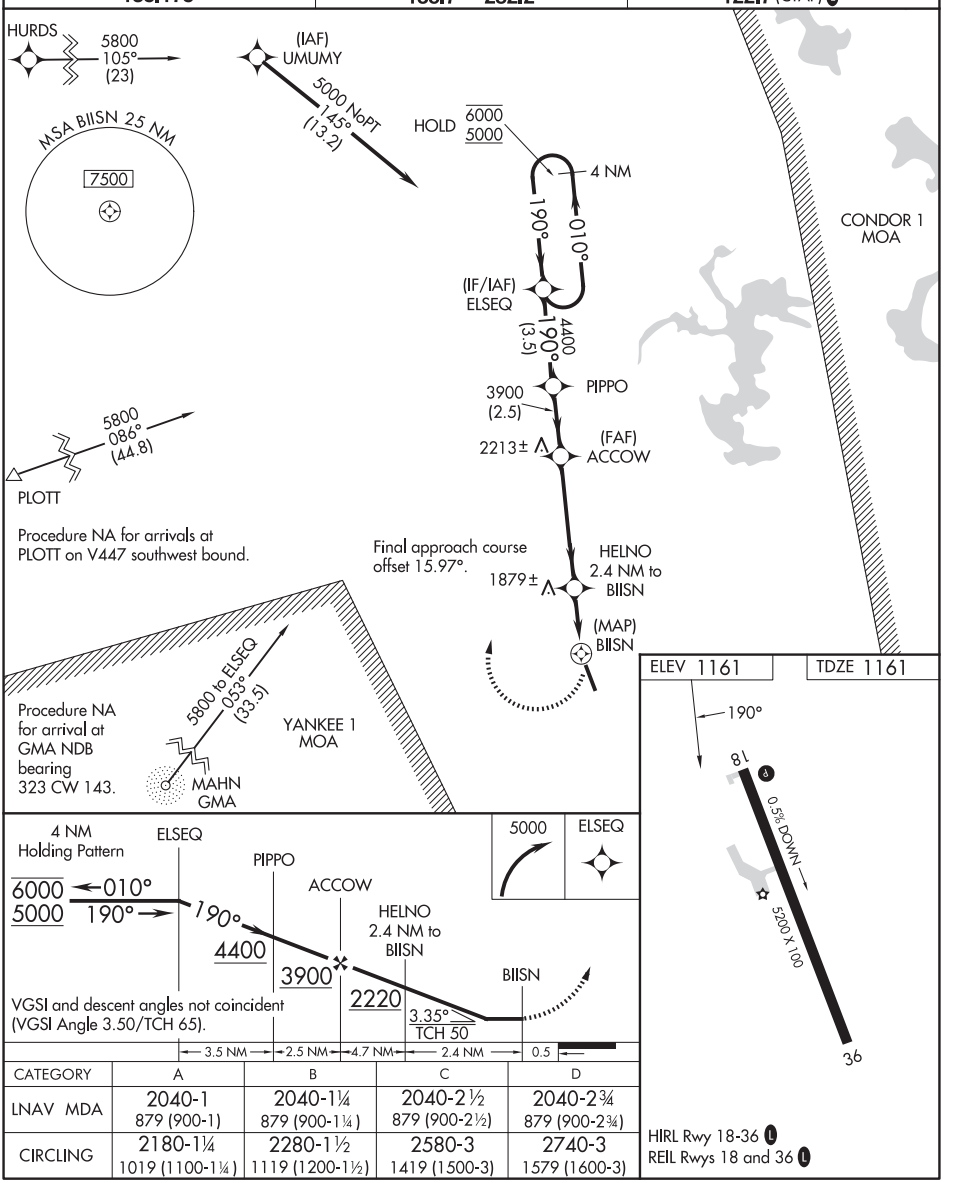
RNP APCH - GPS.

T A -28°C

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	BOSTON CENTER	UNICOM
135.175	135.7 282.2	122.7 (CTAF) L



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 L
REIL Rwys 18 and 36 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BETHEL, MAINE | AL-10097 (FAA) | 25219

RNAV (GPS) Z RWY 32

BETHEL RGNL (ØB1)

APP CRS	Rwy Ldg	3818
323°	TDZE	667
	Apt Elev	674

RNP APCH - GPS.

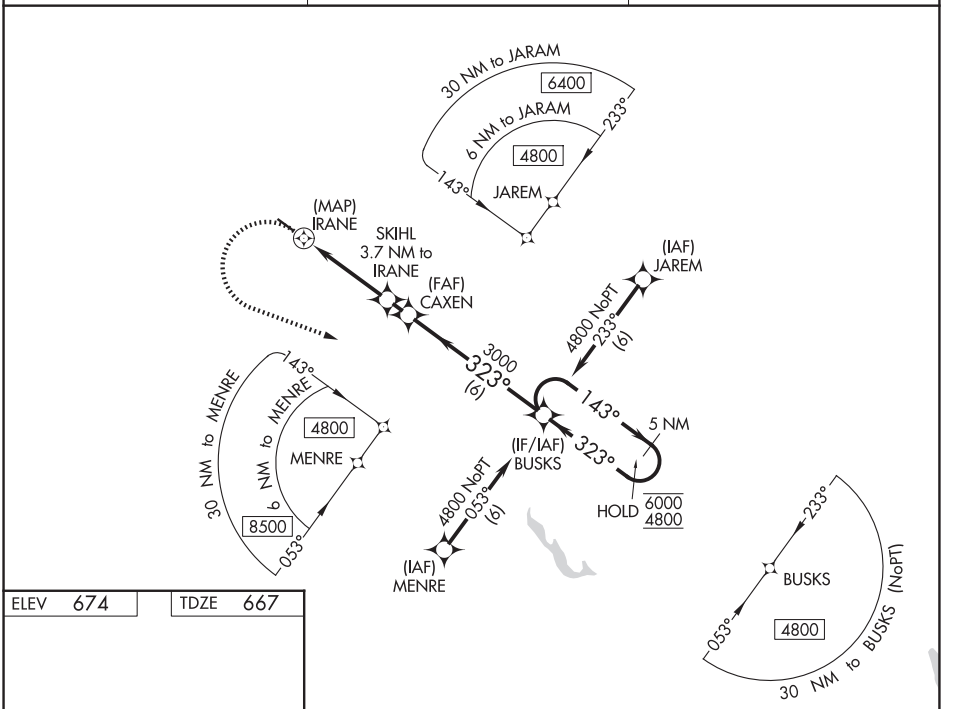
Rwy 32 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14 NA at night. VDP NA when using AUG altimeter setting. When local altimeter setting not received, use AUG altimeter setting and increase all MDAs 160 feet. Caution any go-around after passing IRANE, may not provide standard obstacle clearance.

NA

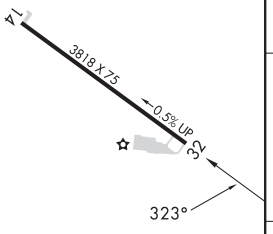
-22°C

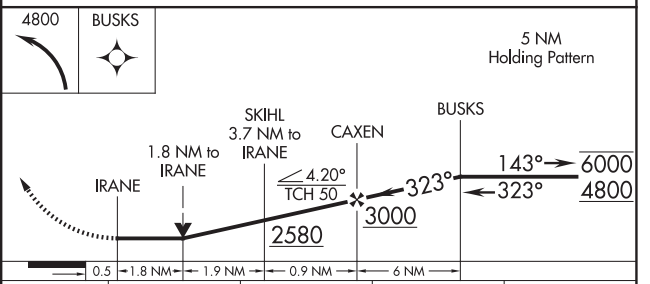
MISSED APPROACH: Climbing left turn to 4800 direct BUSKS and hold, continue climb-in-hold to 4800.

AWOS-AV	PORTLAND APP CON ★	CTAF
119.075	125.5 269.35	122.9 L



ELEV 674	TDZE 667





CATEGORY	A	B	C	D
LNAV MDA	1740-1½	1073 (1100-1½)	NA	
CIRCLING	1740-1½ 1066 (1100-1½)	2340-1½ 1666 (1700-1½)	NA	

MIRL Rwy 14-32 L
REIL Rwy 32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 9

BEVERLY RGNL (BVY)

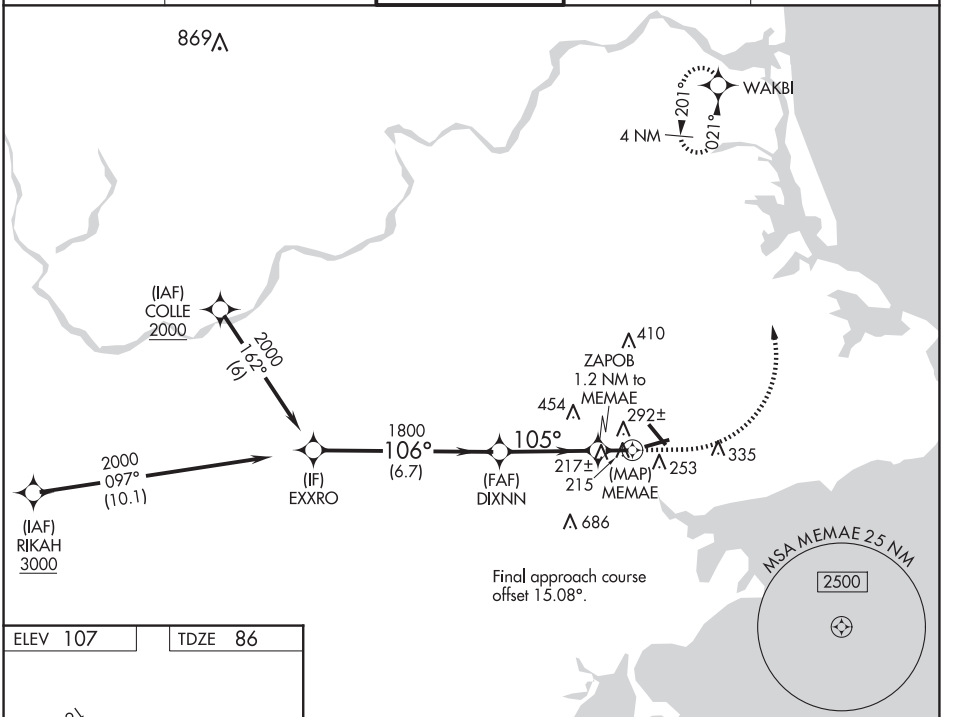
WAAS	APP CRS	Rwy Idg	4755
CH 65640	105°	TDZE	86
W09A		Apt Elev	107

RNP APCH - GPS.

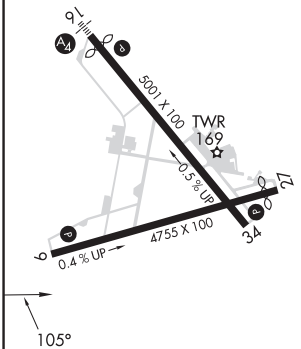
Rwy 9 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct WAKBI and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95



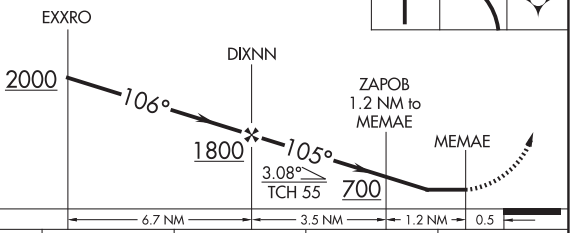
ELEV 107 TDZE 86



REIL Rwy 34 L
MIRL Rwy 9-27 and 16-34 L

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).

600 2000 WAKBI



CATEGORY	A	B	C	D
LP MDA	480-1	394 (400-1)	480-1⅛	394 (400-1⅛)
LNAV MDA	560-1	474 (500-1)	560-1⅜	474 (500-1⅜)
C CIRCLING	600-1	493 (500-1)	820-2 713 (800-2)	820-2¼ 713 (800-2¼)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BEVERLY, MASSACHUSETTS | AL-5039 (FAA) | 24361

WAAS	APP CRS	Rwy Idg	4761
CH 93722	157°	TDZE	107
W16A		Apt Elev	107

RNAV (GPS) RWY 16

BEVERLY RGNL (BVY)

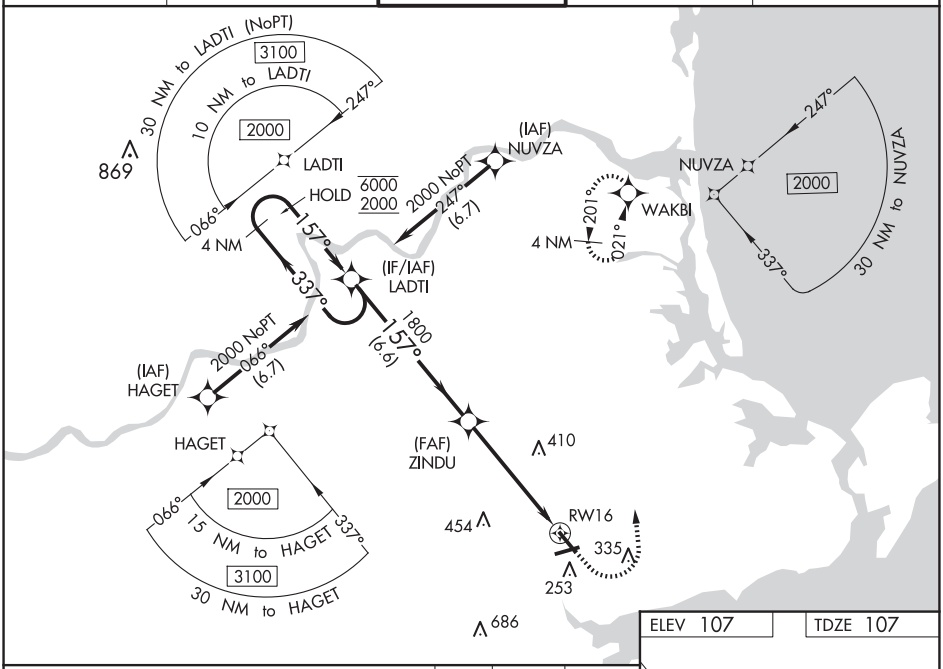
RNP APCH-GPS.

T A — 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.

MALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct WAKBI and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95

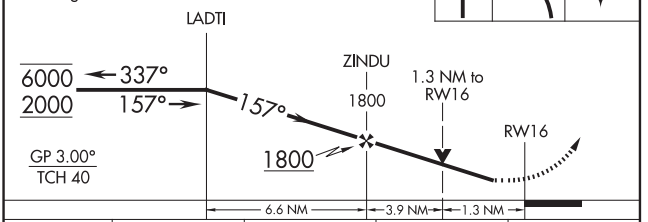


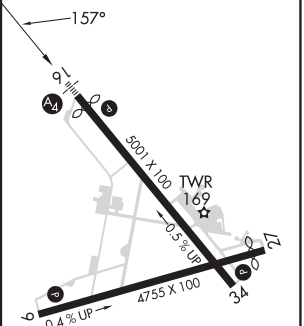
ELEV 107 | TDZE 107

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 41).

600 | 2000 | WAKBI

4 NM Holding Pattern





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)	620-1⅜	513 (600-1⅜)
C CIRCLING	620-1	513 (600-1)	820-2	820-2¼
			713 (800-2)	713 (800-2¼)

MIRL Rwys 9-27 and 16-34 L
REIL Rwy 34 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 27

BEVERLY RGNL (BVY)

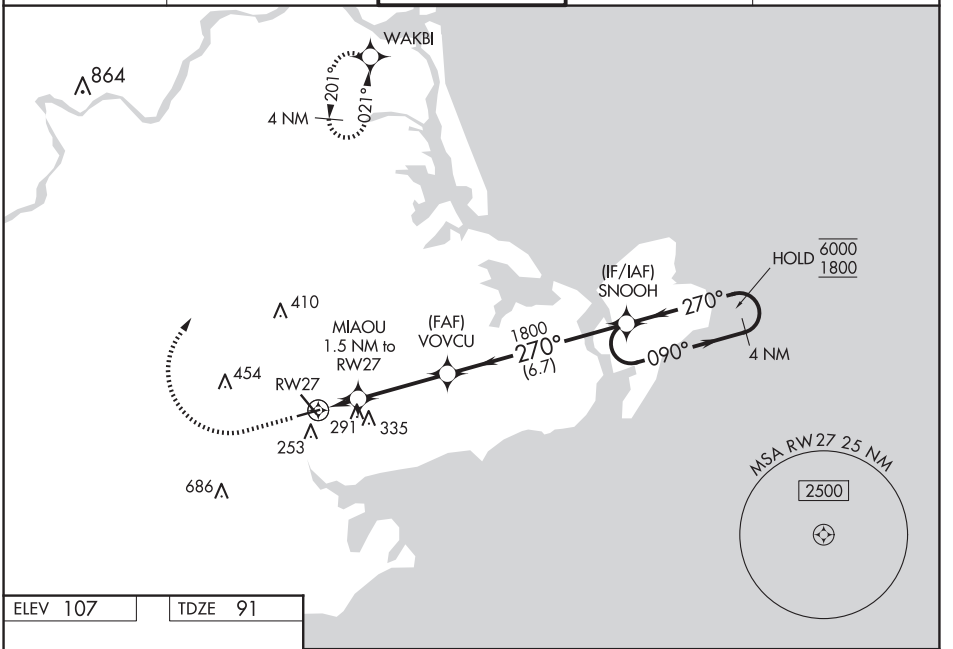
WAAS	APP CRS	Rwy Idg	4505
CH 99731	270°	TDZE	91
W27A		Apt Elev	107

RNP APCH - GPS.

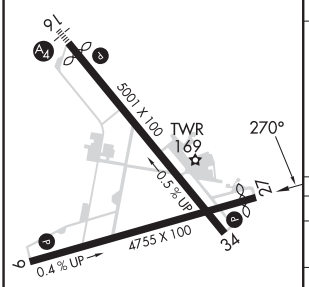
Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WAKBI and hold.

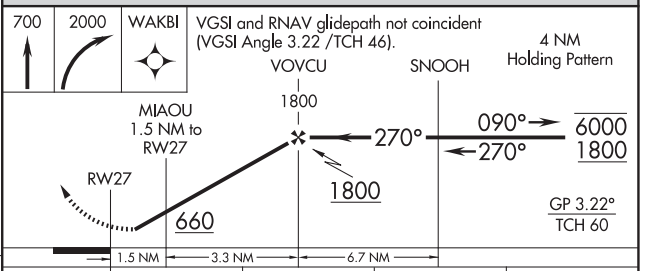
ATIS	BOSTON APP CON	BEVERLY TOWER★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95



ELEV 107 TDZ 91



REIL Rwy 34 L
MIRL Rwy 9-27 and 16-34 L



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)		540-1⅜ 449 (500-1⅜)	
C CIRCLING	600-1 493 (500-1)		820-2 713 (800-2)	820-2¼ 713 (800-2¼)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BEVERLY, MASSACHUSETTS | AL-5039 (FAA) | 23166

RNAV (GPS) RWY 34

BEVERLY RGNL (BVY)

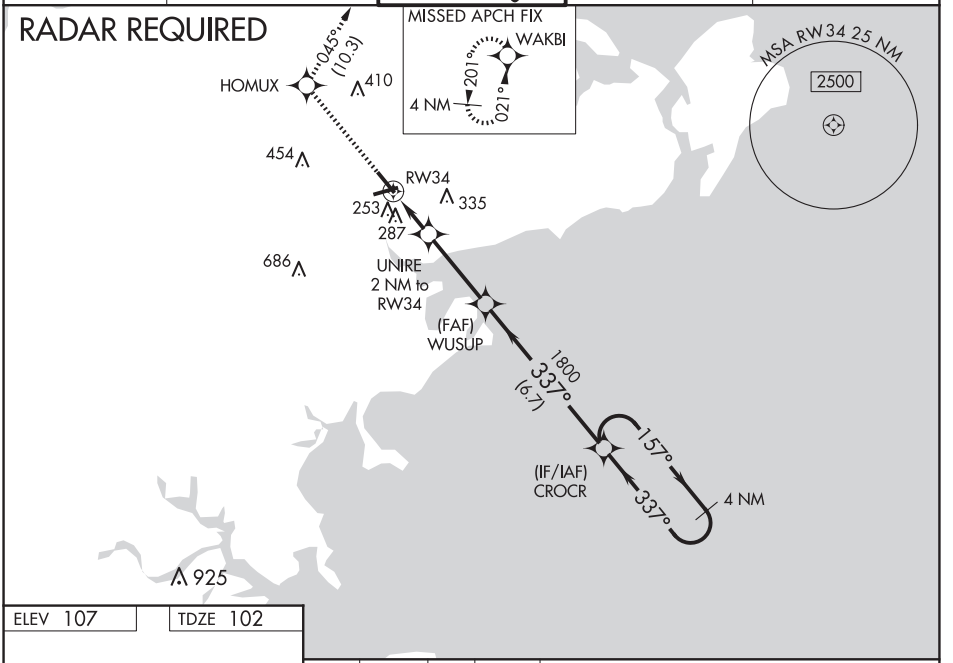
WAAS	APP CRS	Rwy Idg	5001
CH 97631	337°	TDZE	102
W34A		Apt Elev	107

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 ⅛ SM and Circling Cats C and D visibility ¼ SM. Circling Rwy 9 NA at night. Rwy 34 helicopter visibility reduction below ¾ SM NA. Rwy 9 helicopter visibility reduction below 1 SM NA.

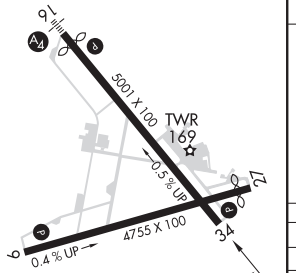
MISSED APPROACH: Climb to 2000 direct HOMUX and on track 045° to WAKBI and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95

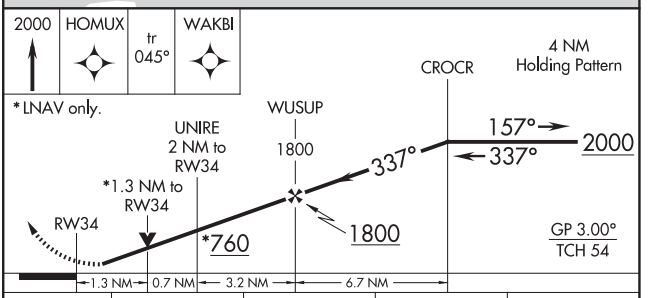
RADAR REQUIRED



ELEV 107 | TDZE 102

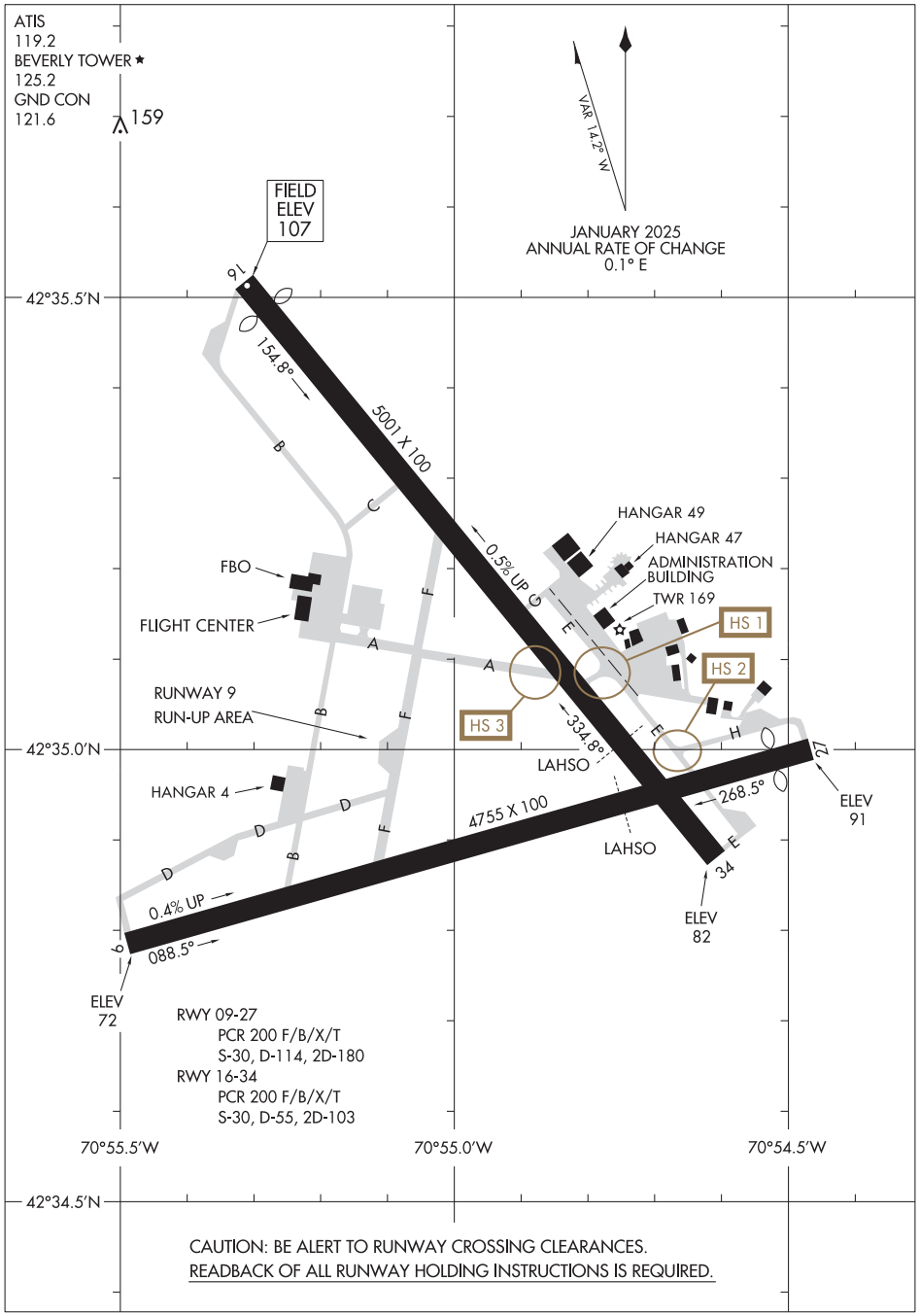


REIL Rwy 34 L
MIRL Rwy 9-27 and 16-34 L



CATEGORY	A	B	C	D
LPV DA	382-1	280 (300-1)		
LNAV/VNAV DA	468-1¼	366 (400-1¼)		
LNAV MDA	540-1	438 (500-1)	540-1¼	438 (500-1¼)
C CIRCLING	600-1	493 (500-1)	820-2	880-2½
			713 (800-2)	773 (800-2½)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025



NE-1, 07 AUG 2025 to 02 OCT 2025

(BVY3.BVY) 24193

BEVERLY THREE DEPARTURE

AL-5039 (FAA)

BEVERLY RGNL (BVY)
BEVERLY, MASSACHUSETTS

NE-1, 07 AUG 2025 to 02 OCT 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, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 6

BIDDEFORD MUNI (B19)

APP CRS	Rwy Idg	3000
058°	TDZE	157
	Apt Elev	157

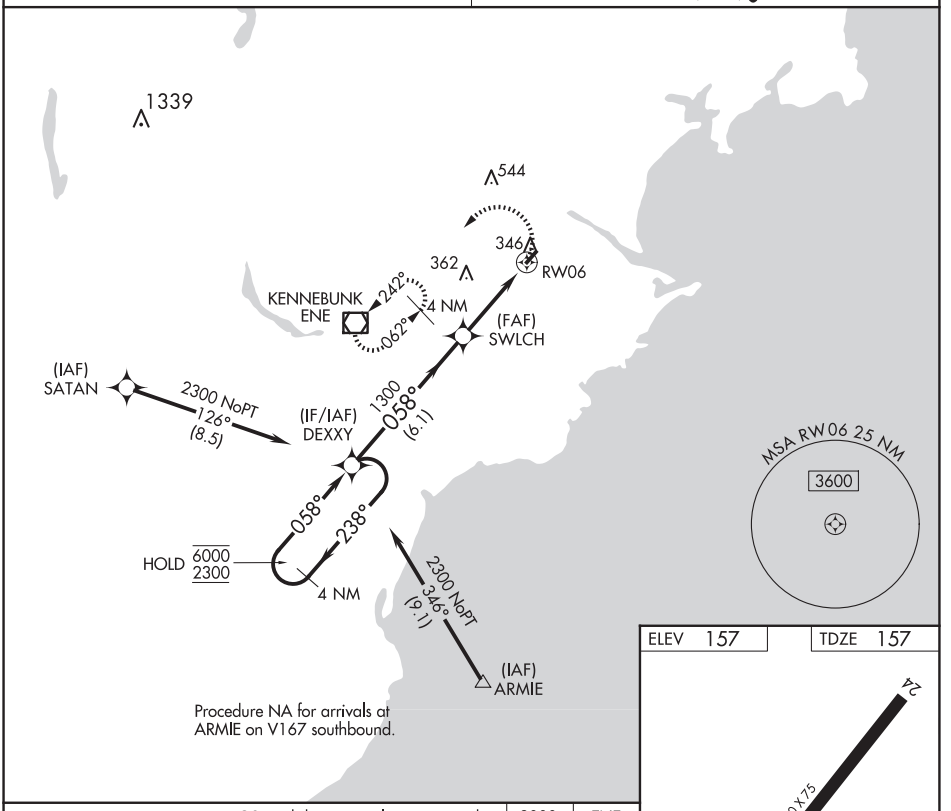
RNP APCH.

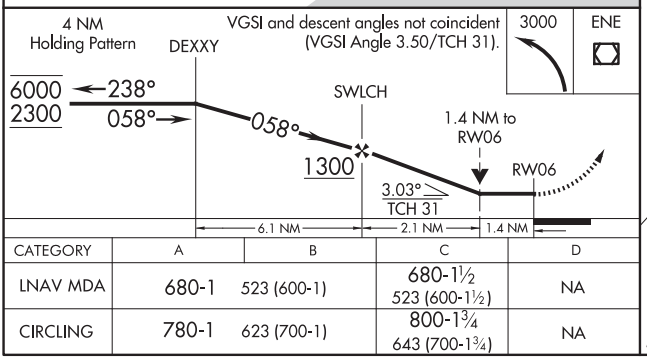
NA

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 ⅛ SM, and Circling visibility Cat C ¼ SM. VDP NA when using Sanford altimeter setting. Circling Rwy 24 NA at night.

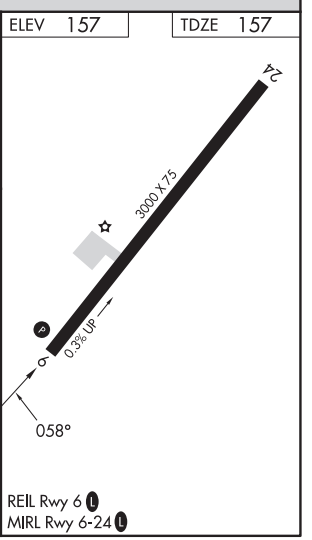
MISSED APPROACH: Climbing left turn to 3000 direct ENE VOR/DME and hold, continue climb-in-hold to 3000.

PORTLAND APP CON ★	UNICOM
119.75 269.35	123.0 (CTAF) L





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



REIL Rwy 6 L
MIRL Rwy 6-24 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

VORTAC ENE	APP CRS	Rwy Idg	3000
117.1	088°	TDZE	157
Chan 118		Apt Elev	157

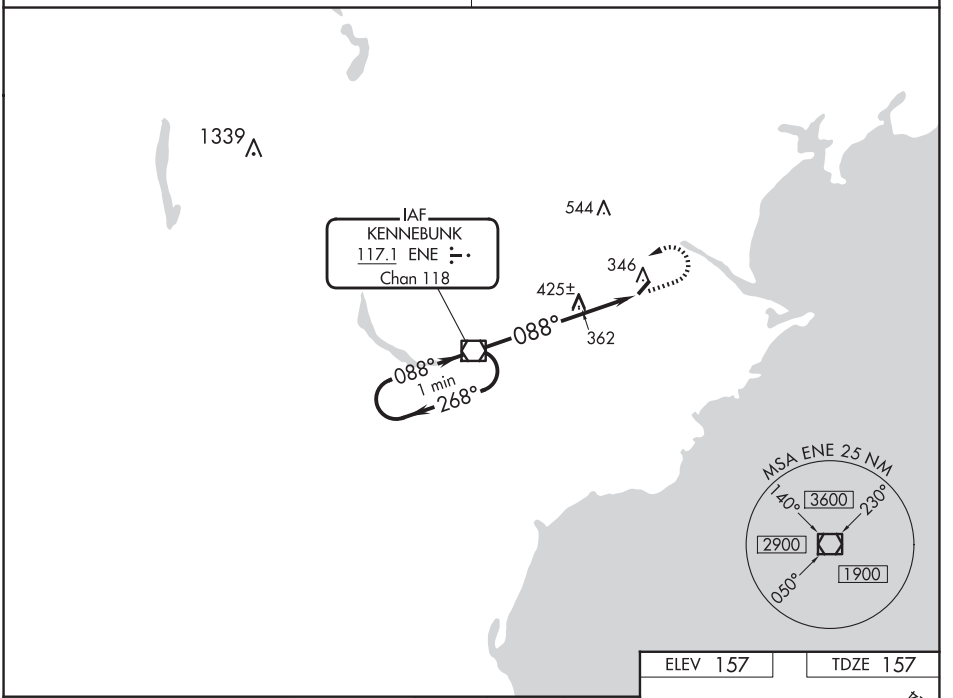
VOR RWY 6

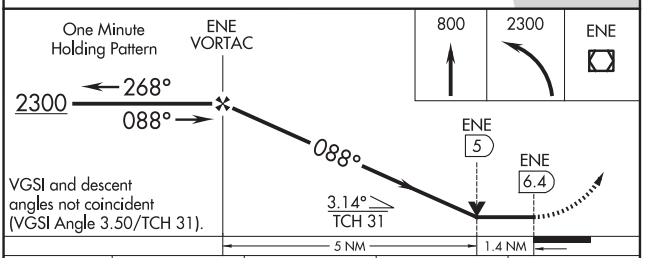
BIDDEFORD MUNI (B19)

TNA 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.

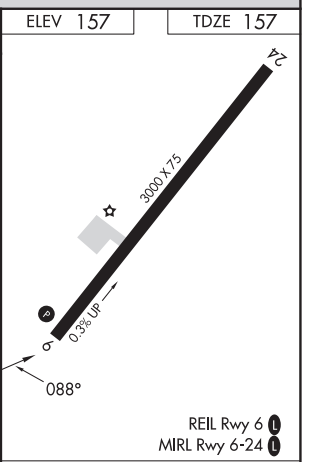
MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct ENE VOR/DME and hold.

PORTLAND APP CON ★	UNICOM
119.75 269.35	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-6	700-1 543 (600-1)		700-1⅝ 543 (600-1⅝)	NA
CIRCLING	700-1 543 (600-1)	720-1 563 (600-1)	800-1¾ 643 (700-1¾)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
S-6	740-1 583 (600-1)		740-1¾ 583 (600-1¾)	NA
CIRCLING	740-1 583 (600-1)	760-1 603 (700-1)	840-2 683 (700-2)	NA



FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BLOCK ISLAND, RHODE ISLAND AL-5786 (FAA) 24081

RNAV (GPS) RWY 10

BLOCK ISLAND STATE (BID)

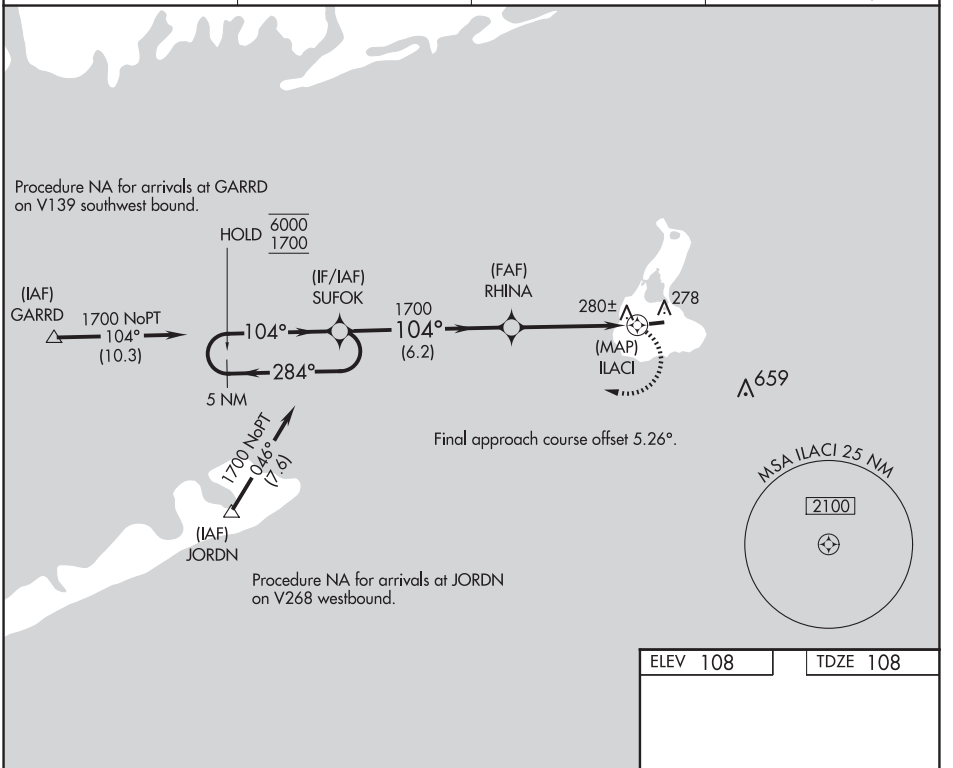
APP CRS	Rwy Idg	2502
104°	TDZE	108
	Apt Elev	108

RNP APCH.

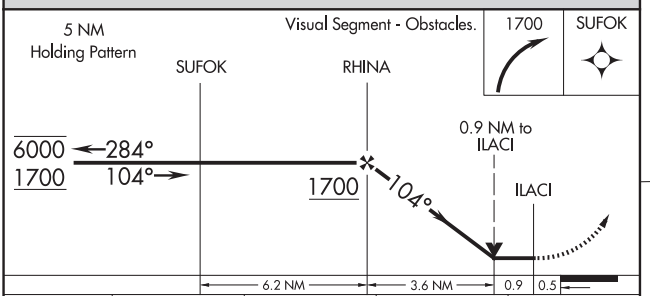
Rwy 10 helicopter visibility reduction below ¾ SM NA.

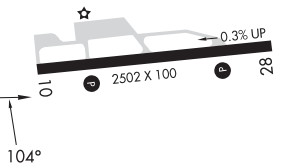
MISSED APPROACH: Climbing right turn to 1700 direct SUFOK and hold.

AWOS-3PT	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L



ELEV 108 TDZE 108





CATEGORY	A	B	C	D
LNAV MDA	580-1	472 (500-1)	580-1⅜ 472 (500-1⅜)	NA
CIRCLING	640-1	532 (600-1)	640-1½ 532 (600-1½)	NA

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

BLOCK ILLAND, RHODE ISLAND
Orig-D 16JUL20

41°10′N-71°35′W

BLOCK ISLAND STATE (BID)

RNAV (GPS) RWY 10

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 28

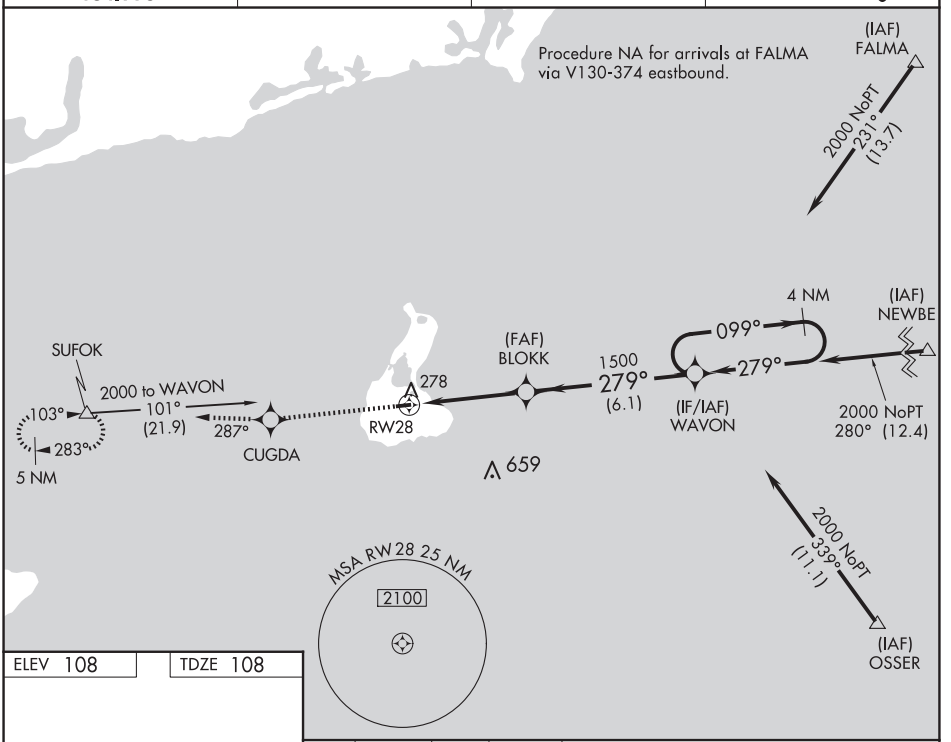
BLOCK ISLAND STATE (BID)

WAAS	APP CRS	Rwy Idg	2502
CH 70501	279°	TDZE	108
W28A		Apt Elev	108

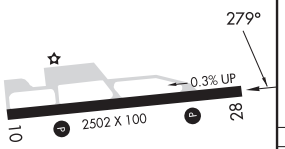
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Westerly State altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Westerly State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

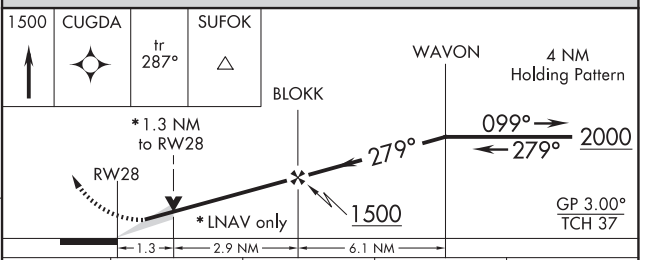
MISSED APPROACH: Climb to 1500 direct CUGDA and on track 287° to SUFOK and hold.

AWOS-3PT	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L



ELEV 108	TDZE 108





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

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BLOCK ISLAND, RHODE ISLAND AL-5786 (FAA) 24193

VOR/DME RWY 10

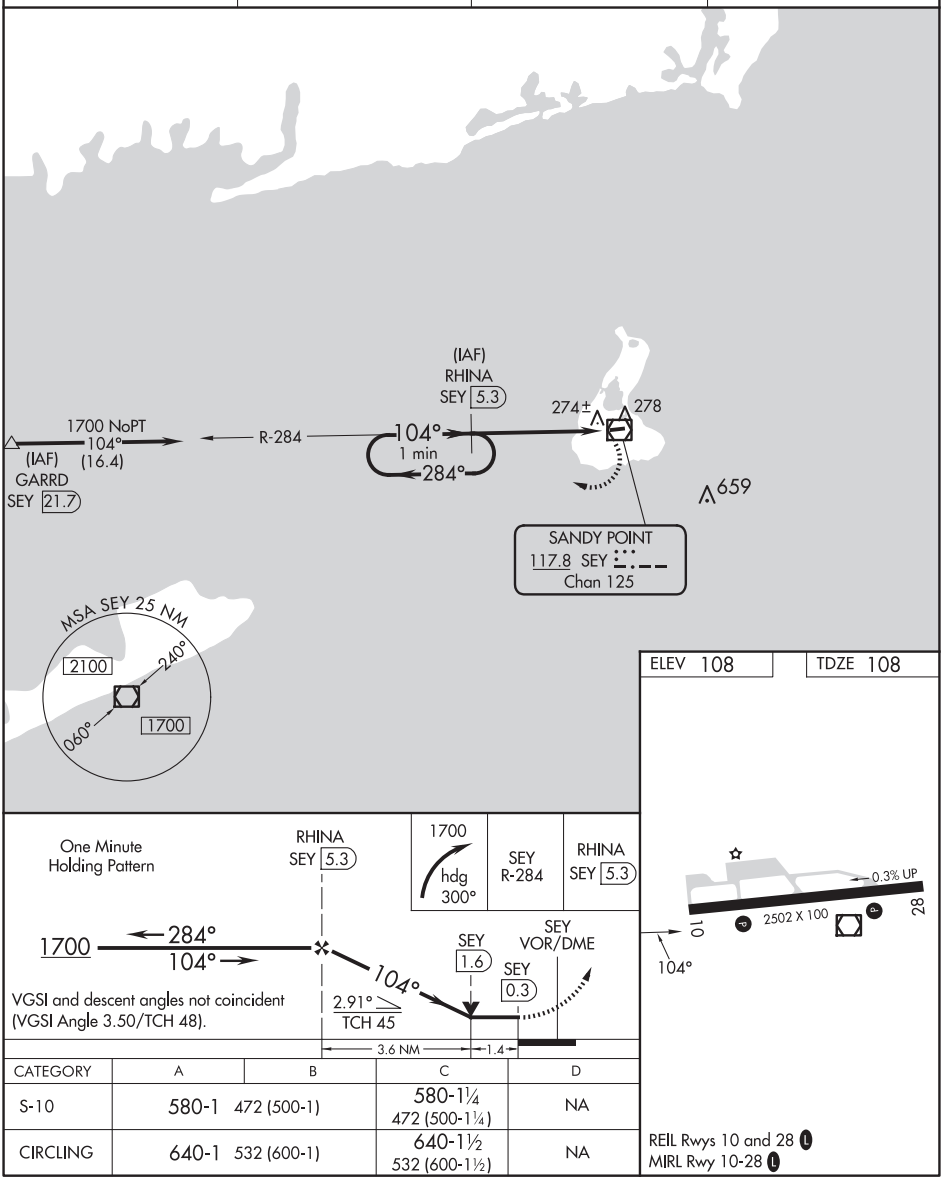
BLOCK ISLAND STATE (BID)

VOR/DME SEY	APP CRS	Rwy Idg	2502
117.8	104°	TDZE	108
Chan 125		Apt Elev	108

Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 1700 on heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.

AWOS-3PT	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-10	580-1	472 (500-1)	580-1¼ 472 (500-1¼)	NA
CIRCLING	640-1	532 (600-1)	640-1½ 532 (600-1½)	NA

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

BLOCK ISLAND, RHODE ISLAND
Amdt 5D 11OCT18

41°10′N-71°35′W

BLOCK ISLAND STATE (BID)

VOR/DME RWY 10

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 4R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

LOC/DME I-BOS	APP CRS	Rwy Ldg	8851
110.3	035°	TDZE	18
Chan 40		Apt Elev	19

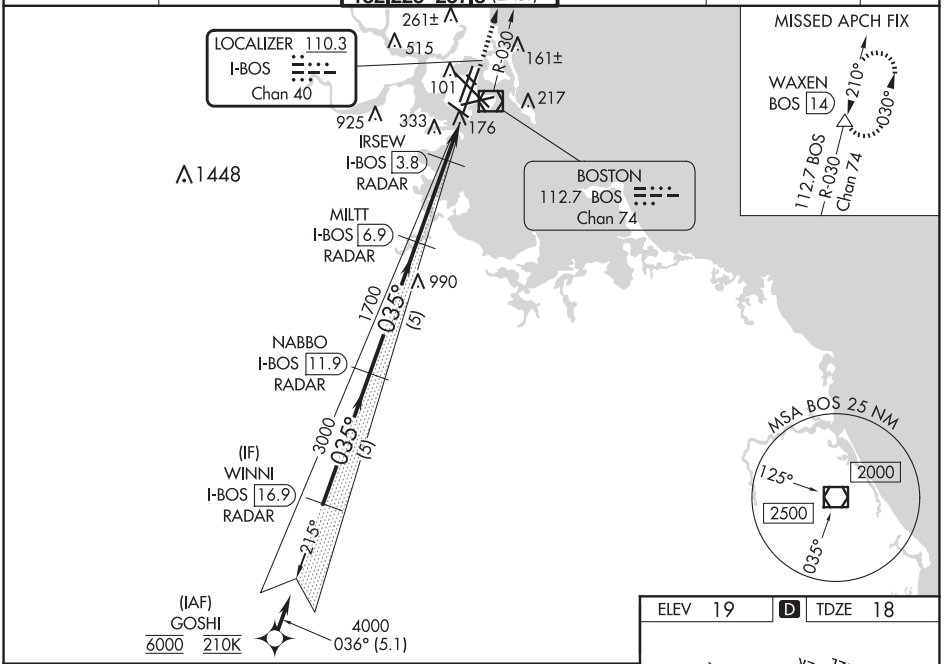
RNP APCH - GPS. From GOSHI.
DME required.

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.

ALSF-2

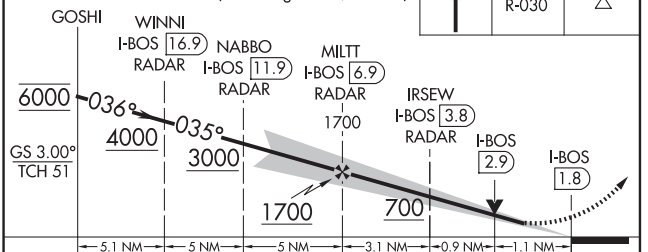
MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.

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	



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).

3000 | BOS R-030 | WAXEN

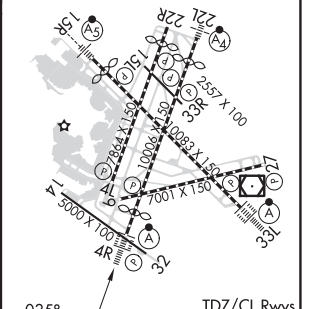


CATEGORY	A	B	C	D
S-ILS 4R	218/18	200 (200-½)		
S-LOC 4R	440/24	422 (500-½)	440/40	422 (500-¾)

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)

ELEV 19 | D | TDZE 18



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

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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 15R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

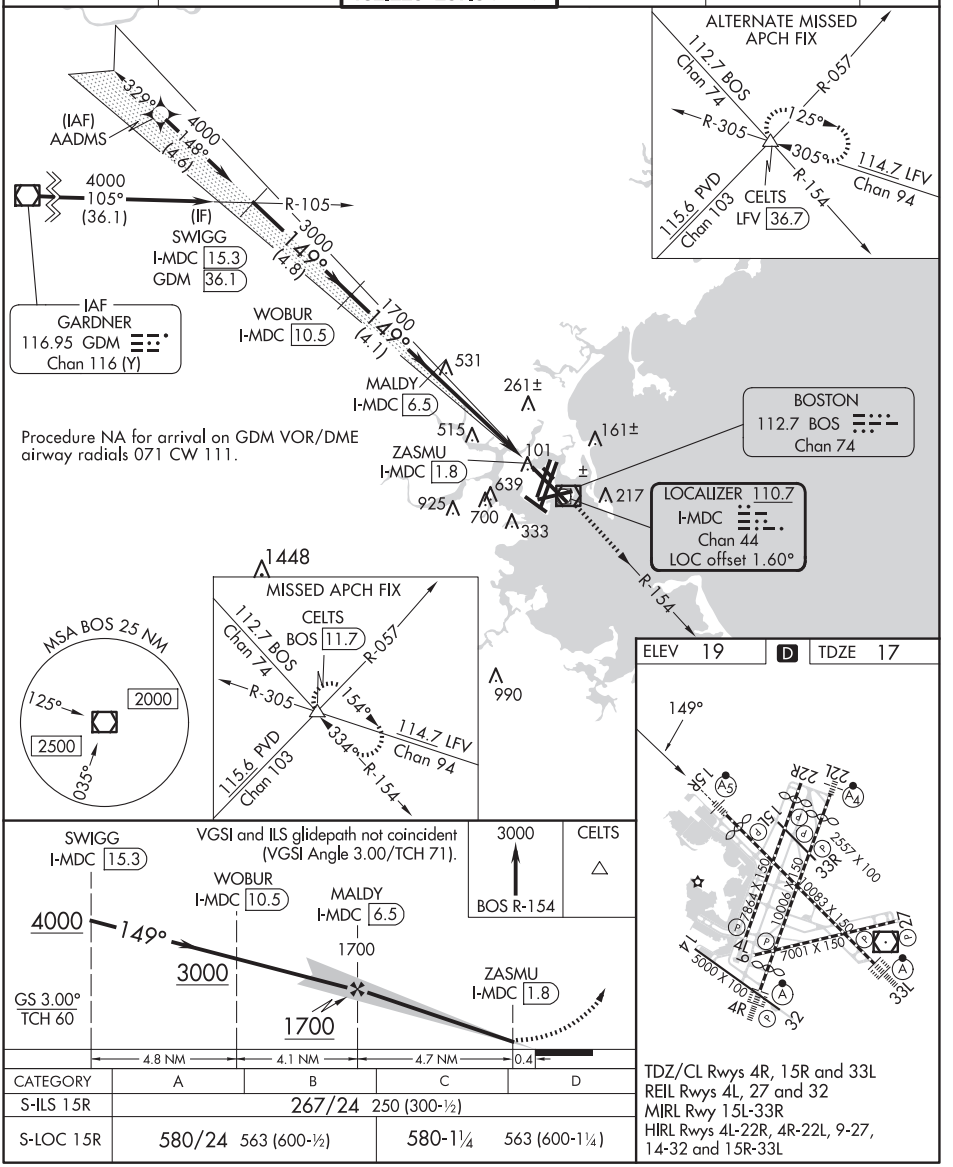
LOC/DME I-MDC	APP CRS	Rwy Idg	9201
110.7	149°	TDZE	17
Chan 44		Apt Elev	19

RNP APCH - GPS. From AADMS.
DME required.
T For inop ALS, increase S-LOC 15R Cats C/D visibility to 1⅝ 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	



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

CATEGORY	A	B	C	D
S-ILS 15R	267/24 250 (300-½)			
S-LOC 15R	580/24 563 (600-½)		580-1¼ 563 (600-1¼)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 22L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

LOC/DME I-LQN	APP CRS	Rwy Idg	8806
110.3	215°	TDZE	16
Chan 40		Apt Elev	19

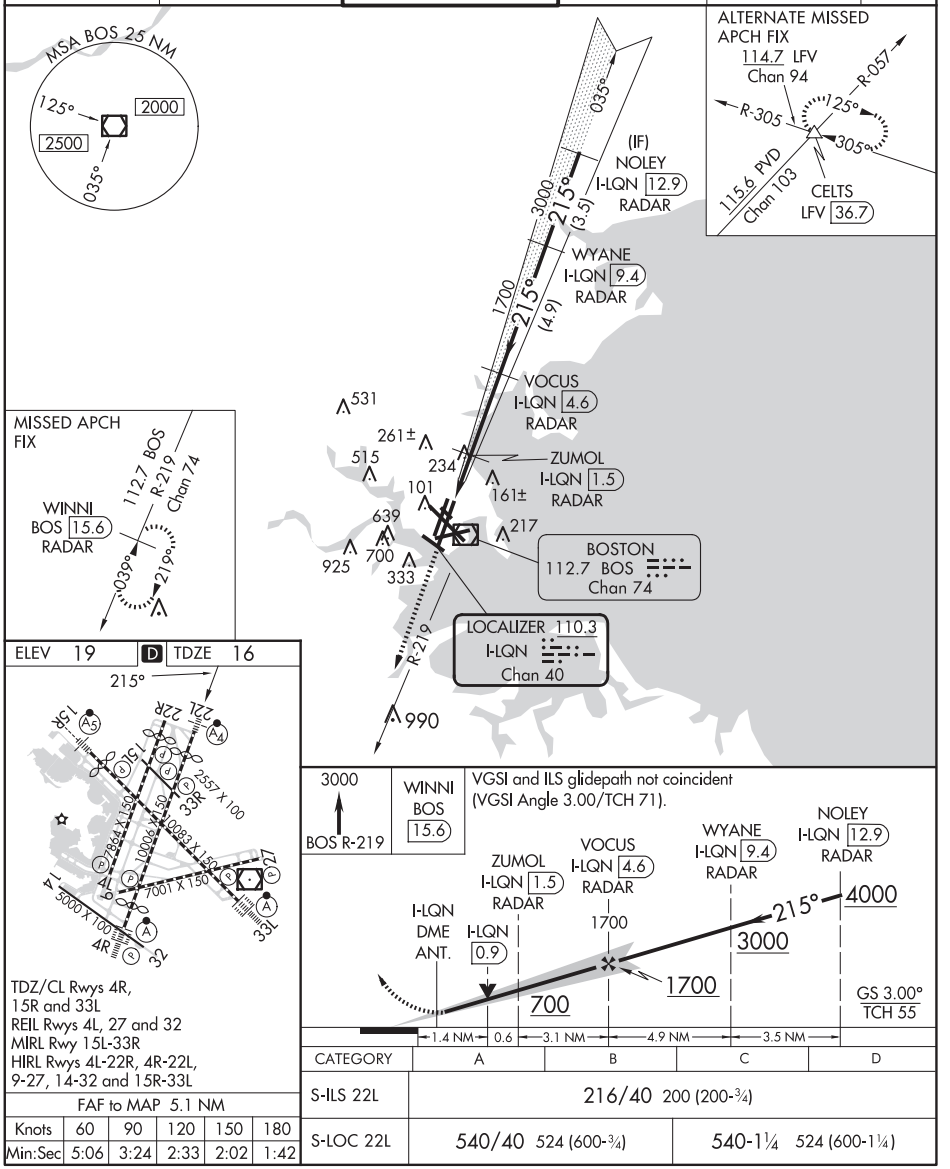
RADAR required for procedure entry. DME or RADAR required.

Inop table does not apply to S-ILS 22L.

MALSF

MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-219 to WINNI/ BOS 15.6 DME/RADAR 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	



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

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

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)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BOSTON, MASSACHUSETTS | AL-58 (FAA) | 24193

ILS or LOC RWY 27

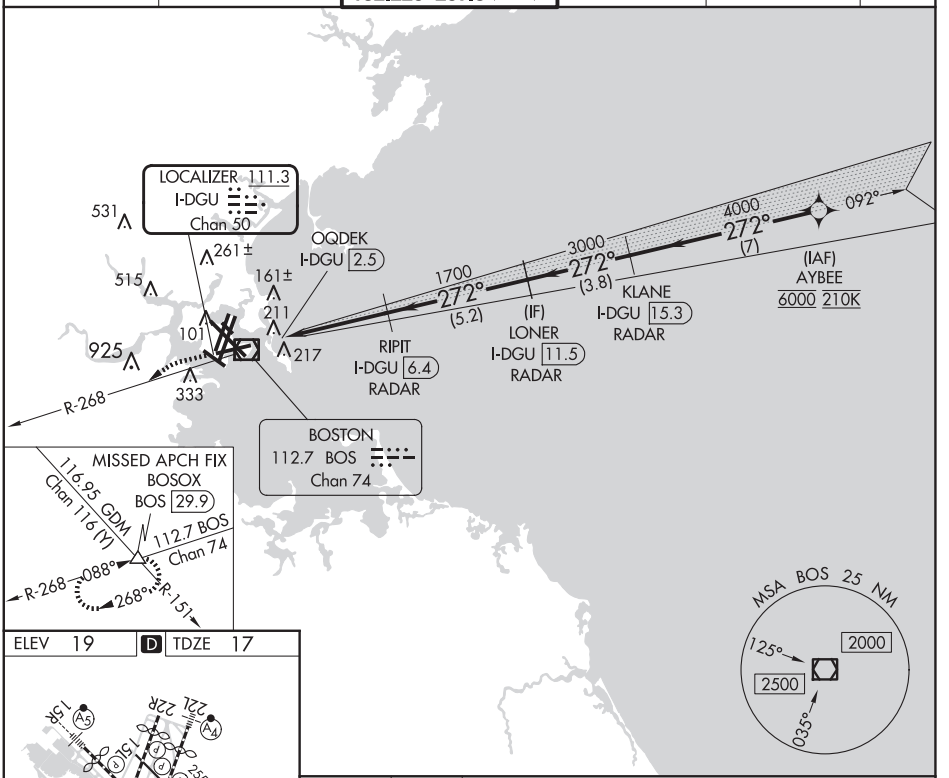
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

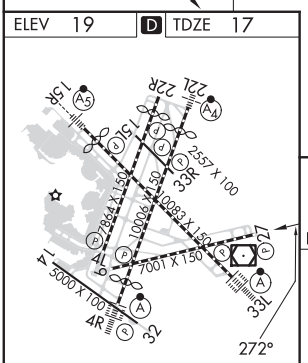
LOC/DME I-DGU	APP CRS	Rwy Idg	7001
111.3	272°	TDZE	17
Chan 50		Apt Elev	19

RNP APCH - GPS. From AYBEE.
RADAR required for procedure entry. DME or RADAR required.

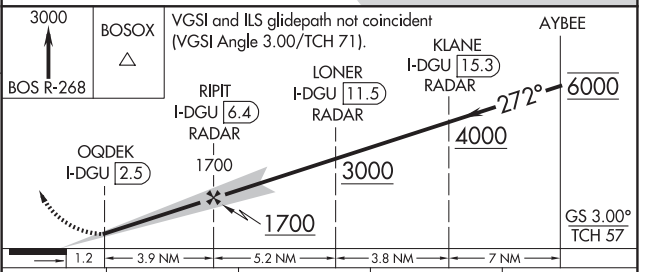
MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-268 to BOSOX INT/BOS 29.9 DME and hold.

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	





Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-ILS 27	460-1½ 443 (500-1½)			
S-LOC 27	460-1½ 443 (500-1½)			

BOSTON, MASSACHUSETTS
Amdt 3A 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W
ILS or LOC RWY 27

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

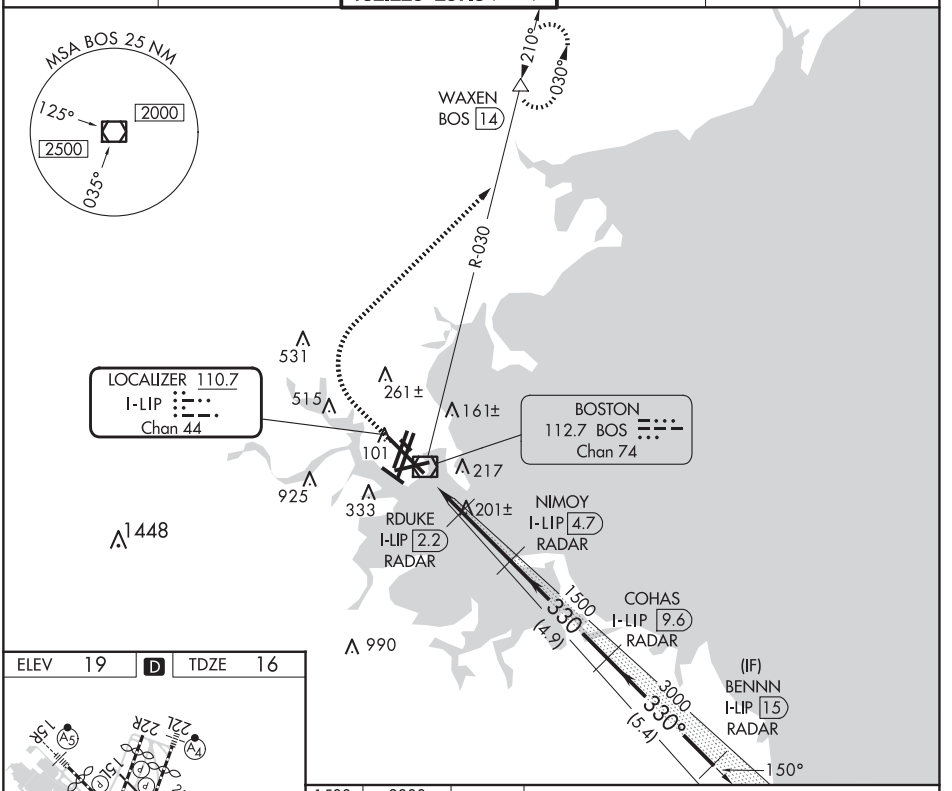
LOC/DME I-LIP	APP CRS	Rwy Idg	10083
110.7	330°	TDZE	16
Chan 44		Apt Elev	19

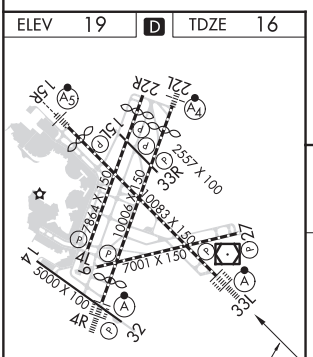
RADAR required for procedure entry. DME required.

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.

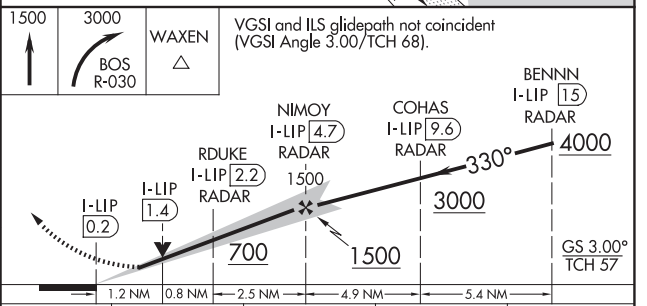
D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	





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

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 33L	216/18 200 (200-½)			
S-LOC 33L	460/24 444 (500-½)		460/45 444 (500-⅞)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BOSTON, MASSACHUSETTS AL-58 (FAA) 25163

ILS RWY 4R (SA CAT I)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

LOC/DME I-BOS	APP CRS	Rwy Ldg	8851
110.3	035°	TDZE	18
Chan 40		Apt Elev	19

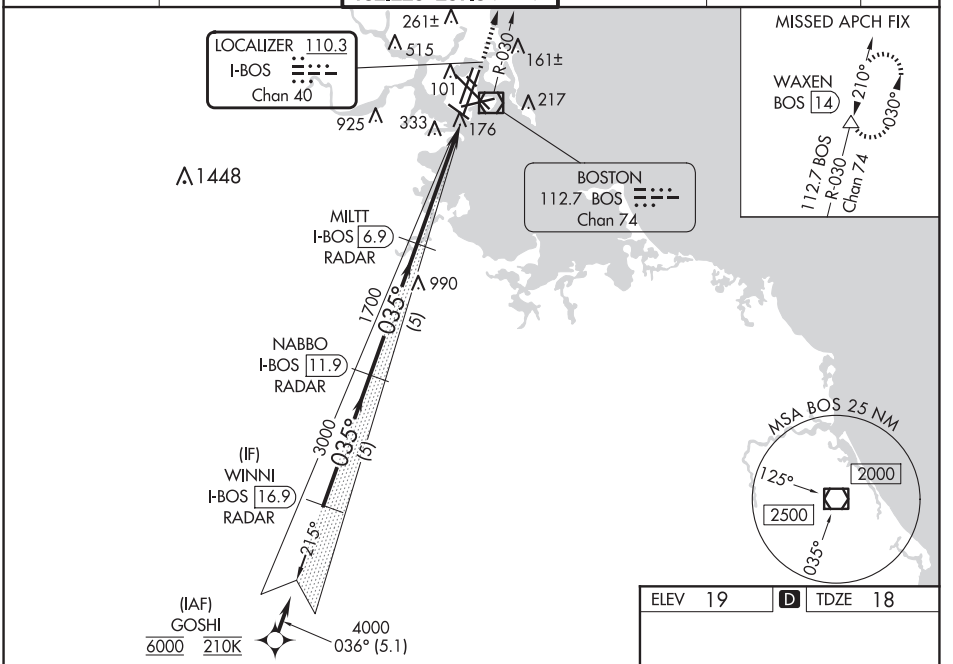
RNP APCH - GPS. From GOSHI.
DME required.

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.

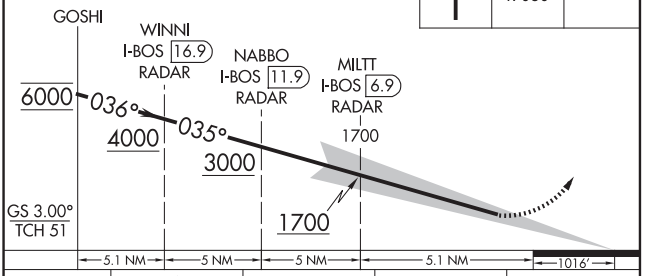
D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



ELEV 19 D TDZE 18

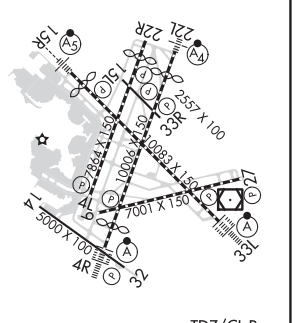
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).

3000 | BOS R-030 | WAXEN



CATEGORY	A	B	C	D
S-ILS 4R	RA 168/14 150 DA 168			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



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

BOSTON, MASSACHUSETTS
Amdt 11C 12JUN25

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W

ILS RWY 4R (SA CAT I)

NE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-LIP	APP CRS	Rwy Idg 10083
110.7 Chan 44	330°	TDZE 16
		Apt Elev 19

ILS RWY 33L (SA CAT I)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

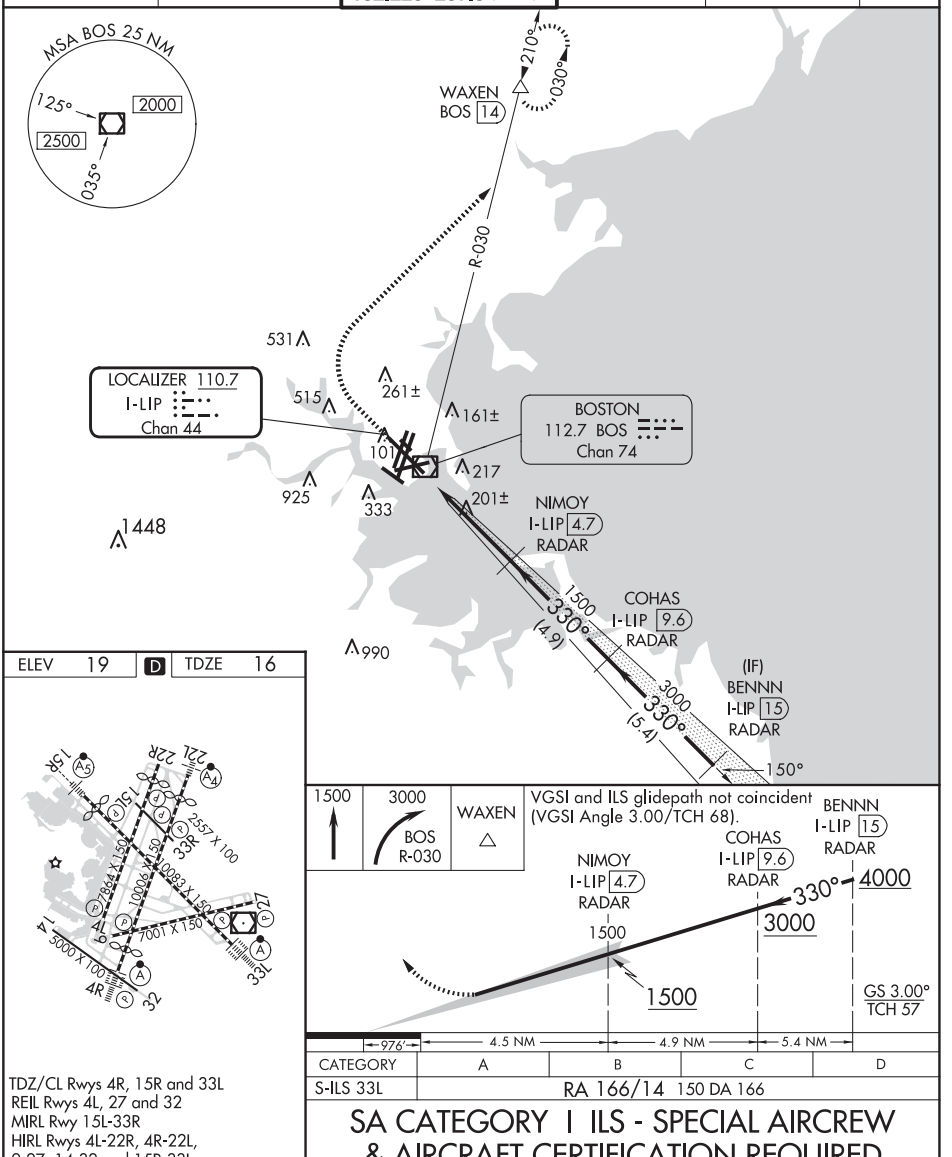
RADAR required for procedure entry. DME required.

Requires specific OPSPEC, MSPEC, or LOA approval.

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	



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

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BOSTON, MASSACHUSETTS

AL-58 (FAA)

25163

ILS RWY 4R (CAT II & III)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

LOC/DME I-BOS	APP CRS	Rwy Ldg	8851
110.3	035°	TDZE	18
Chan 40		Apt Elev	19

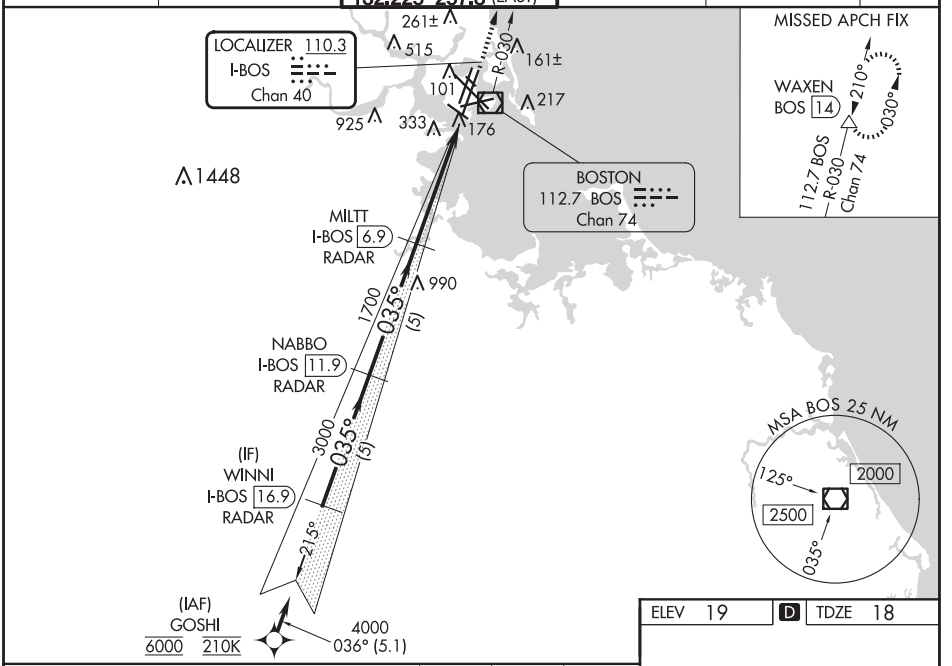
RNP APCH - GPS. From GOSHI.
DME required.

When control tower reports tall vessels in approach area, procedure NA. 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. 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 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.

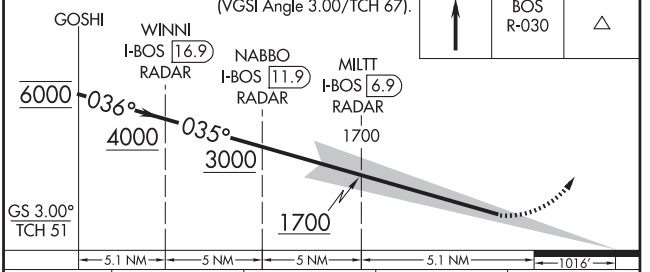
D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



ELEV 19 | D | TDZE 18

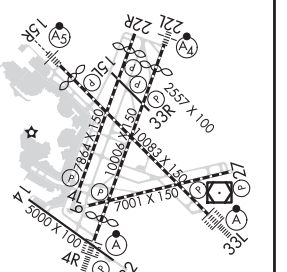
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).

3000 | BOS R-030 | WAXEN



CATEGORY	A	B	C	D
S-ILS 4R	CAT II RA 99/12 100 DA 118			
S-ILS 4R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 33L (CAT II & III)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

LOC/DME I-LIP	APP CRS	Rwy Idg 10083
110.7 Chan 44	330°	TDZE 16
		Apt Elev 19

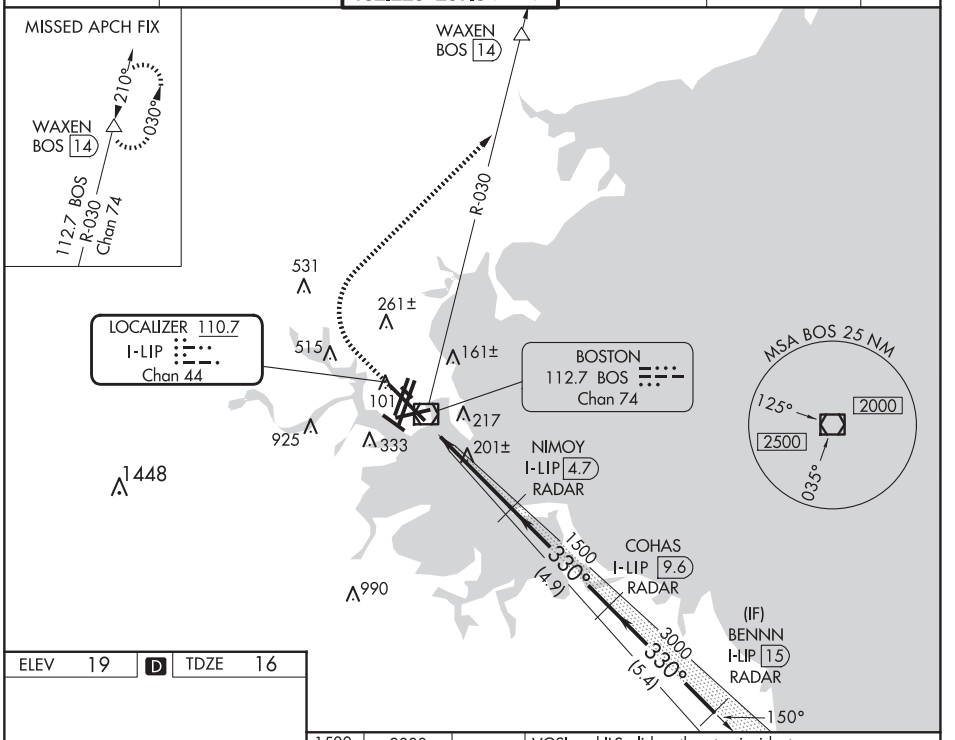
RADAR required for procedure entry. DME required.

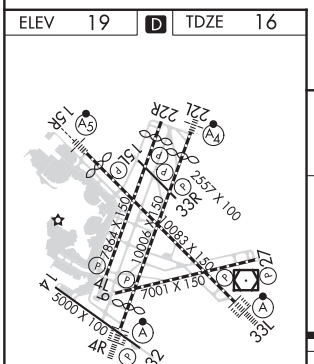
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

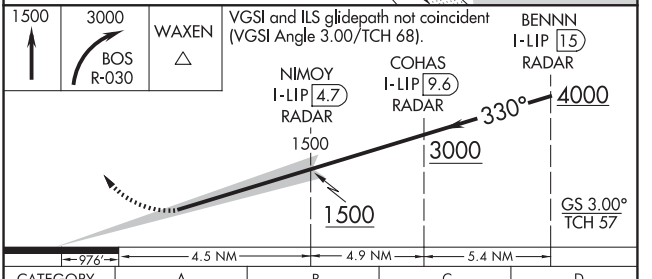
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.

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	





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



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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BOSTON, MASSACHUSETTS AL-58 (FAA) 24249

RNAV (RNP) X RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

APP CRS	Rwy ldg	10083
330°	TDZE	16
	Apt Elev	19

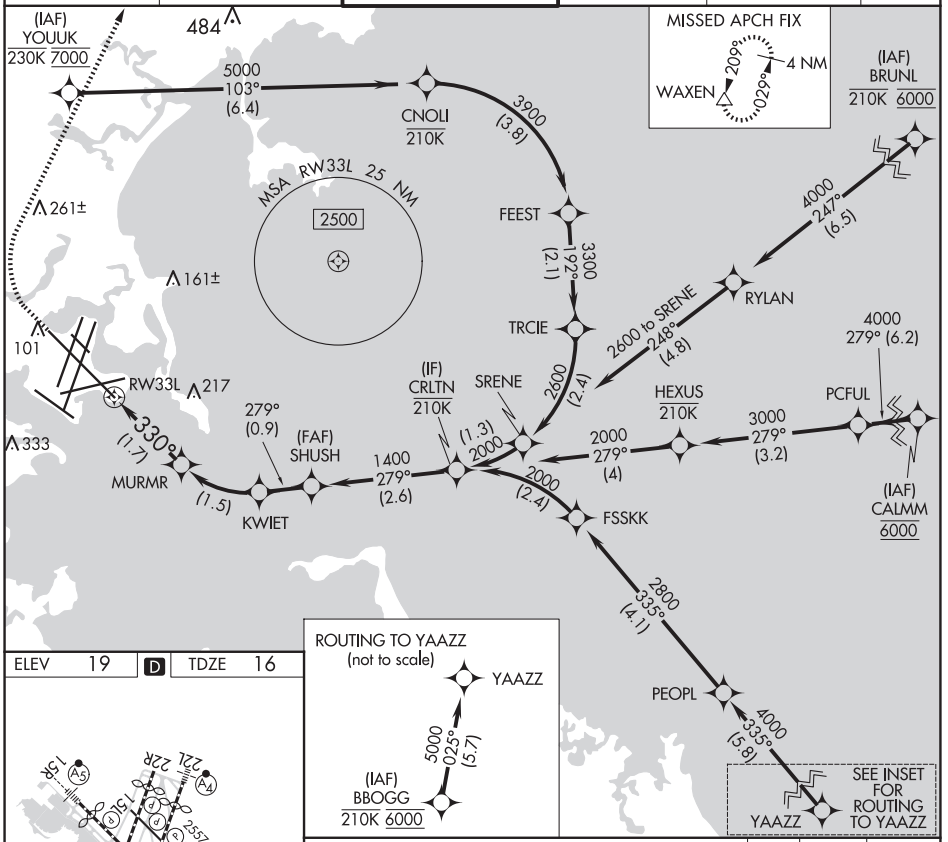
RNP AR APCH. RF required.

T A NA For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4000.

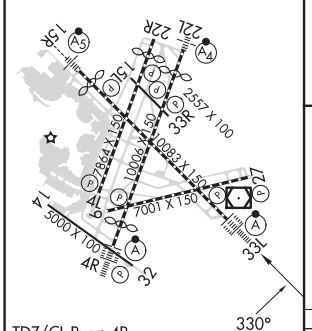
ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct WAXEN and hold.

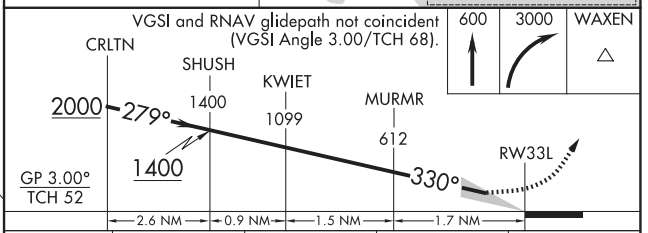
D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



ELEV	19	D	TDZE	16



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



CATEGORY	A	B	C	D
RNP 0.30 DA	273/24 257 (300-½)			

AUTHORIZATION REQUIRED

BOSTON, MASSACHUSETTS
Orig 30DEC21

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W

RNAV (RNP) X RWY 33L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	7864
CH 77738	037°	TDZE	14
W04B		Apt Elev	19

RNAV (GPS) RWY 4L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

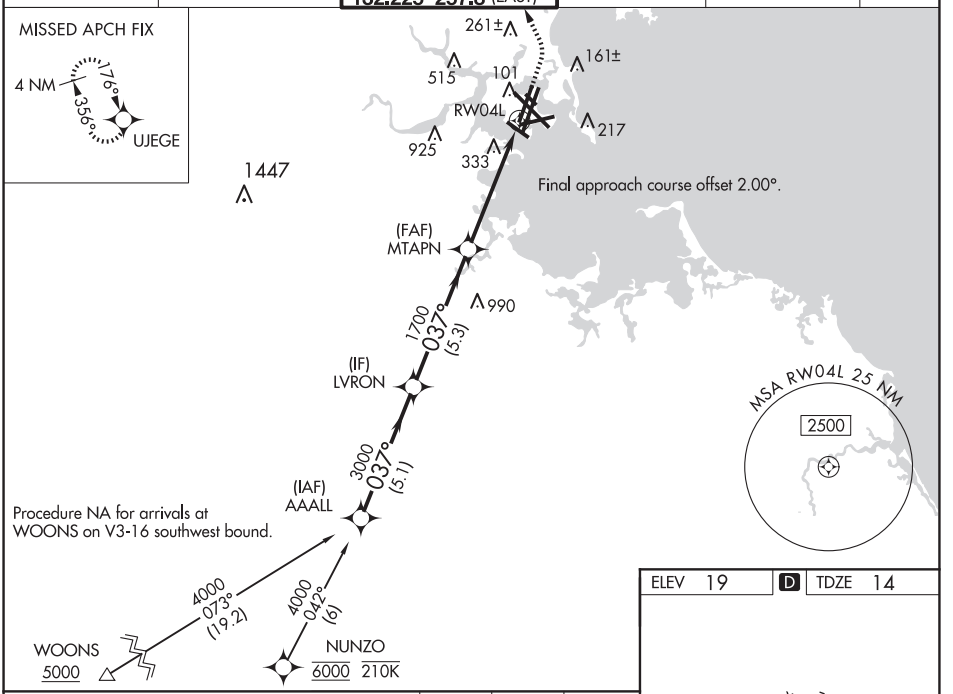
RNP APCH - GPS.

T 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.

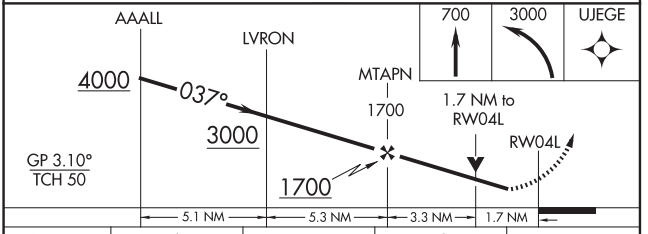
MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct UJEGE and hold, continue climb-in-hold to 3000.

* Missed approach requires minimum climb of 425 feet per NM to 900.

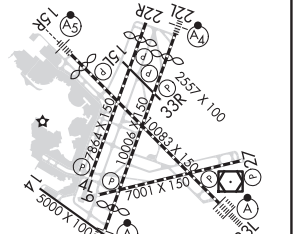
D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



ELEV 19 D TDZE 14



CATEGORY	A	B	C	D
LPV DA	318/45	304 (300-⅞)		
LNAV/VNAV DA	768-2	754 (800-2)		
LNAV/VNAV DA *	680-1⅞	666 (700-1⅞)		
LNAV MDA	600/55	586 (600-1)	600-1¾	586 (600-1¾)



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BOSTON, MASSACHUSETTS AL-58 (FAA) 24193

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)

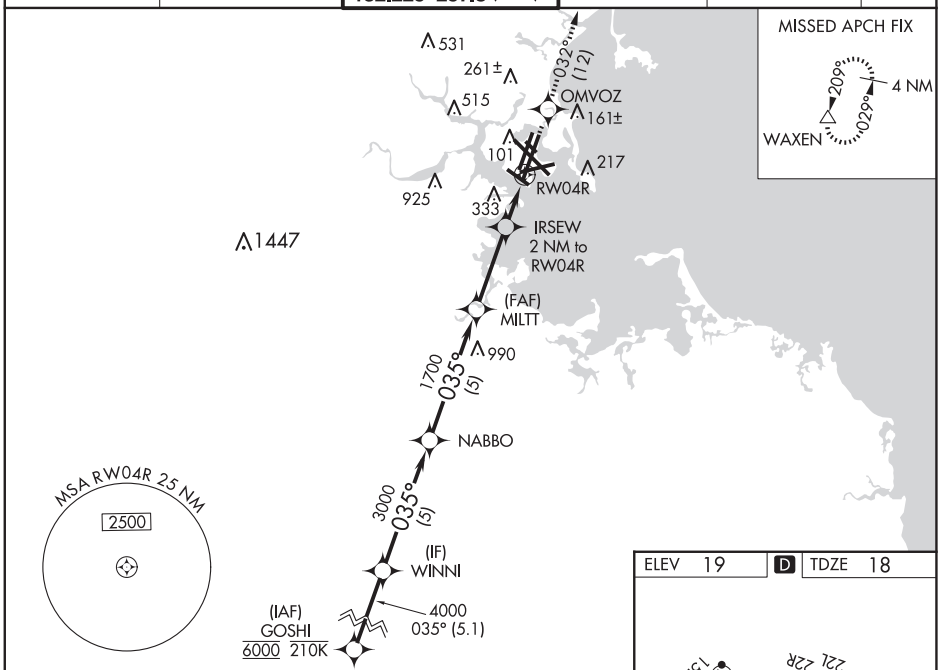
RNP APCH - GPS.

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 1⅜ 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 1⅜ SM, LNAV Cat A/B visibility to RVR 5500 and LNAV Cat C/D to 1⅜ 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

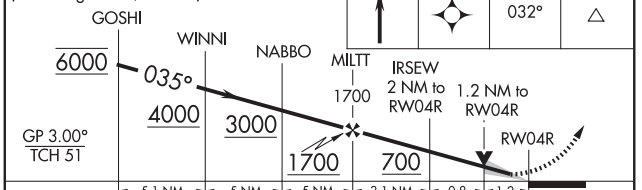
MISSED APPROACH: Climb to 3000 direct OMVOZ and on track 032° to WAXEN and hold.

D-ATIS	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	



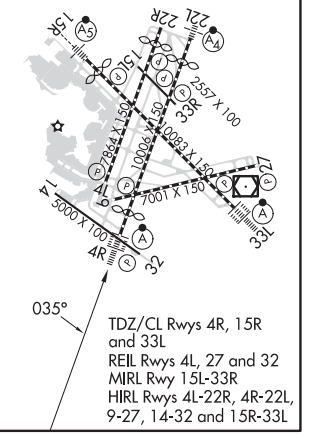
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).

3000	OMVOZ	tr 032°	WAXEN



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)	

ELEV 19 D TDZE 18



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH **42925** **W15A**	APP CRS **150°**	Rwy ldg **9201** TDZE **17** Apt Elev **19**

RNAV (GPS) RWY 15R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

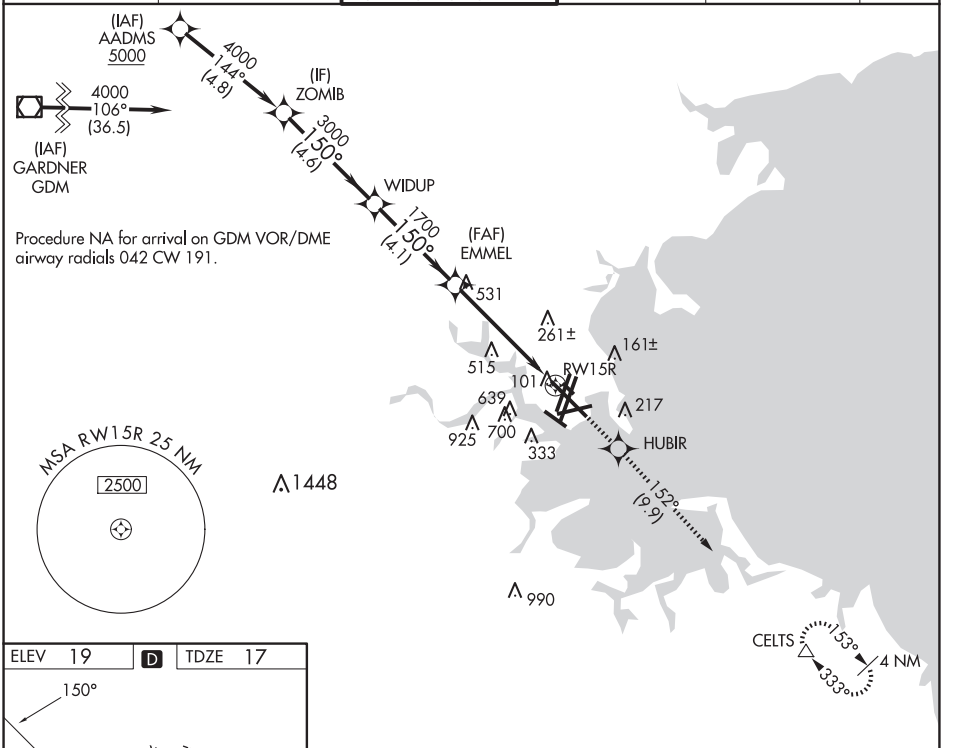
RNP APCH - GPS.

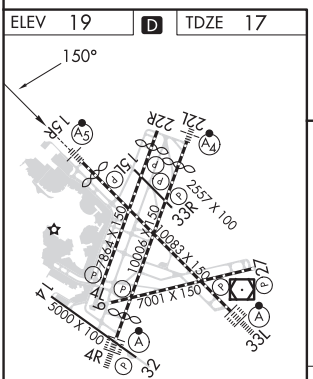
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cats C and D visibility to 1¾ SM.

MALSR

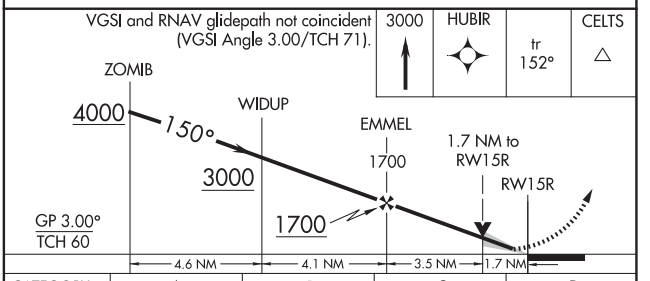
MISSED APPROACH: Climb to 3000 direct HUBIR and on track 152° to CELTS and hold.

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	





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



CATEGORY	A	B	C	D
LPV DA	217/18 200 (200-½)			
LNAV/VNAV DA	567-1⅛ 550 (600-1⅛)			
LNAV MDA	620/24 603 (700-½)		620-1⅜ 603 (700-1⅜)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 27

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

APP CRS	Rwy Idg	7001
272°	TDZE	17
	Apt Elev	19

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.

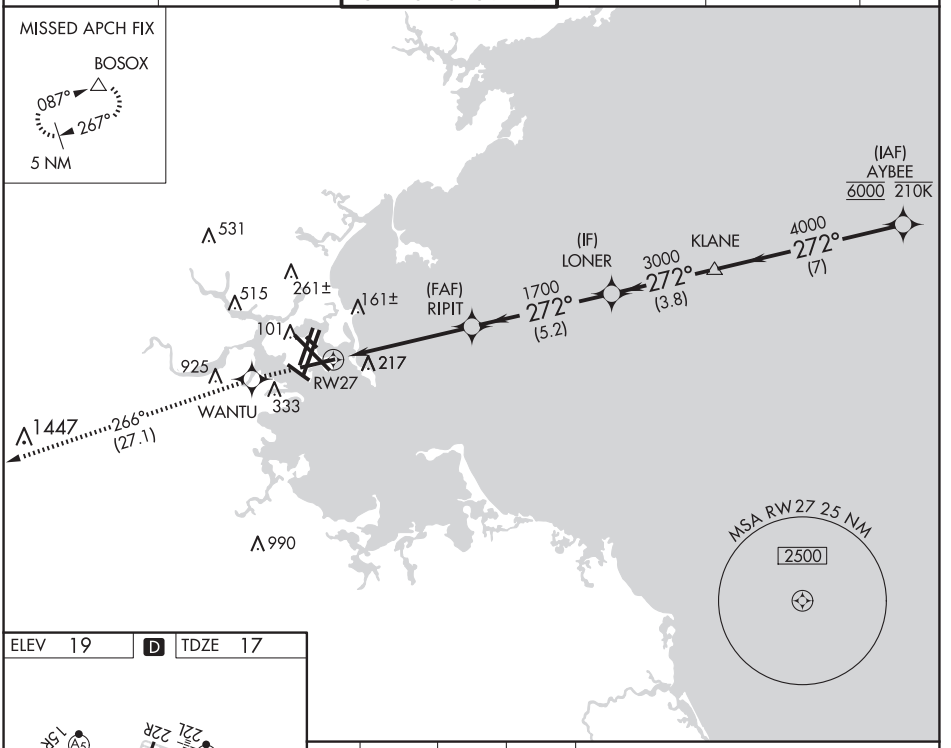
D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	

MISSED APCH FIX

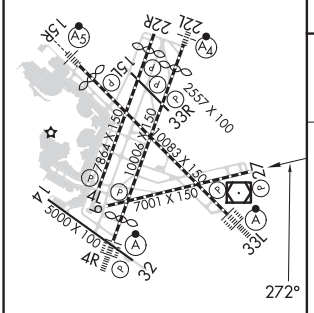
BOSOX

087° 267°

5 NM



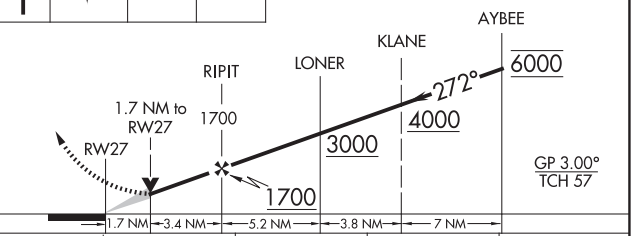
ELEV 19 D TDZE 17



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 71).



CATEGORY	A	B	C	D
LNAV/VNAV DA	510-1⅜ 493 (500-1⅜)			
LNAV MDA	640-1½ 623 (700-1½)		640-1¾ 623 (700-1¾)	

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

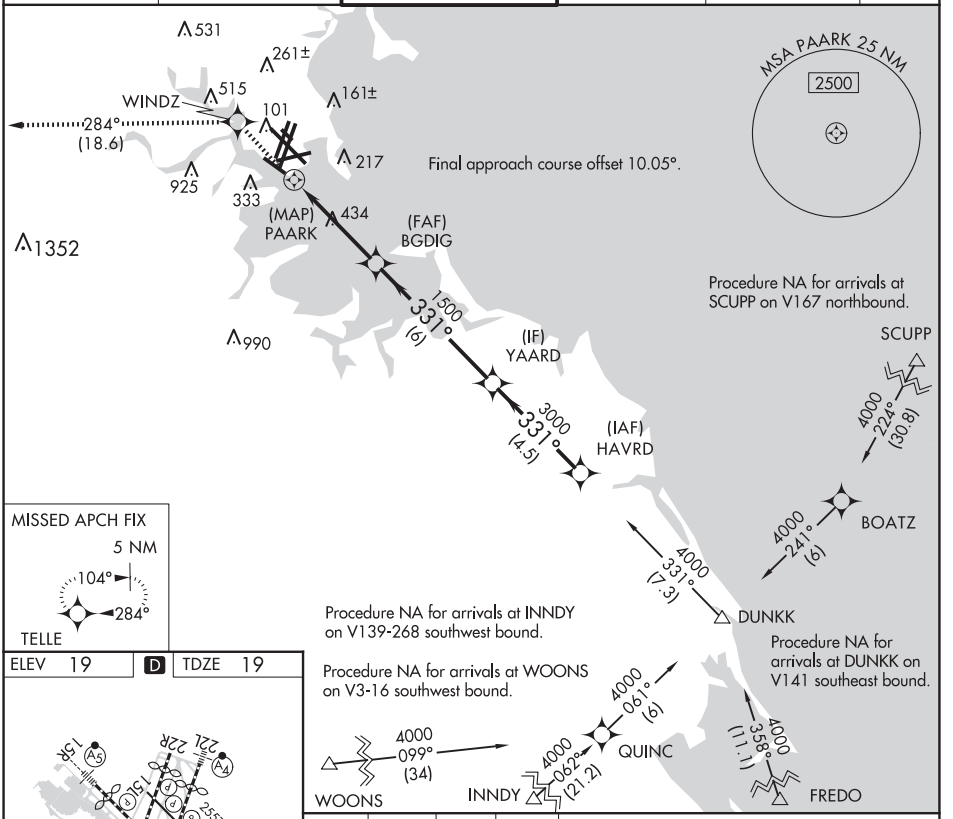
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

APP CRS	Rwy ldg	5000
331°	TDZE	19
	Apt Elev	19

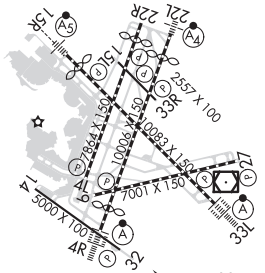
RNP APCH - GPS.

MISSED APPROACH: Climb to 3000 direct WINDZ and on track 284° to TELLE and hold.

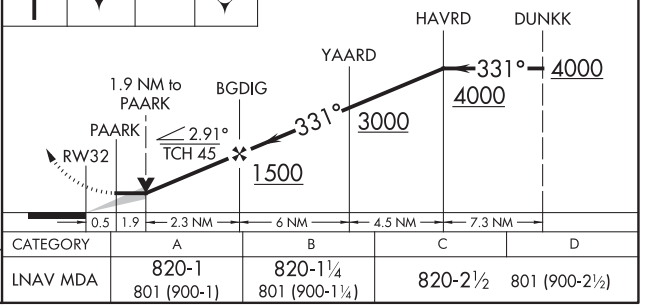
D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



ELEV 19	D	TDZE 19



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



CATEGORY	A	B	C	D
LNAV MDA	820-1 801 (900-1)	820-1¼ 801 (900-1¼)	820-2½	801 (900-2½)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) X RWY 22L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

WAAS	APP CRS	Rwy Idg	8806
CH 45925	215°	TDZE	16
W22A		Apt Elev	19

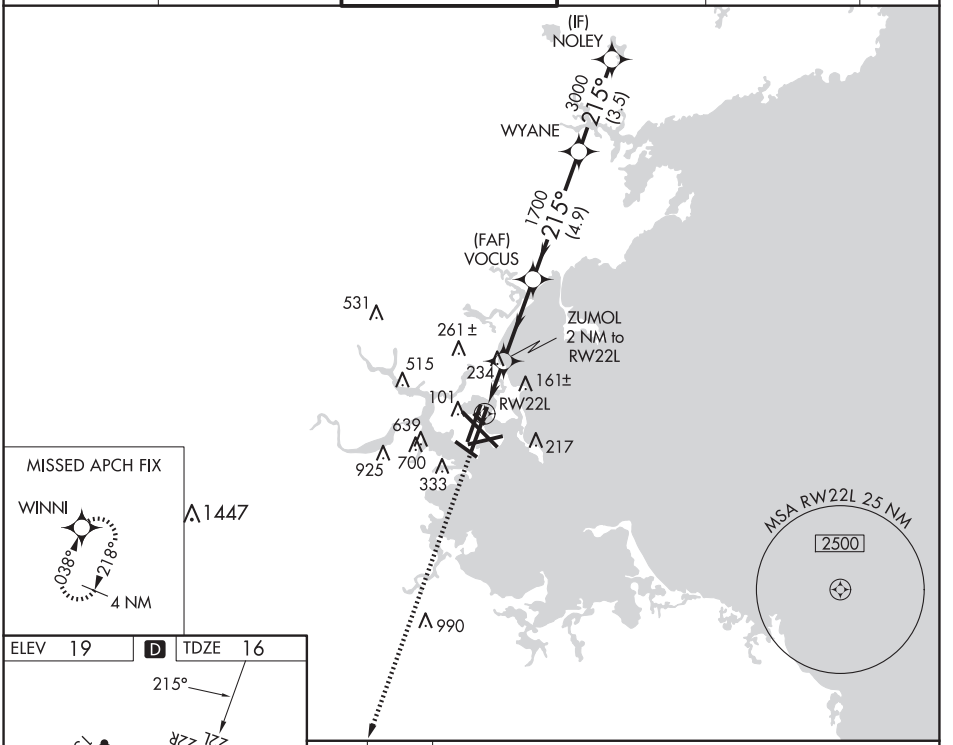
RNP APCH - GPS.

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.

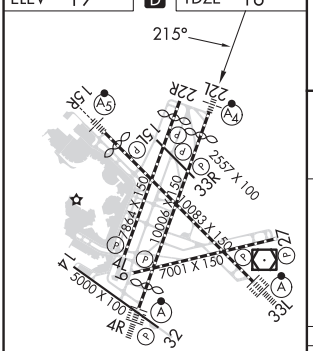
MALSF

MISSED APPROACH: Climb to 3000 direct WINNI and hold.

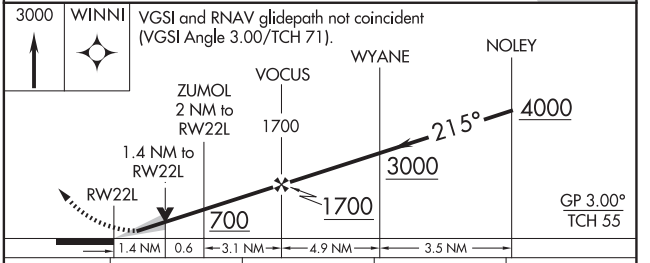
D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9	121.65 257.8	



ELEV 19 D TDZE 16



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



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)	

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	8806
CH 77645	215°	TDZE	16
W22B		Apt Elev	19

RNAV (GPS) Y RWY 22L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

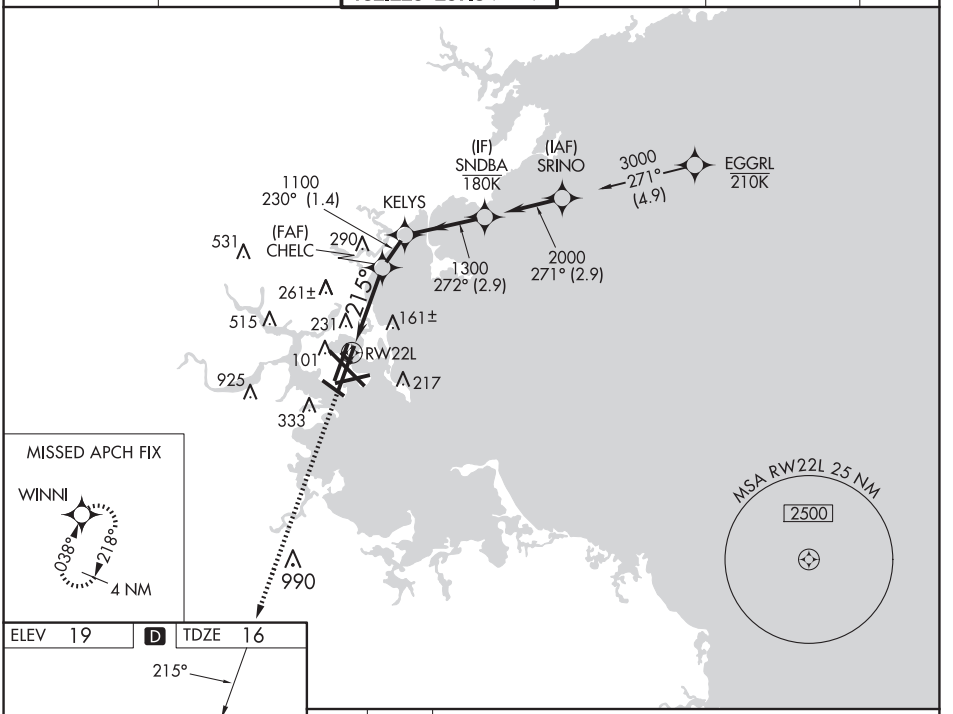
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop table does not apply to LPV all Cats.

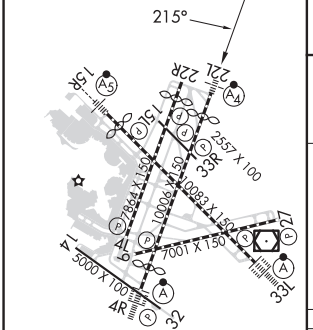
MALSF

MISSED APPROACH: Climb to 3000 direct WINNI 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	



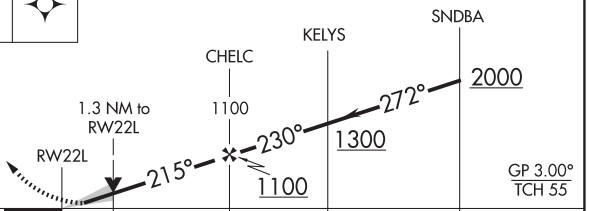
ELEV 19 | D | TDZE 16



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 | 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	408/45	392 (400-⅞)		
LNAV MDA	500/40	484 (500-¾)	500/60	484 (500-1¼)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BOSTON, MASSACHUSETTS | AL-58 (FAA) | 24193

WAAS CH 69525 W33A	APP CRS 330°	Rwy Idg 10083 / TDZE 16 / Apt Elev 19

RNAV (GPS) Z RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

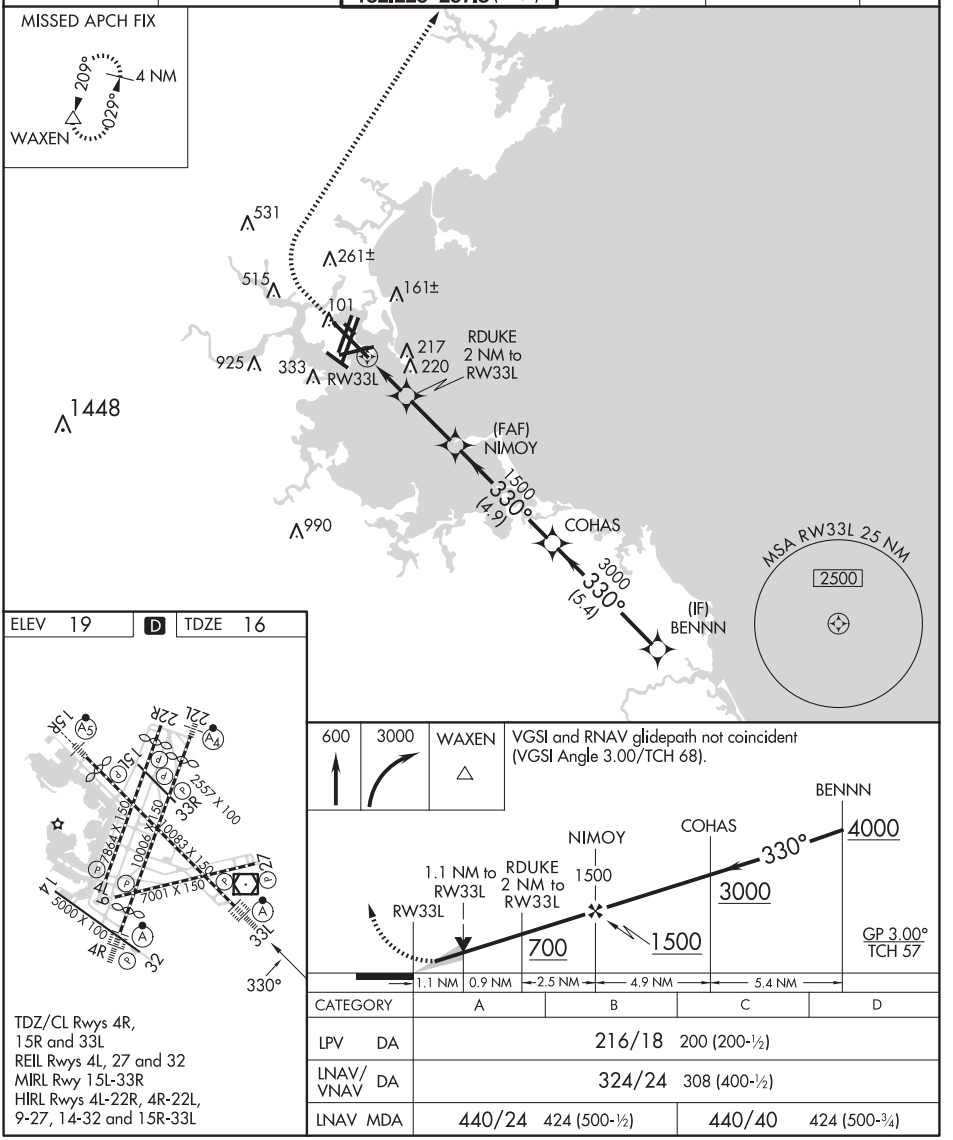
RNP APCH - GPS.

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	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

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

600	3000	WAXEN

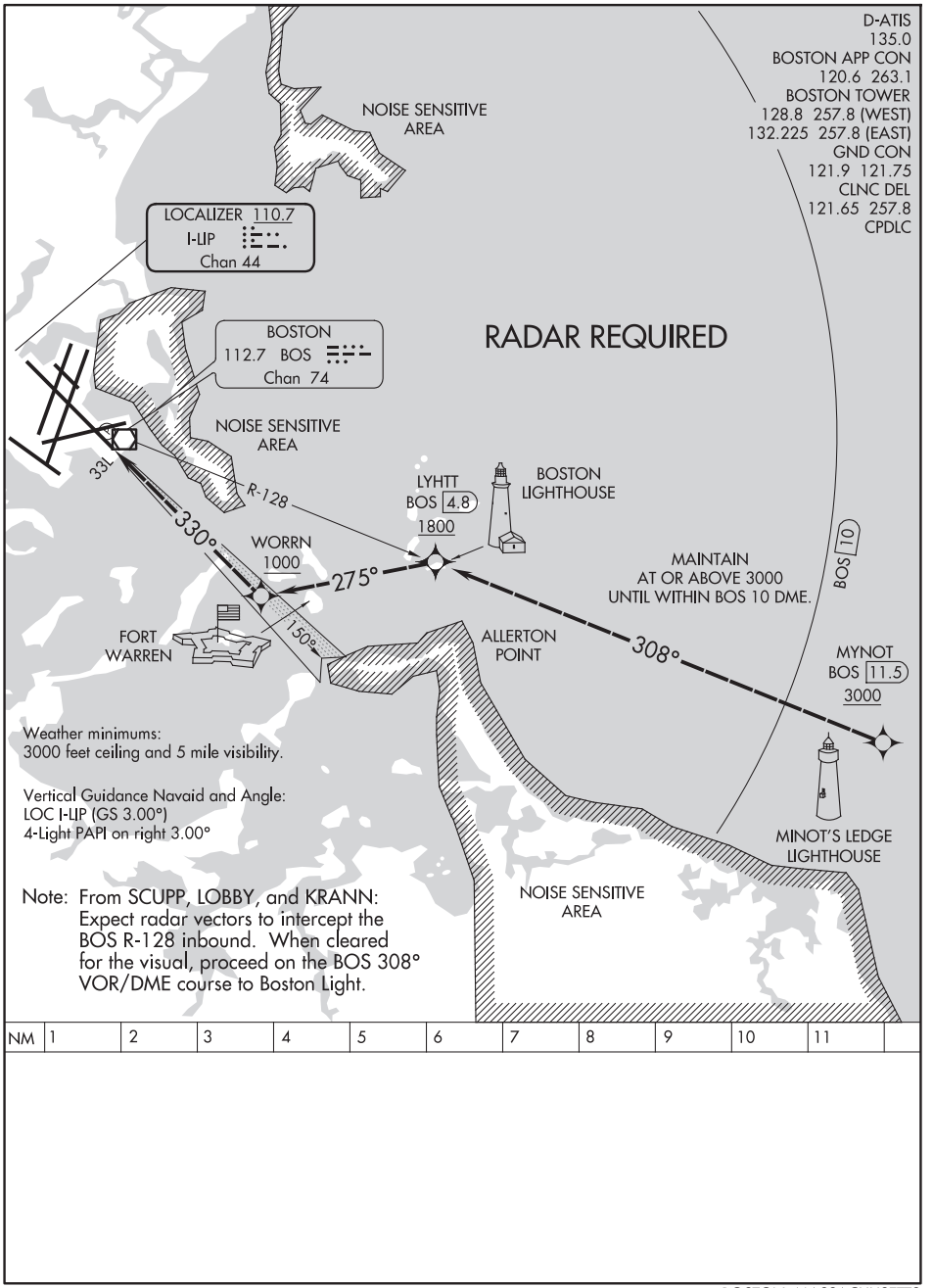
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

LIGHT VISUAL RWY 33L

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



LIGHT VISUAL RWY 33L

Amdt 1A 12OCT17

BOSTON, MASSACHUSETTS
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

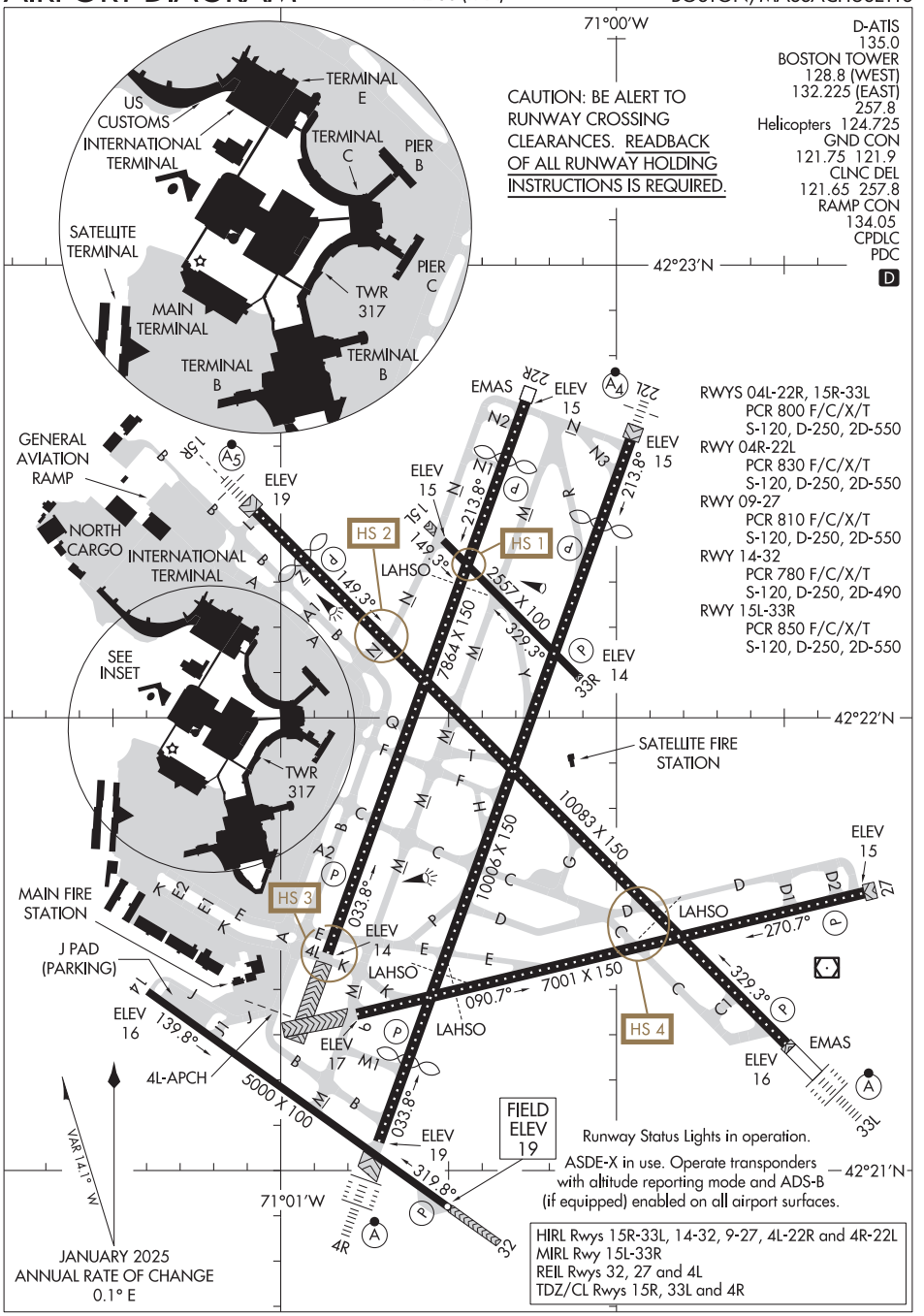
25107

AIRPORT DIAGRAM

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

AL-58 (FAA)

BOSTON, MASSACHUSETTS



NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

25107

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.
TOP ALTITUDE: 5000
TAKEOFF MINIMUMS:
Rwy 4L, 14, 15L, 32, 33R: NA-ATC.
Rwy 4R: Standard with minimum climb of 500'/NM to 520.
Rwy 9: Standard with minimum climb of 500'/NM to 520.
Rwy 15R: Standard with minimum climb of 500'/NM to 520.
Rwy 22L: 300-1 with minimum climb of 500'/NM to 520, or standard with minimum climb of 500'/NM to 520 if tower reports no tall vessels in the departure area.
Rwy 22R: Standard with minimum climb of 500'/NM to 520.
Rwy 27: Standard with a minimum climb of 500'/NM to 1300.
Rwy 33L: Standard with a minimum climb of 500'/NM to 520.
NOTE: Jet aircraft only.
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)
BOS 25 NM
2500
N
HURBE 4000
CLAWW 4000 250K
ORRRR
FENWY
JAITE
GLLET
CHWDH
BRRRO 3000 250K
STEEM
WYMTH
HEWMO 5000 260K
NHANT
520
TASKT
TJAYY 1200 210K
DEDHM
KENWI
TEKKK
EXXXX
KIRAA
BLZZR
SPENO
CHESTER CTR
BARNES BAF
NELIE
131° (5)
091° (5)
122° (4)
187° (7)
197° (6)
133° (5)
205° (7)
148° (5)
247° (6)
275° (9)
274° (6)
254° (7)
094° (7)
091° (3)
092°
120°
150°
142°
137°
215°
330°
314°
272°
237°
265° (12)
263° (20)
278° (28)
287° (36)
291° (37)
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb on heading 092° to 520, direct to cross CLAWW at or above 4000 and at or below 250K, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520' MSL, thence....
TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, thence....

....on depicted route to BLZZR. Maintain 5000. Expect clearance to filed altitude within ten minutes after departure.

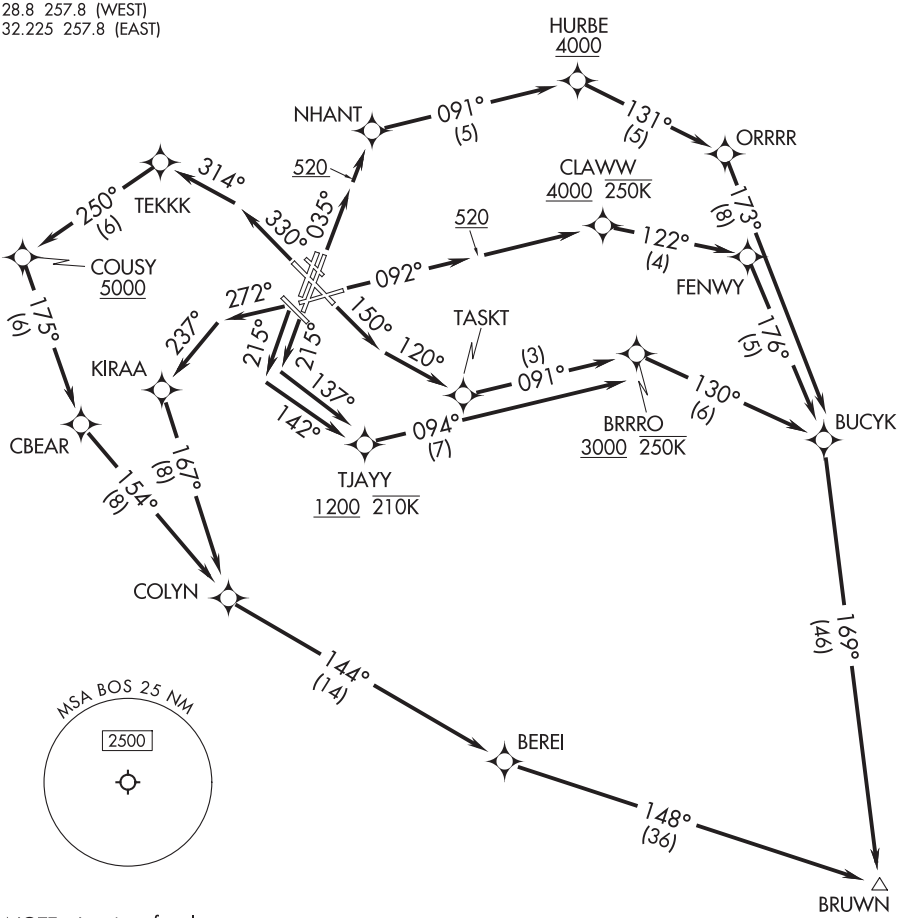
NE-1, 07 AUG 2025 to 02 OCT 2025

BRUWN SEVEN DEPARTURE (RNAV) AL-58 (FAA)

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.

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 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 TEKKK, thence....

....on depicted route to BRUWN. Maintain 5000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE: 5000
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 121.65 257.8
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, 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.
HURBE 4000
NHANT
CLAWW 4000 250K
ORRRR
FENWY
TONNI
BRRRO 3000 250K
SCOAR
CELTK
FRILL
TEKKK
COUSY 5000
KIRAA
CBEAR
TJAYY 1200 210K
COLYN
TASKT
091° (5)
131° (5)
122° (4)
131° (7)
149° (5)
121° (24)
115° (7)
111° (24)
091° (3)
094° (7)
095° (42)
092°
120°
150°
330°
314°
250° (6)
175° (6)
237°
167° (8)
154° (8)
272°
215°
137°
142°
520
520
035°
WSA BOS 25 NM
2500
N
NOTE: Jet aircraft only.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520' MSL, thence....
TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, then on track 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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

HYLND SEVEN DEPARTURE (RNAV)

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)

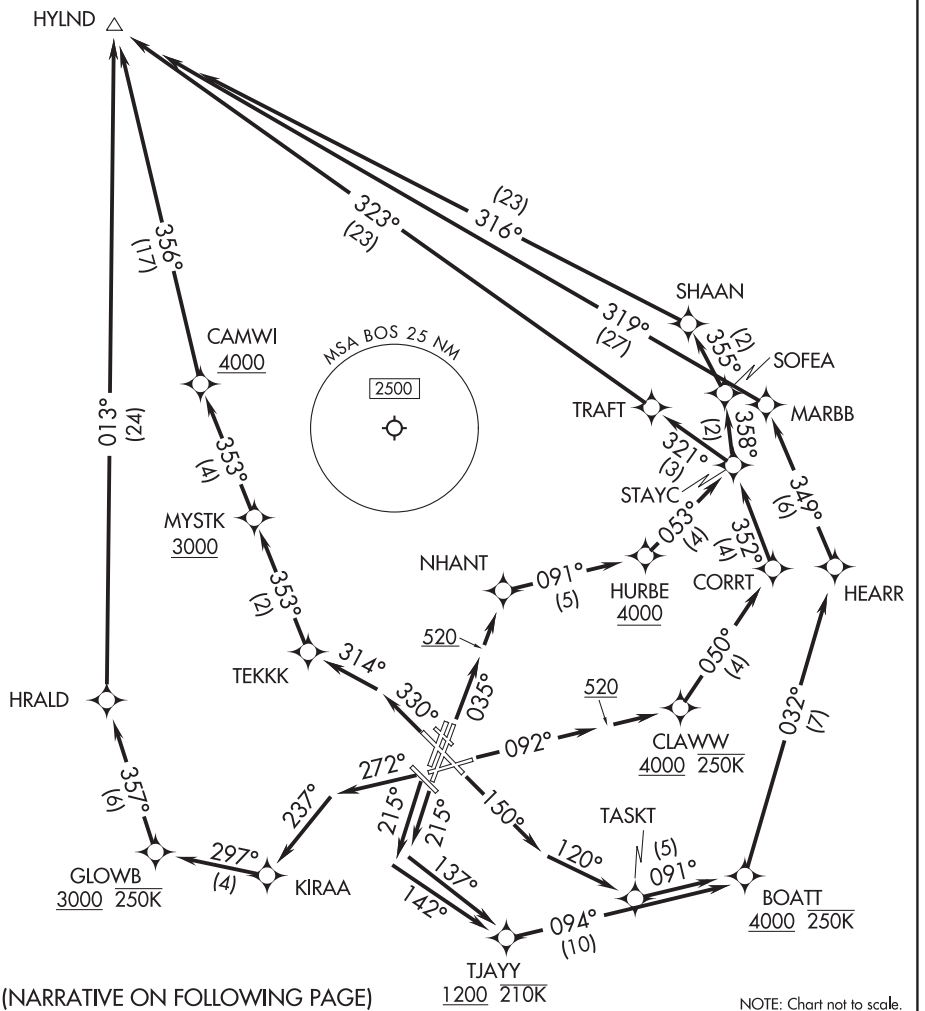
△ MANCH

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 5000

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.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 07 AUG 2025 to 02 OCT 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 TEKKK, then on track 353° to cross MYSTK at or above 3000, thence....

....on depicted route to HYLND. Maintain 5000. Expect filed altitude 10 minutes after departure.

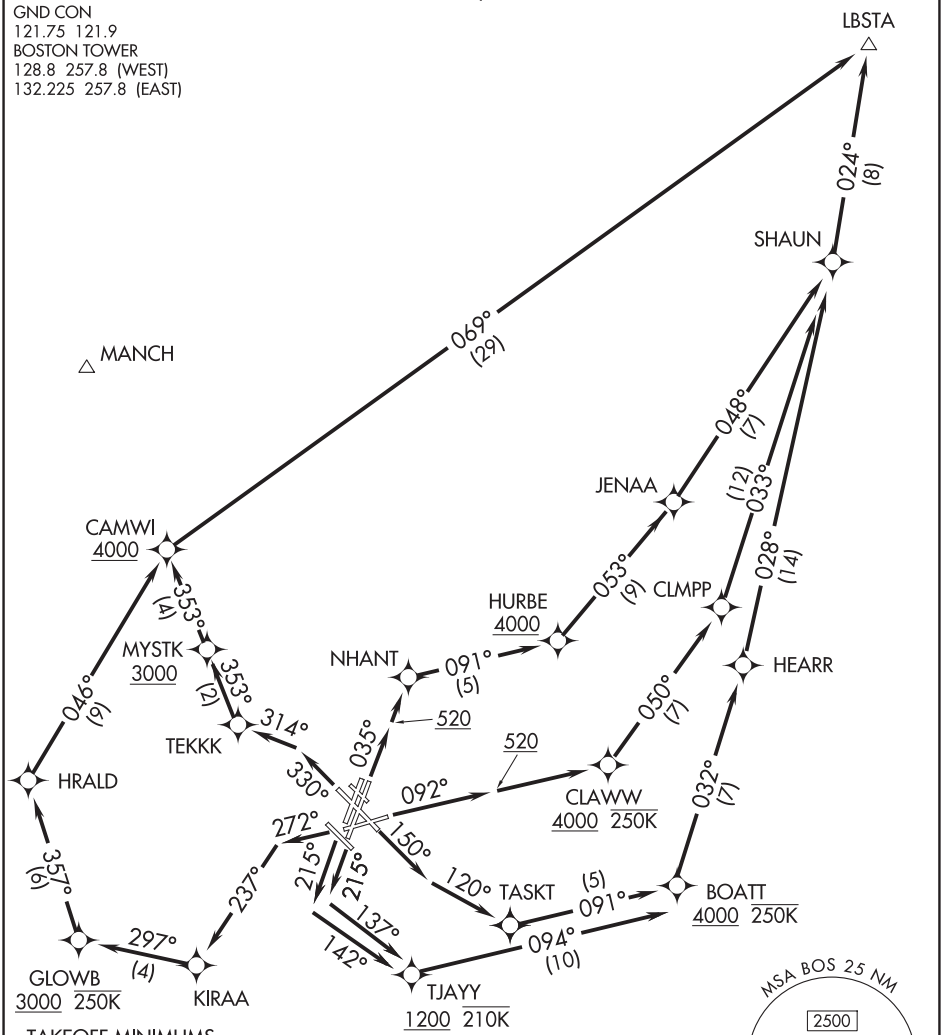
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

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)

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)

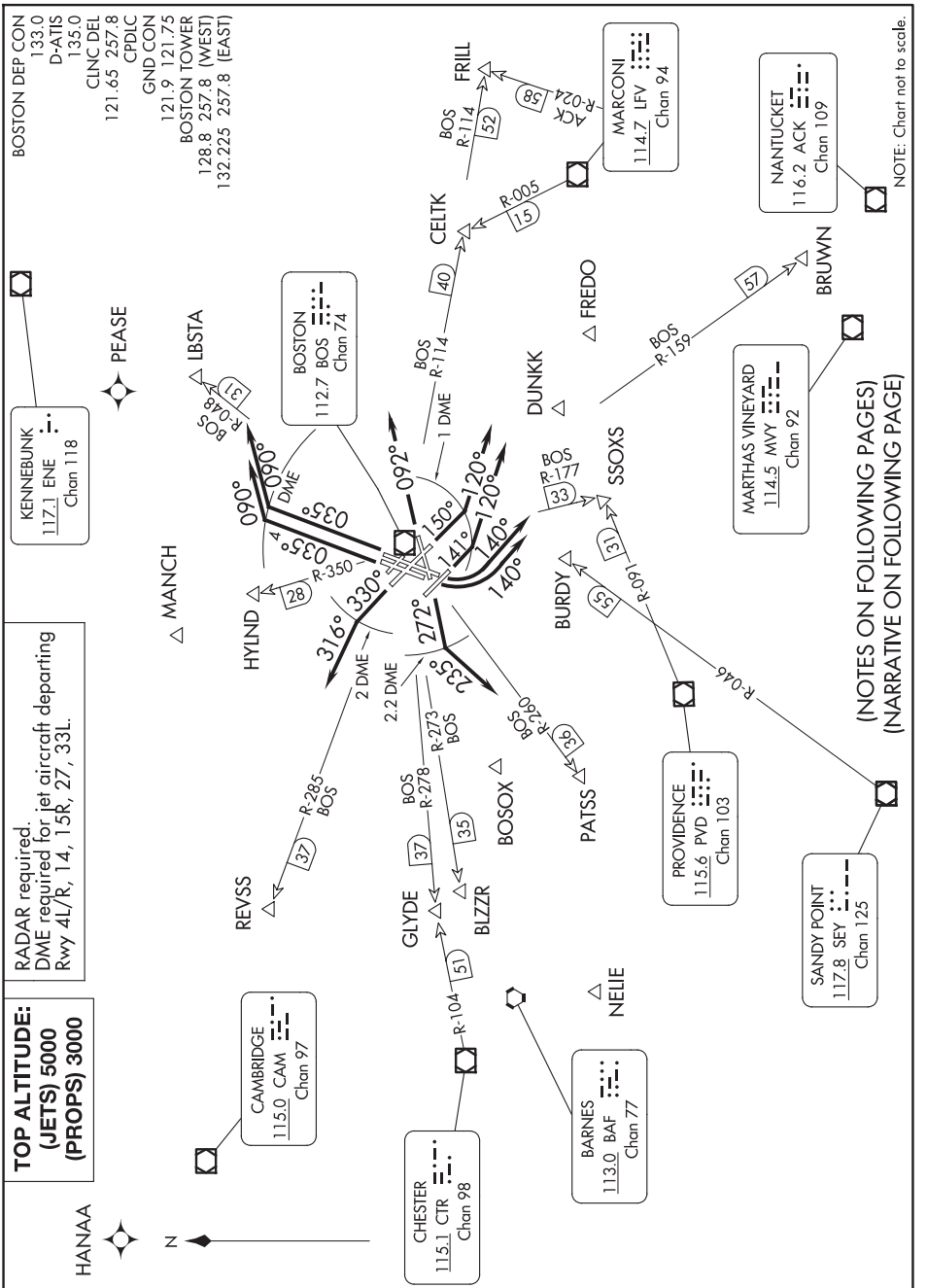
NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 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 TEKKK, then on track 353° to cross MYSTK at or above 3000, thence....

....on depicted route to LBSTA. Maintain 5000. Expect filed altitude 10 minutes after departure.



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 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, 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.
TOP ALTITUDE: 5000
NOTE: Jet aircraft only.
N
PATSS
NELIE
BIZEX
TEKKK
NHANT
520
HURBE 4000
ORRRR
CLAWW 4000 250K
520
COUSY 5000
KIRAA
TJAYY 1200 210K
TASKT
BRRRO 3000 250K
FENWY
JAITE
GLLET
CHWDH
STEEM
WYMTH
DEDHM
KENWI
HEWMO 5000 260K
WSA BOS 25 NM
2500
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct to cross CLAWW at or above 4000 and at or below 250K, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520′ MSL, thence....
TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, then on track 250° to cross COUSY at or above 5000, thence....

....on depicted route to PATSS. Maintain 5000. Expect clearance to filed altitude within ten minutes after departure.

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 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, or standard with minimum climb of 500'/NM to 520 if tower reports no tall vessels in the departure area.
Rwy 27: Standard with minimum climb of 500' per NM to 1300.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 5000

NOTE: Jet aircraft only.

CHESTER CTR

SPENO

BARNES BAF

NELIE

REVSS

DUBYU

TEKKK

NHANT

ORRRR

HURBE 4000

CLAWW 4000 250K

FENWY

JAITE

GLLET

BRRRO 3000 250K

CHWDH

GLOWB 3000 250K

KIRAA

TJAYY 1200 210K

TASKT

STEEM

WYMTH

DEDHM

KENWI

HEWMO 5000 260K

WSA BOS 25 NM

2500

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520′ MSL, thence....
TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, thence....

....on depicted route to REVSS. Maintain 5000. Expect filed altitude 10 minutes after departure.

NE-1, 07 AUG 2025 to 02 OCT 2025

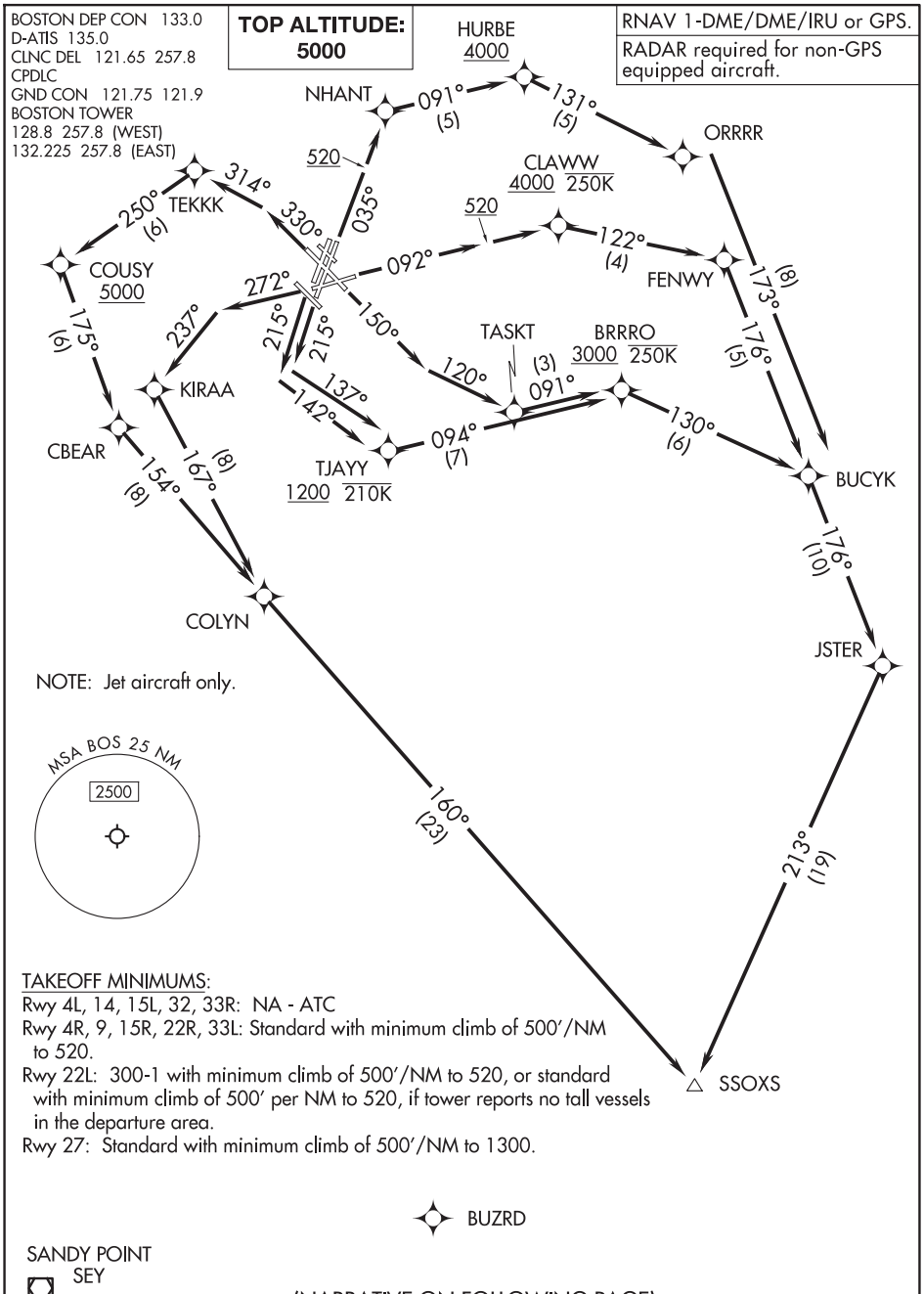
SSOXS SEVEN DEPARTURE (RNAV)

NE-1, 07 AUG 2025 to 02 OCT 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)

TOP ALTITUDE: 5000

RNAV 1-DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.



TAKEOFF MINIMUMS:
Rwy 4L, 14, 15L, 32, 33R: NA - ATC
Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500'/NM to 520.
Rwy 22L: 300-1 with minimum climb of 500'/NM to 520, or standard with minimum climb of 500' 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.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SSOXS SEVEN DEPARTURE (RNAV)

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, then direct CLAWW at or above 4000 and at or below 250K, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520′ MSL, thence....
TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, then on track 250° to cross COUSY at or above 5000, thence....

....on depicted route to SSOXS. Maintain 5000. Expect clearance to filed altitude within ten minutes after departure.

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 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)
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
TOP ALTITUDE: 5000
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.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 234° to cross WYLYY at or above 2300, then on depicted route to CYOTI, thence....
....expect vectors to assigned fix/ NAVAID (see notes). Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.
CHESTER CTR
BARNES BAF
N
SPENO
ONEPS
NELIE
REVSS
GLYDE
BOSOX
PATSS
BLZZR
MANCH
HYLND
WYLYY 2300
CYOTI
234°
(11)
234°
272°
PEASE
LBSTA
BOSTON BOS
CELTK
FRILL
MARCONI LFV
BURDY
SSOXS
LUCOS
BRUWN
NANTUCKET ACK
SANDY POINT SEY
NOTE: ATC assigned. Do not file.
NOTE: For Turbojets only.
NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.
TAKEOFF MINIMUMS:
Rwys 4L/R, 9, 14, 15L/R 22L/R, 32, 33L/R: NA-ATC.
Rwy 27: Standard with a minimum climb of 500' per NM to 2300.
NOTE: Chart not to scale.

ILS or LOC RWY 6

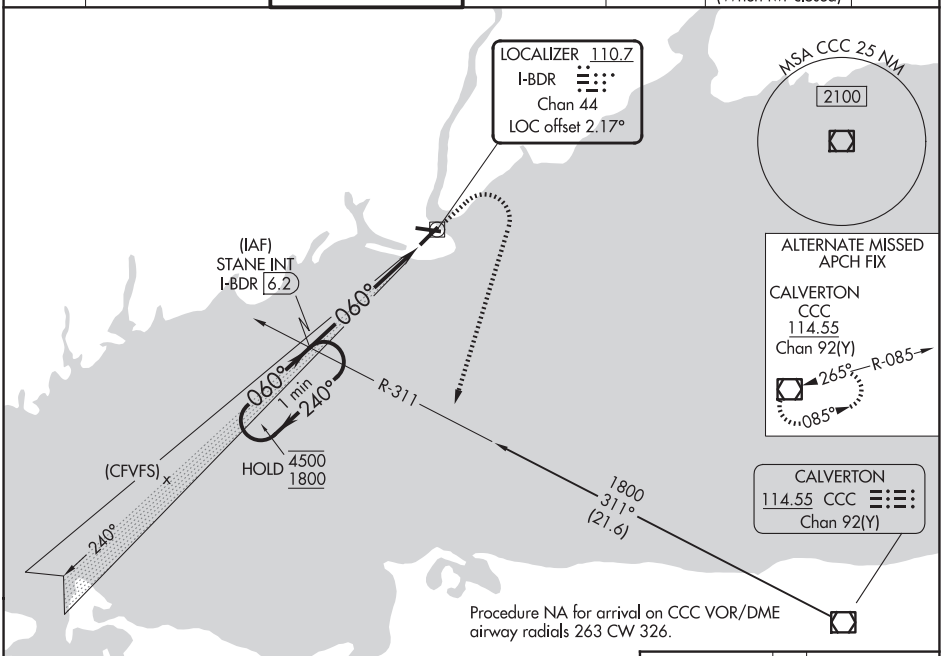
BRIDGEPORT/SIKORSKY (BDR)

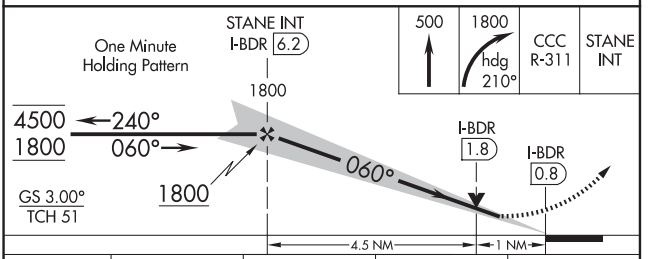
LOC/DME I-BDR	APP CRS	Rwy Ldg	4677
110.7	060°	TDZE	7
Chan 44		Apt Elev	9

T A Circling to Rwy 11, 29 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA. Autopilot coupled approach NA below 350.

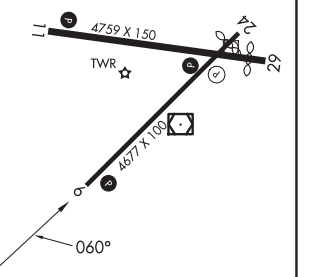
MISSED APPROACH: Climb to 500 then climbing right turn to 1800 on heading 210° and CCC VOR/DME R-311 to STANE INT/I-BDR 6.2 DME and hold, continue climb-in-hold to 1800.

ATIS	NEW YORK APP CON	BRIDGEPORT TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.15	124.075 343.65	120.9 L (CTAF) 257.8	121.75 257.8	121.75	124.075 (When twr closed)	123.0





CATEGORY	A	B	C	D
S-ILS 6	257-1	250 (300-1)		
S-LOC 6	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)



REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78140 W06A	APP CRS 060°	Rwy Ldg 4677 TDZE 7 Apt Elev 9

RNAV (GPS) RWY 6

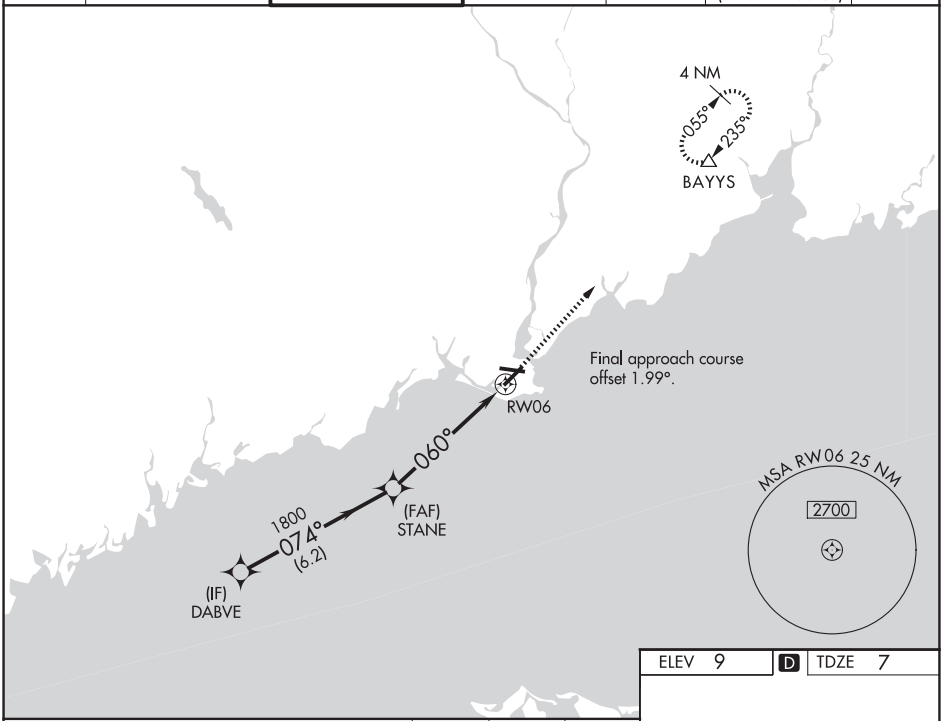
BRIDGEPORT/SIKORSKY (BDR)

RNP APCH - GPS.

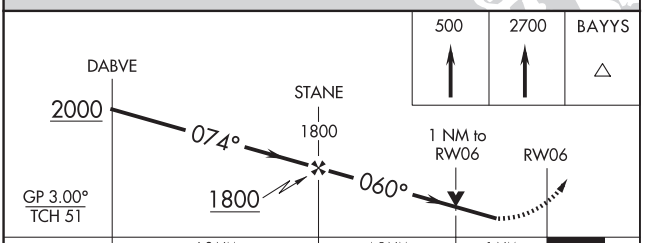
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.
Circling to Rwy 11, 29 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 500, then climb to 2700 direct BAYYS and hold, continue climb-in-hold 2700.

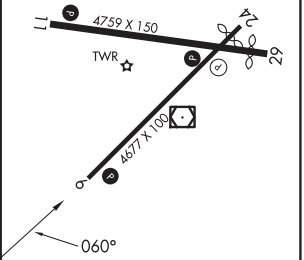
ATIS	NEW YORK APP CON	BRIDGEPORT TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.15	124.075 343.65	120.9 L (CTAF) 257.8	121.75 257.8	121.75	124.075 (When twr closed)	123.0



ELEV 9 D TDZE 7



CATEGORY	A	B	C	D
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)



REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 24

BRIDGEPORT/SIKORSKY (BDR)

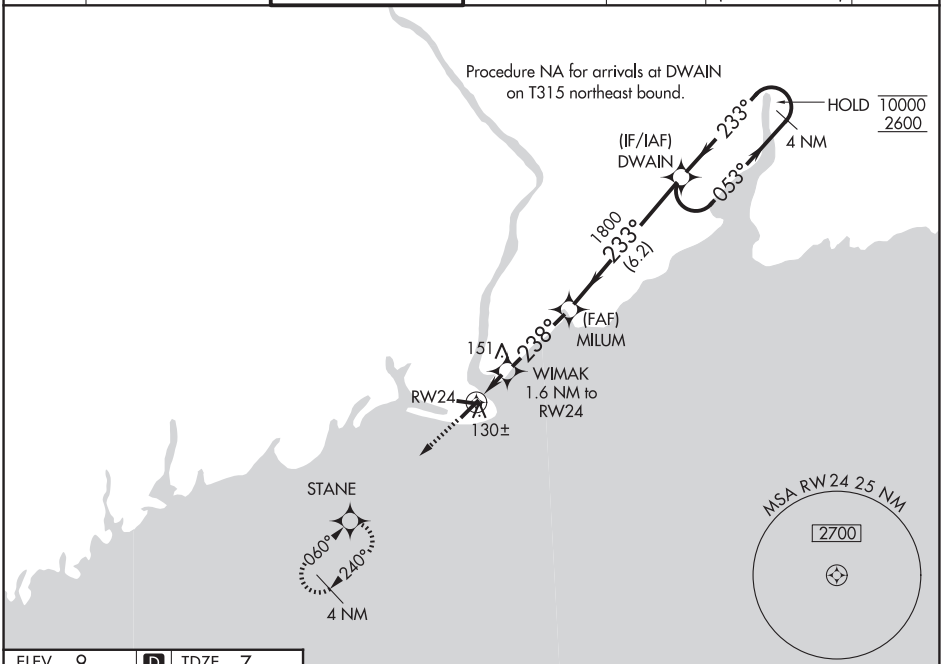
WAAS	APP CRS	Rwy Ldg	4357
CH 49047	238°	TDZE	7
W24A		Apt Elev	9

RNP APCH - GPS.

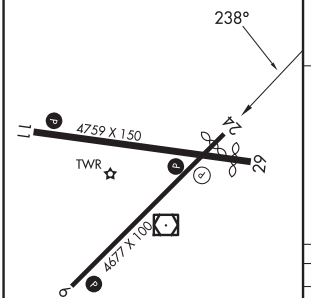
Circling to Rwy 11, 29 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 47°C.

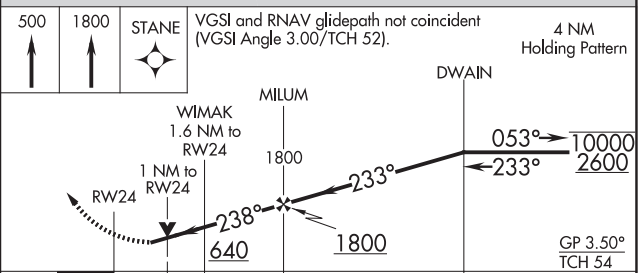
MISSED APPROACH: Climb to 500, then climb to 1800 direct STANE and hold, continue climb-in-hold 1800.

ATIS	NEW YORK APP CON	BRIDGEPORT TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.15	124.075 343.65	120.9 L (CTAF) 257.8	121.75 257.8	121.75	124.075 (When twr closed)	123.0



ELEV 9 D TDZE 7





CATEGORY	A	B	C	D
LPV DA	301-1	294 (300-1)		
LNAV/VNAV DA	311-1	304 (400-1)		
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)

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 29

BRIDGEPORT/SIKORSKY (BDR)

APP CRS	Rwy Ldg	4395
291°	TDZE	7
	Apt Elev	9

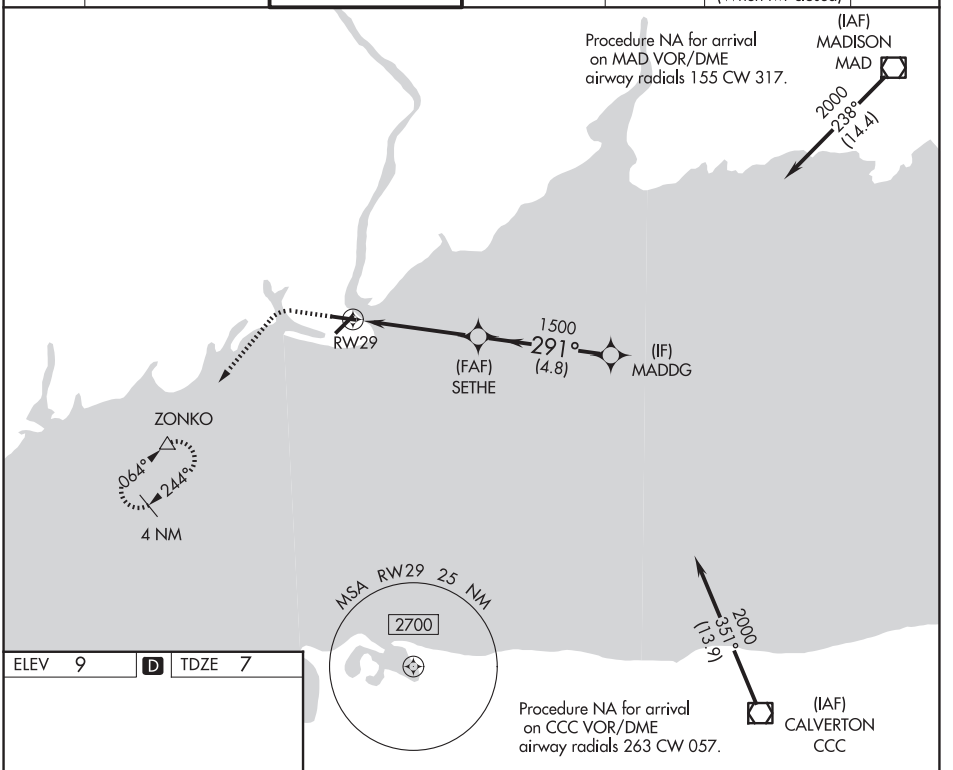
RNP APCH - GPS.

Rwy 29 helicopter visibility reduction below 1 SM NA.

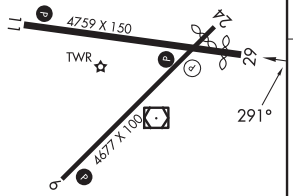
Circling Rwy 11, 29 NA at night. Rwy 29 Straight-in minimums NA at night.

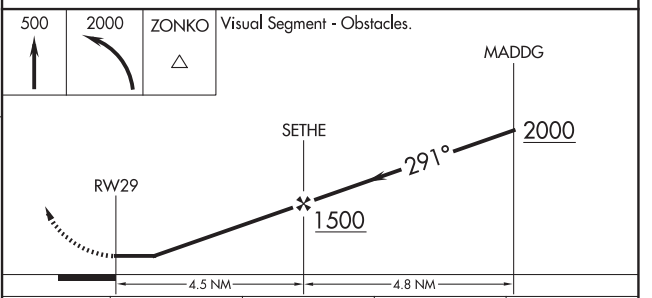
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct ZONKO and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.15	124.075 343.65	120.9 L (CTAF) 257.8	121.75 257.8	121.75	124.075 (When twr closed)	123.0



ELEV 9 D TDZ 7





CATEGORY	A	B	C	D
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)

HIRL Rwys 6-24 and 11-29 L

REIL Rwys 6, 11, 24 and 29 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

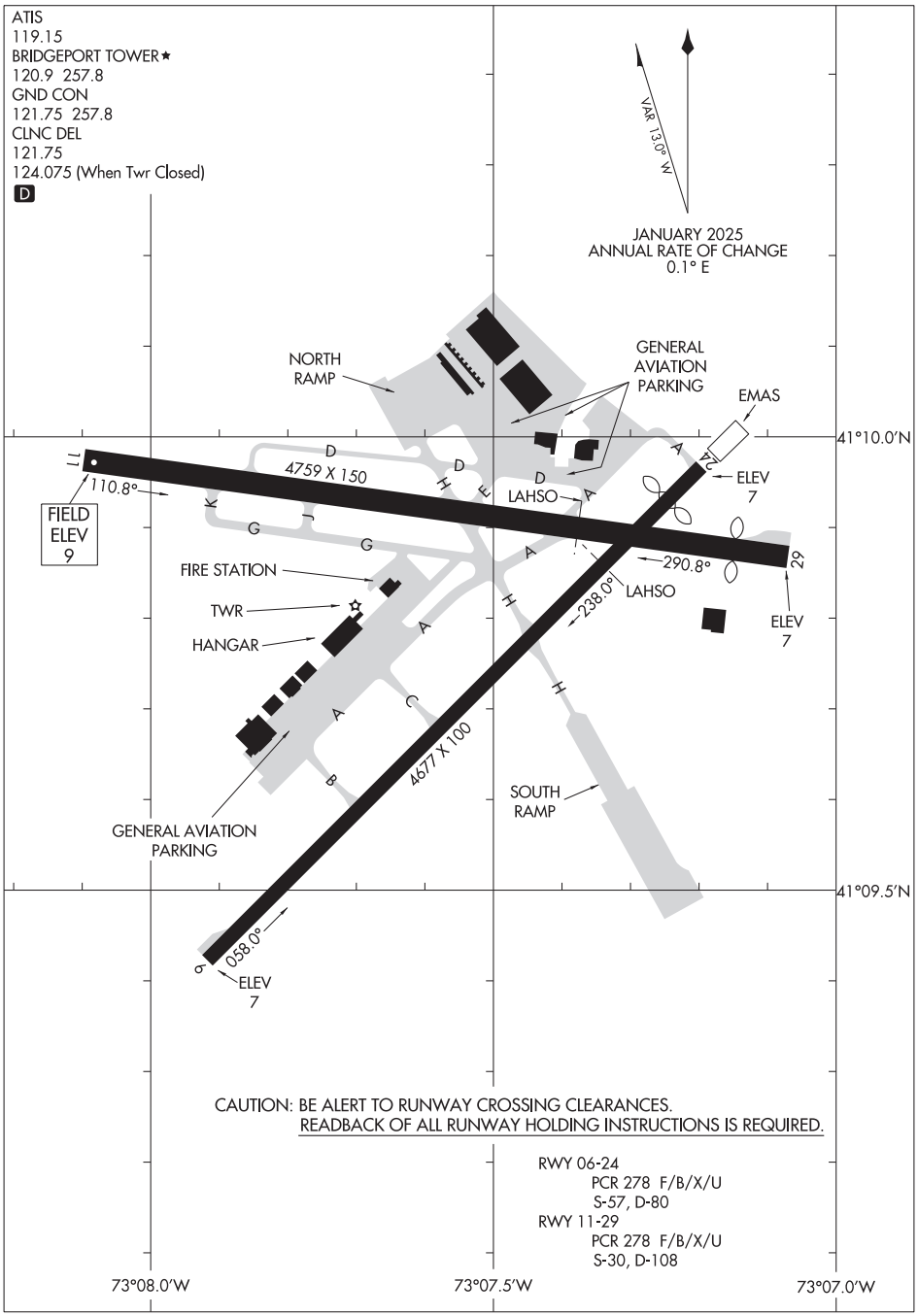
25219

AIRPORT DIAGRAM

AL-621 (FAA)

BRIDGEPORT/SIKORSKY (BDR)

BRIDGEPORT, CONNECTICUT



NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

BRIDGEPORT, CONNECTICUT

BRIDGEPORT/SIKORSKY (BDR)

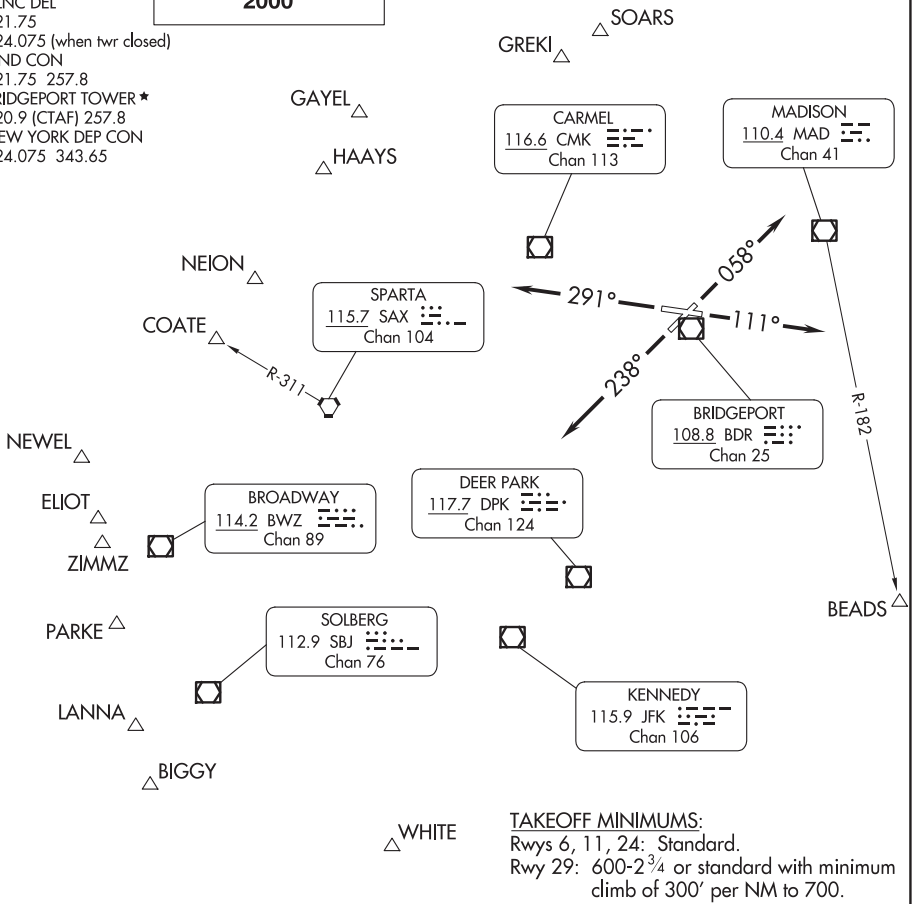
25219

BRIDGEHAVEN ONE DEPARTURE

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.



TAKEOFF MINIMUMS:
Rwys 6, 11, 24: Standard.
Rwy 29: 600-2¾ or standard with minimum climb of 300′ per NM to 700.

NOTE: BEADS Departures expect vectors to MAD R-182.
NOTE: Chart not to scale.
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.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058°, thence. . . .
TAKEOFF RUNWAY 11: Climb heading 111°, thence. . . .
TAKEOFF RUNWAY 24: Climb heading 238°, thence. . . .
TAKEOFF RUNWAY 29: Climb heading 291°, thence. . . .
. . . .expect vectors to assigned route/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

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NE-1, 07 AUG 2025 to 02 OCT 2025

BRUNSWICK, MAINE AL-10605 (FAA) 25219

ILS or LOC RWY 1R

BRUNSWICK EXEC (BXM)

LOC/DME I-BXM	APP CRS	Rwy Ldg	8000
109.3	012°	TDZE	63
Chan 30		Apt Elev	75

T NA — DME required. VDP NA when using Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase S-ILS 1R DA to 314; increase all MDA 60 feet; increase S-LOC 1R Cats C/D visibilities ⅛ SM and Circling Cat C/D visibilities ¼ 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	PORTLAND APP CON ★				CLNC DEL	UNICOM
134.875	(112°-292°) 119.75	269.35	(293°-111°) 120.4	299.2	123.65	122.725 (CTAF) L

Procedure NA for arrivals on AUG VOR/DME airway radials 213 CW 251.

AUGUSTA 114.95 AUG Chan 96 (Y)

114.95 AUG Chan 96 (Y)

GINNI INT AUG 25.1

LOCALIZER 109.3 I-BXM Chan 30

139±

2100 to BAILI

206° (38.3)

185°

005°

R-185

R-071 ENE

ZETGU I-BXM 4

CARMR I-BXM 6.5

R-206

1700

012° (6.7)

R-080

(IF/IAF) BAILI INT I-BXM 13.2

Procedure NA for arrivals at ENE VOR/DME on V93 southwest bound.

IAF KENNEBUNK 117.1 ENE Chan 118

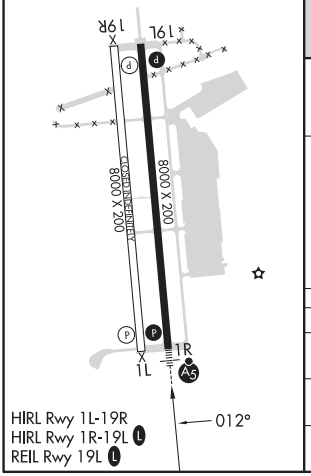
2000 NoPT 080° (34.4)

1 min 192° 012°

MSA AUG 28 NM

3800 225° 045° 2600

ELEV 75 TDZE 63



HIRL Rwy 1L-19R
HIRL Rwy 1R-19L L
REIL Rwy 19L L

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

* I-BXM 2.4

I-BXM 1.5

012° 192° 2000

012°

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)			
CIRCLING	560-1 485 (500-1)		840-2¼ 765 (800-2¼)	840-2½ 765 (800-2½)

BRUNSWICK, MAINE
Amdt 1 10NOV16

43°54′-69°56′W

BRUNSWICK EXEC (BXM)

ILS or LOC RWY 1R

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 1R

BRUNSWICK EXEC (BXM)

WAAS	APP CRS	Rwy Ldg	8000
CH 69415	013°	TDZE	63
W01A		Apt Elev	75

T A Baro-VNAV NA when using Portland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase LPV DA to 314, LNAV/VNAV DA to 461 and all LNAV/VNAV visibilities ¼ SM; increase all MDA 60 feet and LNAV Cat C/D visibilities ¼ SM and Circling Cat C/D visibilities ¼ SM. For inop ALS when using Portland altimeter setting, increase LNAV Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 2500 direct WODGI and hold.

AWOS-3PT	PORTLAND APP CON ★				CLNC DEL	UNICOM
134.875	(112°-292°) 119.75	269.35	(293°-111°) 120.4	299.2	123.65	122.725 (CTAF) L

MISSED APCH FIX

4 NM 193° 013° WODGI

NOLLI 2200 to BAILI 177° (28.3)

248 RW01R

Procedure NA for arrivals at NOLLI on V3-39 northeast bound.

Procedure NA for arrivals at RAZZR on V93 northeast bound and on V302 northwest bound.

RAZZR 2000 208° (31.8)

ZETGU 2.5 NM to RW01R

(FAF) CARMR

1700 013° (6.7)

(IF/IAF) BAILI

2000 NoPT 283° (8.6) (IAF) EMHOV

193° 013° 4 NM

MSA RW01R 25 NM 3100

2000 NoPT 044° (24.6) (IAF) MESHL

Procedure NA for arrivals at MESHL on V268 southwest bound.

ELEV 75 TDZE 63

19R 19L 1L 1R 8000 X 200 CLOSED INDEFINITELY 8000 X 200

HIRL Rwy 1L-19R
HIRL Rwy 1R-19L L
REIL Rwy 19L L
013°

2500 WODGI

ZETGU 2.5 NM to RW01R CARMR 1700 BAILI 4 NM Holding Pattern 193° 013° 2000

* LNAV 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	263-½ 200 (200-½)			
LNAV/VNAV DA	410-⅝ 347 (400-⅝)			
LNAV MDA	500-½ 437 (500-½)		500-¾ 437 (500-¾)	
CIRCLING	560-1 485 (500-1)		840-2¼ 765 (800-2¼)	840-2½ 765 (800-2½)

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NE-1, 07 AUG 2025 to 02 OCT 2025

BRUNSWICK, MAINE | AL-10605 (FAA) | 25219

RNAV (GPS) RWY 19L

BRUNSWICK EXEC (BXM)

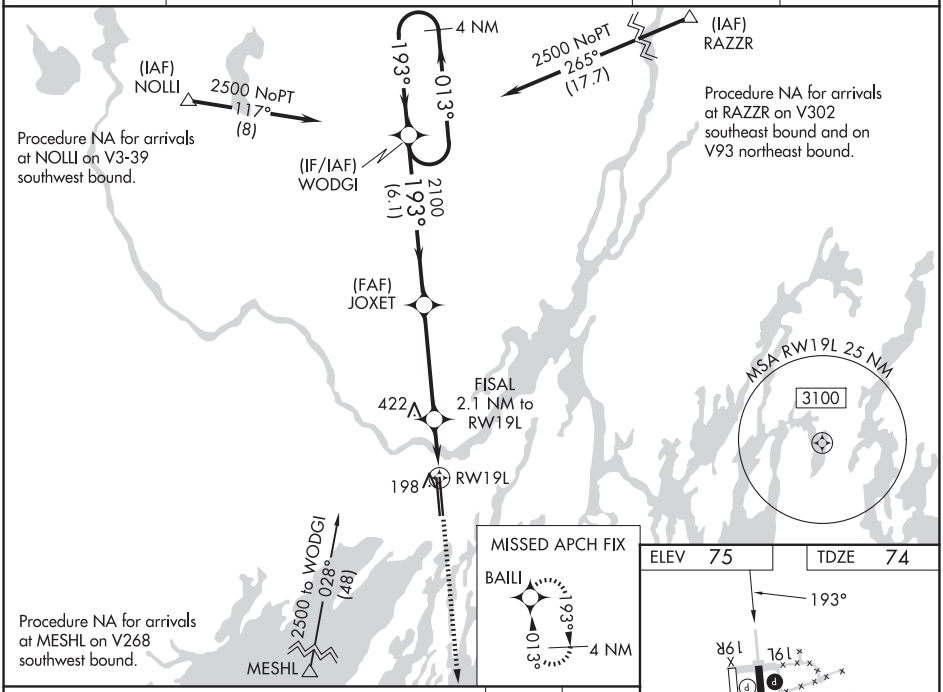
WAAS CH 72815 W19A	APP CRS 193°	Rwy Ldg 8000	TDZE 74	Apt Elev 75

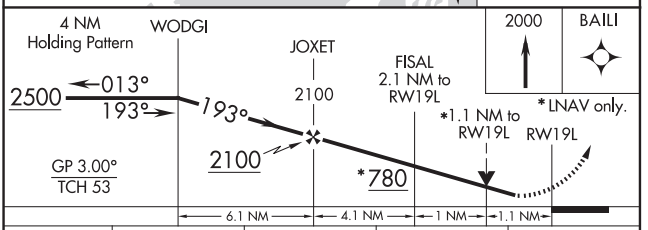
RNP APCH - GPS.

T A 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	PORTLAND APP CON ★	CLNC DEL	UNICOM
134.875	(112°-292°) 119.75 269.35 (293°-111°) 120.4 299.2	123.65	122.725 (CTAF) L





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)		460-1⅛ 386 (400- 1⅛)	
CIRCLING	560-1 485 (500-1)		840-2¼ 765 (800-2¼)	840-2½ 765 (800-2½)

HIRL Rwy 1L-19R
HIRL Rwy 1R-19L L
REIL Rwy 19L L

NE-1, 07 AUG 2025 to 02 OCT 2025

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ILS or LOC RWY 15

PATRICK LEAHY BURLINGTON INTL (BTV)

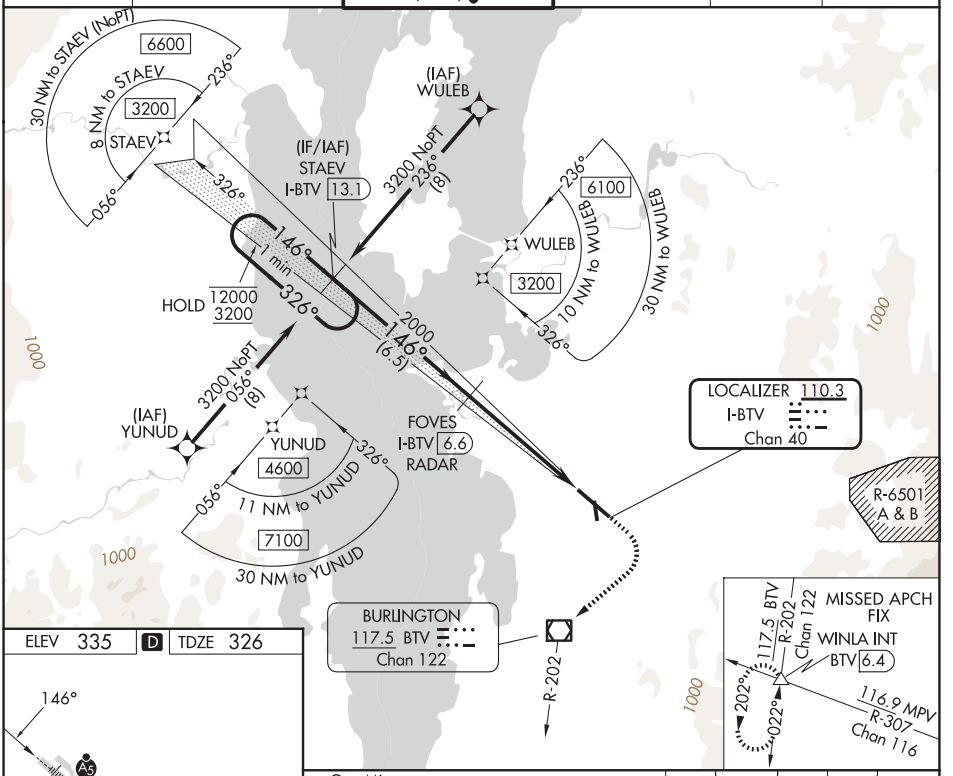
LOC/DME I-BTV	APP CRS	Rwy Ldg	7820
110.3	146°	TDZE	326
Chan 40		Apt Elev	335

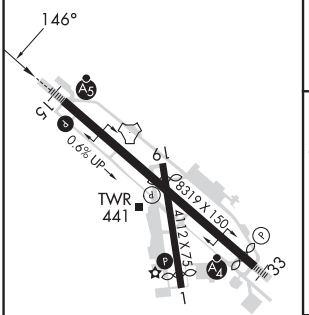
RNP APCH - GPS.
Aircraft not GPS equipped - RADAR required. Cat E aircraft - RADAR required.
Rwy 15 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-LOC 15 all Cats visibility to RVR 5500.
-9°C Inop table does not apply to S-ILS 15.

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.

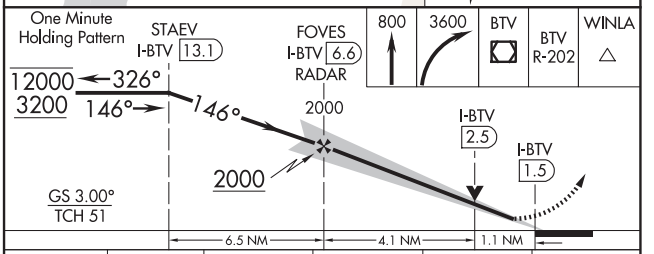
ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	126.3 348.6	119.15	122.95





FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D	E
S-ILS 15	576/40 250 (300-¾)				
S-LOC 15	700/40 374 (400-¾)				
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	1220-2¾ 885 (900-2¾)	1380-3 1045 (1100-3)	1400-3 1065 (1100-3)

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ILS or LOC RWY 33

PATRICK LEAHY BURLINGTON INTL (BTV)

LOC/DME I-VOE	APP CRS	Rwy Ldg	7819
110.3	326°	TDZE	334
Chan 40		Apt Elev	335

DME or RADAR required.

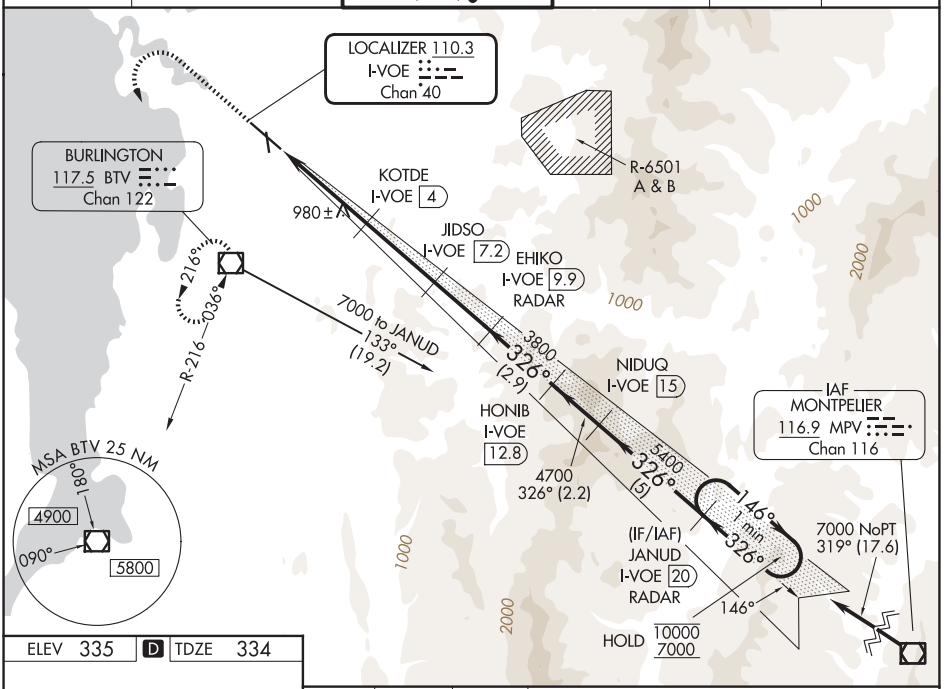
Circling Rwy 1 NA at night. Autopilot coupled approach NA. Rwy 33 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS-33 all Cats visibility to RVR 4500. Inop table does not apply to S-LOC-33 Cats C, D and E.

-9°C

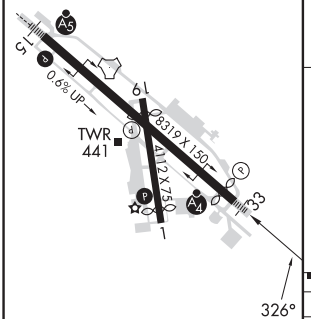
MALSF

MISSED APPROACH: Climb to 1200 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	BURLINGTON APP CON ★	BURLINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	126.3 348.6	119.15	122.95

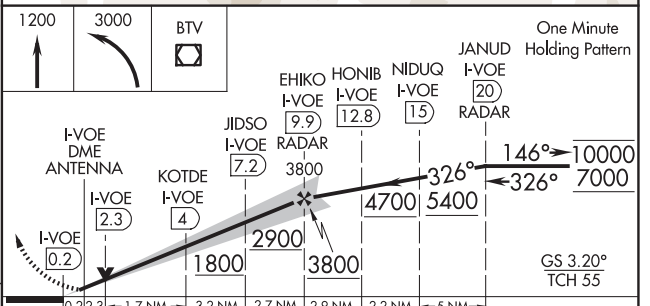


ELEV 335	D	TDZE 334



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



CATEGORY	A	B	C	D	E
S-ILS 33	608/40 274 (300-¾)				
S-LOC 33	1240/55 906 (1000-1)		1240-2½ 906 (1000-2½)		
CIRCLING	1240-1¼ 905 (1000-1¼)		1240-2¾ 905 (1000-2¾)	1380-3 1045 (1100-3)	1400-3 1065 (1100-3)

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RNAV (GPS) RWY 1

PATRICK LEAHY BURLINGTON INTL (BTV)

WAAS	APP CRS	Rwy Ldg	3386
CH 58044	006°	TDZE	334
W01A		Apt Elev	335

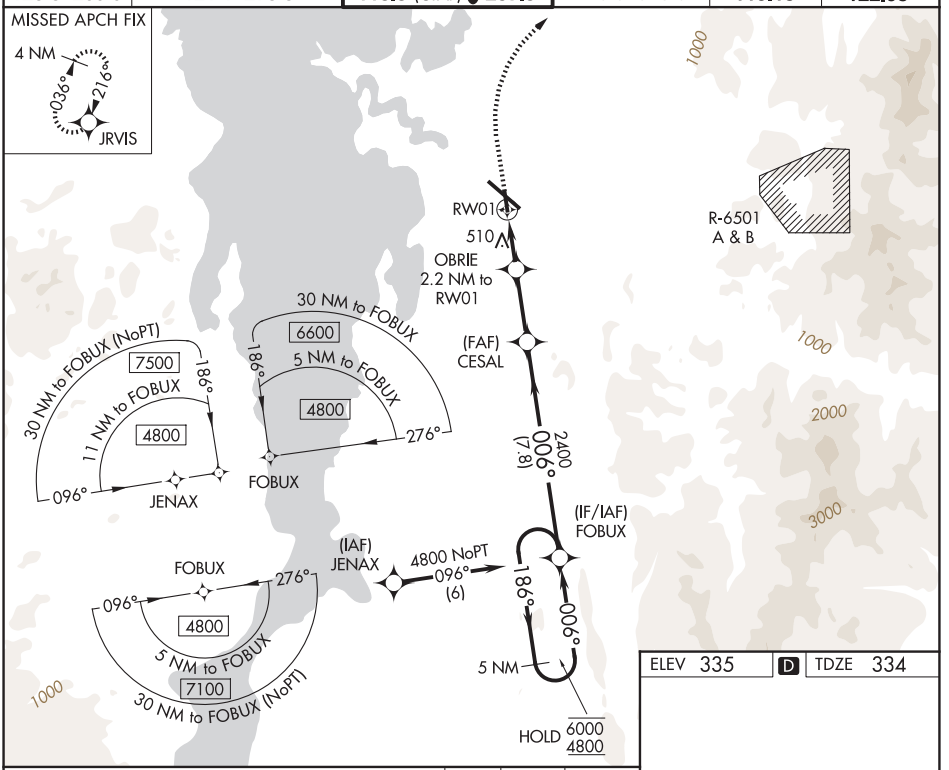
RNP APCH - GPS.

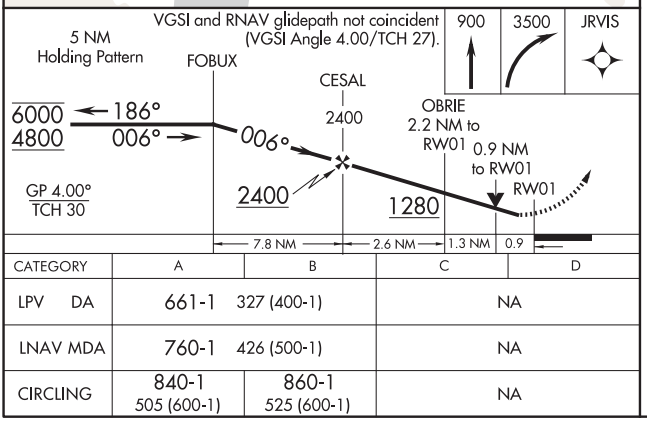
-9°C

Rwy 1 helicopter visibility reduction below ¾ SM NA.

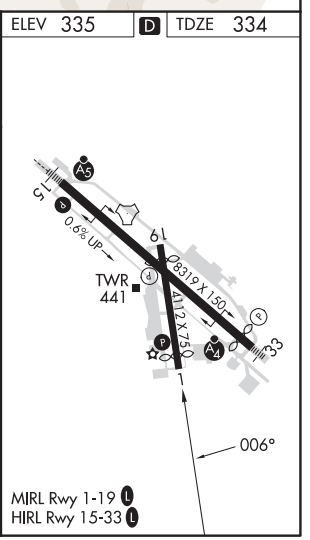
MISSED APPROACH: Climb to 900 then climbing right turn to 3500 direct JRVIS and hold, continue climb-in-hold to 3500.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	126.3 348.6	119.15	122.95





CATEGORY	A	B	C	D
LPV DA	661-1	327 (400-1)	NA	
LNAV MDA	760-1	426 (500-1)	NA	
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	NA	



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 15

PATRICK LEAHY BURLINGTON INTL (BTV)

WAAS	APP CRS	Rwy Ldg	7820
CH 72736	146°	TDZE	326
W15A		Apt Elev	335

RNP APCH - GPS.

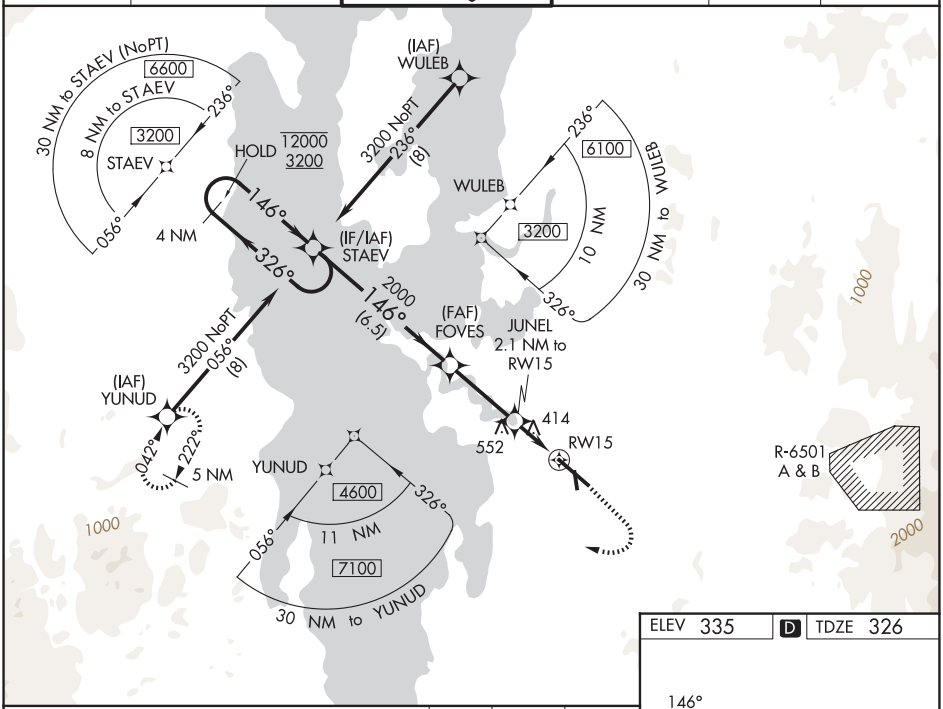
Circling Rwy 1 NA at night. Rwy 15 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

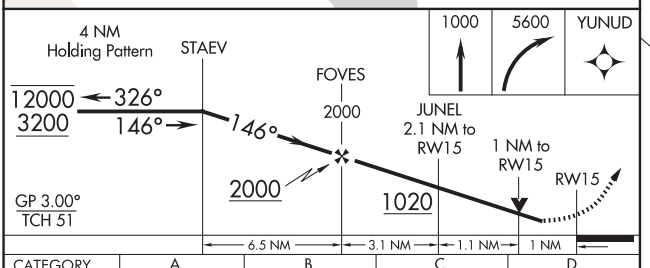
-9°C

MALSR

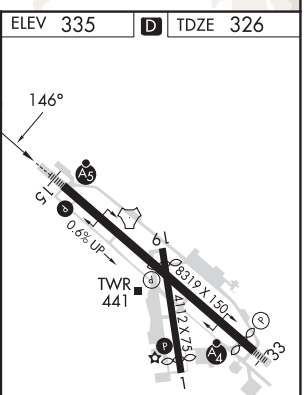
MISSED APPROACH: Climb to1000 then climbing right turn to 5600 direct YUNUD and hold, continue climb-in-hold to 5600.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	126.3 348.6	119.15	122.95





CATEGORY	A	B	C	D
LPV DA		576/40	250 (300-¾)	
LNAV/VNAV DA		645/40	319 (400-¾)	
LNAV MDA		680/40	354 (400-¾)	
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	1220-2¾ 885 (900-2¾)	1380-3 1045 (1100-3)



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 33

PATRICK LEAHY BURLINGTON INTL (BTV)

APP CRS	Rwy Ldg	7819
311°	TDZE	334
	Apt Elev	335

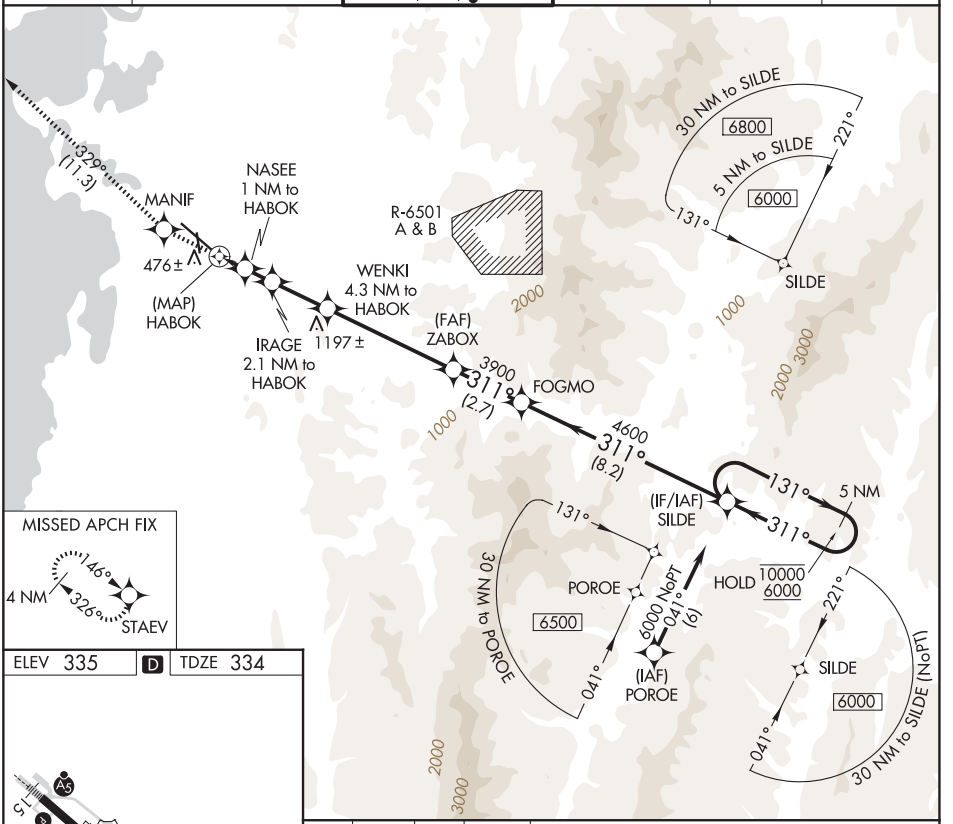
RNP APCH.

Circling Rwy 1 NA at night.
Rwy 33 helicopter visibility reduction below ¾ SM NA.
For inop ALS, increase LNAV Cat C visibility to RVR 6000.
-9°C

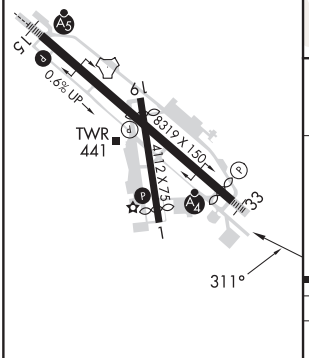
MALSF

MISSED APPROACH: Climb to 3000 direct MANIF and on track 329° to STAEV and hold.

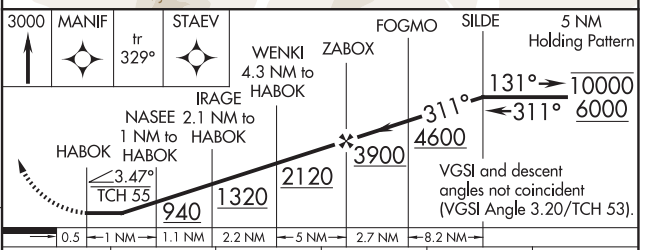
ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	126.3 348.6	119.15	122.95



ELEV 335 D TDZE 334



MIRL Rwy 1-19 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D	E
LNAV MDA	740/40	406 (500-¾)	740/50 406 (500-1)	740/60	406 (500-1¼)
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	1200-2½ 865 (900-1½)	1380-3 1045 (1100-3)	1500-3 1165 (1200-3)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

BURLINGTON, VERMONT | AL-70 (FAA) | 25219

WAAS	APP CRS	Rwy Ldg	7819
CH 65812	326°	TDZE	334
W33A		Apt Elev	335

RNAV (GPS) Z RWY 33

PATRICK LEAHY BURLINGTON INTL (BTV)

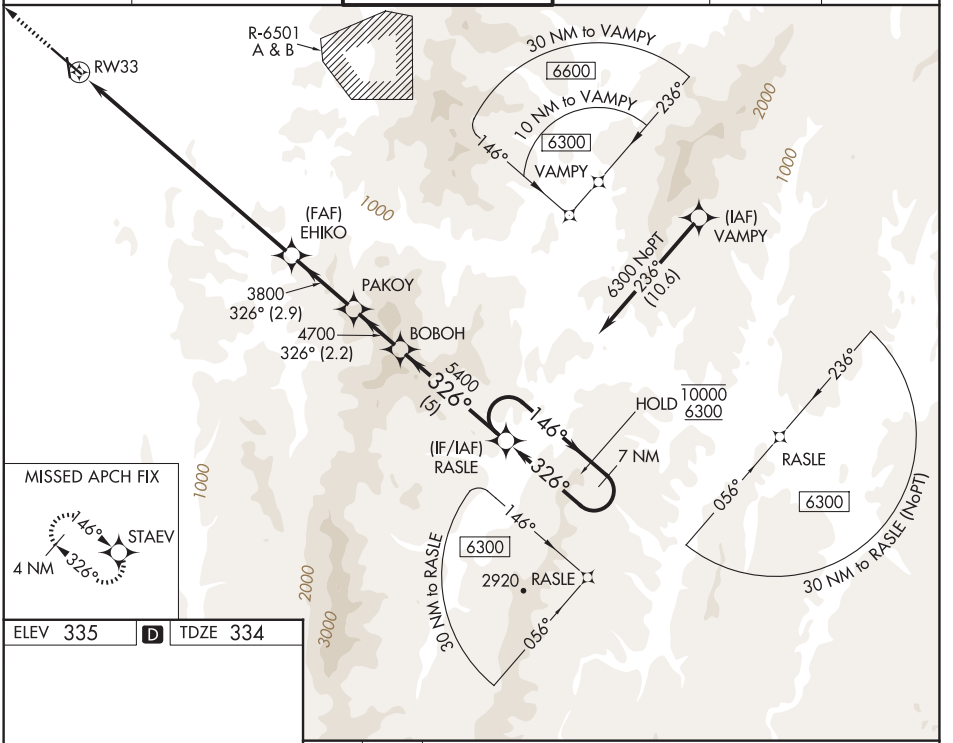
RNP APCH - GPS.

T A -9°C — Rwy 33 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 37°C.

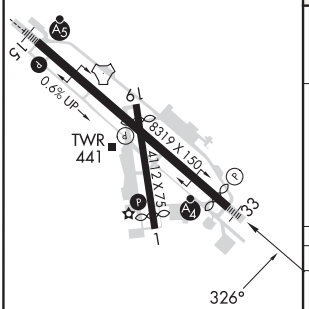
MALSF

MISSED APPROACH: Climb to 3000 direct STAEV and hold.

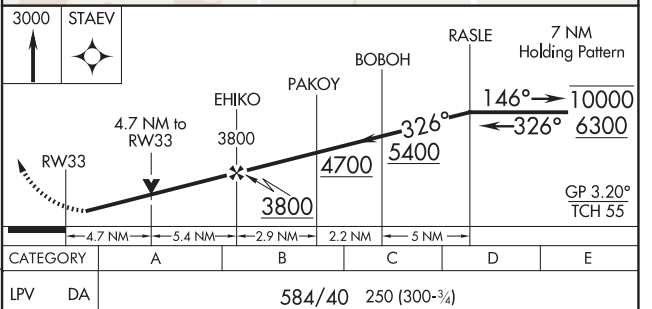
ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	126.3 348.6	119.15	122.95



ELEV 335 | D | TDZE 334



MIRL Rwy 1-19 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D	E
LPV DA	584/40 250 (300-¾)				
LNAV/VNAV DA	1782-5 1448 (1500-5)				
LNAV MDA	2000-1¼ 1666 (1700-1¼)		2000-3 1666 (1700-3)		

BURLINGTON, VERMONT
Amdt 1 31OCT24

44°28'N-73°09'W

PATRICK LEAHY BURLINGTON INTL (BTV)
RNAV (GPS) Z RWY 33

NE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME BTV	APP CRS	Rwy Ldg	3386
117.5	036°	TDZE	334
Chan 122		Apt Elev	335

VOR RWY 1

PATRICK LEAHY BURLINGTON INTL (BTV)

DME required.

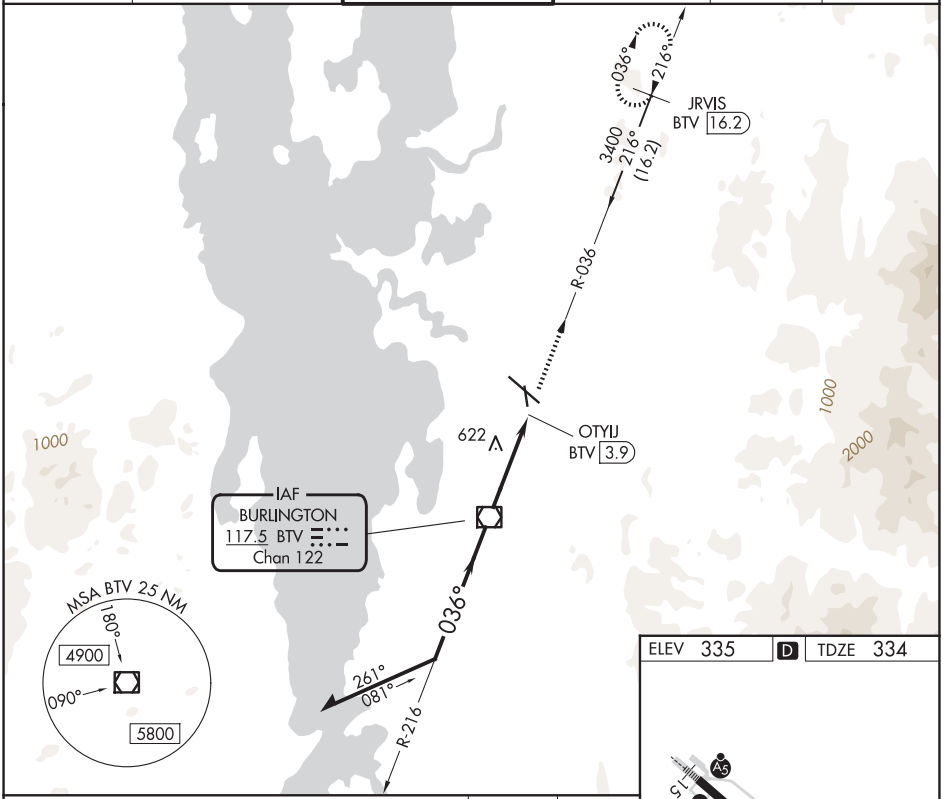
T

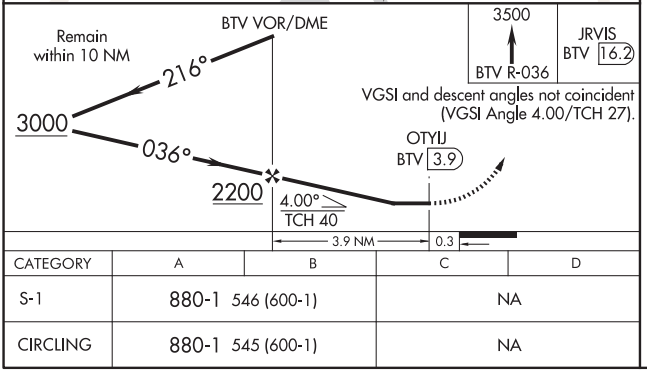
-9°C

Rwy 1 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

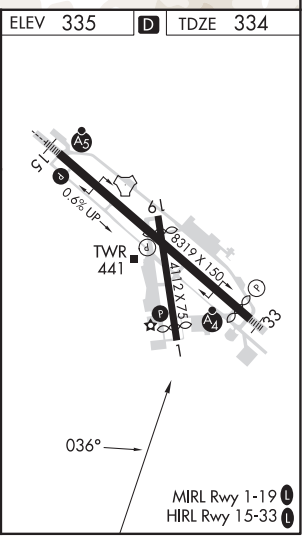
MISSED APPROACH: Climb to 3500 on BTV VOR/DME R-036 to JRVIS/BTV 16.2 DME and hold, continue to climb-in-hold 3500.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	126.3 348.6	119.15	122.95





CATEGORY	A	B	C	D
S-1	880-1 546 (600-1)		NA	
CIRCLING	880-1 545 (600-1)		NA	



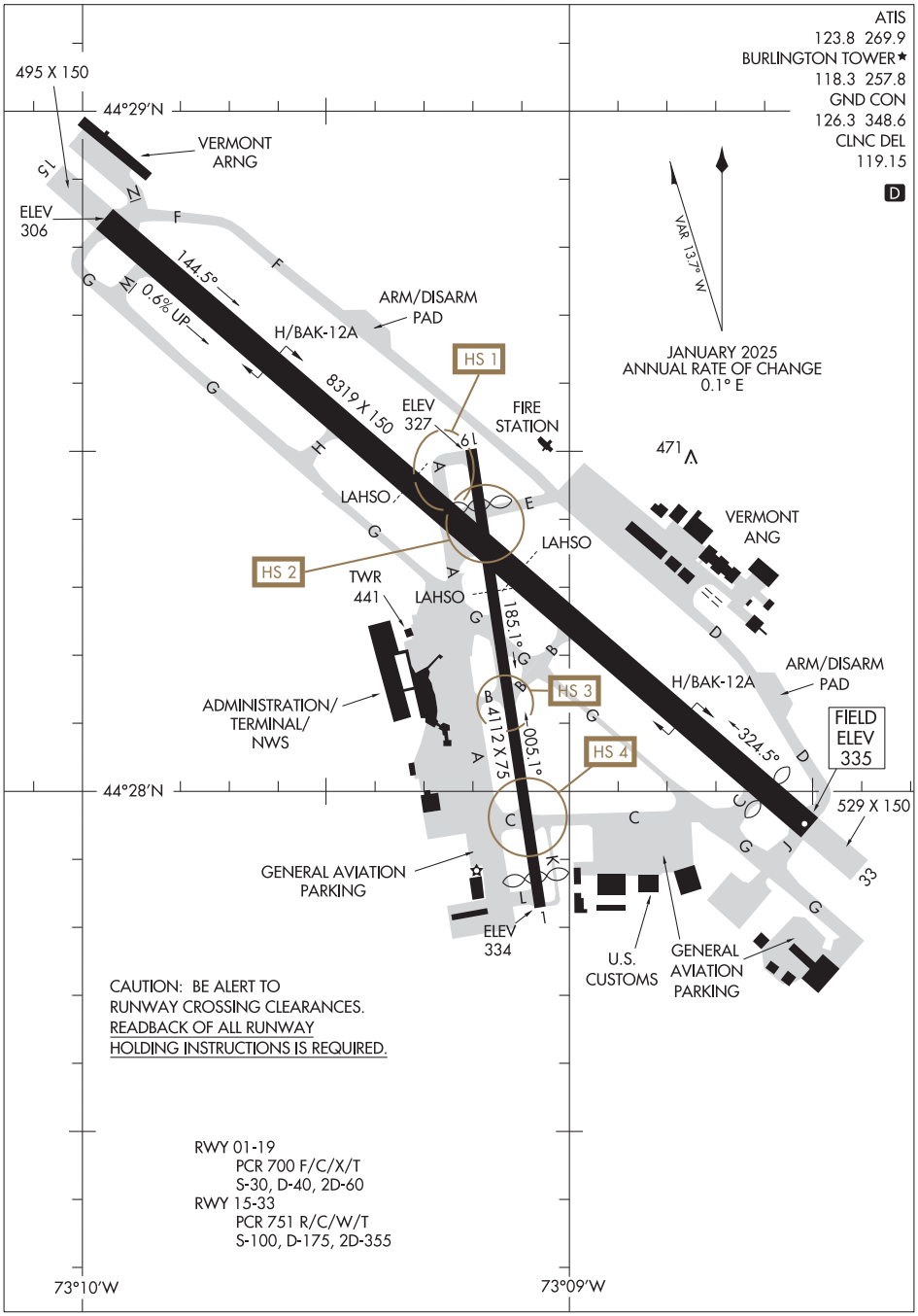
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25107
AIRPORT DIAGRAM

PATRICK LEAHY BURLINGTON INTL (BTV)

AL-70 (FAA)

BURLINGTON, VERMONT



NE-1, 07 AUG 2025 to 02 OCT 2025

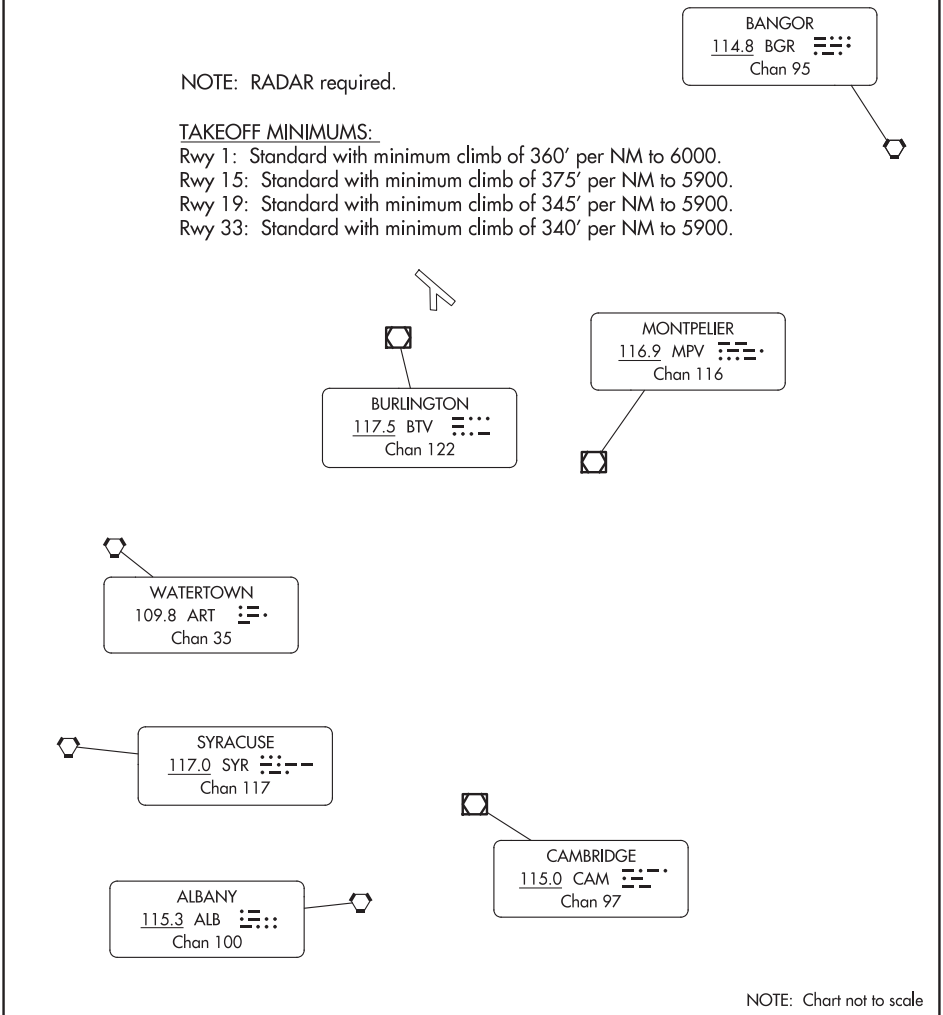
NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
BURLINGTON, VERMONT
PATRICK LEAHY BURLINGTON INTL (BTV)

BURLINGTON ONE DEPARTURE

BURLINGTON DEP CON ★
121.1 278.8
ATIS
123.8 269.9
BURLINGTON TOWER ★
118.3 257.8

TOP ALTITUDE: 10000



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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

CARIBOU, MAINE | AL-5033 (FAA) | 22363

WAAS	APP CRS	Rwy Idg	4003
CH 77539	004°	TDZE	620
W01A		Apt Elev	620

RNAV (GPS) RWY 1

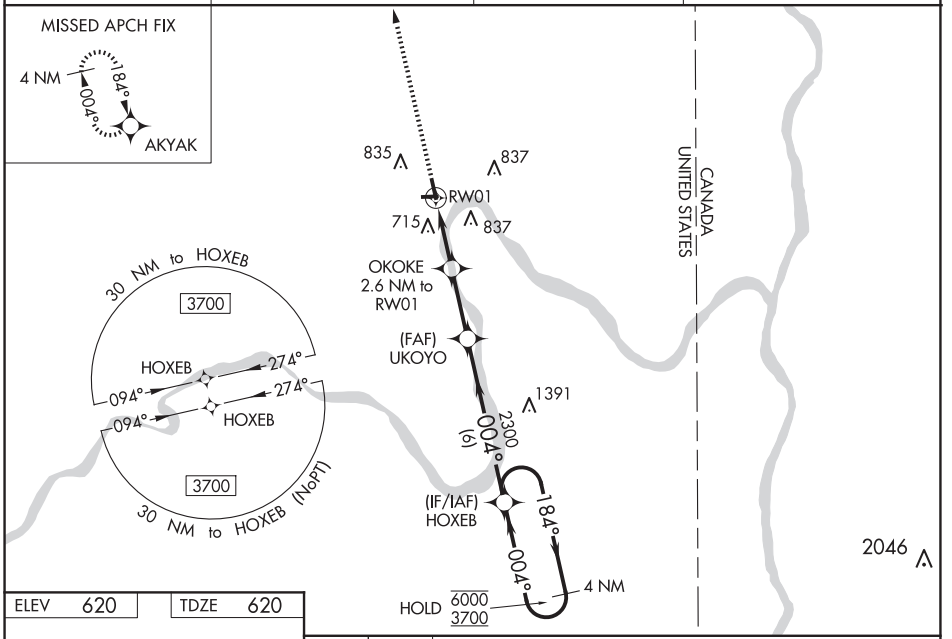
CARIBOU MUNI (CAR)

RNP APCH.

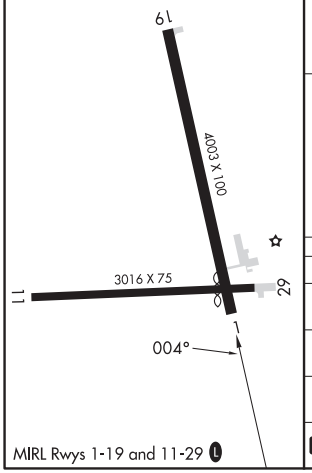
Rwy 1 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Presque Isle altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Straight-in Rwy 1 NA at night. Circling Rwy 1, 11, 29 NA at night. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DAs 49 feet and all MDAs 60 feet. Increase LNAV MDA Cat C & D visibility ⅛ SM, Circling Cat D visibility ¼ SM.

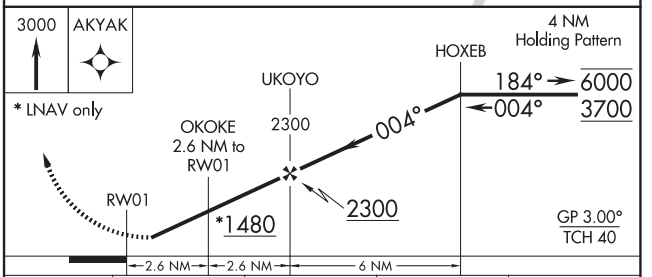
MISSED APPROACH: Climb to 3000 direct AKYAK and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
135.125	124.75 239.05	124.75	122.8 (CTAF) L



ELEV	620	TDZE	620





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)			
C CIRCLING	1140-1 520 (600-1)		1140-1½ 520 (600-1½)	1400-2½ 780 (800-2½)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65639 W19A	APP CRS 184°	Rwy Idg 4003 / TDZE 620 / Apt Elev 620

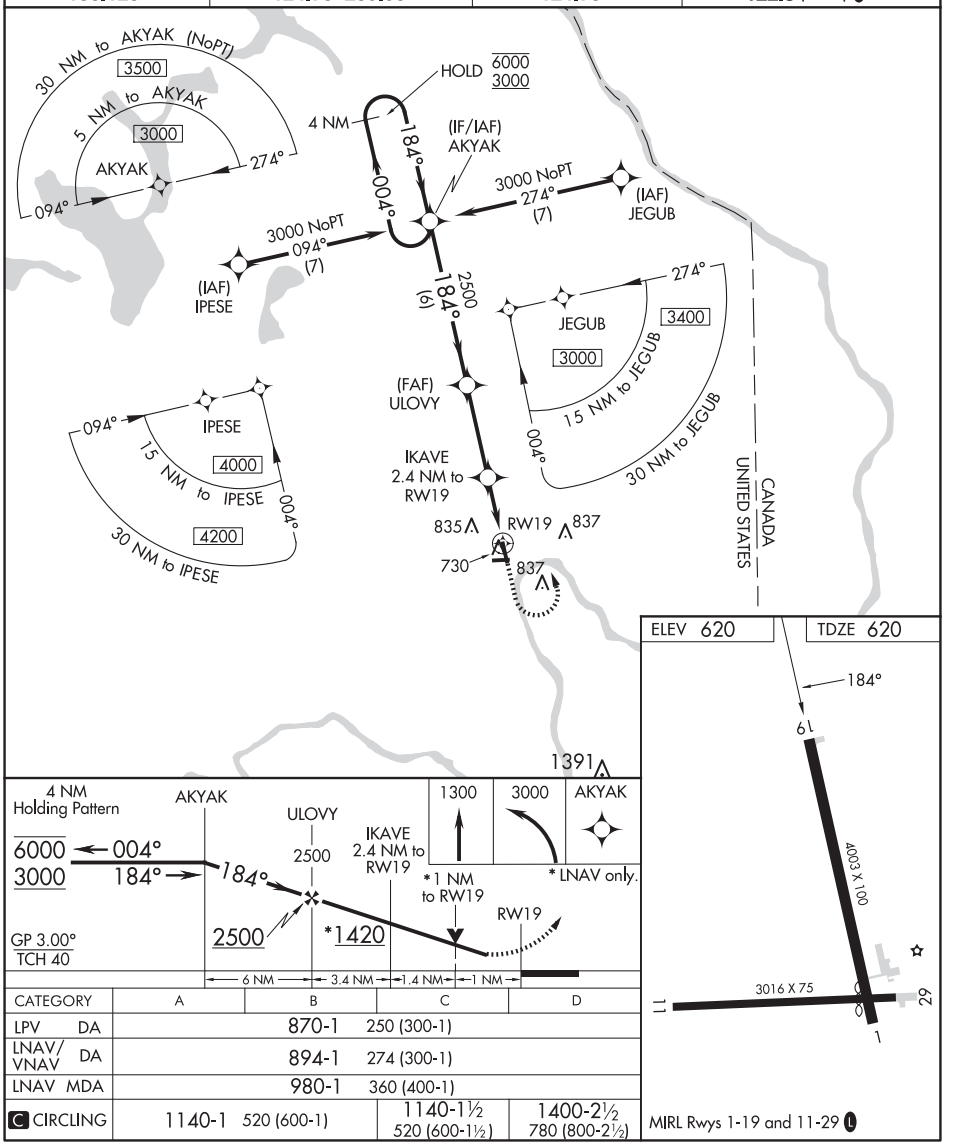
RNAV (GPS) RWY 19
CARIBOU MUNI (CAR)

RNP APCH.

Baro-VNAV and VDP NA when using Presque Isle altimeter setting. Rwy 19 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Circling Rwy 1, 11, 29 NA at night. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DAs 49 feet and all MDAs 60 feet. Increase LNAV Cats C, D visibility ⅛ SM and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct AKYAK and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
135.125	124.75 239.05	124.75	122.8 (CTAF) L



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)	
C CIRCLING	1140-1 520 (600-1)		1140-1½ 520 (600-1½)	1400-2½ 780 (800-2½)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

CARRABASSETT, MAINE | AL-10102 (FAA) | 23110

RNAV (GPS)-A
SUGARLOAF RGNL (B21)

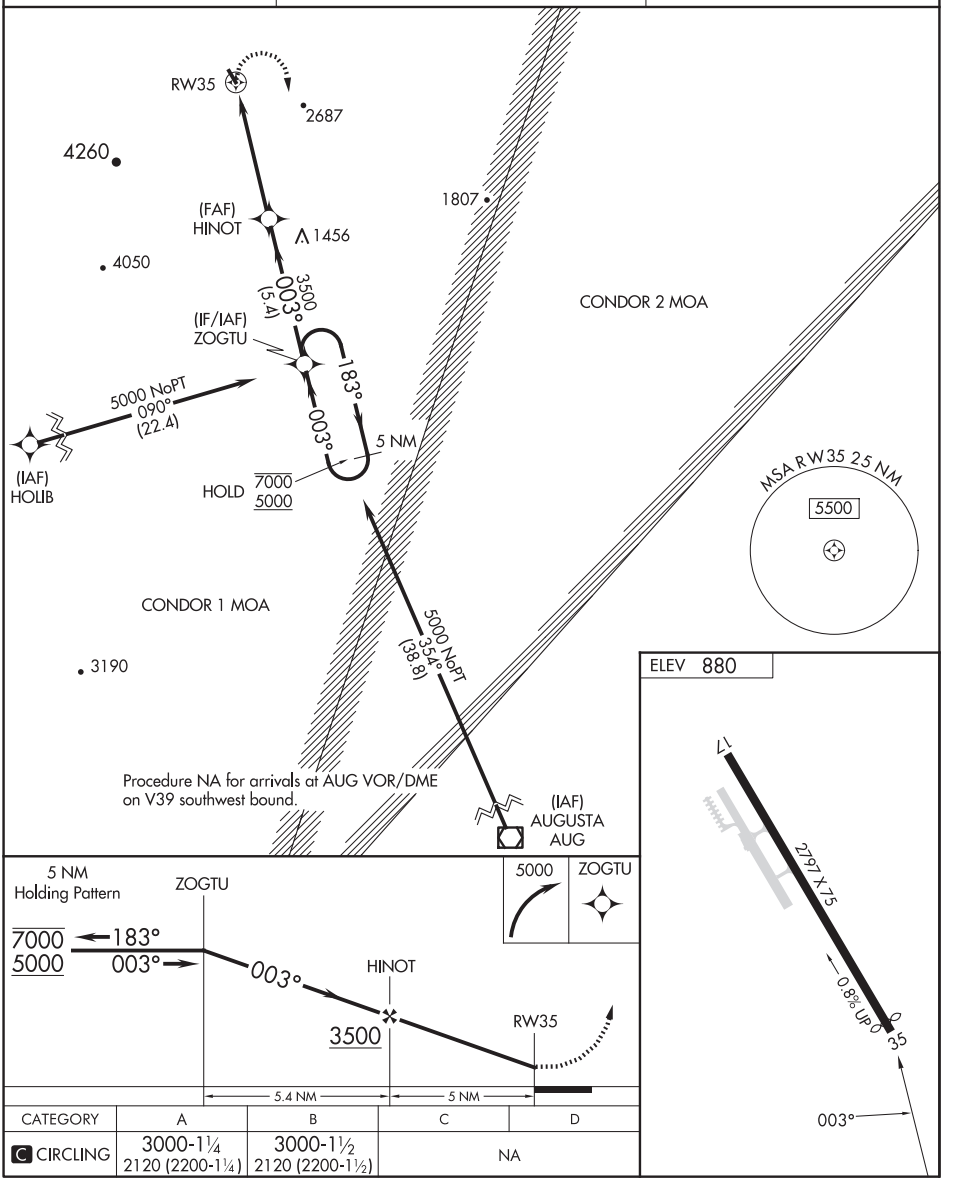
APP CRS	Rwy Idg	N/A
003°	TDZE	N/A
	Apt Elev	880

RNP APCH - GPS.

NA — 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	BOSTON CENTER	UNICOM
120.0	120.25 346.4	122.8 (CTAF)



CATEGORY	A	B	C	D
C CIRCLING	3000-1¼ 2120 (2200-1¼)	3000-1½ 2120 (2200-1½)	NA	

CARRABASSETT, MAINE
Amdt 1B 14JUL22

45°05'N-70°13'W

SUGARLOAF RGNL (B21)
RNAV (GPS)-A

NE-1, 07 AUG 2025 to 02 OCT 2025

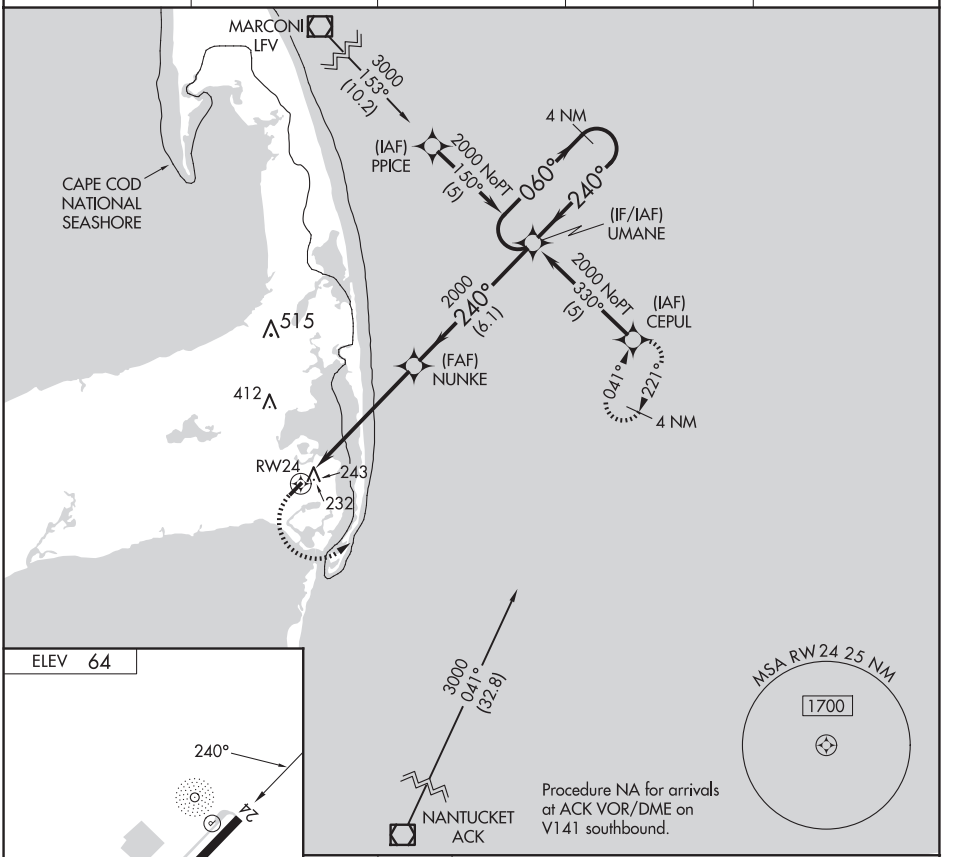
RNAV (GPS)-B
CHATHAM MUNI (CQX)

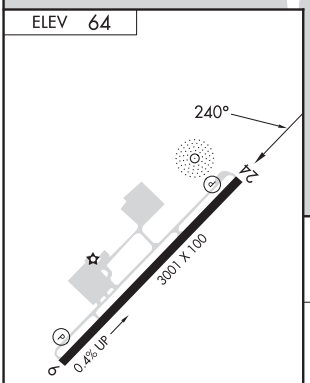
APP CRS	Rwy Idg	N/A
240°	TDZE	N/A
	Apt Elev	64

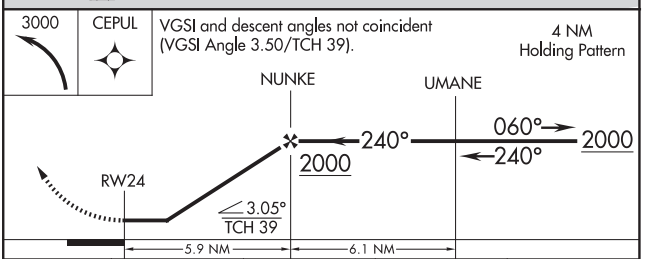
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet and Circling visibility Cat D ¼ SM. When VGSI inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct CEPUL and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM	
135.875	118.2	127.3	122.8 (CTAF)	122.95 L







CATEGORY	A	B	C	D
CIRCLING	600-1	536 (600-1)	680-1¾ 616 (700-1¾)	780-2¼ 716 (800-2¼)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

CHATHAM, MASSACHUSETTS AL-5247 (FAA) 24249

NDB-A

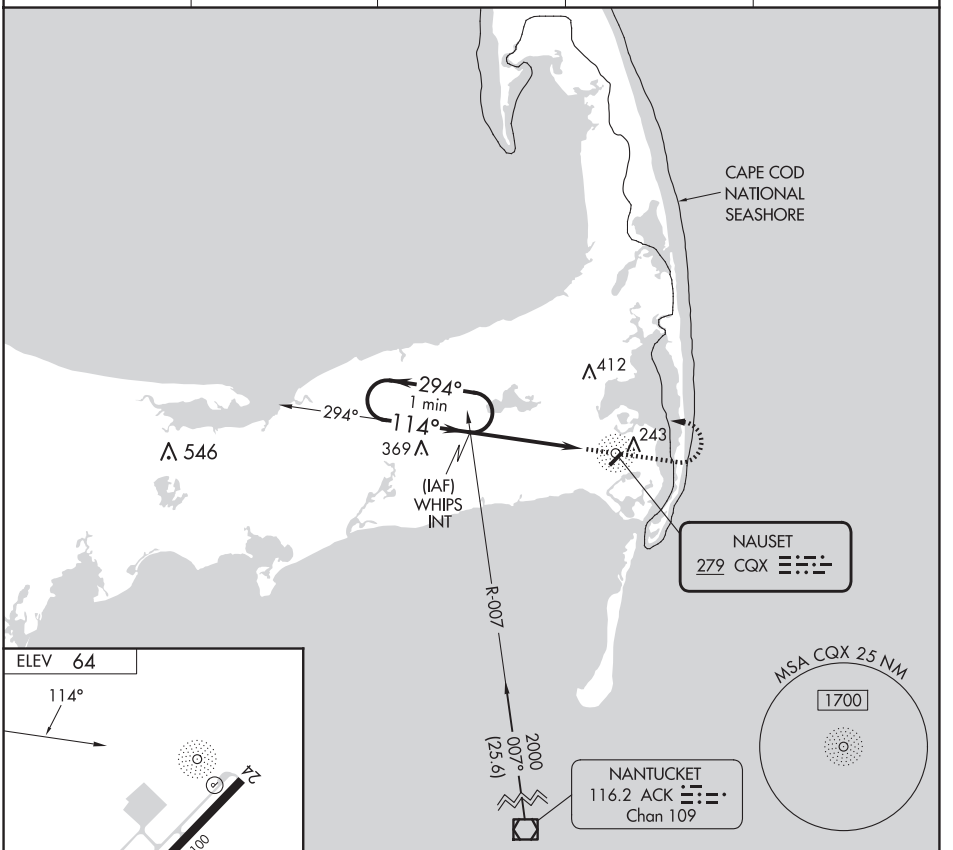
CHATHAM MUNI (CQX)

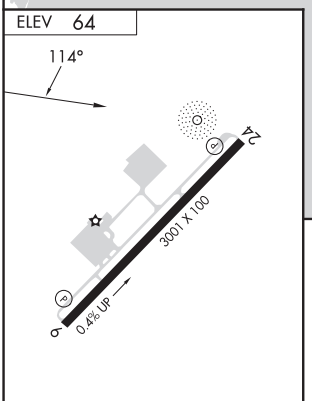
NDB CQX	APP CRS	Rwy Idg	N/A
279	114°	TDZE	N/A
		Apt Elev	64

When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet and Circling visibility Cat D ¼ SM.
NA When VGSI inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.

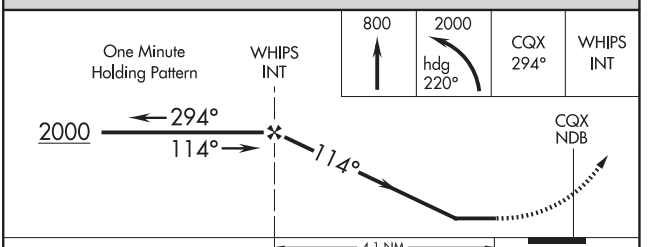
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM	
135.875	118.2	127.3	122.8 (CTAF)	122.95 L





MIRL Rwy 6-24 L
REIL Rwys 6 and 24



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)

CHATHAM, MASSACHUSETTS
Amdt 1C 30DEC21

41°41′N - 69°59′W

CHATHAM MUNI (CQX)
NDB-A

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

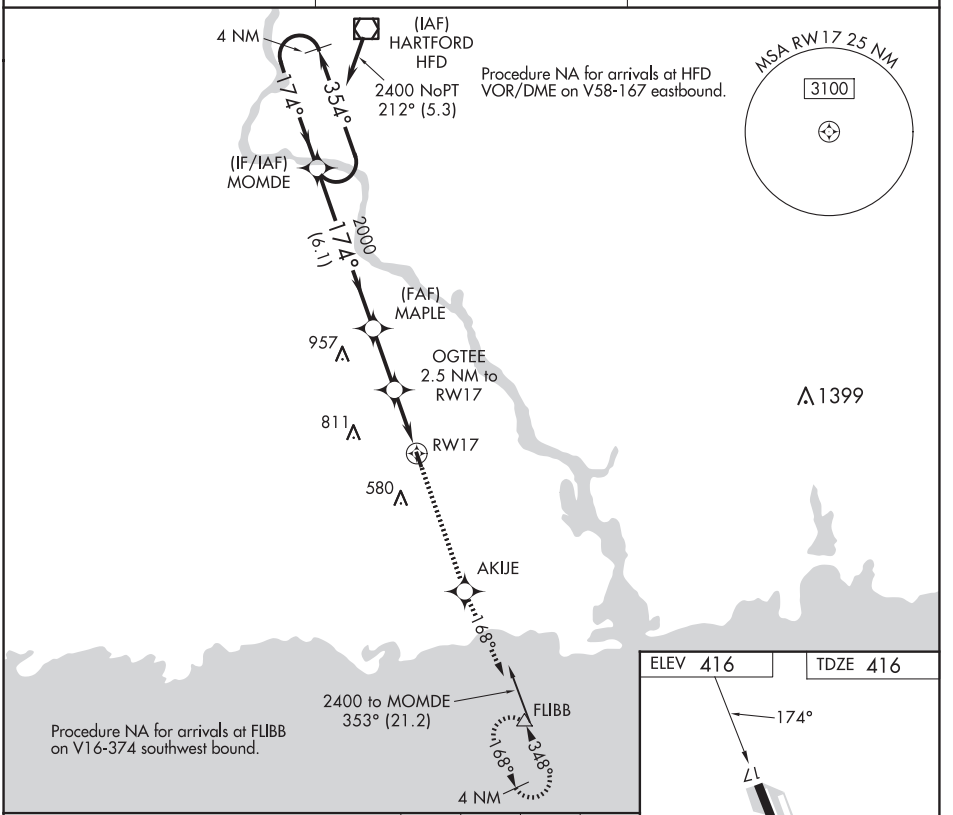
CHESTER (SNC)

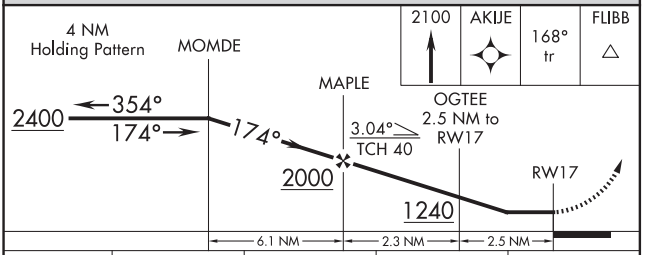
APP CRS		
174°	Rwy Idg	2163
	TDZE	416
	Apt Elev	416

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

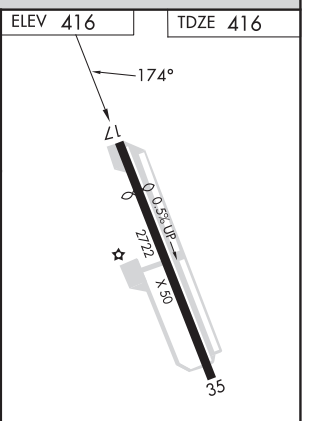
MISSED APPROACH: Climb to 2100 direct AKIJE and via track 168° to FLIBB and hold.

AWOS-3	NEW YORK APP CON	UNICOM
118.325	124.075 343.65	122.725 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	960-1	544 (600-1)	NA	
CIRCLING	960-1 544 (600-1)	1020-1 604 (700-1)	NA	



REIL Rwys 17 and 35
MIRL Rwy 17-35

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

CHESTER, CONNECTICUT | AL-6356 (FAA) | 23222

RNAV (GPS) RWY 35

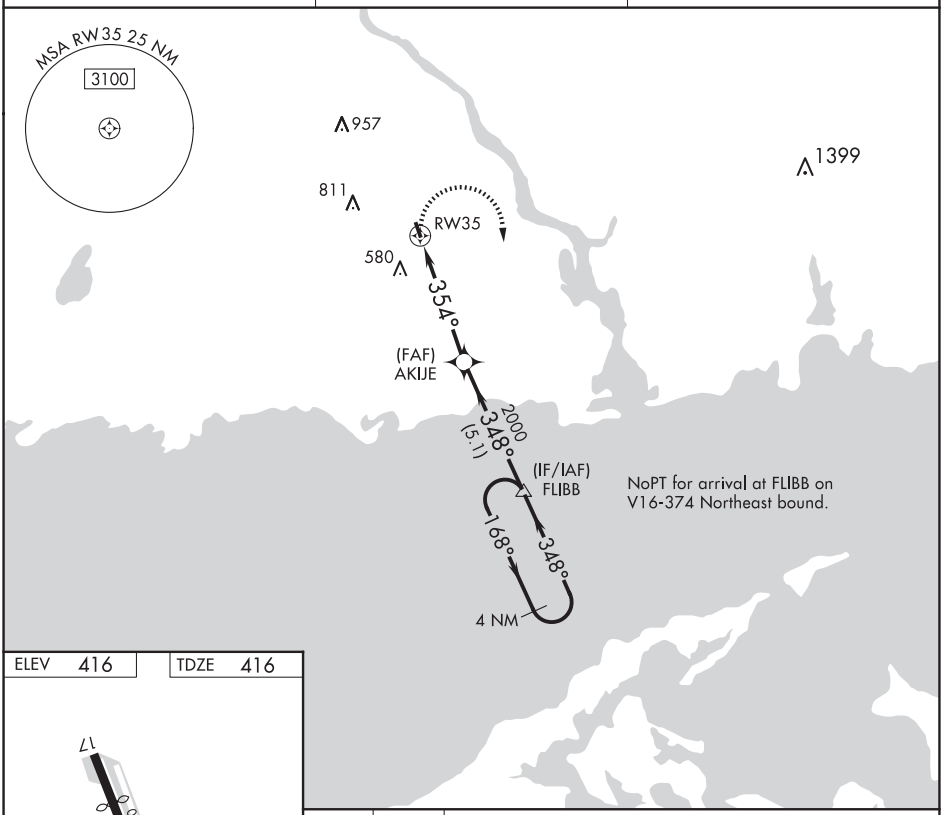
CHESTER (SNC)

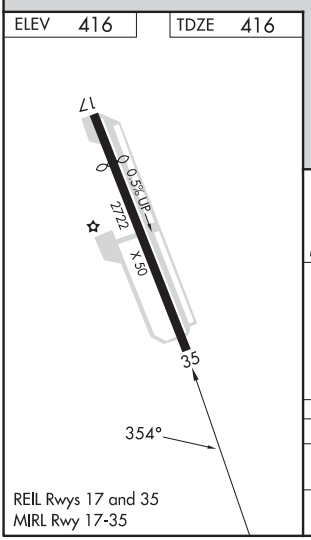
APP CRS	Rwy Idg	TDZE	Apt Elev
354°	2722	416	416

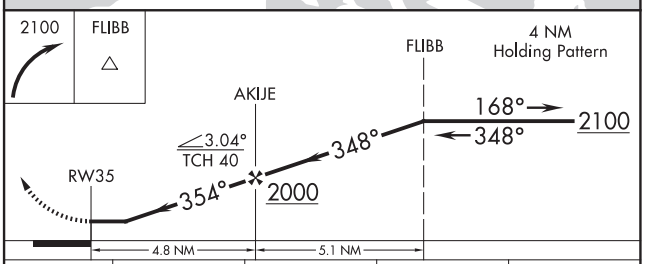
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.

AWOS-3	NEW YORK APP CON	UNICOM
118.325	124.075 343.65	122.725 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	820-1	404 (500-1)	NA	
CIRCLING	920-1 504 (600-1)	1020-1 604 (700-1)	NA	

CHESTER, CONNECTICUT
Orig-B 12AUG21

41° 23′N - 72° 30′W

CHESTER (SNC)

RNAV (GPS) RWY 35

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS		
289°	Rwy Ldg	3098
	TDZE	543
	Apt Elev	544

RNAV (GPS) RWY 29

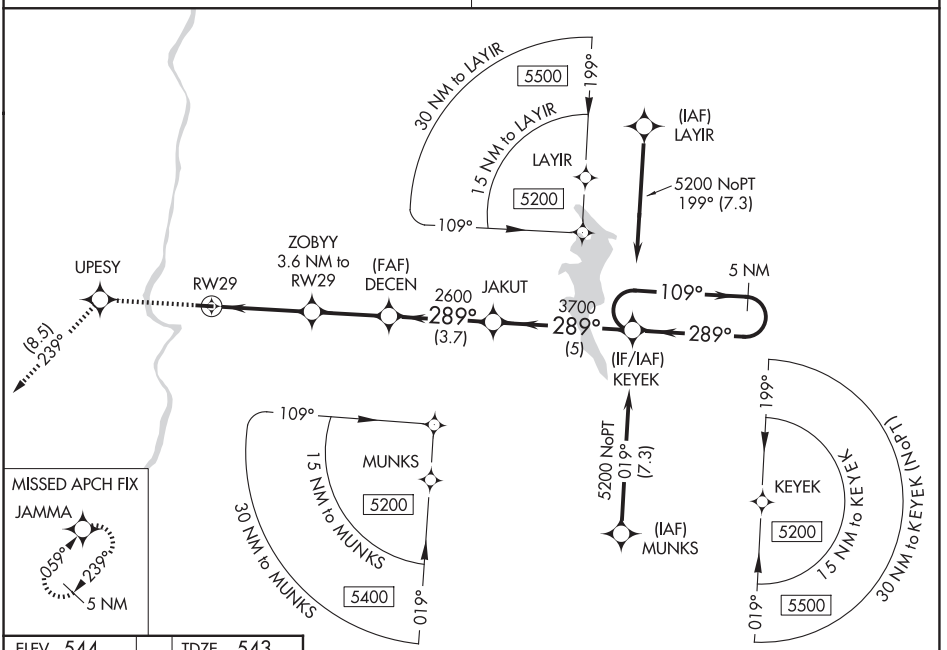
CLAREMONT MUNI (CNH)

NA
-24°C

When local altimeter setting not received, use Hartness State altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 11, 29 helicopter visibility reduction below 1 SM NA.

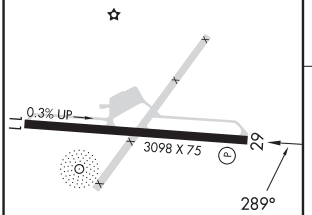
MISSED APPROACH: Climb to 5400 direct UPESY and on track 239° to JAMMA and hold, continue climb-in-hold to 5400.

BOSTON CENTER	UNICOM
134.7 269.475	122.7 (CTAF) L



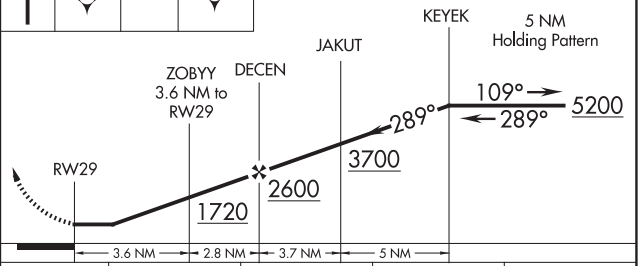
MISSED APCH FIX
JAMMA
059°
239°
5 NM

ELEV 544	TDZE 543



REIL Rwy 29 L
MIRL Rwy 11-29 L

5400	UPESY	tr 239°	JAMMA	Visual Segment - Obstacles.



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	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

NDB CNH 233	APP CRS 048°	Rwy Ldg N/A TDZE N/A Apt Elev 544

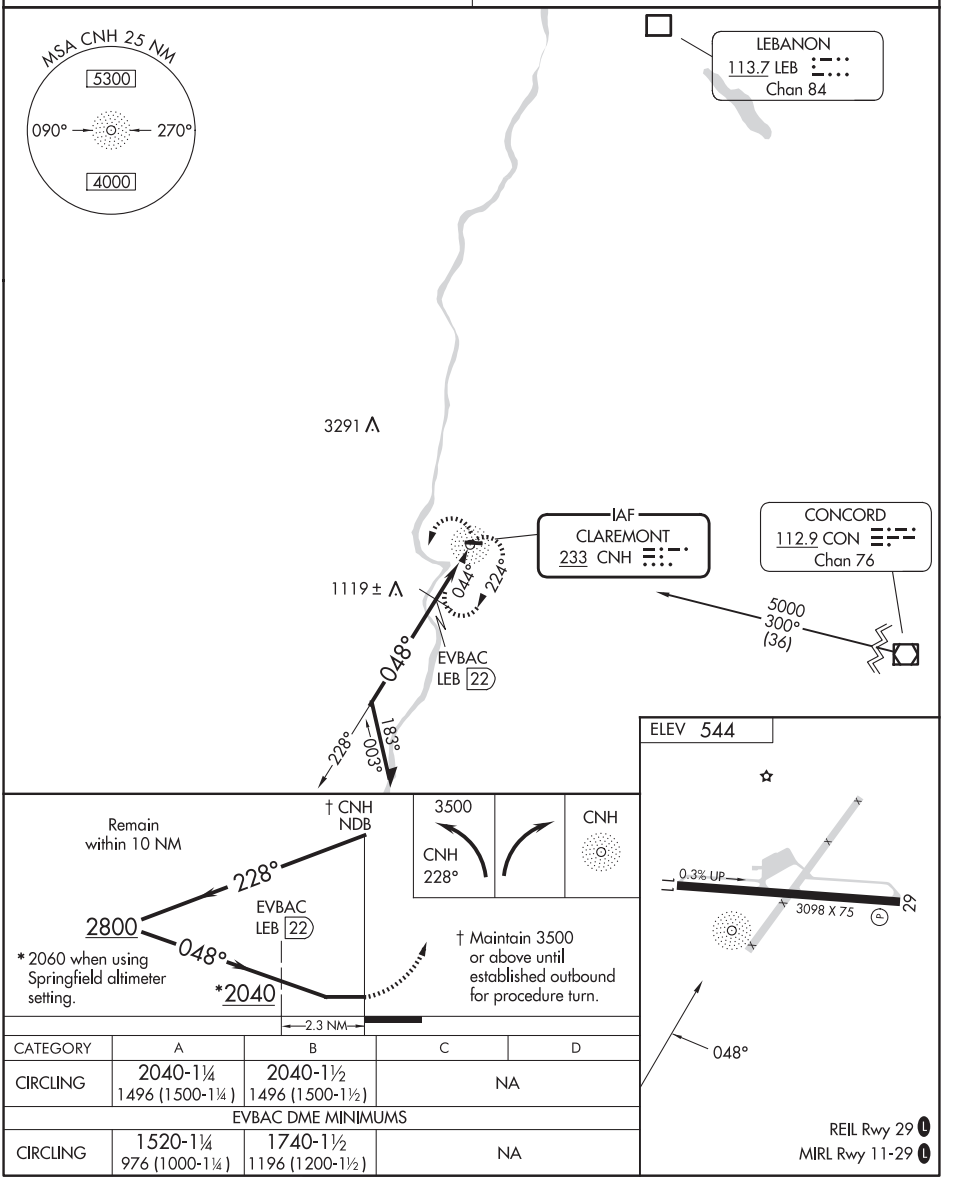
NDB-A
CLAREMONT MUNI (CNH)

T
NA
-24°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	UNICOM
134.7 269.475	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2040-1¼ 1496 (1500-1¼)	2040-1½ 1496 (1500-1½)	NA	
EVBAC DME MINIMUMS				
CIRCLING	1520-1¼ 976 (1000-1¼)	1740-1½ 1196 (1200-1½)	NA	

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 35

CONCORD MUNI (CON)

LOC I-CON	APP CRS	Rwy Idg	6005
108.7	351°	TDZE	336
		Apt Elev	342

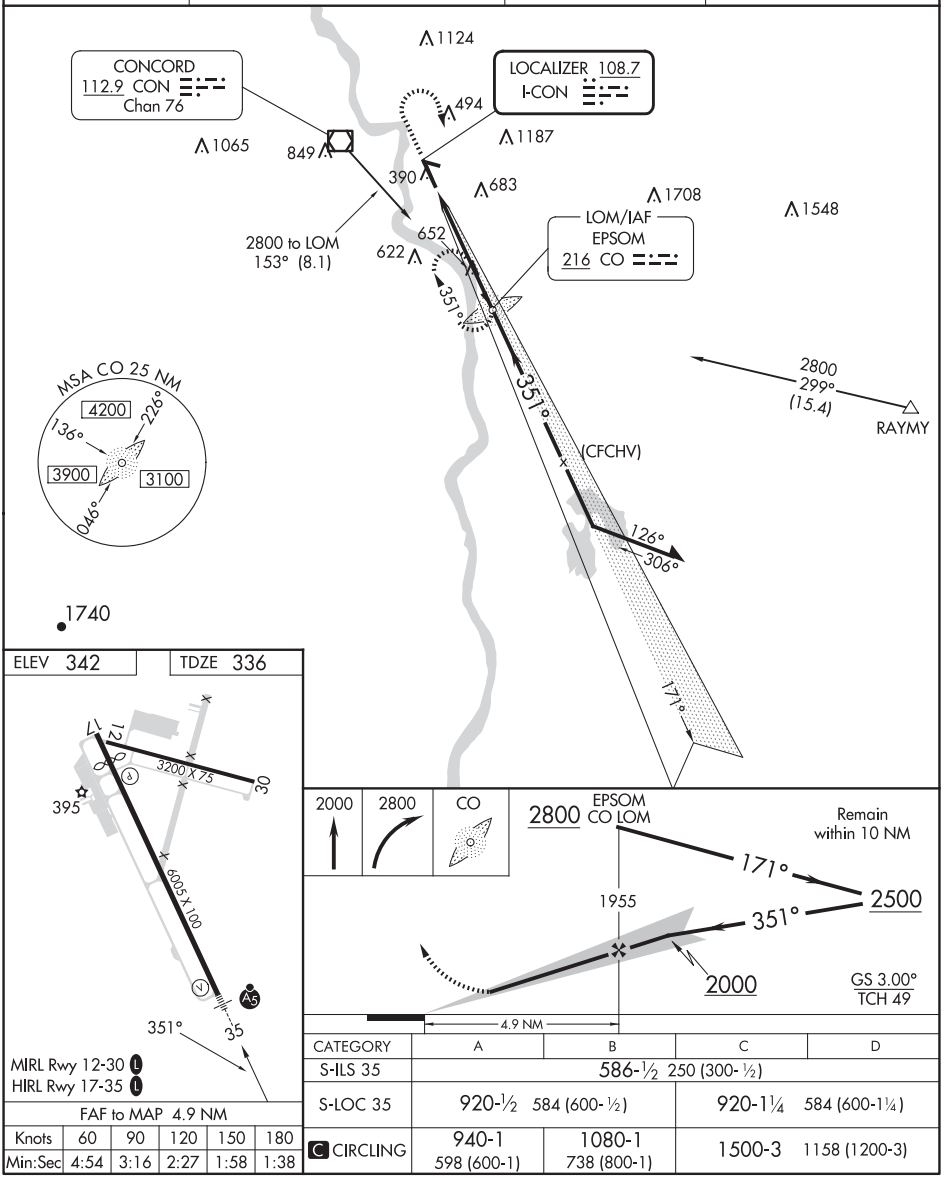
ADF required.

Circling Rwy 12, 17, 30 NA at night.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct EPSOM LOM and hold, continue climb-in-hold to 2800.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.325	127.35 269.075	133.65	122.7 (CTAF) L



FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 35	586-½ 250 (300-½)			
S-LOC 35	920-½ 584 (600-½)		920-1¼ 584 (600-1¼)	
C CIRCLING	940-1 598 (600-1)	1080-1 738 (800-1)	1500-3 1158 (1200-3)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 12

CONCORD MUNI (CON)

APP CRS	Rwy Idg	3200
121°	TDZE	342
	Apt Elev	342

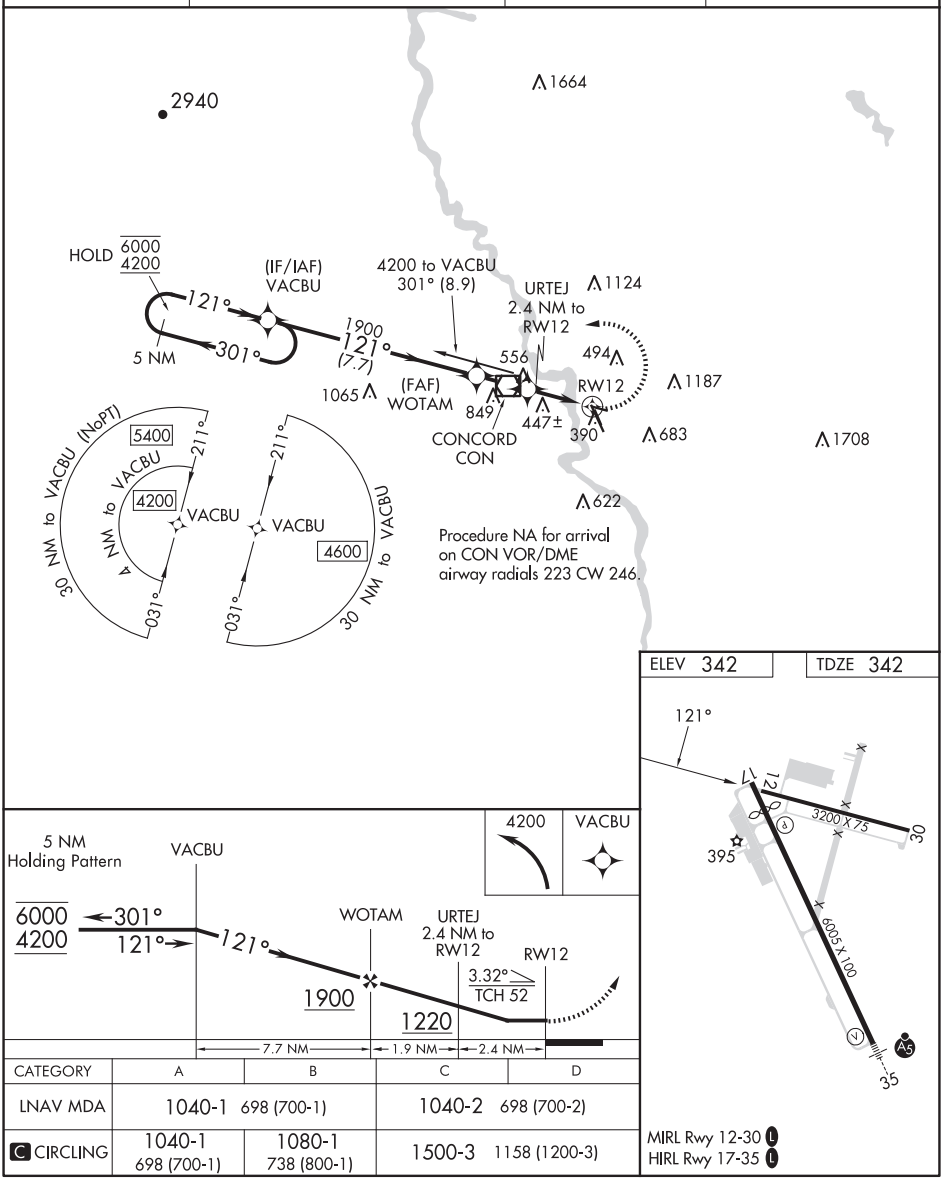
RNP APCH.

T Rwy 12 helicopter visibility reduction below 1 SM NA.

A Straight-in Rwy 12 NA at night, Circling Rwy 12, 17, 30 NA at night.

MISSED APPROACH: Climbing left turn to 4200 direct VACBU and hold, continue climb-in-hold to 4200.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.325	127.35 269.075	133.65	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1040-1 698 (700-1)		1040-2 698 (700-2)	
C CIRCLING	1040-1 698 (700-1)	1080-1 738 (800-1)	1500-3 1158 (1200-3)	

MIRL Rwy 12-30 L
HIRL Rwy 17-35 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5364
171°	TDZE	339
	Apt Elev	342

RNAV (GPS) RWY 17

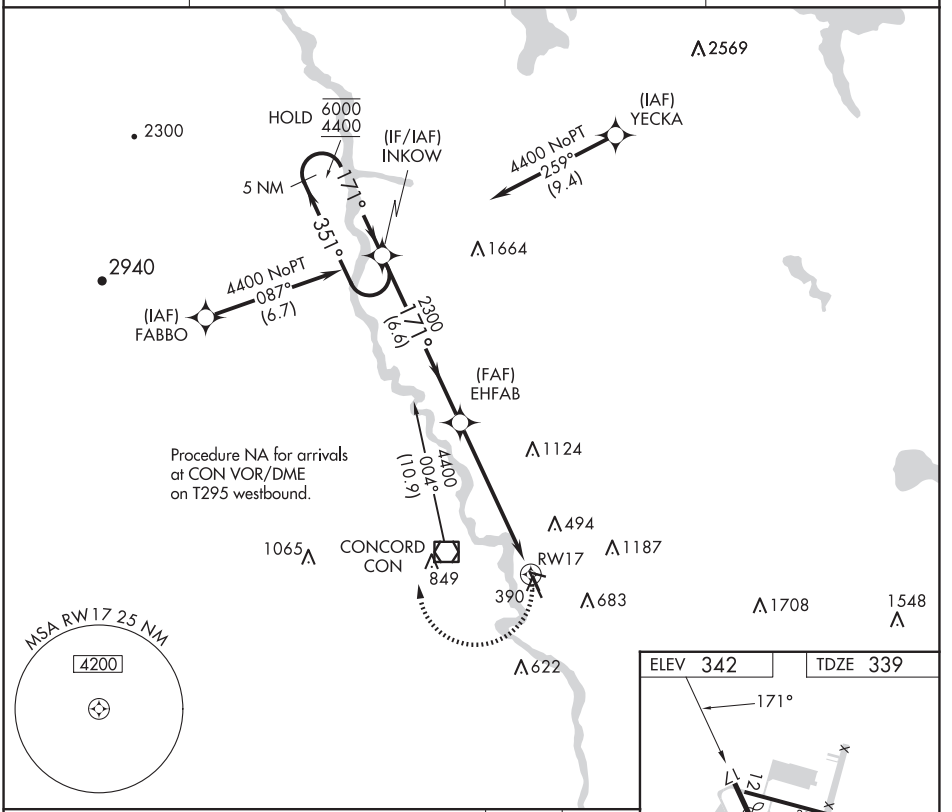
CONCORD MUNI (CON)

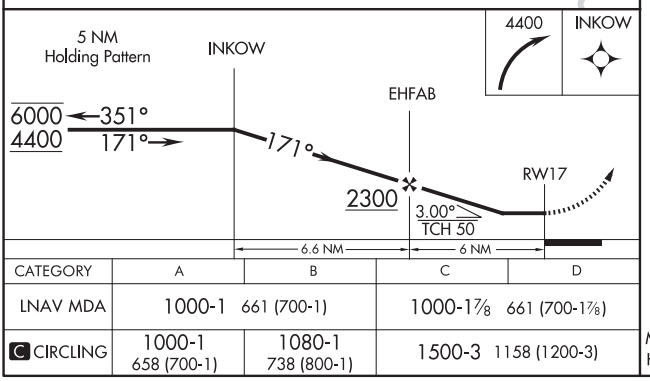
RNP APCH - GPS.

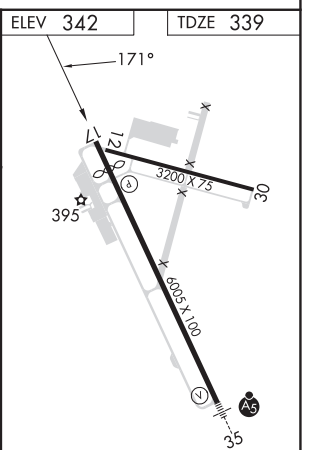
Straight-in Rwy 17 NA at night, Circling Rwys 12, 17, 30 NA at night.
Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4400 direct INKOW and hold, continue climb-in-hold to 4400.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.325	127.35 269.075	133.65	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1000-1 661 (700-1)		1000-1⅞ 661 (700-1⅞)	
C CIRCLING	1000-1 658 (700-1)	1080-1 738 (800-1)	1500-3 1158 (1200-3)	

MIRL Rwy 12-30 L
HIRL Rwy 17-35 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

CONCORD, NEW HAMPSHIRE AL-95 (FAA) 25051

RNAV (GPS) RWY 35
CONCORD MUNI (CON)

WAAS	APP CRS	Rwy Idg	6005
CH 90112	351°	TDZE	336
W35A		Apt Elev	342

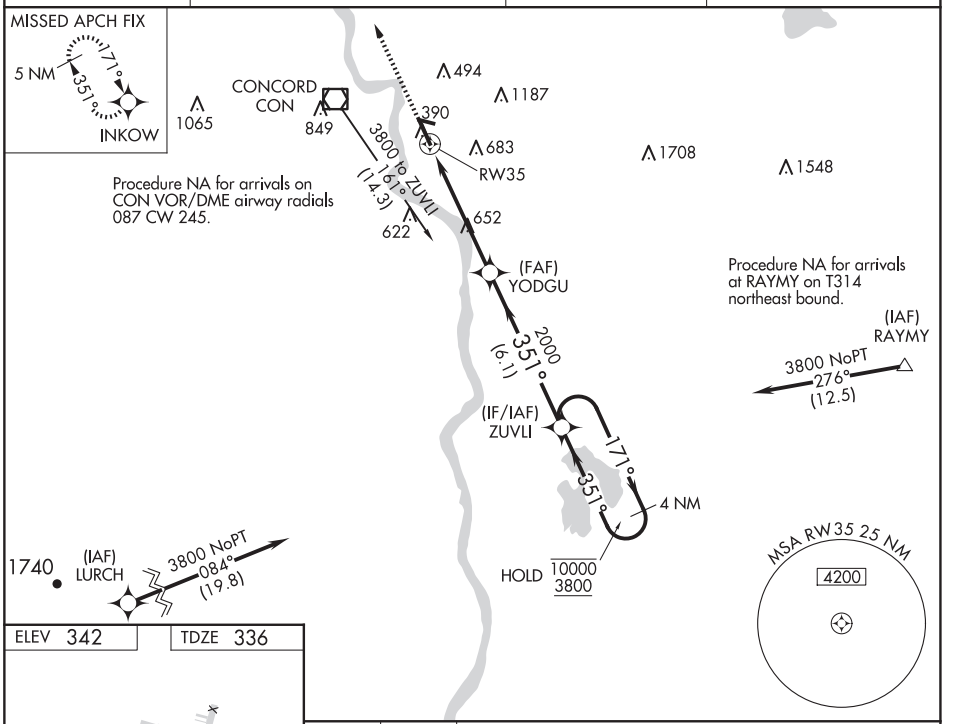
RNP APCH - GPS.

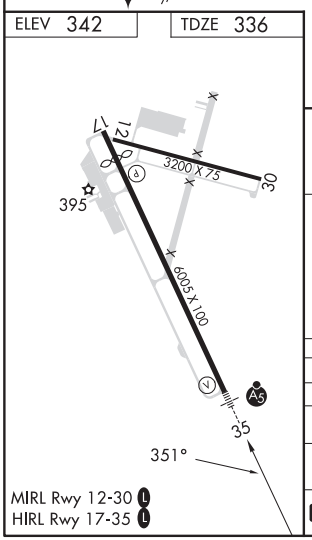
Circling Rwy 12, 17, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 1¾ SM, LNAV Cats C and D visibility to 1¾ SM.

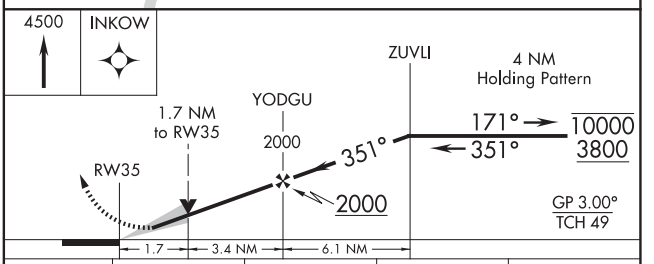
MALSR

MISSED APPROACH: Climb to 4500 direct INKOW and hold, continue climb-in-hold to 4500.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.325	127.35 269.075	133.65	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	586-½ 250 (300-½)			
LNAV/VNAV DA	967-1⅜ 631 (700-1⅜)			
LNAV MDA	940-½ 604 (600-½)		940-1⅜ 604 (600-1⅜)	
C CIRCLING	940-1 598 (600-1)	1080-1 738 (800-1)	1500-3 1158 (1200-3)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

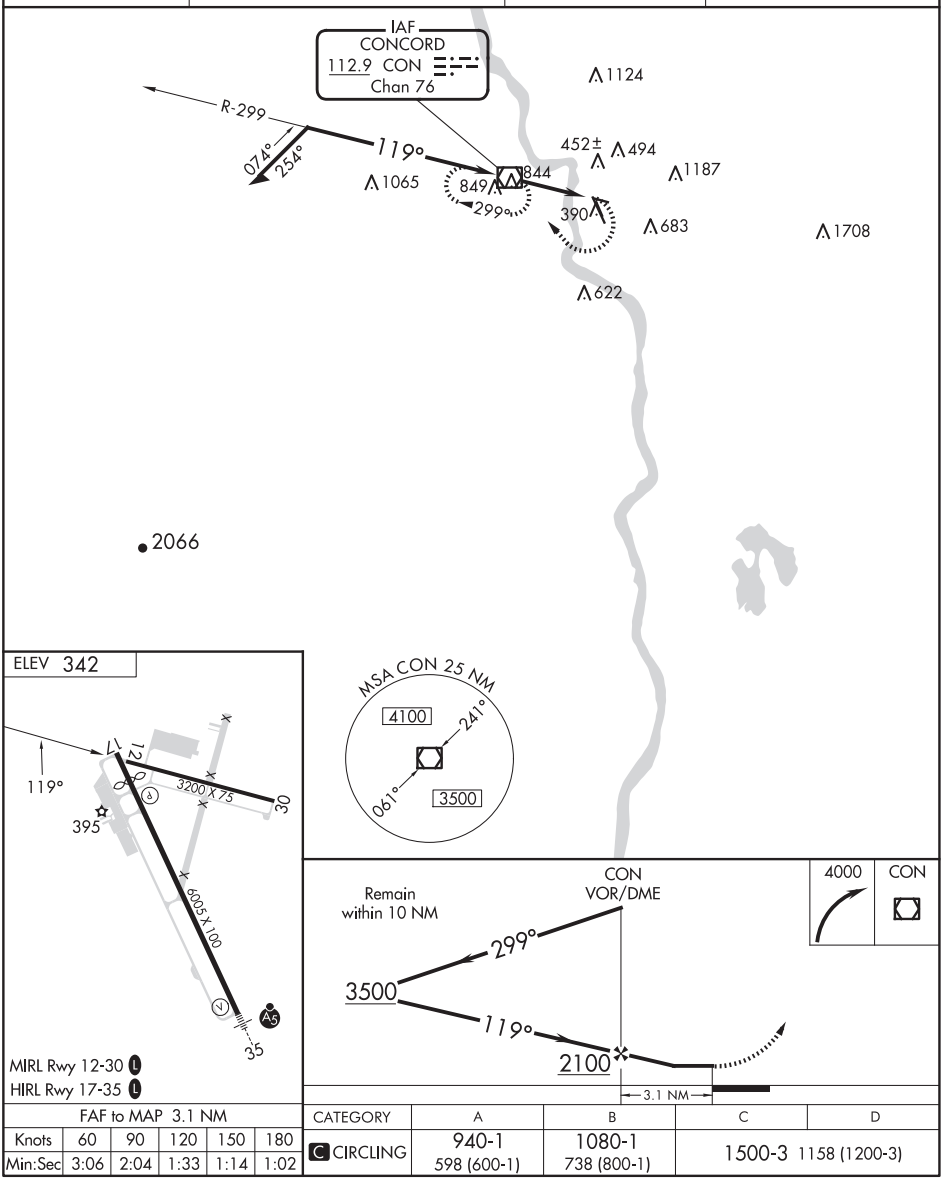
VOR/DME CON	APP CRS	Rwy Idg	N/A
112.9	119°	TDZE	N/A
Chan 76		Apt Elev	342

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.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.325	127.35 269.075	133.65	122.7 (CTAF) L



FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D
C CIRCLING	940-1 598 (600-1)	1080-1 738 (800-1)	1500-3 1158 (1200-3)	

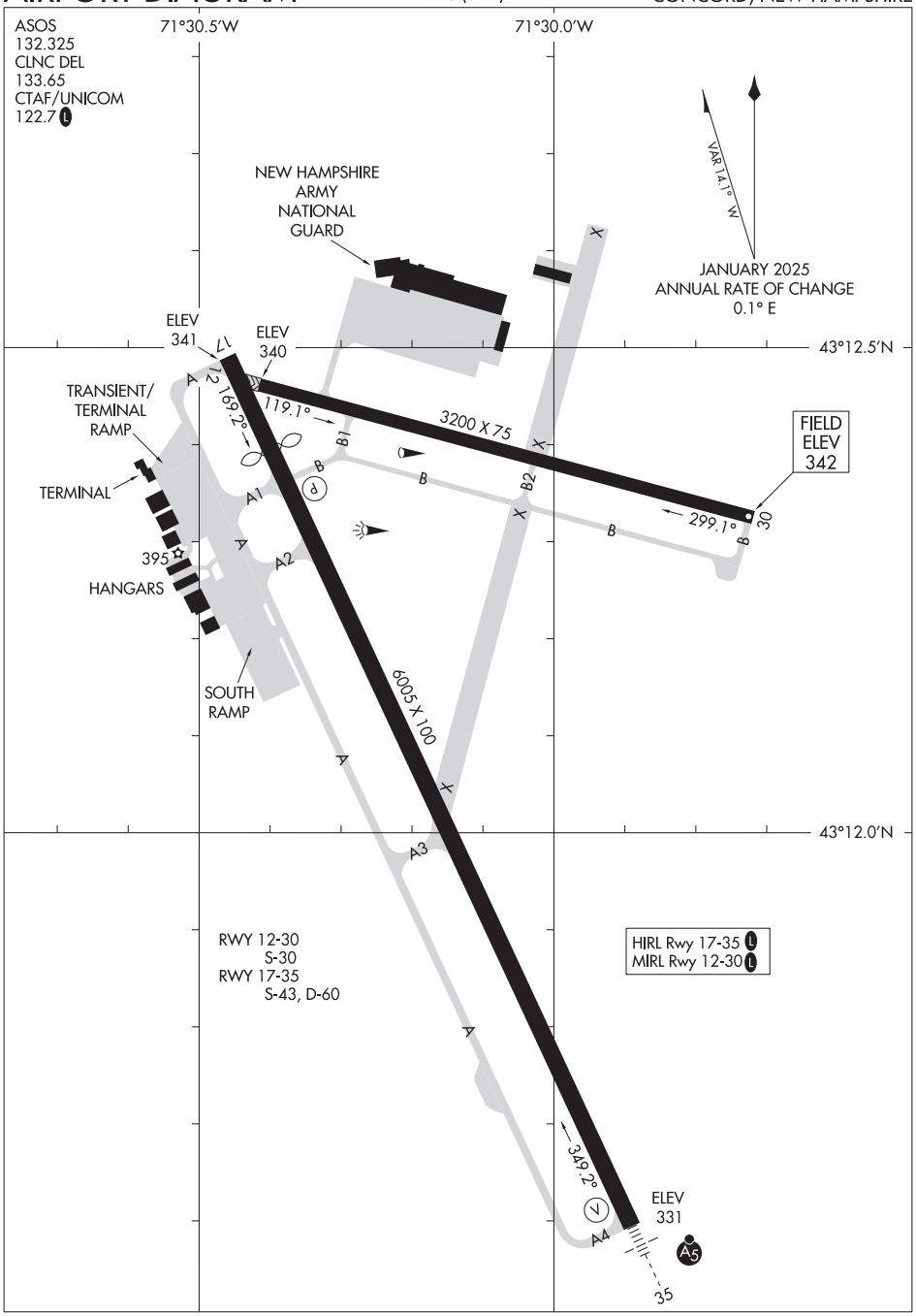
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-95 (FAA)

CONCORD MUNI (CON)
CONCORD, NEW HAMPSHIRE



NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107

CONCORD, NEW HAMPSHIRE
CONCORD MUNI (CON)

RNAV (GPS) RWY 26

DANBURY MUNI (DXR)

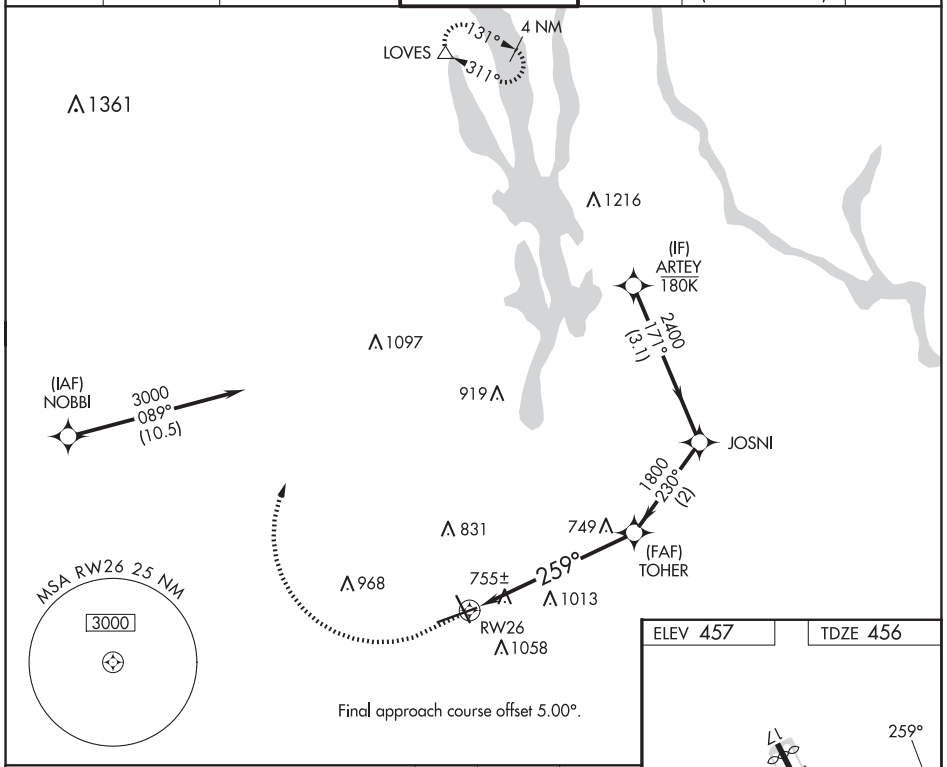
WAAS	APP CRS	Rwy Idg	3687
CH 93275	259°	TDZE	456
W26A		Apt Elev	457

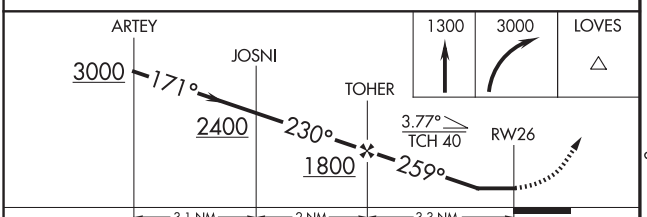
RNP APCH - GPS.

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 ⅛ 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.

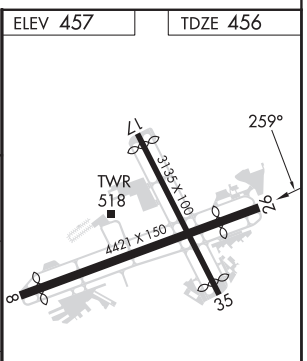
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct LOVES and hold.

ATIS	HPN ASOS	NEW YORK APP CON	DANBURY TOWER★	GND CON	CLNC DEL	UNICOM
127.75	133.8	126.4 257.65	119.4 L (CTAF)	121.6	128.6 (When twr closed)	122.95





CATEGORY	A	B	C	D
LP MDA	1020-1 564 (600-1)		1020-1⅝ 564 (600-1⅝)	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



REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

DANBURY, CONNECTICUT

AL-5272 (FAA)

24361

RNAV (GPS) Y RWY 8

DANBURY MUNI (DXR)

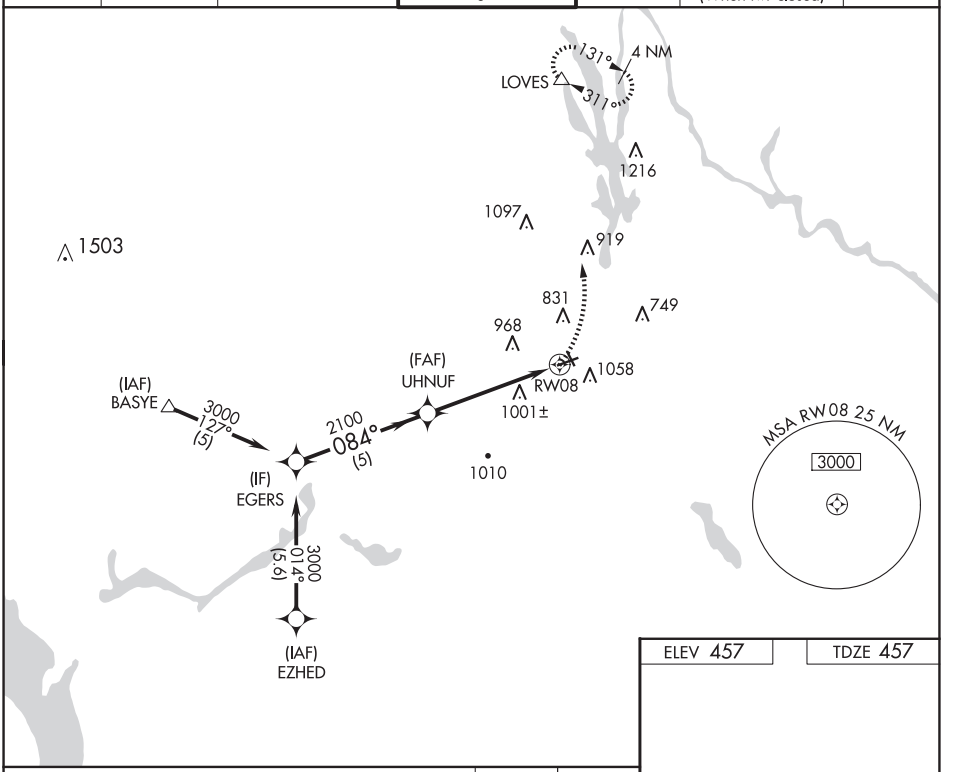
WAAS	APP CRS	Rwy Idg	4054
CH 99736	084°	TDZE	457
W08A		Apt Elev	457

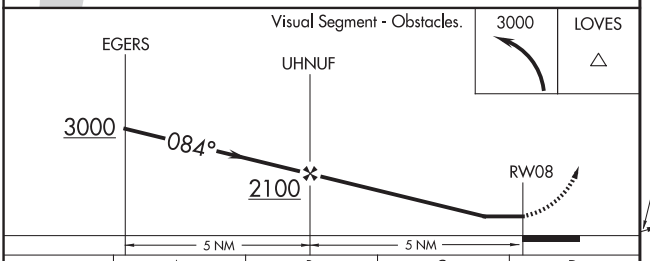
RNP APCH - GPS.

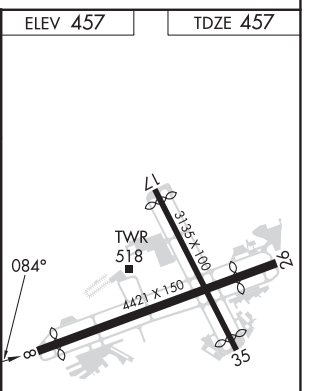
Rwy 8 helicopter visibility reduction below 1 SM NA.
Procedure NA at night. Circling NA south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 3000 direct LOVES and hold, continue climb-in-hold to 3000.

ATIS	HPN ASOS	NEW YORK APP CON	DANBURY TOWER★	GND CON	CLNC DEL	UNICOM
127.75	133.8	126.4 257.65	119.4 L (CTAF)	121.6	128.6 (When twr closed)	122.95







CATEGORY	A	B	C	D
LP MDA	1180-1	723 (800-1)	1180-2	723 (800-2)
LNAV MDA	1240-1 783 (800-1)	1240-1¼ 783 (800-1¼)	1240-2½	783 (800-2½)
C CIRCLING	1240-1 783 (800-1)	1280-1¼ 823 (900-1¼)	1300-2½ 843 (900-2½)	1540-3 1083 (1100-3)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

DANBURY, CONNECTICUT

Orig-C 26DEC24

41°22'N-73°29'W

DANBURY MUNI (DXR)

RNAV (GPS) Y RWY 8

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 8

DANBURY MUNI (DXR)

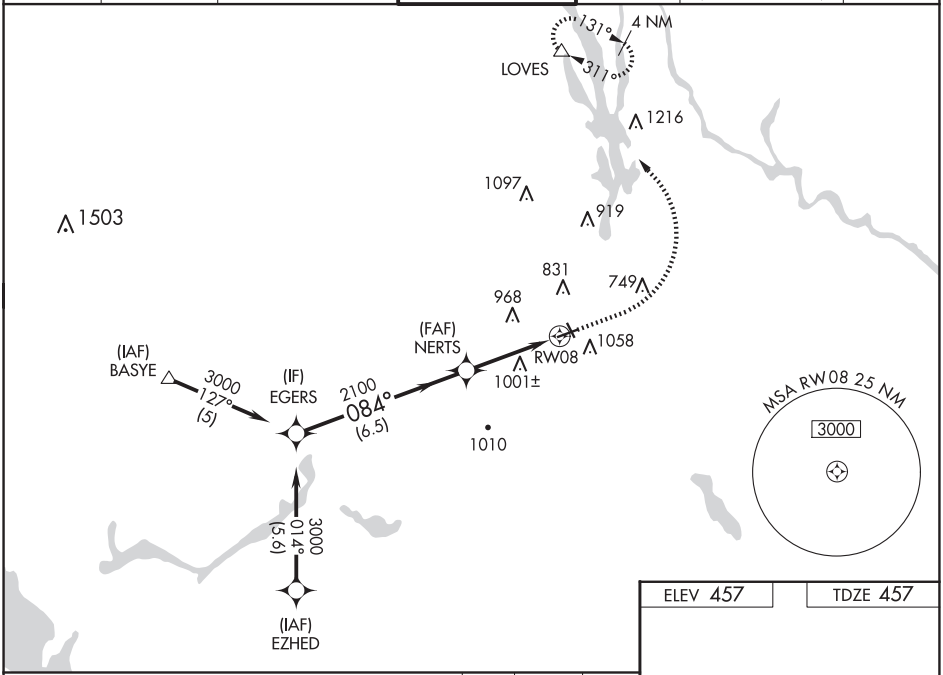
WAAS	APP CRS	Rwy Idg	4054
CH 98652	084°	TDZE	457
W08B		Apt Elev	457

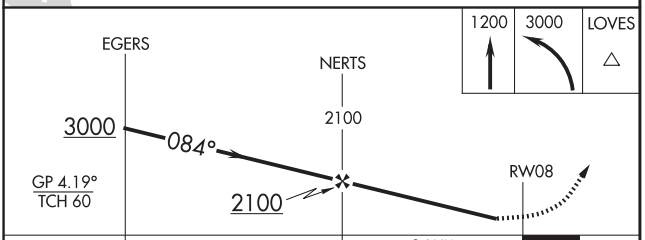
RNP APCH - GPS.

When local altimeter setting not received, use White Plains altimeter setting and increase LPV DA to 1090 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1412 feet and all visibilities ½ SM. Increase all MDAs 60 feet; and Circling visibility Cat A ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 46°C. Baro-VNAV NA when using White Plains altimeter setting. Helicopter visibility reduction below 1 SM NA. Circling NA south of Rwy 8-26. Circling Rwy 26, 17 NA at night.

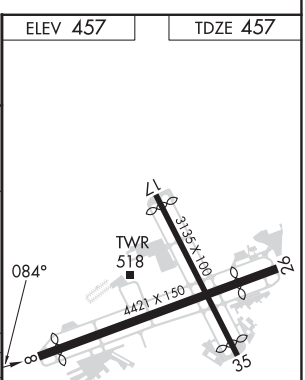
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct LOVES and hold.

ATIS	HPN ASOS	NEW YORK APP CON	DANBURY TOWER★	GND CON	CLNC DEL	UNICOM
127.75	133.8	126.4 257.65	119.4 L (CTAF)	121.6	128.6 (When twr closed)	122.95





CATEGORY	A	B	C	D
LPV DA	1030-1⅝	573 (600-1⅝)	NA	
LNAV/VNAV DA	1352-2½	895 (900-2½)	NA	
LNAV MDA	1240-1 783 (800-1)	1280-1¼ 823 (900-1¼)	NA	
CIRCLING	1240-1 783 (800-1)	1280-1¼ 823 (900-1¼)	NA	



REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

DANBURY, CONNECTICUT AL-5272 (FAA) 24361

APP CRS	Rwy Idg	NA
053°	TDZE	NA
	Apt Elev	457

RNAV (GPS)-A
DANBURY MUNI (DXR)

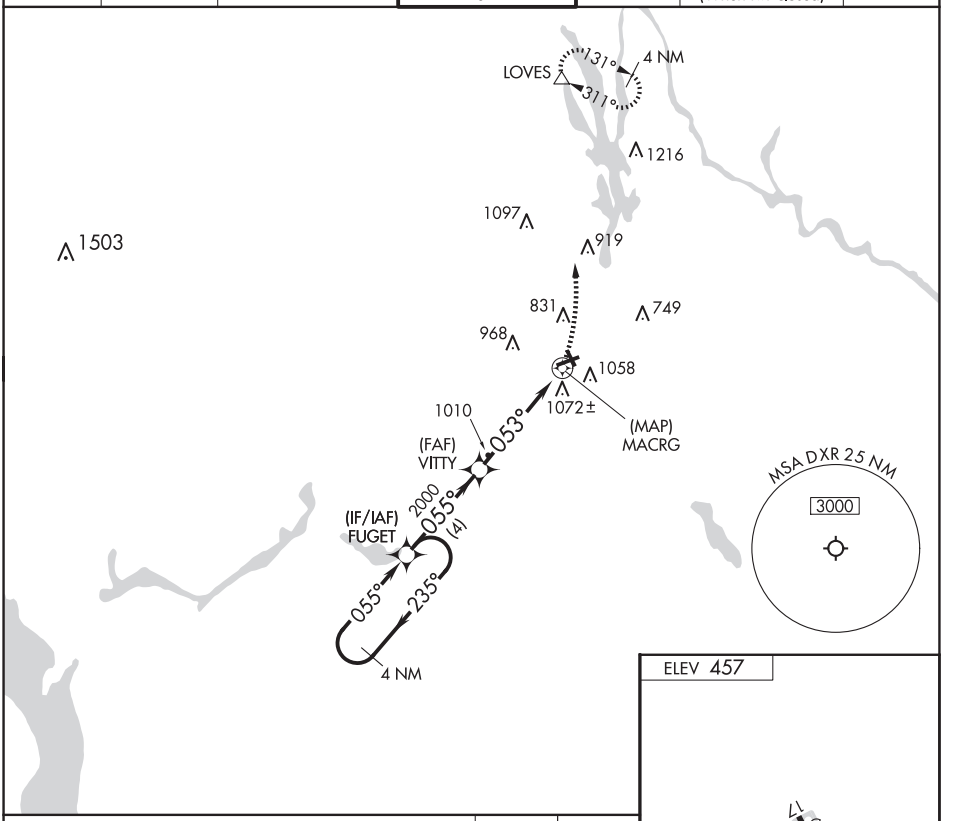
RNP APCH - GPS.

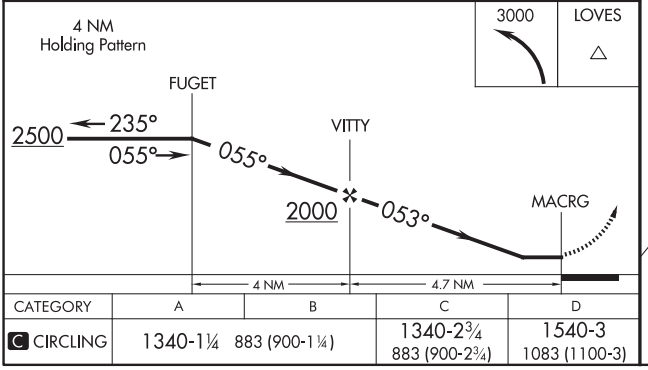
Circling NA south of Rwy 8-26. Helicopter visibility reduction below 1 SM NA.

Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct LOVES and hold.

ATIS	HPN ASOS	NEW YORK APP CON	DANBURY TOWER★	GND CON	CLNC DEL	UNICOM
127.75	133.8	126.4 257.65	119.4 L (CTAF)	121.6	128.6 (When twr closed)	122.95





CATEGORY	A	B	C	D
C CIRCLING	1340-1¼	883 (900-1¼)	1340-2¾ 883 (900-2¾)	1540-3 1083 (1100-3)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

DANBURY, CONNECTICUT
Orig-C 26DEC24

41°22'N-73°29'W

DANBURY MUNI (DXR)
RNAV (GPS)-A

NE-1, 07 AUG 2025 to 02 OCT 2025

LOC RWY 8

DANBURY MUNI (DXR)

LOC/DME I-DXR	APP CRS	Rwy Idg	4054
111.55	087°	TDZE	457
Chan 52 (Y)		Apt Elev	457

DME required.

T Rwy 8 helicopter visibility reduction below 1 SM NA. Circling NA S of Rwy 8-26. Procedure NA at night.

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.

ATIS	HPN ASOS	NEW YORK APP CON	DANBURY TOWER ★	GND CON	CLNC DEL	UNICOM
127.75	133.8	126.4 257.65	119.4 L (CTAF)	121.6	128.6 (When twr closed)	122.95

KINGSTON 117.6 IGN Chan 123

Procedure NA for arrival on IGN VOR/DME airway radials 107 CW 203.

1745

3000 163° (21.9)

117.6 IGN Chan 123

LOVES IGN 16.9

129° 309° R-129

1216 1097 919 831 749 1058

WOMAL I-DXR 3 968

4900 2300 HOLD (CFCHP) 267° 1 min 087° 267°

858±

1010

ISOZO I-DXR 0.5

(IAF) AMORE INT I-DXR 5.1 IGN 21.9

R-163

LOCALIZER 111.55 I-DXR Chan 52 (Y) LOC offset 2.97°

MSA IGN 25 NM 190° 4700 3700 100° 280° 3500 2800 010°

ELEV 457 TDZE 457

TWR 518

17 26 35 3135 X 100 4421 X 150

087°

One Minute Holding Pattern

AMORE INT I-DXR 5.1 WOMAL I-DXR 3

4900 2300 267° 087° 3.00° TCH 40 2000 087° 1320 ISOZO I-DXR 0.5

2.1 NM 2.5 NM 0.1

1200 3000 IGN R-129 LOVES

CATEGORY	A	B	C	D
S-8	1200-1 743 (800-1)	1200-1¼ 743 (800-1¼)	1200-2	743 (800-2)
C CIRCLING	1200-1 743 (800-1)	1280-1¼ 823 (900-1¼)	1300-2½ 843 (900-2½)	1540-3 1083 (1100-3)

REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

25107
AIRPORT DIAGRAM

AL-5272 (FAA)

DANBURY MUNI (DXR)
DANBURY, CONNECTICUT

NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
DANBURY, CONNECTICUT
DANBURY MUNI (DXR)

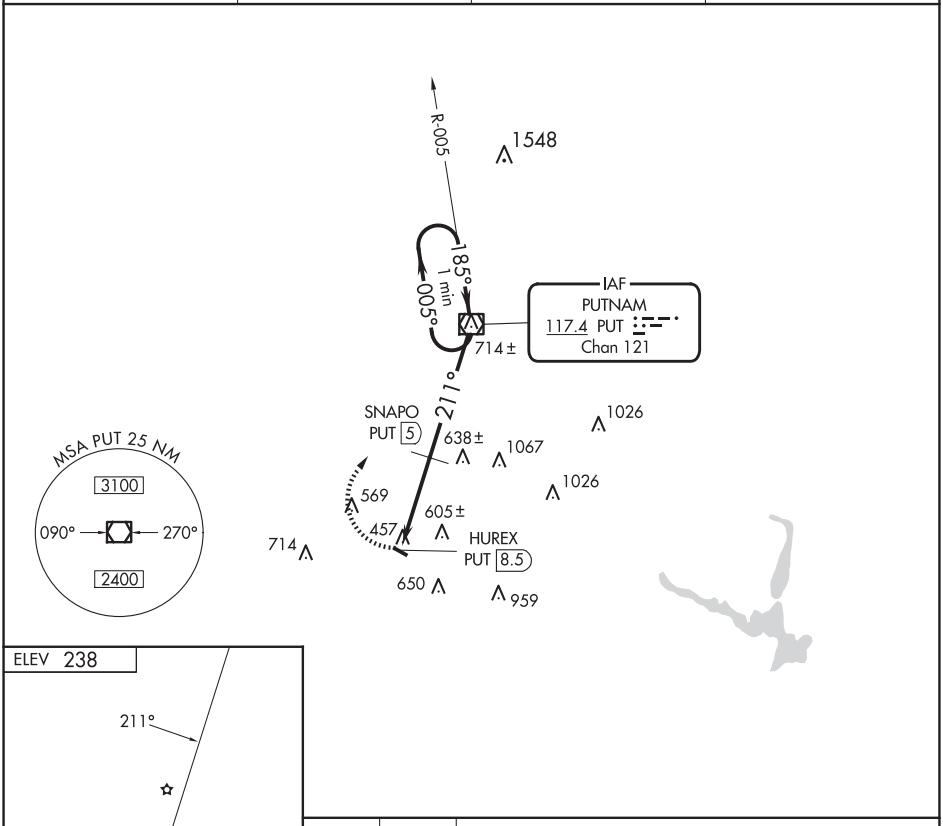
VOR/DME PUT	APP CRS	Rwy Idg	N/A
117.4	211°	TDZE	N/A
Chan 121		Apt Elev	238

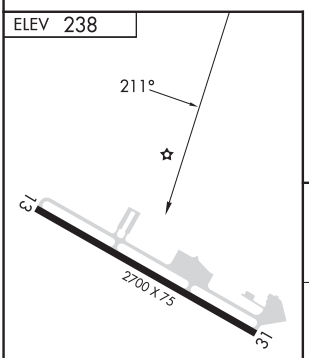
VOR-A
DANIELSON (LZD)

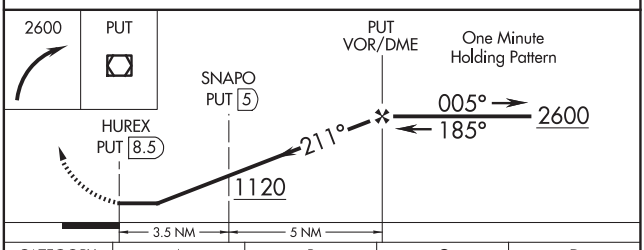
NA — When local altimeter setting not received, use Willimantic altimeter setting and increase SNAPO fix minimums Cat B MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2600 direct PUT VOR/DME and hold.

AWOS-3	IJD ASOS	PROVIDENCE APP CON ★	UNICOM
119.125	133.675	123.675 244.875	123.0 (CTAF) L







REIL Rwy 31 L
MIRL Rwy 13-31 L

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

DEBLOIS, MAINE | AL-10104 (FAA) | 23054

RNAV (GPS)-A

DEBLOIS FLIGHT STRIP (43B)

APP CRS	Rwy Idg	TDZE	Apt Elev
331°	N/A	N/A	218

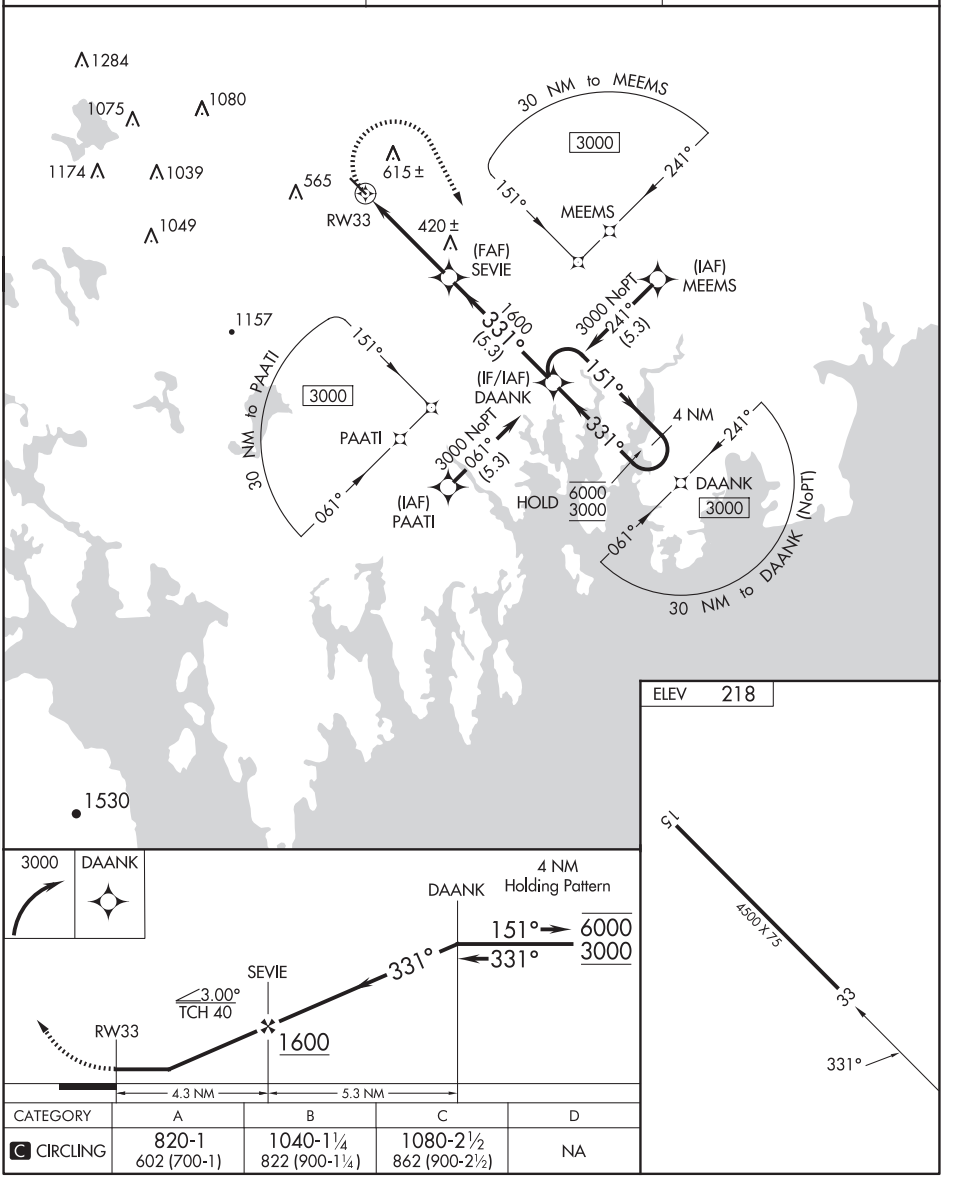
RNP APCH.

T
A 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.

MISSED APPROACH: Climbing right turn to 3000 direct DAANK and hold, continue climb-in-hold to 3000.

BHB AWOS 3-PT	BOSTON CENTER		CTAF
118.35	124.25	290.50	122.9



CATEGORY	A	B	C	D
C CIRCLING	820-1 602 (700-1)	1040-1¼ 822 (900-1¼)	1080-2½ 862 (900-2½)	NA

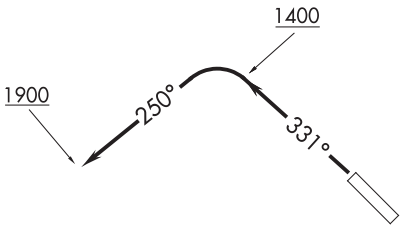
NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

DEBLOIS ONE DEPARTURE (OBSTACLE)

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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

DEXTER, MAINE

AL-9232 (FAA)

24249

RNAV (GPS) RWY 16

DEXTER RGNL (1B∅)

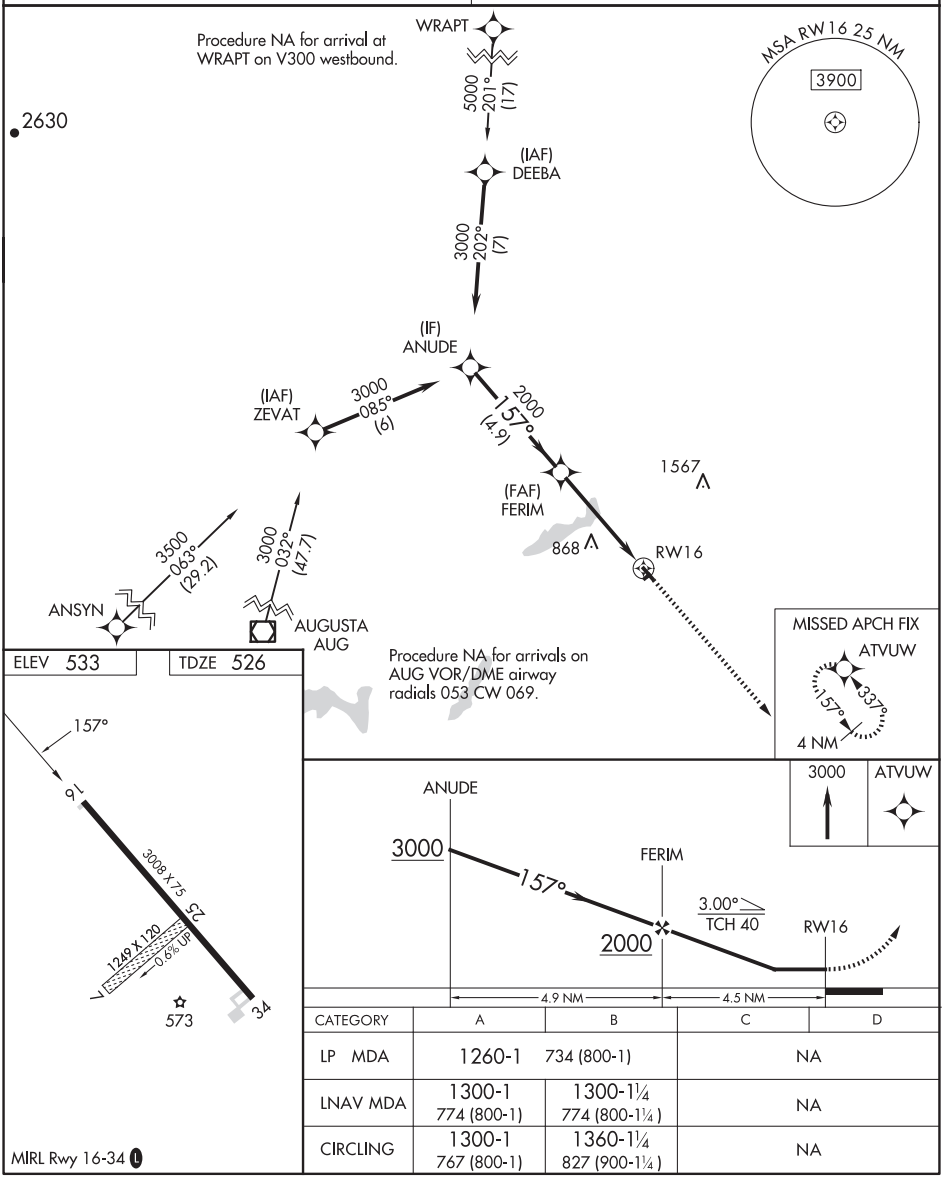
WAAS	APP CRS	Rwy Idg	3008
CH 86923	157°	TDZE	526
W16A		Apt Elev	533

NA

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 Rwys 7 and 25.

MISSED APPROACH: Climb to 3000 direct ATVUW and hold.

BANGOR APP CON	UNICOM
118.925 239.3	122.8 (CTAF) L



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	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

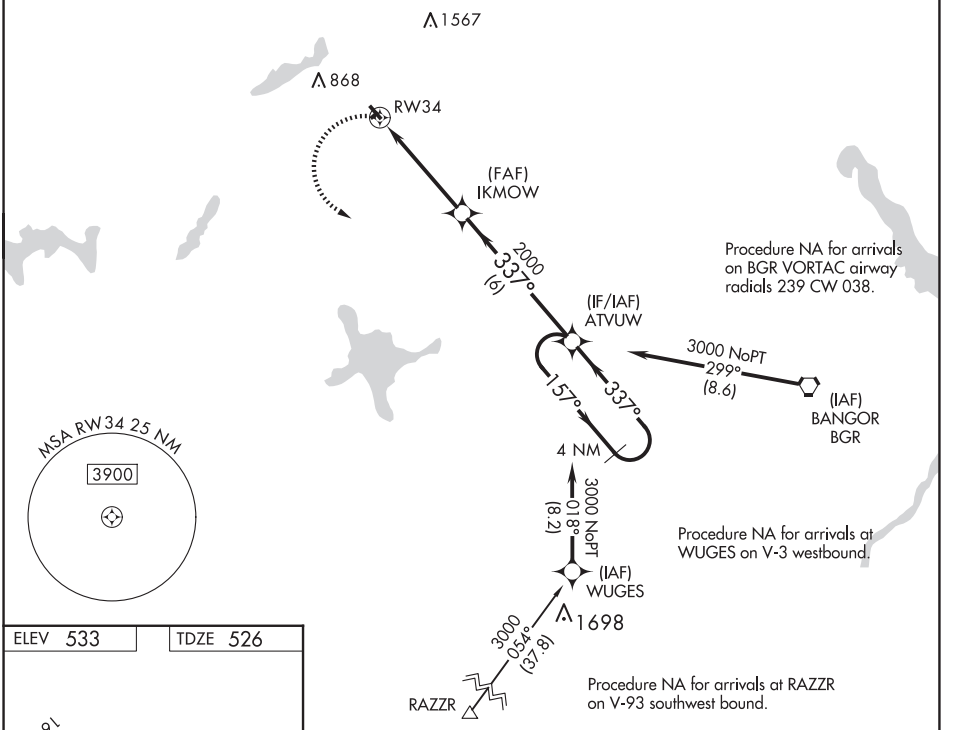
DEXTER RGNL (1BØ)

WAAS	APP CRS	Rwy Idg	3008
CH 65723	337°	TDZE	526
W34A		Apt Elev	533

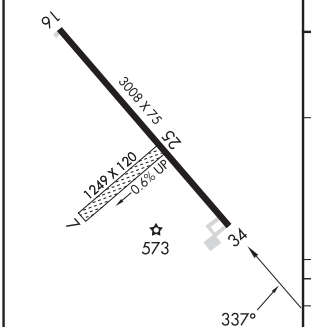
Procedure NA at night. DME/DME RNP-0.3 NA. Use Bangor altimeter setting, when not received, use Augusta altimeter setting and increase all MDA 40 feet. Rwy 16, 34 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 7 and 25.

MISSED APPROACH: Climbing left turn to 3000 direct ATVUW and hold.

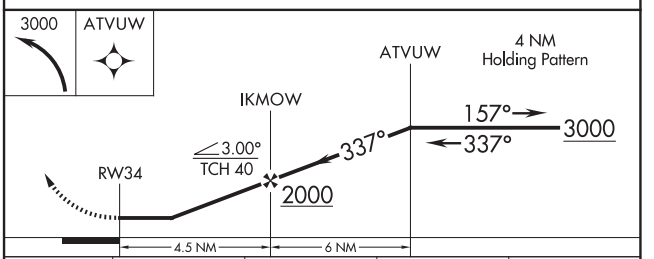
BANGOR APP CON	UNICOM
118.925 239.3	122.8 (CTAF) L



ELEV 533 TDZE 526



MIRL Rwy 16-34 L



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	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

EASTPORT, MAINE AL-9125 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	4002
CH 72940	142°	TDZE	44
W14A		Apt Elev	45

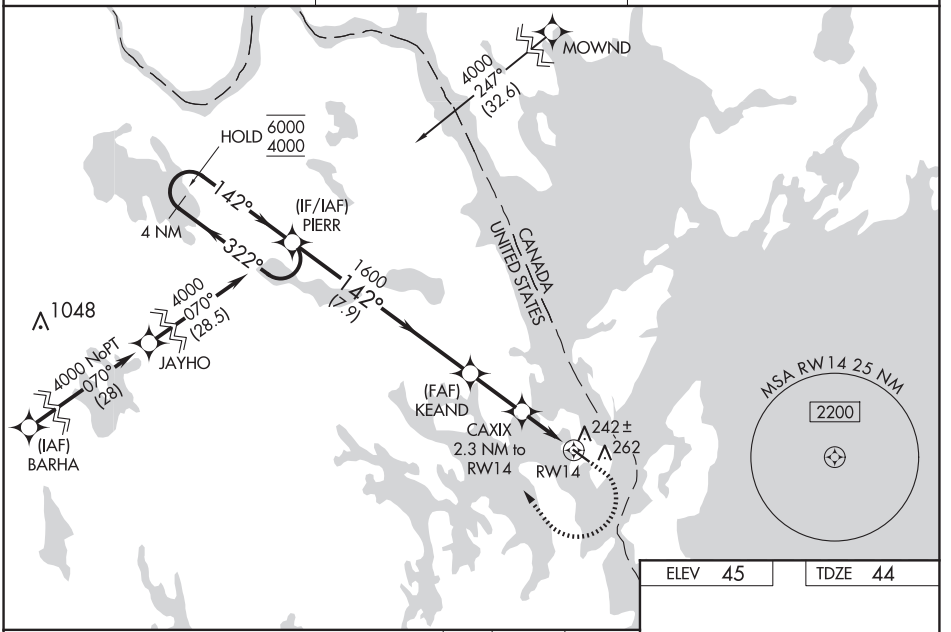
RNAV (GPS) RWY 14
EASTPORT MUNI (EPM)

RNP APCH - GPS.

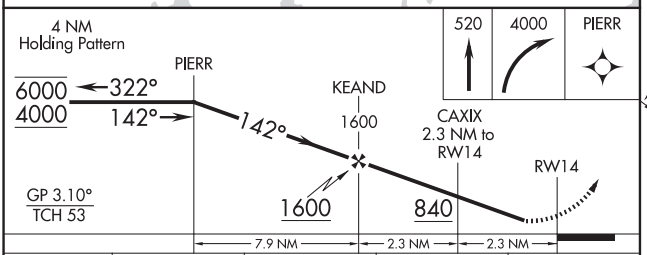
Rwy 14 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV NA when using Hancock County-Bar Harbor altimeter setting. Rwy 14 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Hancock County/Bar Harbor altimeter setting: increase LPV DA to 462 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 565 feet and all visibilities ½ SM; increase all MDA 160 feet and LNAV visibility Cat C/D ⅜ 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.

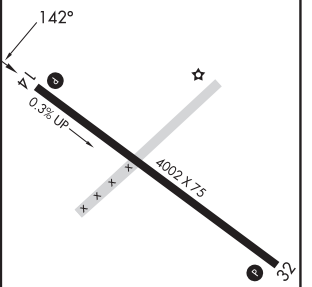
AWOS-AV	BOSTON CENTER	UNICOM
122.8	124.25 290.5	122.8 (CTAF) L



ELEV 45 TDZE 44



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)		500-1⅜ 456 (500-1⅜)	
CIRCLING	580-1 535 (600-1)		640-1½ 595 (600-1½)	820-2½ 775 (800-2½)



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

EASTPORT, MAINE
Amdt 2 05SEP24

44°55'N-67°01'W

EASTPORT MUNI (EPM)
RNAV (GPS) RWY 14

NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	4002
CH 78340	323°	TDZE	45
W32A		Apt Elev	45

RNAV (GPS) RWY 32

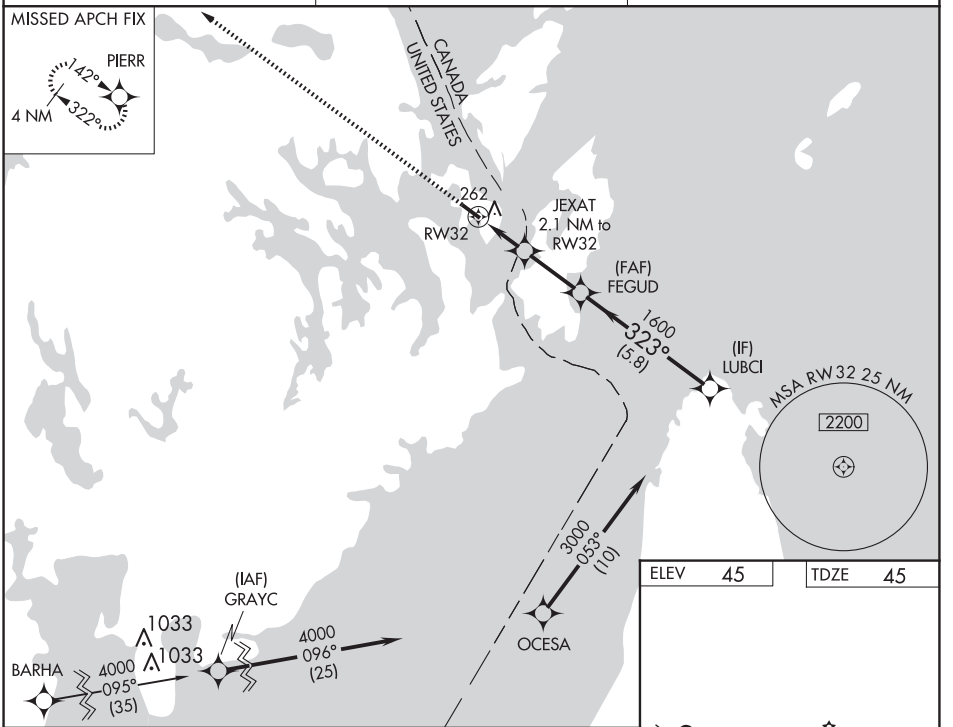
EASTPORT MUNI (EPM)

RNP APCH - GPS.

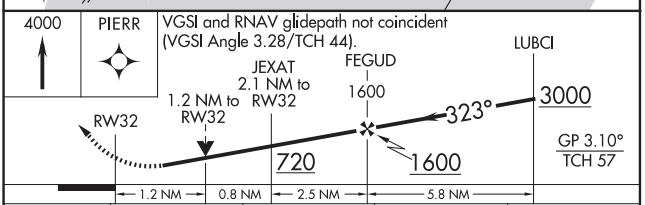
Circling Rwy 14 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Hancock County/Bar Harbor altimeter setting. Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hancock County/Bar Harbor altimeter setting; increase LPV DA to 531 feet and all visibilities ⅜ SM; increase LNAV/VNAV DA to 576 feet and all visibilities ½ SM; increase all MDAs 160 feet and LNAV Cat C/D visibility ⅜ SM and Circling Cats C/D visibilities ¾ SM.

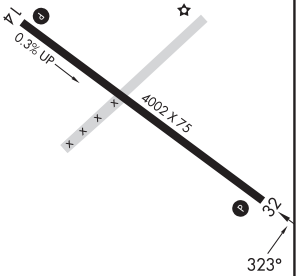
MISSED APPROACH: Climb to 4000 direct PIERR and hold, continue climb-in-hold to 4000.

AWOS-AV	BOSTON CENTER	UNICOM
122.8	124.25 290.5	122.8 (CTAF) L



ELEV	45	TDZE	45





CATEGORY	A	B	C	D
LPV DA	378-1 333 (400-1)			
LNAV/VNAV DA	423-1 378 (400-1)			
LNAV MDA	520-1 475 (500-1)		520-1⅜ 475 (500-1⅜)	
C CIRCLING	580-1 535 (600-1)		640-1½ 595 (600-1½)	820-2½ 775 (800-2½)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ELIOT, MAINE

AL-6723 (FAA)

23222

RNAV (GPS) RWY 30

SEACOAST AIRFIELD (3B4)

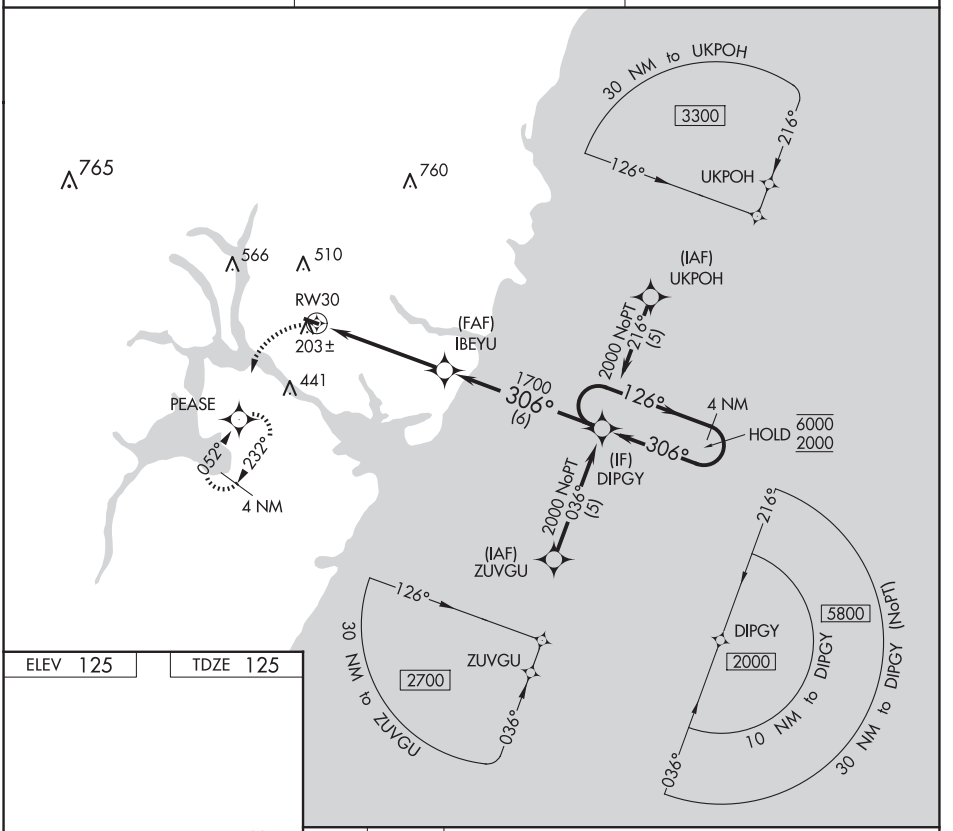
APP CRS	Rwy Idg	2615
306°	TDZE	125
	Apt Elev	125

RNP APCH.

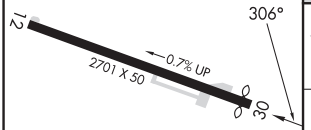
T A NA — Procedure NA at night. Rwy 30 helicopter visibility reduction below 1 SM NA. Use Portsmouth altimeter setting.

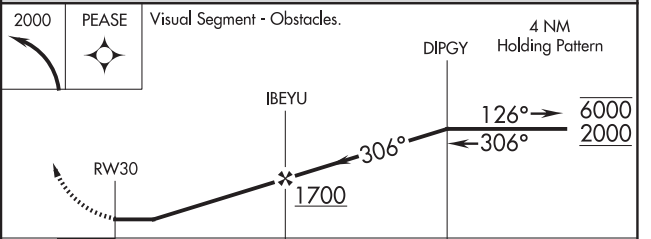
MISSED APPROACH: Climbing left turn to 2000 direct PEASE and hold, continue climb-in-hold to 2000.

PSM ASOS	BOSTON APP CON	CTAF
132.05 273.5	125.05 269.4	122.9



ELEV 125 | TDZE 125





CATEGORY	A	B	C	D
LNAV MDA	580-1 455 (500-1)		NA	
C 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

SEACOAST AIRFIELD (3B4)

RNAV (GPS) RWY 30

NE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-FMH	APP CRS	Rwy Idg	8000
109.55	234°	TDZE	126
Chan 32(Y)		Apt Elev	130

ILS Z or LOC Z RWY 23

CAPE COD COAST GUARD AIR STATION (FMH)

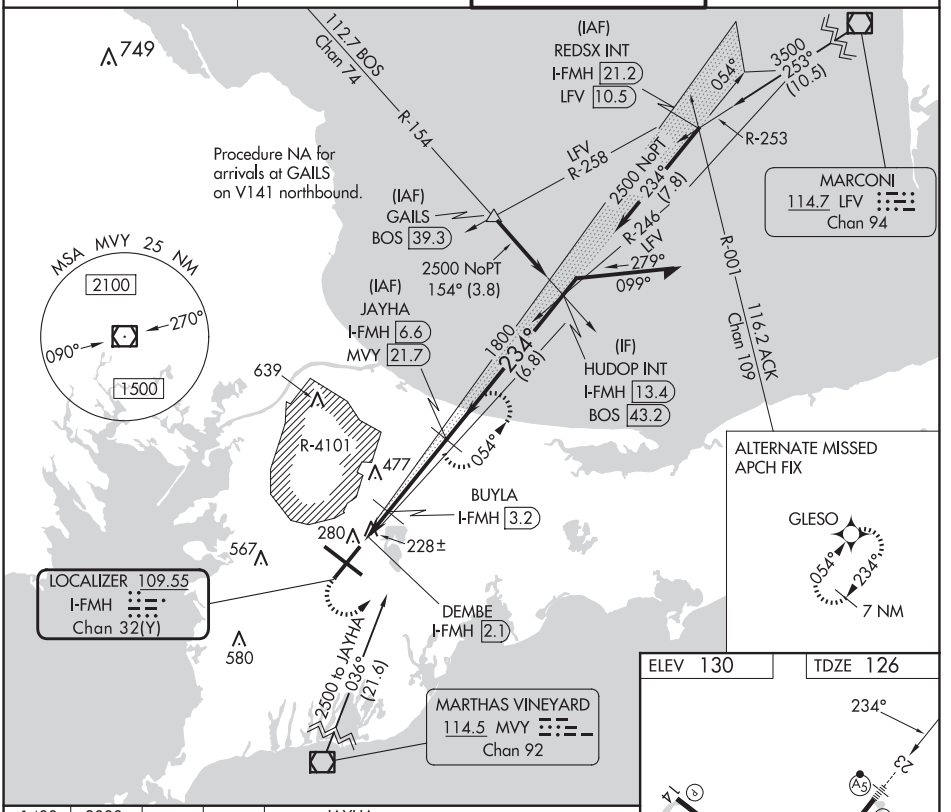
DME required.

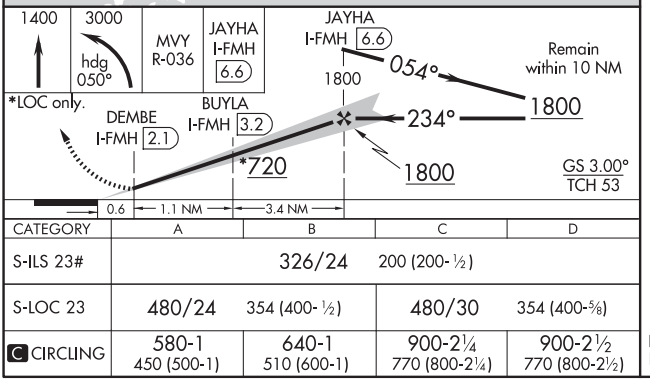
Circling NA northeast of Rwy 14 and northwest of Rwy 23. For inop ALS, increase S-LOC 23 Cats C/D visibility to RVR 5500. #RVR 1800 authorized with use of FD or AP or HUD to DA.

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	BOSTON APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	128.425 291.1	124.15 275.8





CATEGORY	A	B	C	D
S-ILS 23#		326/24	200 (200-½)	
S-LOC 23	480/24	354 (400-½)	480/30	354 (400-⅝)
C 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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

FALMOUTH, MASSACHUSETTS | AL-10362 (FAA) | 24249

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

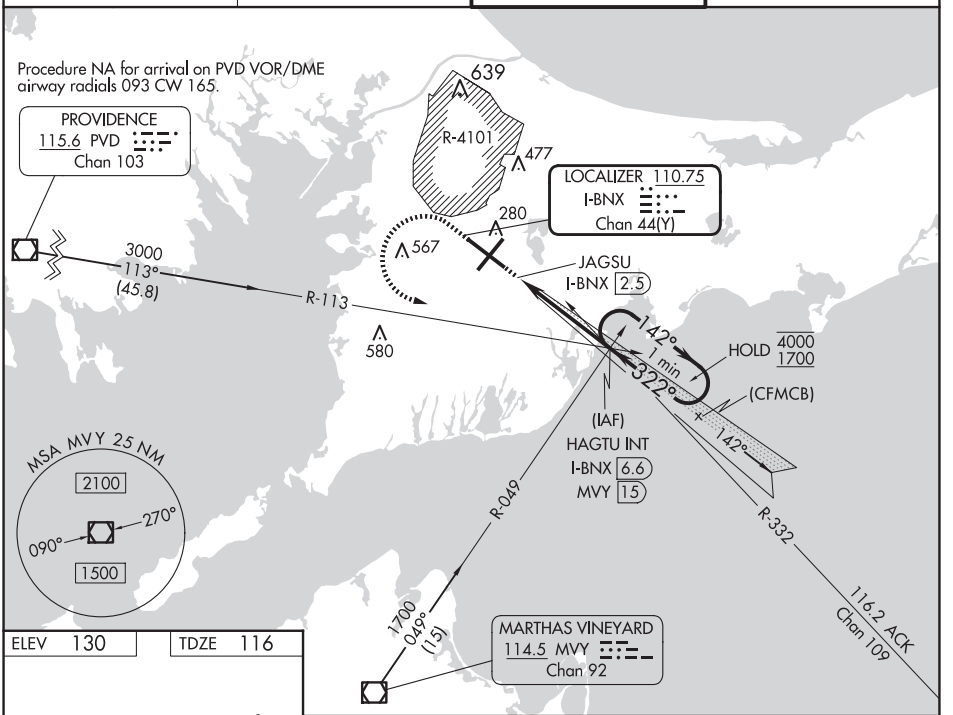
CAPE COD COAST GUARD AIR STATION (FMH)

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.

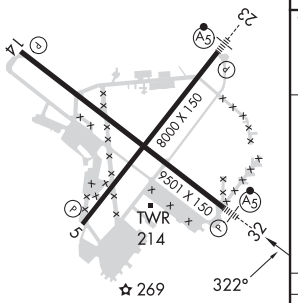
MALSR

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



ELEV 130	TDZE 116

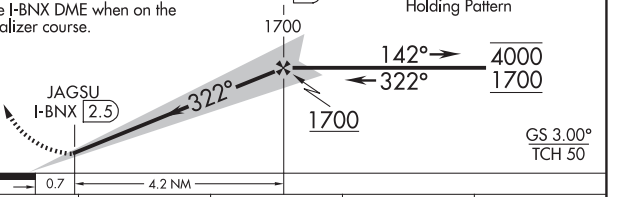


REIL Rwys 5 and 14
HIRL Rwys 5-23 and 14-32

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

1400	2000 hdg 112°	I-BNX SE crs	HAGTU INT

Use I-BNX DME when on the localizer course.



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)	
C CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2¼ 770 (800-2¼)	900-2½ 770 (800-2½)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

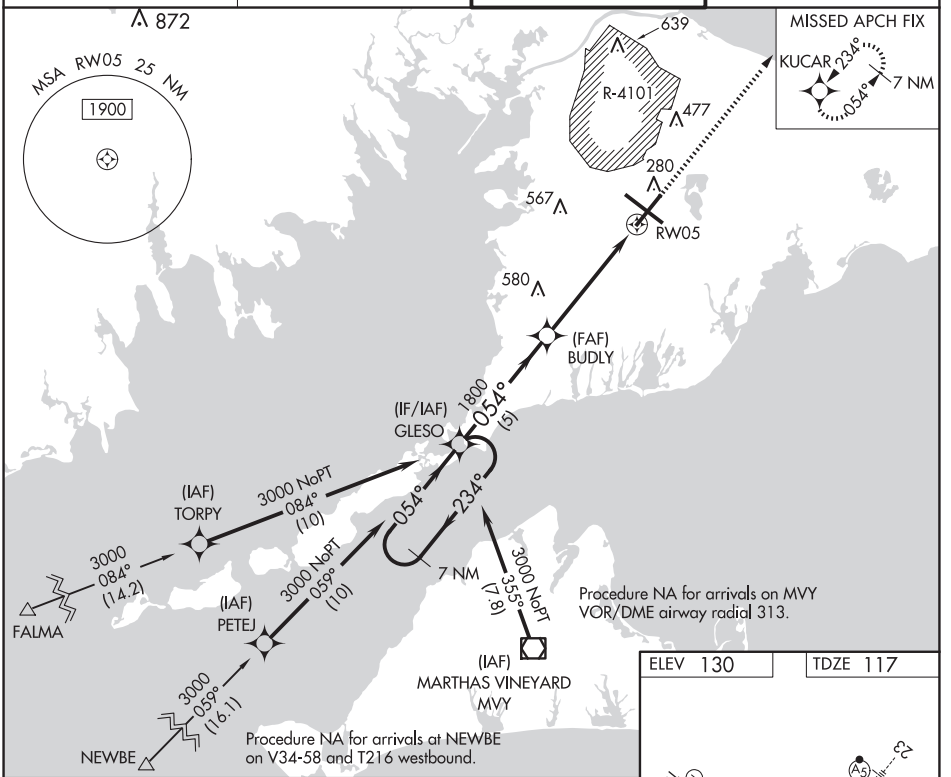
CAPE COD COAST GUARD AIR STATION (FMH)

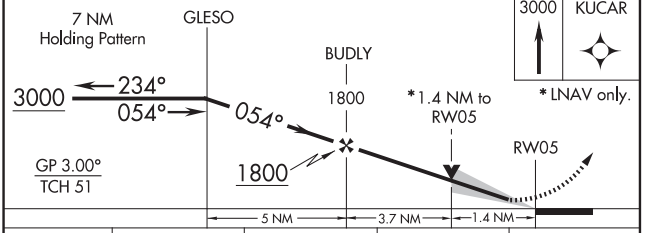
WAAS	APP CRS		
CH **81837**	**054°**	Rwy Idg	**8000**
W05A		TDZE	**117**
		Apt Elev	**130**

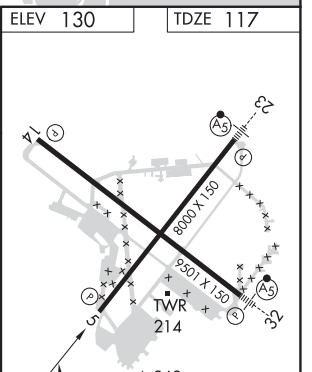
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 3000 direct KUCAR and hold.

ATIS	BOSTON APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	128.425 291.1	124.15 275.8







CATEGORY	A	B	C	D
LPV DA	317-¾ 200 (200-¾)			
LNAV/ VNAV DA	456-1⅛ 339 (400-1⅛)			
LNAV MDA	540-1 423 (500-1)		540-1¼ 423 (500-1¼)	
C 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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	9501
CH 86736	142°	TDZE	130
W14A		Apt Elev	130

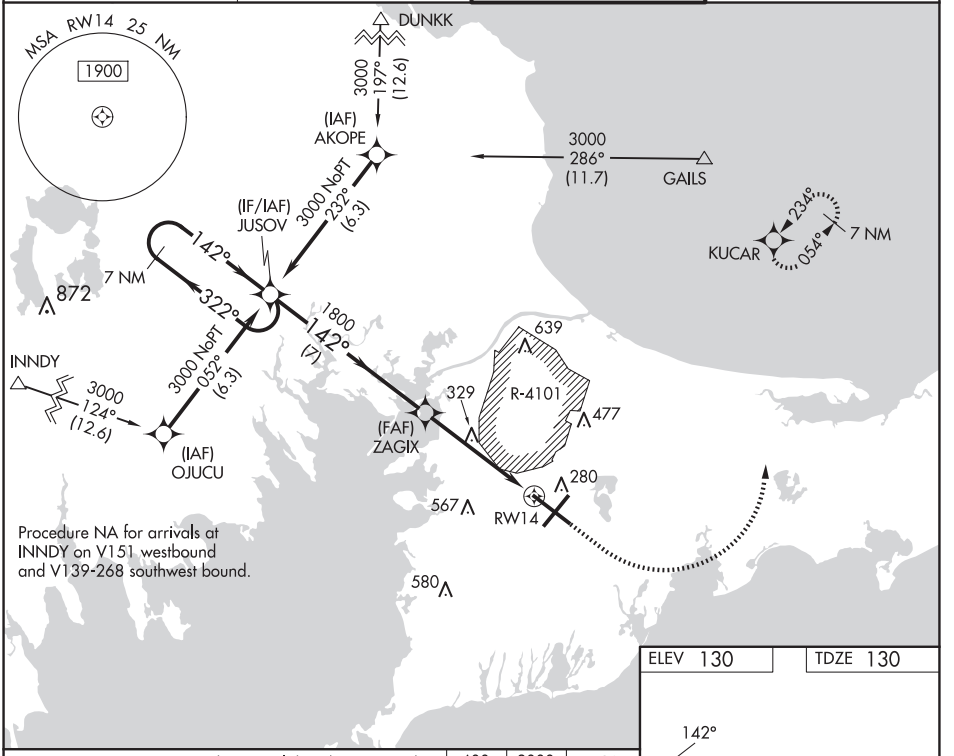
RNAV (GPS) RWY 14

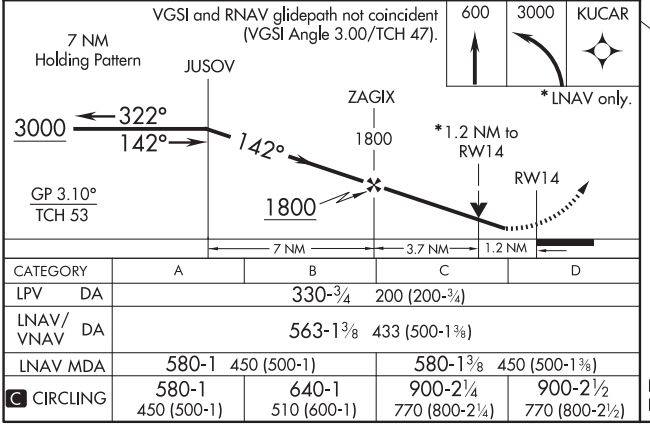
CAPE COD COAST GUARD AIR STATION (FMH)

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.

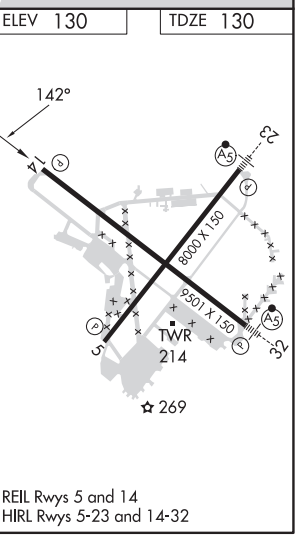
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct KUCAR and hold.

ATIS	BOSTON APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	128.425 291.1	124.15 275.8





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)
C CIRCLING	580-1	640-1	900-2¼	900-2½
	450 (500-1)	510 (600-1)	770 (800-2¼)	770 (800-2½)



REIL Rwys 5 and 14
HIRL Rwys 5-23 and 14-32

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	8000
CH 97337	234°	TDZE	126
W23A		Apt Elev	130

RNAV (GPS) RWY 23

CAPE COD COAST GUARD AIR STATION (FMH)

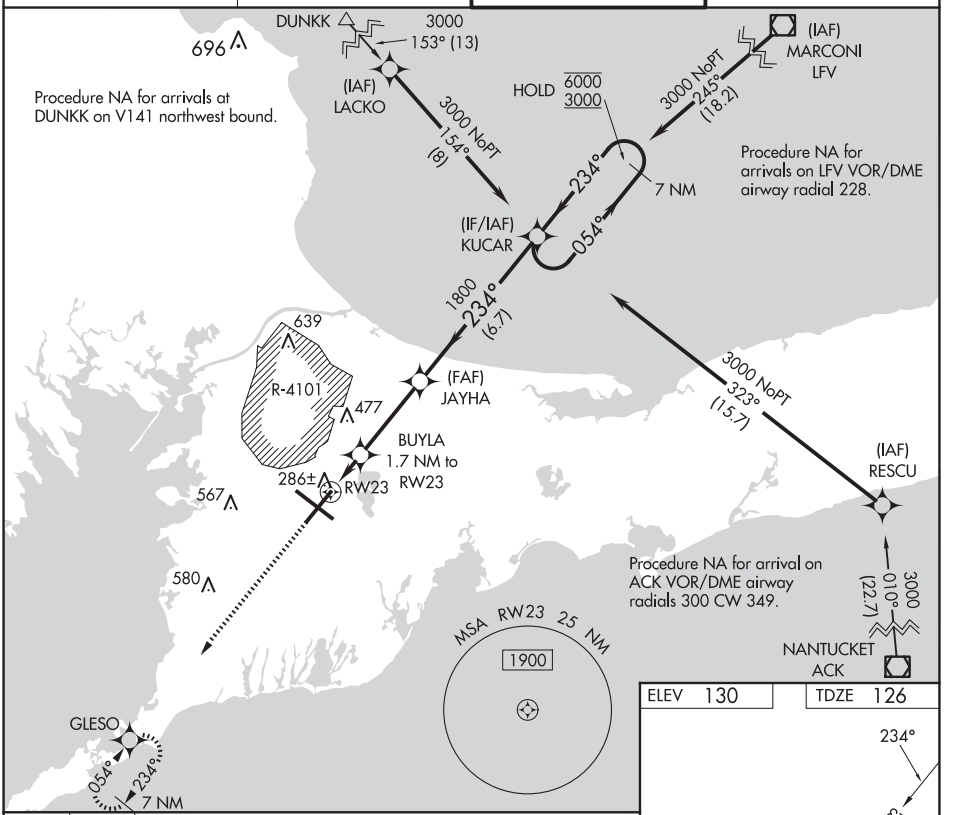
RNP APCH.

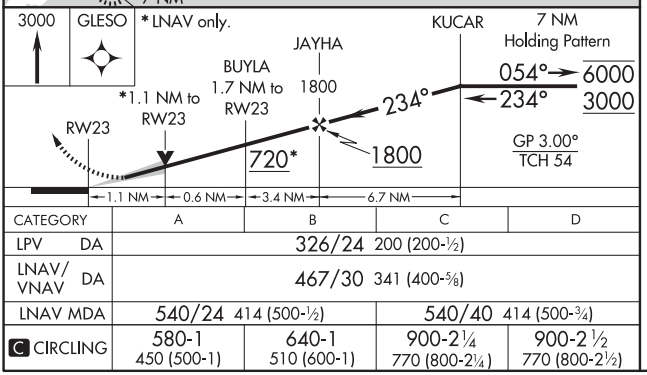
T A For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. Circling NA NE of Rwy 14 and NW of Rwy 23. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cats C and D visibility to RVR 6000.

MALSR (A5)

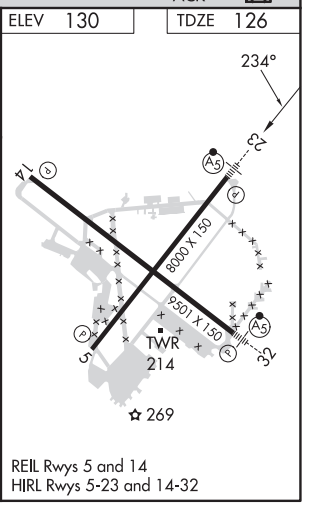
MISSED APPROACH: Climb to 3000 direct GLESO and hold.

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





CATEGORY	A	B	C	D
LPV DA	326/24 200 (200-½)			
LNAV/VNAV DA	467/30 341 (400-⅝)			
LNAV MDA	540/24 414 (500-½)		540/40 414 (500-¾)	
C CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2¼ 770 (800-2¼)	900-2½ 770 (800-2½)



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

CAPE COD COAST GUARD AIR STATION (FMH)

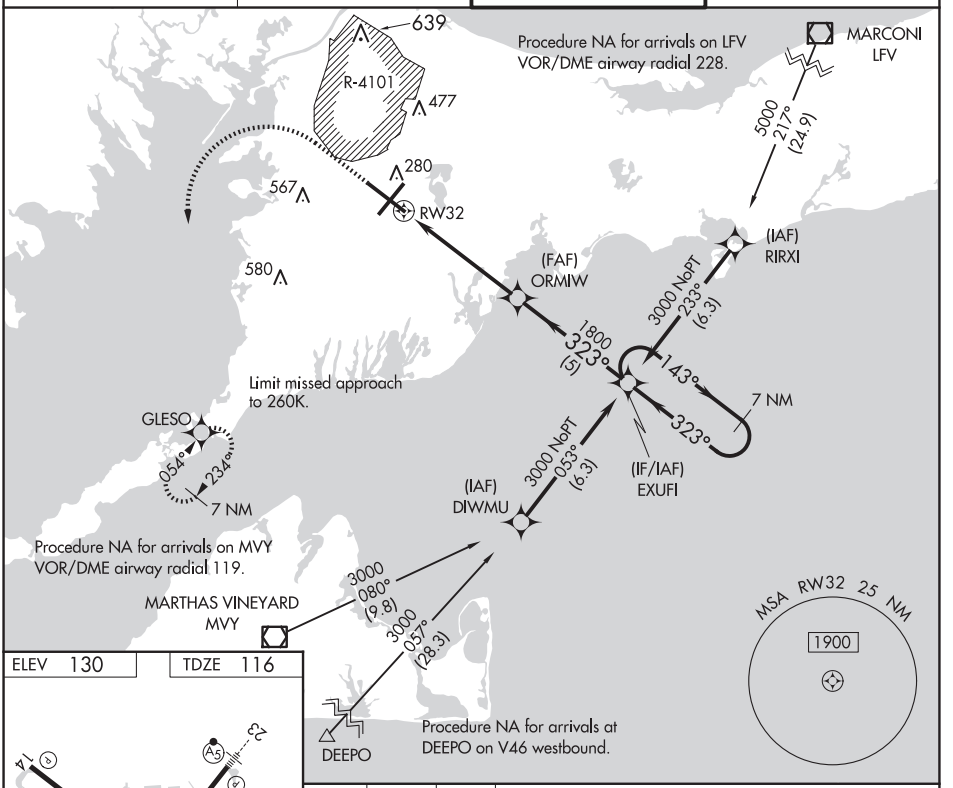
WAAS	APP CRS	Rwy Idg	9501
CH 42536	323°	TDZE	116
W32A		Apt Elev	130

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.

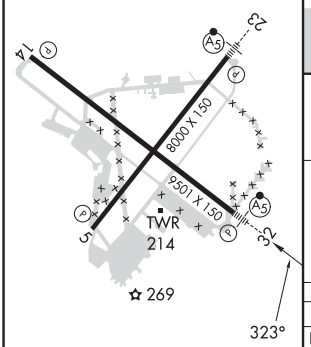
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct GLESO and hold, continue climb-in-hold to 3000.

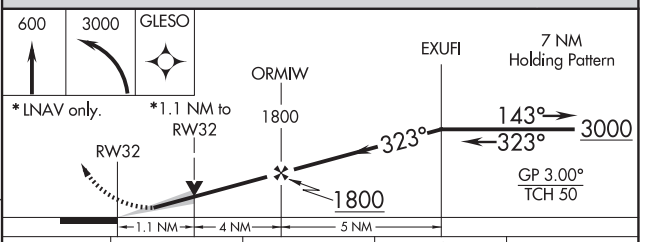
ATIS	BOSTON APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	128.425 291.1	124.15 275.8



ELEV 130 TDZE 116



REIL Rwys 5 and 14
HIRL Rwys 5-23 and 14-32



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)	
C CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2¼ 770 (800-2¼)	900-2½ 770 (800-2½)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-FMH	APP CRS	Rwy Idg	8000
109.55	234°	TDZE	126
Chan 32(Y)		Apt Elev	130

COPTER ILS Y or LOC Y RWY 23

CAPE COD COAST GUARD AIR STATION (FMH)

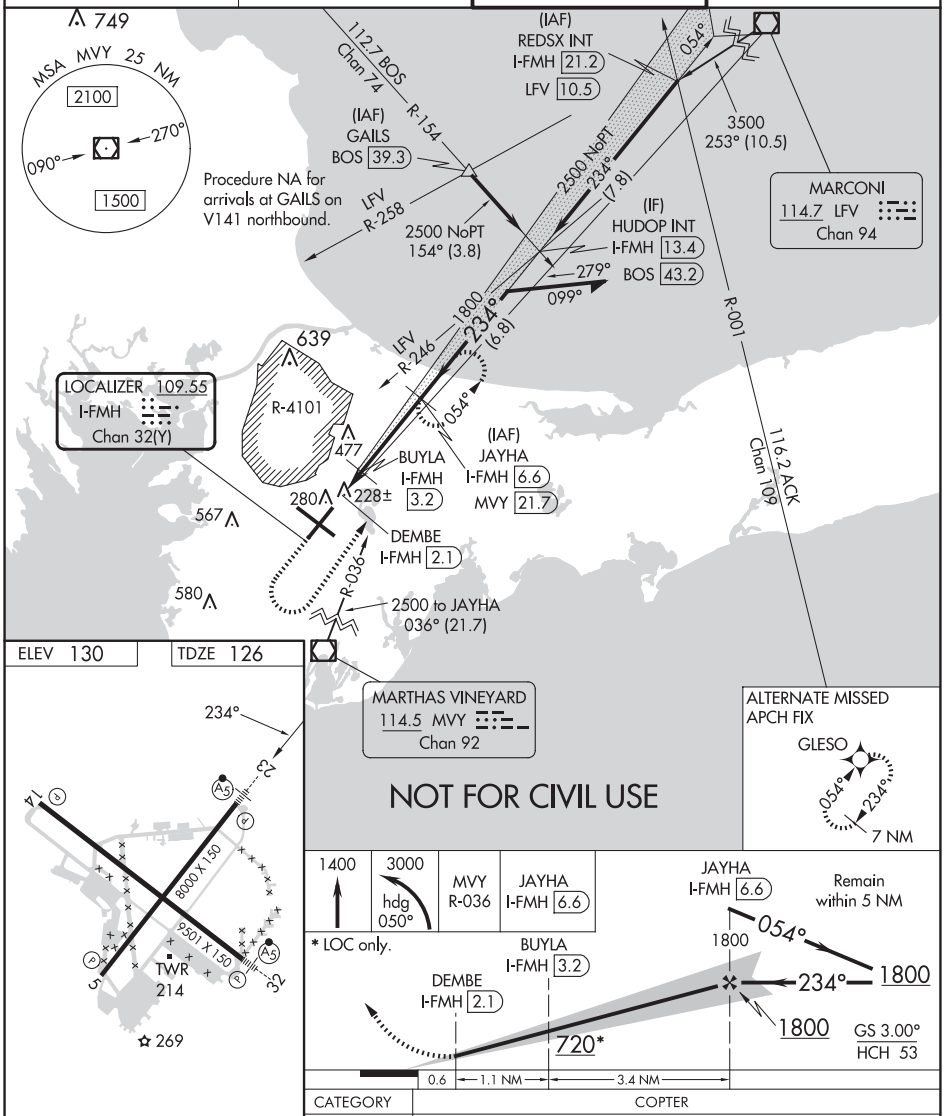
DME required.

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.

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



CATEGORY	COPTER	
H-ILS 23	226/12	100 (100-¼)
H-LOC 23	480/12	354 (400-¼)

REIL Rwys 5 and 14
HIRL Rwys 5-23 and 14-32

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

FALMOUTH, MASSACHUSETTS | AL-10362 (FAA) | 24249

COPTER ILS Y or LOC Y RWY 32

CAPE COD COAST GUARD AIR STATION (FMH)

LOC/DME I-BNX	APP CRS	Rwy Idg	9501
110.75	322°	TDZE	116
Chan 44(Y)		Apt Elev	130

NA U.S. Coast Guard use only. For inop ALS, increase visibility to RVR 2400.

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.

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

NOT FOR CIVIL USE

MSA MVY 25 NM
2100
090° 270°
1500

639
R-4101
477
280
567
580

LOCALIZER 110.75
I-BNX
Chan 44(Y)

JAGSU
I-BNX 2.5

3000
113°
(45.8)
R-113

322°
142°
1 min
322°

Increase to 90K upon reaching the missed approach altitude; maintain 90K while in holding.

HOLD 4000 1700

Limit all segments to 90K.

PROVIDENCE
115.6 PVD
Chan 103

(IAF)
HAGTU INT
I-BNX 6.6
MVY 15

(CFMCB)

Procedure NA for arrival on PVD VOR/DME airway radials 093 CW 165.

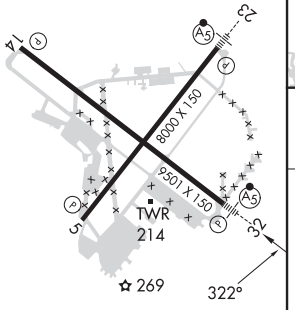
R-049
1700
049°
(15)

MARTHAS VINEYARD
114.5 MVY
Chan 92

142°

116.2 ACK
R-332
Chan 109

ELEV 130 | TDZE 116



REIL Rwys 5 and 14
HIRL Rwys 5-23 and 14-32

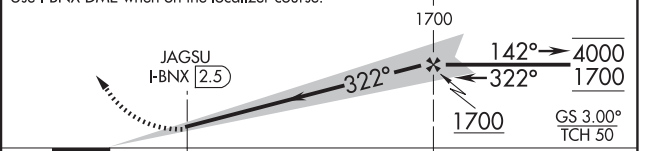
FAF to MAP 4.2 NM					
Knots	45	60	75	90	105
Min:Sec	5:36	4:12	3:22	2:48	2:24

1400	2000	I-BNX	HAGTU
	hdg 123°	SE crs	INT

HAGTU INT
I-BNX 6.6
MVY 15

One Minute Holding Pattern

Use I-BNX DME when on the localizer course.



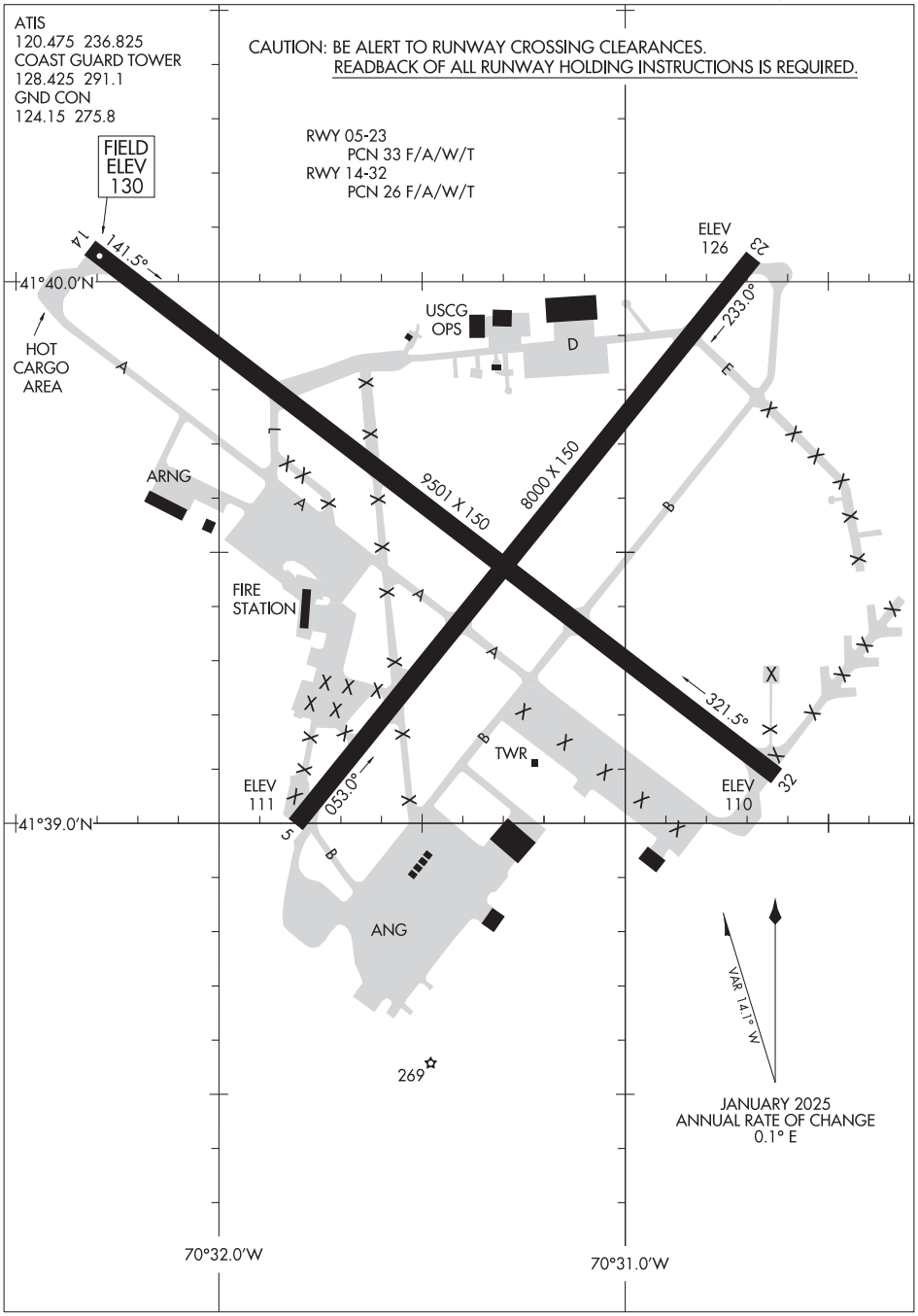
CATEGORY	COPTER	
H-ILS 32	216/12	100 (100-¼)
H-LOC 32	520/12	404 (400-¼)

FALMOUTH, MASSACHUSETTS
Orig 08SEP22

41°40'N-70°31'W CAPE COD COAST GUARD AIR STATION (FMH)

COPTER ILS Y or LOC Y RWY 32

NE-1, 07 AUG 2025 to 02 OCT 2025



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

FALMOUTH, MASSACHUSETTS AL-10083 (FAA) 23334

RNAV (GPS) RWY 7

FALMOUTH AIRPARK (5B6)

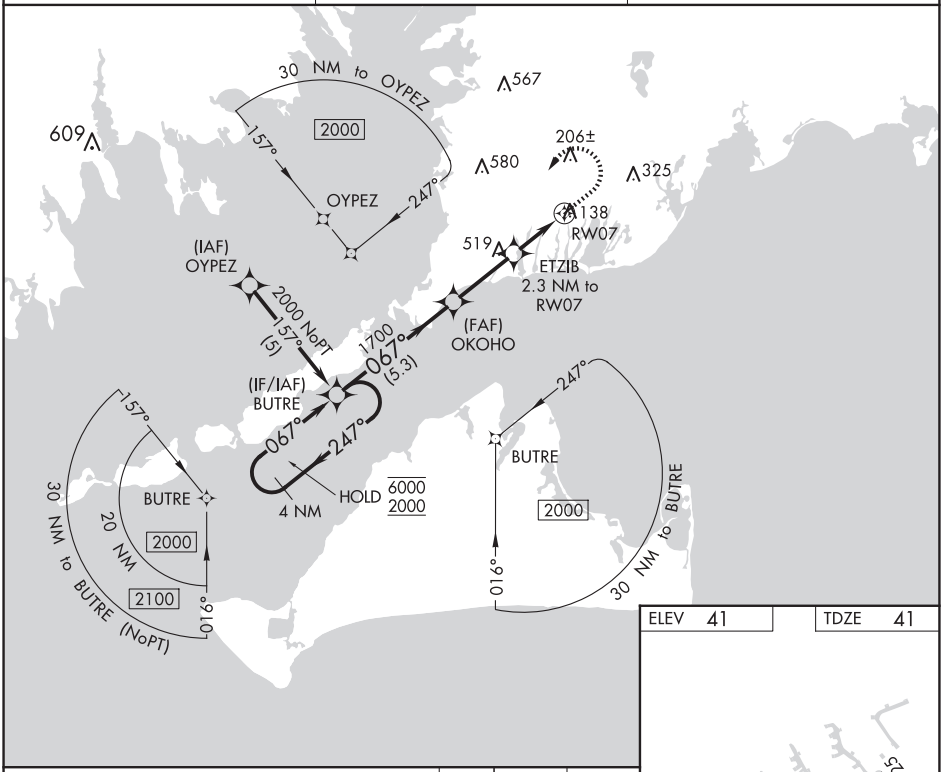
APP CRS	Rwy Idg	2298
067°	TDZE	41
	Apt Elev	41

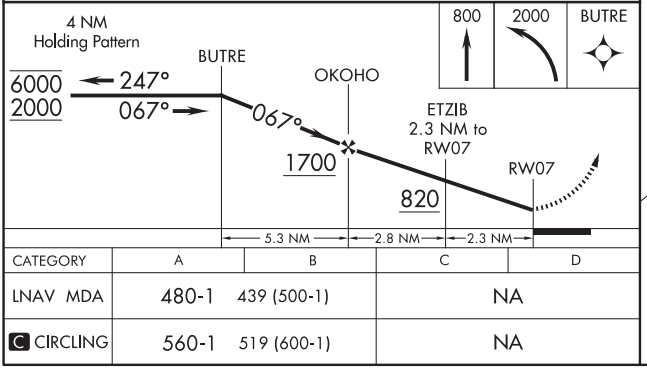
RNP APCH - GPS.

T A NA — Rwy 7 helicopter visibility reduction below 1 SM NA. Use Cape Cod Coast Guard Air Station altimeter setting. When not received, procedure NA. Procedure NA at night.

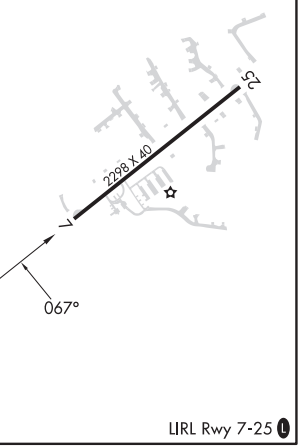
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct BUTRE and hold.

BOSTON APP CON	UNICOM	
118.2	123.075 (CTAF)	122.7 L





CATEGORY	A	B	C	D
LNAV MDA	480-1	439 (500-1)	NA	
C CIRCLING	560-1	519 (600-1)	NA	



FALMOUTH, MASSACHUSETTS
Orig 24MAR22

41°35'N-70°32'W

FALMOUTH AIRPARK (5B6)

RNAV (GPS) RWY 7

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	2298
247°	TDZE	41
	Apt Elev	41

RNAV (GPS) RWY 25

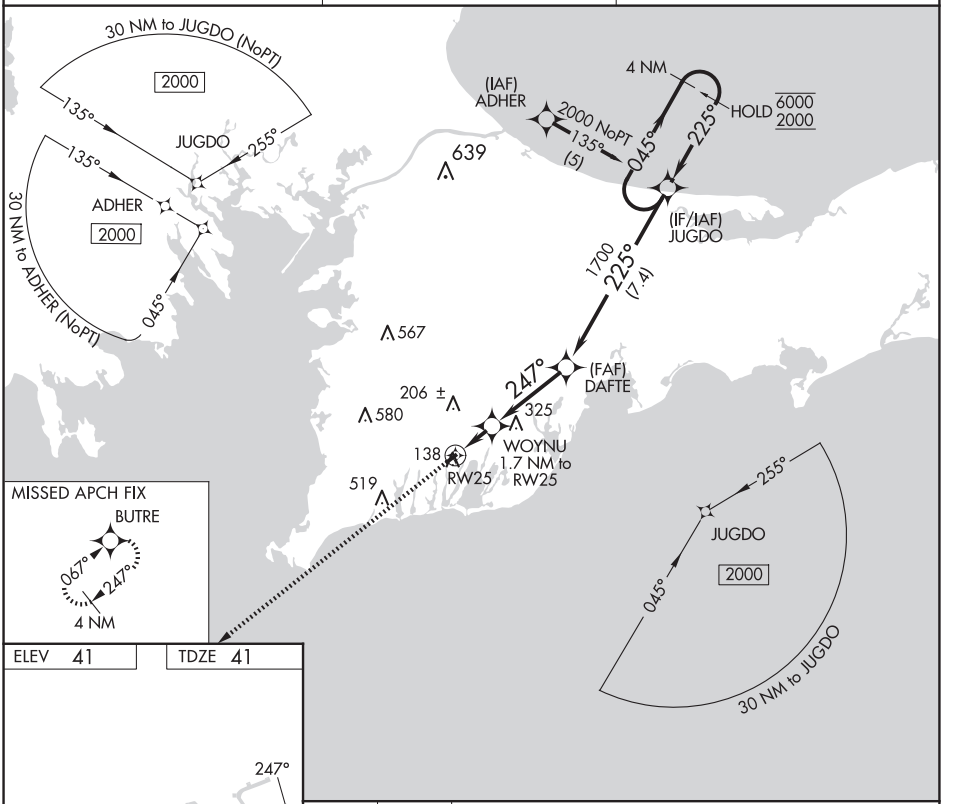
FALMOUTH AIRPARK (5B6)

RNP APCH - GPS.

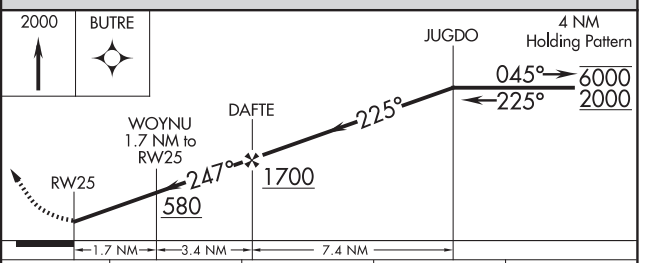
T A NA Rwy 25 helicopter visibility reduction below 1 SM NA. Use Cape Cod Coast Guard Air Station altimeter setting. When not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct BUTRE and hold.

BOSTON APP CON	UNICOM	
118.2	123.075(CTAF)	122.7 L



ELEV 41	TDZE 41



CATEGORY	A	B	C	D
LNAV MDA	500-1	459 (500-1)	NA	
C CIRCLING	560-1	519 (600-1)	NA	

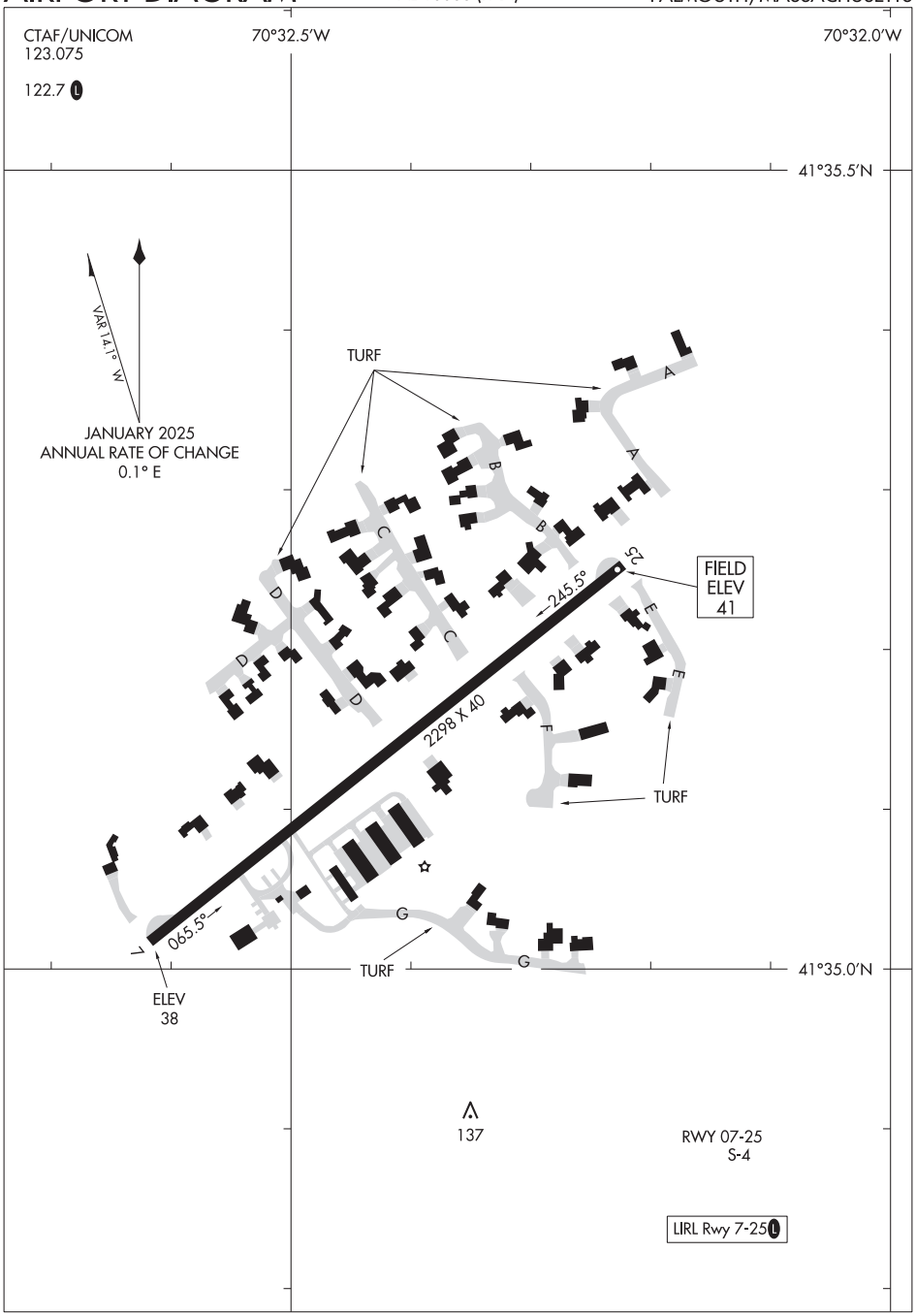
LIRL Rwy 7-25 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25107
AIRPORT DIAGRAM

AL-10083 (FAA)

FALMOUTH AIRPARK (5B6)
FALMOUTH, MASSACHUSETTS



NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107

FALMOUTH, MASSACHUSETTS
FALMOUTH AIRPARK (5B6)

RNAV (GPS) RWY 14

FITCHBURG MUNI (FIT)

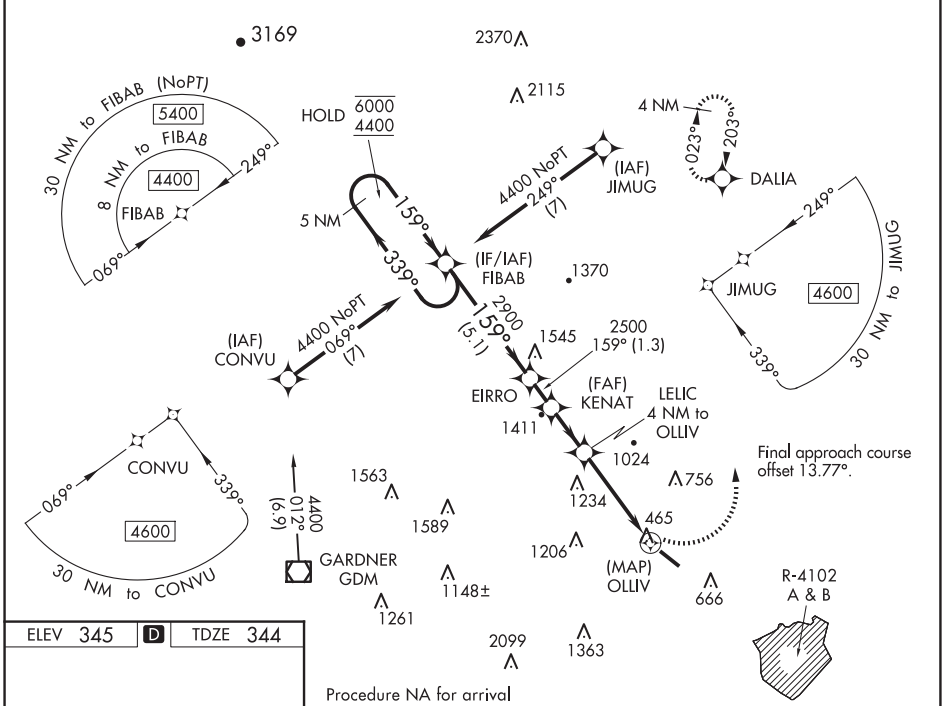
APP CRS	Rwy Ldg	4538
159°	TDZE	344
	Apt Elev	345

RNP APCH.

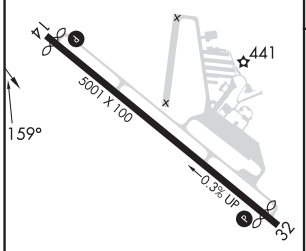
Rwy 14 helicopter visibility reduction below ¾ SM NA.
Circling NA southwest of Rwy 14-32 at night.
-21°C

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

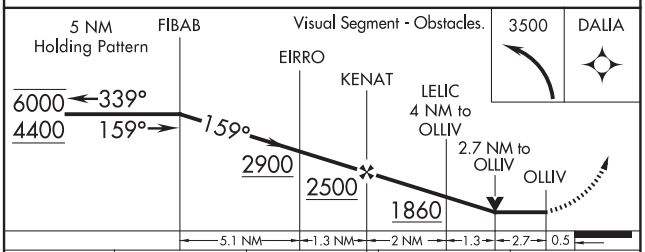
ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L



ELEV 345 D TDZE 344



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

FITCHBURG MUNI (FIT)

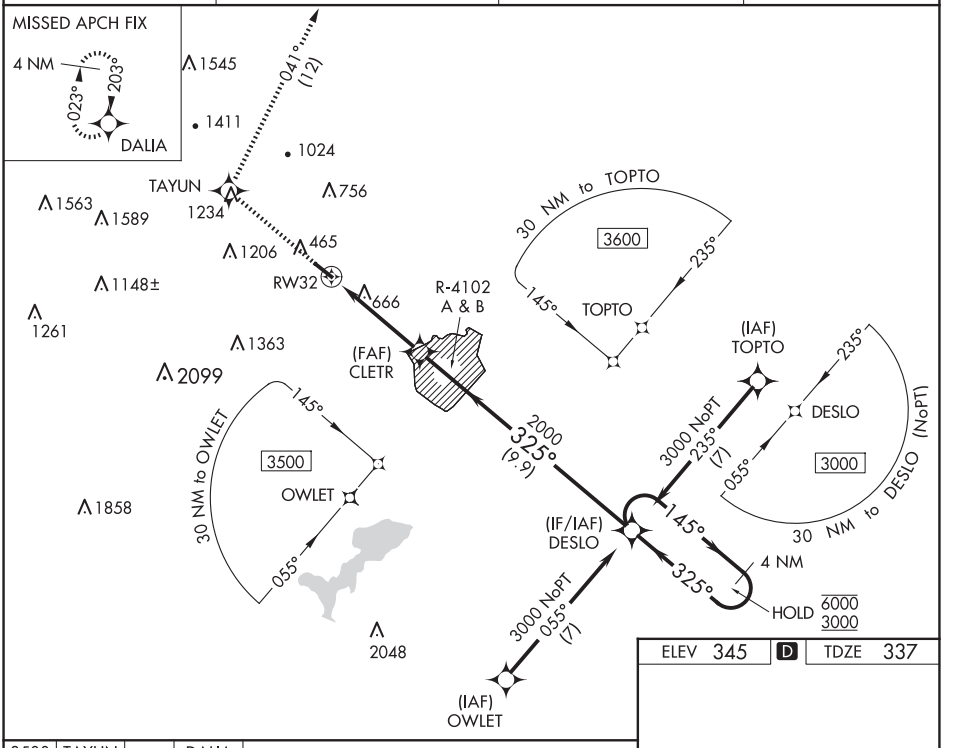
WAAS CH 48944 W32A	APP CRS 325°	Rwy Ldg 4538 TDZE 337 Apt Elev 345

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.

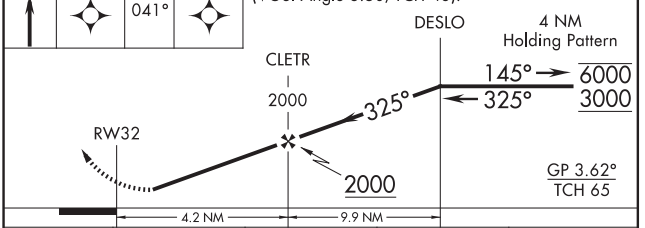
MISSED APPROACH: Climb to 3500 direct TAYUN and on track 041° to DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L



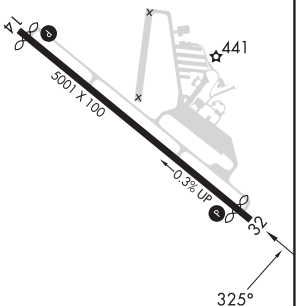
3500	TAYUN	tr 041°	DALIA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 46).



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
C CIRCLING	1080-1 735 (800-1)	1380-1½ 1035 (1100-1½)	1520-3 1175 (1200-3)	NA

ELEV 345 D TDZE 337



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4600
CH 93917	133°	TDZE	984
W14A		Apt Elev	987

RNAV (GPS) RWY 14

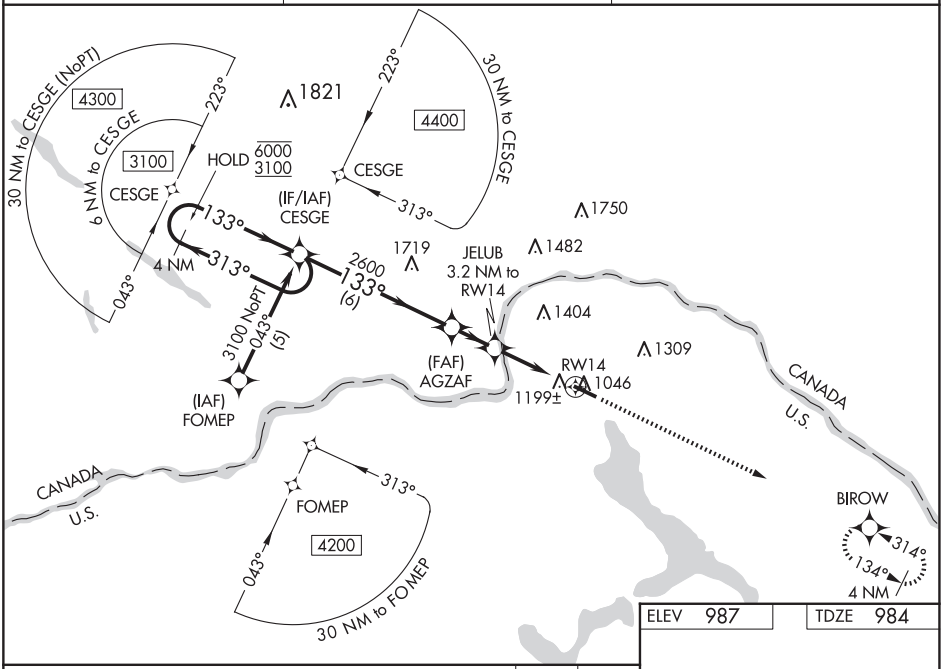
NORTHERN AROOSTOOK RGNL (FVE)

RNP APCH - GPS.

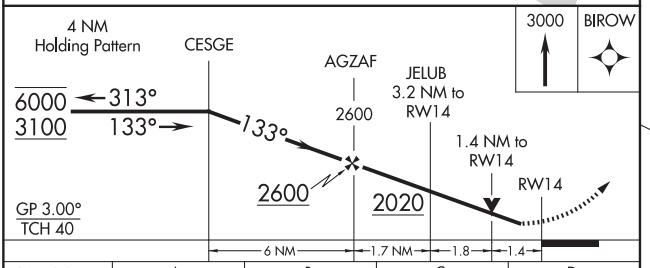
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using CAR altimeter setting. When local altimeter setting not received, use CAR altimeter setting and increase LPV DA to 1386 feet, LNAV/VNAV DA to 1635 feet and all MDAs 120 feet. Increase LPV all Cats visibility ⅛ SM, LNAV Cat C visibility ⅜ SM, Cat D and Circling Cat D visibility ¼ SM and Circling Cat C visibility ½ SM.

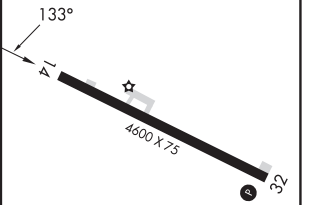
MISSED APPROACH: Climb to 3000 direct BIROW and hold.

ASOS	BOSTON CENTER	UNICOM
135.725	124.75 239.05	122.7 (CTAF) L



ELEV	987	TDZE	984





CATEGORY	A	B	C	D
LPV DA	1270-1	286 (300-1)		
LNAV/VNAV DA	1519-2	535 (600-2)		
LNAV MDA	1460-1	476 (500-1)	1460-1⅜ 476 (500-1⅜)	1460-1½ 476 (500-1½)
C CIRCLING	1560-1 573 (600-1)	1580-1 593 (600-1)	1840-2½ 853 (900-2½)	1840-2¾ 853 (900-2¾)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

FRENCHVILLE, MAINE | AL-6195 (FAA) | 25051

RNAV (GPS) RWY 32

NORTHERN AROOSTOOK RGNL (FVE)

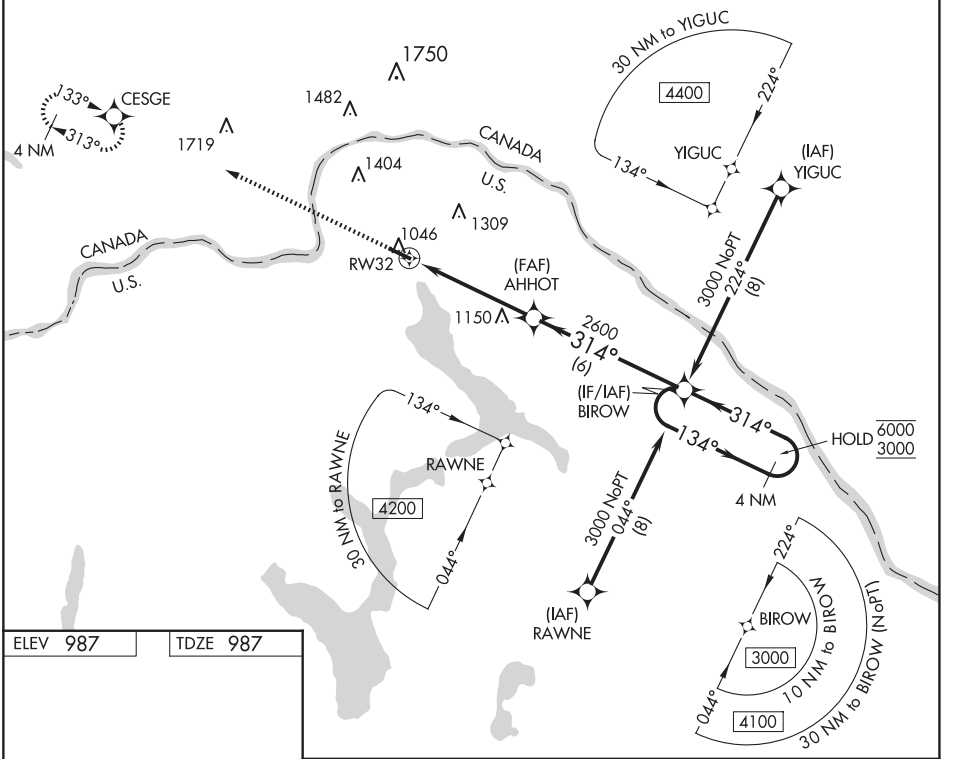
WAAS	APP CRS	Rwy Idg	4600
CH 42942	314°	TDZE	987
W32A		Apt Elev	987

RNP APCH - GPS.

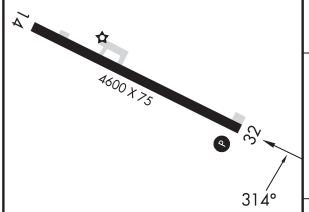
V A VDP NA when using CAR altimeter setting. When local altimeter setting not received, use CAR altimeter setting and increase LPV to 1302, and all MDA 120 feet. Increase LNAV Cats C, D visibility ⅜ SM, and increase Circling Cat C visibility ½ SM and Cat D visibility ¼ SM.

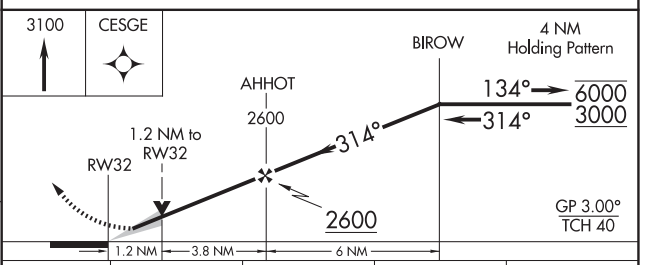
MISSED APPROACH: Climb to 3100 direct CESGE and hold.

ASOS	BOSTON CENTER	UNICOM
135.725	124.75 239.05	122.7 (CTAF) L



ELEV 987 | TDZE 987





CATEGORY	A	B	C	D
LPV DA	1187-1		200 (200-1)	
LNAV MDA	1400-1 413 (500-1)		1400-1⅛ 413 (500-1⅛)	
C CIRCLING	1560-1 573 (600-1)	1580-1 593 (600-1)	1840-2½ 853 (900-2½)	1840-2¾ 853 (900-2¾)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	4200
CH 93635	324°	TDZE	448
W32A		Apt Elev	455

RNAV (GPS) RWY 32

EASTERN SLOPES RGNL (IZG)

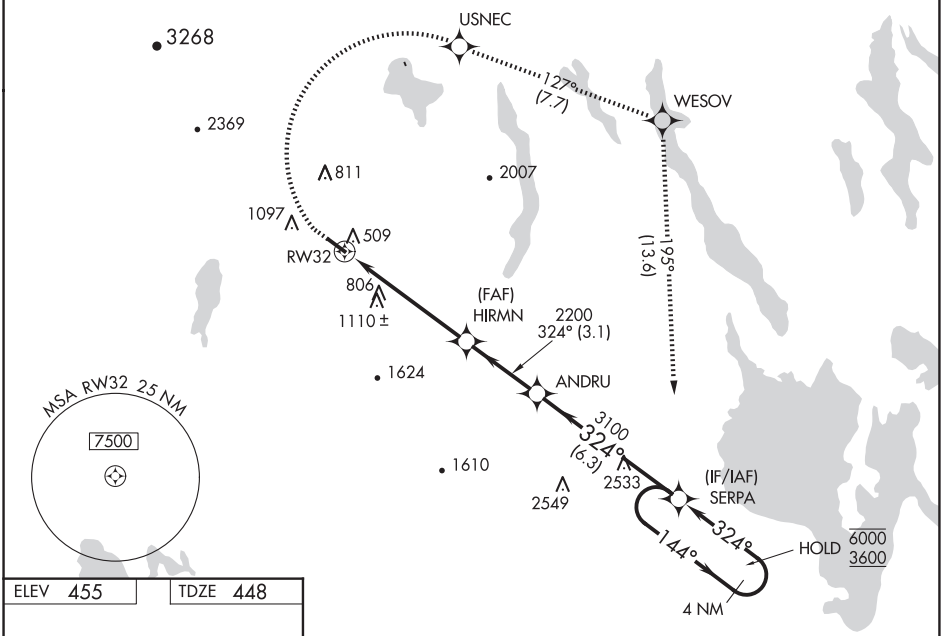
RNP APCH - GPS.

Rwy 32 helicopter visibility reduction below ¾ 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 ¼ SM; increase all MDAs 100 feet and LNAV visibility Cat B/C ½ SM, and Circling visibility Cat B ¼ SM.

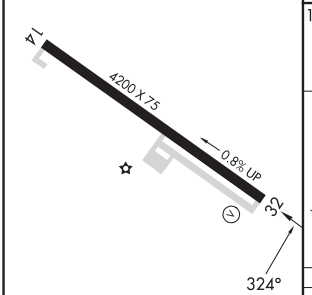
-28°C

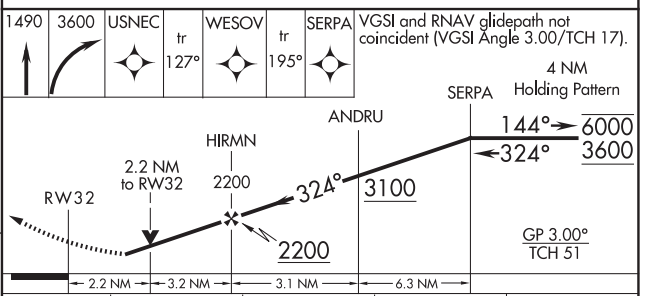
MISSED APPROACH: Climb to 1490 then climbing right turn to 3600 direct USNEC and on track 127° to WESOV and on track 195° to SERPA and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.775	119.75 269.35	122.8 (CTAF) L



ELEV 455	TDZE 448





CATEGORY	A	B	C	D
LPV DA	914-1⅜ 466 (500-1⅜)			NA
LNAV MDA	1140-1 692 (700-1)		1140-2 692 (700-2)	NA
C CIRCLING	1340-1¼ 885 (900-1¼)	1400-1½ 945 (1000-1½)	1560-3 1105 (1200-3)	NA

REIL Rwy 32
MIRL Rwy 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

GARDNER, MASSACHUSETTS AL-5289 (FAA) 25163

RNAV (GPS)-B

GARDNER MUNI (GDM)

APP CRS	Rwy Ldg	N/A
179°	TDZE	N/A
	Apt Elev	954

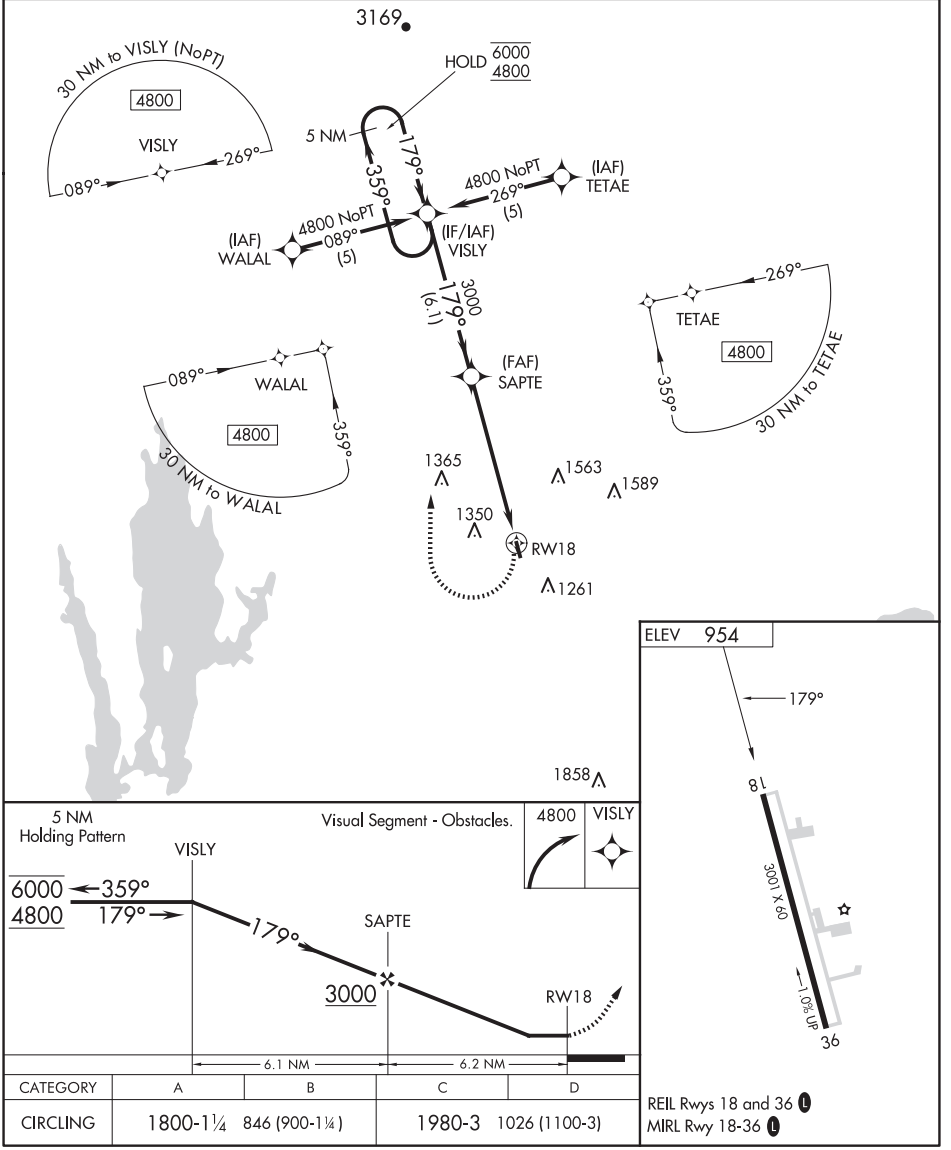
RNP APCH - GPS.

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

MISSED APPROACH: Climbing right turn to 4800 direct VISLY and hold, continue climb-in-hold to 4800.

ORH ASOS	BOSTON CENTER	UNICOM
126.55	123.75 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1800-1¼ 846 (900-1¼)		1980-3 1026 (1100-3)	

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME GDM	APP CRS	Rwy Ldg	N/A
116.95	097°	TDZE	N/A
Chan 116 (Y)		Apt Elev	954

VOR-A

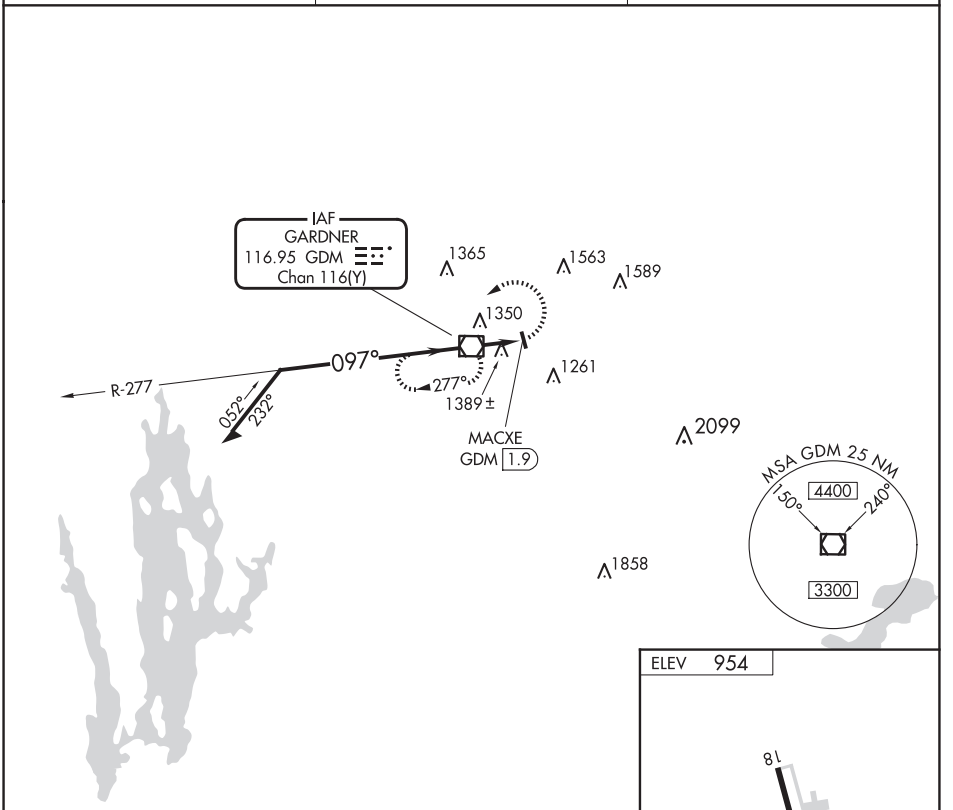
GARDNER MUNI (GDM)

NA

Procedure NA at night. Use ORH altimeter setting, when not received use ORE altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 3300 direct GDM VOR/DME and hold, continue climb-in-hold to 3300.

ORH ASOS	BOSTON CENTER	UNICOM
126.55	123.75 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2020-1¼ 1066 (1100-1¼)	2020-1½ 1066 (1100-1½)	2020-3	1066 (1100-3)

FAF to MAP 1.9 NM

Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

GREAT BARRINGTON, MASSACHUSETTS AL-5418 (FAA) 25163

RNAV (GPS) RWY 11

WALTER J KOLADZA (GBR)

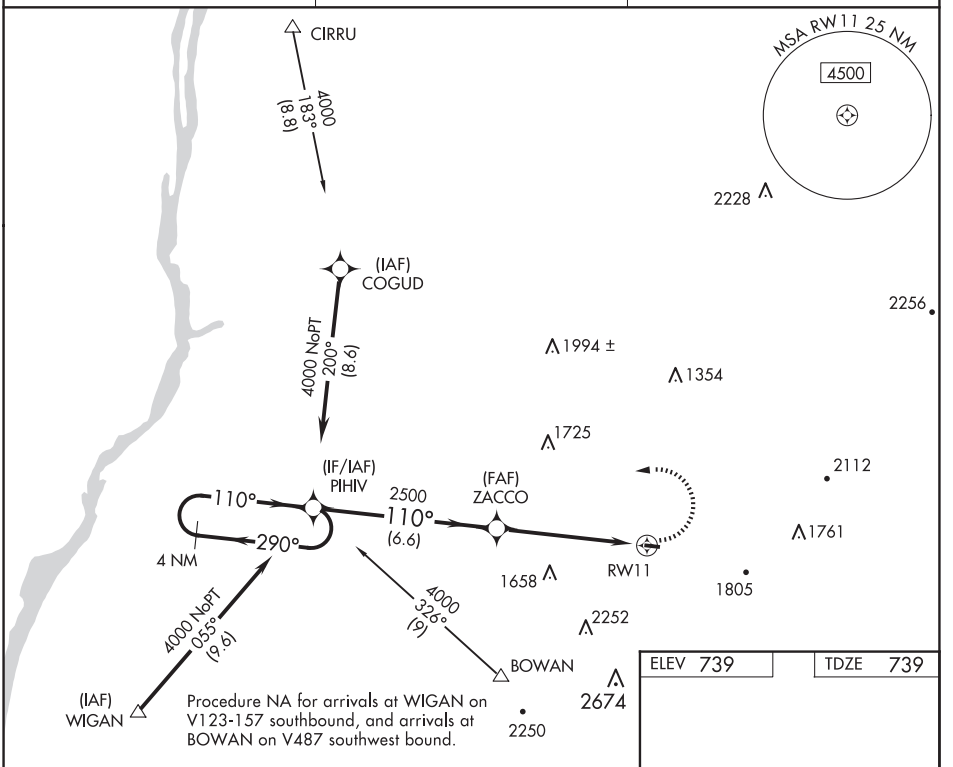
WAAS	APP CRS	Rwy Ldg	2409
CH 58123	110°	TDZE	739
W11A		Apt Elev	739

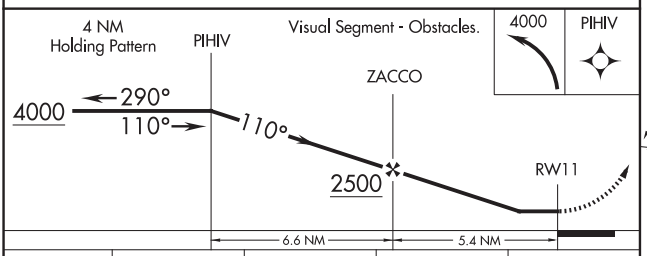
T
NA
-19°C

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.

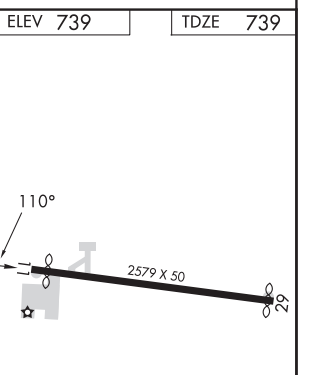
MISSED APPROACH: Climbing left turn to 4000 direct PIHIV and hold.

ALBANY APP CON	UNICOM	
132.825 307.2	122.8 (CTAF)	121.6 L





CATEGORY	A	B	C	D
LP MDA	1840-1¼ (1200-1¼) 1101	1840-1½ (1200-1½) 1101	NA	
LNAV MDA	1840-1¼ (1200-1¼) 1101	1840-1½ (1200-1½) 1101	NA	
C CIRCLING	1840-1¼ (1200-1¼) 1101	1840-1½ (1200-1½) 1101	NA	



GREAT BARRINGTON, MASSACHUSETTS

Orig-D 10SEP20

42°11'N-73°24'W

WALTER J KOLADZA (GBR)

RNAV (GPS) RWY 11

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS)-B

WALTER J KOLADZA (GBR)

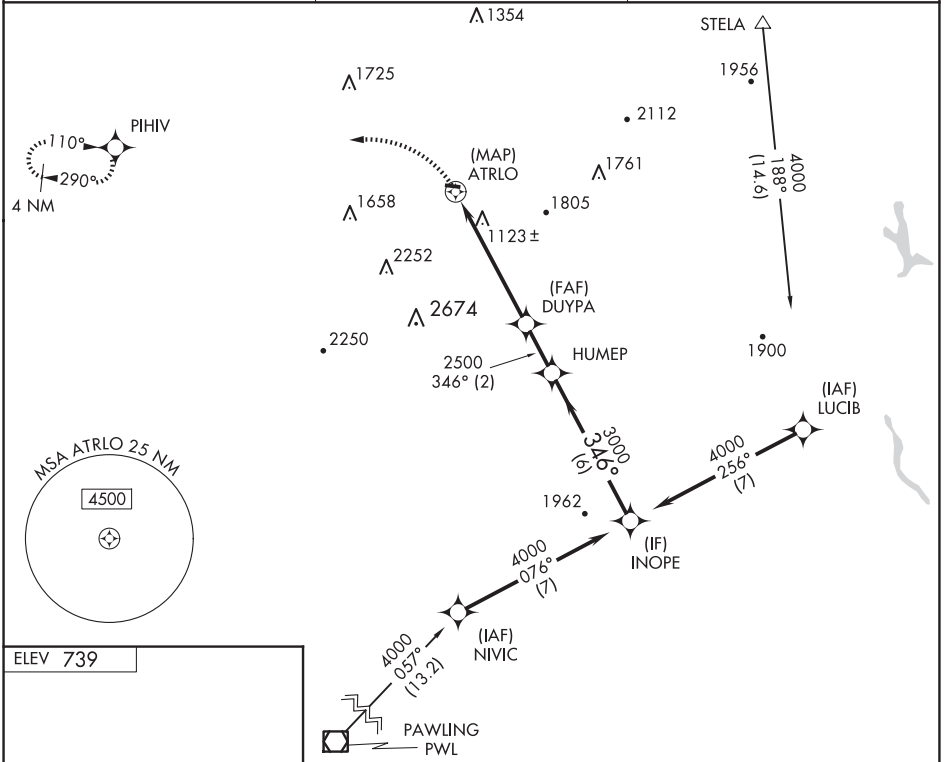
APP CRS	Rwy Ldg	N/A
346°	TDZE	N/A
	Apt Elev	739

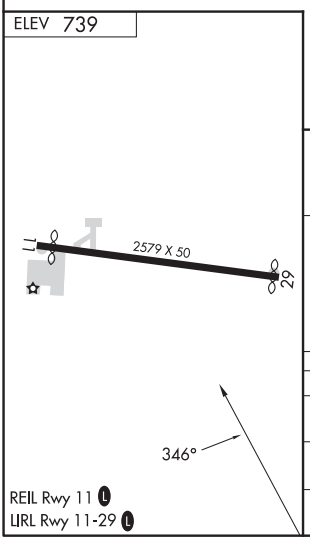
T
NA
-19°C

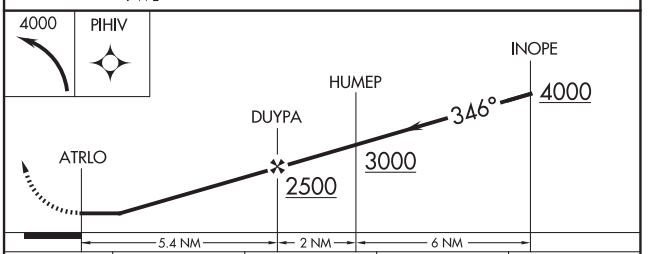
Obtain local altimeter setting on CTAF; when not received, use Pittsfield altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct PIHIV and hold.

ALBANY APP CON	UNICOM	
132.825 307.2	122.8 (CTAF)	121.6 L







CATEGORY	A	B	C	D
CIRCLING	1500-1 761 (800-1)	1560-1¼ 821 (900-1¼)	NA	

PITTSFIELD ALTIMETER SETTING MINIMUMS			
CIRCLING	1600-1¼ 861 (900-1¼)	1660-1¼ 921 (1000-1¼)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

GREENVILLE, MAINE AL-5918 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	4000
CH 60940	135°	TDZE	1392
W14A		Apt Elev	1402

RNAV (GPS) RWY 14

GREENVILLE MUNI (3B1)

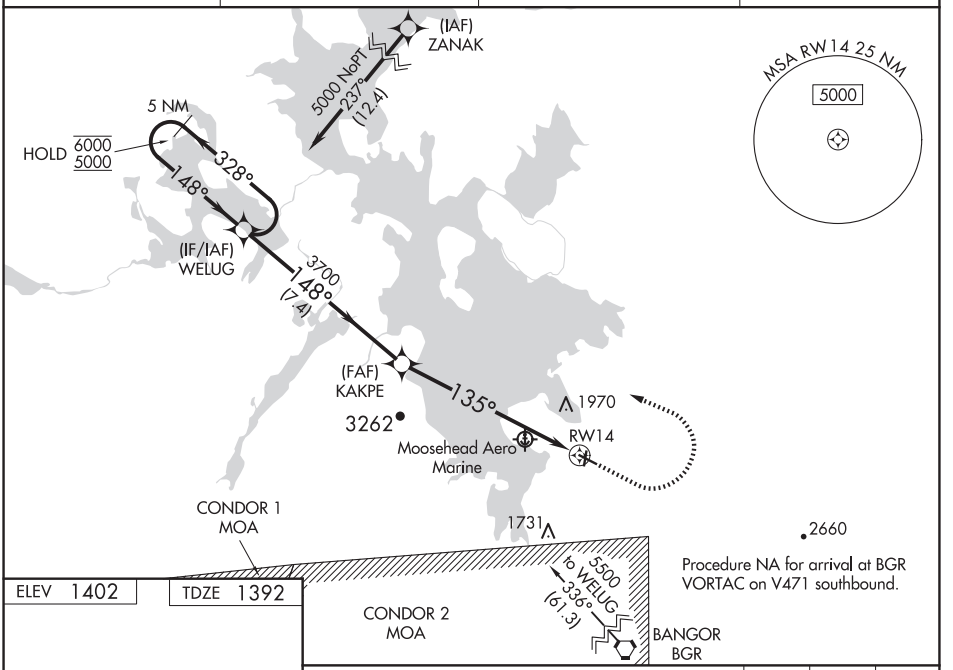
RNP APCH - GPS.

T NA -20°C

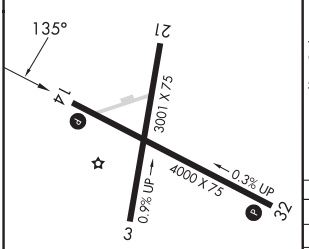
Baro-VNAV and VDP NA when using BGR altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. Circling Rwy 3, 21 NA at night. Circling NA north of Rwy 14-32. When local altimeter setting not received, use BGR altimeter setting and increase LPV DA* to 1952 feet and all visibilities ⅝ SM. Increase LPV DA to 2490 feet and all visibilities 1½ SM. Increase LNAV/VNAV DA to 2595 feet and all visibilities 1 SM. Increase all MDAs 300 feet.

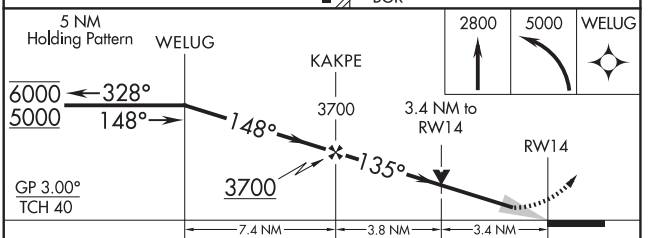
MISSED APPROACH: Climb to 2800 then climbing left turn to 5000 direct WELUG and hold.
*Missed approach requires minimum climb of 215 feet per NM to 4200.

AWOS-A	BOSTON CENTER	CLNC DEL	UNICOM
124.175	120.25 346.4	122.3	122.8 (CTAF) L



ELEV 1402 TDZE 1392





CATEGORY	A	B	C	D
LPV DA*	1667-1 275 (300-1)			
LPV DA	2205-2½ 813 (900-2½)			
LNAV/VNAV DA	2310-4 918 (1000-4)			
LNAV MDA	2500-1¼ 1108 (1100-1¼)	2500-1½ 1108 (1100-1½)	2500-3 1108 (1100-3)	
C CIRCLING	2500-1¼ 1098 (1100-1¼)	2500-1½ 1098 (1100-1½)	2500-3 1098 (1100-3)	2660-3 1258 (1300-3)

REIL Rwy 14 L
MIRL Rwy 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	4000
CH 40145	315°	TDZE	1392
W32A		Apt Elev	1402

RNAV (GPS) RWY 32

GREENVILLE MUNI (3B1)

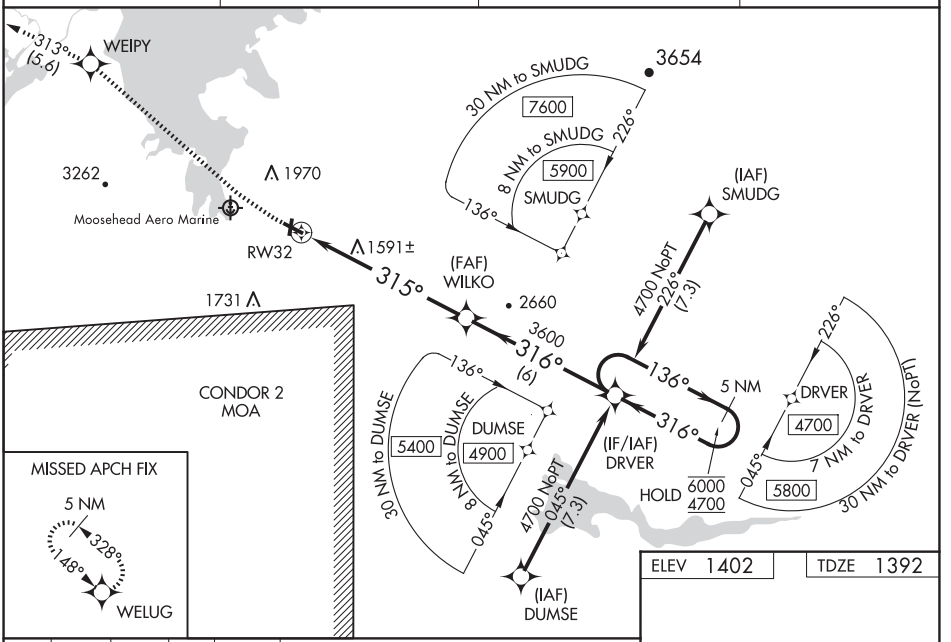
RNP APCH - GPS.

NA
-20°C

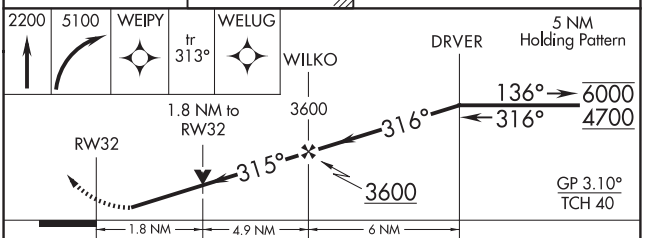
Circling Rwy 3, 21 NA at night. Baro-VNAV and VDP NA when using Bangor altimeter setting. Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. When local altimeter not received, use Bangor altimeter setting: increase LPV DA to 1927 feet and all visibilities ½ SM, increase LNAV/VNAV DA to 2095 feet and all visibilities ⅞ 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.

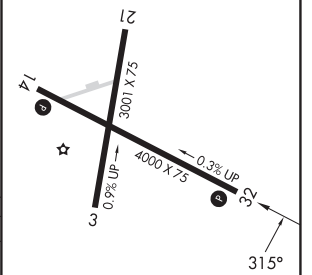
MISSED APPROACH: Climb to 2200 then climbing right turn to 5100 direct WEIPY and on track 313° to WELUG and hold, continue climb-in-hold to 5100.

AWOS-A	BOSTON CENTER	CLNC DEL	UNICOM
124.175	120.25 346.4	122.3	122.8 (CTAF) L



ELEV 1402	TDZE 1392





CATEGORY	A	B	C	D
LPV DA	1642-1	250 (300-1)		
LNAV/VNAV DA	1810-1⅛	418 (500-1⅛)		
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)

REIL Rwy 14 L
MIRL Rwy 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 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)

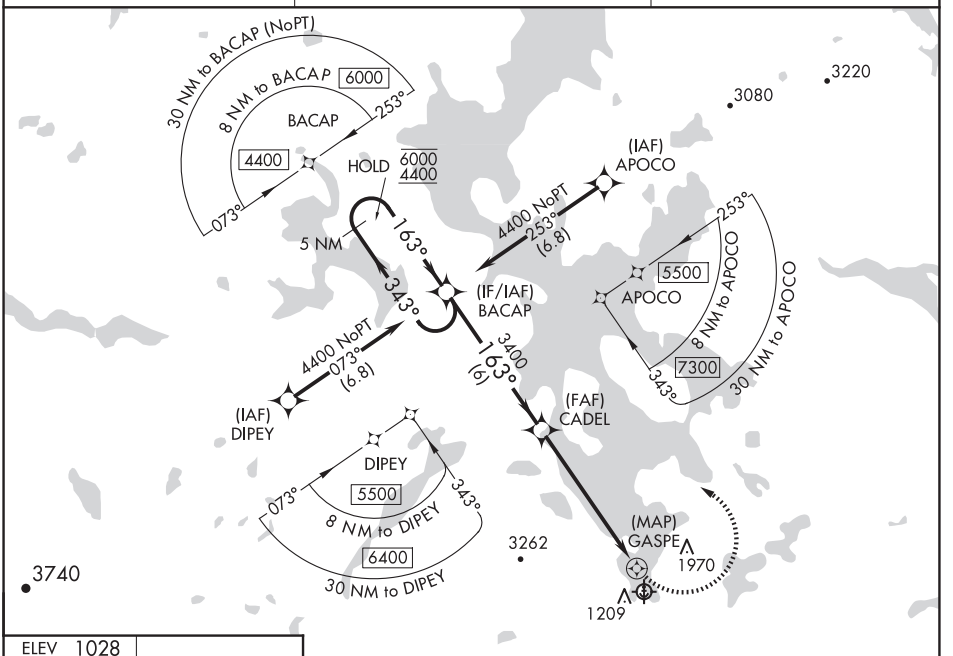
RNP APCH - GPS.

NA
-21°C

Procedure NA at night. Use 3B1 altimeter setting; when not received, use BGR altimeter setting and increase all MDA 240 feet.

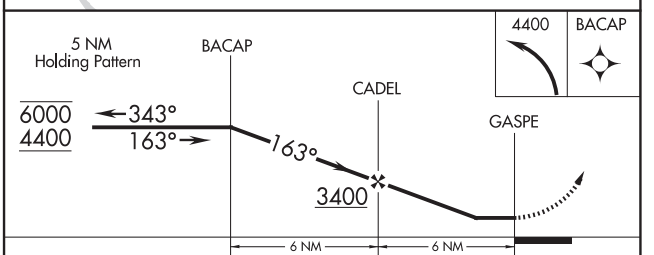
MISSED APPROACH: Climbing left turn to 4400 direct BACAP and hold.

3B1 AWOS-A	BOSTON CENTER	CTAF
124.175	120.25 346.4	122.9



ELEV 1028

SEE MOOSEHEAD AERO MARINE SEAPLANE BASE LANDING CHART



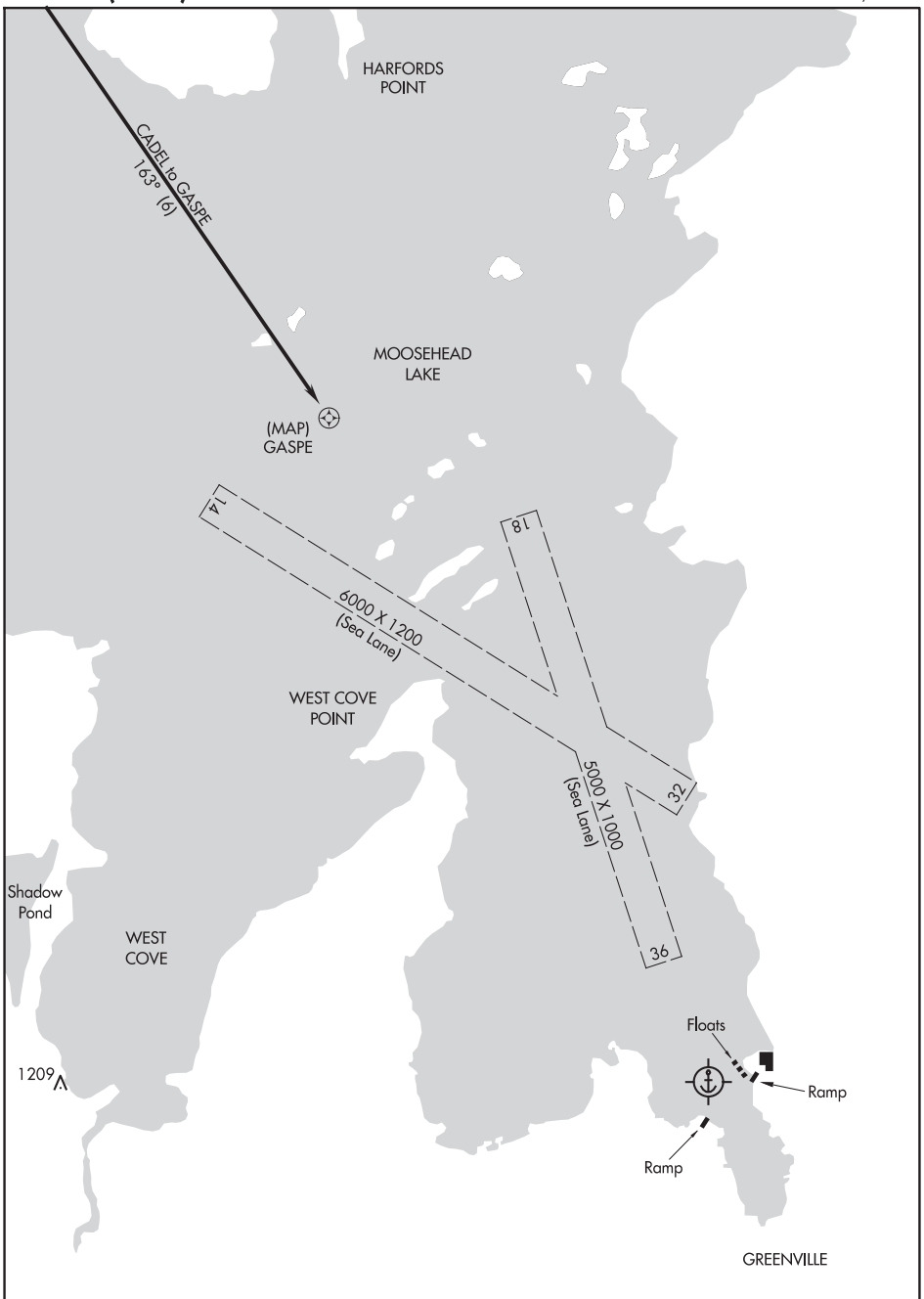
CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1112 (1200-1¼)	2560-1½ 1532 (1600-1½)	2560-3 1532 (1600-3)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) -B LANDING

AL-5935 (FAA)

MOOSEHEAD AERO MARINE (52B)
GREENVILLE, MAINE



RNAV (GPS) -B LANDING

45°28'N-69°36'W

MOOSEHEAD AERO MARINE (52B)
GREENVILLE, MAINE

Amdt 1A 05SEP24

NE-1, 07 AUG 2025 to 02 OCT 2025

GROTON (NEW LONDON), CONNECTICUT AL-5049 (FAA) 24193

ILS or LOC RWY 5
GROTON-NEW LONDON (GON)

LOC/DME I-GON	APP CRS	Rwy Idg	5000
111.3	048°	TDZE	8
Chan 50		Apt Elev	9

T Circling Rwy 15 NA at night.
A For inop ALS, increase S-LOC Cat C/D visibility to 1⅜.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR A5

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.

ATIS	PROVIDENCE APP CON *	GROTON TOWER *	GND CON	CLNC DEL	CLNC DEL
127.0	125.75 319.2	125.6 (CTAF) L 236.775	121.65 236.775	119.85 (when twr closed)	121.65

ALTERNATE MISSED APCH FIX
238° 058° R-238
NORWICH ORW 110.0 Chan 37

Procedure NA for arrival on GON VOR/DME airway radials 220 CW 257.

866 1399 650 440 398 253 319 117

110.0 ORW Chan 37 R-183 R-062 R-323 242° 062° 117.8 SEY Chan 125

BABET INT GON 5.7

GROTON 110.85 GON Chan 45 (Y)

110.4 MAD Chan 41 R-111 2000 126° (13.3) R-126

1900 225° (5.9) 231

LOCALIZER 111.3 I-GON Chan 50

(IAF) PINET INT I-GON 6.7

1900 NoPT 126° (11)

048° 1 min 228°

HOLD 4500 1900

GON R-225

MADISON 110.4 MAD Chan 41

(IAF) FLIBB MAD 13.3

1900 048° (6.6)

(IF) MONDI INT I-GON 13.2

Procedure NA for arrivals at MAD VOR/DME on V34 northwest bound.

MSA GON 25 NM 190° 2600 100° 2100

ELEV 9 D TDZE 8

TWR 69 5000 X 150 4000 X 90 15 23 33 048°

REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33 L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

One Minute Holding Pattern

PINET INT I-GON 6.7

1900 4500 1900 228° 048° 048° 1900

I-GON 2.4 I-GON 0.9

GS 3.00° TCH 42

4.3 NM 1.4 NM

2100 GON R-062 BABET INT

CATEGORY	A	B	C	D
S-ILS 5 *	208/24 200 (200-½)			
S-LOC 5	500/24 492 (500-½)		500/50 492 (500-1)	
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
Amdt 11F 03NOV22

41°20'N-72°03'W

GROTON-NEW LONDON (GON)
ILS or LOC RWY 5

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5000
CH 45521	048°	TDZE	8
W05A		Apt Elev	9

RNAV (GPS) RWY 5
GROTON-NEW LONDON (GON)

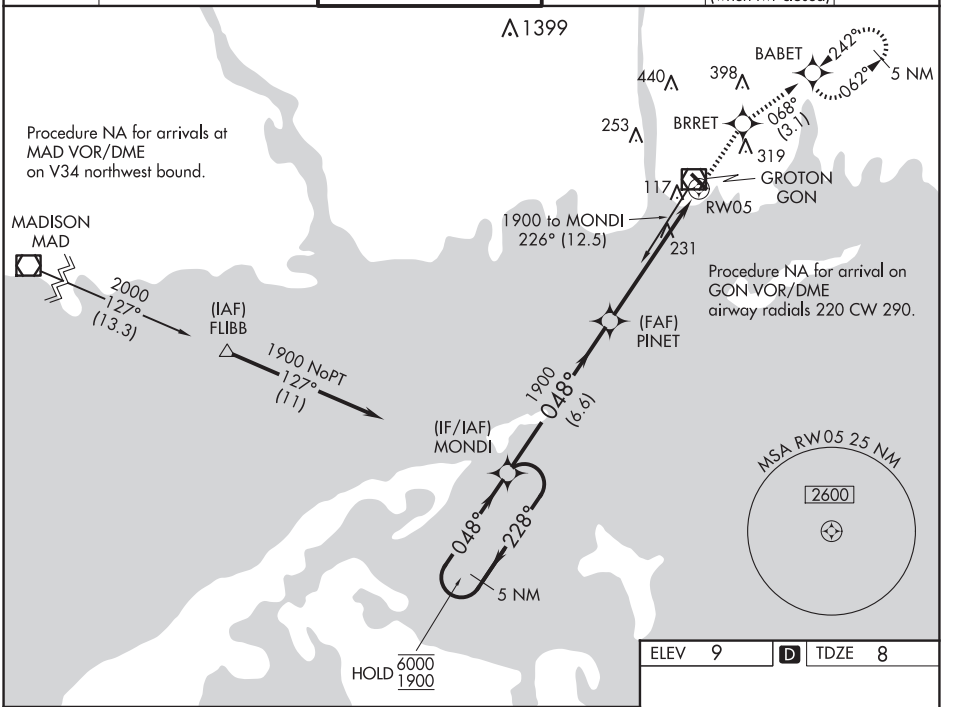
RNP APCH - GPS.

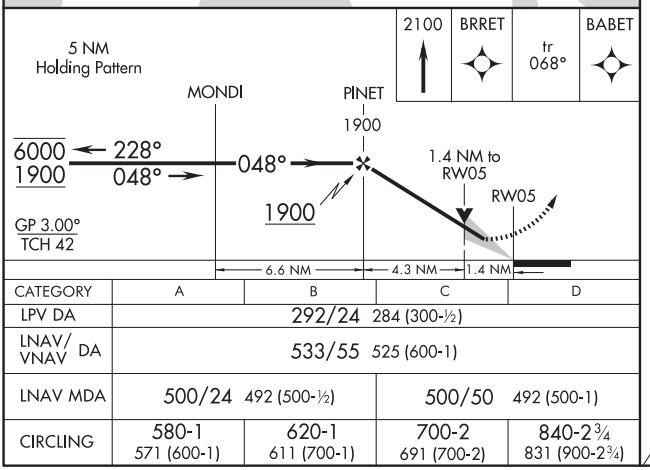
Circling Rwy 15 NA at night. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats visibility C/D to 1⅜.

MALSR

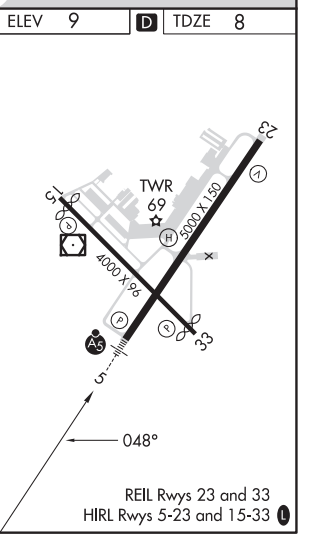
MISSED APPROACH: Climb to 2100 direct BRRET and on track 068° to BABET and hold, continue climb-in-hold to 2100.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL	CLNC DEL
127.0	125.75 319.2	125.6 (CTAF) 236.775	121.65 236.775	119.85 (when twr closed)	121.65





CATEGORY	A	B	C	D
LPV DA	292/24 284 (300-½)			
LNAV/ VNAV DA	533/55 525 (600-1)			
LNAV MDA	500/24 492 (500-½)		500/50 492 (500-1)	
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	700-2 691 (700-2)	840-2¾ 831 (900-2¾)



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

GROTON (NEW LONDON), CONNECTICUT AL-5049 (FAA) 24193

APP CRS	Rwy Idg	5000
228°	TDZE	8
	Apt Elev	9

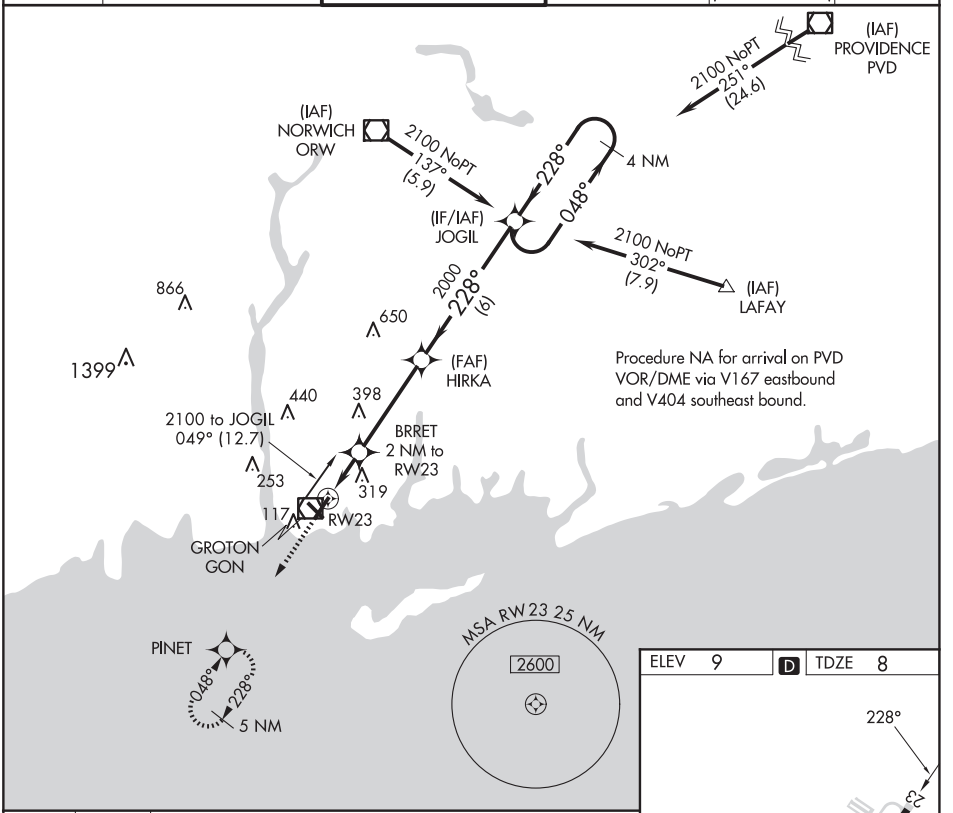
RNAV (GPS) RWY 23
GROTON-NEW LONDON (GON)

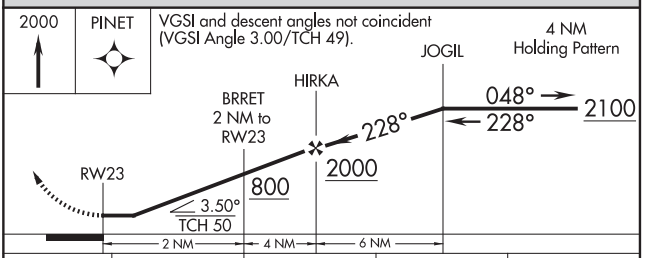
RNP APCH-GPS.

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.

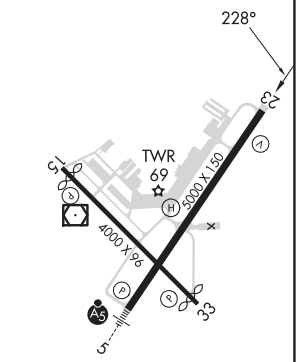
ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL	CLNC DEL
127.0	125.75 319.2	125.6 (CTAF) L 236.775	121.65 236.775	119.85 (when twr closed)	121.65





CATEGORY	A	B	C	D
LNAV MDA	560-1 552 (600-1)		560-1⅝ 552 (600-1⅝)	
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	700-2 691 (700-2)	840-2¾ 831 (900-2¾)

ELEV 9 D TDZE 8



REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33
GROTON-NEW LONDON (GON)

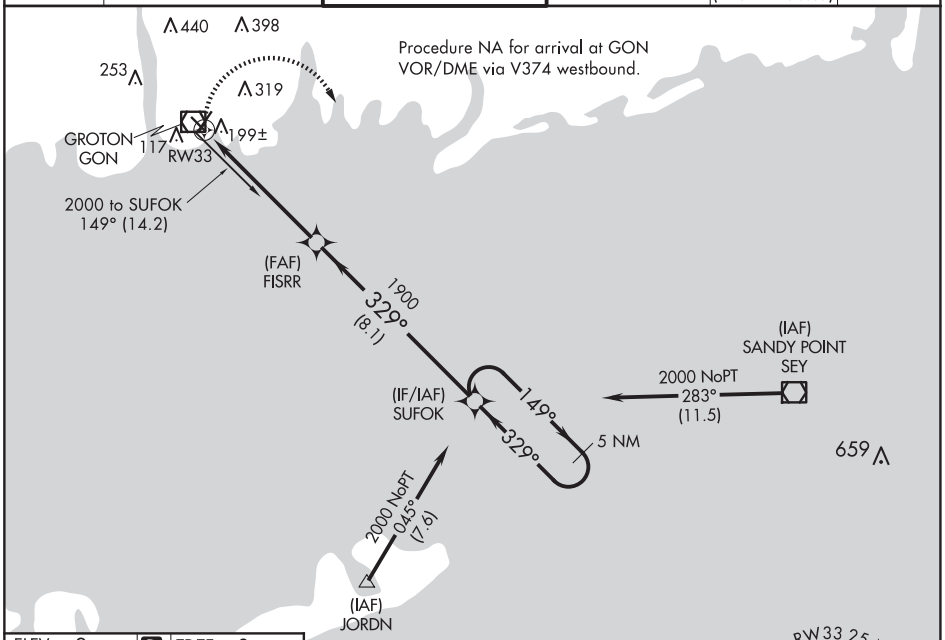
APP CRS	Rwy Idg	3666
329°	TDZE	8
	Apt Elev	9

RNP APCH.

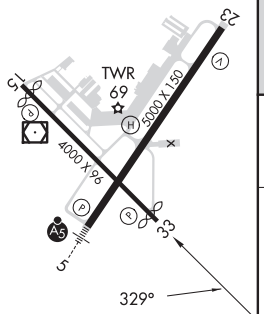
T Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct SUFOK and hold.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL	CLNC DEL
127.0	125.75 319.2	125.6 (CTAF) L 236.775	121.65 236.775	119.85 (when twr closed)	121.65



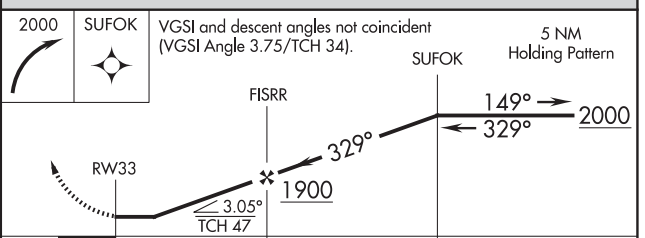
ELEV 9	D	TDZE 8



REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33 L

2000 SUFOK

VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 34).



CATEGORY	A	B	C	D
LNAV MDA	460-1 452 (500-1)		460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

GROTON (NEW LONDON), CONNECTICUT AL-5049 (FAA) 24193

VOR RWY 5

GROTON-NEW LONDON (GON)

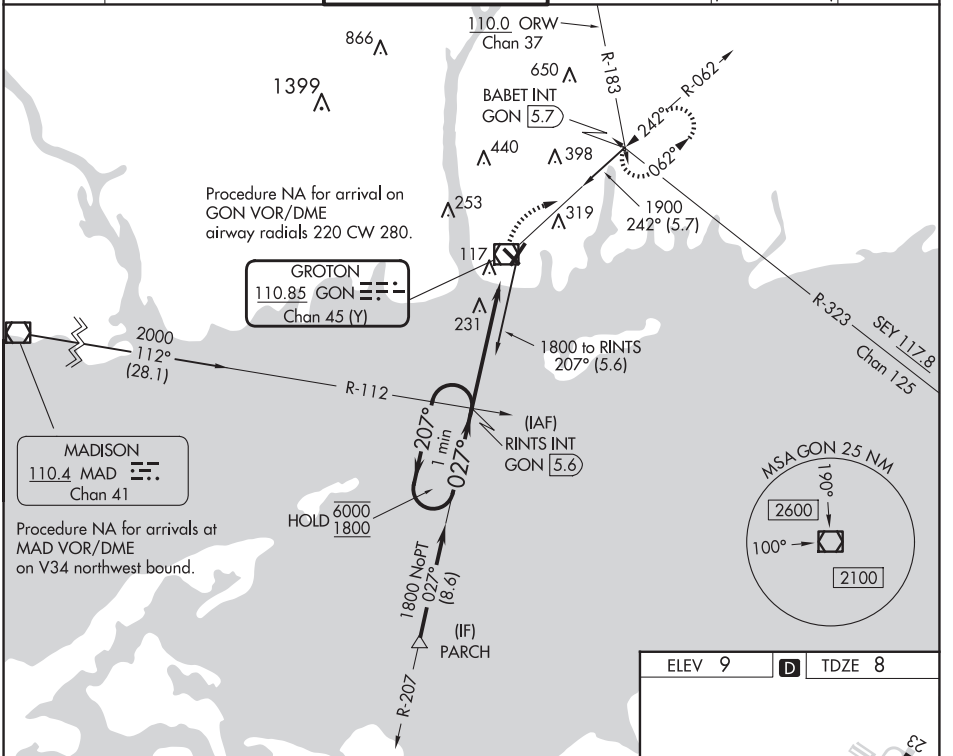
VOR/DME GON	APP CRS	Rwy Idg 5000
110.85	027°	TDZE 8
Chan 45 (Y)		Apt Elev 9

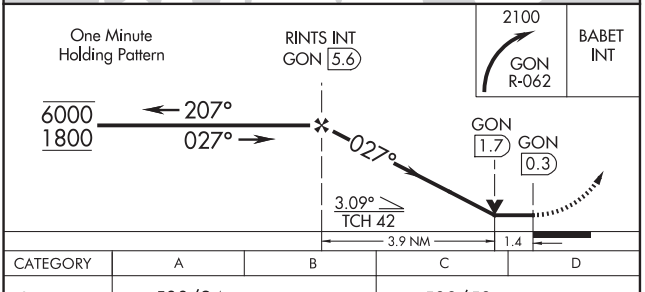
Circling Rwy 15 NA at night.
For inop ALS, increase S-5 Cat C/D visibility to 1⅜.

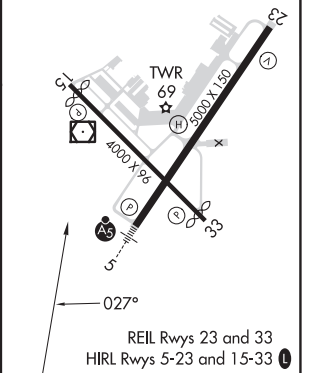
MALSR

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) L 236.775	121.65 236.775	119.85 (when twr closed)	121.65







CATEGORY	A	B	C	D
S-5	500/24	492 (500-½)	500/50	492 (500-1)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	700-2 691 (700-2)	840-2¾ 831 (900-2¾)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

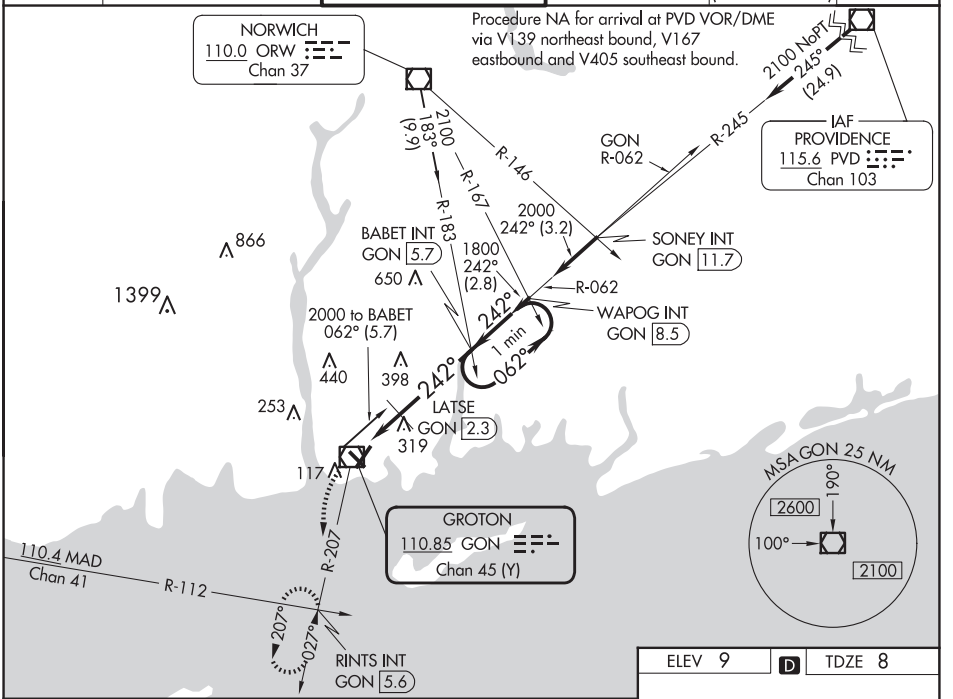
VOR/DME GON	APP CRS	Rwy Idg	5000
110.85	242°	TDZE	8
Chan 45 (Y)		Apt Elev	9

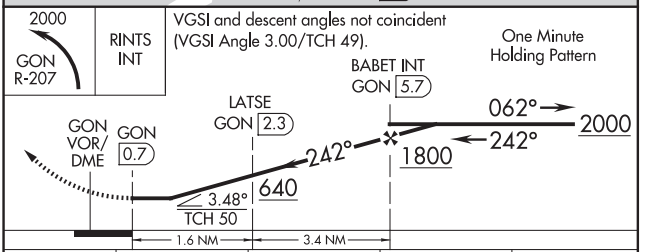
VOR RWY 23
GROTON-NEW LONDON (GON)

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.

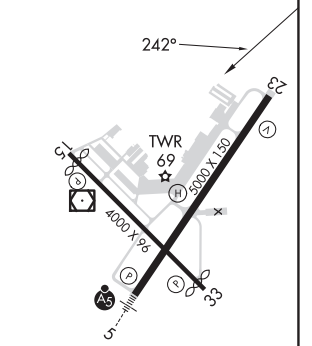
ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL	CLNC DEL
127.0	125.75 319.2	125.6 (CTAF) L 236.775	121.65 236.775	119.85 (when twr closed)	121.65





CATEGORY	A	B	C	D
S-23	640-1	632 (700-1)	640-1¾	632 (700-1¾)
CIRCLING	640-1	631 (700-1)	700-2 691 (700-2)	840-2¾ 831 (900-2¾)
LATSE FIX MINIMUMS				
S-23	580-1	572 (600-1)	580-1⅝	572 (600-1⅝)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	700-2 691 (700-2)	840-2¾ 831 (900-2¾)

ELEV 9 D TDZE 8



REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

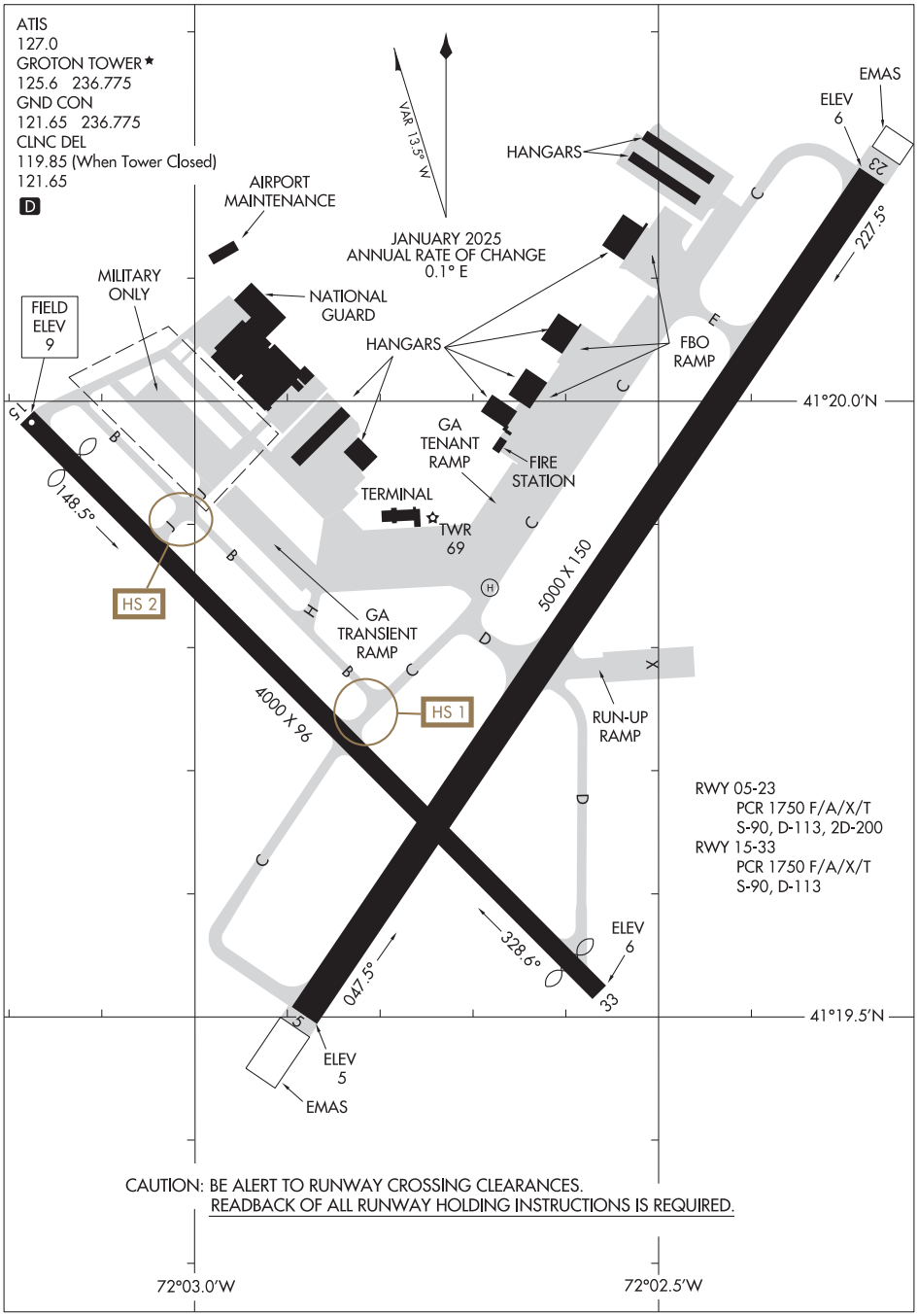
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-5049 (FAA)

GROTON-NEW LONDON (GON)
GROTON (NEW LONDON), CONNECTICUT



NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
GROTON (NEW LONDON), CONNECTICUT
GROTON-NEW LONDON (GON)

RNAV (GPS) RWY 2
HARTFORD-BRAINARD (HFD)

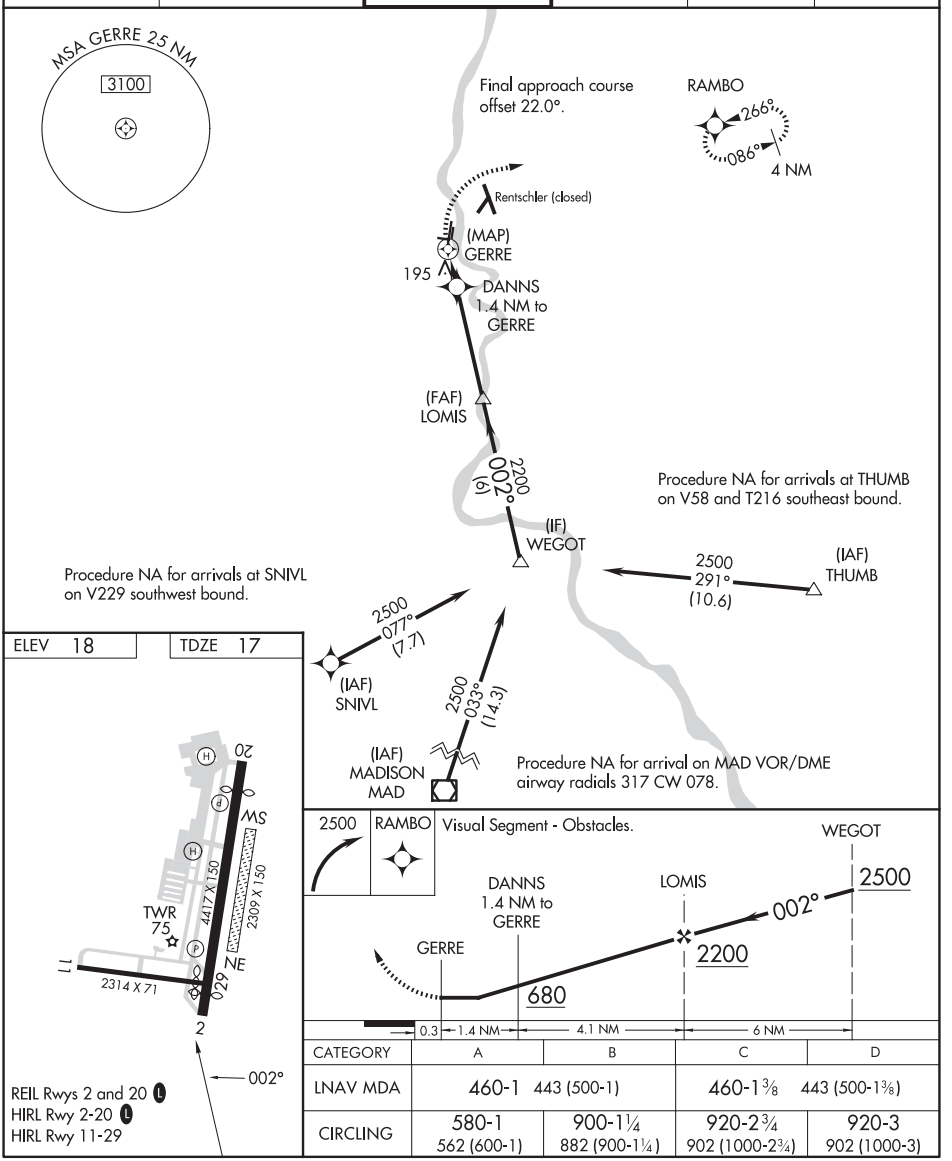
APP CRS	Rwy Ldg	4006
002°	TDZE	17
	Apt Elev	18

RNP APCH.

Circling NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 2 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing right turn to 2500 direct RAMBO and hold.

ATIS	YANKEE APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	460-1 443 (500-1)		460-1⅜ 443 (500-1⅜)	
CIRCLING	580-1 562 (600-1)	900-1¼ 882 (900-1¼)	920-2¾ 902 (1000-2¾)	920-3 902 (1000-3)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

LDA RWY 2

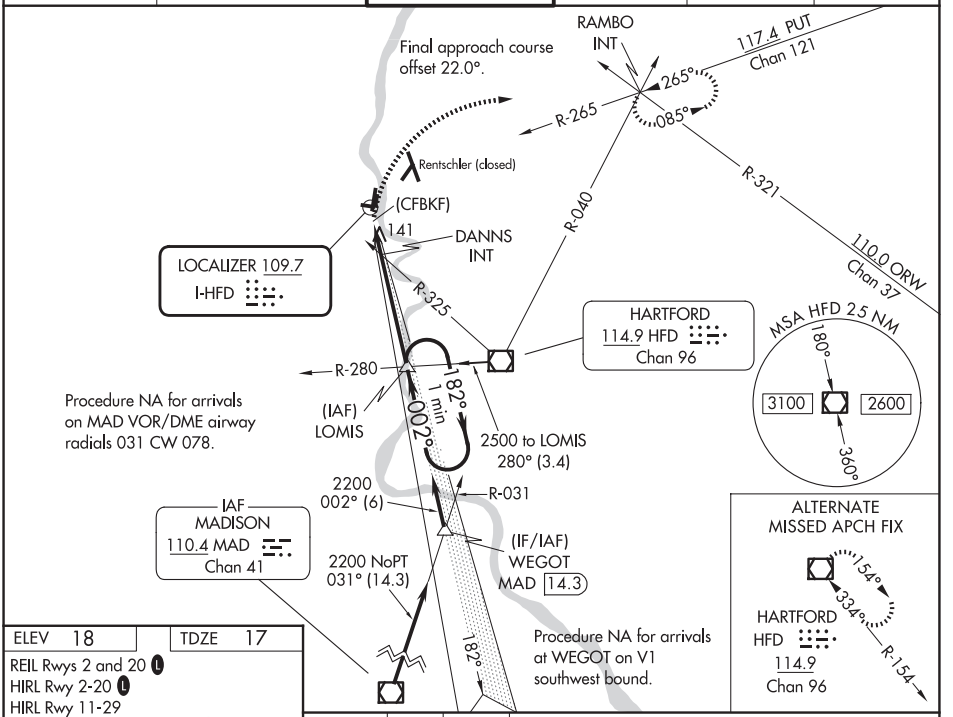
HARTFORD-BRAINARD (HFD)

LOC I-HFD	APP CRS	Rwy Ldg	4006
109.7	002°	TDZE	17
		Apt Elev	18

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.

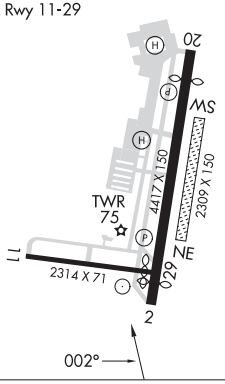
MISSED APPROACH: Climbing right turn to 2500 on heading 090° and PUT VOR/DME R-265 to RAMBO INT and hold.

ATIS	YANKEE APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95



ELEV 18 TDZE 17

REIL Rwys 2 and 20 L
HIRL Rwy 2-20 L
HIRL Rwy 11-29



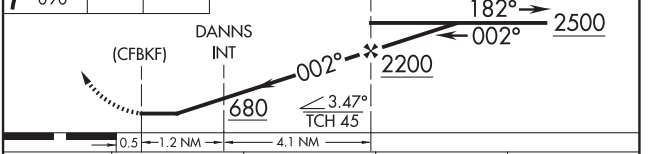
FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

2500 hdg 090°	PUT R-265	RAMBO INT

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 42).

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-2	680-1 663 (700-1)		680-1⅞ 663 (700-1⅞)	
CIRCLING	680-1 662 (700-1)	900-1¼ 882 (900-1¼)	920-2¾ 902 (1000-2¾)	920-3 902 (1000-3)
DANNS FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-2	460-1 443 (500-1)		460-1⅜ 443 (500-1⅜)	
CIRCLING	580-1 562 (600-1)	900-1¼ 882 (900-1¼)	920-2¾ 902 (1000-2¾)	920-3 902 (1000-3)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME HFD	APP CRS	Rwy Ldg	N/A
114.9	334°	TDZE	N/A
Chan 96		Apt Elev	18

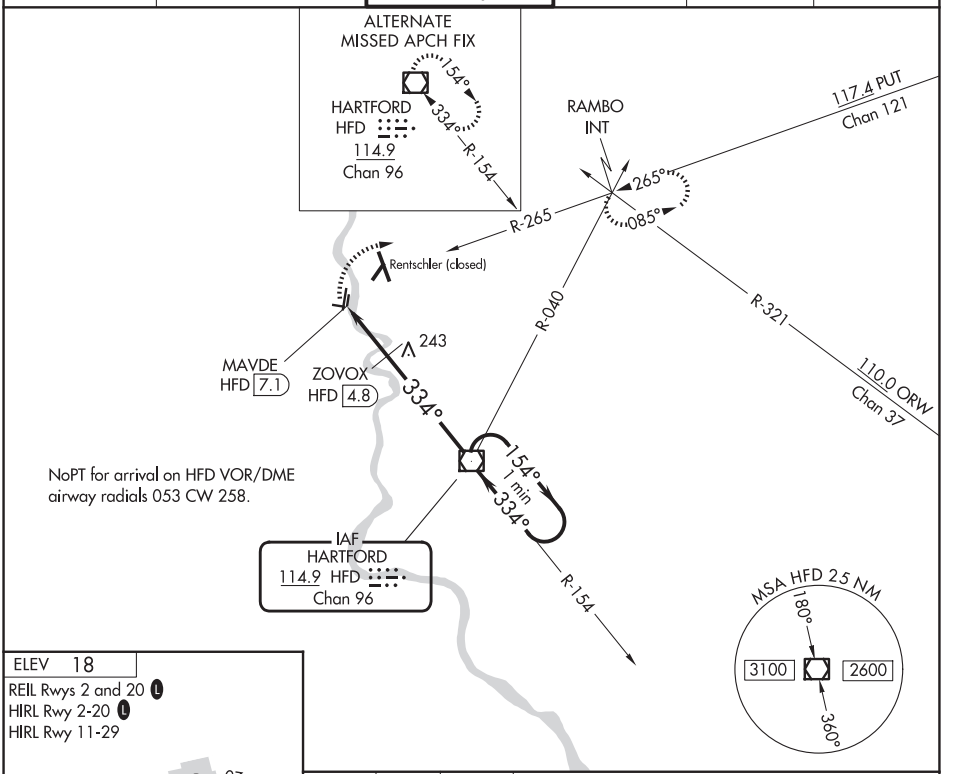
VOR-A

HARTFORD-BRAINARD (HFD)

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	YANKEE APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95

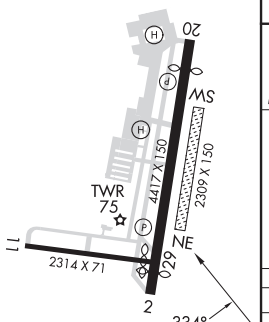


ELEV 18

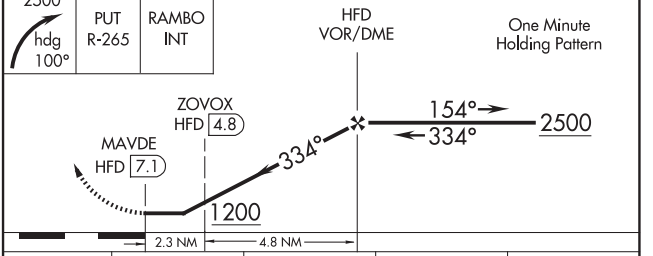
REIL Rwys 2 and 20 L

HIRL Rwy 2-20 L

HIRL Rwy 11-29



2500 hdg 100°	PUT R-265	RAMBO INT



FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

CATEGORY	A	B	C	D
CIRCLING	1200-1¼ 1182 (1200-1¼)	1200-1½ 1182 (1200-1½)	1200-3	1182 (1200-3)

ZOVOX FIX MINIMUMS (DME REQUIRED)

CIRCLING	580-1 562 (600-1)	900-1¼ 882 (900-1¼)	920-2¾ 902 (1000-2¾)	920-3 902 (1000-3)

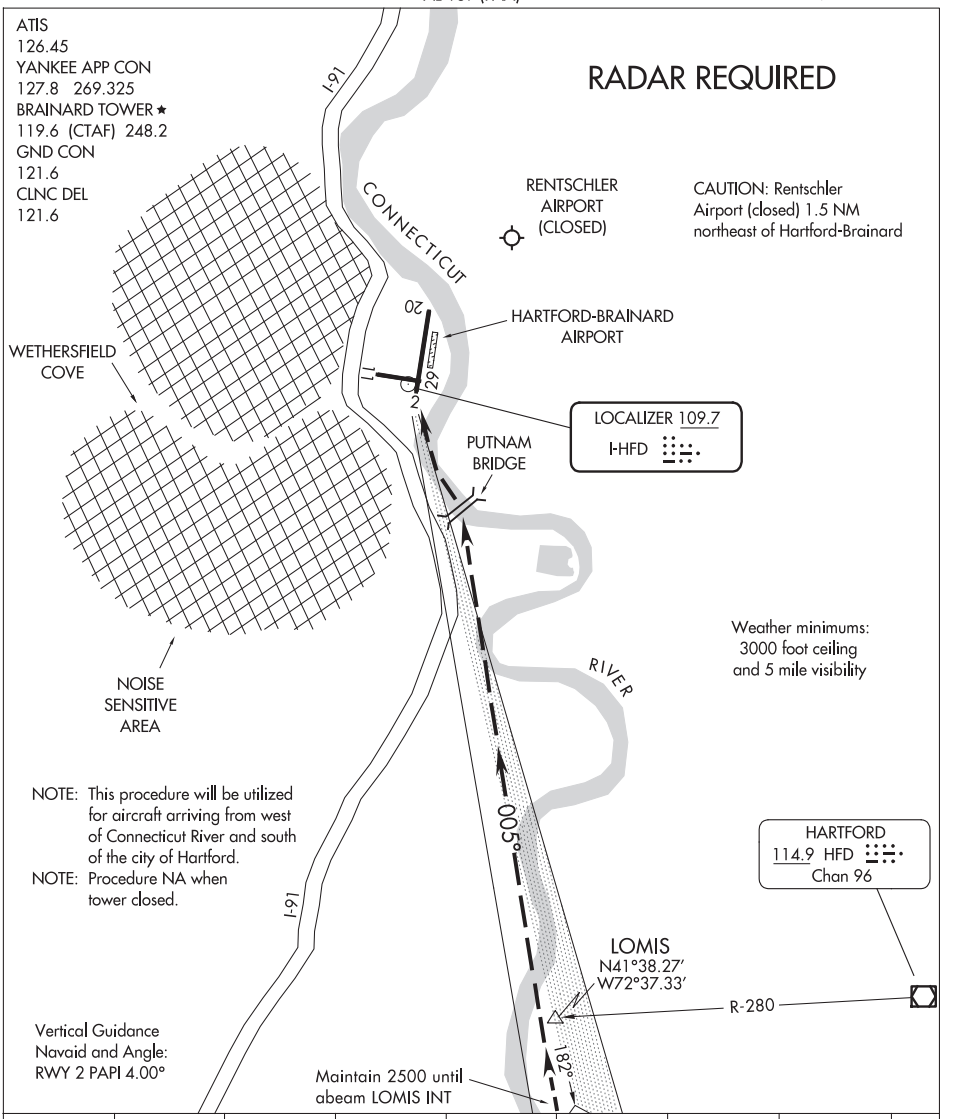
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25219

RIVER VISUAL RWY 2

HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT

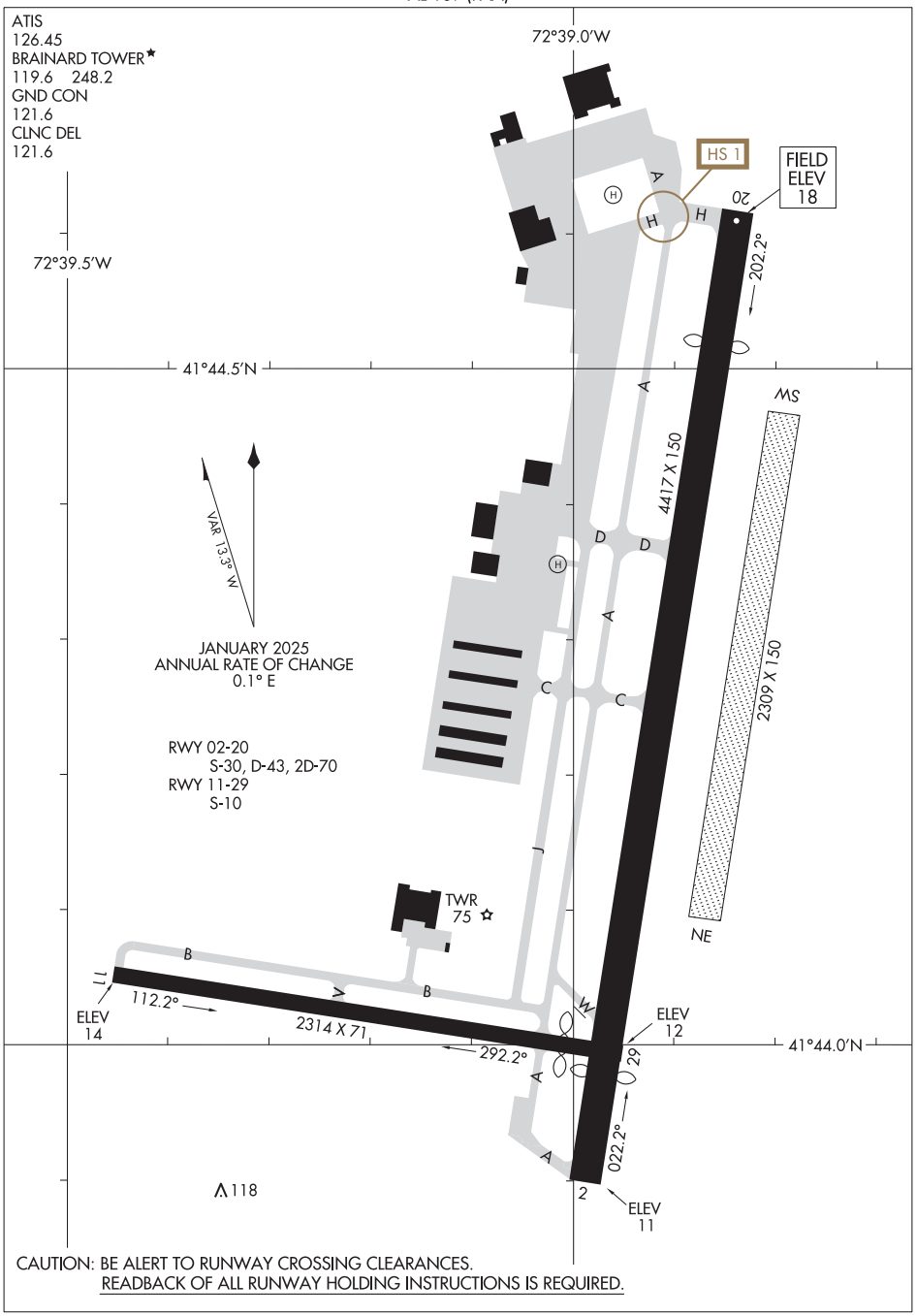
AL-189 (FAA)



Enter upwind or base leg as directed by Brainard Tower.

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025



NE-1, 07 AUG 2025 to 02 OCT 2025

(CSTL9.CCC) 25219
COASTAL NINE DEPARTURE

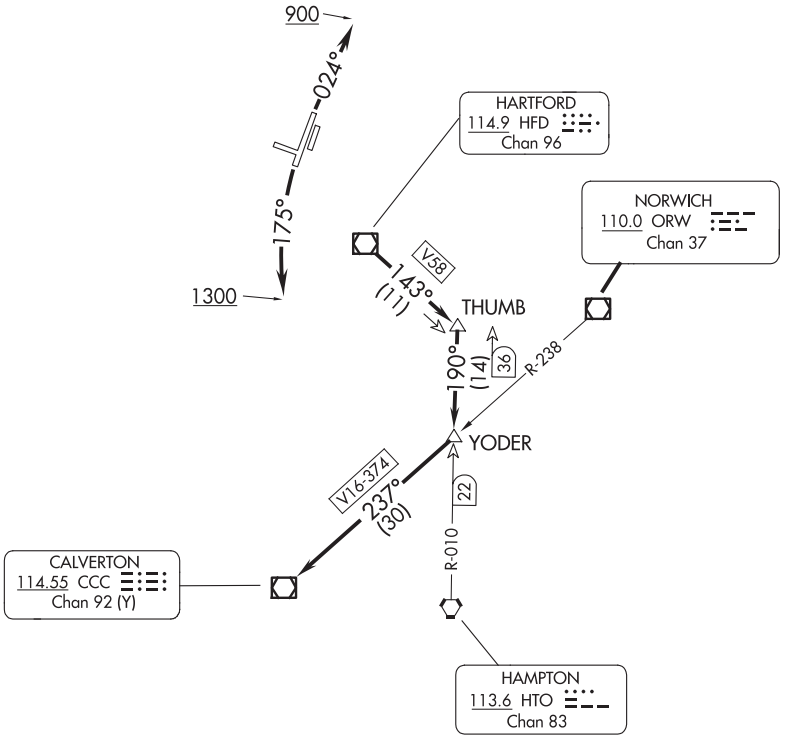
AL-189 (FAA)

HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT

ATIS 126.45
GND CON
121.6
BRAINARD TOWER ★
119.6 (CTAF) 248.2
YANKEE DEP CON
127.8 269.325

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS:
Rwys 11, 29: NA-Environmental.
Rwy 2: Standard.
Rwy 20: 200-1⅜ 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.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

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, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 19

DEAN MEML (5B9)

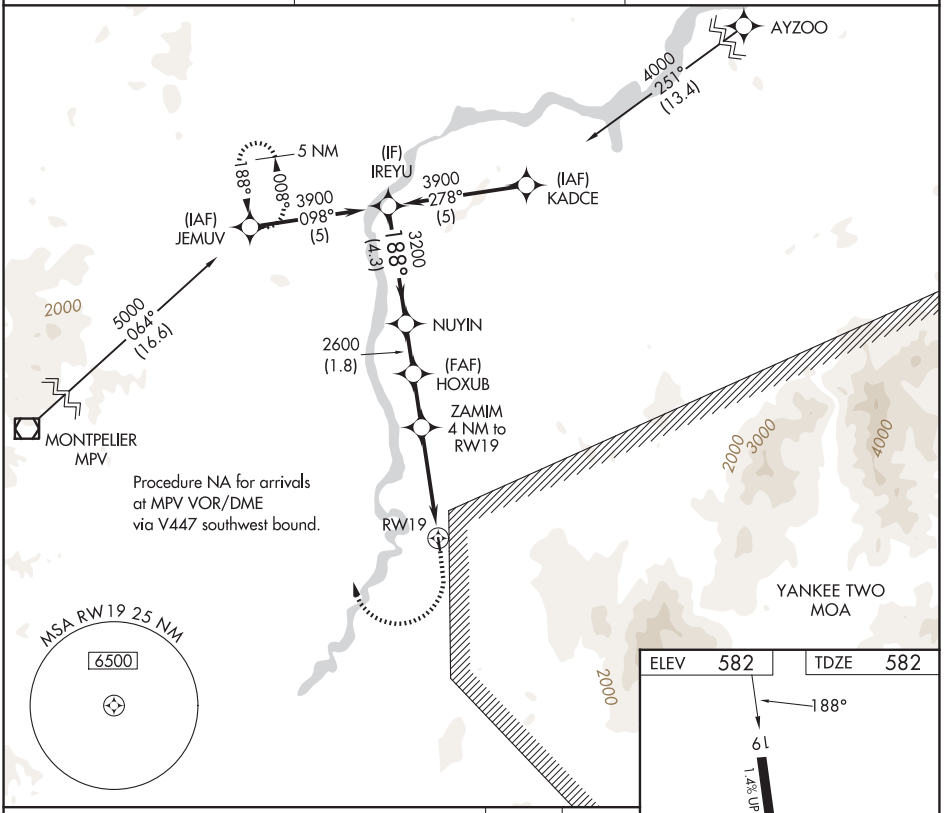
APP CRS	Rwy Ldg	2511
188°	TDZE	582
	Apt Elev	582

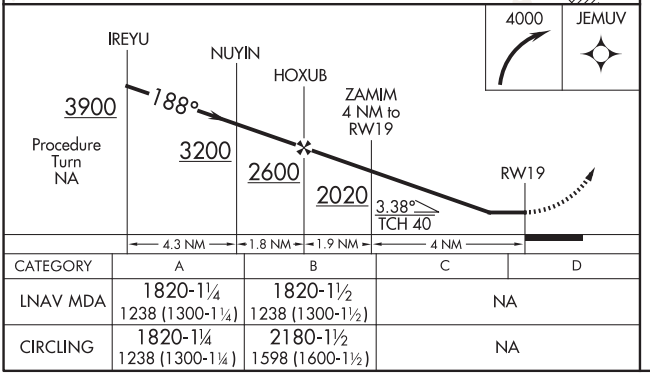
NA
-27°C

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Lebanon altimeter setting; if not received, use Barre-Montpelier, VT altimeter setting and increase all MDAs 80 feet.

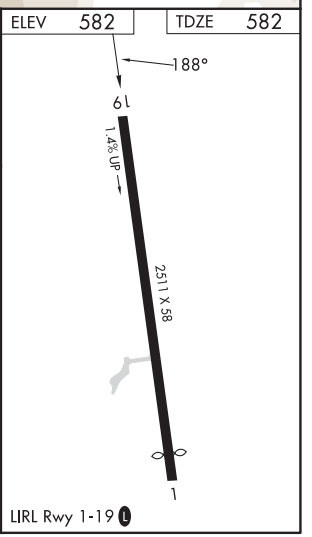
MISSED APPROACH: Climbing right turn to 4000 direct JEMUV and hold.

LEB ASOS	BOSTON CENTER	UNICOM
118.65	135.7 282.2	122.8 (CTAF) L





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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 1

FRANKLIN COUNTY STATE (FSO)

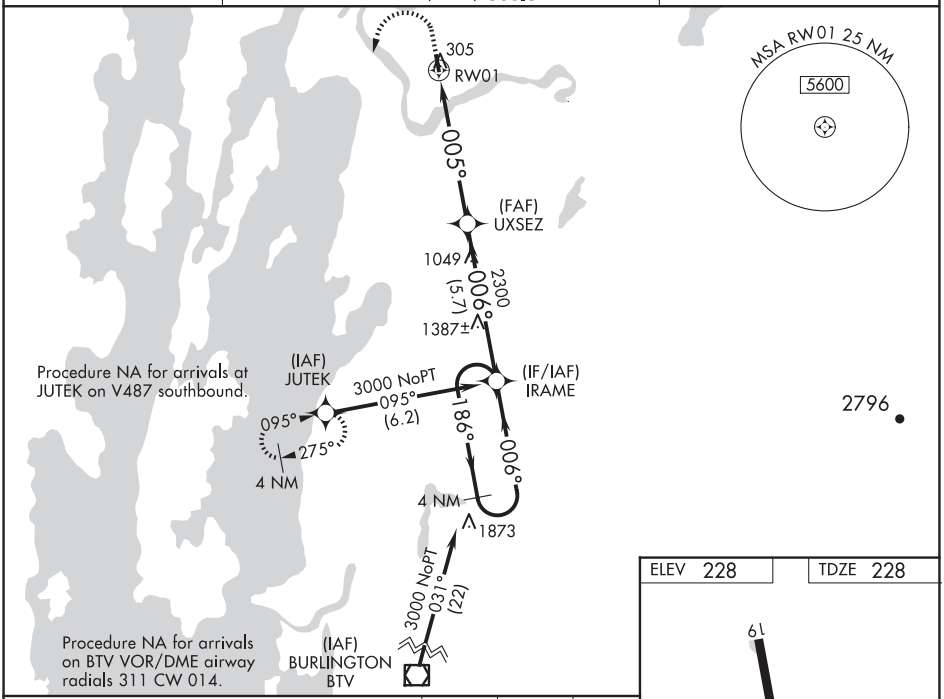
WAAS CH 48900 W01A	APP CRS 005°	Rwy Idg 3001 TDZE 228 Apt Elev 228

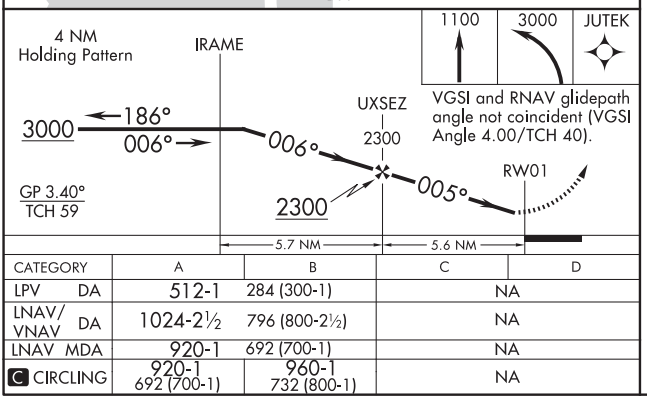
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Rwy 1 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

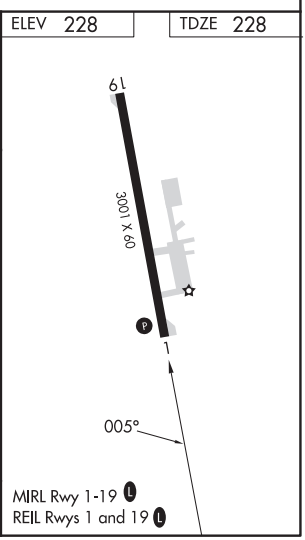
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct JUTEK and hold.

AWOS-3	BURLINGTON APP CON ★	UNICOM
119.025	121.1 (EAST) 278.8 (WEST) 360.8	122.8 (CTAF) L





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	
C CIRCLING	920-1 692 (700-1)	960-1 732 (800-1)	NA	



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

HIGHGATE, VERMONT AL-6141 (FAA) 21280

WAAS	APP CRS	Rwy Idg	3001
CH 78122	185°	TDZE	228
W19A		Apt Elev	228

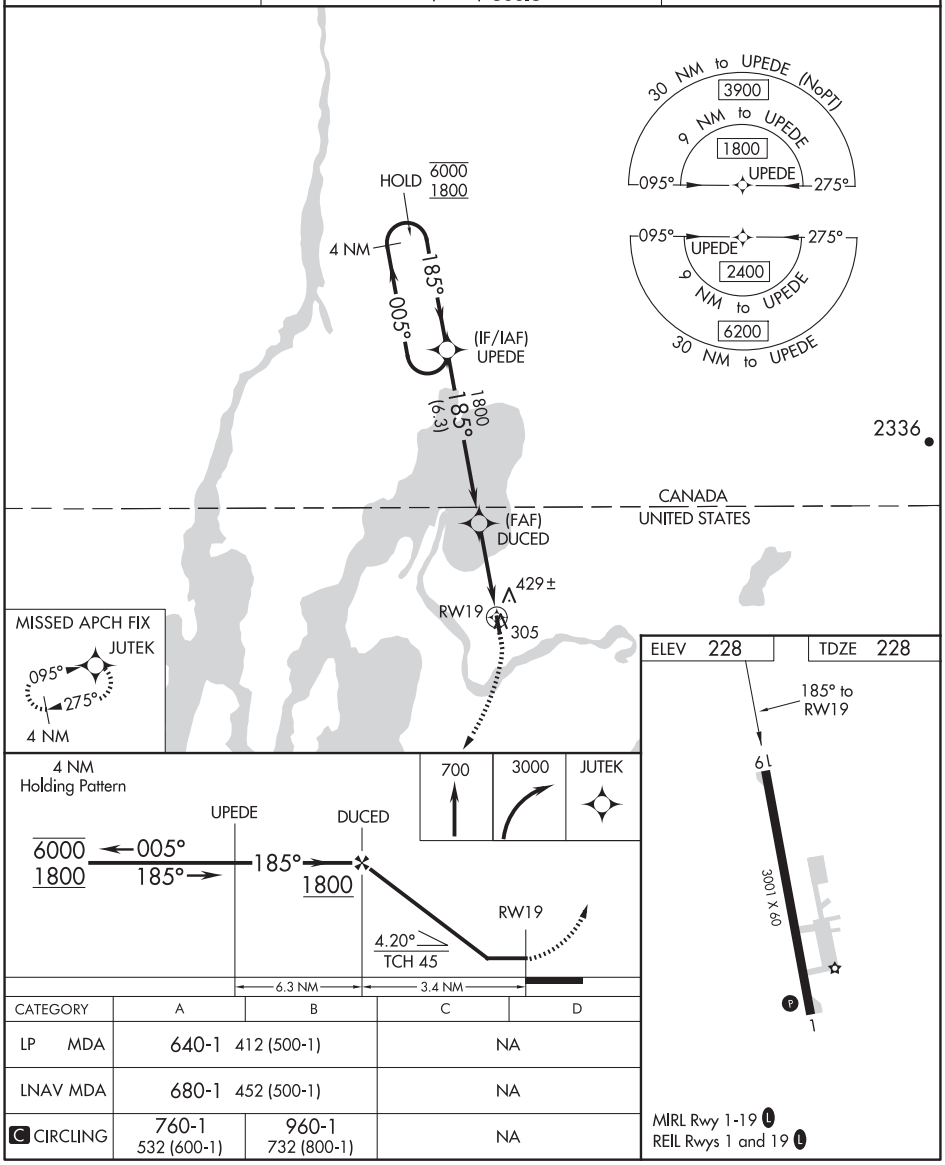
RNAV (GPS) RWY 19
FRANKLIN COUNTY STATE (FSO)

RNP APCH - GPS.

Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct JUTEK and hold.

AWOS-3	BURLINGTON APP CON ★	UNICOM
119.025	121.1 (EAST) 278.8 (WEST) 360.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	640-1 412 (500-1)		NA	
LNAV MDA	680-1 452 (500-1)		NA	
C CIRCLING	760-1 532 (600-1)	960-1 732 (800-1)	NA	

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

HIGHGATE, VERMONT
Amdt 2 07OCT21

44°56′N-73°06′W

FRANKLIN COUNTY STATE (FSO)
RNAV (GPS) RWY 19

NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3172
182°	TDZE	N/A
	Apt Elev	269

RNAV (GPS)-A

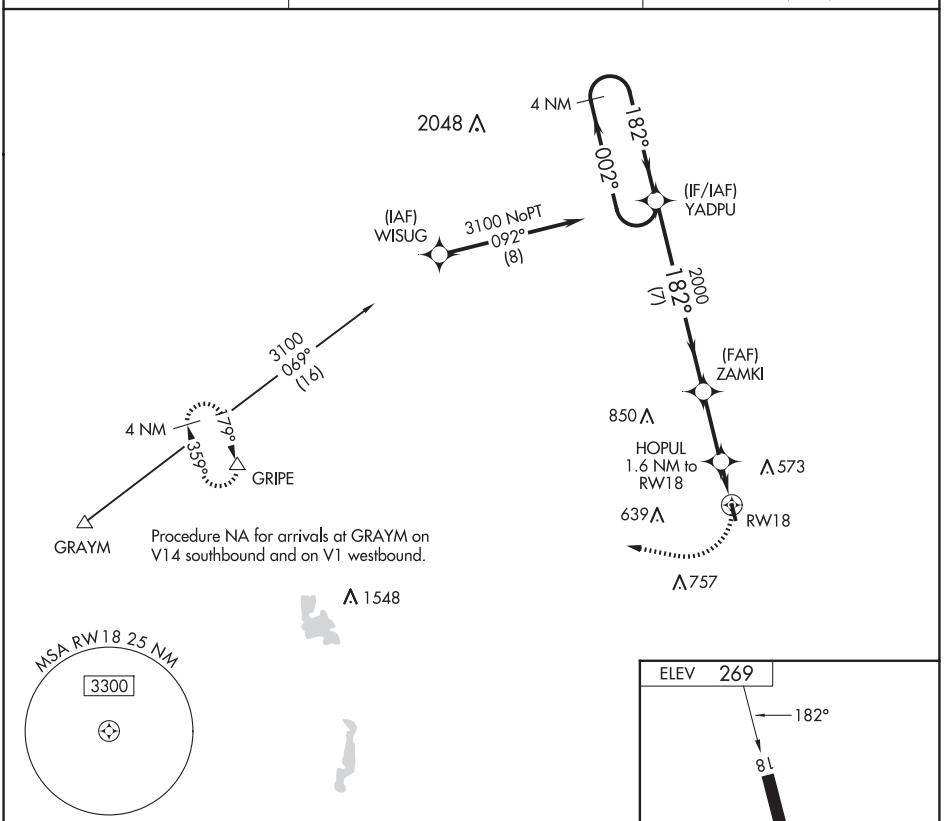
HOPEDALE INDUSTRIAL PARK (1B6)

RNP APCH.

NA Use Pawtucket altimeter setting; when not received, procedure NA.
Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct GRIPE and hold.

SFZ AWOS-3	YANKEE APP CON	UNICOM
120.775	119.0	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	880-1 611 (700-1)	980-1 711 (800-1)	1100-2½ 831 (900-2½)	NA

LIRL Rwy 18-36

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

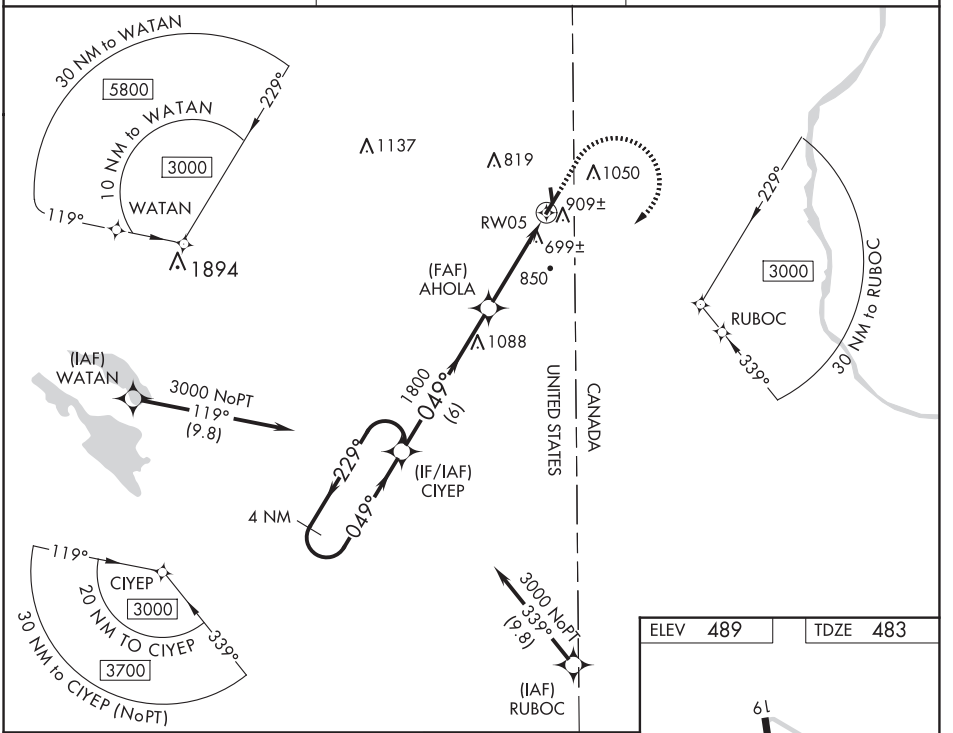
HOULTON INTL (HUL)

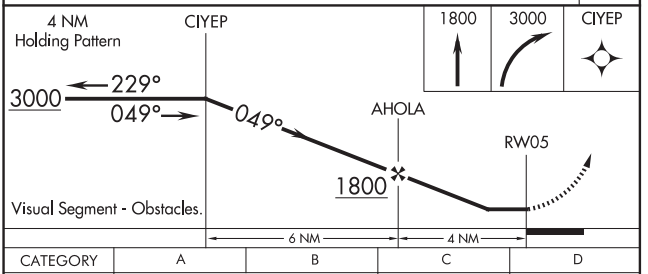
WAAS	APP CRS	Rwy Idg	5015
CH 62924	049°	TDZE	483
W05A		Apt Elev	489

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 ⅛ mile; increase Circling Cat C visibility ⅜ mile. Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

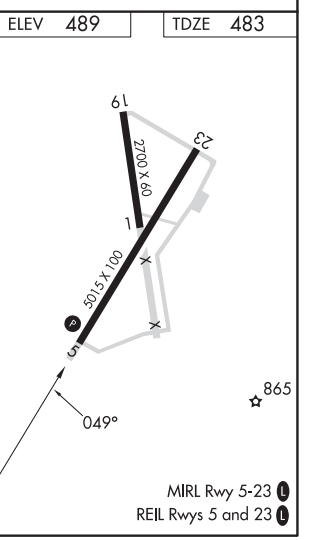
MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CIYEP and hold.

ASOS	BOSTON CENTER	UNICOM
132.025	120.25 346.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	960-1 477 (500-1)		960-1⅜ 477 (500-1⅜)	NA
LNAV MDA	1140-1 657 (700-1)		1140-1⅞ 657 (700-1⅞)	NA
CIRCLING	1140-1 651 (700-1)		1140-1⅞ 651 (700-1⅞)	NA



NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5015
CH 66046	229°	TDZE	489
W23A		Apt Elev	489

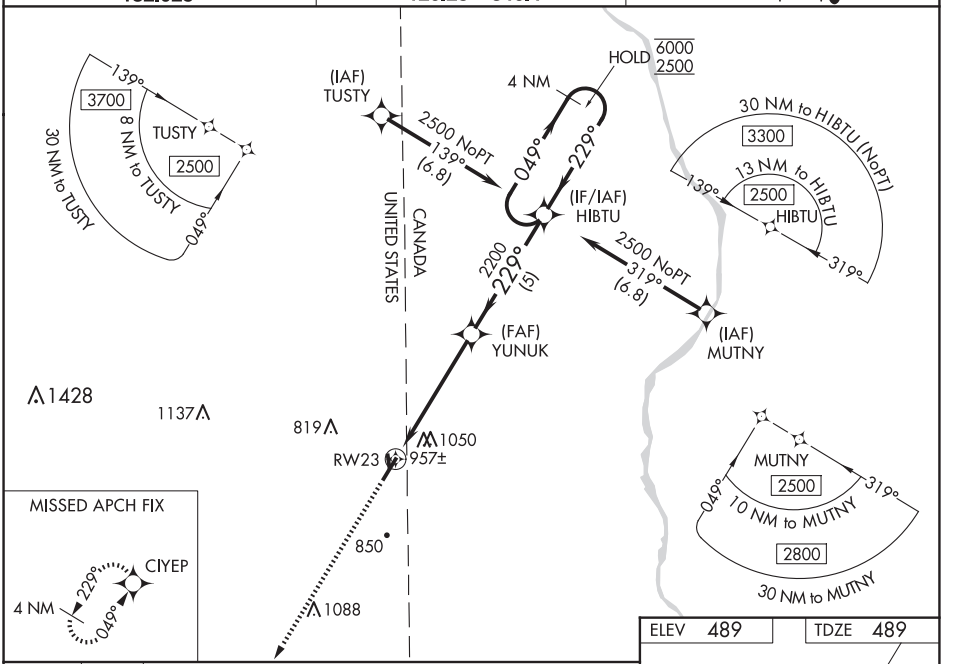
RNAV (GPS) RWY 23
HOULTON INTL (HUL)

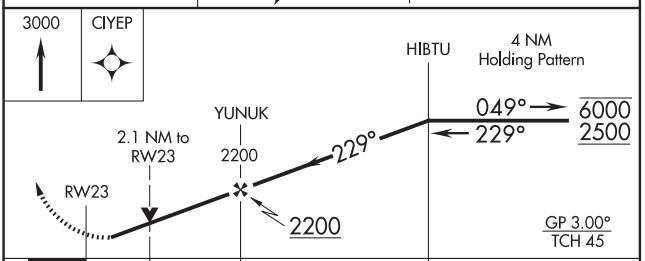
RNP APCH - GPS.

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 ⅛ 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.

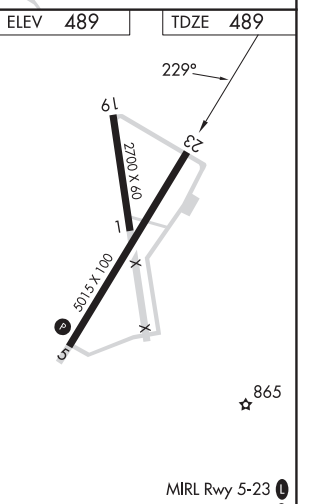
MISSED APPROACH: Climb to 3000 direct CIYEP and hold.

ASOS	BOSTON CENTER	UNICOM
132.025	120.25 346.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
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)	NA
CIRCLING	1320-1¼ 831 (900-1¼)	1400-1¼ 911 (1000-1¼)	1400-2¾ 911 (1000-2¾)	NA



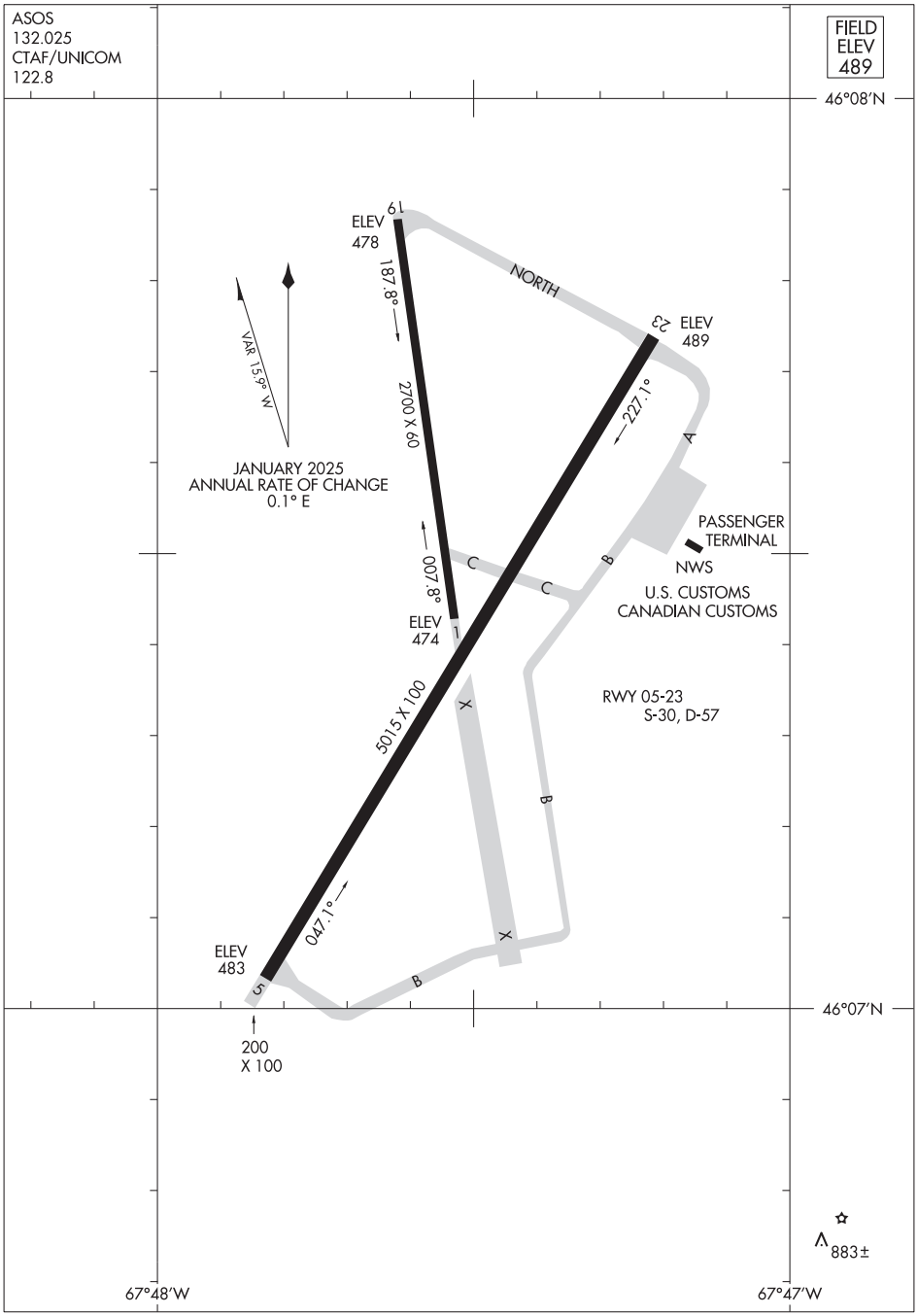
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-196 (FAA)

HOULTON INTL (HUL)
HOULTON, MAINE



AIRPORT DIAGRAM
25107

HOULTON, MAINE
HOULTON INTL (HUL)

NE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BCU	APP CRS	Rwy Ldg 5255
108.95	156°	TDZE 54
Chan 26 (Y)		Apt Elev 54

ILS or LOC RWY 15

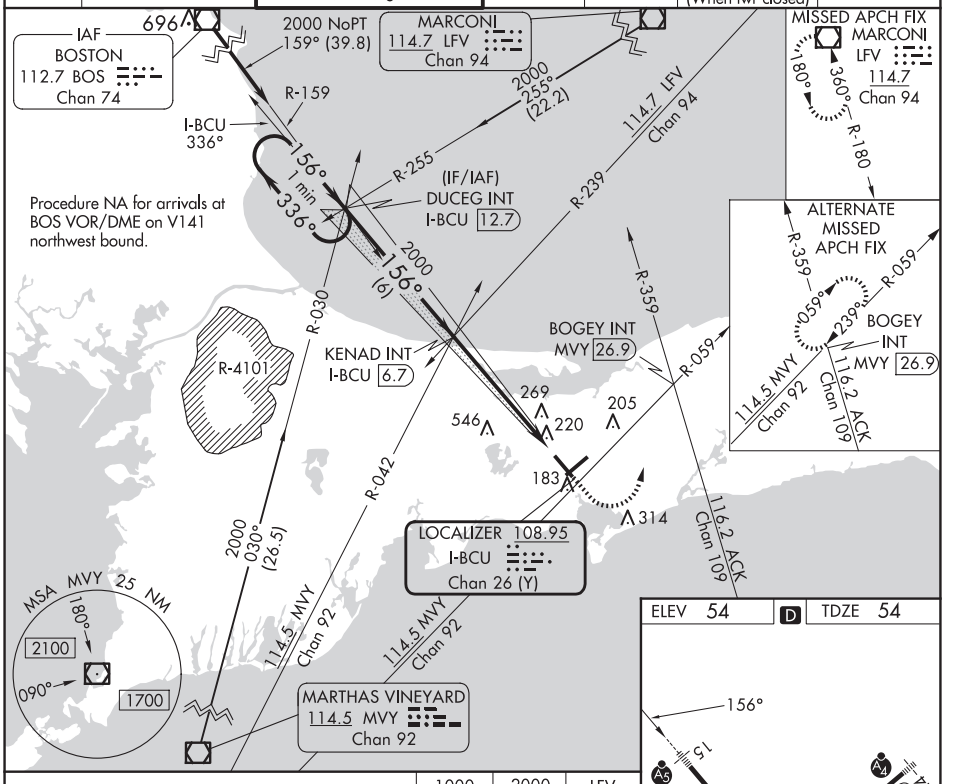
CAPE COD GATEWAY (HYA)

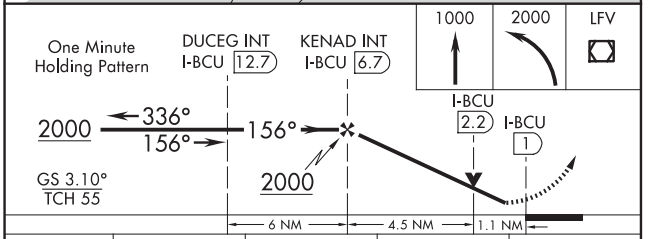
T A VDP NA when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase all DA to 286 feet and all MDA 40 feet, increase S-LOC 15 Cat C and D visibility to RVR 5000 and Circling Cat C and D visibility ¼ mile. For inop ALS when using Chatham altimeter setting, increase S-LOC 15 Cats A and B visibility to RVR 5500 and Cats C and D to 1⅜ SM. For inop ALS, increase S-LOC 15 Cats A and B visibility to RVR 5500. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 15 helicopter visibility reduction below RVR 4000 NA. **RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Chatham altimeter setting).

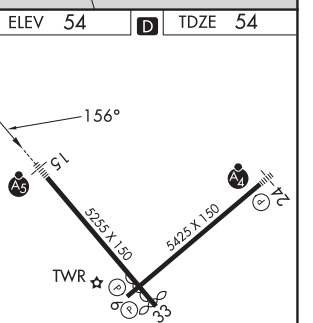
MALSR A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LFV VOR/DME and hold.

ATIS	BOSTON APP CON	HYANNIS TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	118.45	125.15	120.125	122.95







CATEGORY	A	B	C	D
S-ILS 15	**254/24 200 (200-½)			
S-LOC 15	480/40 426 (500-¾)			
C 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 Rwys 6-24 and 15-33 L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

HYANNIS, MASSACHUSETTS | AL-675 (FAA) | 25163

ILS or LOC RWY 24

CAPE COD GATEWAY (HYA)

LOC/DME I-HYA	APP CRS	Rwy Ldg	5425
109.15	246°	TDZE	43
Chan 28 (Y)		Apt Elev	54

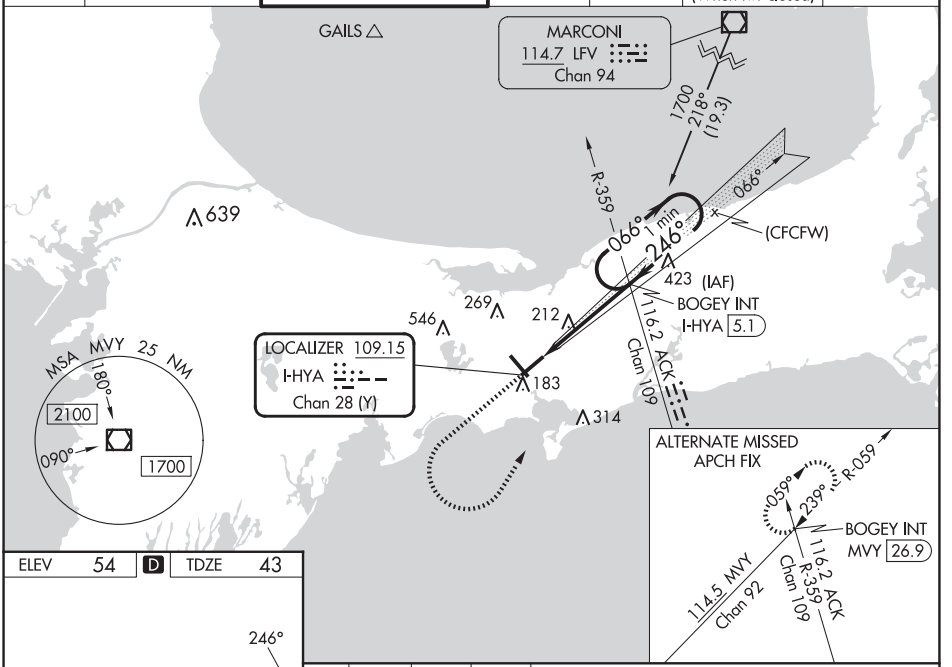
RADAR required.

T A 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 1⅜ SM. Straight-in/Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 24 helicopter visibility reduction below RVR 5000 NA.

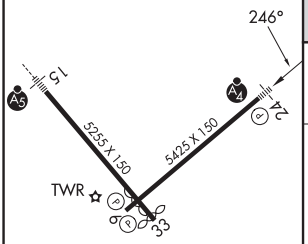
MALSF

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	BOSTON APP CON	HYANNIS TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	118.45	125.15	120.125	122.95



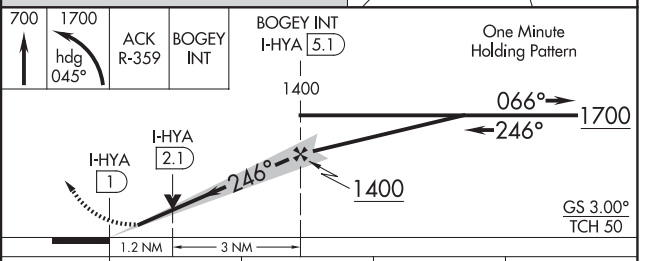
ELEV 54 D TDZE 43



REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

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
S-ILS 24	293/50	250 (300-1)		
S-LOC 24	480/50	437 (500-1)		
C CIRCLING	560-1 506 (600-1)	580-1 526 (600-1)	860-2¼ 806 (900-2¼)	860-2½ 806 (900-2½)

HYANNIS, MASSACHUSETTS
Amdt 19B 15JUN23

41°40′N-70°17′W

CAPE COD GATEWAY (HYA)

ILS or LOC RWY 24

NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45799 W06A	APP CRS 066°	Rwy Ldg 5019 TDZE 45 Apt Elev 54

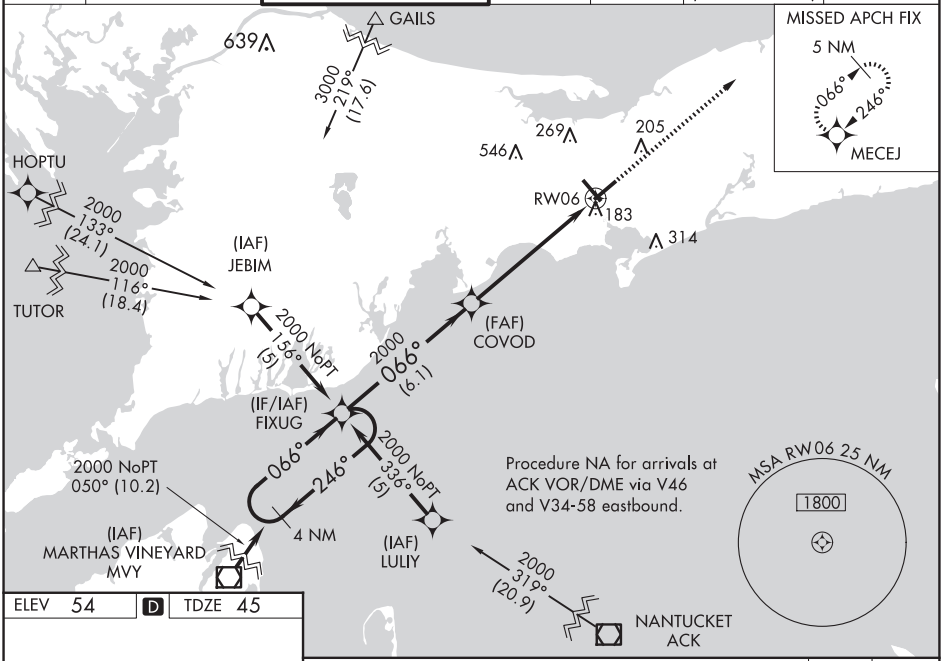
RNAV (GPS) RWY 6
CAPE COD GATEWAY (HYA)

RNP APCH - GPS.

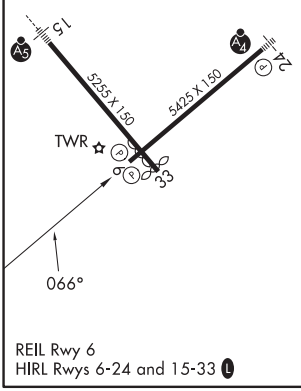
T A W Baro-VNAV NA below -15°C. Baro-VNAV NA when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase LPV DA to 348 feet; increase LNAV/VNAV DA to 475 feet and increase LNAV/VNAV all Cats visibility ⅛ SM; increase all MDAs 40 feet; LNAV Cats C and D visibility ⅛ SM; Circling Cats C and D visibility ¼ SM. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 direct MECEJ and hold.

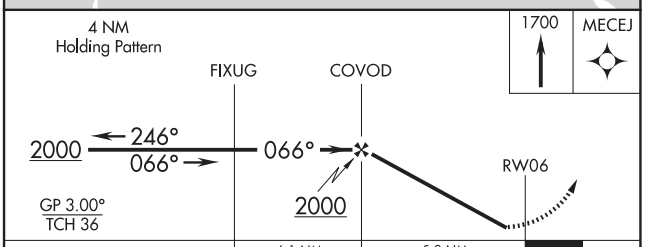
ATIS	BOSTON APP CON	HYANNIS TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	118.45	125.15	120.125	122.95



ELEV 54 D TDZE 45



REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
LPV DA	316-1		271 (300-1)	
LNAV/VNAV DA	443-1½		398 (400-1½)	
LNAV MDA	480-1	435 (500-1)	480-1¼ 435 (500-1¼)	480-1½ 435 (500-1½)
C CIRCLING	560-1 506 (600-1)	580-1 526 (600-1)	860-2¼ 806 (900-2¼)	860-2½ 806 (900-2½)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

HYANNIS, MASSACHUSETTS AL-675 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	5255
CH 61112	156°	TDZE	54
W15A		Apt Elev	54

RNAV (GPS) RWY 15

CAPE COD GATEWAY (HYA)

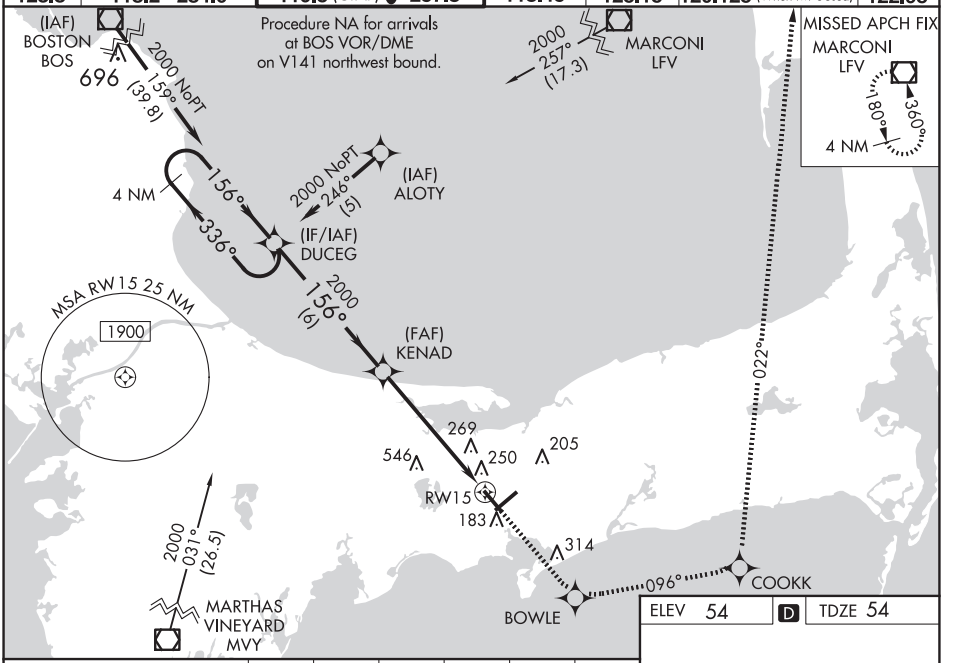
RNP APCH - GPS.

T A 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 ⅛ SM, and Circling visibility Cats C and D ¼ SM. For inop ALS, increase LNAV/VNAV visibility all Cats to 1⅜ SM. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 15 helicopter visibility reduction below RVR 4000 NA. For inop ALS when using Chatham altimeter setting, increase LNAV Cats A and B visibility to RVR 5500. **RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Chatham altimeter setting).

MALSR (A5)

MISSED APPROACH: Climb to 2000 direct BOWLE and on 096° track to COOKK and on 022° track to LFV VOR/DME and hold.

ATIS	BOSTON APP CON	HYANNIS TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	118.45	125.15	120.125 (When twr closed)	122.95

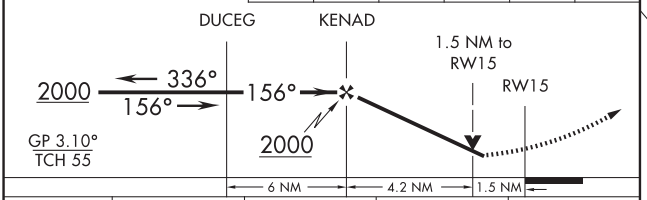


NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

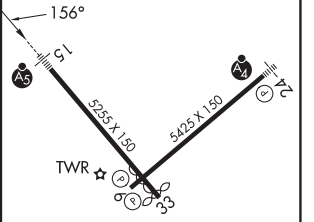
4 NM Holding Pattern

2000	BOWLE	tr 096°	COOKK	tr 022°	LFV



CATEGORY	A	B	C	D
LPV DA**	254/24 200 (200-½)			
LNAV/VNAV DA	569/60 515 (600-1¼)			
LNAV MDA	600/40 546 (600-¾)		600/60 546 (600-1¼)	
C CIRCLING	600-1 546 (600-1)		860-2¼ 806 (900-2¼)	860-2½ 806 (900-2½)

ELEV 54 D TDZE 54



REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

HYANNIS, MASSACHUSETTS
Orig-E 15JUN23

41°40'N-70°17'W

CAPE COD GATEWAY (HYA)

RNAV (GPS) RWY 15

WAAS	APP CRS	Rwy Ldg	5425
CH 77812	246°	TDZE	43
W24A		Apt Elev	54

RNAV (GPS) RWY 24
CAPE COD GATEWAY (HYA)

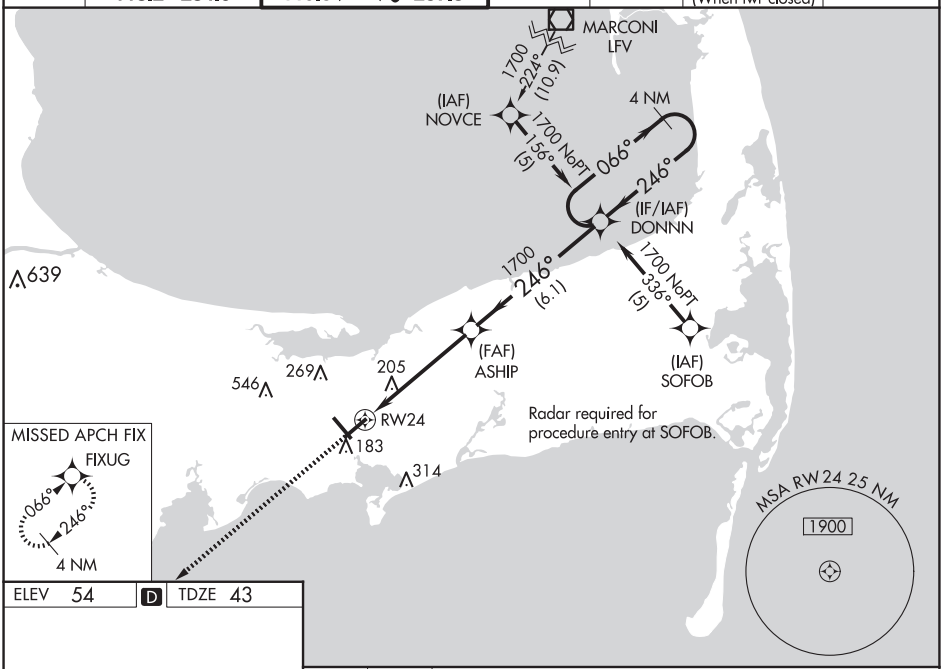
RNP APCH - GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 24 helicopter visibility reduction below RVR 5000 NA. When local altimeter setting not received, use Chatham altimeter setting; increase LPV DA to 350 feet; increase LNAV/VNAV DA to 473 feet; increase all MDAs 40 feet, LNAV visibility Cats C and D to RVR 6000, and Circling visibility Cats C/D ¼SM. Baro-VNAV NA when using Chatham Muni altimeter setting. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cat C/D visibility to 1⅜ SM. Inop table does not apply to LPV all Cats, and LNAV Cats A and B. Straight in/Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS when using Chatham altimeter setting, increase LNAV/VNAV visibility all Cats to 1¼ SM.

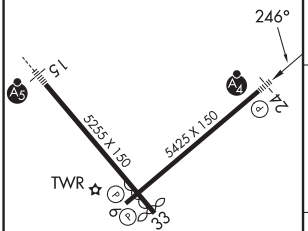
MALSF

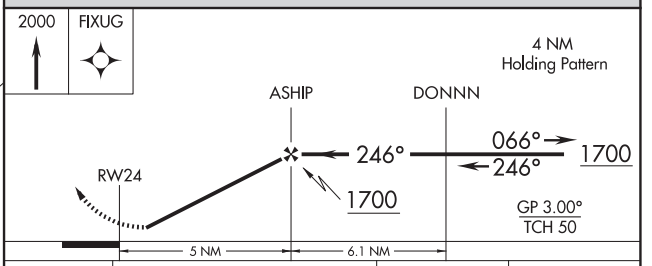
MISSED APPROACH: Climb to 2000 direct FIXUG and hold.

ATIS	BOSTON APP CON	HYANNIS TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	118.45	125.15	120.125 (When twr closed)	122.95



ELEV 54 D TDZE 43





CATEGORY	A	B	C	D
LPV DA	318/50		275 (300-1)	
LNAV/VNAV DA	441/50		398 (400-1)	
LNAV MDA	500/50		457 (500-1)	
C CIRCLING	560-1 506 (600-1)	580-1 526 (600-1)	860-2 ¼ 806 (900-2¼)	860-2½ 806 (900-2½)

REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

NE-1, 07 AUG 2025 to 02 OCT 2025
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HYANNIS, MASSACHUSETTS | AL-675 (FAA) | 25163

RNAV (GPS) RWY 33
CAPE COD GATEWAY (HYA)

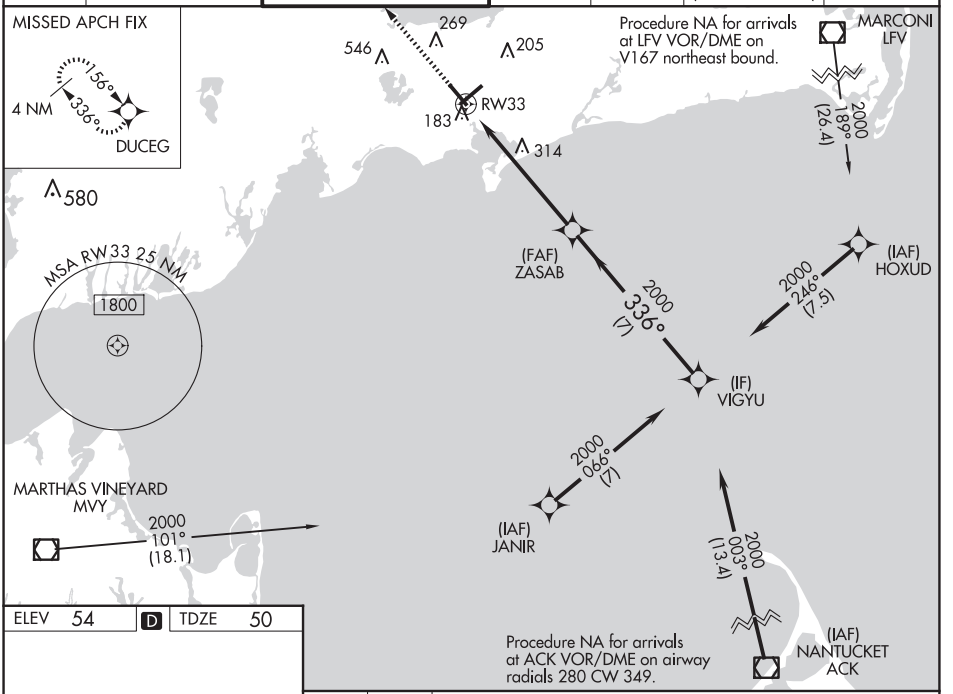
WAAS	APP CRS	Rwy Ldg	5105
CH 99423	336°	TDZE	50
W33A		Apt Elev	54

RNP APCH - GPS.

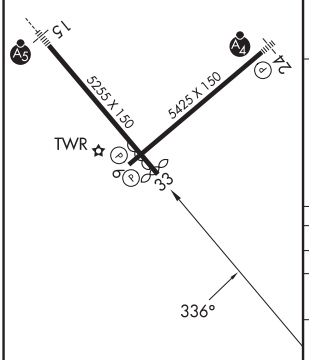
Baro-VNAV NA when using Chatham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Chatham altimeter setting: increase LPV DA to 332 feet; increase LNAV/VNAV DA to 393 feet; increase all MDAs 40 feet and visibility Cats C and D ¼ SM. Rwy 33 helicopter visibility reduction below ¾ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2000 direct DUCEG and hold.

ATIS	BOSTON APP CON	HYANNIS TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	118.45	125.15	120.125	122.95

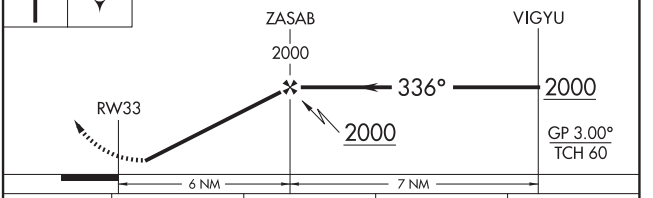


ELEV 54 | D | TDZ 50



REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

2000 | DUCEG | VGSI and RNAV glidepath not coincident (VGSI 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)	
LNAV MDA	620-1	570 (600-1)	620-1⅝	570 (600-1⅝)
C CIRCLING	620-1	566 (600-1)	860-2¼ 806 (900-2¼)	860-2½ 806 (900-2½)

HYANNIS, MASSACHUSETTS
Orig-E 15JUN23

41°40'N-70°17'W

CAPE COD GATEWAY (HYA)
RNAV (GPS) RWY 33

NE-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 6

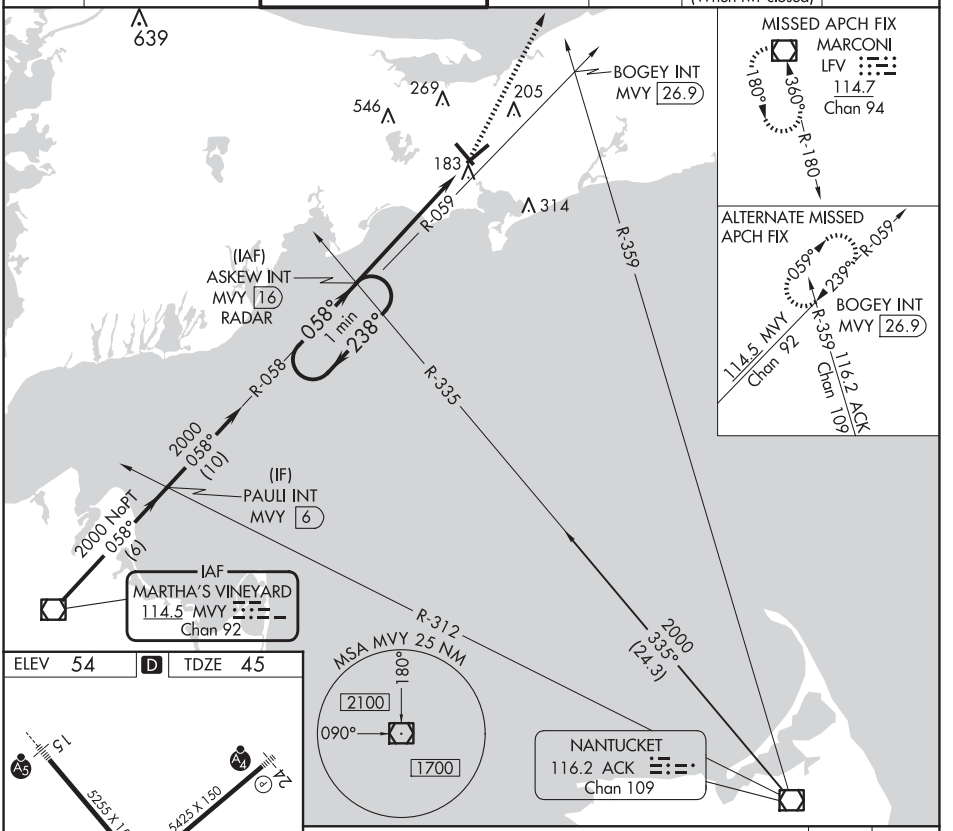
CAPE COD GATEWAY (HYA)

VOR/DME MVY	APP CRS	Rwy Ldg 5019
114.5	058°	TDZE 45
Chan 92		Apt Elev 54

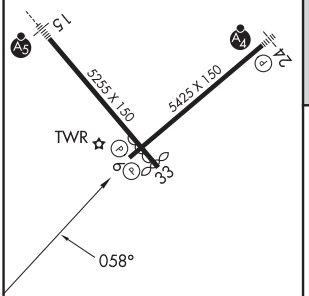
T When local altimeter setting not received, use Chatham altimeter setting and increase all MDAs 40 feet and S-6 Cat A and Circling Cat C/D visibility ¼ SM. Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

A MISSED APPROACH: Climb to 2000 direct LFV VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	HYANNIS TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	118.45	125.15	120.125	122.95



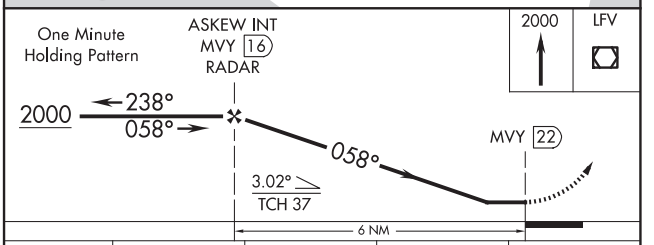
ELEV 54 D TDZ 45



REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-6	900-1 855 (900-1)	900-1¼ 855 (900-1¼)	900-2½ 855 (900-2½)	
C CIRCLING	900-1¼ 846 (900-1¼)		900-2½ 846 (900-2½)	900-2¾ 846 (900-2¾)

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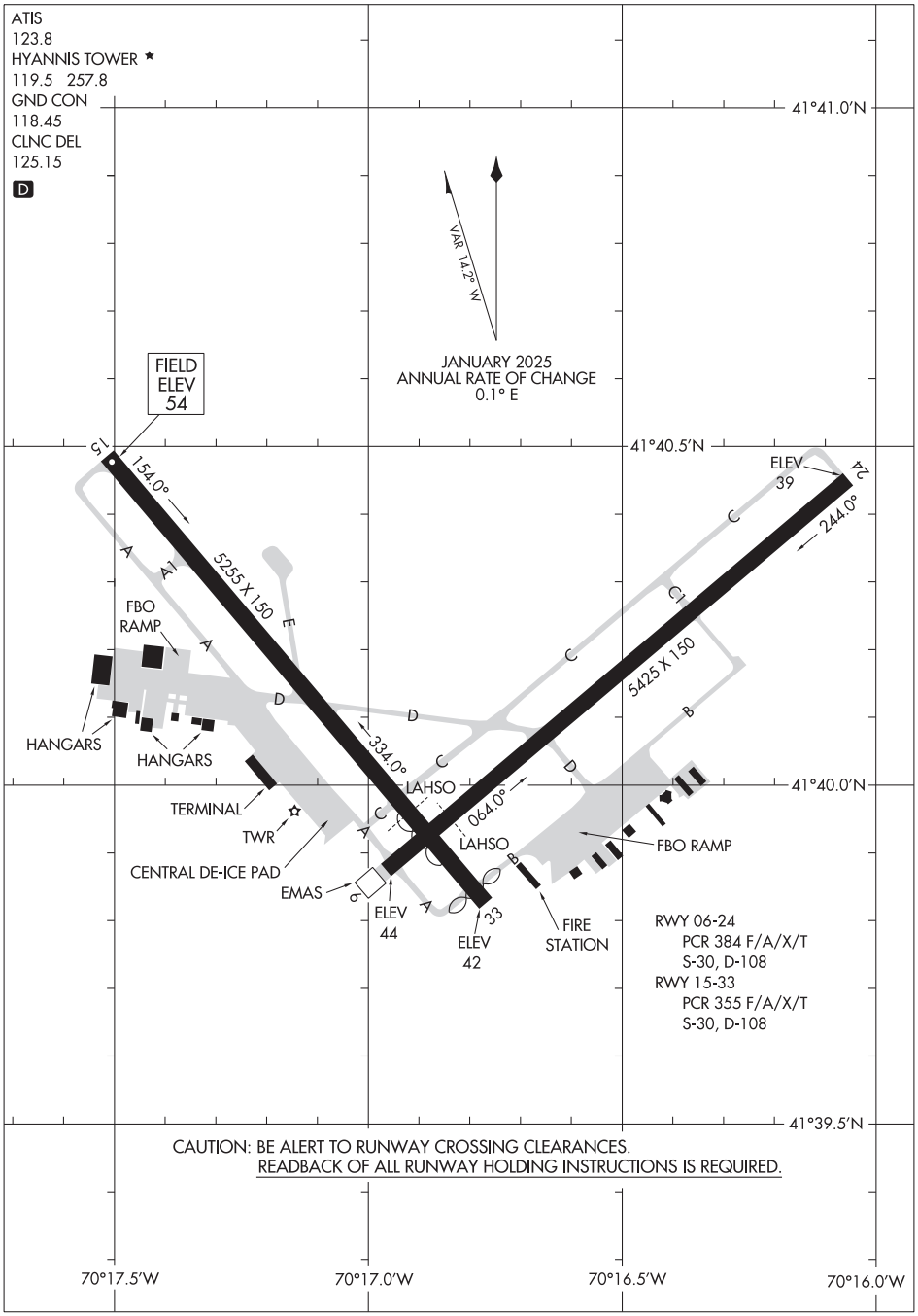
25163

AIRPORT DIAGRAM

AL-675 (FAA)

CAPE COD GATEWAY (HYA)

HYANNIS, MASSACHUSETTS



AIRPORT DIAGRAM

HYANNIS, MASSACHUSETTS

CAPE COD GATEWAY (HYA)

25163

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

NEWTON FLD (59B)

WAAS	APP CRS	Rwy Ldg	3601
CH 97742	106°	TDZE	1178
W13A		Apt Elev	1178

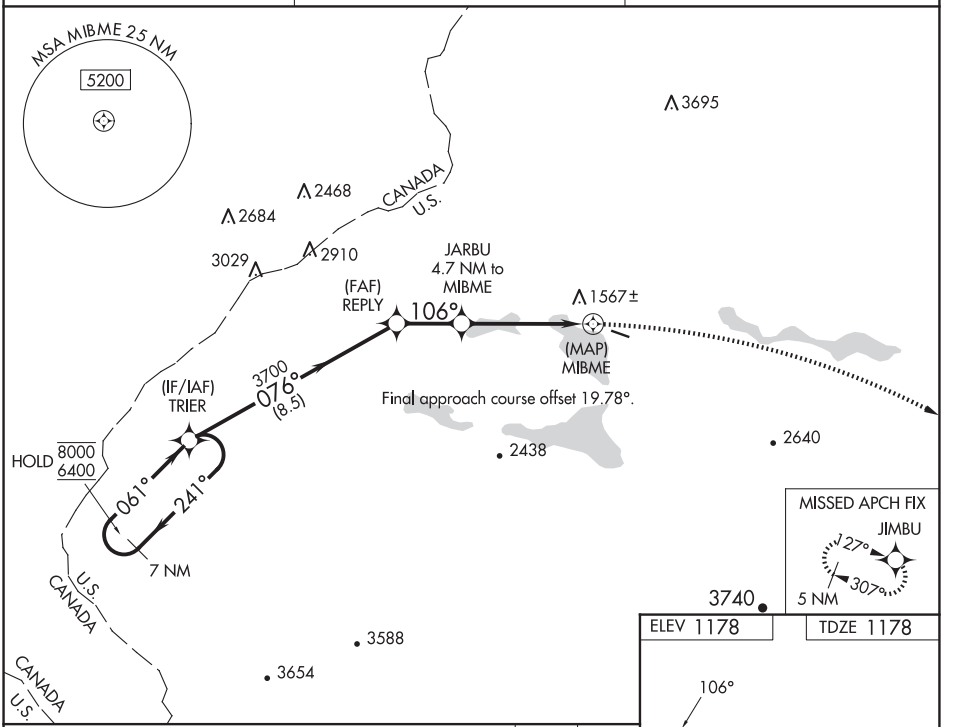
RNP APCH - GPS.

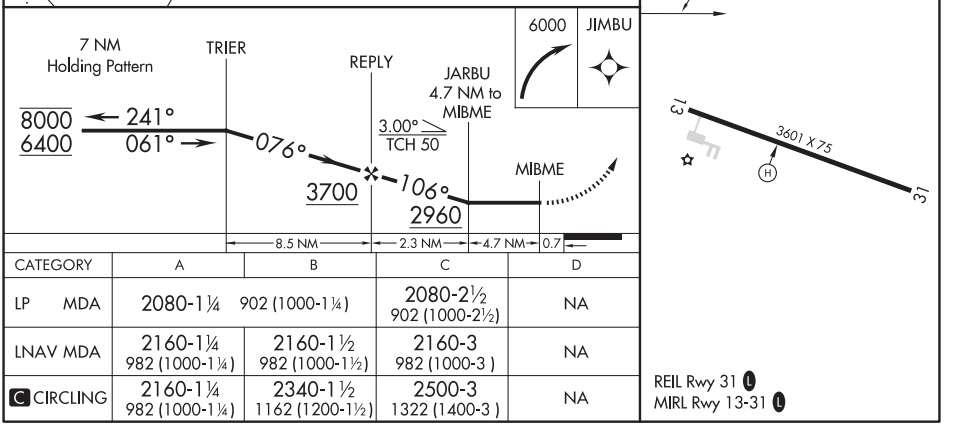
Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rangeley altimeter setting and increase all MDAs 200 feet and LP visibility Cat B/C ½ SM.

-23°C

MISSED APPROACH: Climbing right turn to 6000 direct JIMBU and hold, continue climb-in-hold to 6000.

AWOS-3	BOSTON CENTER	CTAF
122.9	120.25 346.4	122.9 (L)





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
C CIRCLING	2160-1¼ 982 (1000-1¼)	2340-1½ 1162 (1200-1½)	2500-3 1322 (1400-3)	NA

REIL Rwy 31 (L)
MIRL Rwy 13-31 (L)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

JACKMAN, MAINE | AL-10110 (FAA) | 25163

RNAV (GPS) RWY 31

NEWTON FLD (59B)

WAAS	APP CRS	Rwy Ldg	3601
CH 66042	289°	TDZE	1178
W31A		Apt Elev	1178

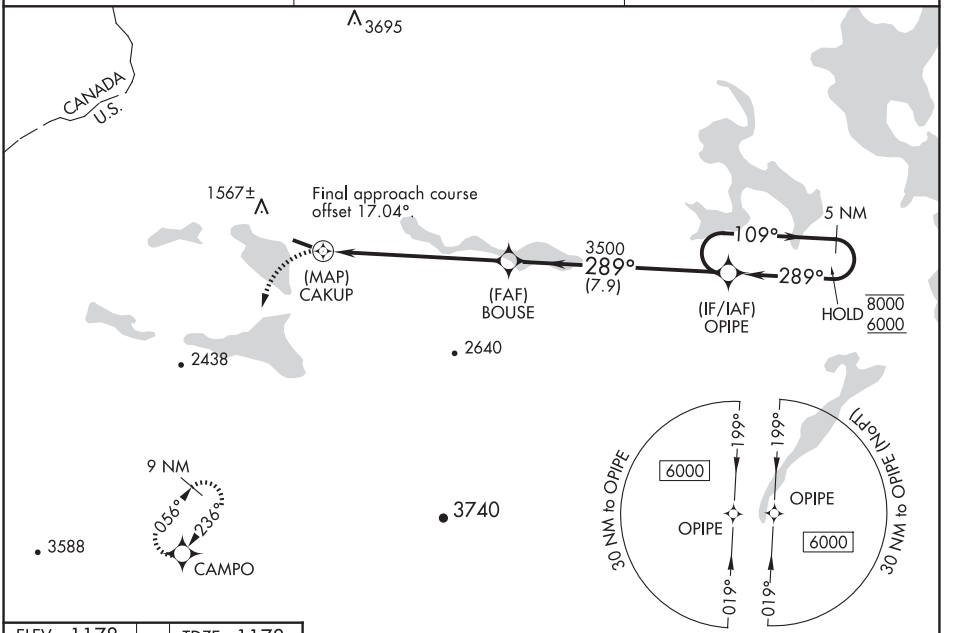
RNP APCH - GPS.

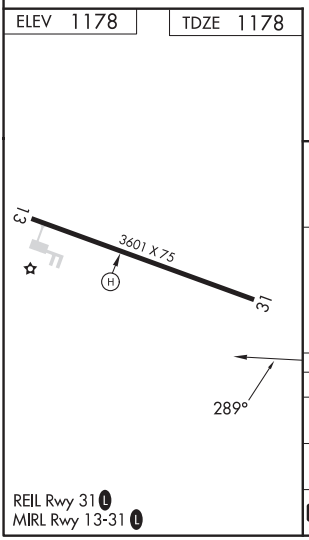
Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA.

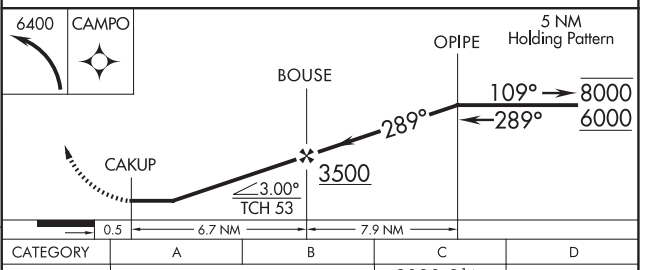
-23°C

MISSED APPROACH: Climbing left turn to 6400 direct CAMPO and hold, continue climb-in-hold to 6400.

AWOS-3	BOSTON CENTER	CTAF
122.9	120.25 346.4	122.9 (L)







CATEGORY	A	B	C	D
LP MDA	2080-1¼	902 (1000-1¼)	2080-2½ 902 (1000-2½)	NA
LNAV MDA	2200-1¼ 1022 (1100-1¼)	2200-1½ 1022 (1100-1½)	2200-3 1022 (1100-3)	NA
C CIRCLING	2200-1¼ 1022 (1100-1¼)	2340-1½ 1162 (1200-1½)	2500-3 1322 (1400-3)	NA

REIL Rwy 31 (L)
MIRL Rwy 13-31 (L)

JACKMAN, MAINE
Amdt 1 03NOV22

45°38'N-70°15'W

NEWTON FLD (59B)

RNAV (GPS) RWY 31

NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
023°	TDZE	N/A
	Apt Elev	1040

RNAV (GPS)-B

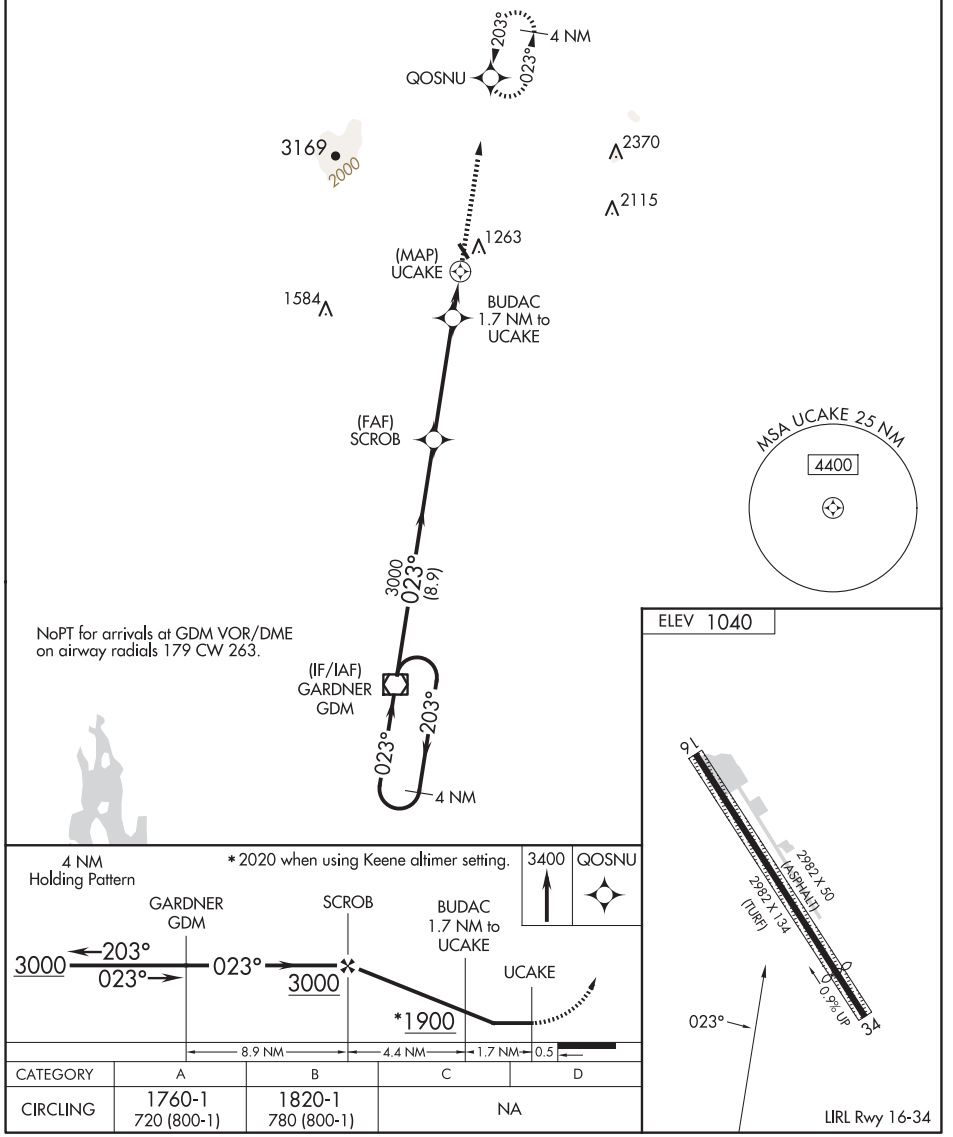
JAFFREY AIRFIELD SILVER RANCH (AFN)

RNP APCH-GPS.

When local altimeter setting not received, use Keene altimeter setting and increase all MDA 120 feet and all Cats visibility ¼ mile. Procedure NA at night. Rwy 16 and 34 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3400 direct QOSNU and hold.

ASOS	BOSTON CENTER	UNICOM
135.875	123.75 338.2	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1760-1 720 (800-1)	1820-1 780 (800-1)	NA	

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NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS)-C

JAFFREY AIRFIELD SILVER RANCH (AFN)

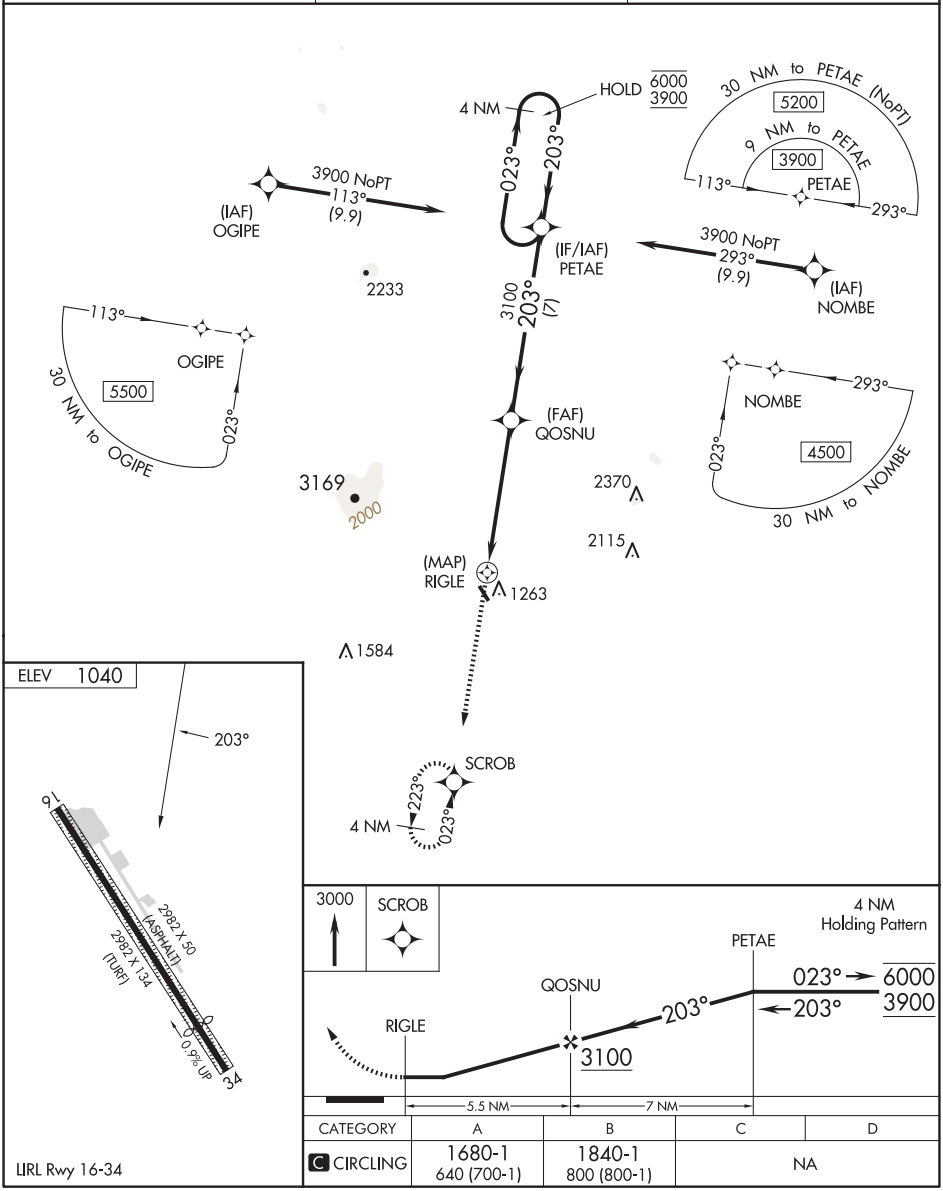
APP CRS	Rwy Idg	N/A
203°	TDZE	N/A
	Apt Elev	1040

RNP APCH.

Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SCROB and hold.

ASOS	BOSTON CENTER	UNICOM
135.875	123.75 338.2	122.8 (CTAF)



CATEGORY	A	B	C	D
C CIRCLING	1680-1 640 (700-1)	1840-1 800 (800-1)	NA	

LIRL Rwy 16-34

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME GDM	APP CRS	Rwy Idg	N/A
116.95	023°	TDZE	N/A
Chan 116 (Y)		Apt Elev	1040

VOR-A

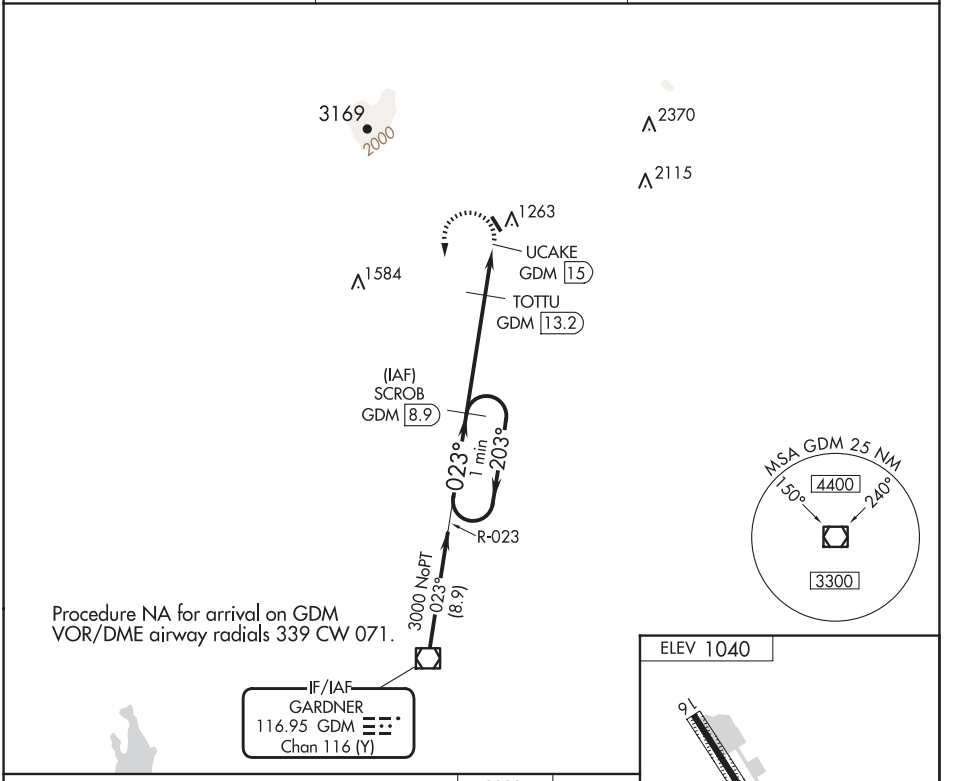
JAFFREY AIRFIELD SILVER RANCH (AFN)

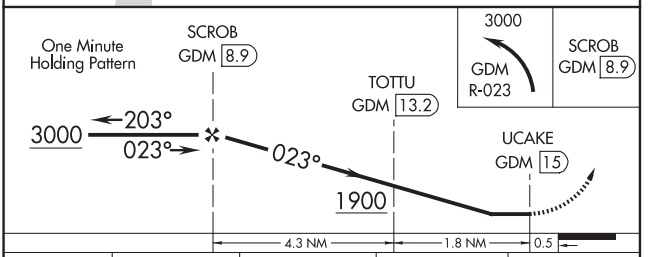
DME required.

When local altimeter setting not received, use KEENE altimeter setting and increase all MDA 120 feet; increase Cat B and TOTTU fix minimums all Cats visibility ¼ mile. Procedure NA at night. Rwy 16 and 34 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 on GDM VOR/DME R-023 to SCROB/GDM 8.9 DME and hold.

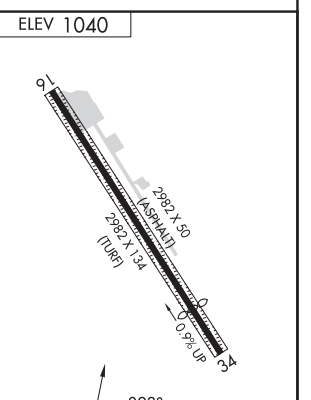
ASOS	BOSTON CENTER	UNICOM
135.875	123.75 338.2	122.8 (CTAF)





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	



FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

KEENE, NEW HAMPSHIRE AL-868 (FAA) 25219

LOC I-EEN	APP CRS	Rwy Ldg	6201
108.9	018°	TDZE	488
		Apt Elev	488

ILS or LOC RWY 2

DILLANT/HOPKINS (EEN)

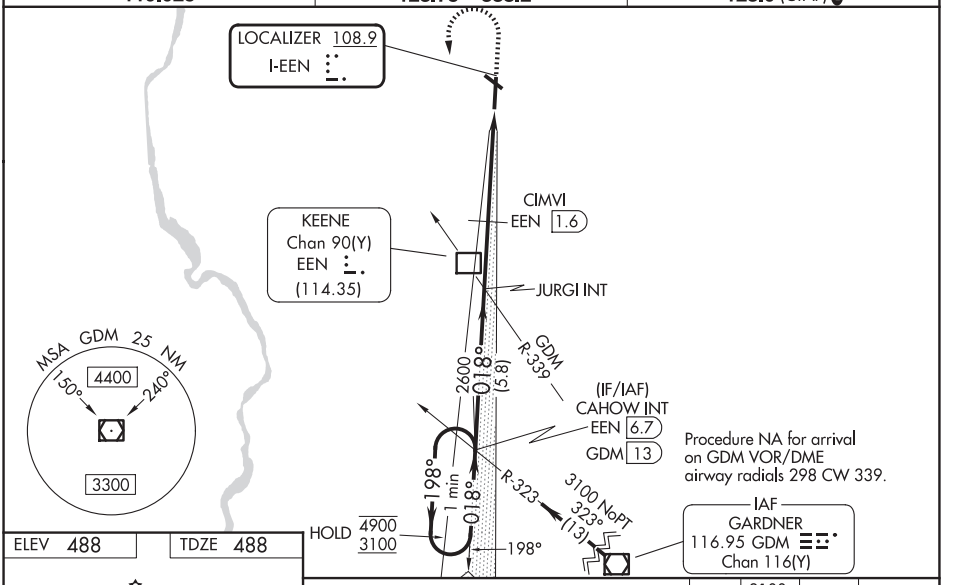
DME required for LOC only.

T A -20°C Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 2 all Cats, S-LOC 2 Cats C/D and CIMVI fix minimums S-LOC 2 Cat A. For inop ALS, increase S-LOC 2 Cat Avisibility to 1¼ SM and increase CIMVI fix minimums S-LOC 2 Cat B visibility to 1¼ SM and Cat C/D visibility to 2½ SM. When local altimeter setting not received, use ORE altimeter setting and increase S-ILS 2 DA to 914; increase all MDAs 60 feet and increase CIMVI fix minimums S-LOC 2 Cats C and D visibility ⅛ 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 1¼ SM and increase CIMVI fix minimums S-LOC 2 Cats A/B visibility to 1¼ SM. VDP NA when using ORE altimeter setting. DME from EEN DME. DME use requires simultaneous reception of I-EEN and EEN DME.

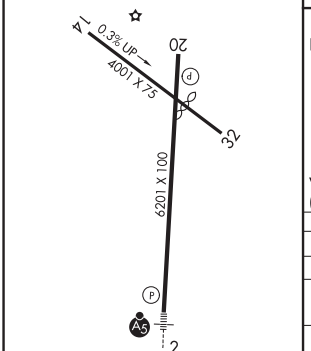
MALSR (A5)

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	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) L

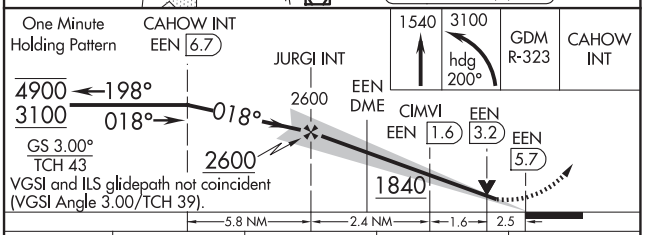


ELEV 488 TDZE 488



FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



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)	
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)	
CIRCLING	1420-1¼ 932 (1000-1¼)	1480-1½ 992 (1000-1½)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 2

DILLANT/HOPKINS (EEN)

WAAS	APP CRS	Rwy Ldg	6201
CH 65708	018°	TDZE	488
W02A		Apt Elev	488

RNP APCH - GPS.

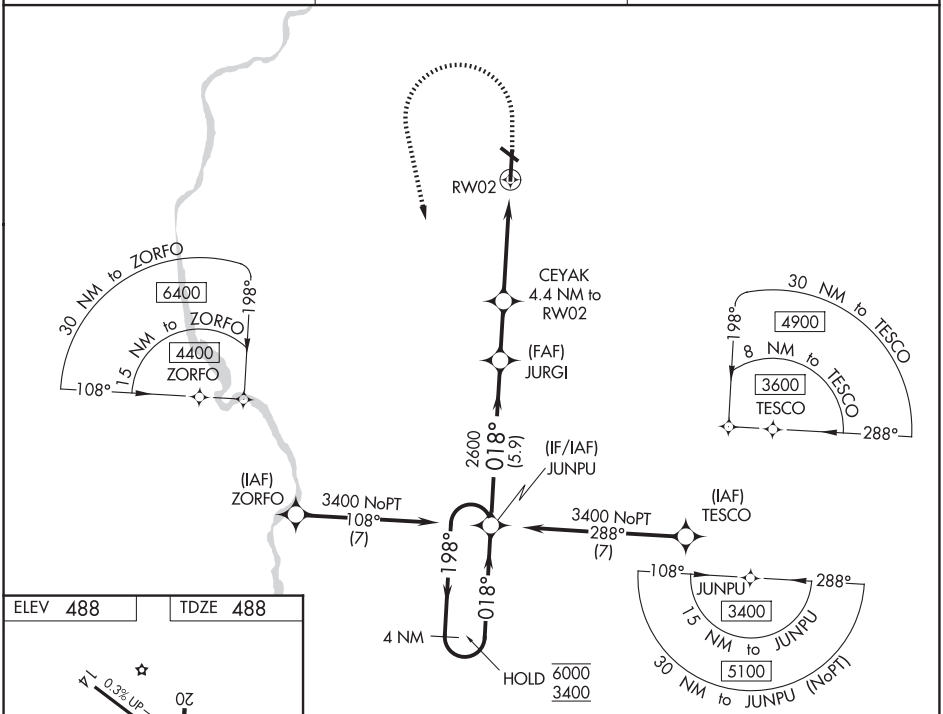
T A -20°C

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 1¼ 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 1¼ SM. VDP NA when using ORE altimeter setting.

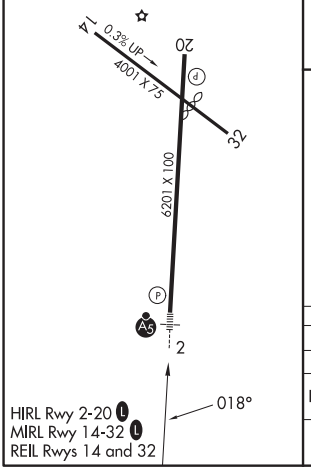
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3400 direct JUNPU and hold.

AWOS-3PT	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) L



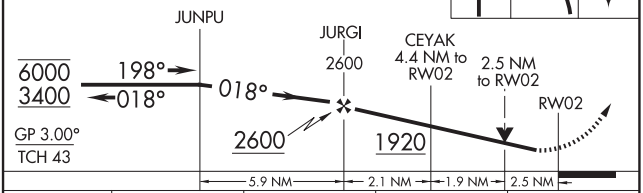
ELEV 488 TDZE 488



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

1600 3400 JUNPU



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	1380-1¼ 892 (900-1¼)	1480-1½ 992 (1000-1½)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)

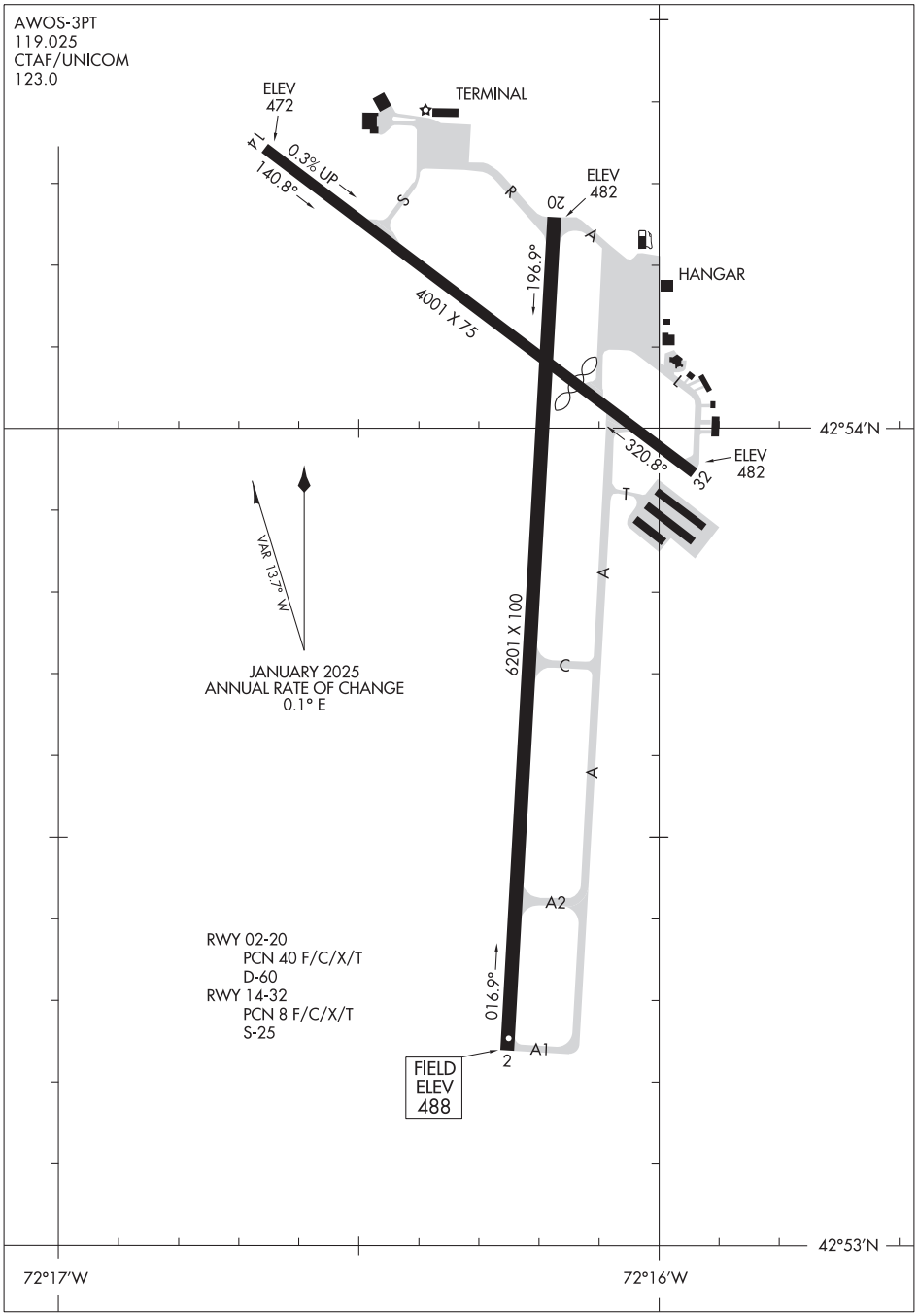
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

AL-868 (FAA)

DILLANT/HOPKINS (EEN)
KEENE, NEW HAMPSHIRE



NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25219

KEENE, NEW HAMPSHIRE
DILLANT/HOPKINS (EEN)

LOC/DME I-LCI	APP CRS	Rwy Idg 5646
108.5	084°	TDZE 545
Chan 22		Apt Elev 545

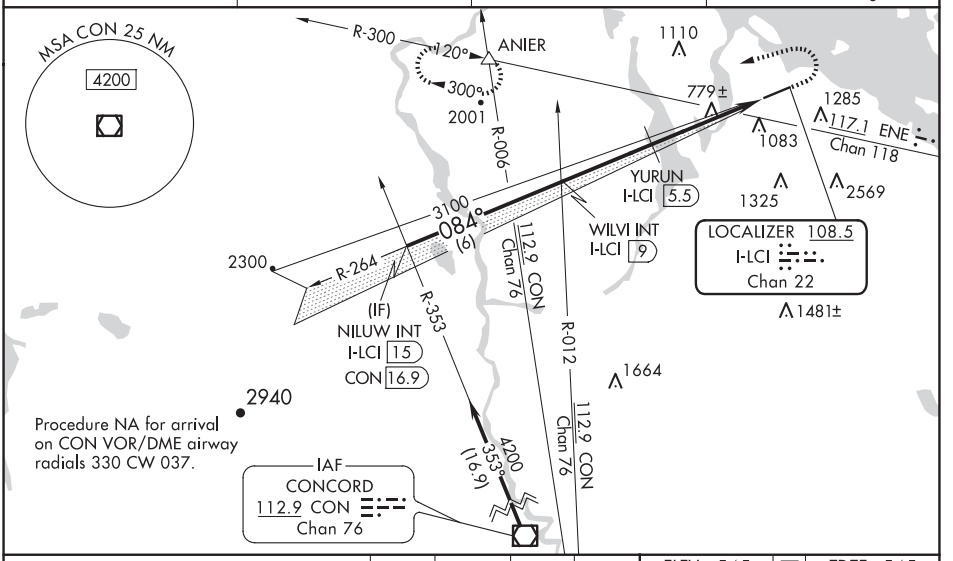
ILS or LOC RWY 8
LACONIA MUNI (LCI)

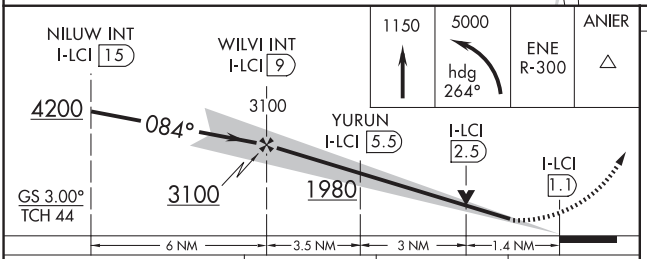
T A Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. For inop ALS, increase S-ILS 8 visibility all Cats ⅛ SM, YURUN fix minimums increase S-LOC 8 Cats C and D visibility ¼ SM. When local altimeter setting not received, use Concord altimeter setting and increase S-ILS* DA to 876 feet; increase S-ILS 8 DA to 983 feet and all visibilities ⅛ 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.

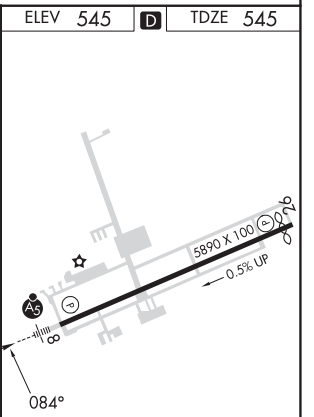
MALSR

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	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 8*		795-½	250 (300-½)	
S-ILS 8		902-⅝	357 (400-⅝)	
S-LOC 8	1980-¾ 1435 (1500-¾)	1980-1 1435 (1500-1)	1980-3	1435 (1500-3)
C CIRCLING	1980-1¼ 1435 (1500-1¼)	1980-1½ 1435 (1500-1½)	1980-3	1435 (1500-3)
YURUN FIX MINIMUMS				
S-LOC 8	1040-½	495 (500-½)	1040-1	495 (500-1)
C CIRCLING	1160-1	615 (700-1)	1160-1¾ 615 (700-1¾)	1460-3 915 (1000-3)

FAF to MAP 7.9 NM

Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 8

LACONIA MUNI (LCI)

WAAS	APP CRS		
CH 73003	083°	Rwy Idg	5646
W08A		TDZE	545
		Apt Elev	545

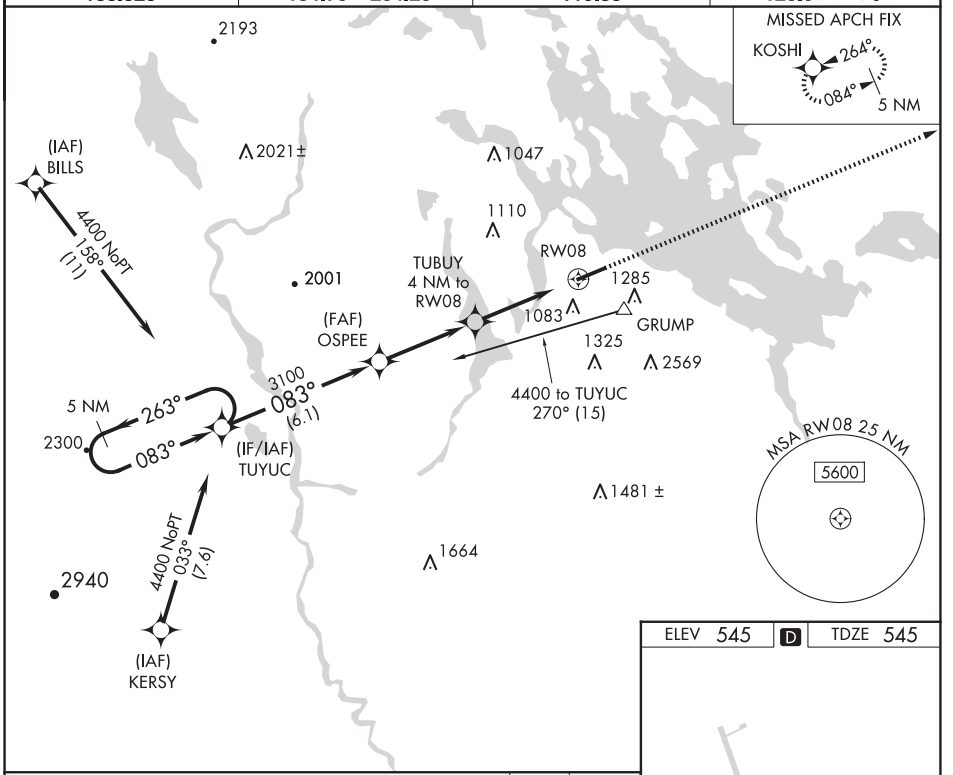
RNP APCH - GPS.

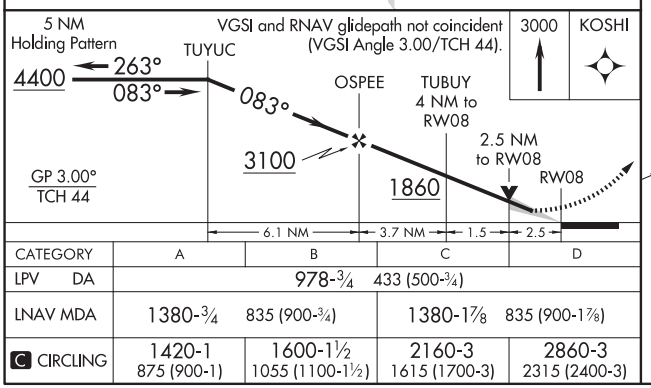
T A When local altimeter setting not received, use Concord altimeter setting and increase LPV DA to 1059 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ⅛ SM. VDP NA when using Concord altimeter setting. Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. For inop ALS, increase LPV visibility to 1¼ SM and LNAV visibility Cat A to 1 SM Cats C and D visibility to 2½ SM.

MALSR

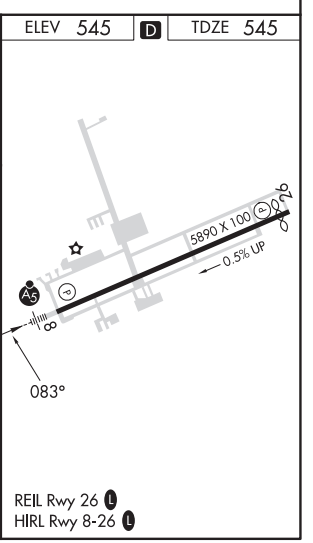
MISSED APPROACH: Climb to 3000 direct KOSHI and hold.

AWOS-3PT	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	978-¾	433 (500-¾)		
LNAV MDA	1380-¾	835 (900-¾)	1380-1⅞	835 (900-1⅞)
C CIRCLING	1420-1 875 (900-1)	1600-1½ 1055 (1100-1½)	2160-3 1615 (1700-3)	2860-3 2315 (2400-3)



REIL Rwy 26 L
HIRL Rwy 8-26 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 26

LACONIA MUNI (LCI)

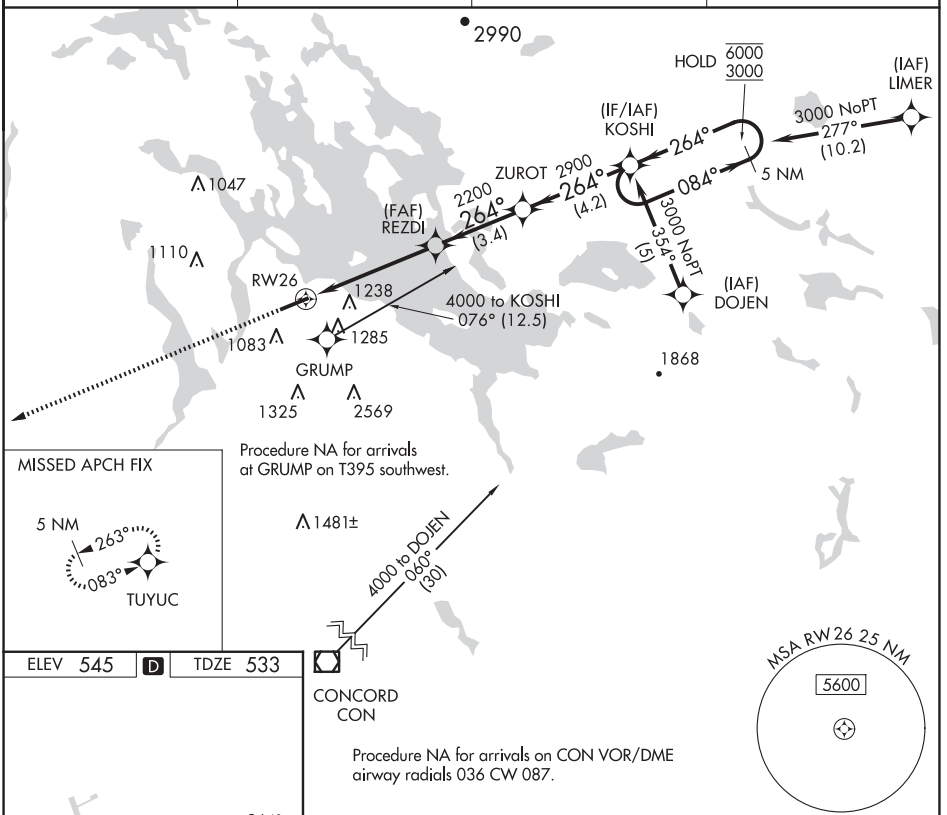
APP CRS		
264°	Rwy Idg	5286
	TDZE	533
	Apt Elev	545

RNP APCH - GPS.

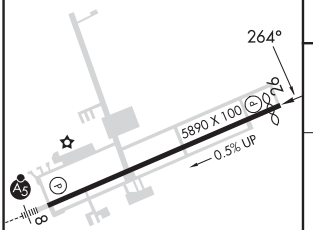
Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use CON altimeter setting and increase all MDAs 80 feet. Straight-in Rwy 26 NA at night, Circling Rwy 26 NA at night.

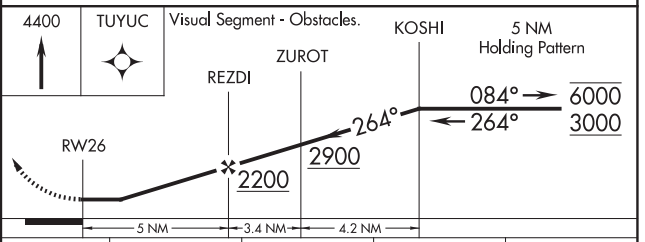
MISSED APPROACH: Climb to 4400 direct TUYUC and hold, continue climb-in-hold to 4400.

AWOS-3PT	BOSTON APP CON		CLNC DEL	UNICOM
133.525	134.75	254.25	119.85	123.0 (CTAF) L



ELEV 545 D TDZE 533





CATEGORY	A	B	C	D
LNAV MDA	1420-1¼	887 (900-1¼)	1420-2½	887 (900-2½)
C CIRCLING	1420-1¼ 875 (900-1¼)	1420-1½ 875 (900-1½)	1420-3 875 (900-3)	1460-3 915 (1000-3)

REIL Rwy 26 L
HIRL Rwy 8-26 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 5
LAWRENCE MUNI (LWM)

LOC I-LWM	APP CRS	Rwy Ldg	5001
111.7	053°	TDZE	144
		Apt Elev	148

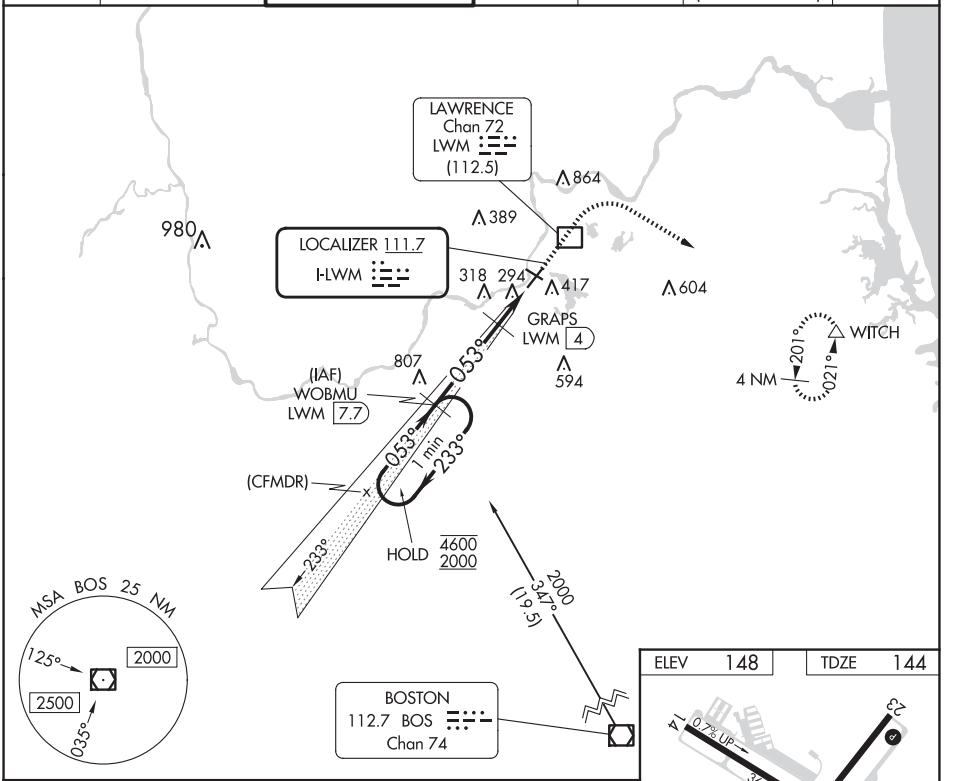
RNP APCH - GPS.

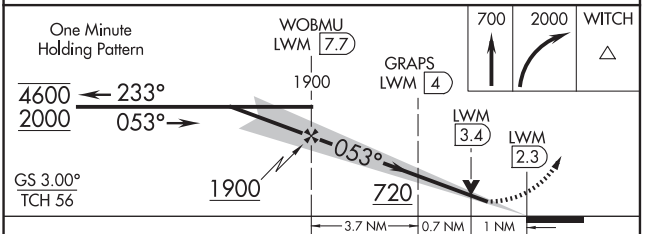
Circling Rwy 32 NA at night. DME from LWM DME.

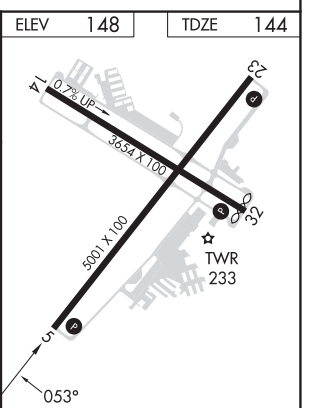
Simultaneous reception of I-LWM and LWM DME required.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WITCH and hold.

ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.75	124.4 279.6	119.25 (CTAF)	124.3	124.3	126.15 (When twr closed)	122.8







CATEGORY	A	B	C	D
S-ILS 5	344-¾ 200 (200-¾)			
S-LOC 5	520-1 376 (400-1)			
C CIRCLING	740-1 592 (600-1)		920-2¼ 772 (800-2¼)	1220-3 1072 (1100-3)

HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 5, 14, 23, and 32 L

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5
LAWRENCE MUNI (LWM)

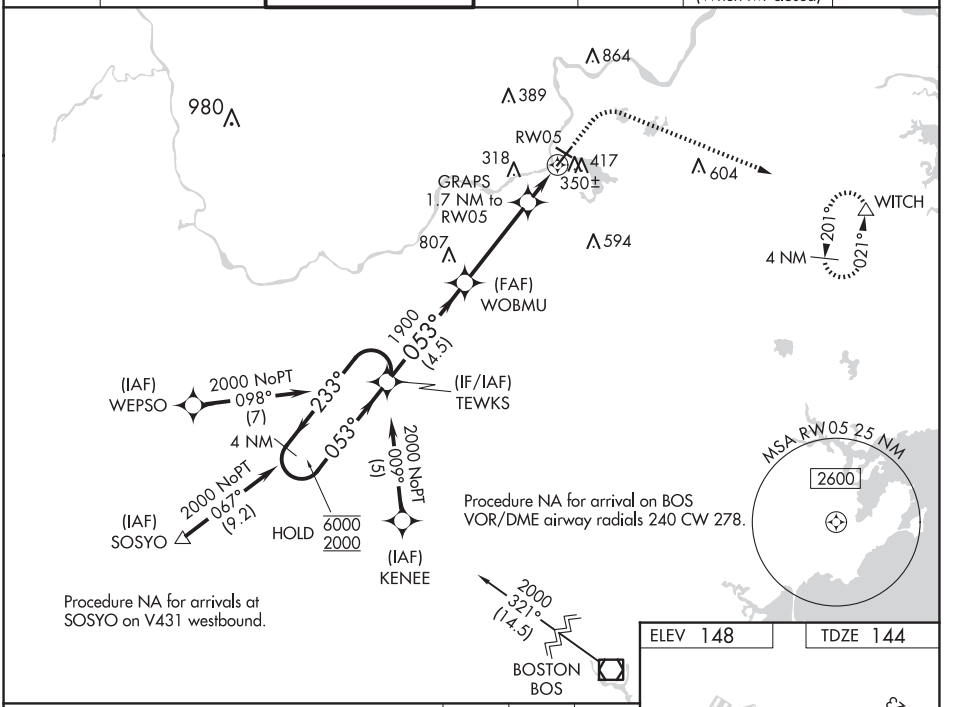
WAAS CH 53322 W05A	APP CRS 053°	Rwy Ldg 5001 / TDZE 144 / Apt Elev 148

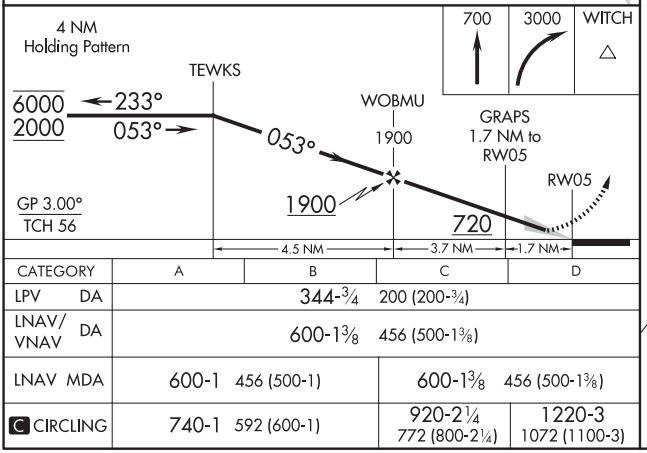
RNP APCH - GPS.

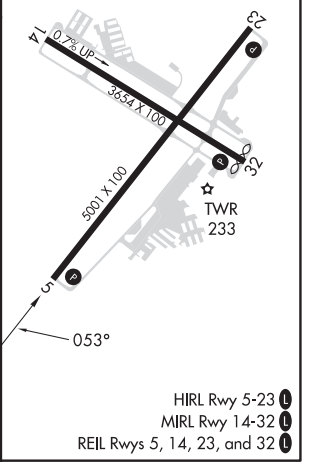
Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WITCH and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.75	124.4 279.6	119.25 (CTAF) L	124.3	124.3	126.15 (When twr closed)	122.8







CATEGORY	A	B	C	D
LPV DA	344-¾	200 (200-¾)		
LNAV/VNAV DA	600-1⅜	456 (500-1⅜)		
LNAV MDA	600-1	456 (500-1)	600-1⅜	456 (500-1⅜)
C CIRCLING	740-1	592 (600-1)	920-2¼ 772 (800-2¼)	1220-3 1072 (1100-3)

HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 5, 14, 23, and 32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14
LAWRENCE MUNI (LWM)

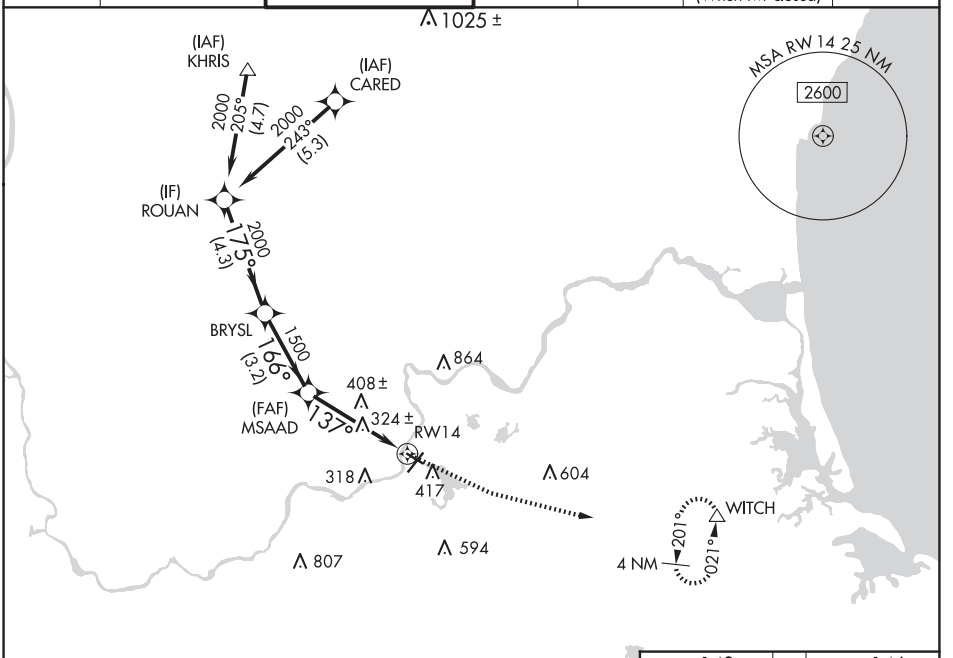
WAAS	APP CRS	Rwy Ldg	3654
CH 99642	137°	TDZE	146
W14A		Apt Elev	148

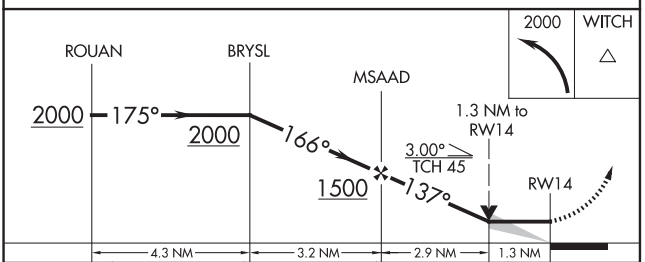
RNP APCH - GPS.

Circling to Rwy 32 NA at night.

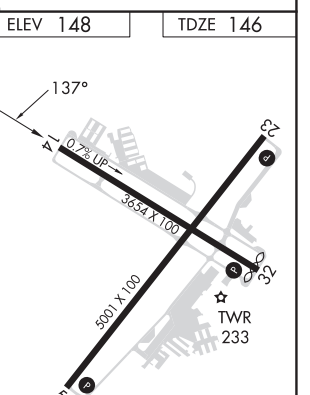
MISSED APPROACH: Climbing left turn to 2000 direct WITCH and hold.

ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.75	124.4 279.6	119.25 (CTAF)	124.3	124.3	126.15 (When twr closed)	122.8





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)
C CIRCLING	740-1	592 (600-1)	920-2¼ 772 (800-2¼)	1220-3 1072 (1100-3)



HIRL Rwy 5-23 (L)
MIRL Rwy 14-32 (L)
REIL Rwys 5, 14, 23, and 32 (L)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	5001
CH 61022	233°	TDZE	144
W23A		Apt Elev	148

RNAV (GPS) RWY 23

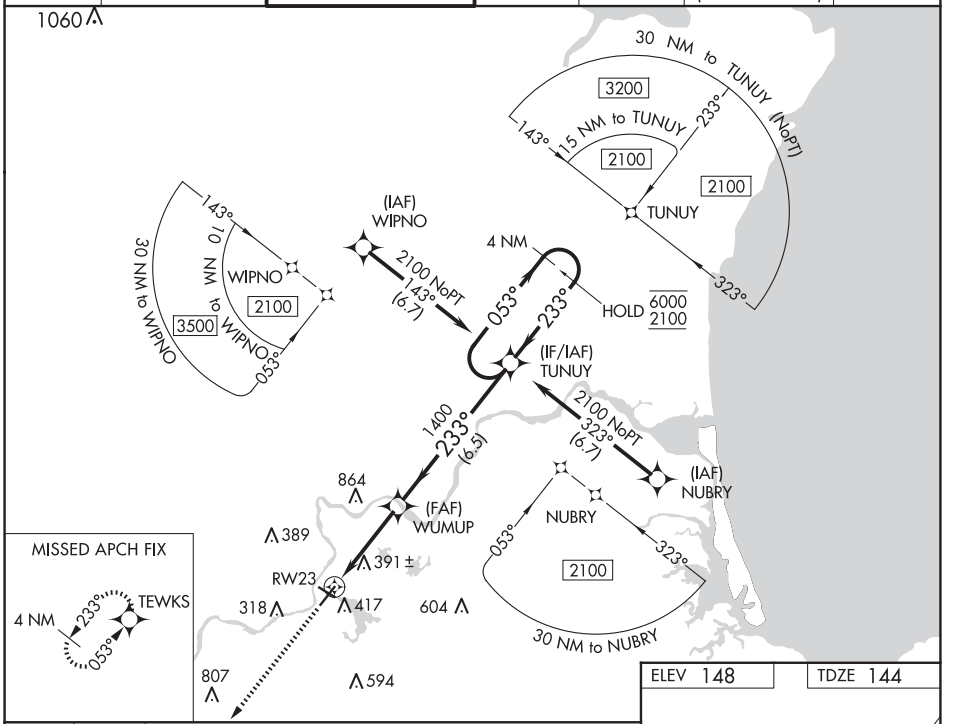
LAWRENCE MUNI (LWM)

RNP APCH - GPS.

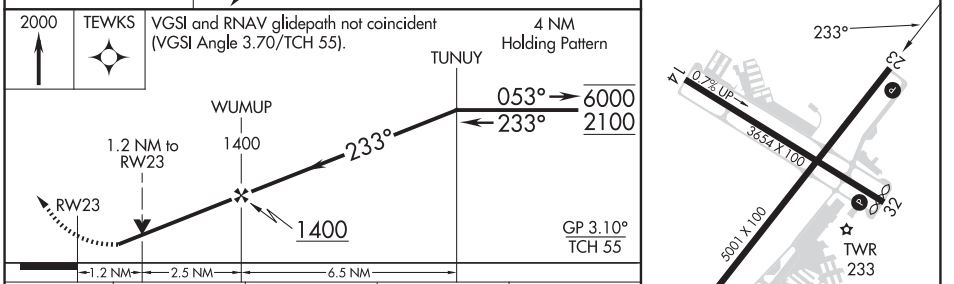
T Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 32 NA at night.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

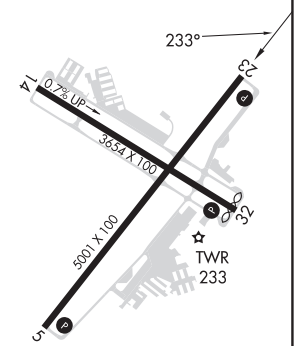
MISSED APPROACH: Climb to 2000 direct TEWKS and hold.

ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.75	124.4 279.6	119.25 (CTAF)	124.3	124.3	126.15 (When twr closed)	122.8



ELEV 148 TDZE 144





CATEGORY	A	B	C	D
LPV DA	562-1⅛ 418 (500-1⅛)			
LNAV/VNAV DA	660-1 ⅜ 516 (600-1⅜)			
LNAV MDA	660-1 516 (600-1)		660-1⅜ 516 (600-1⅜)	
C CIRCLING	740-1 592 (600-1)		920-2¼ 772 (800-2¼)	1220-3 1072 (1100-3)

HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 5, 14, 23, and 32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

LAWRENCE MUNI (LWM)

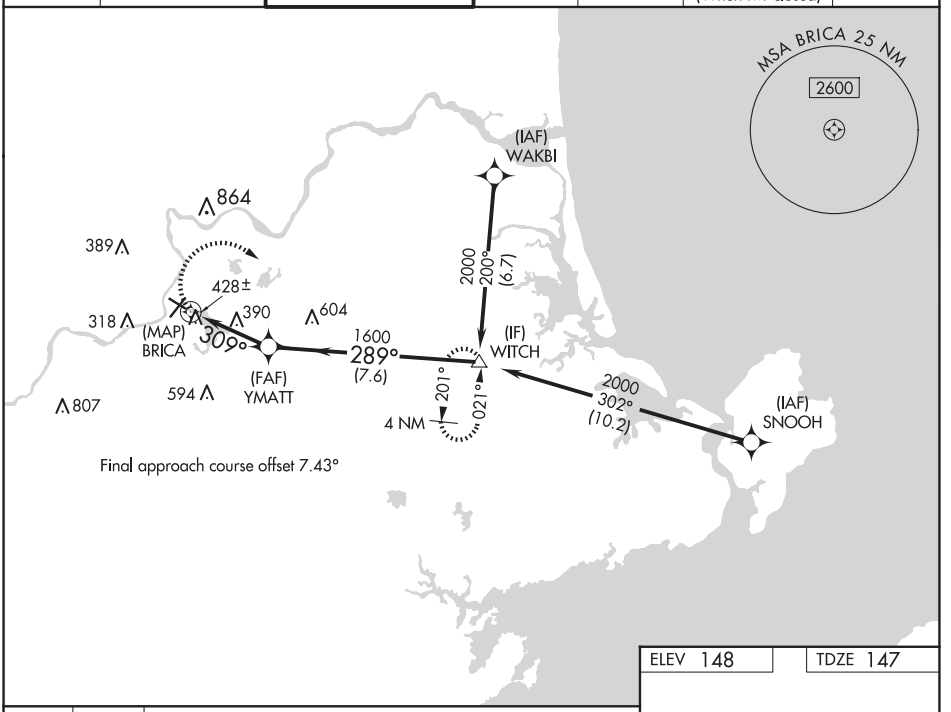
WAAS	APP CRS	Rwy Idg	3574
CH 78342	309°	TDZE	147
W32A		Apt Elev	148

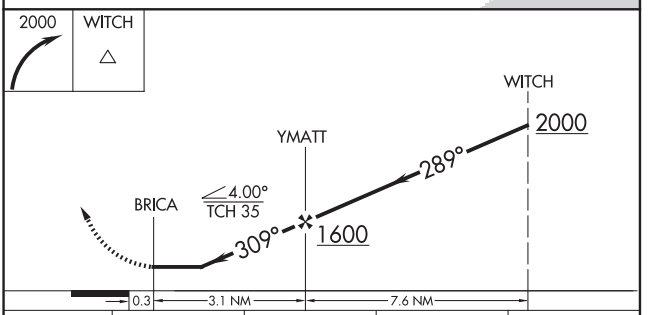
RNP APCH - GPS.

Rwy 32 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

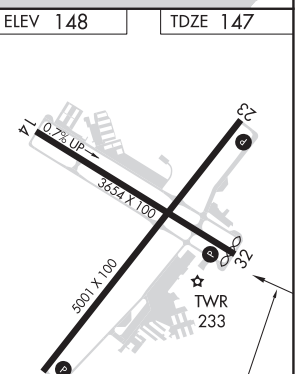
MISSED APPROACH: Climbing right turn to 2000 direct WITCH and hold.

ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.75	124.4 279.6	119.25 (CTAF) L	124.3	124.3	126.15 (When twr closed)	122.8



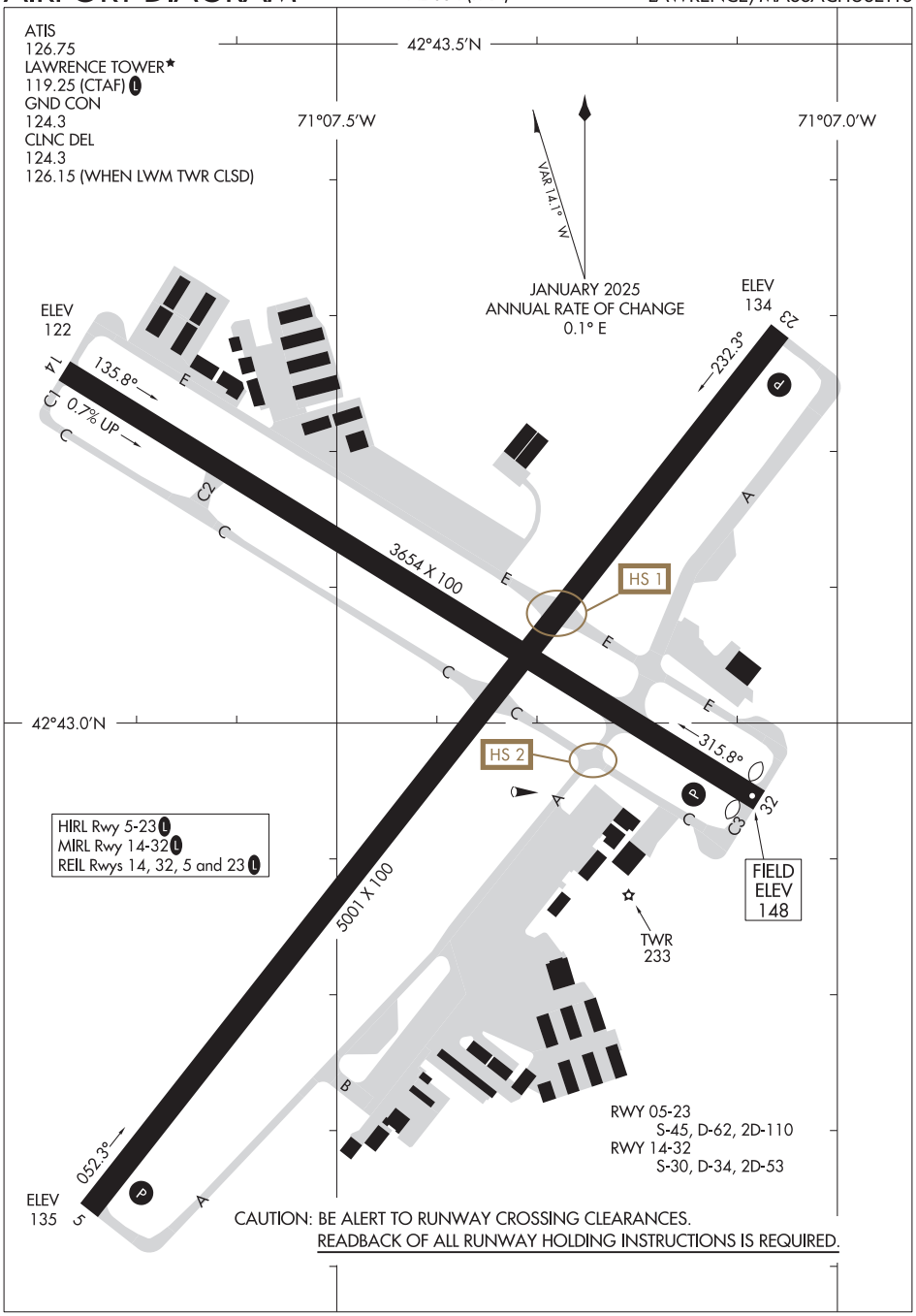


CATEGORY	A	B	C	D
LP MDA	640-1 493 (500-1)		NA	
LNAV MDA	680-1 533 (600-1)		NA	
C CIRCLING	740-1 592 (600-1)		NA	



HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 5, 14, 23, and 32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025



NE-1, 07 AUG 2025 to 02 OCT 2025

(LWM2.LWM) 24193 AL-654 (FAA)

LAWRENCE TWO DEPARTURE

LAWRENCE MUNI (LWM)
LAWRENCE, MASSACHUSETTS

LAWRENCE TWO DEPARTURE
LAWRENCE, MASSACHUSETTS
LAWRENCE MUNI (LWM)

(LWM2.LWM) 29DEC22

NE-1, 07 AUG 2025 to 02 OCT 2025

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, 07 AUG 2025 to 02 OCT 2025

LEBANON, NEW HAMPSHIRE | AL-859 (FAA) | 25219

ILS or LOC RWY 18

LEBANON MUNI (LEB)

LOC/DME I-DVR	APP CRS	Rwy Ldg 5200
111.9	187°	TDZE 573
Chan 56		Apt Elev 603

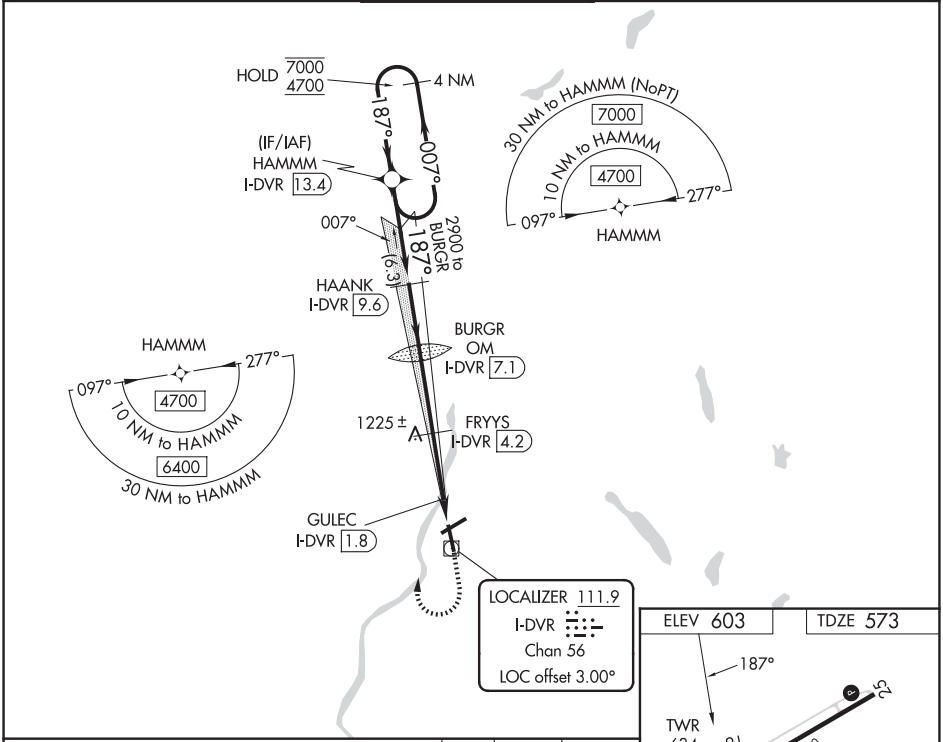
DME required. RNP APCH - GPS.

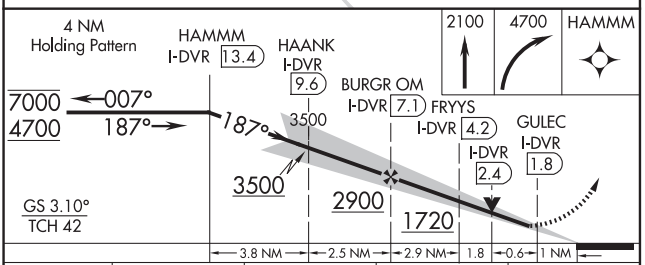
Autopilot coupled approach NA below 750.

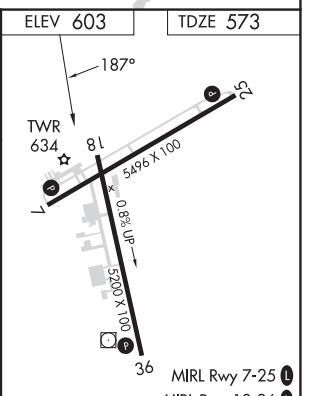
-19°C

MISSED APPROACH: Climb to 2100 then climbing right turn to 4700 direct HAMMM and hold, continue climb-in-hold to 4700.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 269.475	125.95 (CTAF) L 235.775	121.6	122.95







MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7 and 25 L
REIL Rwy 18

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)	
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1820-3 1217 (1300-3)	2020-3 1417 (1500-3)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 7

LEBANON MUNI (LEB)

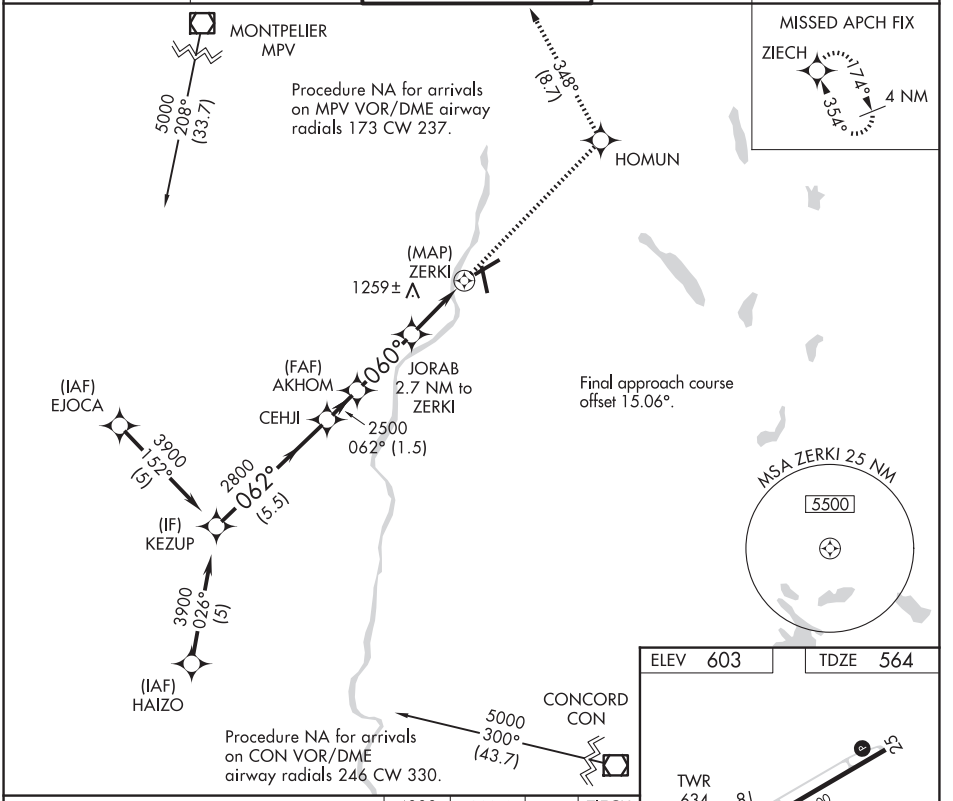
APP CRS	Rwy Ldg	5496
060°	TDZE	564
	Apt Elev	603

Rwy 7 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

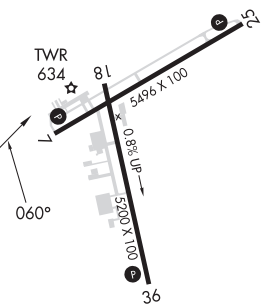
-19°C

MISSED APPROACH: Climb to 4000 direct HOMUN and on track 348° to ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 269.475	125.95 (CTAF) L 235.775	121.6	122.95

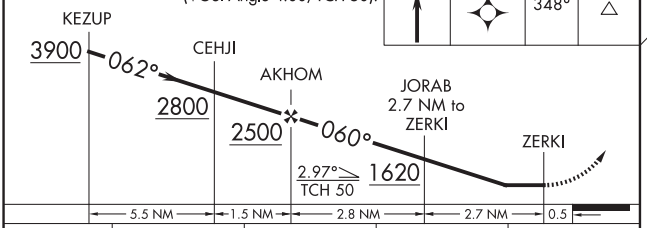


ELEV 603 TDZE 564



VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 50).

4000	HOMUN	tr 348°	ZIECH



CATEGORY	A	B	C	D
LNAV MDA	1460-1¼	896 (900-1¼)	1460-2¾ 896 (900-2¾)	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 L
HIRL Rwy 18-36 L
REIL Rwys 7 and 25 L
REIL Rwy 18

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

LEBANON, NEW HAMPSHIRE

AL-859 (FAA)

25219

RNAV (GPS) RWY 18

LEBANON MUNI (LEB)

WAAS	APP CRS	Rwy Ldg	5200
CH 93710	184°	TDZE	573
W18A		Apt Elev	603

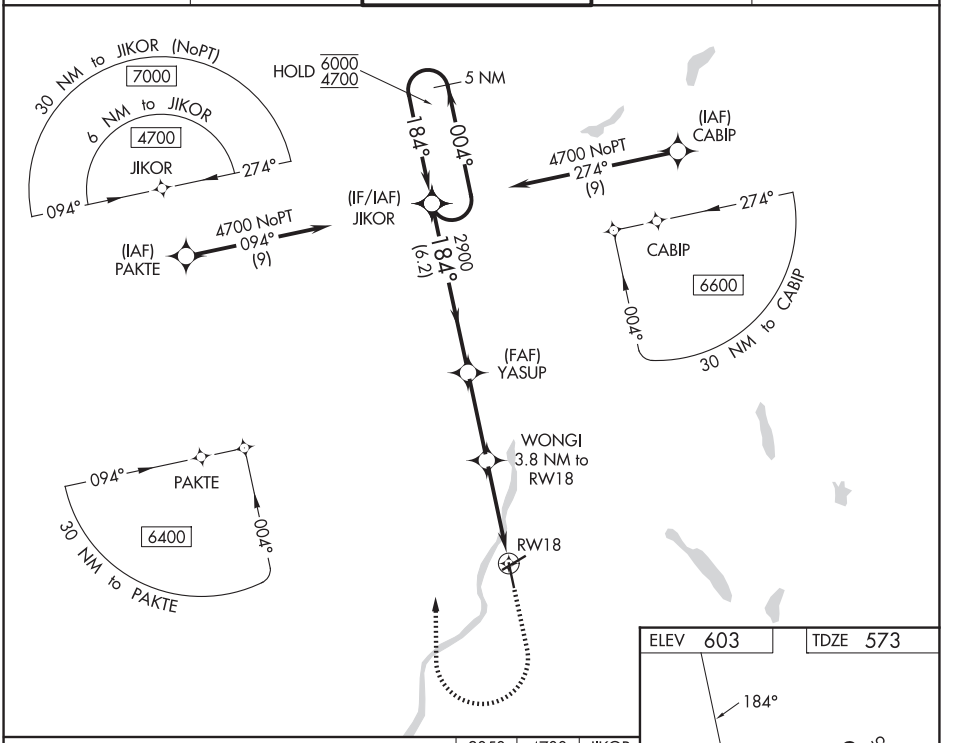
RNP APCH.

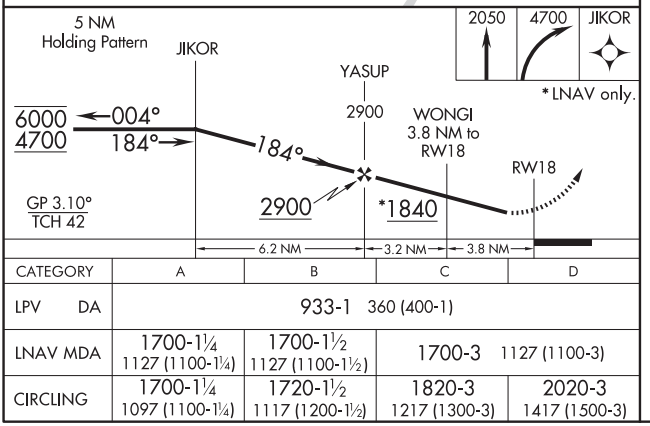
Rwy 18 helicopter visibility reduction below ¾ SM NA.

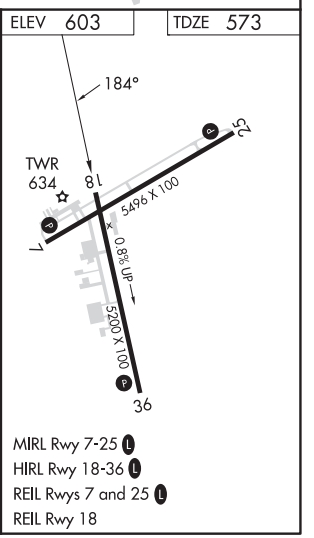
-19°C

MISSED APPROACH: Climb to 2050 then climbing right turn to 4700 direct JIKOR and hold, continue climb in hold to 4700.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 269.475	125.95 (CTAF) L 235.775	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	933-1 360 (400-1)			
LNAV MDA	1700-1¼ 1127 (1100-1¼)	1700-1½ 1127 (1100-1½)	1700-3 1127 (1100-3)	
CIRCLING	1700-1¼ 1097 (1100-1¼)	1720-1½ 1117 (1200-1½)	1820-3 1217 (1300-3)	2020-3 1417 (1500-3)

MIRL Rwy 7-25 L

HIRL Rwy 18-36 L

REIL Rwys 7 and 25 L

REIL Rwy 18

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 25

LEBANON MUNI (LEB)

APP CRS	Rwy Ldg	5496
255°	TDZE	574
	Apt Elev	603

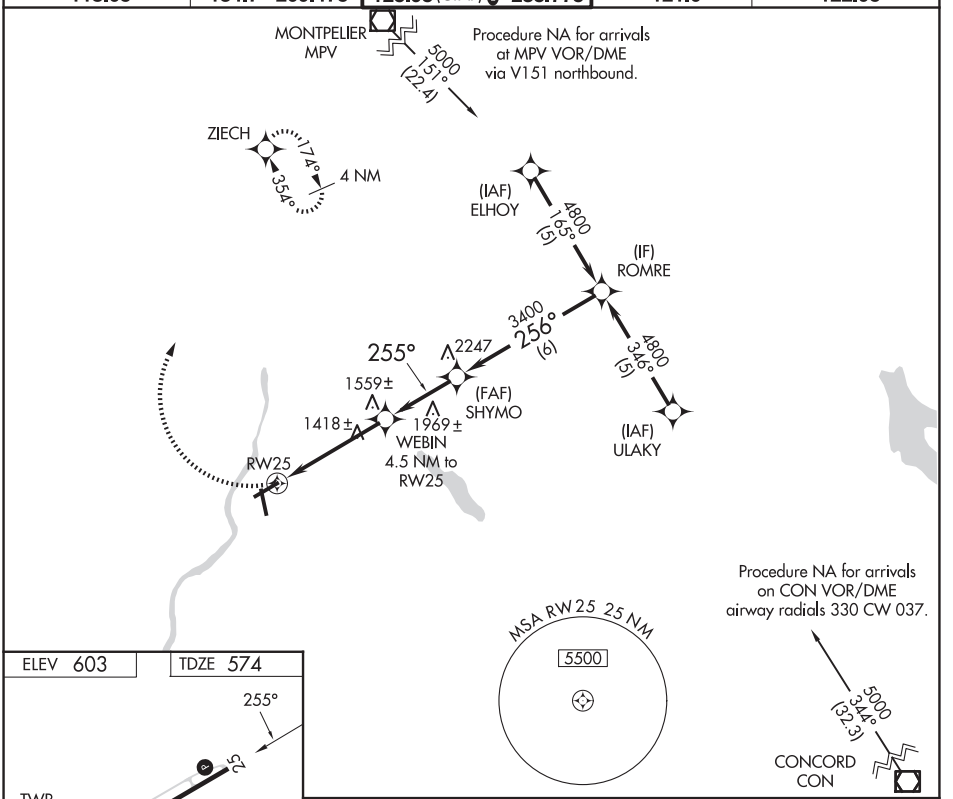
RNP APCH.

T A -19°C

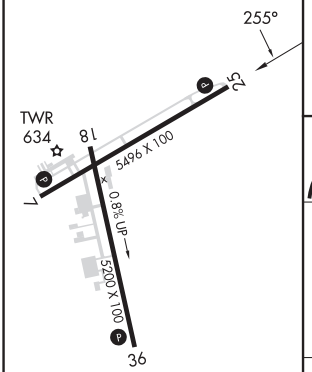
Rwy 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4000 direct ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 269.475	125.95 (CTAF) L 235.775	121.6	122.95



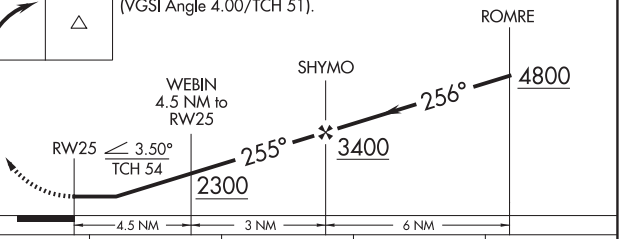
ELEV 603 TDZE 574



MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7 and 25 L
REIL Rwy 18

4000 ZIECH △

VGSI and descent angles not coincident (VGSI 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)
CIRCLING	1680-1¼ 1077 (1100-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	2020-3 1417 (1500-3)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

LEBANON, NEW HAMPSHIRE | AL-859 (FAA) | 25219

RNAV (GPS) RWY 36

LEBANON MUNI (LEB)

APP CRS	Rwy Ldg	5200
019°	TDZE	603
	Apt Elev	603

RNP APCH - GPS.

Rwy 36 helicopter visibility reduction below ¾ SM NA.

-19°C

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) L 235.775	121.6	122.95

MISSED APCH FIX

ZIECH 174° 354° 4 NM

UCEKA 014° (9.5)

(MAP) OSICE

019°

Final approach course offset 15.00°.

(FAF) ZULAR

2600 036° (6.1)

(IF) HIRER

Procedure NA for arrivals at JAMMA on T315 southeast bound.

Procedure NA for arrivals at UNKER on T393 southbound.

3500 064° (13.7)

(IAF) JAMMA

3500 329° (6.6)

(IAF) UNKER

MSA OSICE 25 NM 5500

CONCORD CON 5000 301° (30.3)

Procedure NA for arrivals on CON VOR/DME on T295 northeast bound.

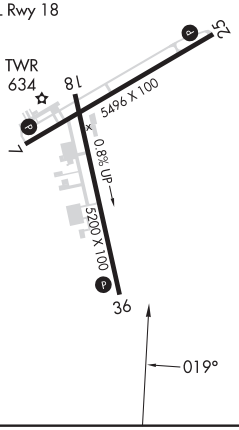
ELEV 603 | TDZE 603

MIRL Rwy 7-25 L

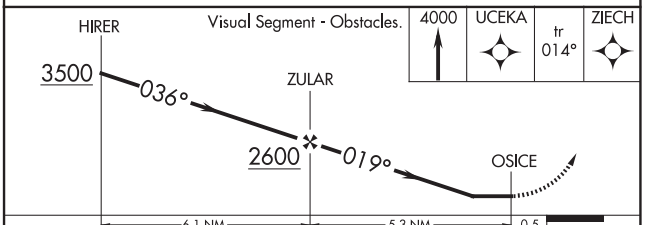
HIRL Rwy 18-36 L

REIL Rwys 7 and 25 L

REIL Rwy 18

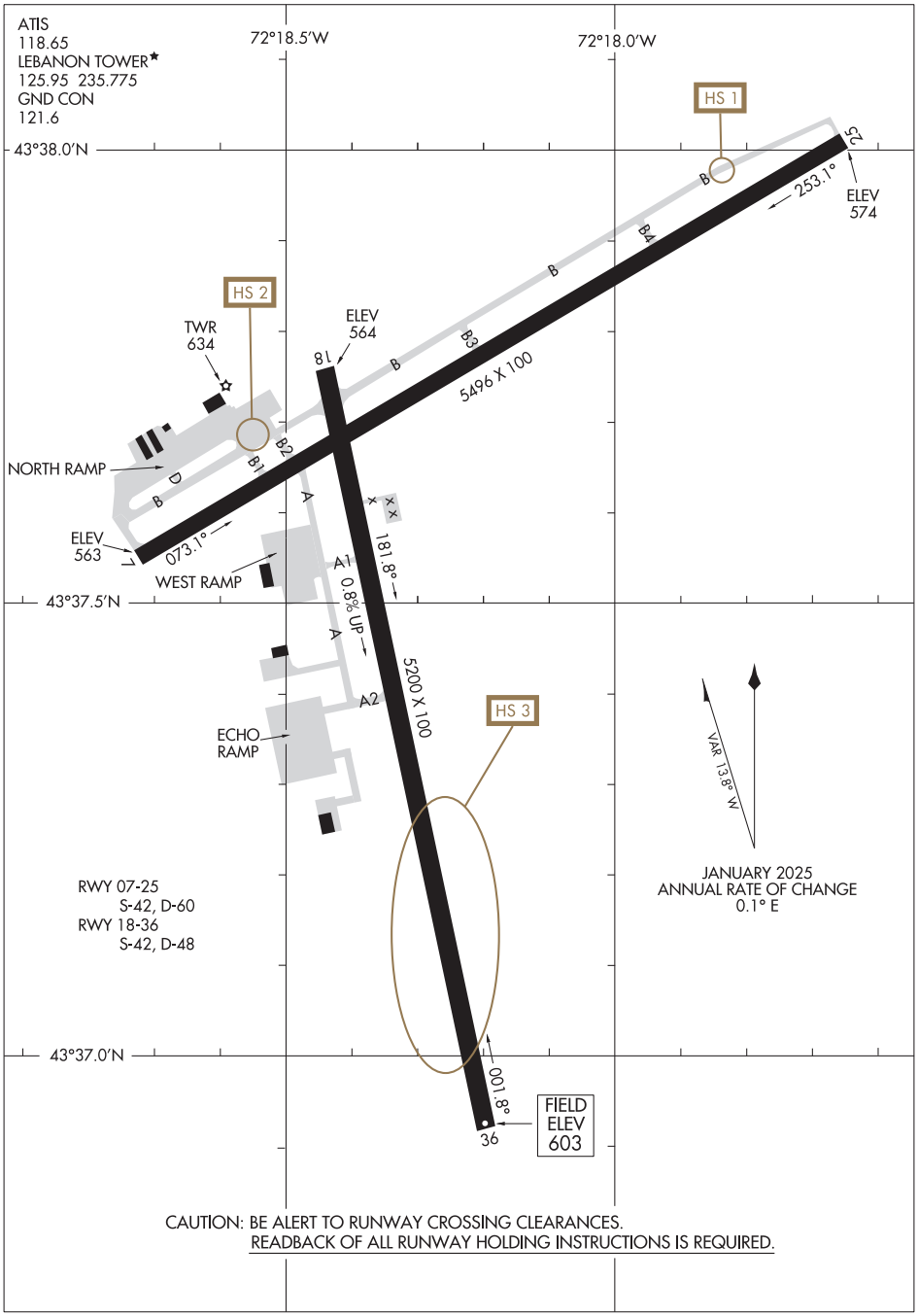


Visual Segment - Obstacles.



CATEGORY	A	B	C	D
LNAV MDA	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025



NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 16

LINCOLN RGNL (LRG)

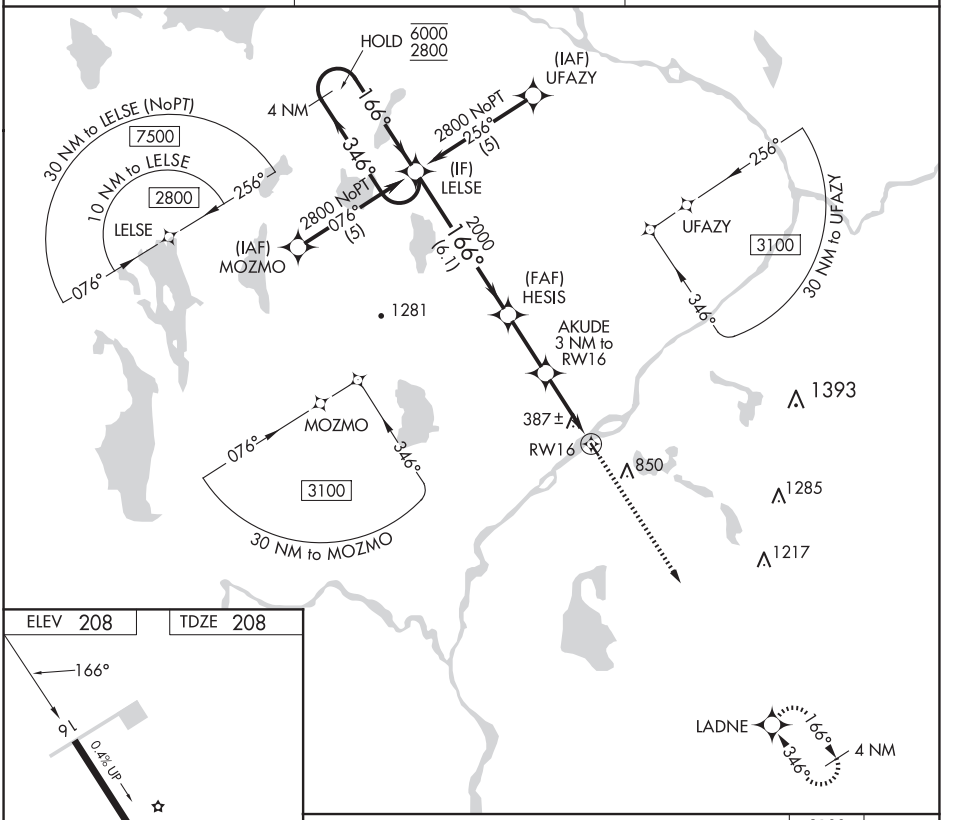
APP CRS	Rwy Idg	2805
166°	TDZE	208
	Apt Elev	208

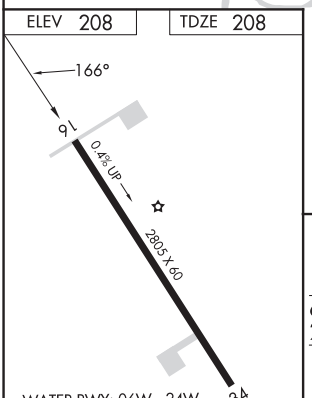
RNP APCH - GPS.

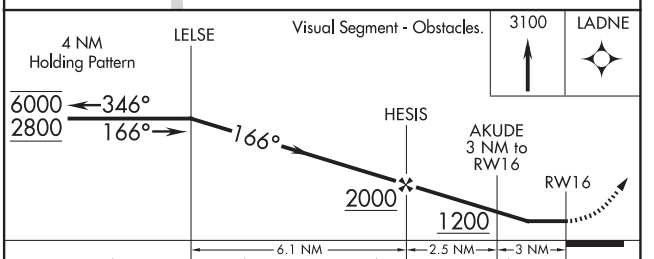
T NA — Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA. Use Millinocket altimeter setting, when not received use Bangor Intl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct LADNE and hold.

MLT ASOS	BOSTON CENTER	UNICOM
135.225	124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900-1	692 (700-1)	NA	

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	2805
346°	TDZE	208
	Apt Elev	208

RNAV (GPS) RWY 34

LINCOLN RGNL (LRG)

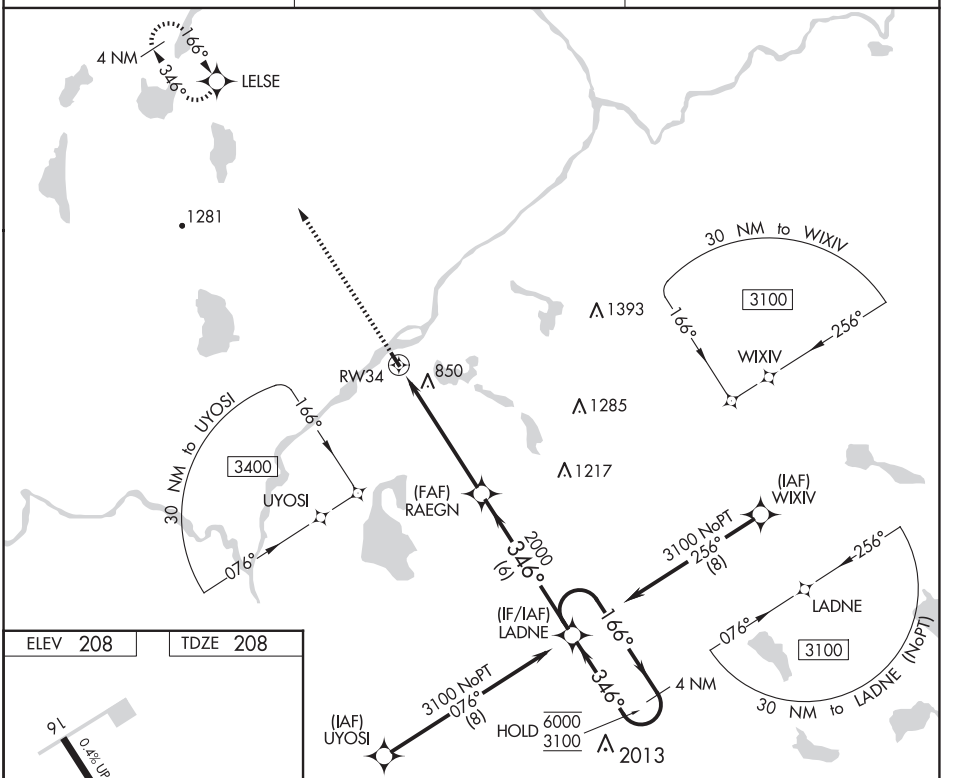
RNP APCH - GPS.

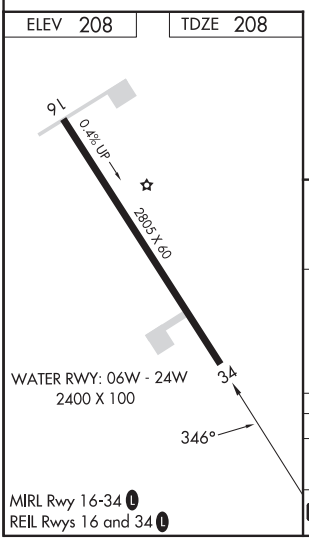
T
A NA

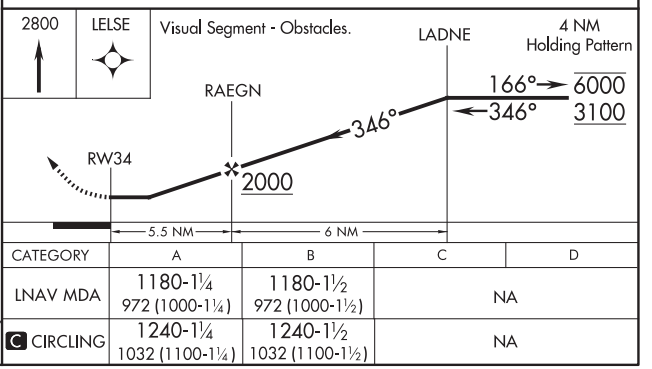
Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Use Millinocket altimeter setting; when not received, use Bangor Intl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2800 direct LELSE and hold.

MLT ASOS	BOSTON CENTER	UNICOM
135.225	124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1¼ 972 (1000-1¼)	1180-1½ 972 (1000-1½)	NA	
C CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 2

CALEDONIA COUNTY (CDA)

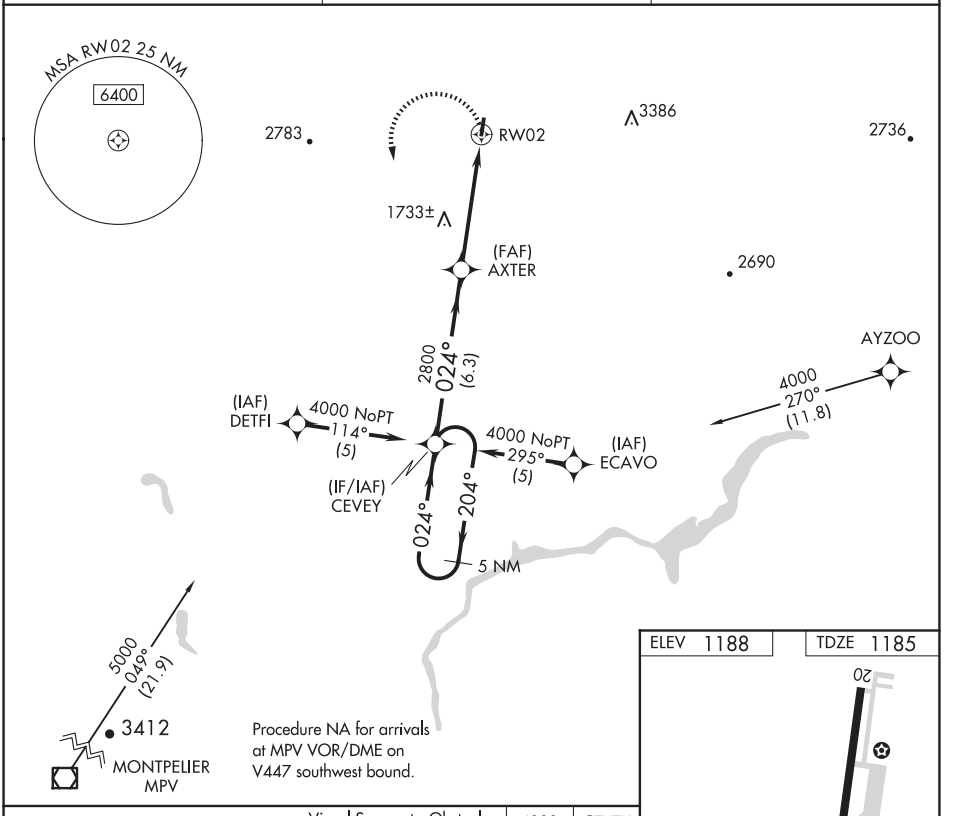
APP CRS	Rwy Idg	3302
024°	TDZE	1185
	Apt Elev	1188

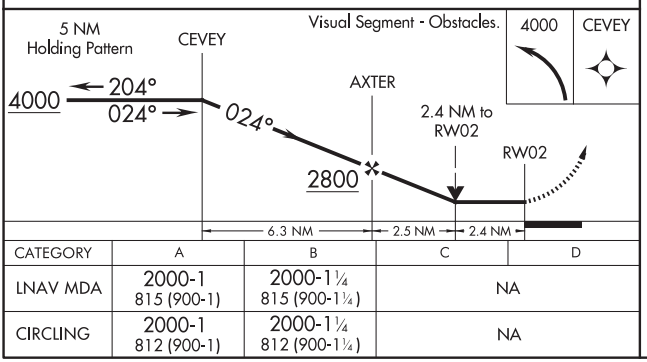
RNP APCH - GPS.

When local altimeter setting not received, use Whitefield altimeter setting: increase all MDA 80 feet and visibility LNAV Cat A and Circling Cat A ¼ SM. Circling Rwy 20 NA at night.

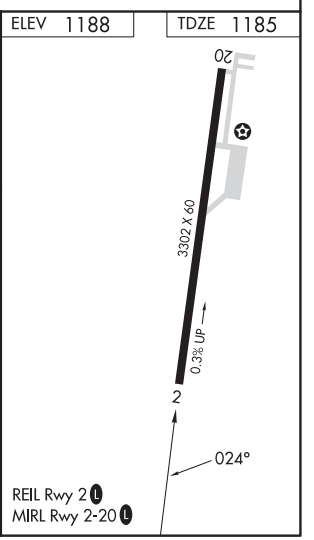
MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.275	135.7 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2000-1 815 (900-1)	2000-1¼ 815 (900-1¼)	NA	
CIRCLING	2000-1 812 (900-1)	2000-1¼ 812 (900-1¼)	NA	



44°34′N-72°01′W

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36
MACHIAS VALLEY(MVM)

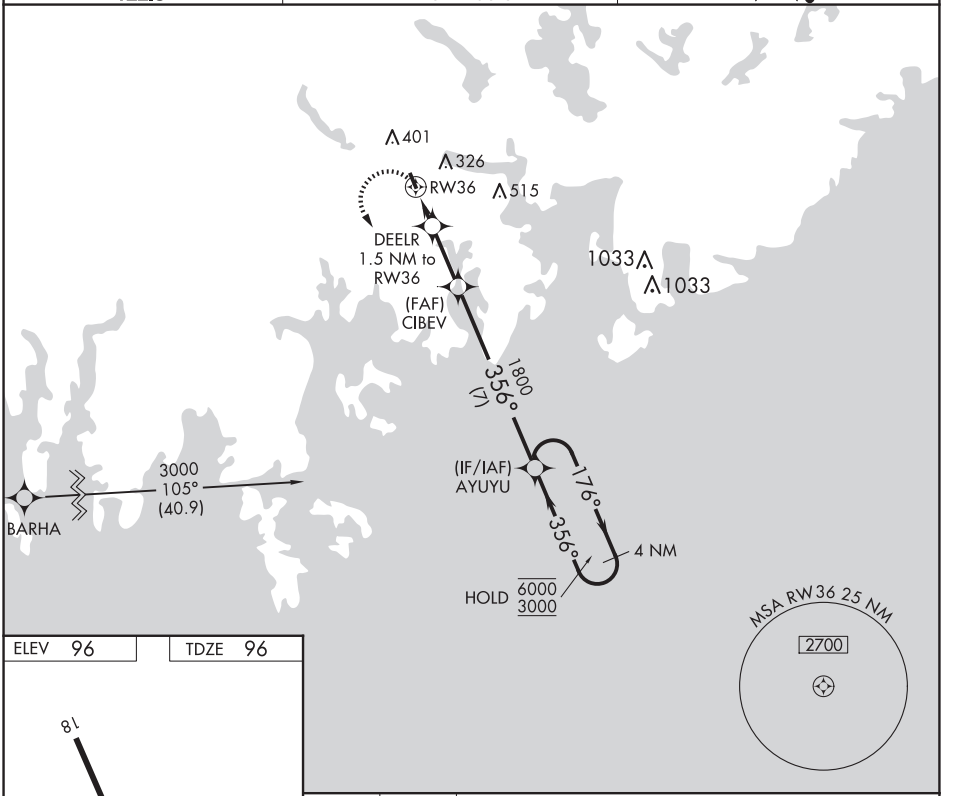
APP CRS	Rwy Idg	2880
356°	TDZE	96
	Apt Elev	96

RNP APCH - GPS.

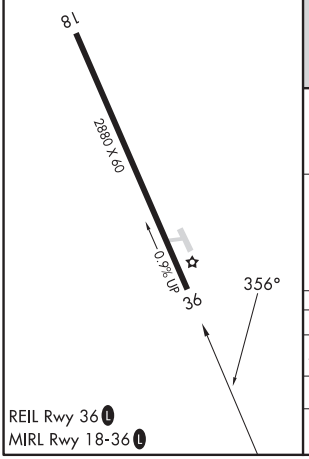
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Baro-VNAV NA when using BHB altimeter setting. When local altimeter setting not received, use BHB altimeter setting and increase LNAV/VNAV DA to 774 feet and all visibilities 1⅛ SM. Increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 3000 direct AYUYU and hold, continue climb-in-hold to 3000.

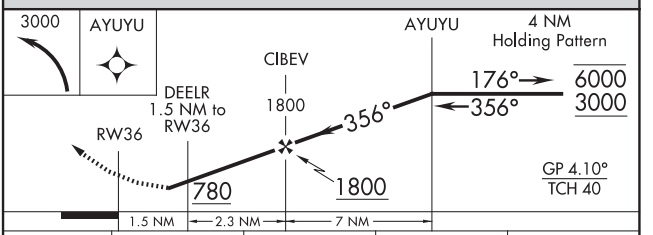
AWOS-AV	BOSTON CENTER	UNICOM
122.8	124.25 290.5	122.8 (CTAF) L



ELEV 96 TDZE 96



REIL Rwy 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV/VNAV DA	678-1¾	582 (600-1¾)	NA	
LNAV MDA	580-1	484 (500-1)	NA	
CIRCLING	700-1 604 (700-1)	760-1 664 (700-1)	NA	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 6

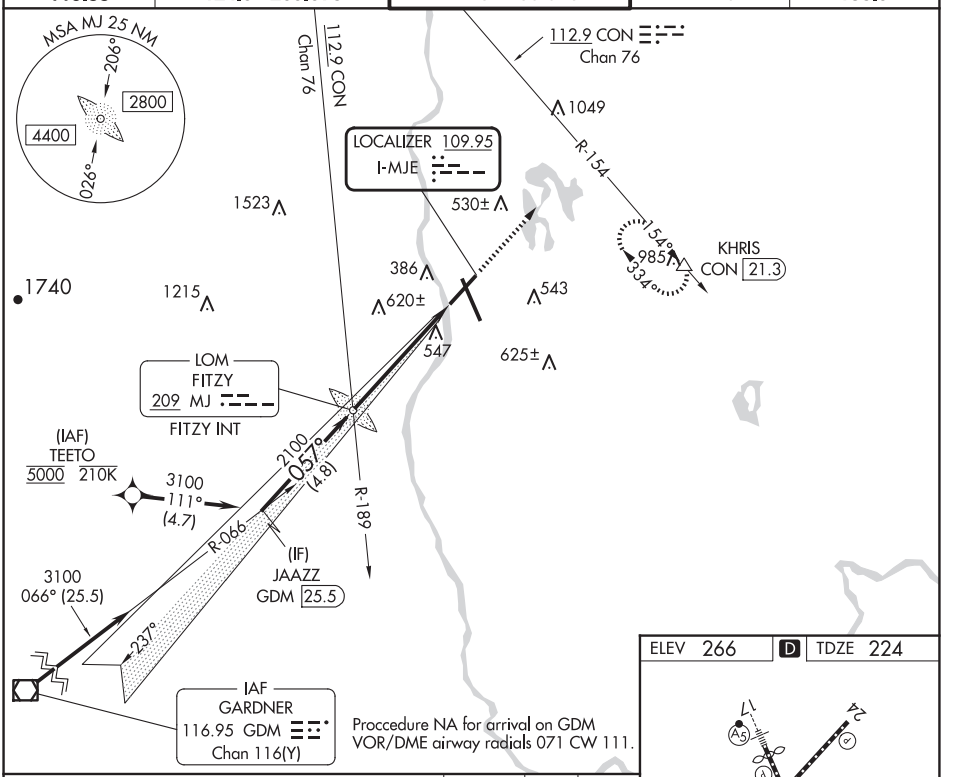
MANCHESTER BOSTON RGNL (MHT)

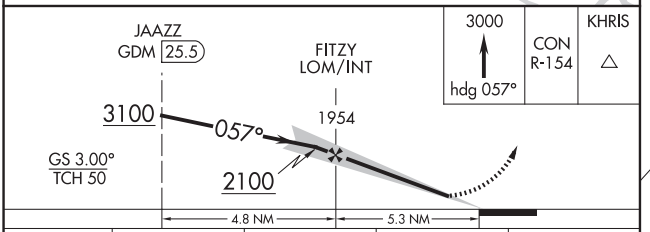
LOC I-MJE	APP CRS	Rwy Ldg	7208
109.95	057°	TDZE	224
		Apt Elev	266

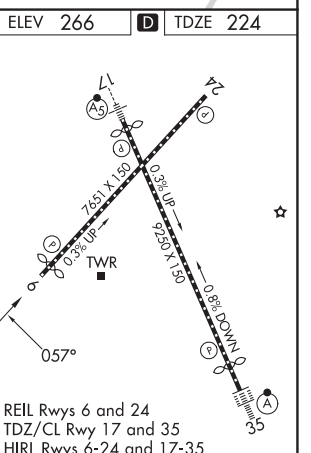
RNP APCH - GPS. From TEETO.
DME required.

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







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)
C CIRCLING	920-1	654 (700-1)	980-2 714 (800-2)	1100-2¾ 834 (900-2¾)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 17

MANCHESTER BOSTON RGNL (MHT)

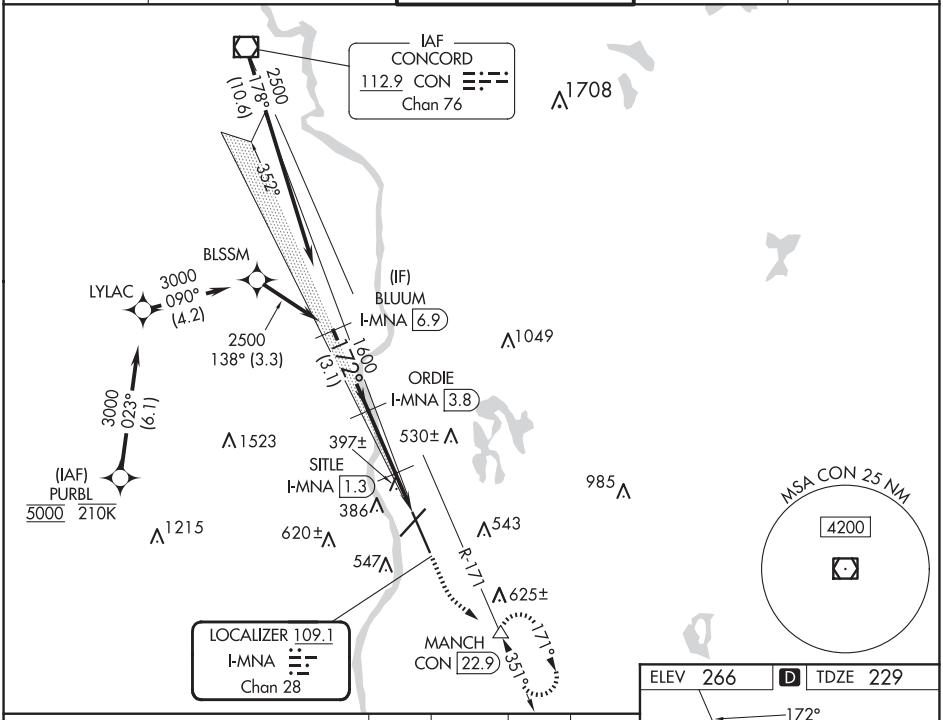
LOC/DME I-MNA	APP CRS	Rwy Ldg	8914
109.1	172°	TDZE	229
Chan 28		Apt Elev	266

RNP APCH - GPS. From PURBL.
DME required.

MALSR

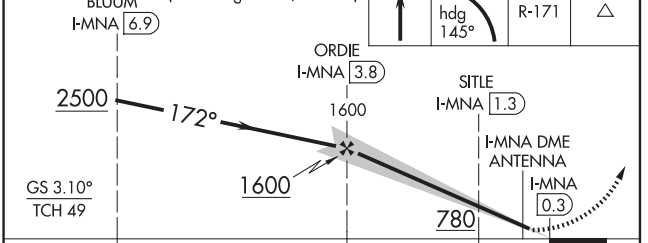
MISSED APPROACH: Climb to 900 then climbing left turn to 2100 on heading 145° and on CON VOR/DME R-171 to MANCH/CON 22.9 DME and hold, continue climb-in-hold to 2100.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9

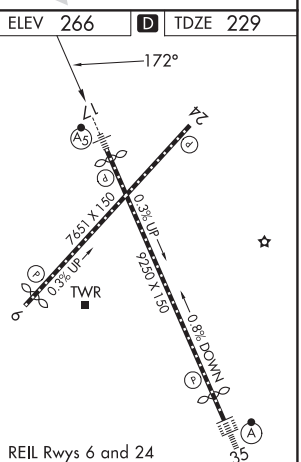


VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 67).

900	2100	CON	MANCH
↑	hdg 145°	R-171	△



CATEGORY	A	B	C	D
S-ILS 17	429/18		200 (200-½)	
S-LOC 17	660/24	431 (400-½)	660/40	431 (400-¾)
C CIRCLING	880-1	614 (700-1)	980-2 714 (800-2)	1100-2¾ 834 (900-2¾)



REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

MANCHESTER, NEW HAMPSHIRE AL-246 (FAA) 25163

ILS or LOC RWY 35

MANCHESTER BOSTON RGNL (MHT)

LOC/DME I-MHT	APP CRS	Rwy Ldg	7650
109.1	352°	TDZE	265
Chan 28		Apt Elev	266

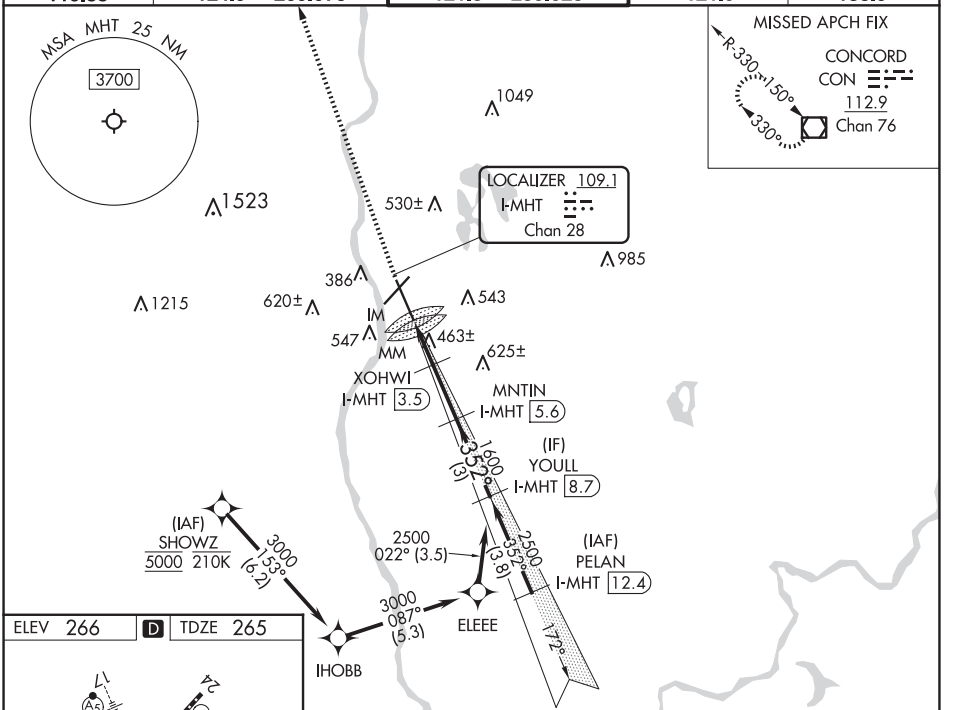
From SHOWZ: RNAV 1-DME/DME/IRU or GPS required.
DME or RADAR required.

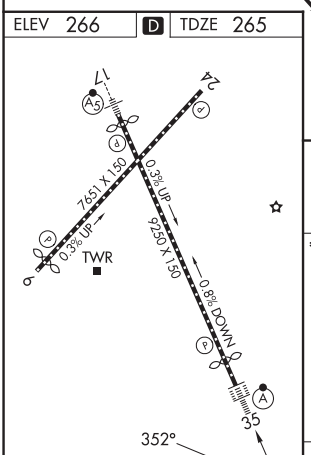
Rwy 35 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-LOC 35 Cats A/B visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9



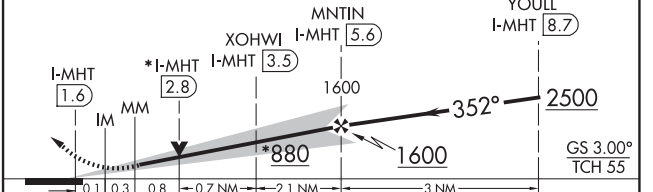


REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

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.



CATEGORY	A	B	C	D
S-ILS 35	465/18 200 (200-½)			
S-LOC 35	720/40 455 (500-¾)		720/45 455 (500-⅞)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 35 (SA CAT I)

MANCHESTER BOSTON RGNL (MHT)

LOC/DME I-MHT	APP CRS	Rwy Ldg	7650
109.1	352°	TDZE	265
Chan 28		Apt Elev	266

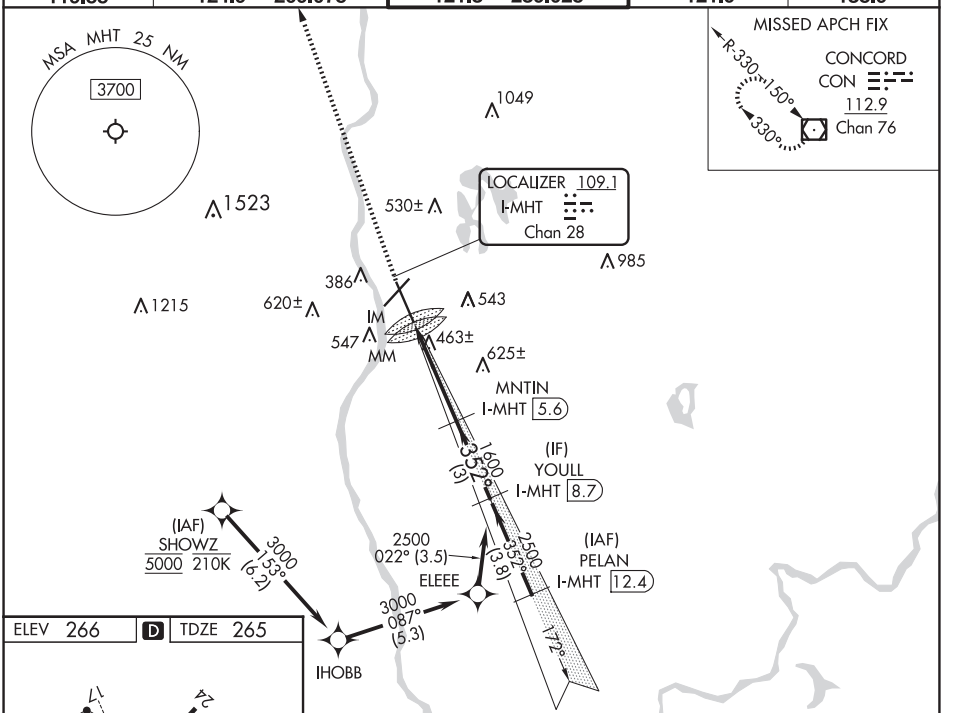
From SHOWZ: RNAV 1-DME/DME/IRU or GPS required.
DME or RADAR required.

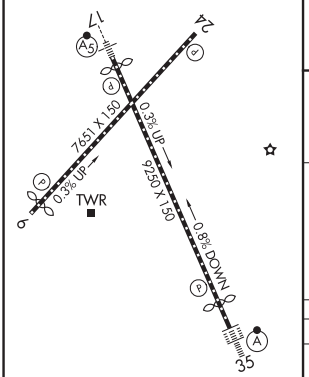
Rwy 35 helicopter visibility reduction below RVR 4000 NA. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9

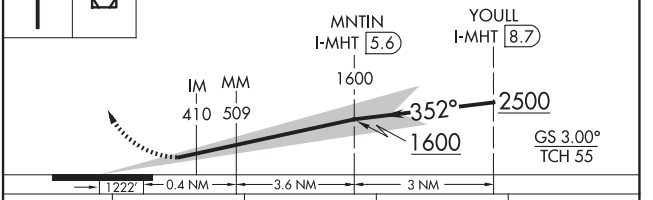




REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

4000 CON

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).



CATEGORY	A	B	C	D
S-ILS 35	RA 138/14 150 DA 415			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

MANCHESTER, NEW HAMPSHIRE AL-246 (FAA) 25163

LOC/DME I-MHT	APP CRS	Rwy Ldg	7650
109.1	352°	TDZE	265
Chan 28		Apt Elev	266

ILS RWY 35 (CAT II & III)
MANCHESTER BOSTON RGNL (MHT)

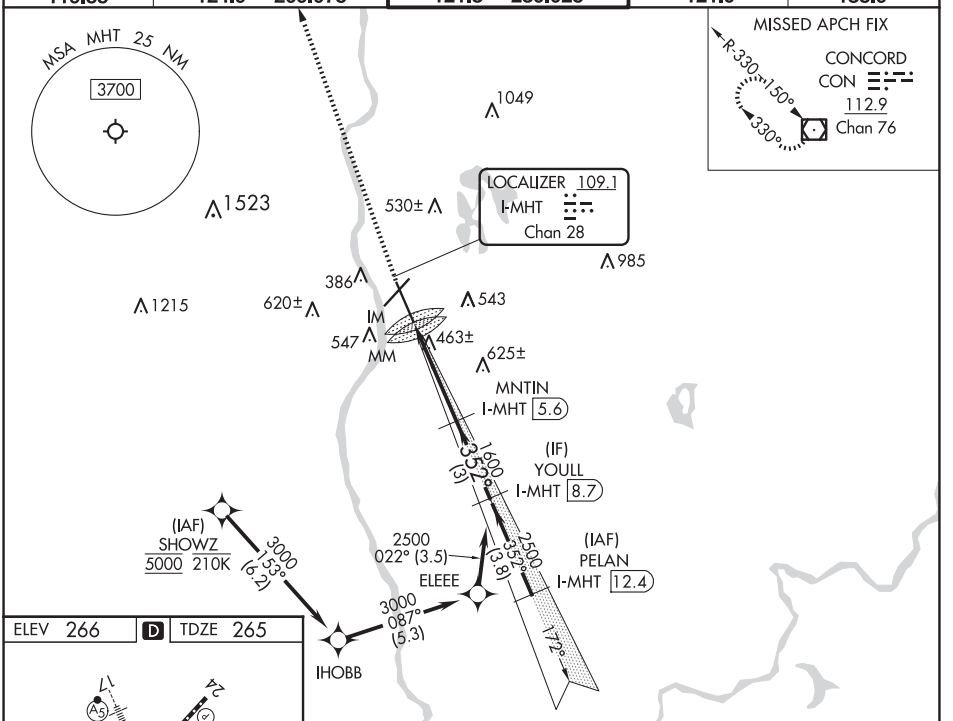
From SHOWZ: RNAV 1-DME/DME/IRU or GPS required.
DME or RADAR required.

Rwy 35 helicopter visibility reduction below RVR 4000 NA.

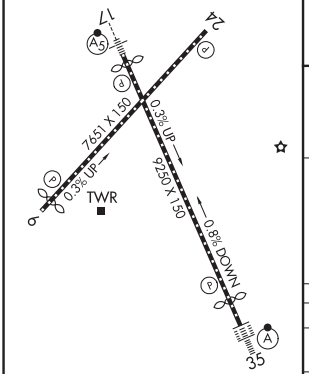
ALSF-2

MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9



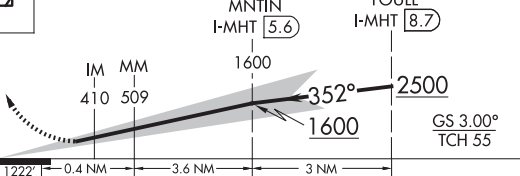
ELEV 266 D TDZE 265



REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 17

MANCHESTER BOSTON RGNL (MHT)

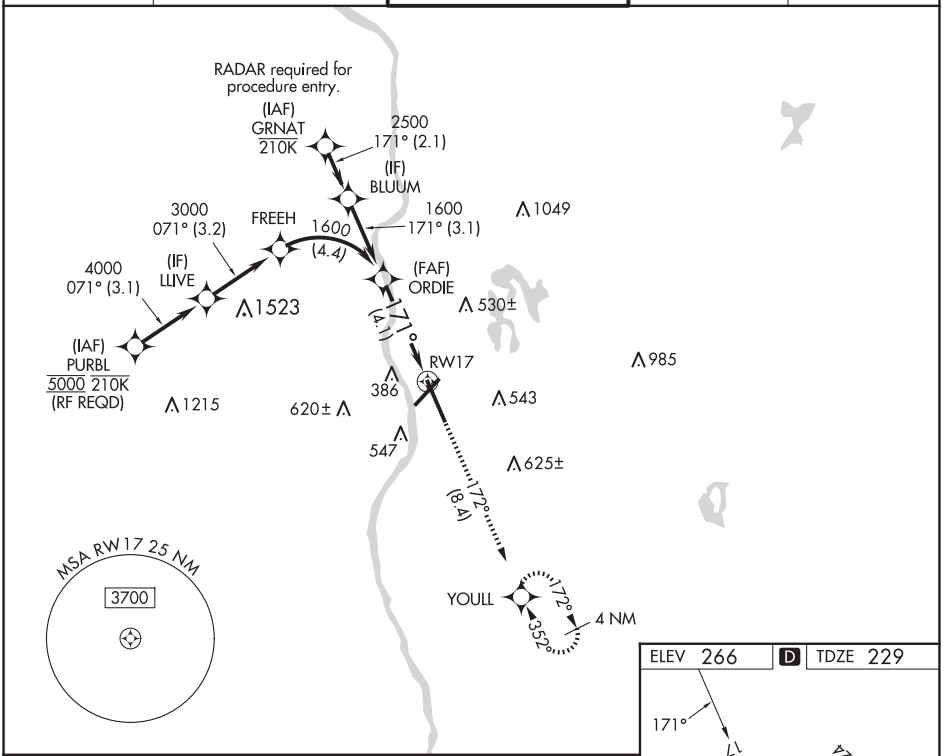
APP CRS	Rwy Ldg	8914
171°	TDZE	229
	Apt Elev	266

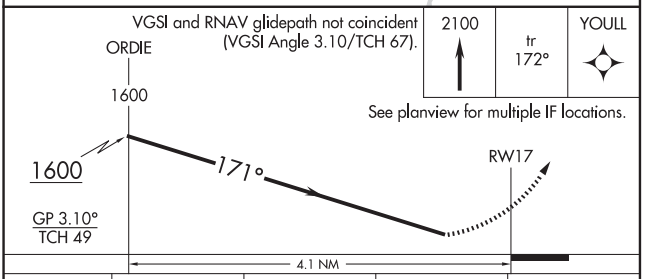
For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 48°C (118°F). When local altimeter setting not received, procedure NA. GPS required. For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.26 all Cats visibility to 1¾ miles, and RNP 0.30 all Cats visibility to 2 miles.

MALSR

MISSED APPROACH: Climb to 2100 on track 172° to YOULL and hold.

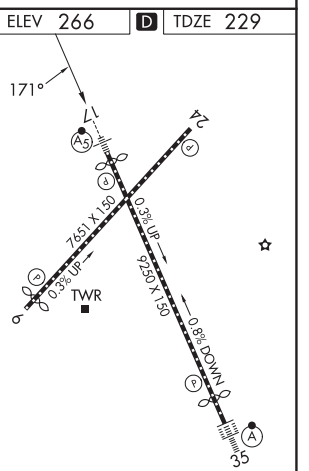
ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





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



REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

MANCHESTER, NEW HAMPSHIRE AL-246 (FAA) 25163

RNAV (RNP) Z RWY 35

MANCHESTER BOSTON RGNL (MHT)

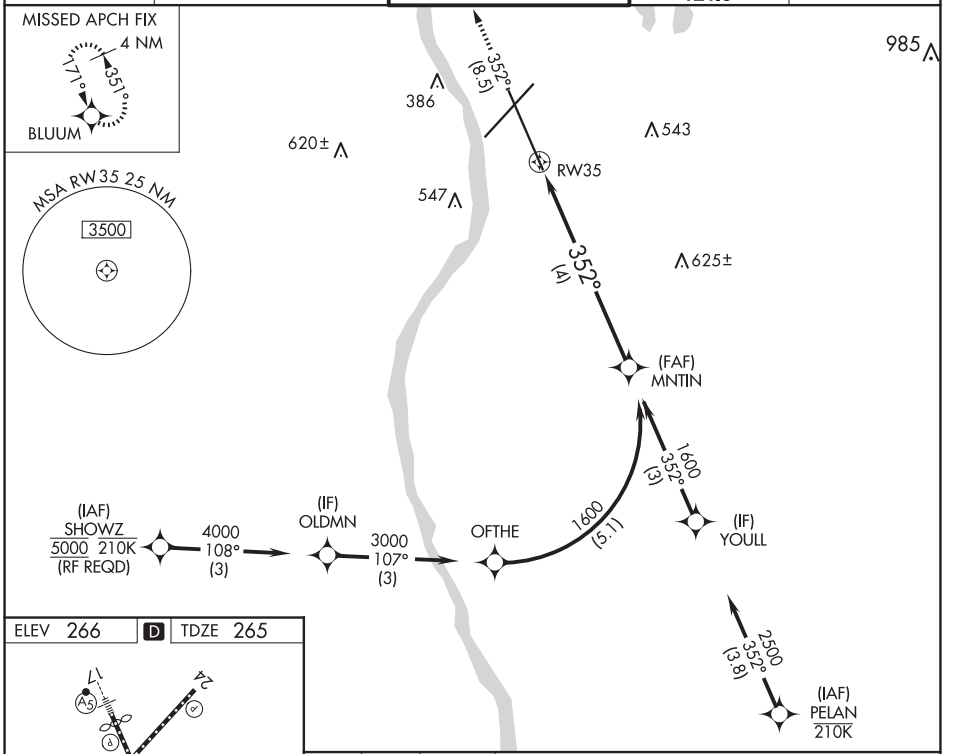
APP CRS	Rwy Ldg	7650
352°	TDZE	265
	Apt Elev	266

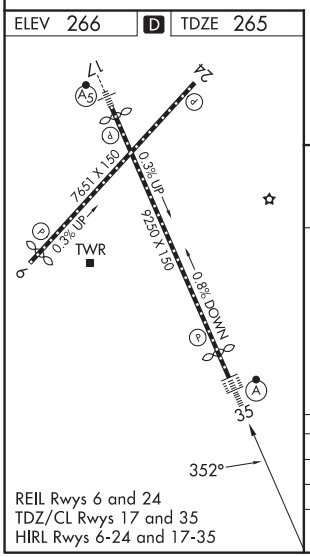
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. When local altimeter not received, procedure NA. For inop ALSF-2, increase RNP 0.20 all Cats visibility to 1⅝ SM and RNP 0.30 all Cats visibility to 1¾ SM.

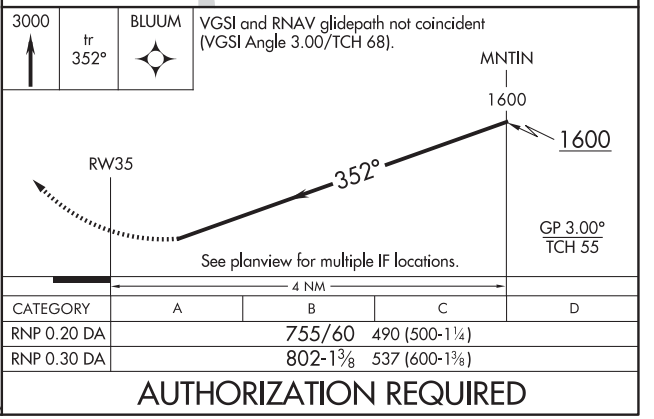
ALFS-2

MISSED APPROACH: Climb to 3000 on track 352° to BLUUM and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
RNP 0.20 DA	755/60 490 (500-1¼)			
RNP 0.30 DA	802-1⅜ 537 (600-1⅜)			

AUTHORIZATION REQUIRED

MANCHESTER, NEW HAMPSHIRE
Orig-A 17AUG17

42°56'N-71°26'W

MANCHESTER BOSTON RGNL (MHT)

RNAV (RNP) Z RWY 35

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 6

MANCHESTER BOSTON RGNL (MHT)

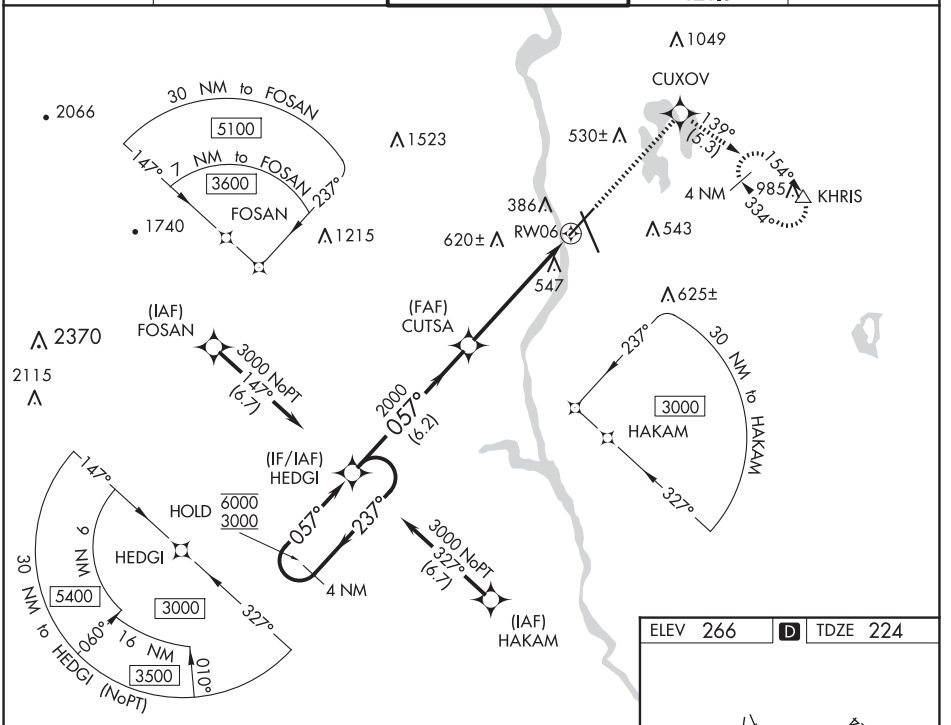
WAAS CH 58214 W06A	APP CRS 057°	Rwy Ldg 7208 TDZE 224 Apt Elev 266

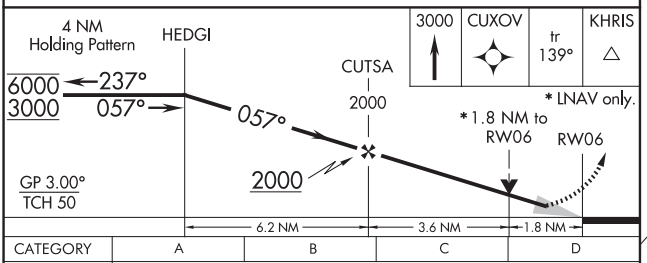
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

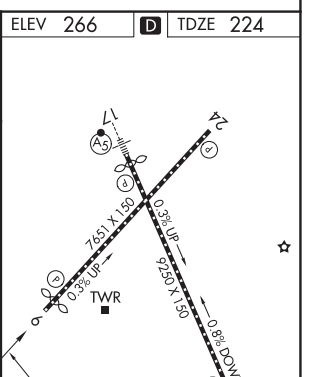
MISSED APPROACH: Climb to 3000 direct CUXOV and on track 139° to KHRIS and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





CATEGORY	A	B	C	D
LPV DA	474/40 250 (300-¾)			
LNAV/VNAV DA	840-1¾ 616 (600-1¾)			
LNAV MDA	840/55 616 (600-1)		840-1¾ 616 (600-1¾)	
C CIRCLING	880-1 614 (700-1)		980-2 714 (800-2)	1100-2¾ 834 (900-2¾)



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 24

MANCHESTER BOSTON RGNL (MHT)

APP CRS	Rwy Ldg	6850
237°	TDZE	242
	Apt Elev	266

RNP APCH.

Rwy 24 helicopter visibility reduction below 4000 NA.

MISSED APPROACH: Climbing right turn to 5000 direct CON VOR/DME and hold. Continue climb-in-hold to 5000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9

REIL Rwys 6 and 24
TDZ/CL Rwys 17 and 35
HIRL Rwys 6-24 and 17-35

CATEGORY	A	B	C	D
LNAV MDA	860/55	618 (600-1)	860-1¾	618 (600-1¾)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 17

MANCHESTER BOSTON RGNL (MHT)

WAAS CH 93807 W17A	APP CRS 171°	Rwy Ldg 8914 TDZE 229 Apt Elev 266

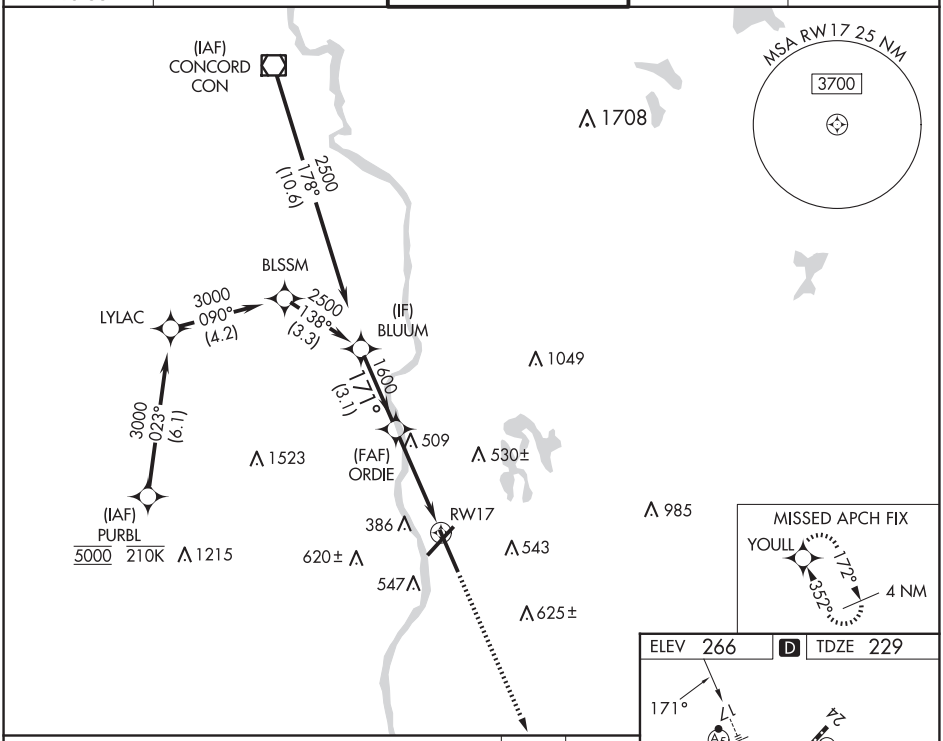
RNP APCH-GPS.

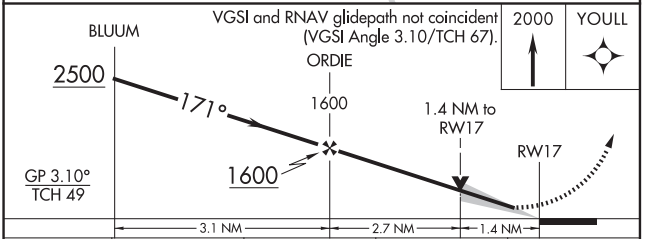
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
For inop ALS, increase LNAV CAT A/B visibility to RVR 5500.

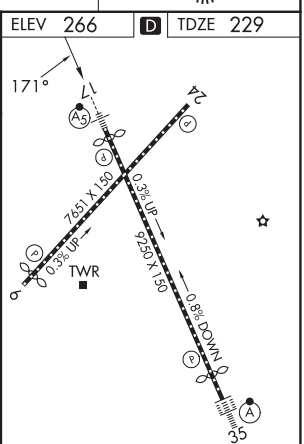
MALSR

MISSED APPROACH: Climb to 2000 direct YOULL and hold.

ATIS	BOSTON APP CON		MANCHESTER TOWER		GND CON	CLNC DEL
119.55	124.9	269.075	121.3	239.025	121.9	135.9







REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

CATEGORY	A	B	C	D
LPV DA	429/18 200 (200-½)			
LNAV/VNAV DA	760/55 531 (500-1)			
LNAV MDA	760/24 531 (500-½)		760/55 531 (500-1)	
C CIRCLING	880-1 614 (700-1)		980-2 714 (800-2)	1100-2¾ 834 (900-2¾)

NE-1, 07 AUG 2025 to 02 OCT 2025
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MANCHESTER, NEW HAMPSHIRE AL-246 (FAA) 25163

RNAV (GPS) Y RWY 35

MANCHESTER BOSTON RGNL (MHT)

WAAS	APP CRS	Rwy Ldg	7650
CH 99614	352°	TDZE	265
W35A		Apt Elev	266

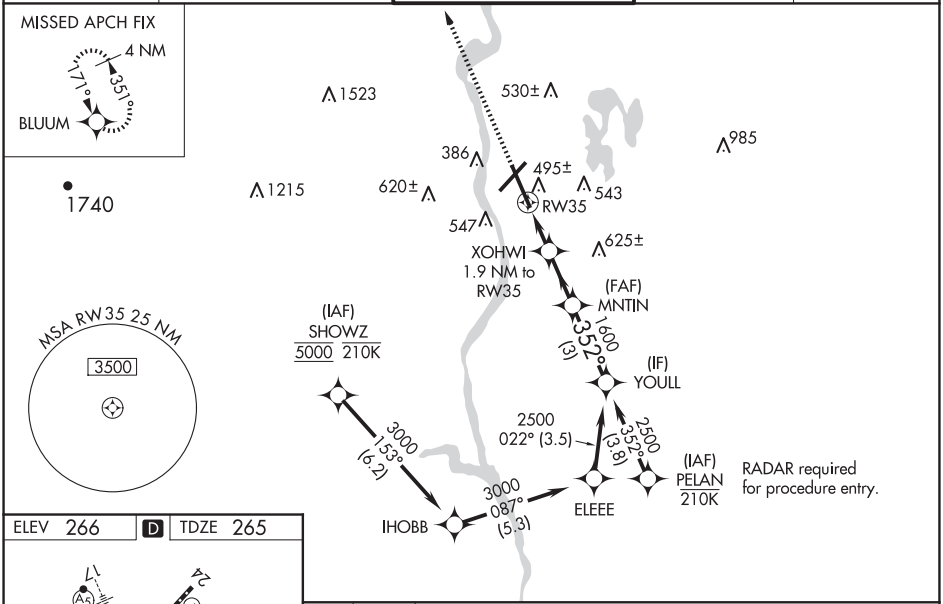
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashua altimeter setting: increase LPV DA to 497 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 793 and all Cats visibility ⅛ mile; increase all MDA 40 feet and LNAV Cats C/D visibility ⅛ 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 1⅜ 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 1⅜ mile.

ALSF-2

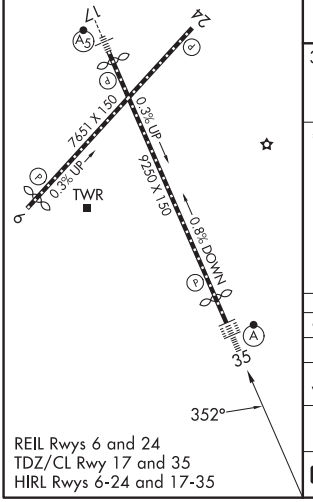
MISSED APPROACH: Climb to 3000 direct BLUUM and hold, continue climb-in-hold to 3000.

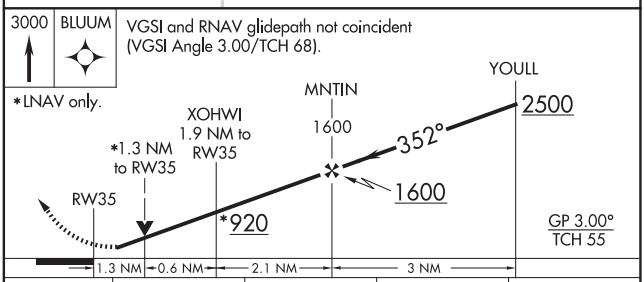
ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9

MISSED APCH FIX



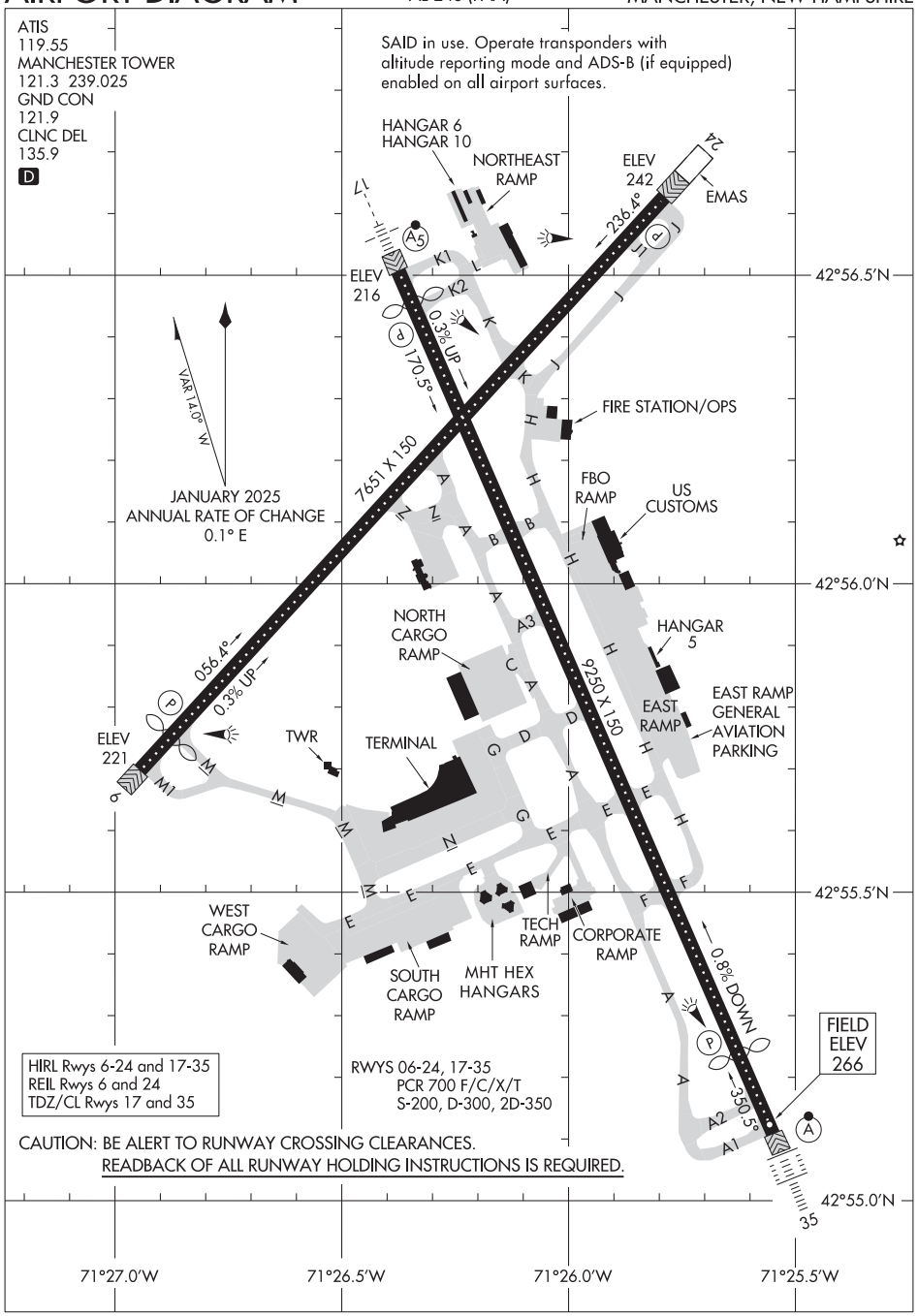
ELEV 266 D TDZE 265





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)	
C CIRCLING	880-1 614 (700-1)		980-2 714 (800-2)	1100-2¾ 834 (900-2¾)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025



NE-1, 07 AUG 2025 to 02 OCT 2025

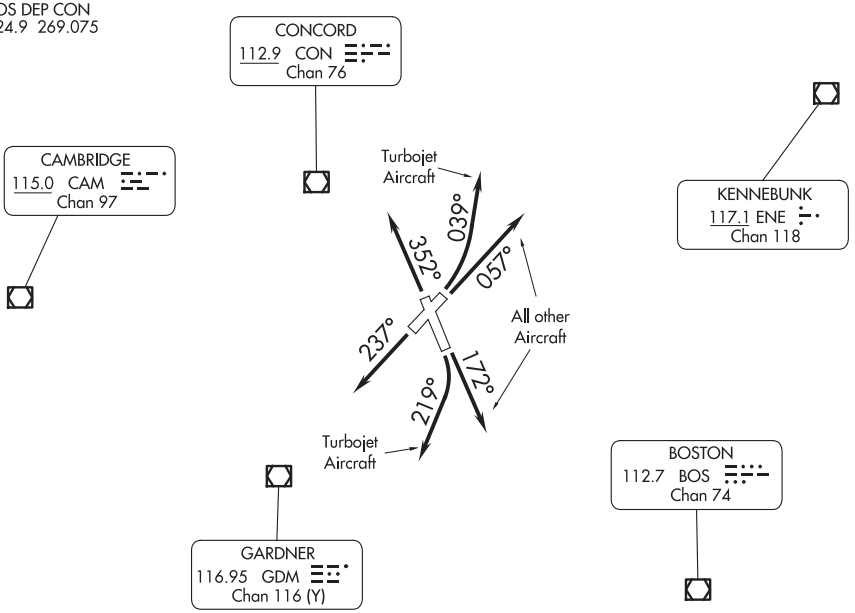
23334 AL-246 (FAA)

MANCHESTER ONE DEPARTURE

MANCHESTER BOSTON RGNL (MHT)
MANCHESTER, NEW HAMPSHIRE

TOP ALTITUDE: 3000

ATIS
119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOS DEP CON
124.9 269.075



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.

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NE-1, 07 AUG 2025 to 02 OCT 2025

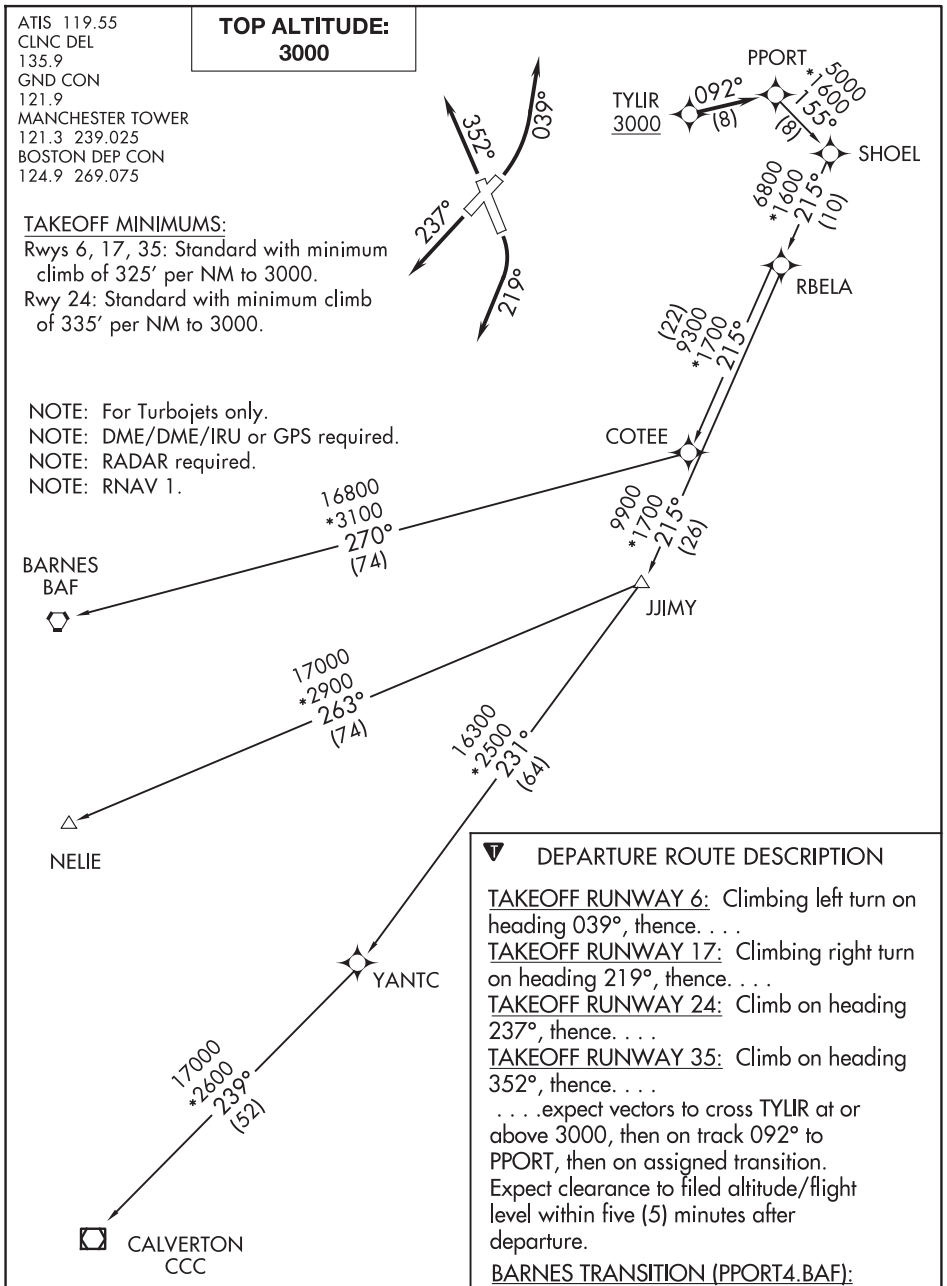
PPORT FOUR DEPARTURE (RNAV)

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.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing left turn on heading 039°, thence. . . .
TAKEOFF RUNWAY 17: Climbing right turn on heading 219°, thence. . . .
TAKEOFF RUNWAY 24: Climb on heading 237°, thence. . . .
TAKEOFF RUNWAY 35: Climb on heading 352°, thence. . . .
. . . .expect vectors to cross TYLIR at or above 3000, then on track 092° to PPORT, then on assigned transition. Expect clearance to filed altitude/flight level within five (5) minutes after departure.

BARNES TRANSITION (PPORT4.BAF):
CALVERTON TRANSITION (PPORT4.CCC):
NELIE TRANSITION (PPORT4.NELIE):

MANSFIELD, MASSACHUSETTS | AL-5322 (FAA) | 25163

RNAV (GPS) RWY 32

MANSFIELD MUNI (1B9)

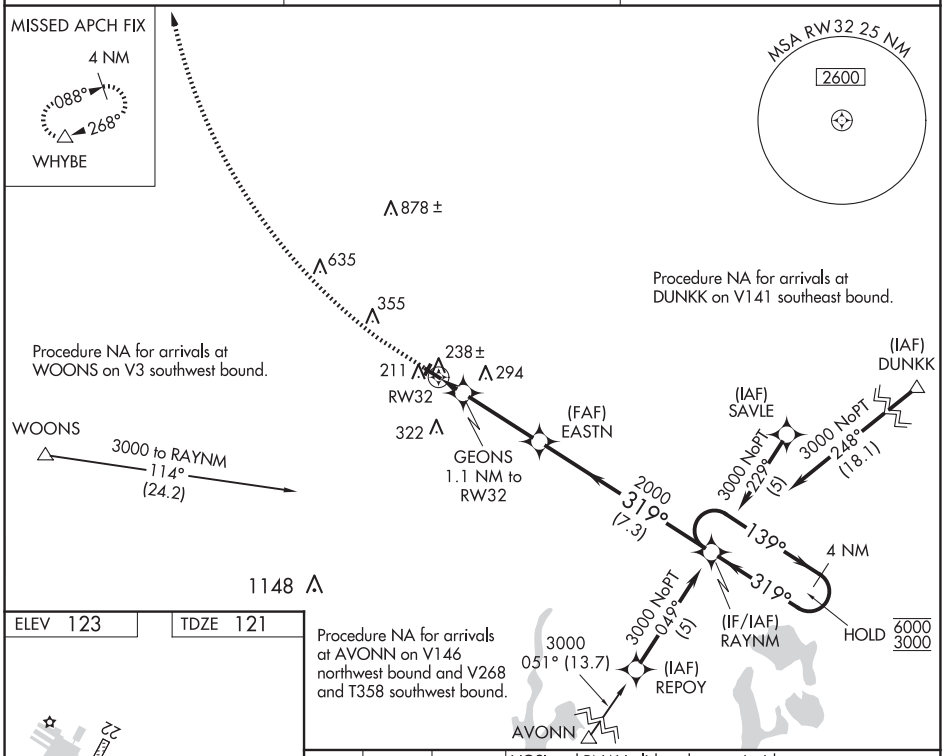
WAAS CH 97644 W32A	APP CRS 319°	Rwy Ldg 3263	TDZE 121	Apt Elev 123

RNP APCH - GPS.

T A Circling NA to Rwys 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV 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	BOSTON APP CON	UNICOM
118.675	124.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	395-⅞	274 (300-⅞)	NA	
LNAV/VNAV DA	390-⅞	269 (300-⅞)	NA	
LNAV MDA	500-1	379 (400-1)	NA	
C CIRCLING	600-1	477 (500-1)	NA	

MIRL Rwy 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 14

MANSFIELD MUNI (1B9)

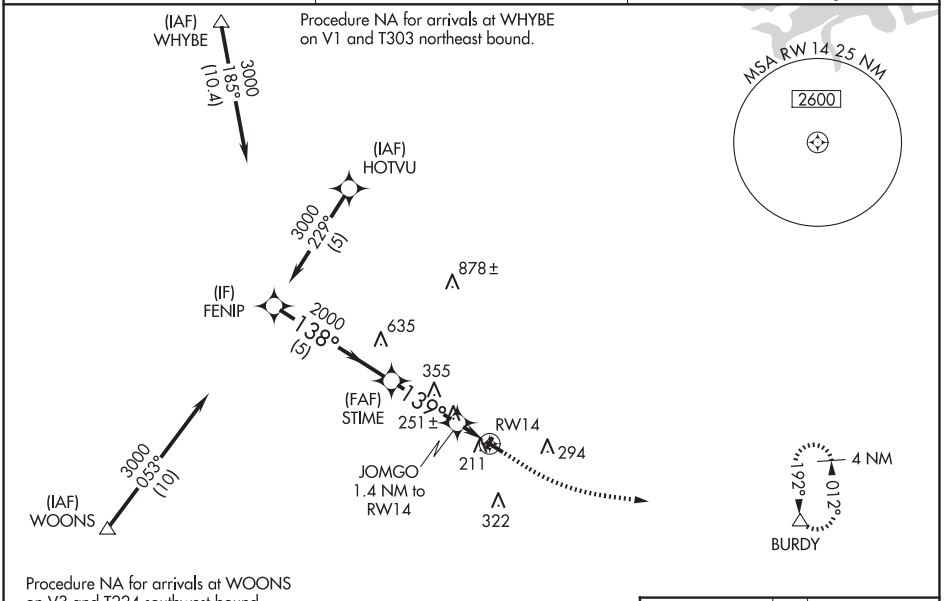
WAAS	APP CRS	Rwy Ldg	2991
CH 90444	139°	TDZE	121
W14A		Apt Elev	123

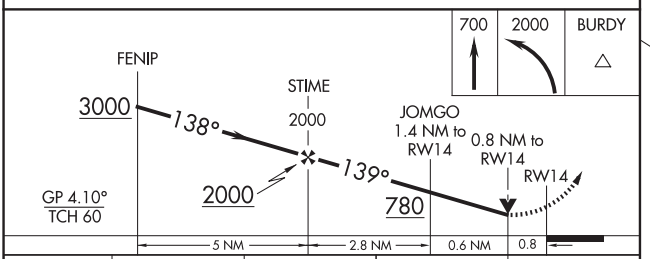
RNP APCH - GPS.

Circling NA to Rwys 4 and 22. Rwy 14 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 OWD altimeter setting. Procedure NA at night. When local altimeter setting not received, use OWD altimeter setting: increase LPV DA to 553 feet and all visibilities ⅛ SM, increase LNAV/VNAV DA to 566 feet and all visibilities ¼ SM, and increase all MDAs 40 feet.

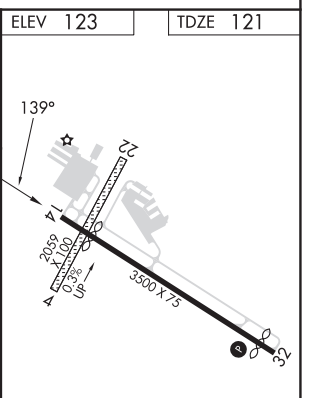
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BURDY and hold.

AWOS-3PT	BOSTON APP CON	UNICOM
118.675	124.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	486-1	365 (400-1)	NA	
LNAV/VNAV DA	529-1⅛	408 (500-1⅛)	NA	
LNAV MDA	520-1	399 (400-1)	NA	
C CIRCLING	600-1	477 (500-1)	NA	



MIRL Rwy 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	2991
CH 50444	139°	TDZE	121
W14B		Apt Elev	123

COPTER RNAV (GPS) Y RWY 14

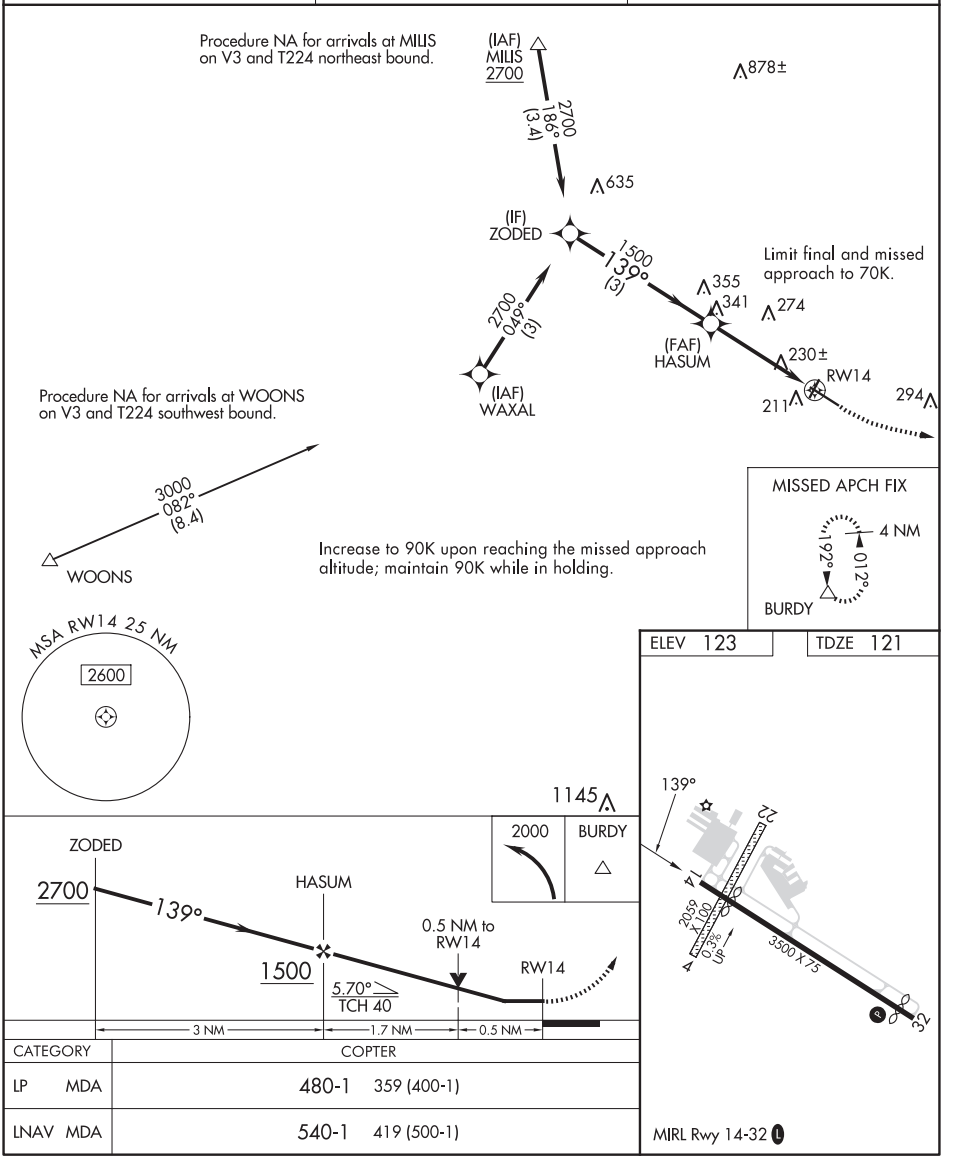
MANSFIELD MUNI (1B9)

RNP APCH - GPS.

VDP NA when using OWD altimeter setting. Rwy 14 helicopter visibility reduction below ¾ SM NA. Procedure NA at night. When local altimeter setting not received, use OWD altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2000 direct BURDY and hold.

AWOS-3PT	BOSTON APP CON	UNICOM
118.675	124.1	123.0 (CTAF) L



CATEGORY	COPTER	
LP MDA	480-1	359 (400-1)
LNAV MDA	540-1	419 (500-1)

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NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 50237 W06A	APP CRS 062°	Rwy Idg 3300 TDZE 9 Apt Elev 9

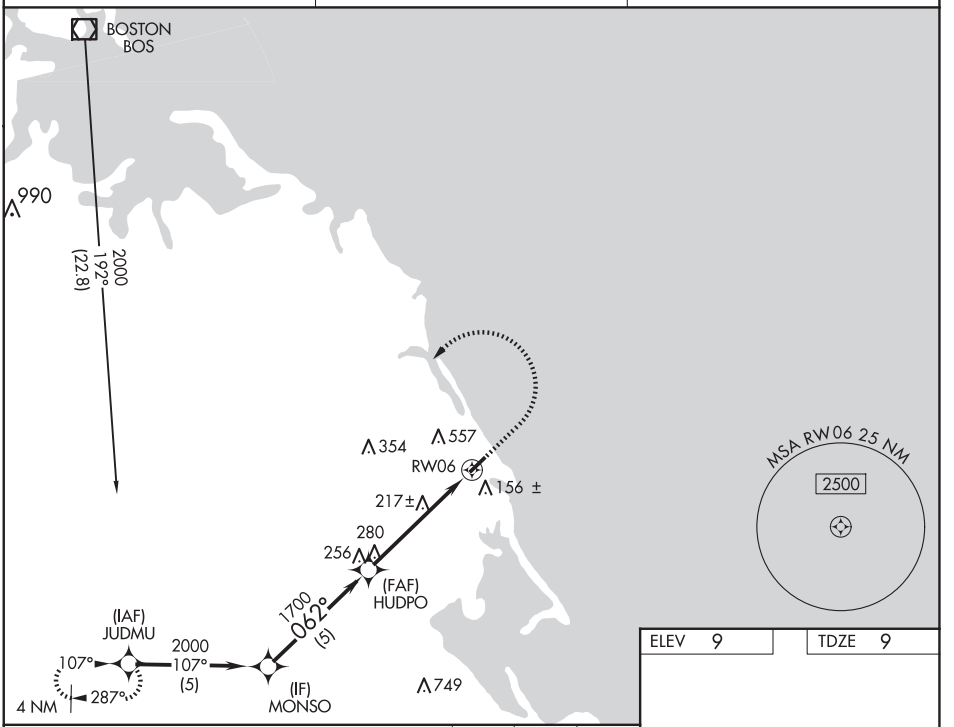
RNAV (GPS) RWY 6

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

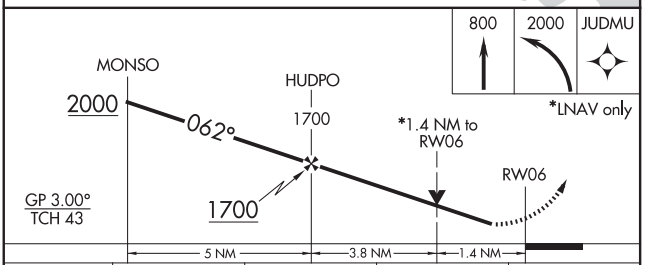
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Plymouth altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Plymouth altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ⅛ mile.

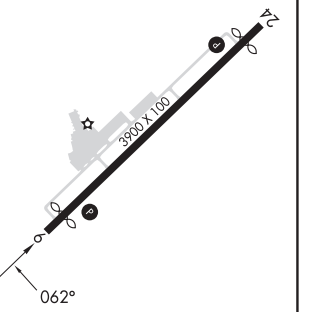
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L



ELEV 9	TDZE 9





CATEGORY	A	B	C	D
LPV DA	282-⅞	273 (300-⅞)	NA	
LNAV/VNAV DA	445-1½	436 (500-1½)	NA	
LNAV MDA	480-1	471 (500-1)	NA	
CIRCLING	500-1 491 (500-1)	880-1¼ 871 (900-1¼)	NA	

REIL Rwy 6 and 24
MIRL Rwy 6-24

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RNAV (GPS) RWY 24

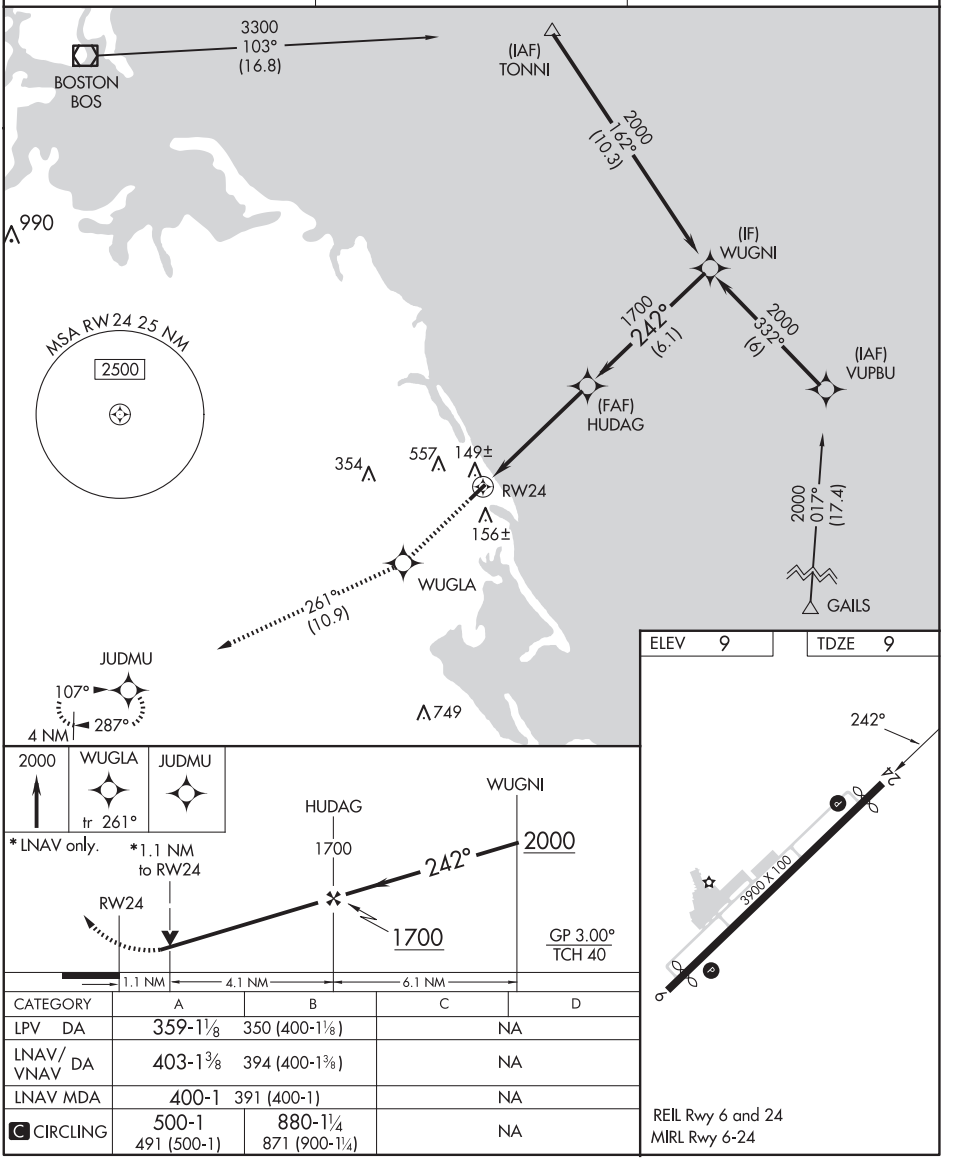
MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

WAAS	APP CRS		
CH **86337**	**242°**	Rwy Idg	**3300**
W24A		TDZE	**9**
		Apt Elev	**9**

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 ⅛ 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	BOSTON APP CON	UNICOM
120.0	**124.1**	**122.8** (CTAF)



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	
C CIRCLING	500-1 491 (500-1)	880-1¼ 871 (900-1¼)	NA	

REIL Rwy 6 and 24
MIRL Rwy 6-24

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NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36

MERIDEN MARKHAM MUNI (MMK)

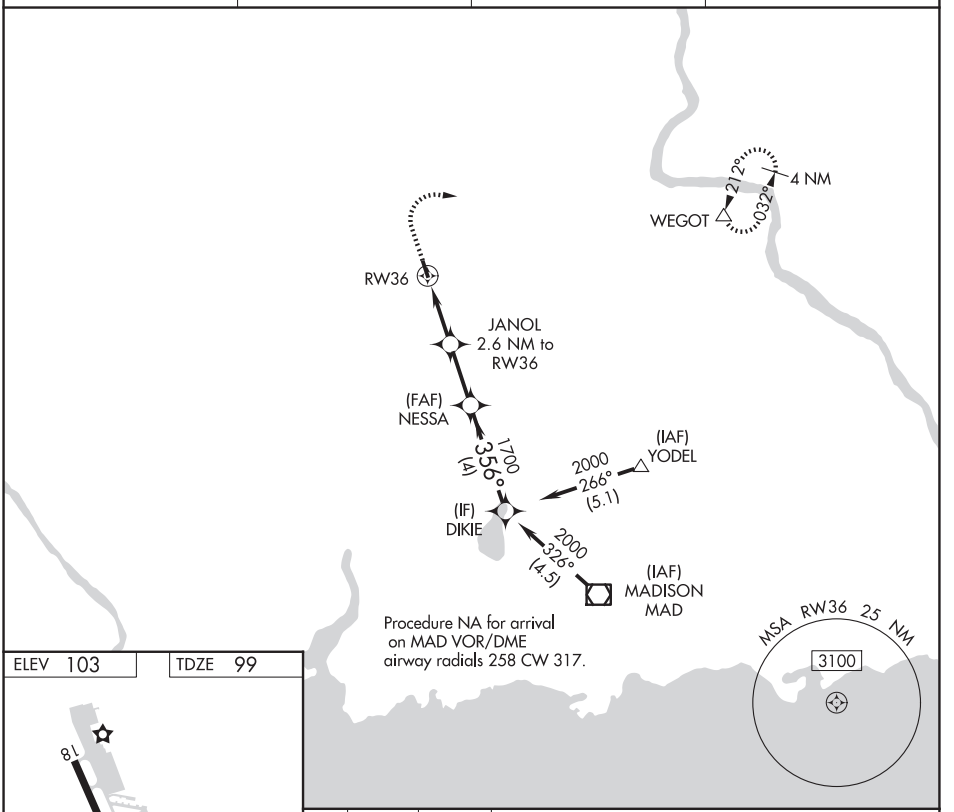
WAAS	APP CRS	Rwy Ldg	3100
CH 81832	356°	TDZE	99
W36A		Apt Elev	103

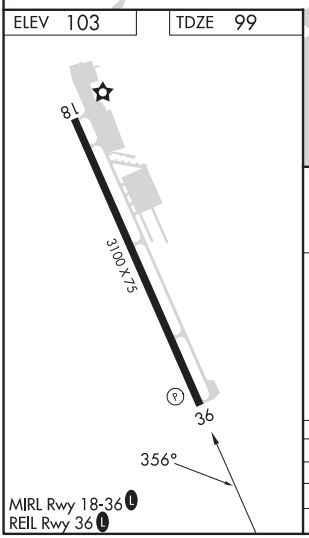
RNP APCH.

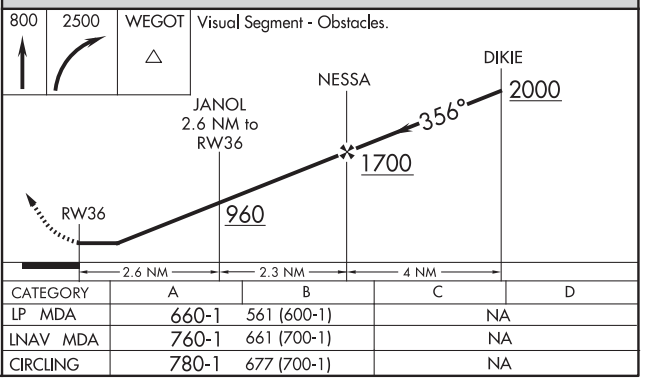
Procedure NA at night.
Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct WEGOT and hold.

ASOS	YANKEE APP CON	CLNC DEL	UNICOM
134.925	127.8 269.325	120.65	123.05 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	660-1	561 (600-1)	NA	
LNAV MDA	760-1	661 (700-1)	NA	
CIRCLING	780-1	677 (700-1)	NA	

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MERIDEN, CONNECTICUT

AL-5493 (FAA)

25219

VOR RWY 36

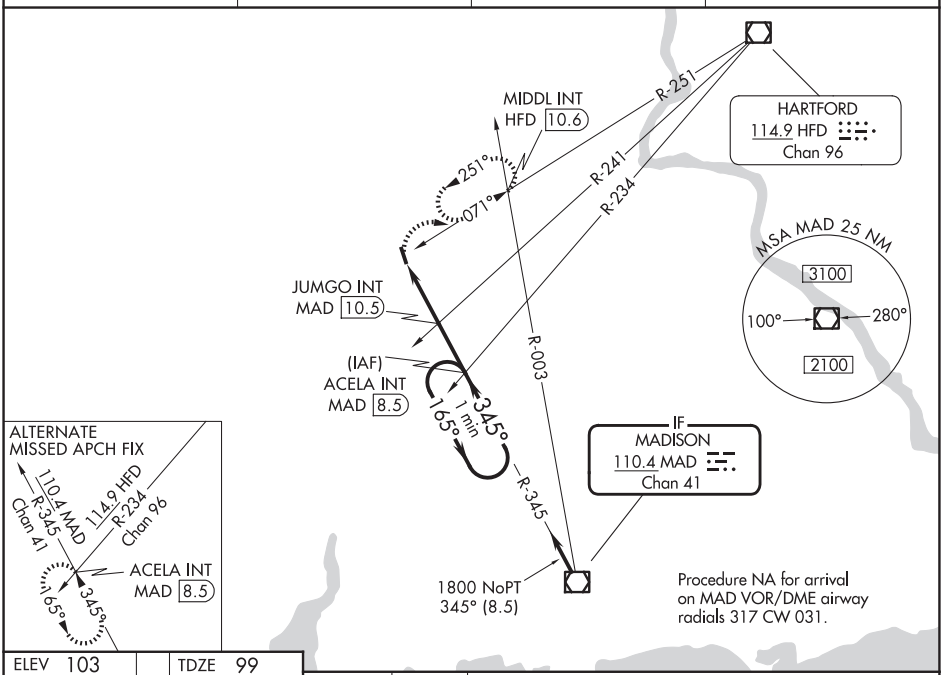
MERIDEN MARKHAM MUNI (MMK)

VOR/DME MAD	APP CRS	Rwy Ldg	3100
110.4	345°	TDZE	99
Chan 41		Apt Elev	103

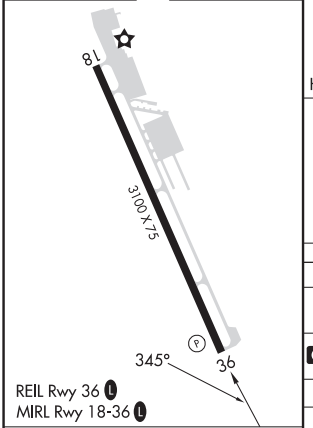
Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

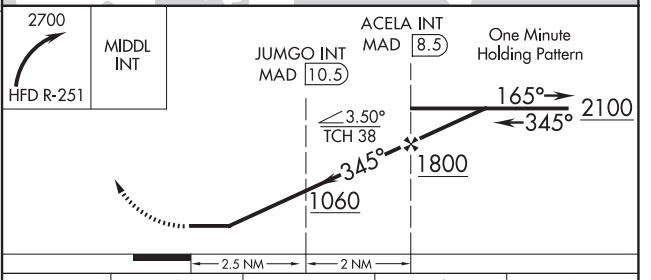
MISSED APPROACH: Climbing right turn to 2700 on HFD VOR/DME R-251 to MIDDL INT/HFD 10.6 DME and hold, continue climb-in-hold to 2700.

ASOS	YANKEE APP CON	CLNC DEL	UNICOM
134.925	127.8 269.325	120.65	123.05 (CTAF) L



ELEV 103	TDZE 99





CATEGORY	A	B	C	D
S-36	1060-1¼ 961 (1000-1¼)	1060-1½ 961 (1000-1½)	NA	
C CIRCLING	1060-1¼ 957 (1000-1¼)	1060-1½ 957 (1000-1½)	NA	
JUMGO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-36	880-1 781 (800-1)	880-1¼ 781 (800-1¼)	NA	
CIRCLING	880-1 777 (800-1)	920-1¼ 817 (900-1¼)	NA	

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

MERIDEN, CONNECTICUT

Amdt 5 24MAY18

41°31′N-72°50′W

MERIDEN MARKHAM MUNI (MMK)

VOR RWY 36

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 11

MILLINOCKET MUNI (MLT)

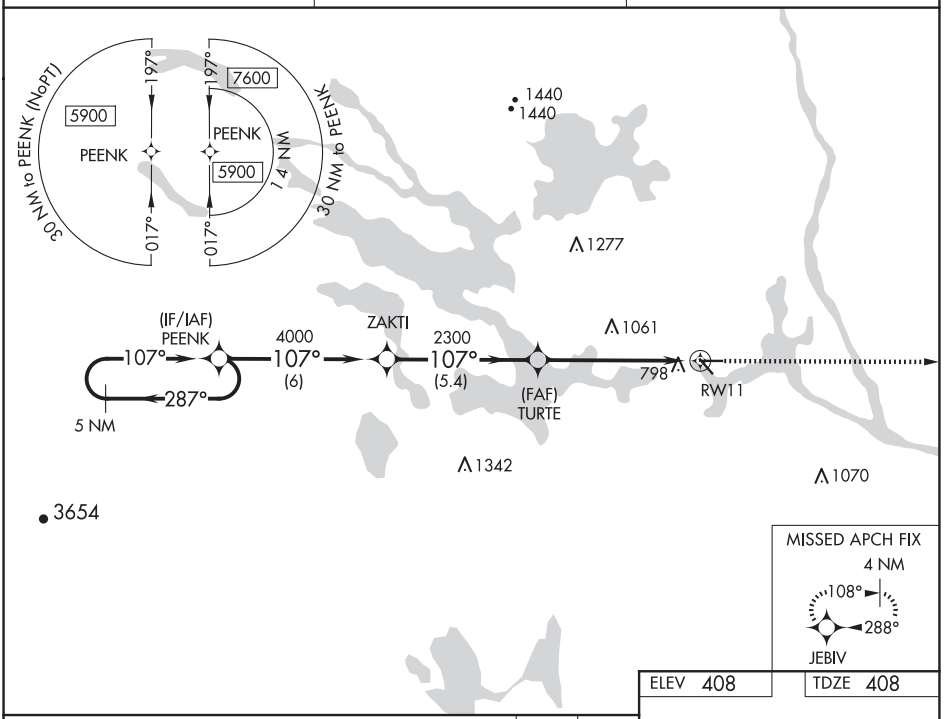
WAAS	APP CRS	Rwy Idg	4713
CH 78328	107°	TDZE	408
W11A		Apt Elev	408

RNP APCH.

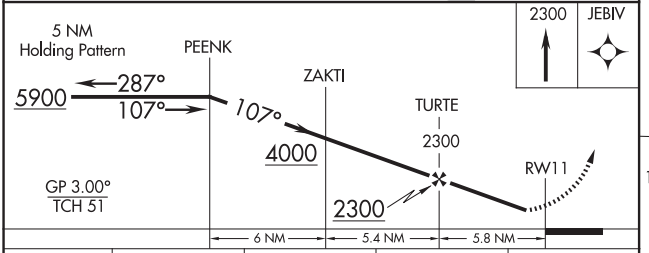
Baro-VNAV NA when using Houlton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C. Rwy 11 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase all DA and MDA 120 feet; increase 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.

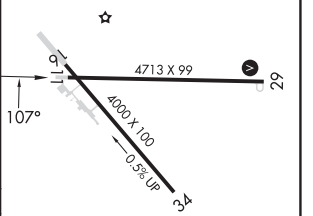
MISSED APPROACH: Climb to 2300 direct JEBIV and hold.

ASOS	BOSTON CENTER	UNICOM
135.225	120.25 346.4	122.8 (CTAF) L



ELEV 408 TDZE 408





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)	

REIL Rwy 29 L
MIRL Rwy 11-29 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 29

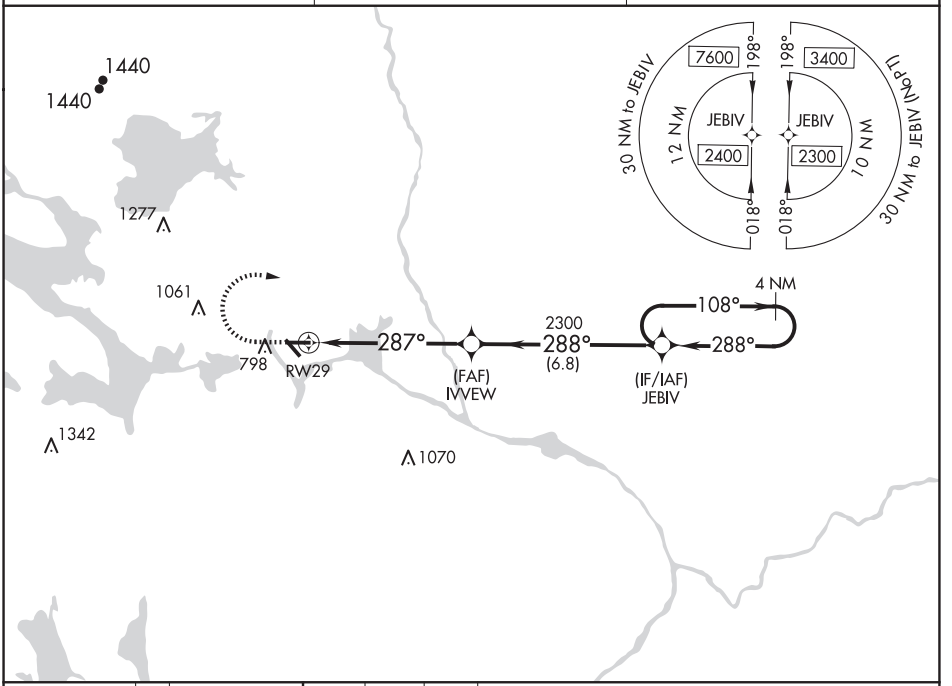
MILLINOCKET MUNI (MLT)

WAAS	APP CRS	Rwy Idg	4713
CH 53628	287°	TDZE	408
W29A		Apt Elev	408

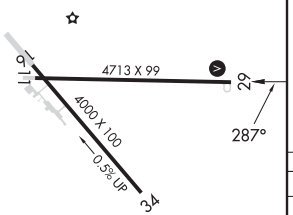
Baro-VNAV NA when using Houlton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase LPV DA to 817 feet and all Cats visibility ⅜ SM; increase LNAV/VNAV DA to 935 feet and all Cats visibility ⅜ SM; increase all MDAs 120 feet and LNAV Cat C/D visibility ⅜ SM, and Circling Cat A/B visibility ¼ SM and Cat C visibility ½ SM. Night landing: Rwy 11, 34 NA.

MISSED APPROACH: Climb to 920 then climbing right turn to 2300 direct JEBIV and hold.

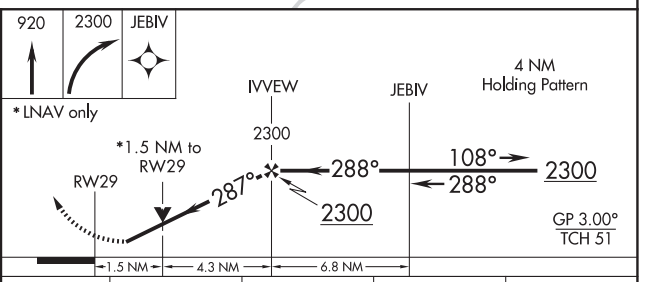
ASOS	BOSTON CENTER	UNICOM
135.225	120.25 346.4	122.8 (CTAF) L



ELEV 408 TDZE 408



REIL Rwy 29 L
MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LPV DA	697-1	289 (300-1)		
LNAV/VNAV DA	815-1⅜	407 (500-1⅜)		
LNAV MDA	920-1	512 (600-1)	920-1½	512 (600-1½)
CIRCLING	1100-1	692 (700-1)	1100-2 692 (700-2)	1380-3 972 (1000-3)

45°39′N-68°41′W

NE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME MLT	APP CRS	Rwy Idg	4713
117.9	319°	TDZE	408
Chan 126		Apt Elev	408

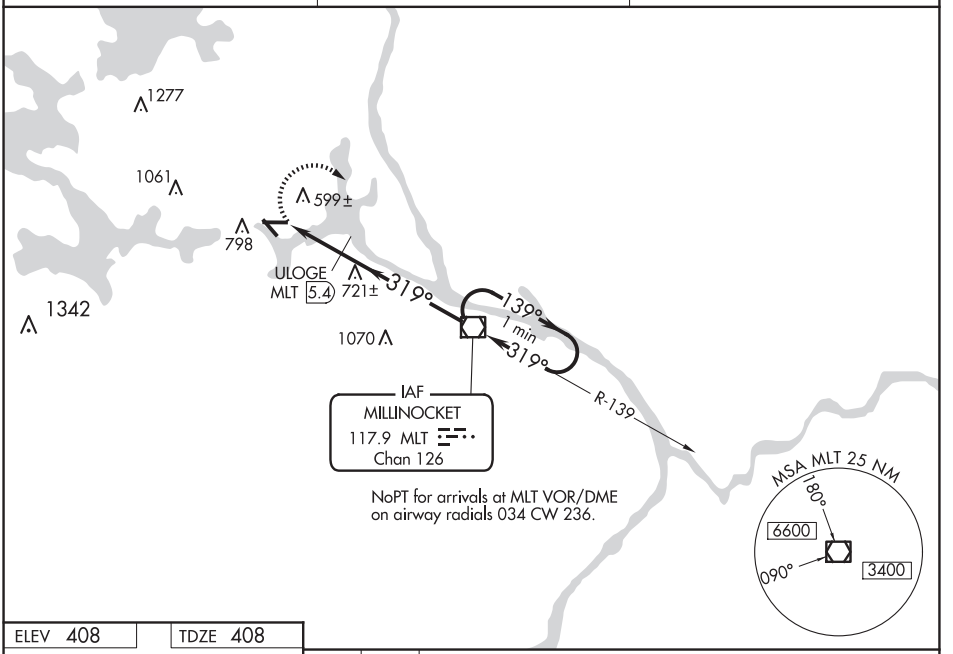
VOR RWY 29

MILLINOCKET MUNI (MLT)

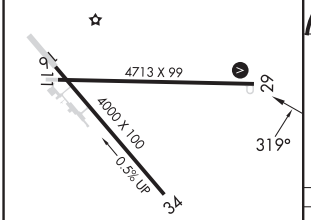
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 and Circling Cat A/B visibility ¼ SM, Cat C visibility ½ SM; increase S-29 Cat D visibility ½ SM; ULOGE fix minimums: increase S-29 Cat 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	BOSTON CENTER	UNICOM
135.225	120.25 346.4	122.8 (CTAF) L



ELEV 408 TDZ 408



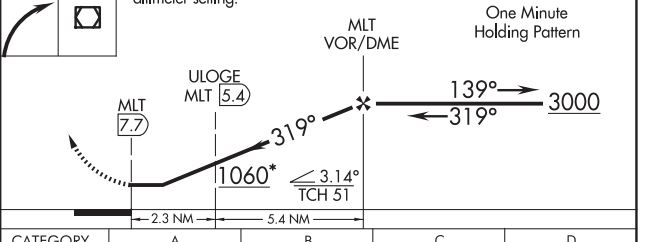
REIL Rwy 29 L
MIRL Rwy 11-29 L

FAF to MAP 7.7 NM

Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

3000 MLT

*1180 When using Houlton altimeter setting.



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)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

MONTAGUE, MASSACHUSETTS | AL-6107 (FAA) | 25163

RNAV (GPS)-B

TURNERS FALLS (ØB5)

APP CRS	Rwy Ldg	N/A
293°	TDZE	N/A
	Apt Elev	359

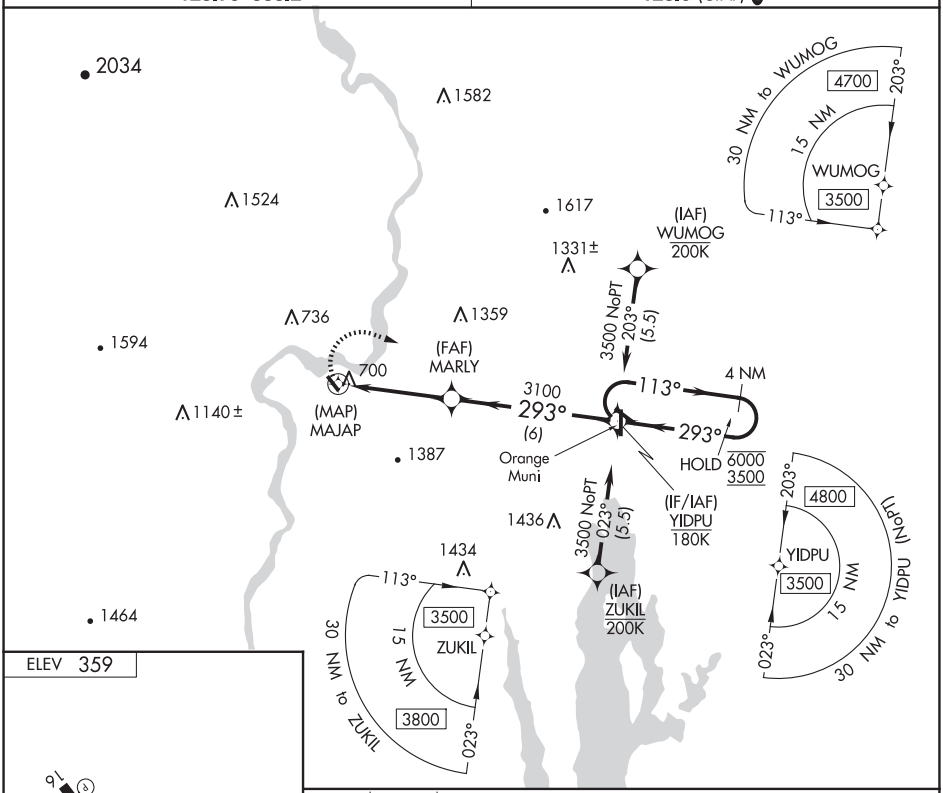
RNP APCH.

T
A 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	UNICOM
123.75 338.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 1121 (1200-1¼)	1480-1½ 1121 (1200-1½)	1640-3 1281 (1300-3)	NA

MIRL Rwy 16-34 L
REIL Rwy 16 L

MONTAGUE, MASSACHUSETTS
Orig-B 27JAN22

42°35′N-72°31′W

TURNERS FALLS (ØB5)

RNAV (GPS)-B

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 19

MORRISVILLE-STOWE STATE (MVL)

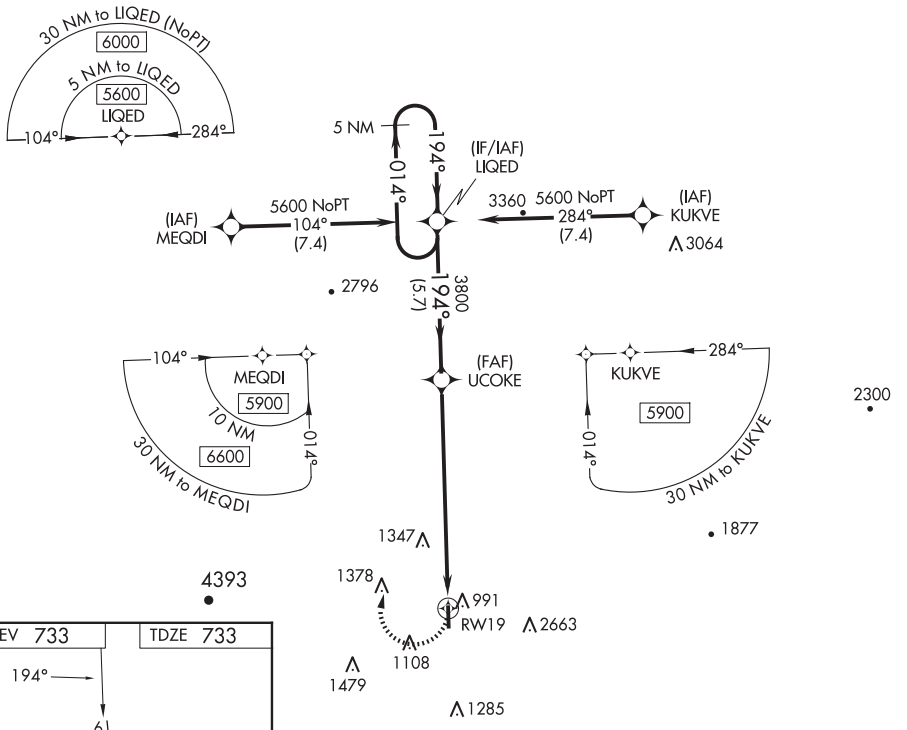
WAAS	APP CRS	Rwy Idg	3950
CH 72731	194°	TDZE	733
W19A		Apt Elev	733

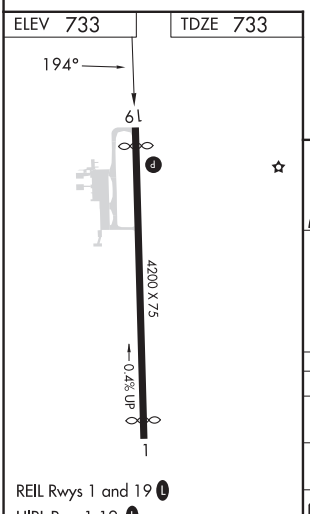
T A -19°C

Circling NA for Cat C E of Rwy 1-19. Rwy 19 helicopter visibility reduction below ¾ 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.

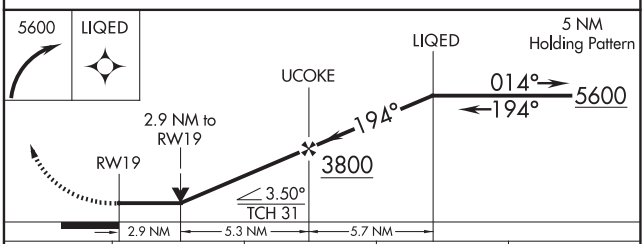
ASOS	BOSTON CENTER	UNICOM
135.625	135.7 282.2	122.8 (CTAF) L





REIL Rwys 1 and 19 L

HIRL Rwy 1-19 L



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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3950
CH 97531	194°	TDZE	733
W19B		Apt Elev	733

RNAV (GPS) Z RWY 19

MORRISVILLE-STOWE STATE (MVL)

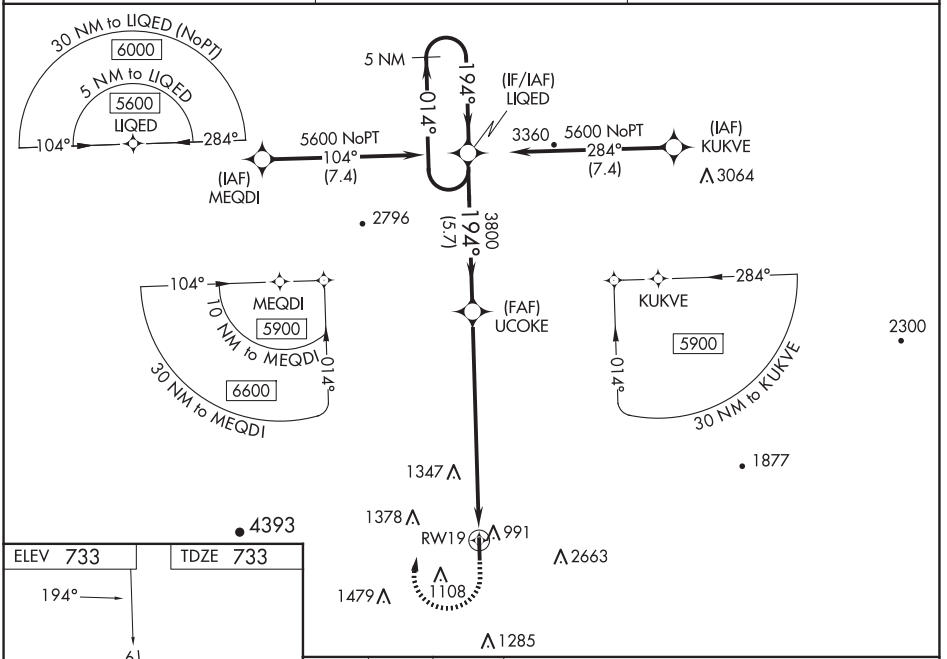
RNP APCH - GPS.

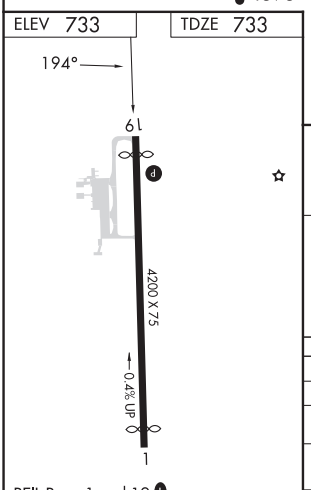
T
A
-19°C

Circling NA for Cat C E of Rwy 1-19. VDP NA when using Burlington altimeter setting. Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 1380 feet and all visibilities ⅜ SM. Increase LNAV/VNAV DA to 1690 feet and all visibilities ½ SM. Increase all MDAs 120 feet. Baro-VNAV NA.

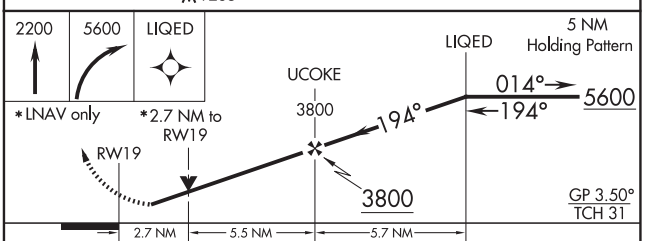
MISSED APPROACH: (Do not exceed 165K until LIQED) Climb to 2200 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600. Missed approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

ASOS	BOSTON CENTER	UNICOM
135.625	135.7 282.2	122.8 (CTAF) L





REIL Rwys 1 and 19 L
HIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LPV DA	1270-1½ 537 (600-1½)			NA
LNAV/VNAV DA	1580-2½ 847 (900-2½)			NA
LNAV MDA	1760-1¼ 1027 (1100-1¼)	1760-1½ 1027 (1100-1½)	1760-3 1027 (1100-3)	NA
C CIRCLING	1760-1¼ 1027 (1100-1¼)	1780-1½ 1047 (1100-1½)	1980-3 1247 (1300-3)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
051°	TDZE	N/A
	Apt Elev	733

RNAV (GPS)-A

MORRISVILLE-STOWE STATE (MVL)

RNP APCH.

Circling NA for Cat C east of Rwy 1-19. When local altimeter setting not received, use Burlington altimeter setting and increase all MDAs 120 feet.

-19°C

MISSED APPROACH: Climbing left turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

ASOS	BOSTON CENTER	UNICOM
135.625	135.7 282.2	122.8 (CTAF) L

MISSED APCH FIX

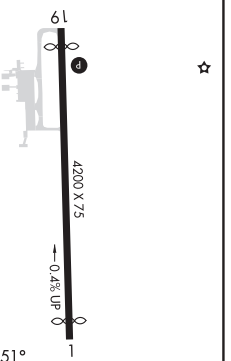
5 NM 194° 014° LIQED

1347 1378 991 1108 2663 1479 (MAP) QITEJ 1285 (FAF) TURVE 051° UYZAY 3.4 NM to QITEJ 3500± 3642 NUNOE 3000 042° (2.3) SLAGS 3100 025° (2.7) 4088 3400 011° (4.4) (IF) RIFTS 3400 318° (5.3) 138° 5 NM (IAF) POESY 230K 318° HOLD 4500 2590 4083 4083 2920 4500 338° (12.2) MONTPELIER MPV 1877 2300

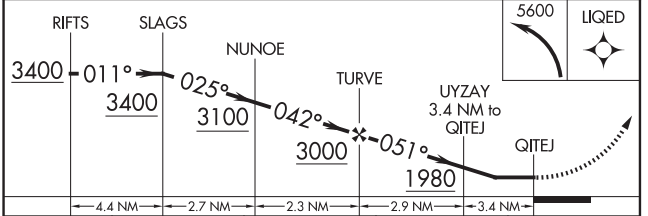
MSA QITEJ 25 NM 5600

Procedure NA for arrival on MPV VOR/DME airway radials 317 CW 037.

ELEV 733



REIL Rwys 1 and 19 L
HIRL Rwy 1-19 L



CATEGORY	A	B	C	D
C CIRCLING	1620-1¼ 887 (900-1¼)	1780-1½ 1047 (1100-1½)	1980-3 1247 (1300-3)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

NANTUCKET, MASSACHUSETTS AL-659 (FAA) 24305

LOC/DME I-RNE	APP CRS	Rwy Idg 5765
109.1 Chan 28	061°	TDZE 38
		Apt Elev 47

ILS or LOC RWY 6

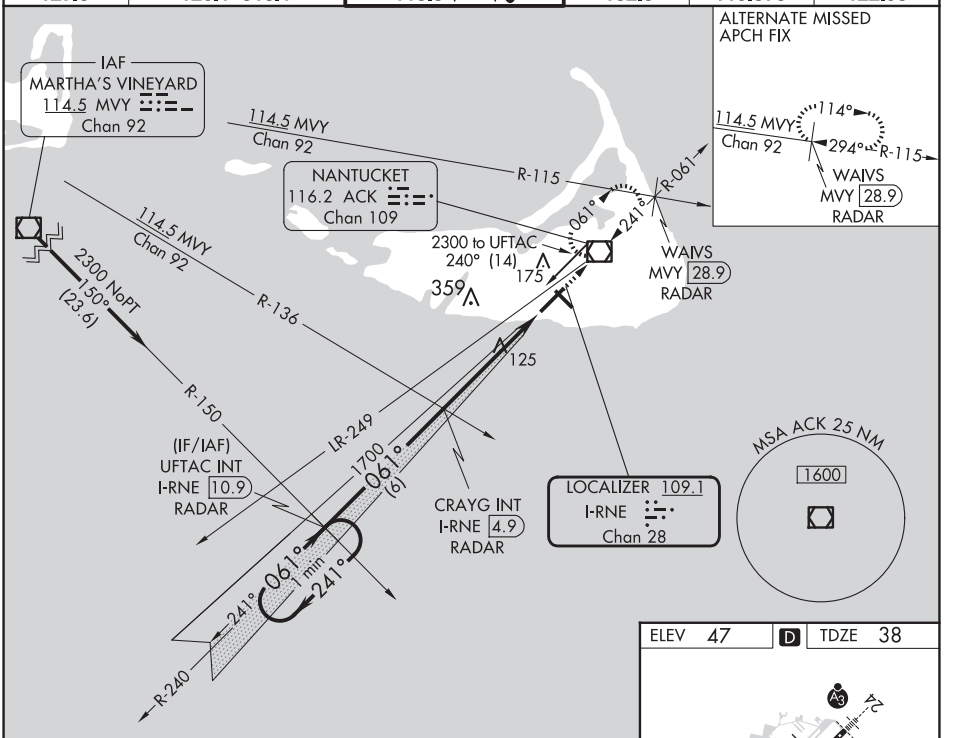
NANTUCKET MEML (ACK)

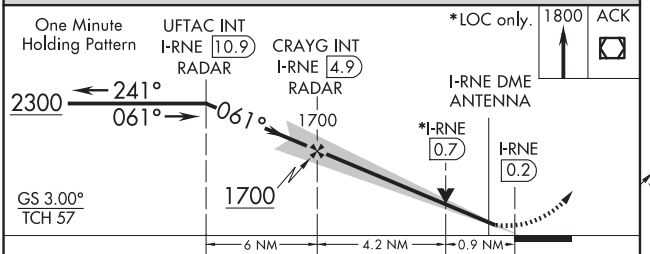
When local altimeter not received, use Hyannis altimeter setting and increase S-ILS 6 DA to 301and all MDA 80 feet; increase S-LOC 6 Cats C/D visibility to RVR 5000 and Circling Cats C/D visibility ¼ SM. Inop table does not apply to S-ILS 6. For inop ALS, increase S-LOC 6 Cat D visibility to RVR 5500. 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 1¼ SM. VDP NA when using Hyannis altimeter setting.

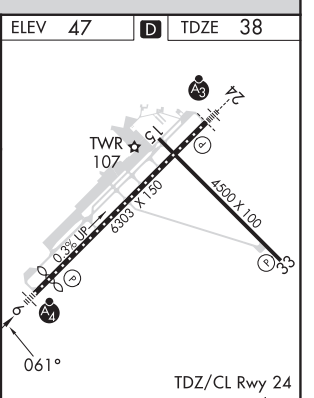
MALSF

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) L	132.5	119.375	122.95







TDZ/CL Rwy 24
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-ILS 6	238/40 200 (200- ¾)			
S-LOC 6	380/40 342 (400- ¾)			
C CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NANTUCKET, MASSACHUSETTS
Amdt 2A 29MAR18

41°15′N-70°04′W

NANTUCKET MEML (ACK)
ILS or LOC RWY 6

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 24

NANTUCKET MEML (ACK)

LOC/DME I-ACK	APP CRS	Rwy Idg	6303
109.1	241°	TDZE	47
Chan 28		Apt Elev	47

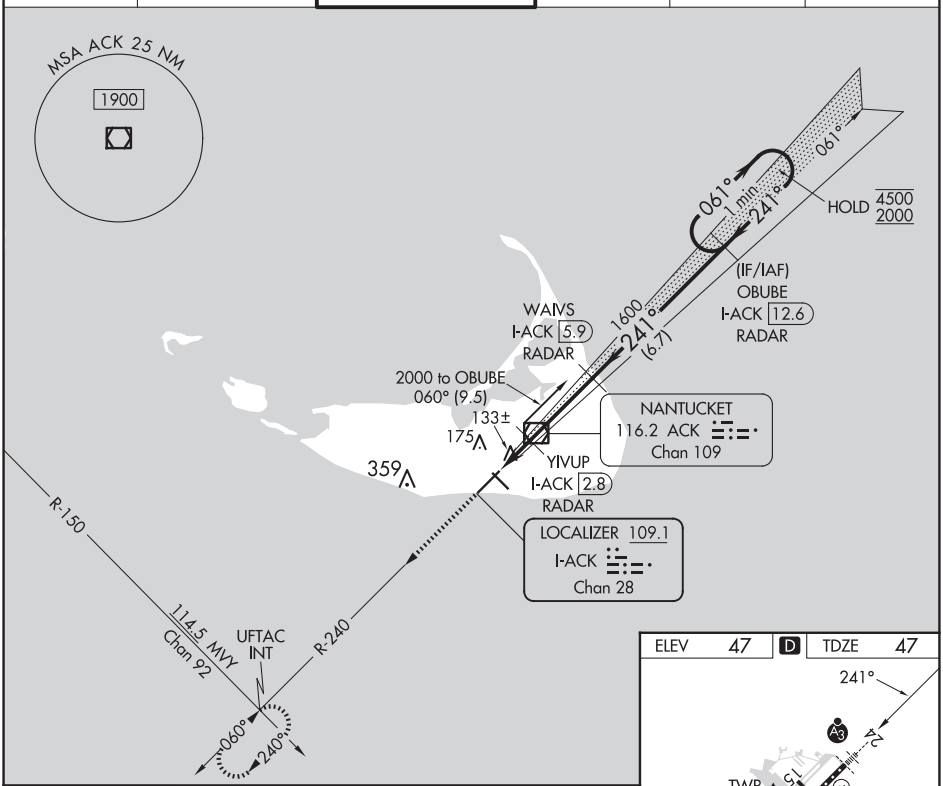
DME or RADAR required.

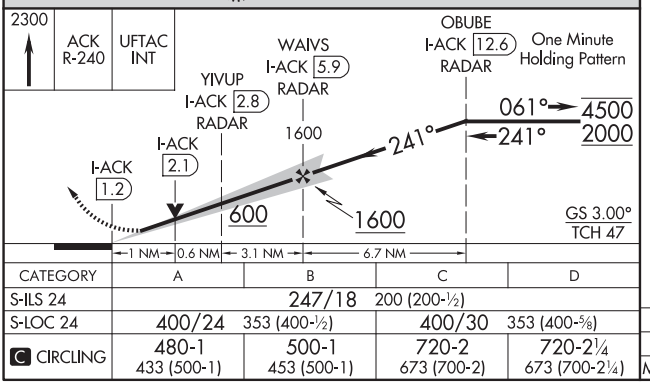
T A For inop ALS, increase S-LOC 24 Cat C and D visibilities to RVR 5500.

SSALR

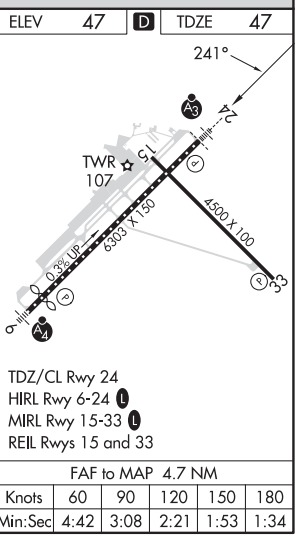
MISSED APPROACH: Climb to 2300 on ACK VOR/DME R-240 direct UFTAC INT and hold.

ATIS	BOSTON APP CON	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	132.5	119.375	122.95





CATEGORY	A	B	C	D
S-ILS 24	247/18		200 (200-½)	
S-LOC 24	400/24	353 (400-½)	400/30	353 (400-⅝)
C 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
HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 15 and 33

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

NANTUCKET, MASSACHUSETTS | AL-659 (FAA) | 24361

ILS RWY 24 (SA CAT I)

NANTUCKET MEML (ACK)

LOC/DME I-ACK	APP CRS	Rwy Idg	6303
109.1	241°	TDZE	47
Chan 28		Apt Elev	47

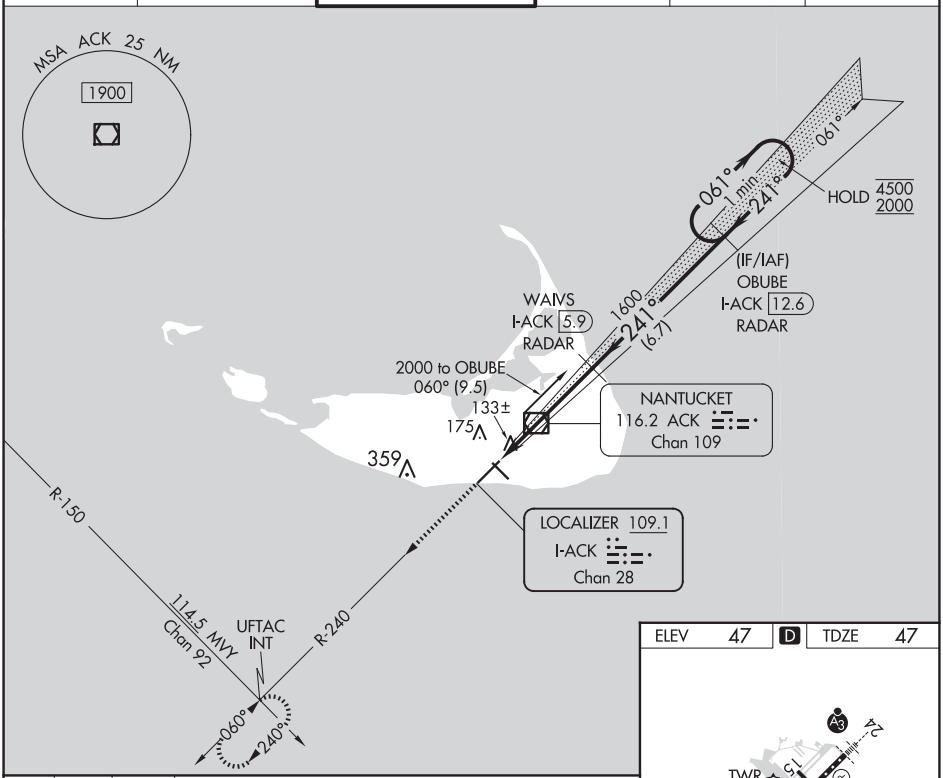
DME or RADAR required.

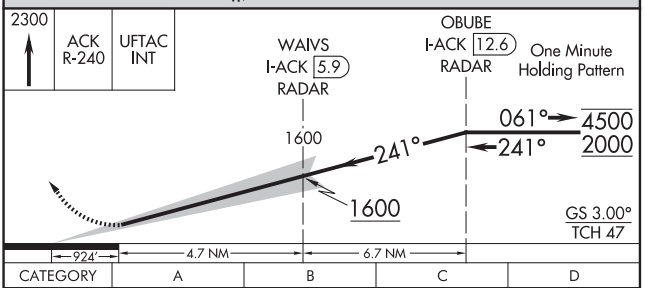
T A — Procedure NA when control tower closed. Requires specific OPSPEC, MSPEC, or LOA approval.

SSALR (A3)

MISSED APPROACH: Climb to 2300 on ACK VOR/DME R-240 direct UFTAC INT and hold.

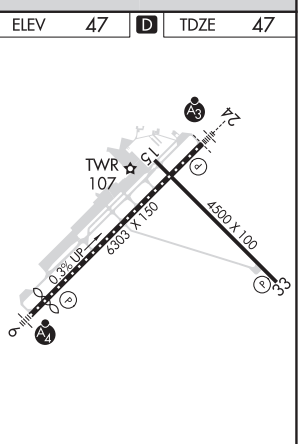
ATIS	BOSTON APP CON	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	132.5	119.375	122.95





CATEGORY	A	B	C	D
S-ILS 24	RA 141/14 150		DA 197	

SA CAT I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 24
HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 15 and 33

NANTUCKET, MASSACHUSETTS | 41°15'N-70°04'W | NANTUCKET MEML (ACK)

Amdt 17 26DEC24 | ILS RWY 24 (SA CAT I)

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 81912 W06A	APP CRS 061°	Rwy Idg 5765 / TDZE 38 / Apt Elev 47

RNAV (GPS) RWY 6

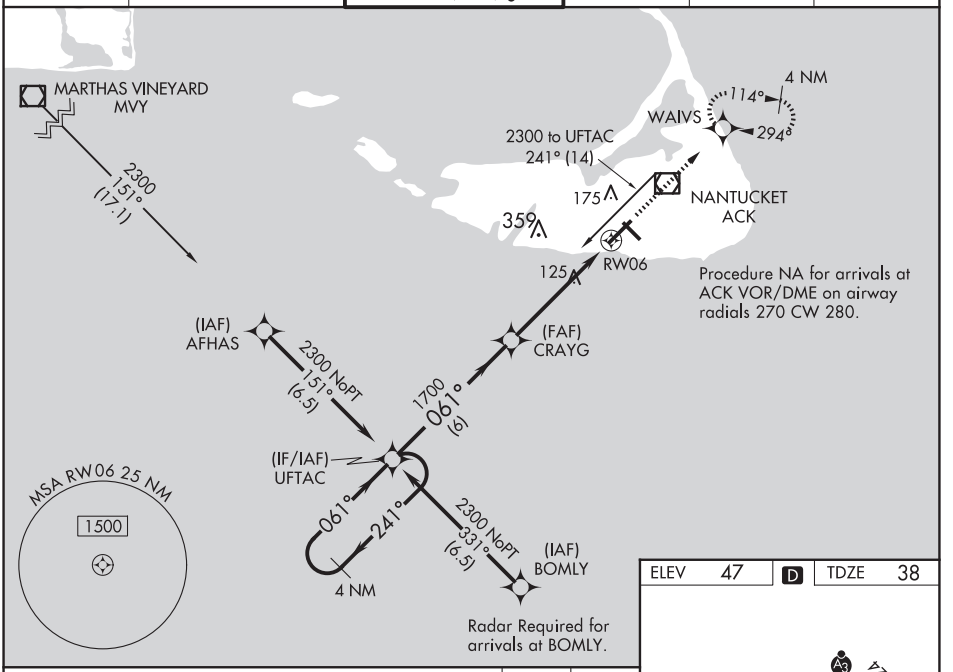
NANTUCKET MEML (ACK)

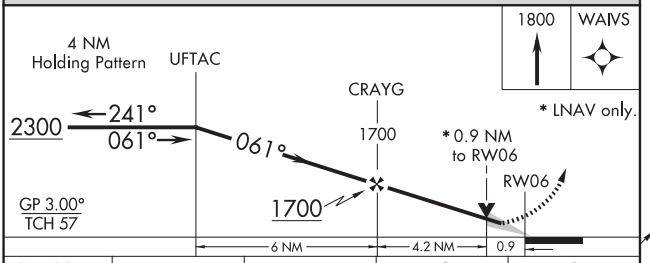
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 301, LNAV/VNAV DA to 363 and all MDA 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

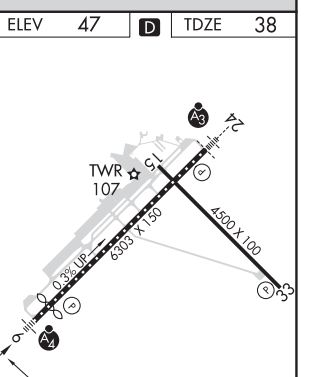
MISSED APPROACH: Climb to 1800 direct WAIVS and hold.

ATIS	BOSTON APP CON	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	132.5	119.375	122.95





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)	
C 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 Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 15

NANTUCKET MEML (ACK)

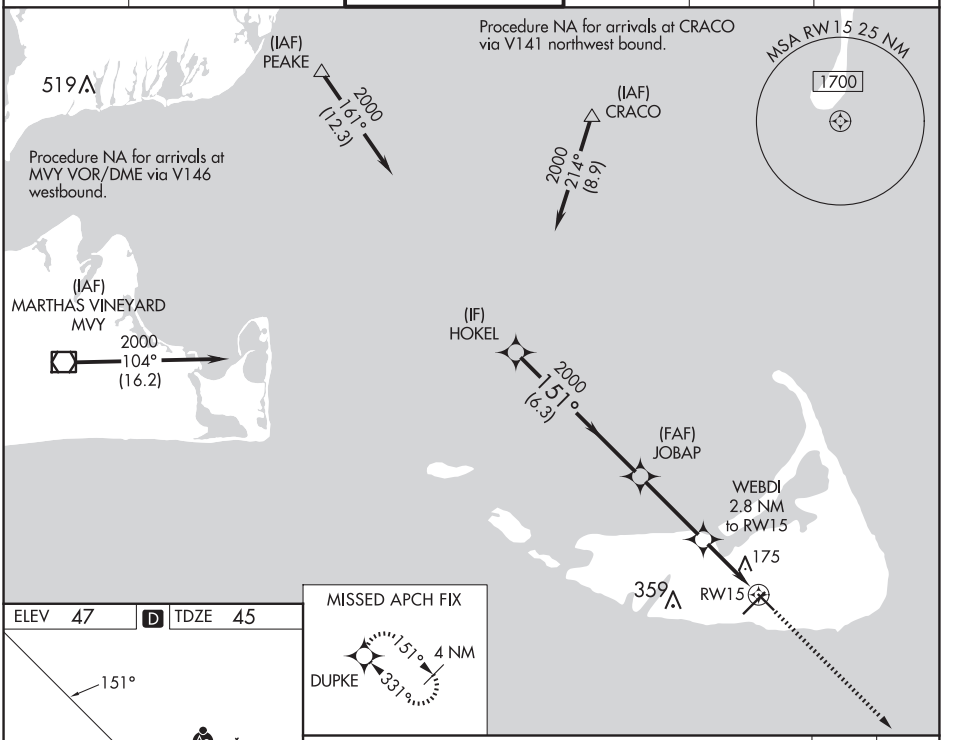
WAAS CH 97623 W15A	APP CRS 151°	Rwy Idg 4500 TDZE 45 Apt Elev 47

RNP APCH.

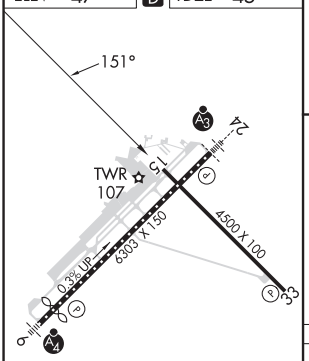
T A Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 15 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 358, LNAV/VNAV DA to 543, and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct DUPKE and hold.

ATIS	BOSTON APP CON	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	132.5	119.375	122.95

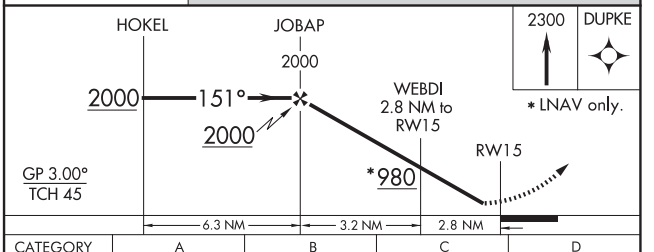


ELEV 47 D TDZE 45



TDZ/CL Rwy 24
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

MISSED APCH FIX



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)		440-1⅛ 395 (400-1⅛)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93612 W24A	APP CRS 241°	Rwy Ldg 6303 TDZE 47 Apt Elev 47

RNAV (GPS) RWY 24

NANTUCKET MEML (ACK)

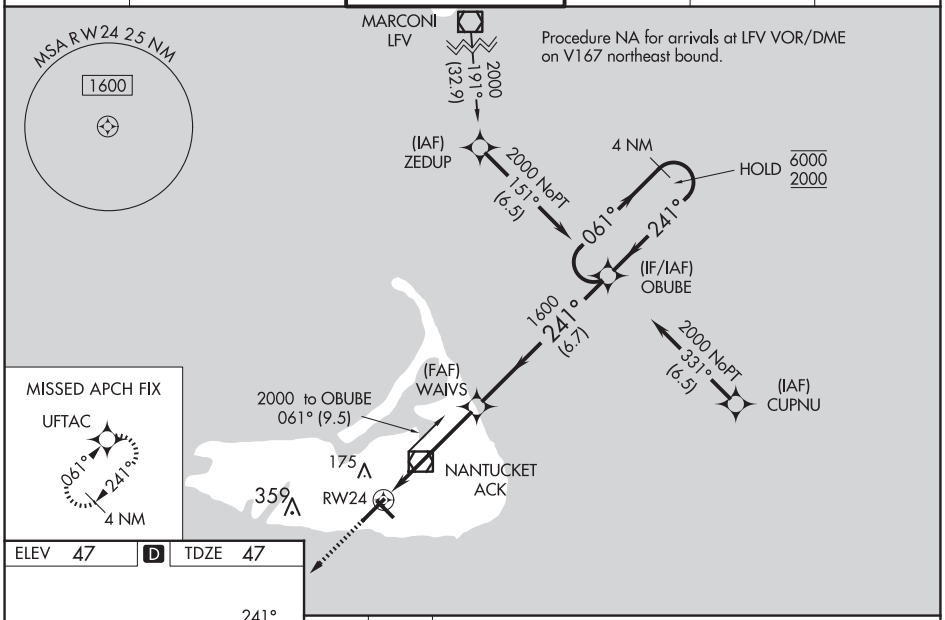
RNP APCH - GPS.

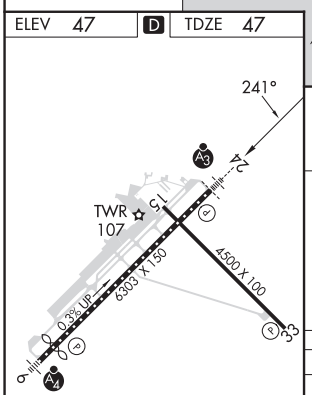
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cats C/D visibility to 1⅜ SM. When local altimeter setting not received, use HYA altimeter setting and increase LPV DA to 310 feet and all visibilities to RVR 2000; increase LNAV/VNAV DA to 363 feet; increse all MDAs 80 feet and LNAV visibility Cat C/D to RVR 6000 and Circling visibility Cat C/D ¼ SM. Baro-VNAV and VDP NA when using HYA altimeter setting. For inop ALS when using HYA altimeter setting, increase LPV and LNAV/VNAV visibility all Cats to RVR 4500 and LNAV Cat C/D to 1⅝ SM.

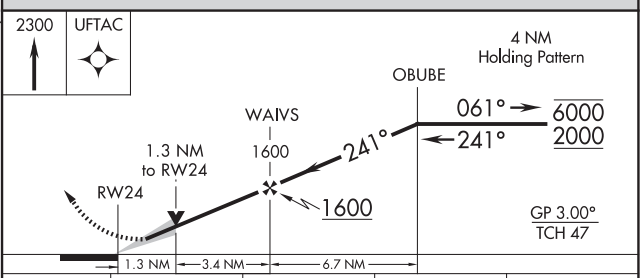
SSALR

MISSED APPROACH: Climb to 2300 direct UFTAC and hold.

ATIS	BOSTON APP CON	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	132.5	119.375	122.95







CATEGORY	A	B	C	D
LPV DA	247/18 200 (200-½)			
LNAV/VNAV DA	300/24 253 (300-½)			
LNAV MDA	520/24 473 (500-½)		520/50 473 (500-1)	
C CIRCLING	520-1 473 (500-1)		720-2 673 (700-2)	720-2¼ 673 (700-2¼)

TDZ/CL Rwy 24
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

NANTUCKET, MASSACHUSETTS

AL-659 (FAA)

24305

RNAV (GPS) RWY 33

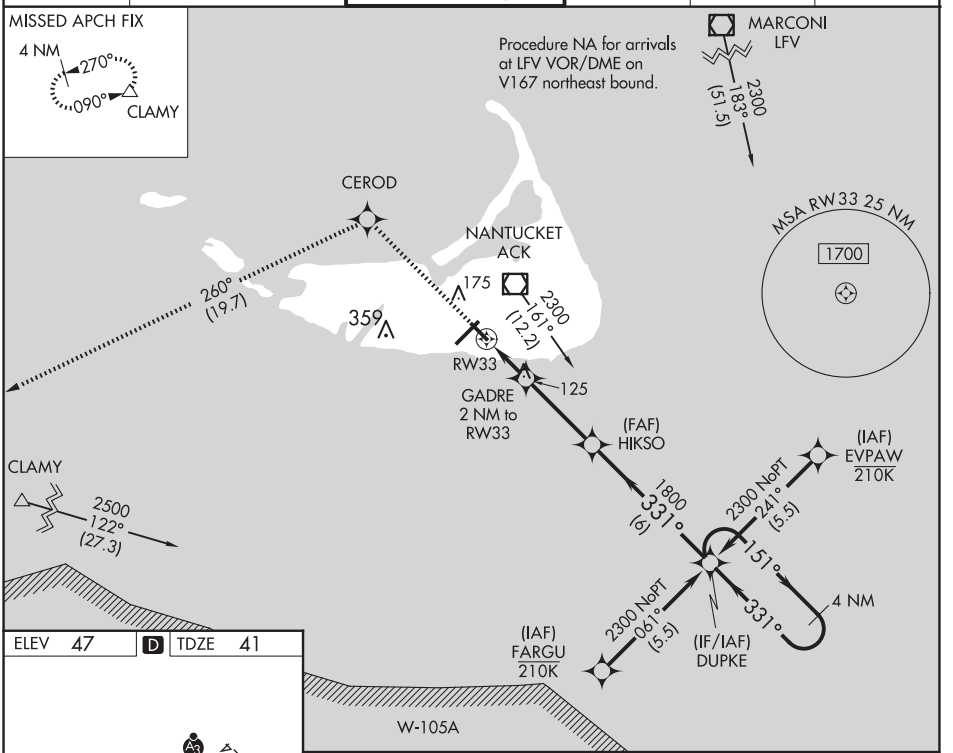
NANTUCKET MEML (ACK)

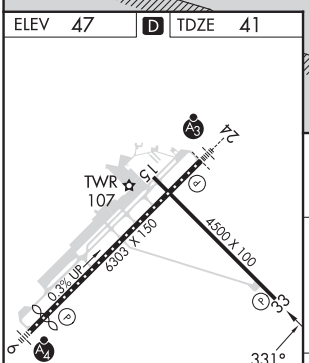
WAAS	APP CRS	Rwy Idg	4500
CH 77835	331°	TDZE	41
W33A		Apt Elev	47

T A 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 ⅛ mile and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA.

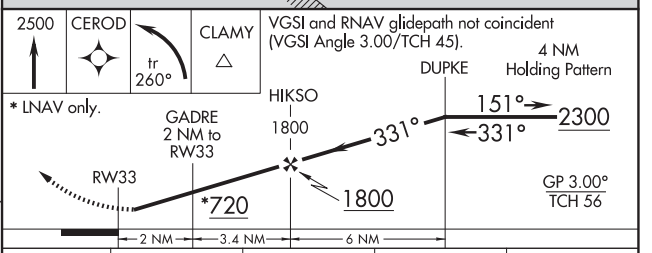
MISSED APPROACH: Climb to 2500 direct CEROD and on track 260° to CLAMY and hold.

ATIS	BOSTON APP CON	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	132.5	119.375	122.95





TDZ/CL Rwy 24
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L



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)	
C CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	1000-3 953 (1000-3)

NANTUCKET, MASSACHUSETTS

Amdt 1A 05MAR15

41°15'N-70°04'W

NANTUCKET MEML (ACK)

RNAV (GPS) RWY 33

NE-1, 07 AUG 2025 to 02 OCT 2025

ACK VOR/DME	APP CRS	Rwy Ldg 6303
116.2	240°	TDZE 48
Chan 109		Apt Elev 48

VOR RWY 24

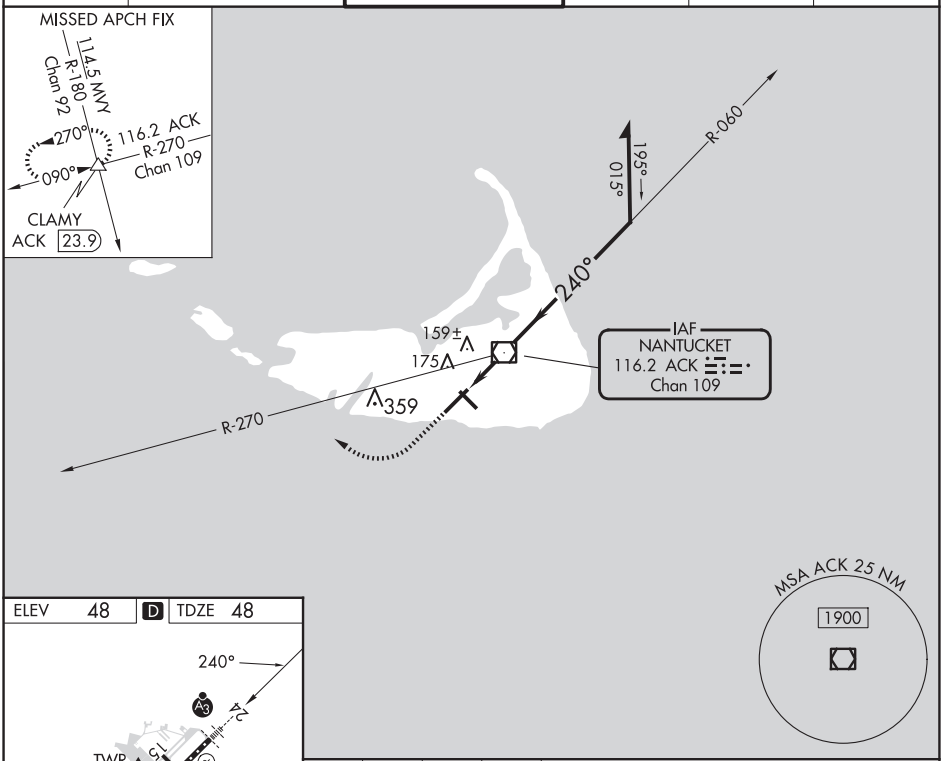
NANTUCKET MEML (ACK)

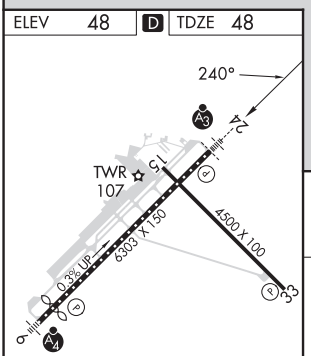
T When local altimeter setting not received, use HYA altimeter setting and
A increase all MDAs 80 feet and S-24 visibility Cat C and D to RVR 5000 and increase Circling visibility Cats C and D ¼ SM. For inoperative SSALR: for inop ALS, increase S-24 Cats C and D visibility to RVR 6000. For inop ALS when using HYA altimeter setting, increase S-24 Cats C and D visibility to 1⅜.

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.

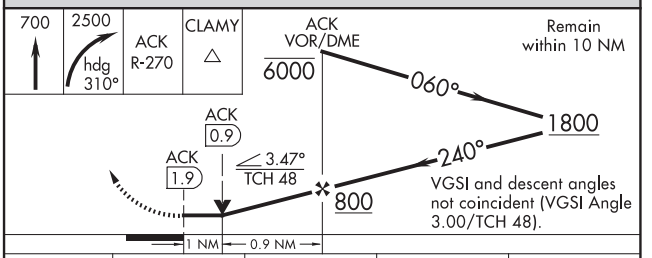
ATIS	BOSTON APP CON	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	132.5	119.375	122.95





FAF to MAP 1.9 NM

Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38



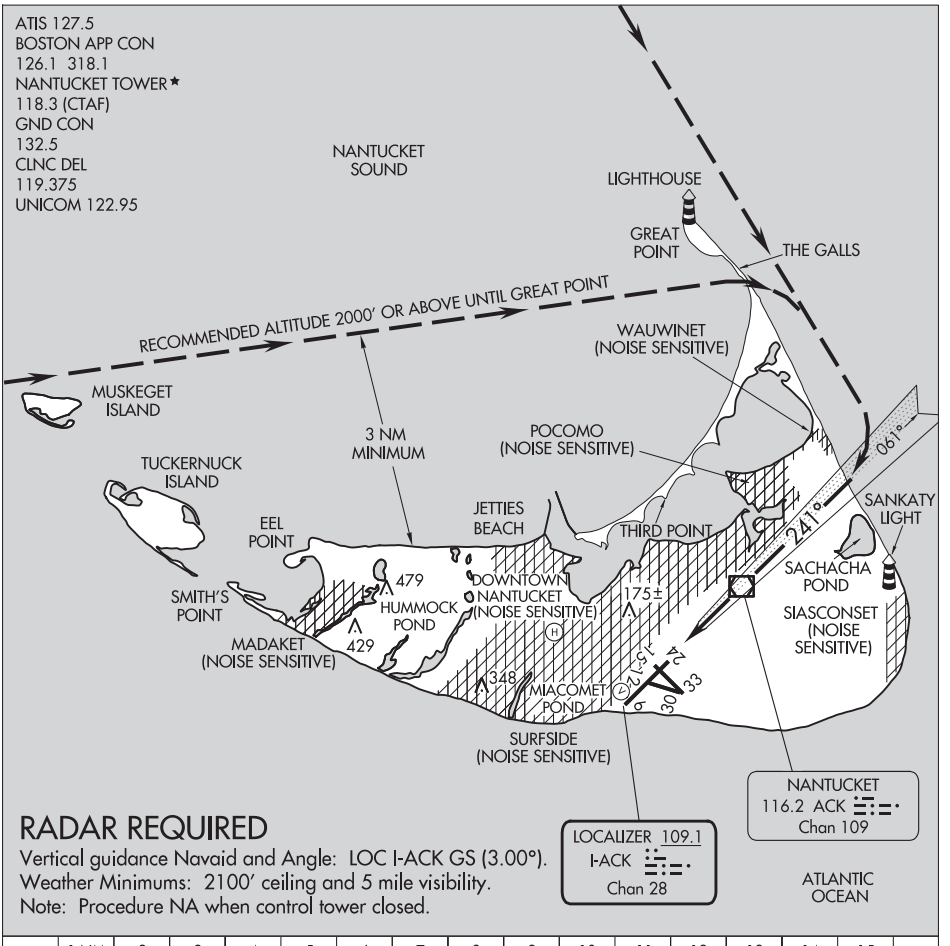
CATEGORY	A	B	C	D
S-24	440/24	393 (400-½)	440/40	393 (400-¾)
C CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

24249

GREAT POINT VISUAL RWY 24 AL-659 (FAA)

NANTUCKET MEML (ACK)
NANTUCKET, MASSACHUSETTS



RADAR REQUIRED

Vertical guidance Navaid and Angle: LOC I-ACK GS (3.00°).
Weather Minimums: 2100′ ceiling and 5 mile visibility.
Note: Procedure NA when control tower closed.

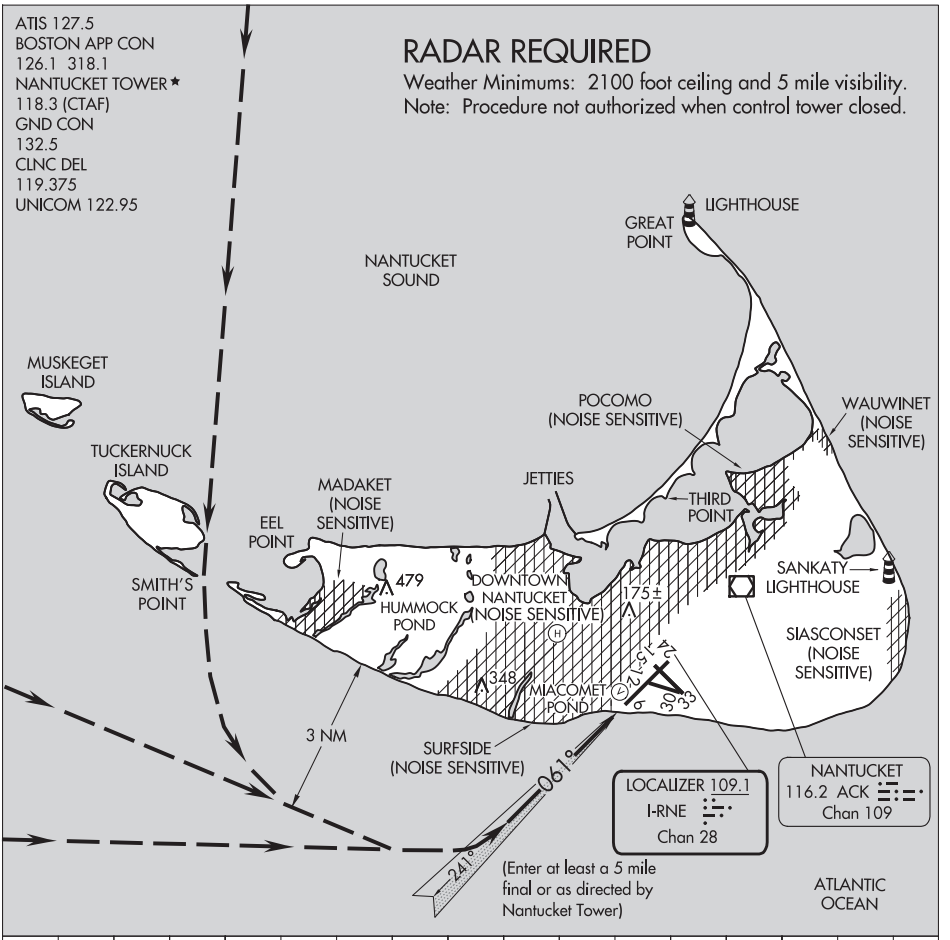
	1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

TUCKERNUCK VISUAL RWY 6

AL-659 (FAA)

NANTUCKET MEML (ACK)
NANTUCKET, MASSACHUSETTS



NE-1, 07 AUG 2025 to 02 OCT 2025

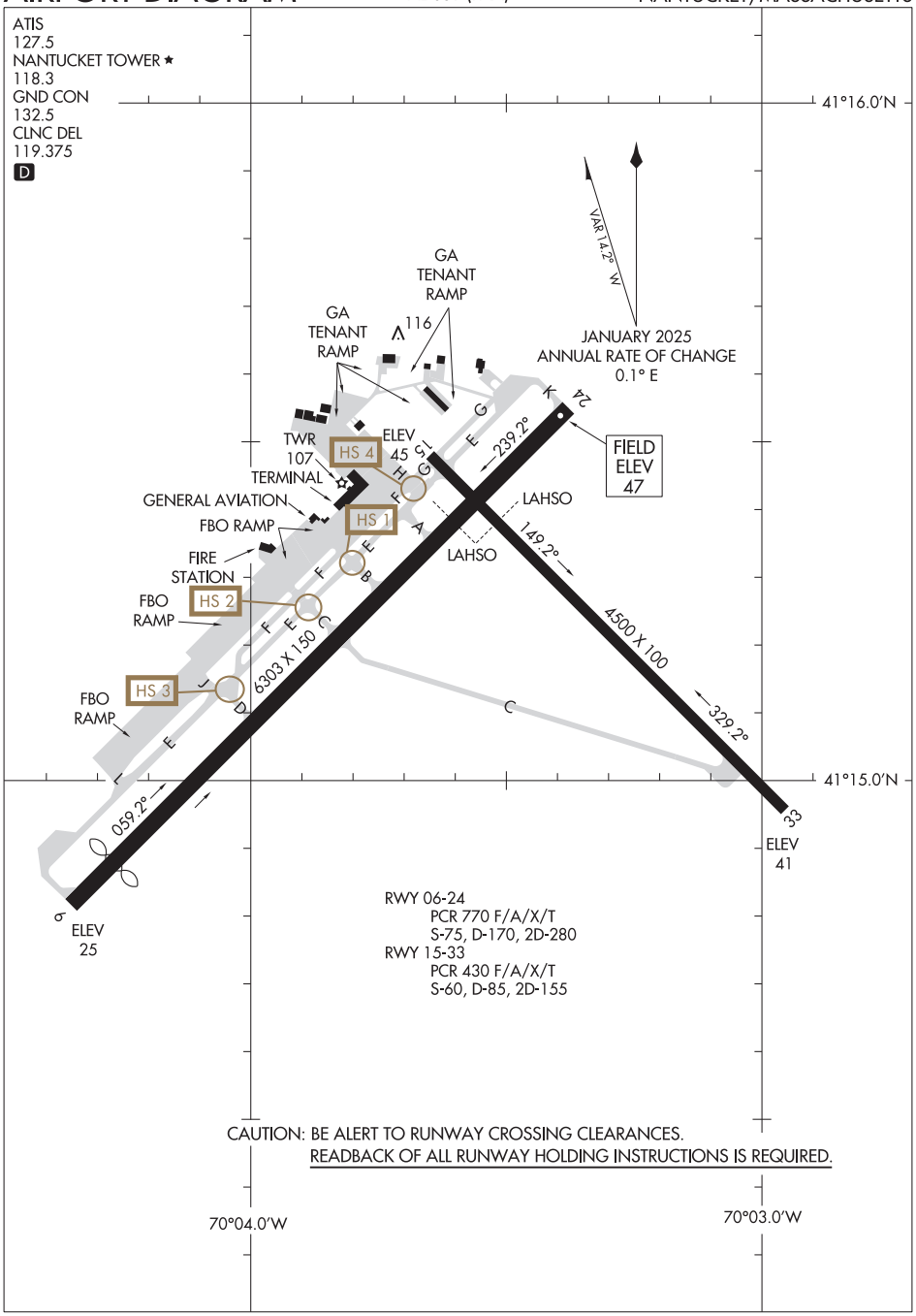
NE-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-659 (FAA)

NANTUCKET MEML (ACK)
NANTUCKET, MASSACHUSETTS



NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107

NANTUCKET, MASSACHUSETTS
NANTUCKET MEML (ACK)

ILS or LOC RWY 14

BOIRE FLD (ASH)

LOC I-ASH	APP CRS	Rwy Idg	5650
109.7	139°	TDZE	200
		Apt Elev	200

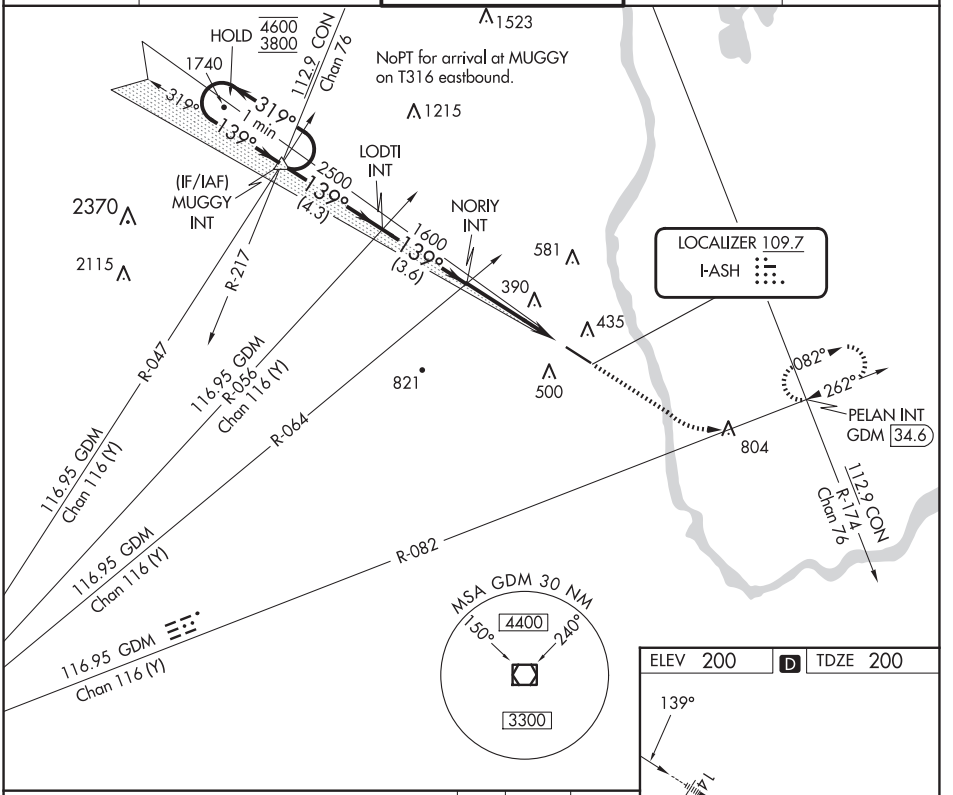
RADAR required for procedure entry.

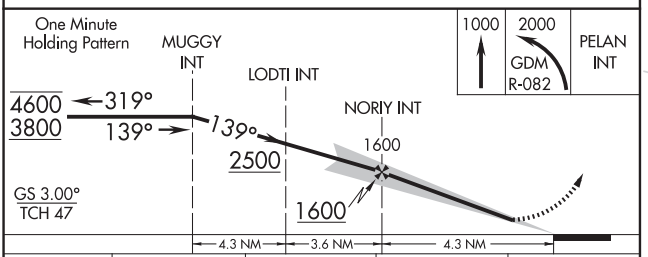
T A For inop ALS, increase S-LOC Cat C/D visibility to 1¾ SM.

MALSR

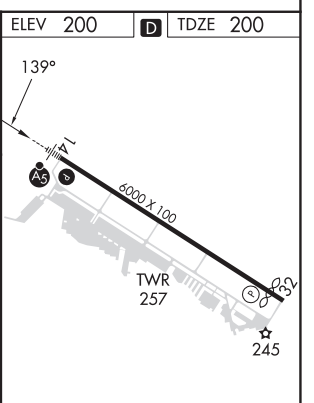
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on GDM VOR/DME R-082 to PELAN INT/GDM R-082/34.6 DME and hold.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8





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)	
C CIRCLING	840-1 640 (700-1)	860-1 660 (700-1)	920-2 720 (800-2)	980-2½ 780 (800-2½)



HIRL Rwy 14-32 L

REIL Rwy 32 L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

NASHUA, NEW HAMPSHIRE AL-5036 (FAA) 24249

RNAV (GPS) RWY 14

BOIRE FLD (ASH)

WAAS	APP CRS	Rwy Idg	5650
CH 97730	139°	TDZE	200
W14A		Apt Elev	200

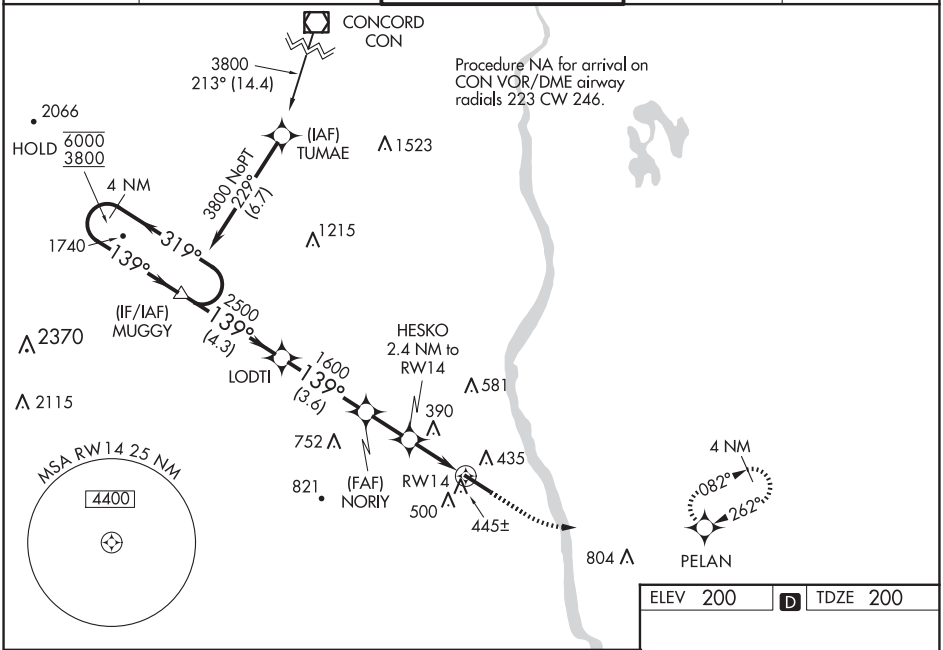
RNP APCH - GPS.

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 1⅛ SM and LNAV Cat C/D visibility to 1⅜ SM.

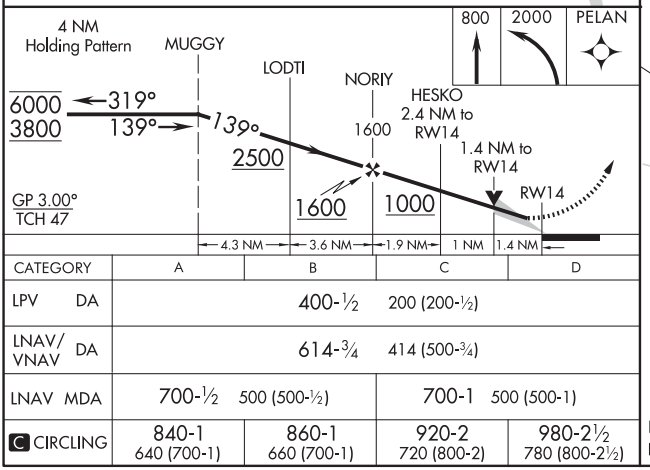
MALSR

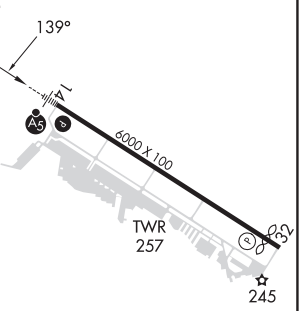
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct PELAN and hold.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8



ELEV 200 D TDZE 200





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)	
C CIRCLING	840-1 640 (700-1)	860-1 660 (700-1)	920-2 720 (800-2)	980-2½ 780 (800-2½)

HIRL Rwy 14-32 L
REIL Rwy 32 L

NASHUA, NEW HAMPSHIRE
Amdt 3 05SEP24

42°47′N-71°31′W

BOIRE FLD (ASH)

RNAV (GPS) RWY 14

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

BOIRE FLD (ASH)

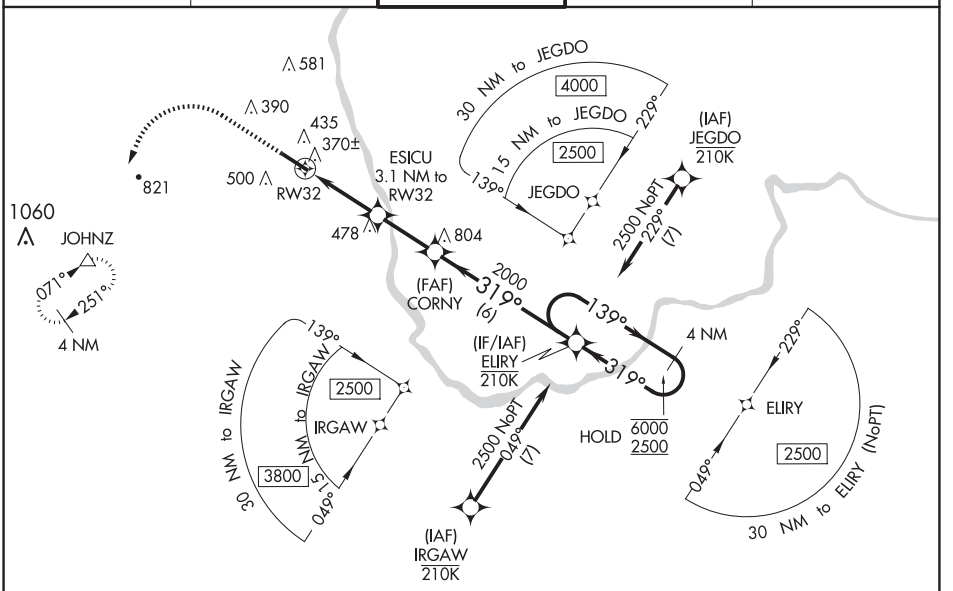
WAAS	APP CRS	Rwy Idg	5650
CH 73030	319°	TDZE	193
W32A		Apt Elev	200

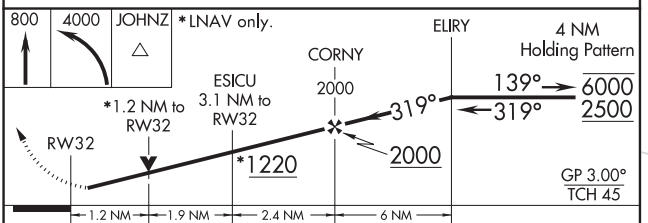
RNP APCH.

T A Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

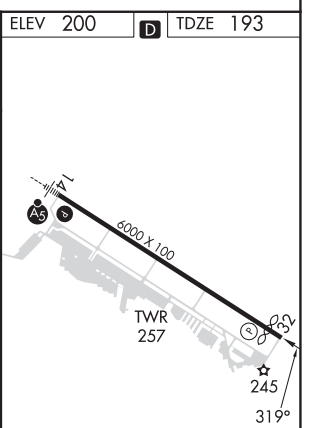
MISSED APPROACH: Climb to 800 then climbing left turn to 4000 direct JOHNZ and hold, continue climb-in-hold to 4000.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8





CATEGORY	A	B	C	D
LPV DA	477-⅞ 284 (300-⅞)			
LNAV/VNAV DA	633-1¼ 440 (500-1¼)			
LNAV MDA	620-1 427 (500-1)		620-1¼ 427 (500-1¼)	
C CIRCLING	820-1 620 (700-1)	840-1 640 (700-1)	900-2 700 (700-2)	1000-2½ 800 (800-2½)



HIRL Rwy 14-32 L
REIL Rwy 32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

BOIRE FLD (ASH)

NASHUA, NEW HAMPSHIRE

AL-5036 (FAA)

NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

NASHUA, NEW HAMPSHIRE

BOIRE FLD (ASH)

25107

LOC/DME I-EWB	APP CRS	Rwy Idg	5400
109.7	054°	TDZE	70
Chan 34		Apt Elev	79

ILS or LOC RWY 5

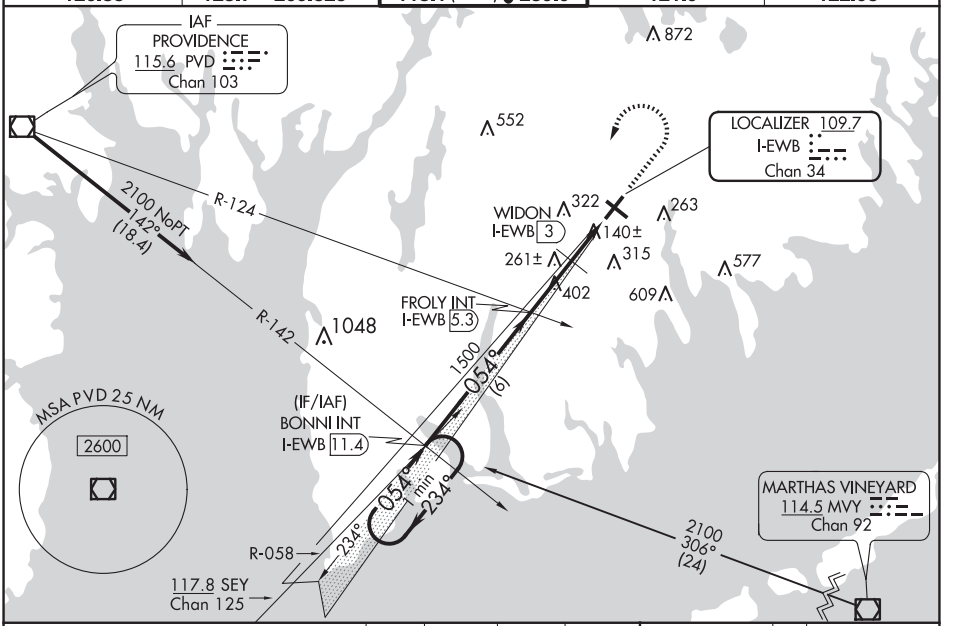
NEW BEDFORD RGNL (EWB)

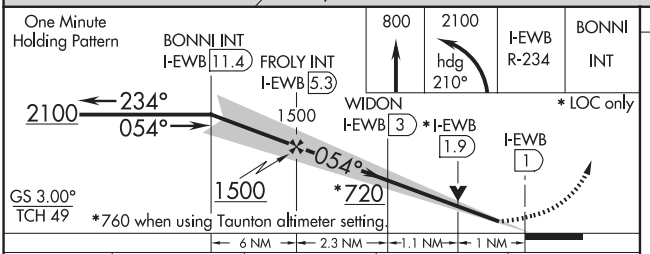
AutoPilot coupled approach NA below 470. DME required. VDP NA with Taunton altimeter setting. When local altimeter setting not received, use Taunton altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase S-LOC 5 Cats C and D and Circling Cat C visibility ⅛ SM; increase WIDON fix minimums Circling Cat C visibility ¼ SM. For inop MALSR, increase WIDON fix minimums S-LOC 5 Cat C/D visibility ¼ mile. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

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.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95

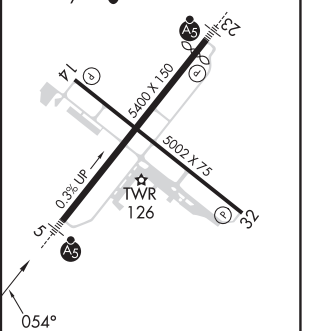




CATEGORY	A	B	C	D
S-ILS 5 #	270/24 200 (200-½)			
S-LOC 5	720/24 650 (700-½)		720-1⅜ 650 (700-1⅜)	
C CIRCLING	720-1 641 (700-1)		720-1⅞ 641 (700-1⅞)	960-3 881 (900-3)
WIDON FIX MINIMUMS				
S-LOC 5	420/24 350 (400-½)		420/30 350 (400-⅝)	
C CIRCLING	600-1 521 (600-1)	640-1 561 (600-1)	720-1¾ 641 (700-1¾)	960-3 881 (900-3)

ELEV 79 TDZE 70

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

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RNAV (GPS) RWY 5

NEW BEDFORD RGNL (EWB)

WAAS CH 60938 W05A	APP CRS 054°	Rwy Idg 5400 TDZE 70 Apt Elev 79

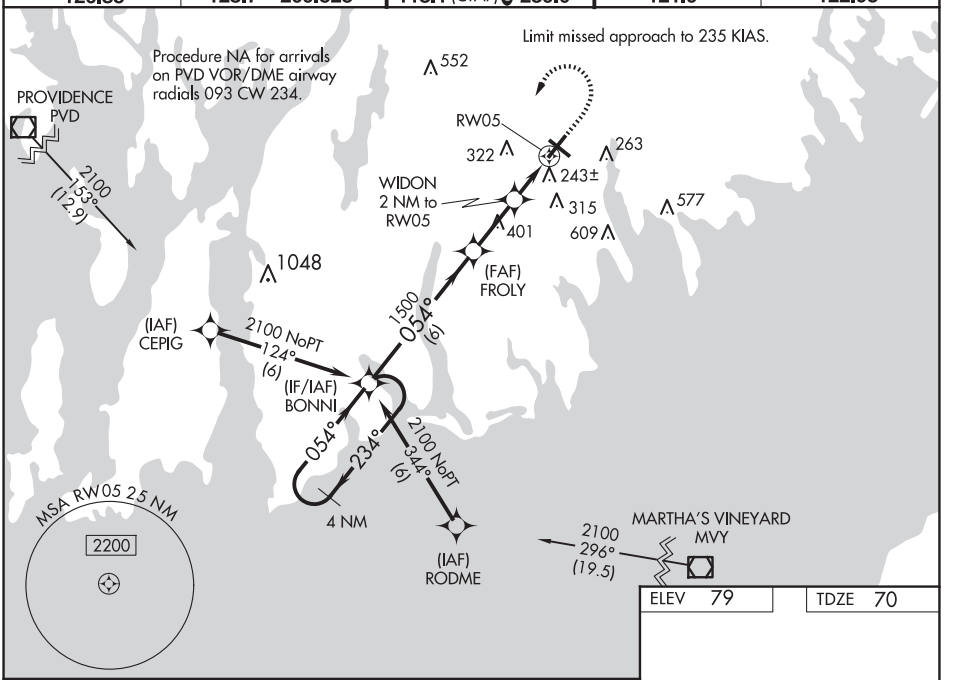
RNP APCH-GPS.

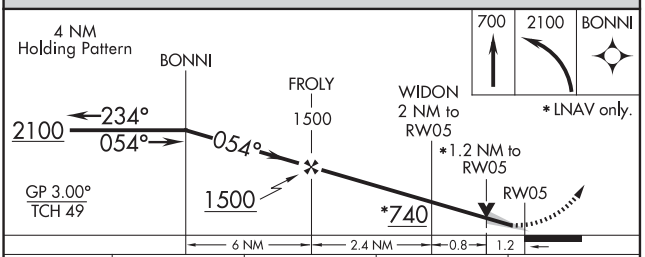
T Baro-VNAV and VDP NA when using Taunton altimeter setting. For uncompensated Baro-VNAV A systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Taunton altimeter setting and increase LPV DA to 304 feet, increase LNAV/VNAV DA to 487 feet and all visibilities 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 1⅜ miles. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NAwhen using Taunton altimeter setting.

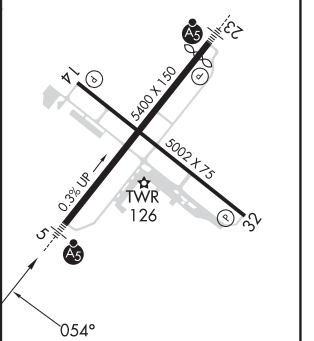
MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2100 direct BONNI and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D
LPV DA **	270/24		200 (200-½)	
LNAV/VNAV DA	453/45		383 (400-⅞)	
LNAV MDA	500/24	430 (500-½)	500/40	430 (500-¾)
C CIRCLING	620-1 541 (600-1)	640-1 561 (600-1)	720-1¾ 641 (700-1¾)	960-3 881 (900-3)

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

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RNAV (GPS) RWY 14

NEW BEDFORD RGNL (EWB)

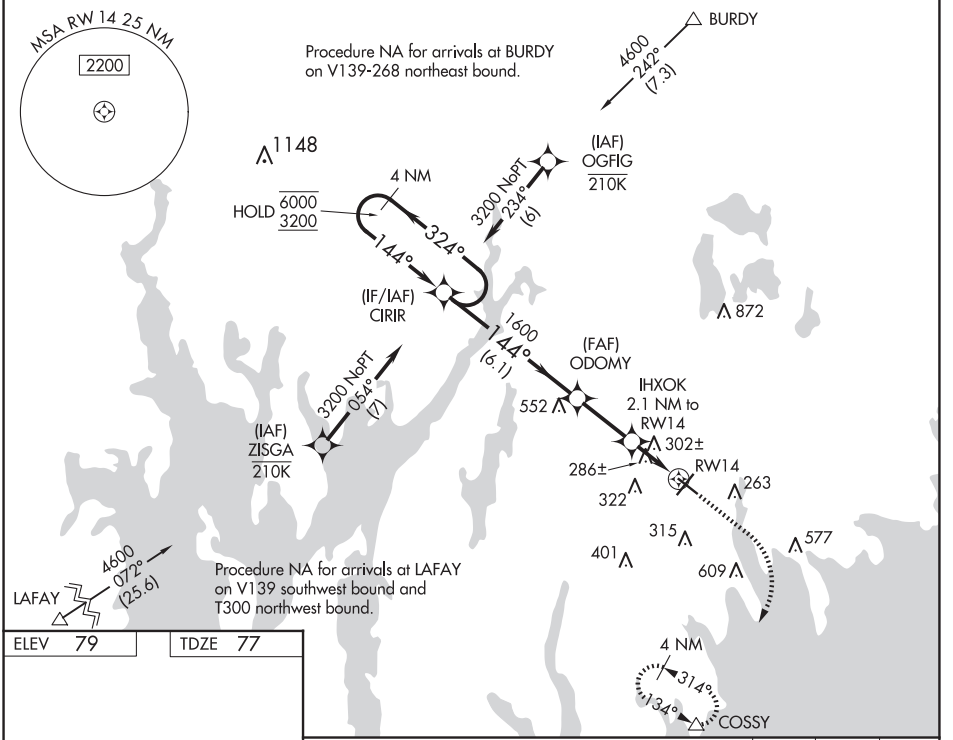
WAAS	APP CRS	Rwy Idg	5002
CH 62927	144°	TDZE	77
W14A		Apt Elev	79

RNP APCH - GPS.

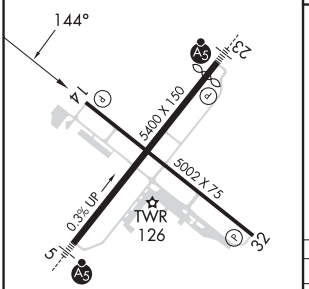
Rwy 14 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet, and LNAV visibility Cat C ⅛ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct COSSY and hold.

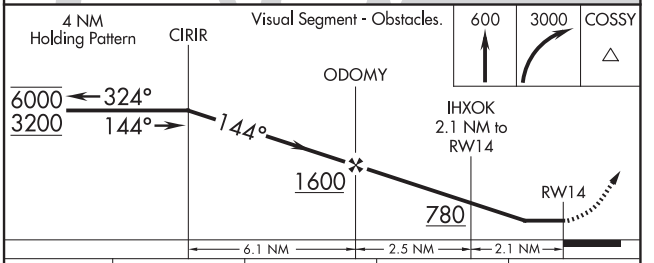
ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95



ELEV 79	TDZE 77



MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L



CATEGORY	A	B	C	D
LP MDA	540-1 463 (500-1)		540-1 ⅜ 463 (500-1⅜)	NA
LNAV MDA	560-1 483 (500-1)		560-1 ⅜ 483 (500-1⅜)	NA
C CIRCLING	620-1 541 (600-1)	640-1 561 (600-1)	720-1¾ 641 (700-1¾)	NA

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RNAV (GPS) RWY 23

NEW BEDFORD RGNL (EWB)

WAAS CH 65638 W23A	APP CRS 235°	Rwy Idg 5000	TDZE 78	Apt Elev 79

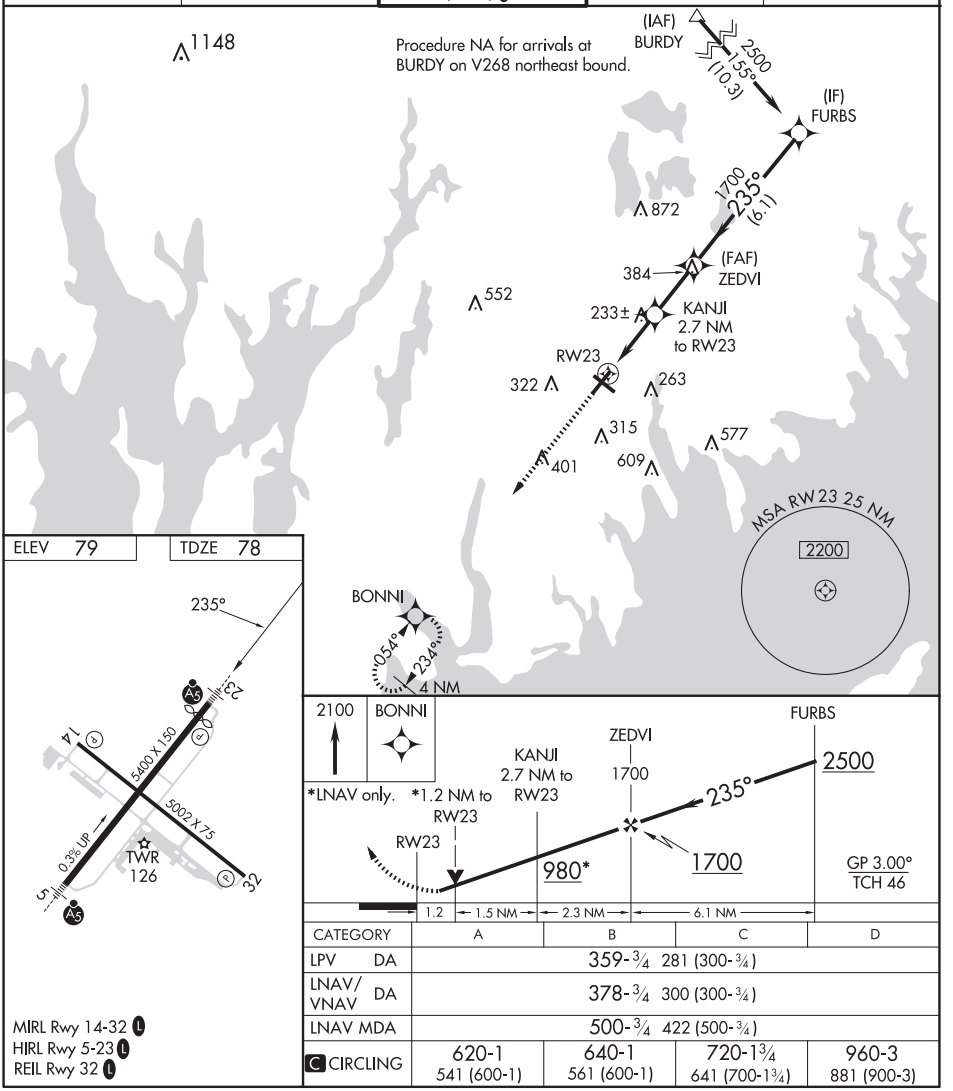
RNP APCH-GPS.

T 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 ⅛ 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 ⅜ mile, LNAV Cat A/B visibility ¼ mile and Cat C/D visibility ⅜ mile.

MALSR

MISSED APPROACH: Climb to 2100 direct BONNI and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95



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)			
C CIRCLING	620-1 541 (600-1)	640-1 561 (600-1)	720-1¾ 641 (700-1¾)	960-3 881 (900-3)

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

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RNAV (GPS) RWY 32

NEW BEDFORD RGNL (EWB)

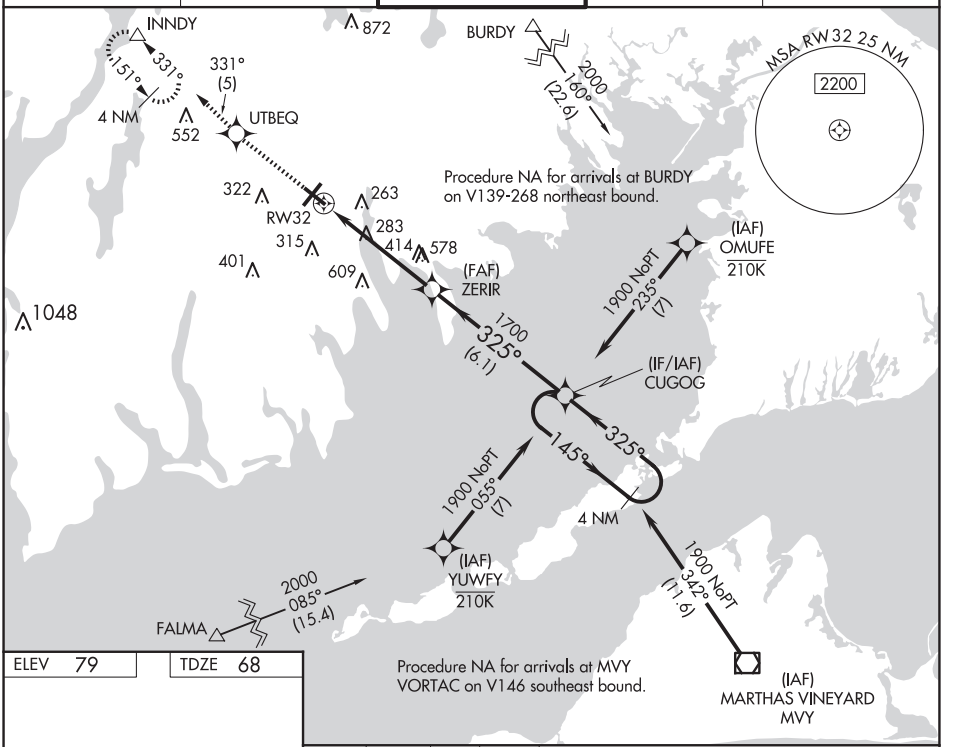
WAAS	APP CRS	Rwy Idg	5002
CH 99427	325°	TDZE	68
W32A		Apt Elev	79

RNP APCH - GPS.

▼ Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile. *VDP NA when using Taunton altimeter setting.

MISSED APPROACH: Climb to 2000 direct UTBEQ and on track 331° to INNDY and hold.

ATIS	PROVIDENCE APP CON *	NEW BEDFORD TOWER *	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95



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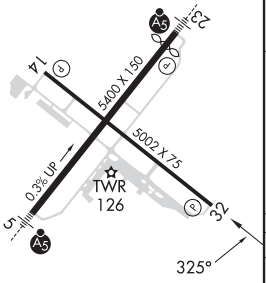
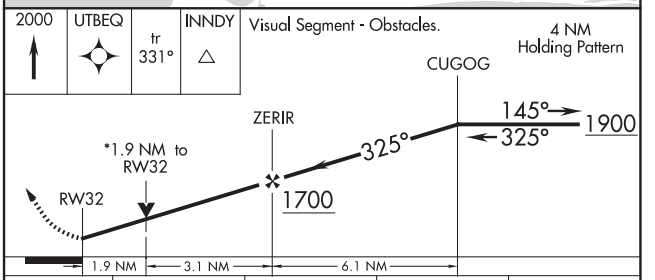
ELEV 79 TDZE 68



MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L



CATEGORY	A	B	C	D
LP MDA	720-1 652 (700-1)		720-1⅞ 652 (700-1⅞)	
LNAV MDA	880-1 812 (900-1)	880-1¼ 812 (900-1¼)	880-2½ 812 (900-2½)	
C CIRCLING	880-1 801 (900-1)	880-1¼ 801 (900-1¼)	880-2½ 801 (900-2½)	960-3 881 (900-3)

NEW BEDFORD, MASSACHUSETTS | AL-644 (FAA) | 23110

LOC BC RWY 23

NEW BEDFORD RGNL (EWB)

LOC/DME I-EWB	APP CRS	Rwy Idg	5000
109.7	234°	TDZE	78
Chan 34		Apt Elev	79

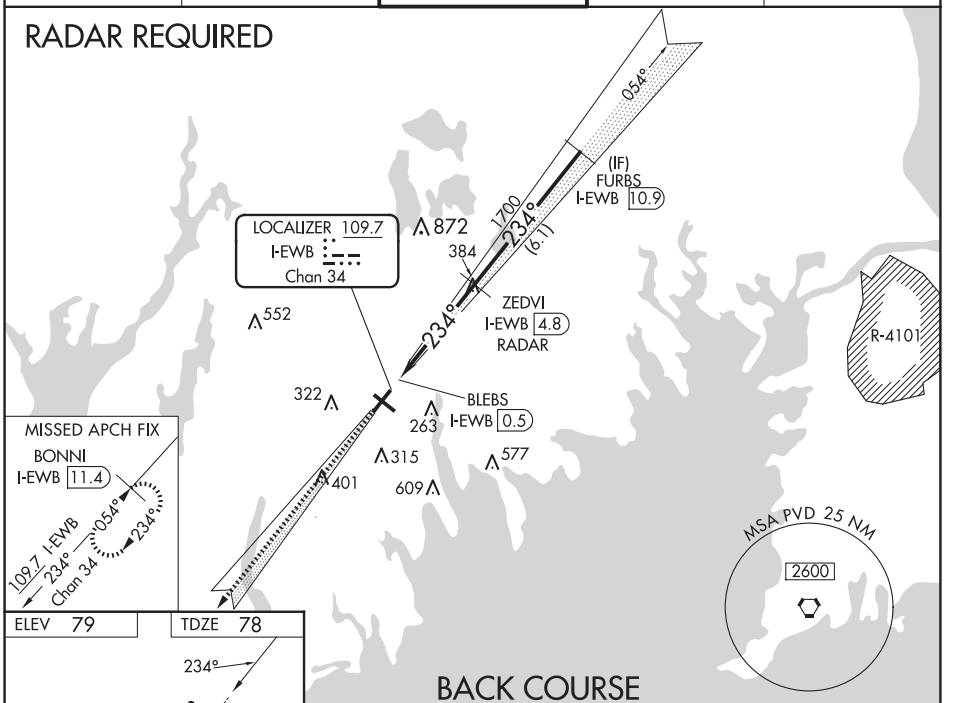
When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet and increase S-23 Cats C and D visibility ⅛ SM. VDP NA with Taunton altimeter setting. Helicopter visibility reduction below ¾ SM NA. For inop MALSR increase S-23 Cat A/B visibility ¼ mile and Cat C/D visibility ⅜ mile. For inop MALSR, when using Taunton altimeter setting, increase S-23 Cat A/B visibility ¼ mile.

MALSR

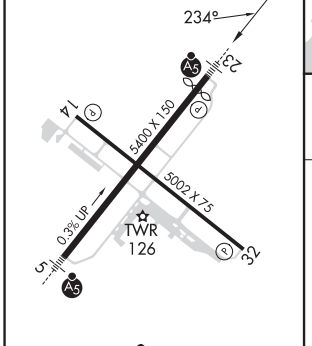
MISSED APPROACH: Climb to 2100 on I-EWB SW course to BONNI/I-EWB 11.4 DME and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95

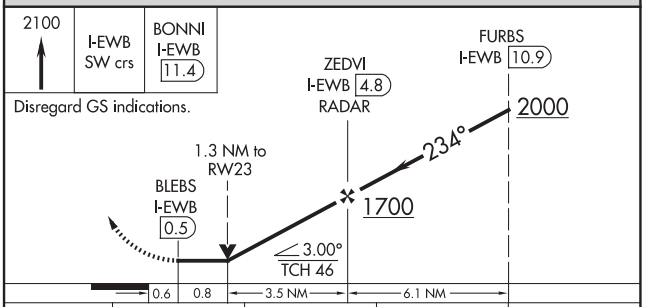
RADAR REQUIRED



BACK COURSE



MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-23	580-¾ 502 (600-¾)		580-1 502 (600-1)	
C CIRCLING	620-1 541 (600-1)	640-1 561 (600-1)	720-1¾ 641 (700-1¾)	960-3 881 (900-3)

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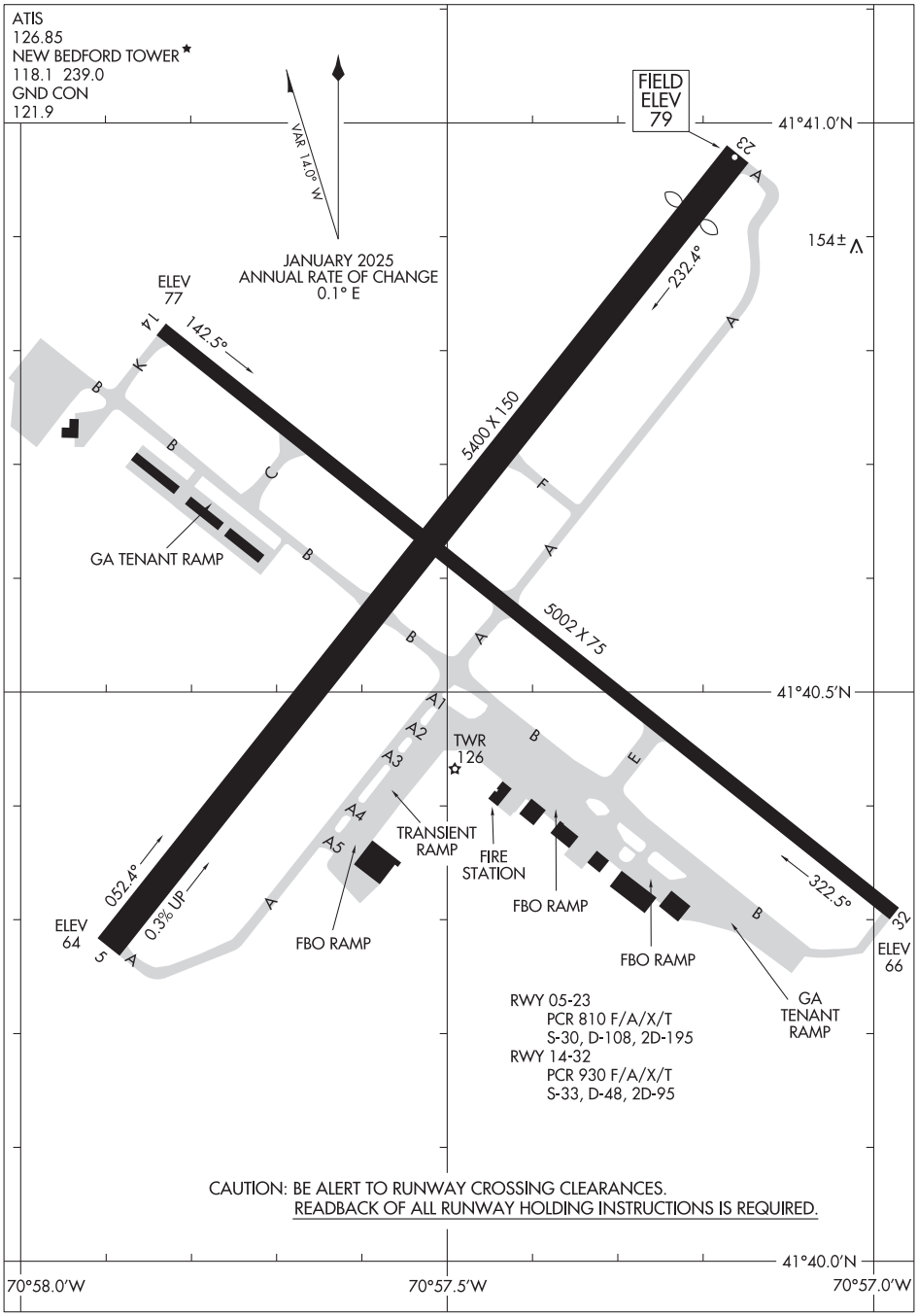

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NEW HAVEN, CONNECTICUT AL-671 (FAA) 23110

LOC/DME I-HVN	APP CRS	Rwy Idg	5600
109.1	016°	TDZE	7
Chan 28		Apt Elev	13

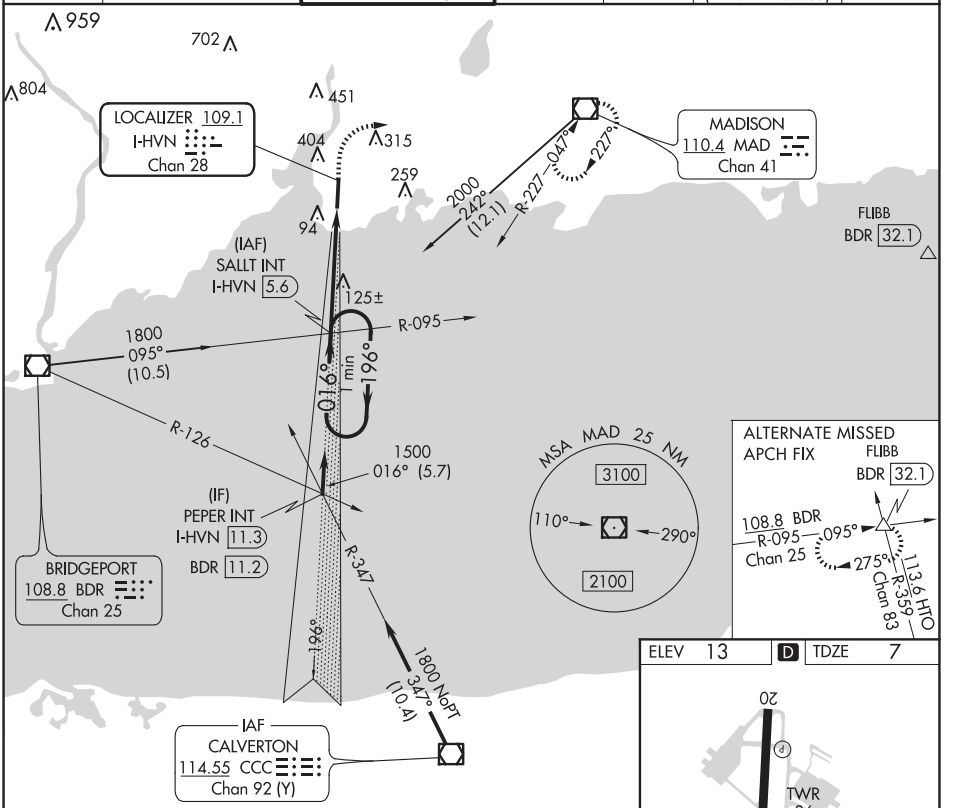
ILS or LOC RWY 2
TWEED/NEW HAVEN (HVN)

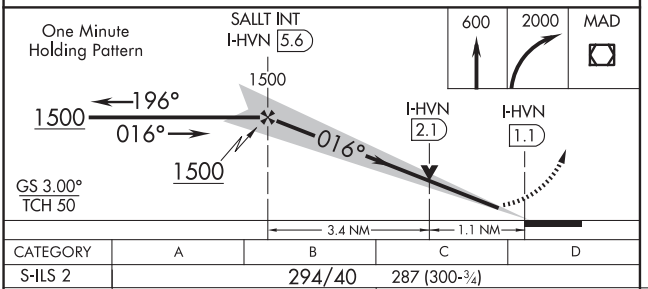
Rwy 2 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-ILS all Cats visibility to RVR 4500.

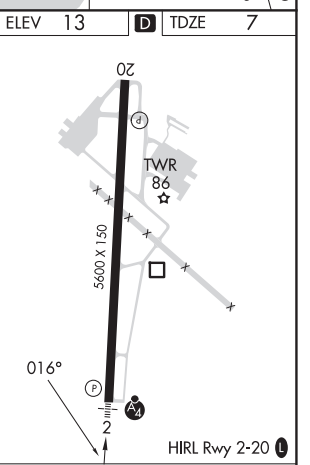
MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS	NEW YORK APP CON	NEW HAVEN TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	121.7	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 2		294/40	287 (300-¾)	
S-LOC 2	400/40	393 (400-¾)	400/45	393 (400-⅞)
C CIRCLING	720-1	707 (800-1)	780-2¼ 767 (800-2¼)	880-2¾ 867 (900-2¾)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

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WAAS CH 86999 W02A	APP CRS 016°	Rwy Idg 5600 TDZE 7 Apt Elev 13

RNAV (GPS) RWY 2

TWEED/NEW HAVEN (HVN)

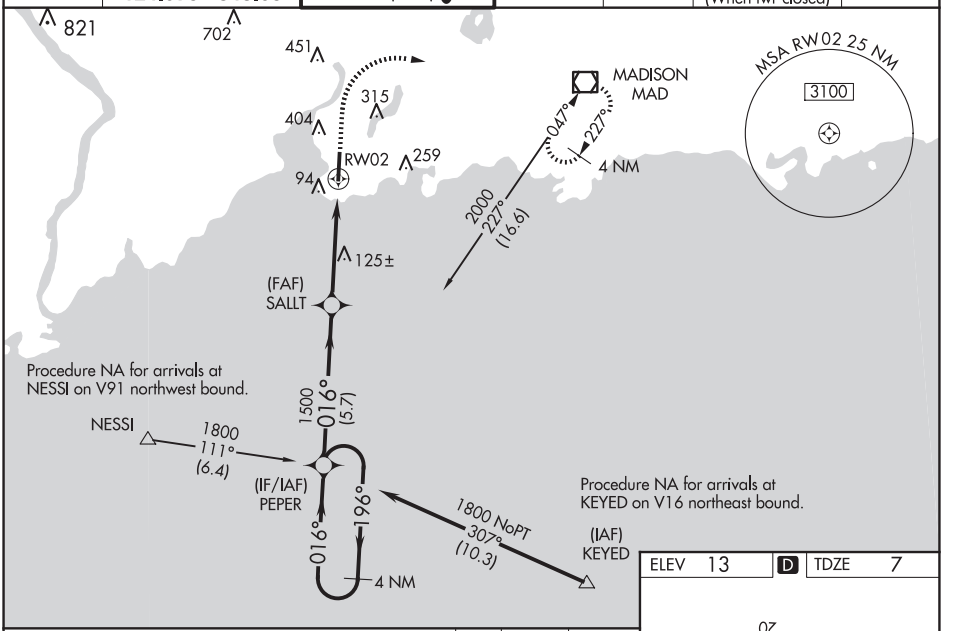
RNP APCH - GPS.

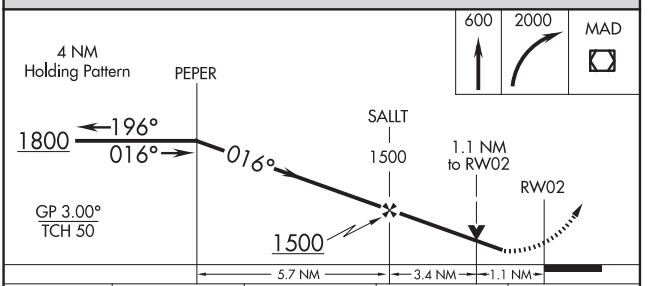
When local altimeter setting not received, use Long Island Mac Arthur altimeter setting: increase LPV DA to 375 feet; increase LNAV/VNAV DA to 446 feet and all visibilities to RVR 5000; increase all MDAs 100 feet and LNAV visibility Cat C/D to RVR 6000 and Circling visibility Cat C/D ¼ SM. For inop ALS 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.

MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

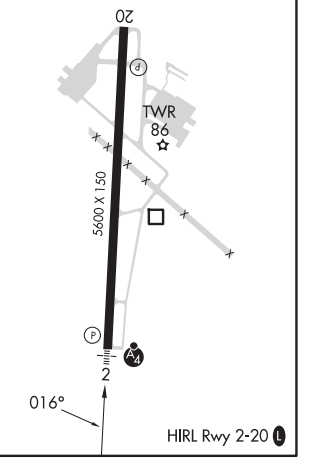
ATIS	NEW YORK APP CON	NEW HAVEN TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	121.7	121.7 (When twr closed)	122.95





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 (400-⅞)
C CIRCLING	720-1	707 (800-1)	780-2¼ 767 (800-2¼)	880-2¾ 867 (900-2¾)

ELEV 13 D TDZE 7



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RNAV (GPS) RWY 20

TWEED/NEW HAVEN (HVN)

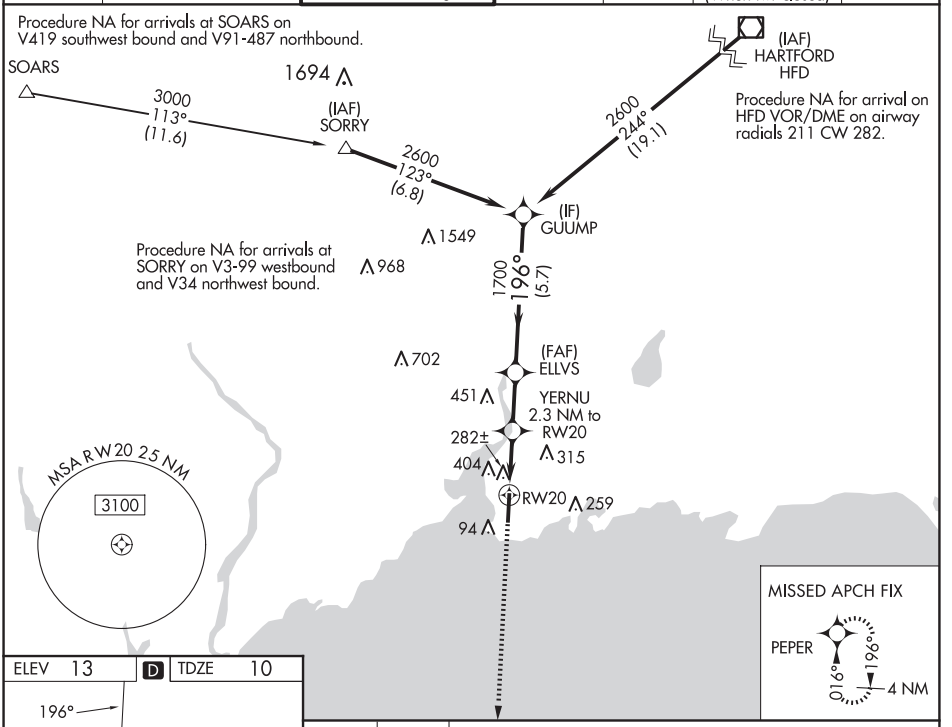
WAAS	APP CRS	Rwy Idg	5600
CH 45937	196°	TDZE	10
W20A		Apt Elev	13

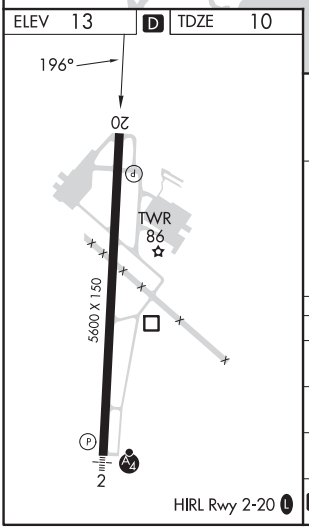
RNP APCH - GPS.

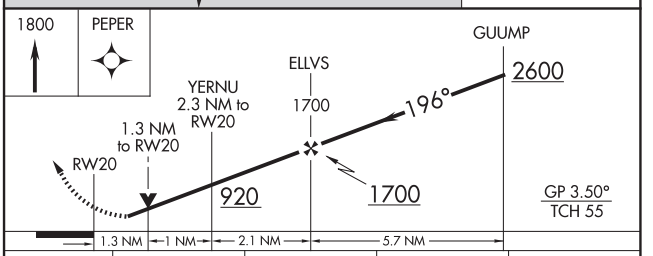
Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1800 direct PEPER and hold.

ATIS	NEW YORK APP CON	NEW HAVEN TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	121.7	121.7 (When twr closed)	122.95



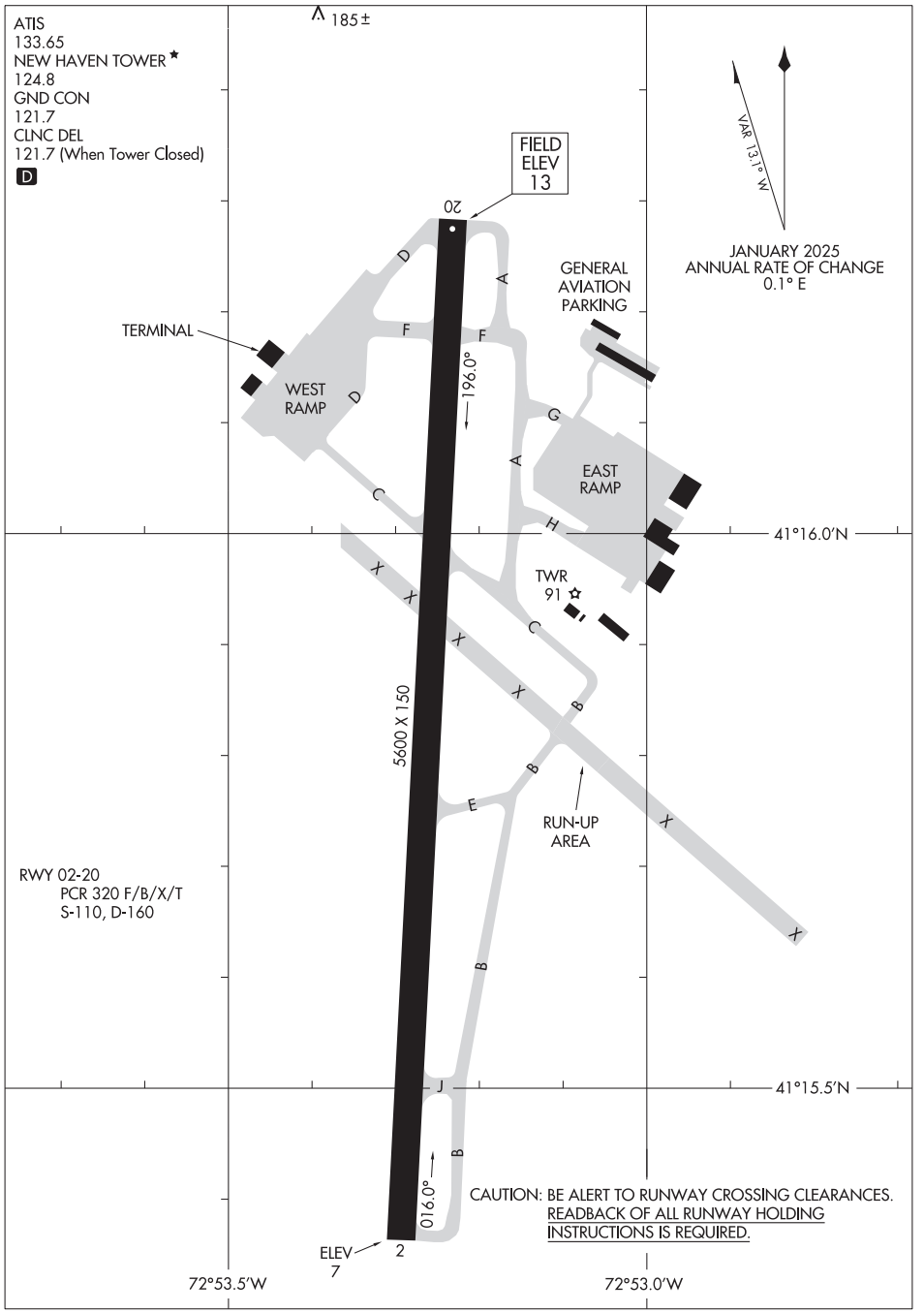




CATEGORY	A	B	C	D
LPV DA	430-1⅛ 420 (500-1⅛)			
LNAV/VNAV DA	522-1⅜ 512 (600-1⅜)			
LNAV MDA	540-1 530 (600-1)		540-1½ 530 (600-1½)	
C CIRCLING	720-1 707 (800-1)		780-2¼ 767 (800-2¼)	880-2¾ 867 (900-2¾)

NE-1, 07 AUG 2025 to 02 OCT 2025

AL-671 (FAA)



NE-1, 07 AUG 2025 to 02 OCT 2025

(BHAVN1.BDR) 24025 AL-671 (FAA)

TWEED/NEW HAVEN (HVN)

NEW HAVEN, CONNECTICUT

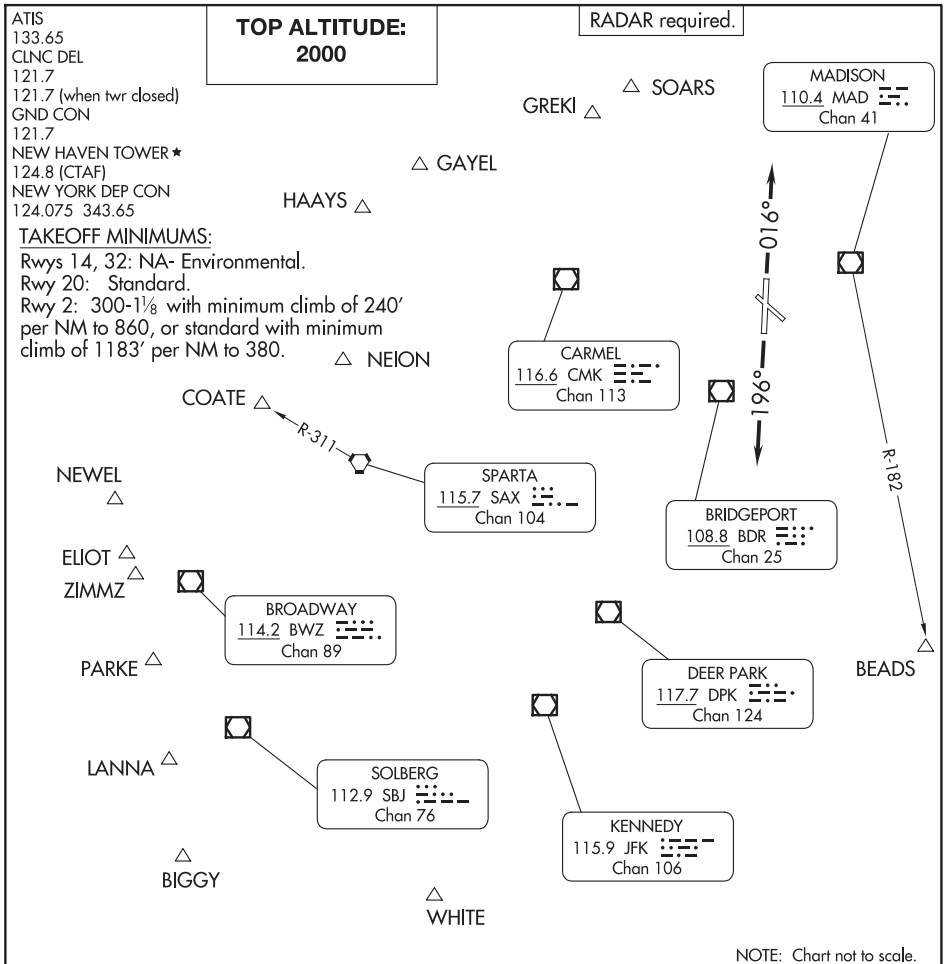
BRIDGEHAVEN ONE DEPARTURE

ATIS
133.65
CLNC DEL
121.7
121.7 (when twr closed)
GND CON
121.7
NEW HAVEN TOWER ★
124.8 (CTAF)
NEW YORK DEP CON
124.075 343.65

TOP ALTITUDE: 2000

RADAR required.

TAKEOFF MINIMUMS:
Rwys 14, 32: NA- Environmental.
Rwy 20: Standard.
Rwy 2: 300-1⅛ with minimum climb of 240′ per NM to 860, or standard with minimum climb of 1183′ per NM to 380.



NOTE: Chart not to scale.

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.

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.

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
002°	TDZE	N/A
	Apt Elev	785

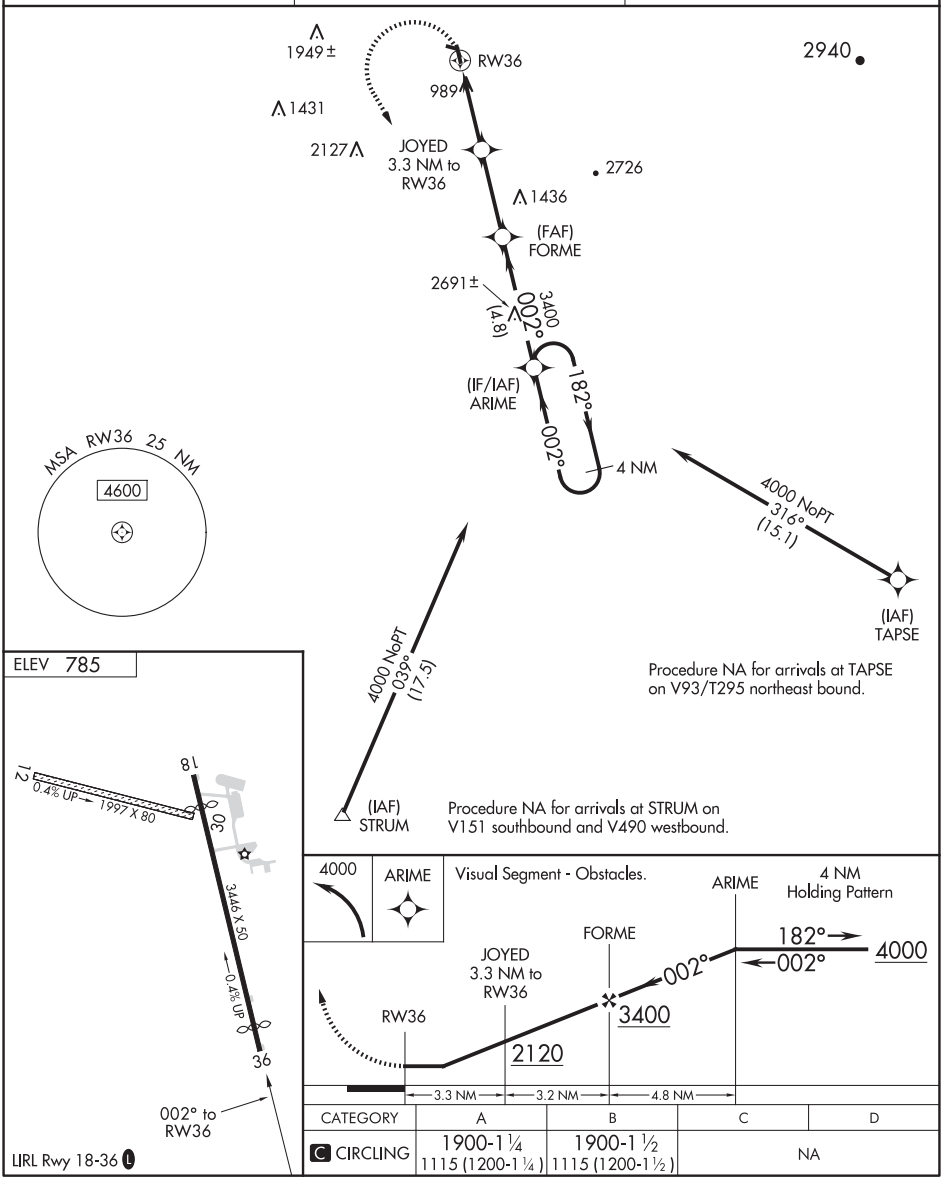
RNAV (GPS)-A

PARLIN FLD (2B3)

DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA to Rwys 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.

LEB ASOS	BOSTON CENTER	UNICOM
118.65	134.7 269.475	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1900-1¼ 1115 (1200-1¼)	1900-1½ 1115 (1200-1½)	NA	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 16

NEWPORT STATE (UUU)

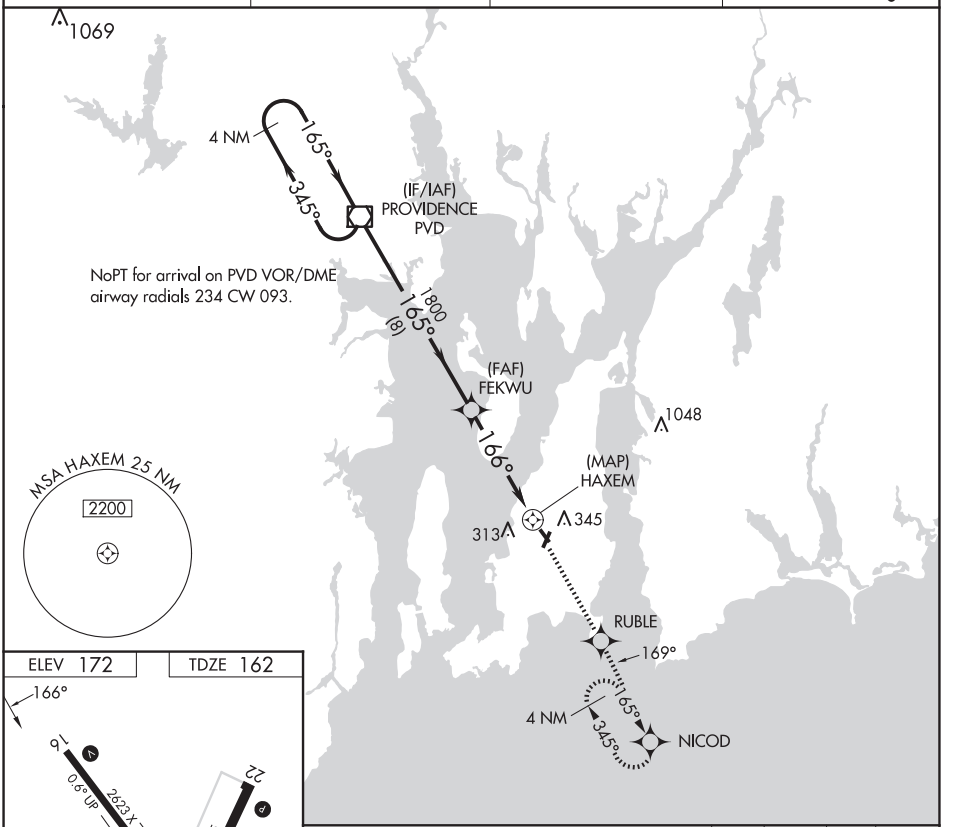
APP CRS	Rwy Ldg	2623
166°	TDZE	162
	Apt Elev	172

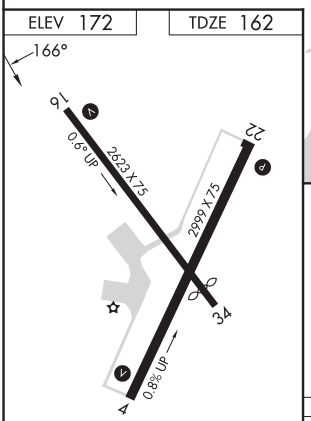
RNP APCH.

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.

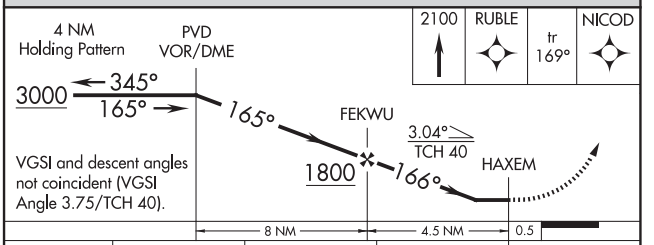
MISSED APPROACH: Climb to 2100 direct RUBLE and via 169° track to NICOD and hold.

ASOS	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
132.075	128.7 269.525	127.25	123.05 (CTAF) L





REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L



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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

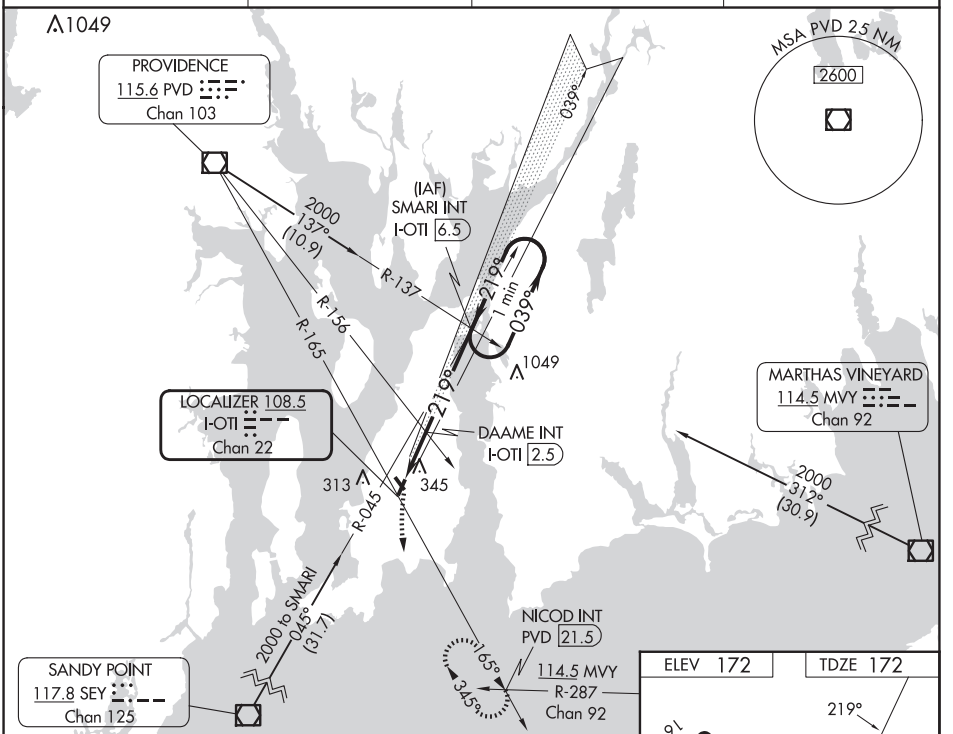
LOC/DME I-OTI	APP CRS	Rwy Ldg 2999
108.5	219°	TDZE 172
Chan 22		Apt Elev 172

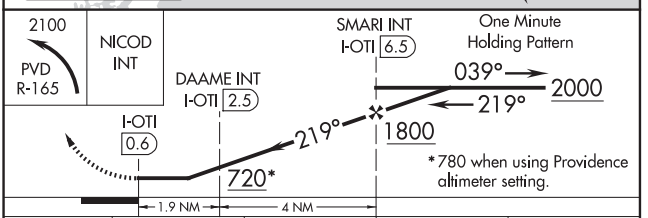
LOC RWY 22
NEWPORT STATE (UUU)

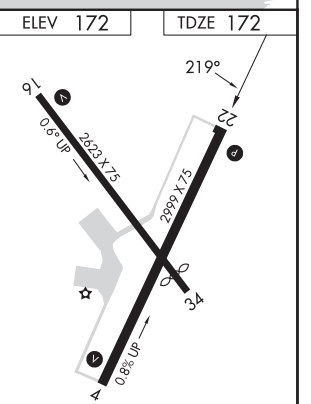
T NA — When local altimeter setting not received, use Providence altimeter setting and increase all MDA 60 feet. Straight-in Rwy 22 NA at night, Circling Rwy 4, 22, 34 NA at night.

MISSED APPROACH: Climbing left turn to 2100 via PVD VOR/DME R-165 to NICOD INT/21.5 DME and hold.

ASOS	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
132.075	128.7 269.525	127.25	123.05 (CTAF) L







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

REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME PVD	APP CRS	Rwy Ldg	2623
115.6	164°	TDZE	162
Chan 103		Apt Elev	172

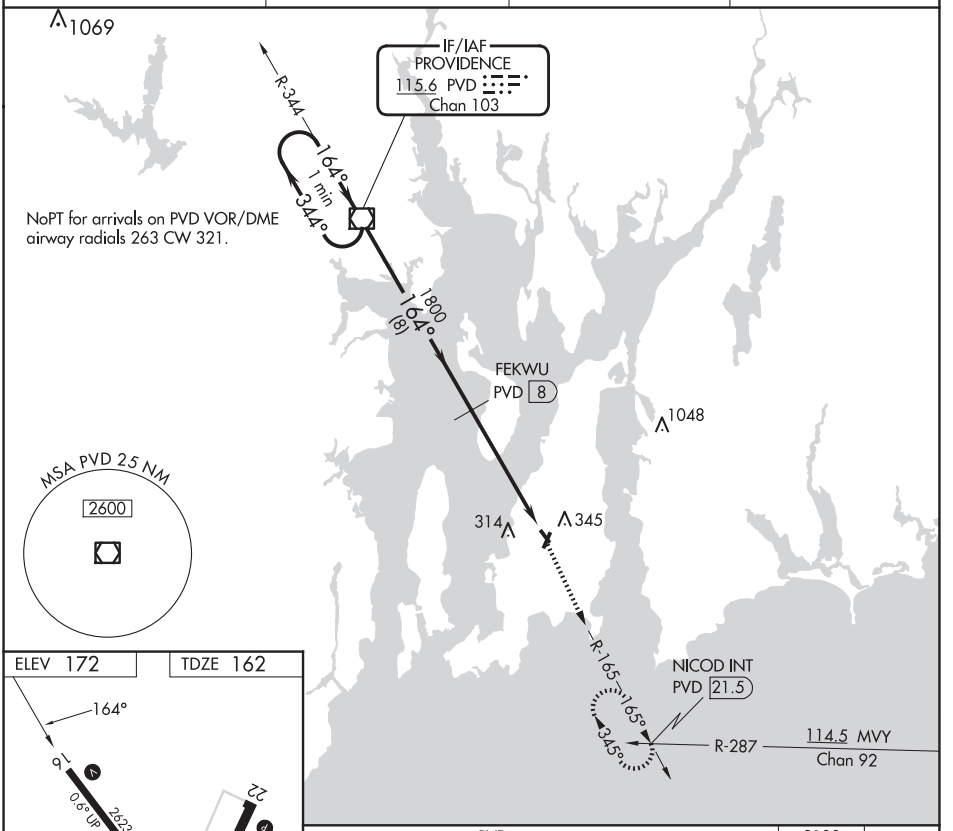
VOR/DME RWY 16

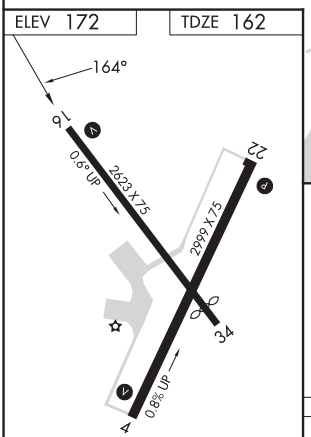
NEWPORT STATE (UUU)

When local altimeter setting not received, use Providence altimeter setting and increase all MDA 60 feet; increase S-16 Cat C visibility ¼ mile. Circling Rwy 4, 22, 34 NA at night. Rwy 16 helicopter visibility reduction below ¾ SM NA.

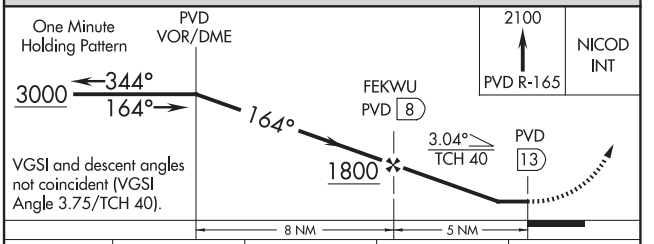
MISSED APPROACH: Climb to 2100 via PVD R-165 to NICOD INT/21.5 DME and hold.

ASOS	PROVIDENCE APP CON★	CLNC DEL	UNICOM
132.075	128.7 269.525	127.25	123.05 (CTAF) L





REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L



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

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36

NORTHEAST KINGDOM INTL (EFK)

WAAS	APP CRS		
CH **82737**	**357°**	Rwy Idg	**5301**
W36A		TDZE	**934**
		Apt Elev	**934**

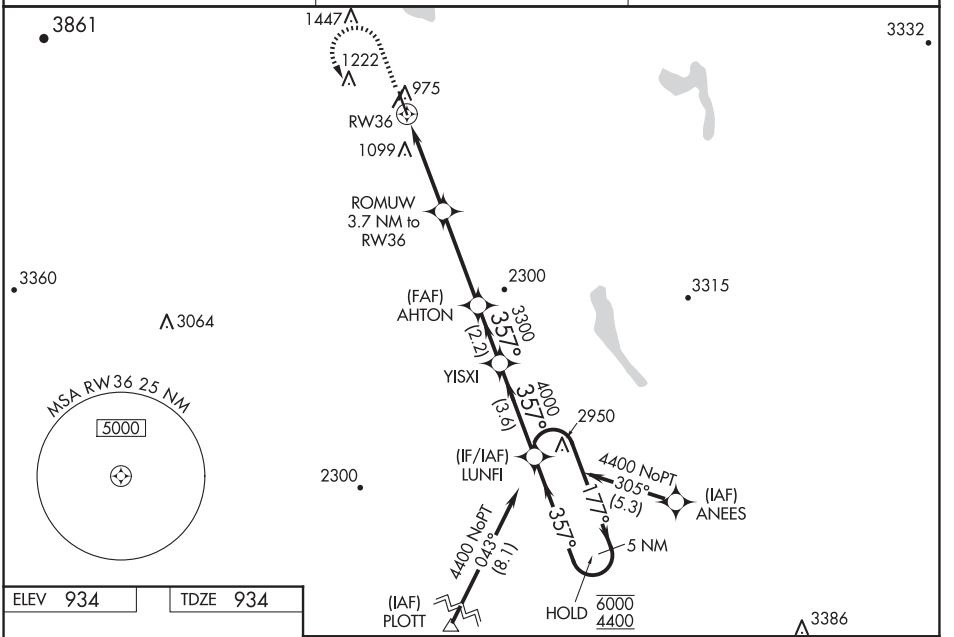
RNP APCH - GPS.

T A -32°C

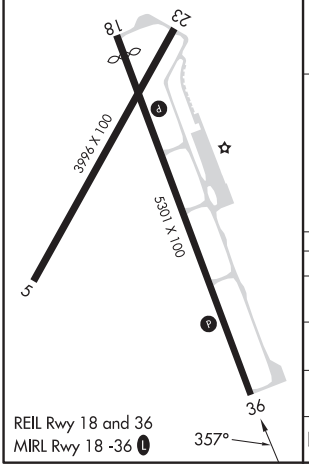
Circling to Rwy 5 and 23 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use MVL altimeter setting and increase LPV DA to 1275 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1557 feet and all visibilities ¼ SM; increase all MDAs 100 feet and LNAV visibility Cat C ⅜ SM. Baro-VNAV and VDP NA when using MVL altimeter setting.

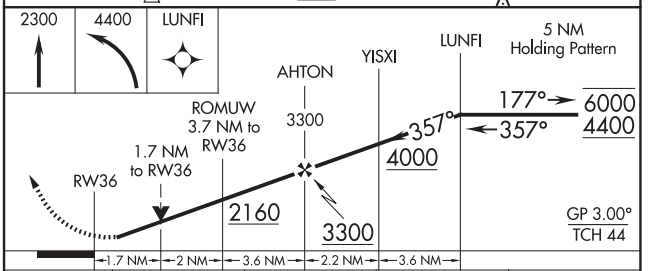
MISSED APPROACH: Climb to 2300 then climbing left turn to 4400 direct LUNFI and hold.

AWOS-3P	BOSTON CENTER	UNICOM
118.275	**135.7 282.2**	**122.8** (CTAF) L



ELEV 934	TDZE 934





CATEGORY	A	B	C	D
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
C CIRCLING	1520-1 586 (600-1)	1600-1 666 (700-1)	1980-3 1046 (1100-3)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3998
028°	TDZE	268
	Apt Elev	270

RNAV (GPS) RWY 3

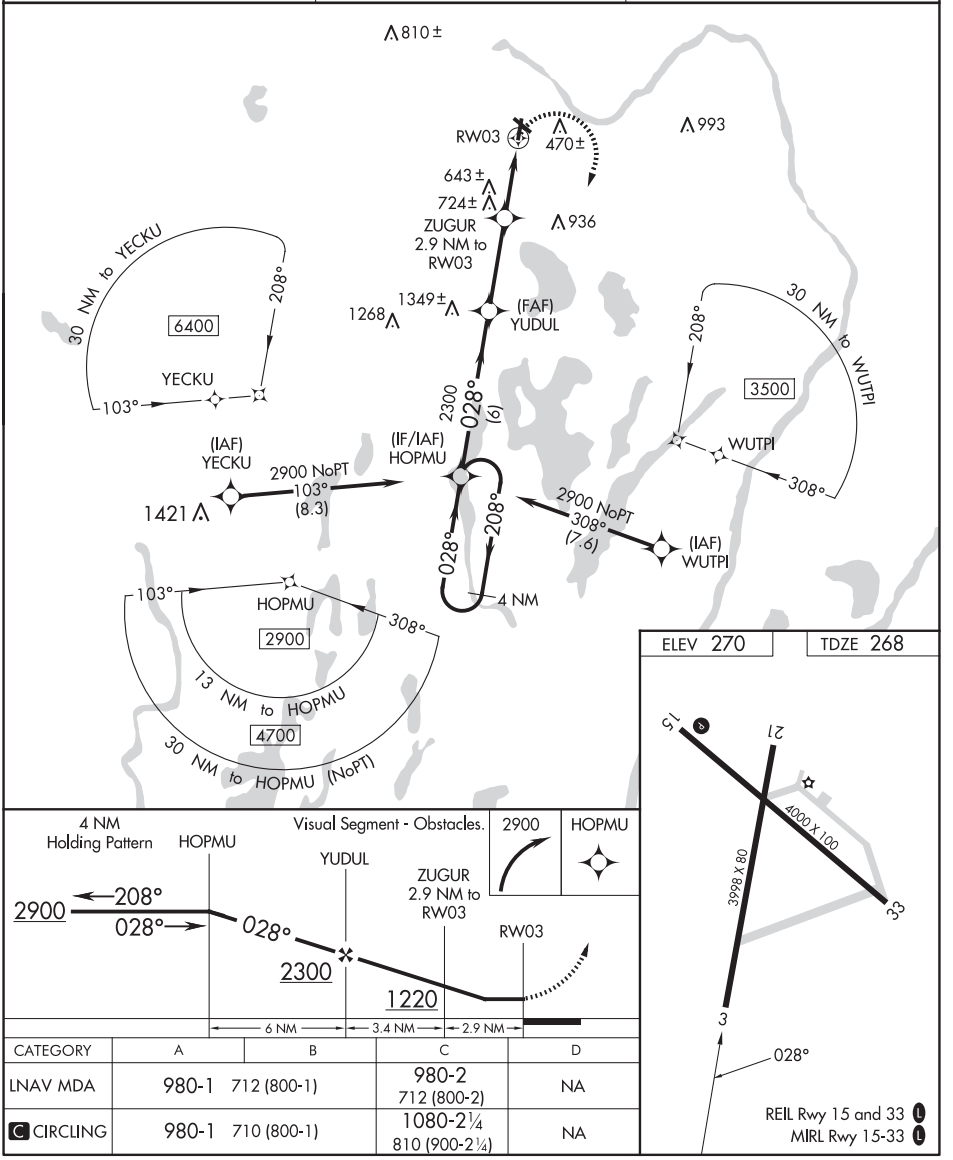
CENTRAL MAINE/NORRIDGEWOCK (OWK)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta State altimeter setting and increase all MDA 80 feet; increase LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile and Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climbing right turn to 2900 direct HOPMU and hold.

AWOS-AV	PORTLAND APP CON ★	UNICOM
123.075	128.35 299.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV 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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH **77740**	**148°**	Rwy Idg	**4000**
W15A		TDZE	**270**
		Apt Elev	**270**

RNAV (GPS) RWY 15

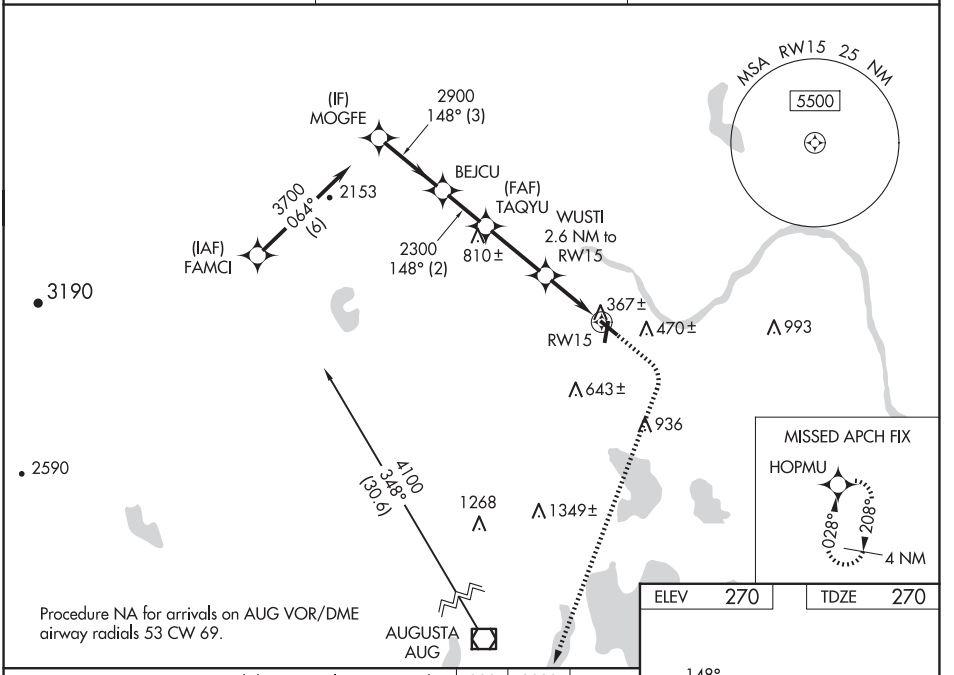
CENTRAL MAINE/NORRIDGEWOCK (OWK)

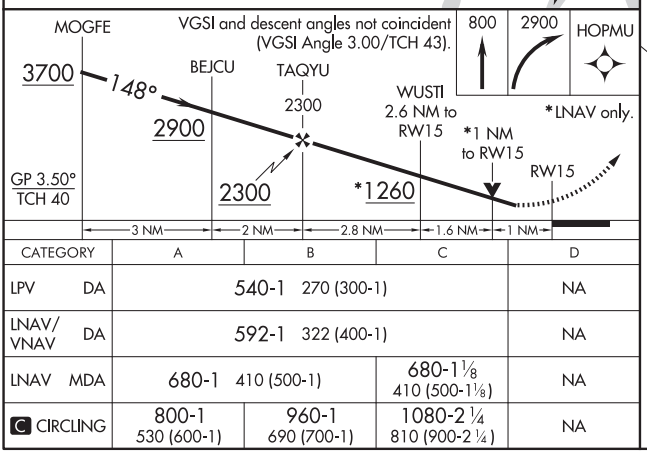
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Augusta State altimeter setting. Rwy 15 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta State altimeter setting: increase LPV DA to 607 feet, LNAV/VNAV DA 659 feet and LNAV/VNAV visibility all Cats ⅛ 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.

NA

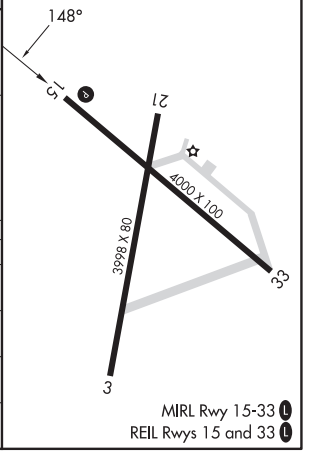
MISSED APPROACH: Climb to 800 then climbing right turn to 2900 direct HOPMU and hold.

AWOS-AV	PORTLAND APP CON ★	UNICOM
123.075	**128.35 299.2**	**122.8** (CTAF) L





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)		680-1⅛ 410 (500-1⅛)	NA
C CIRCLING	800-1 530 (600-1)	960-1 690 (700-1)	1080-2¼ 810 (900-2¼)	NA



MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS)-A

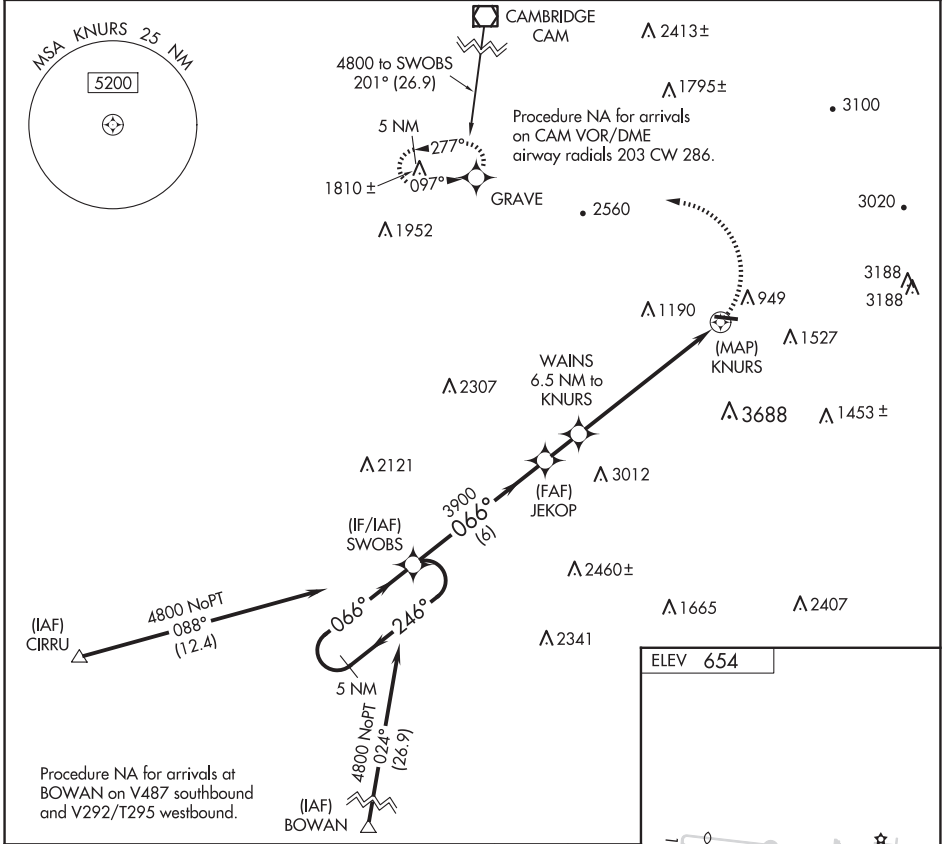
HARRIMAN-AND-WEST (AQW)

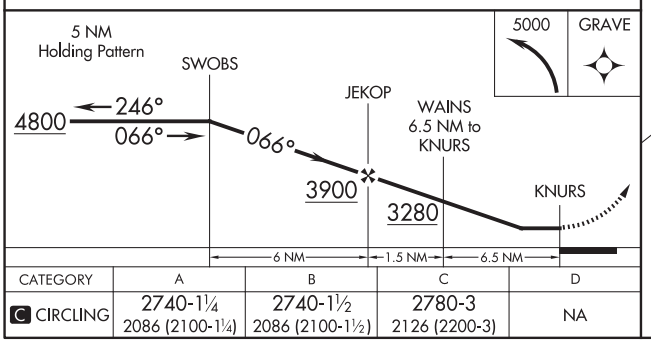
APP CRS	Rwy Idg	N/A
066°	TDZE	N/A
	Apt Elev	654

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.

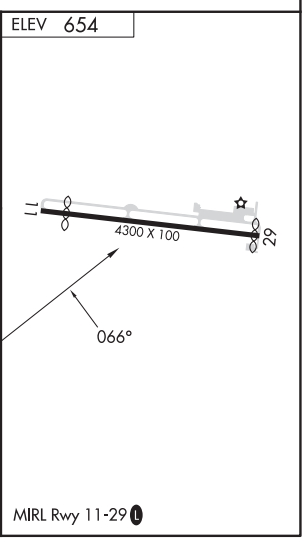
MISSED APPROACH: Climbing left turn to 5000 direct GRAVE and hold, continue climb-in-hold to 5000.

ASOS	ALBANY APP CON	UNICOM
134.775	132.825 307.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	2740-1¼ 2086 (2100-1¼)	2740-1½ 2086 (2100-1½)	2780-3 2126 (2200-3)	NA



5000 GRAVE

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
299°	TDZE	N/A
	Apt Elev	654

RNAV (GPS)-B

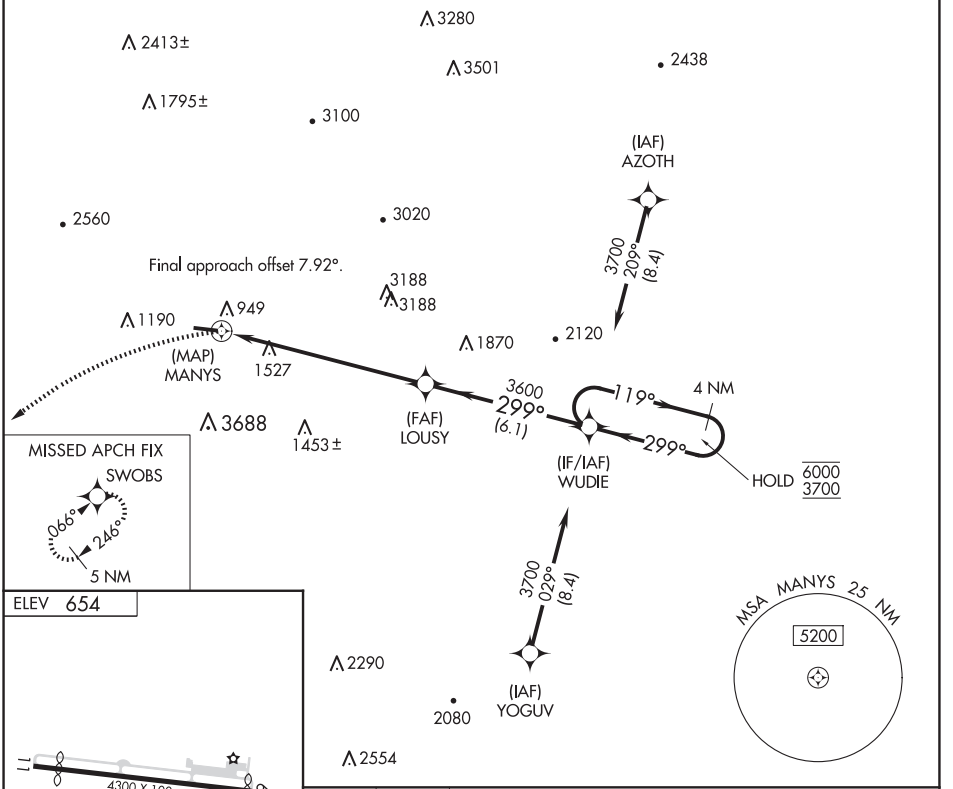
HARRIMAN-AND-WEST (AQW)

RNP APCH.

Circling NA south of Rwy 11-29. Procedure NA at night.
Rwy 29 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 4800 direct SWOBS and hold.

ASOS	ALBANY APP CON	UNICOM
134.775	132.825 307.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	3280-1¼ 2626 (2700-1¼)	3280-1½ 2626 (2700-1½)	3280-3 2626 (2700-3)	NA

MIRL Rwy 11-29 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

NORTH KINGSTOWN, RHODE ISLAND AL-338 (FAA) 25051

ILS or LOC RWY 16

QUONSET STATE (OQU)

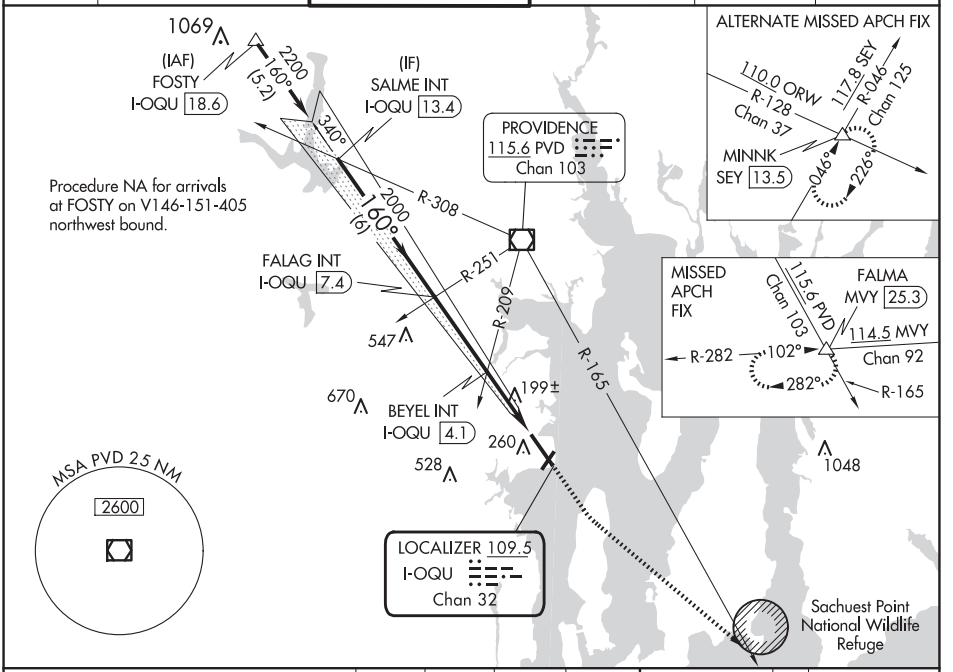
LOC/DME I-OQU	APP CRS	Rwy Idg	7100
109.5	160°	TDZE	18
Chan 32		Apt Elev	18

T A Circling Rwy 5 NA at night. For inop ALS, increase S-LOC 16 Cat C/D visibility to 2½ SM.

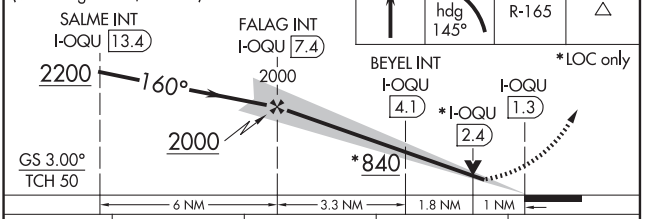
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 145° and PVD VOR/DME R-165 to FALMA and hold.

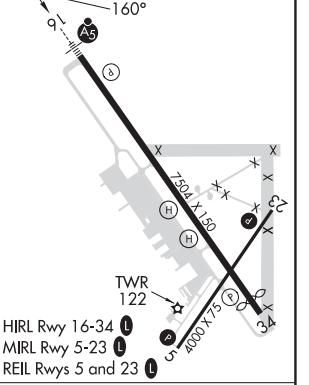
ATIS	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	CLNC DEL	UNICOM
118.6	123.675 244.875	126.35 (CTAF) L 252.9	134.5 226.675	134.5	122.95



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 58).



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)	
C 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)	
C CIRCLING	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	880-2¾ 862 (900-2¾)



FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 16

QUONSET STATE (OQU)

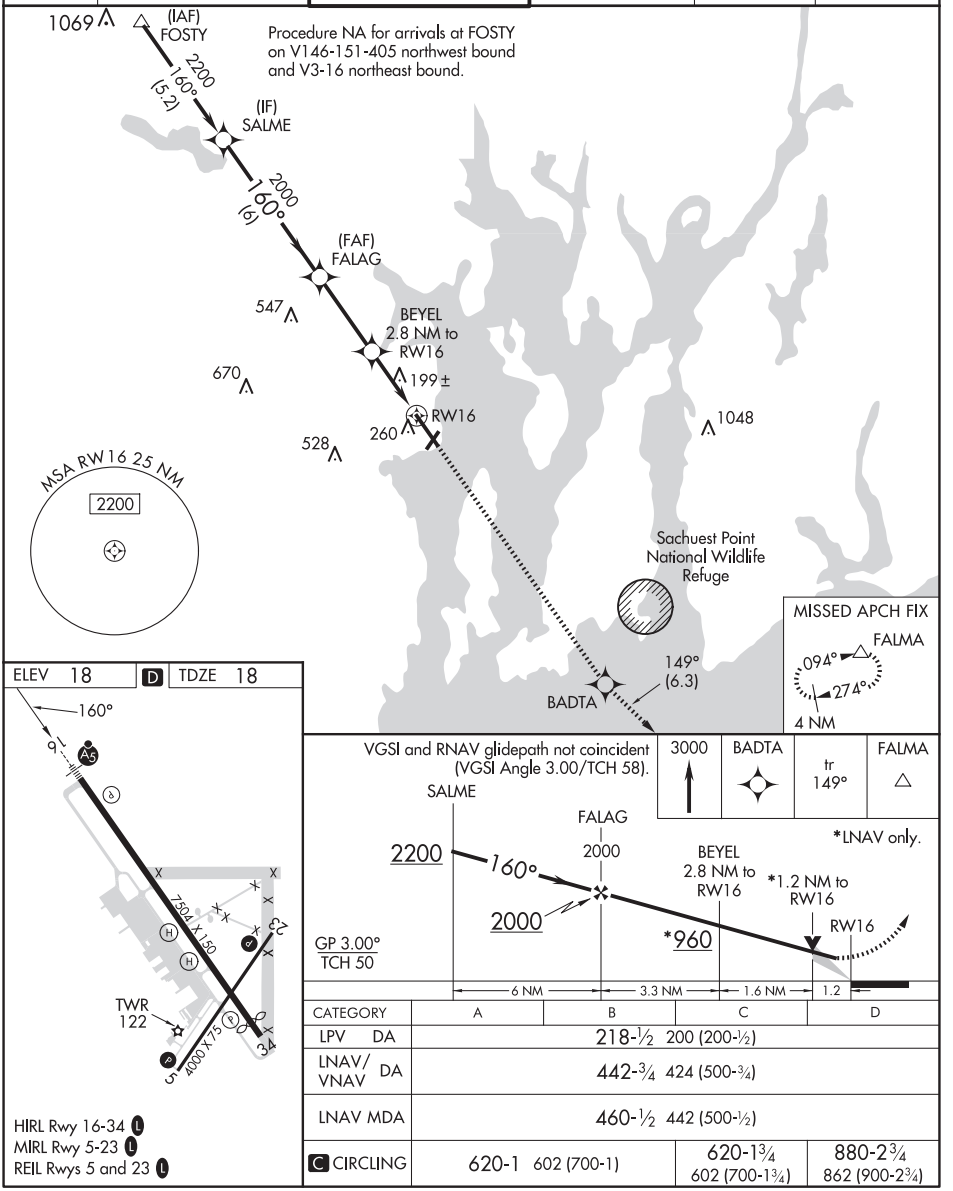
WAAS	APP CRS	Rwy Idg	7100
CH 93705	160°	TDZE	18
W16A		Apt Elev	18

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling Rwy 5 NA at night. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct BADTA and on track 149° to FALMA and hold.

ATIS	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	CLNC DEL	UNICOM
118.6	123.675 244.875	126.35 (CTAF) L 252.9	134.5 226.675	134.5	122.95



CATEGORY	A	B	C	D
LPV DA	218-½ 200 (200-½)			
LNAV/VNAV DA	442-¾ 424 (500-¾)			
LNAV MDA	460-½ 442 (500-½)			
C CIRCLING	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	880-2¾ 862 (900-2¾)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

NORTH KINGSTOWN, RHODE ISLAND AL-338 (FAA) 25051

RNAV (GPS) RWY 34

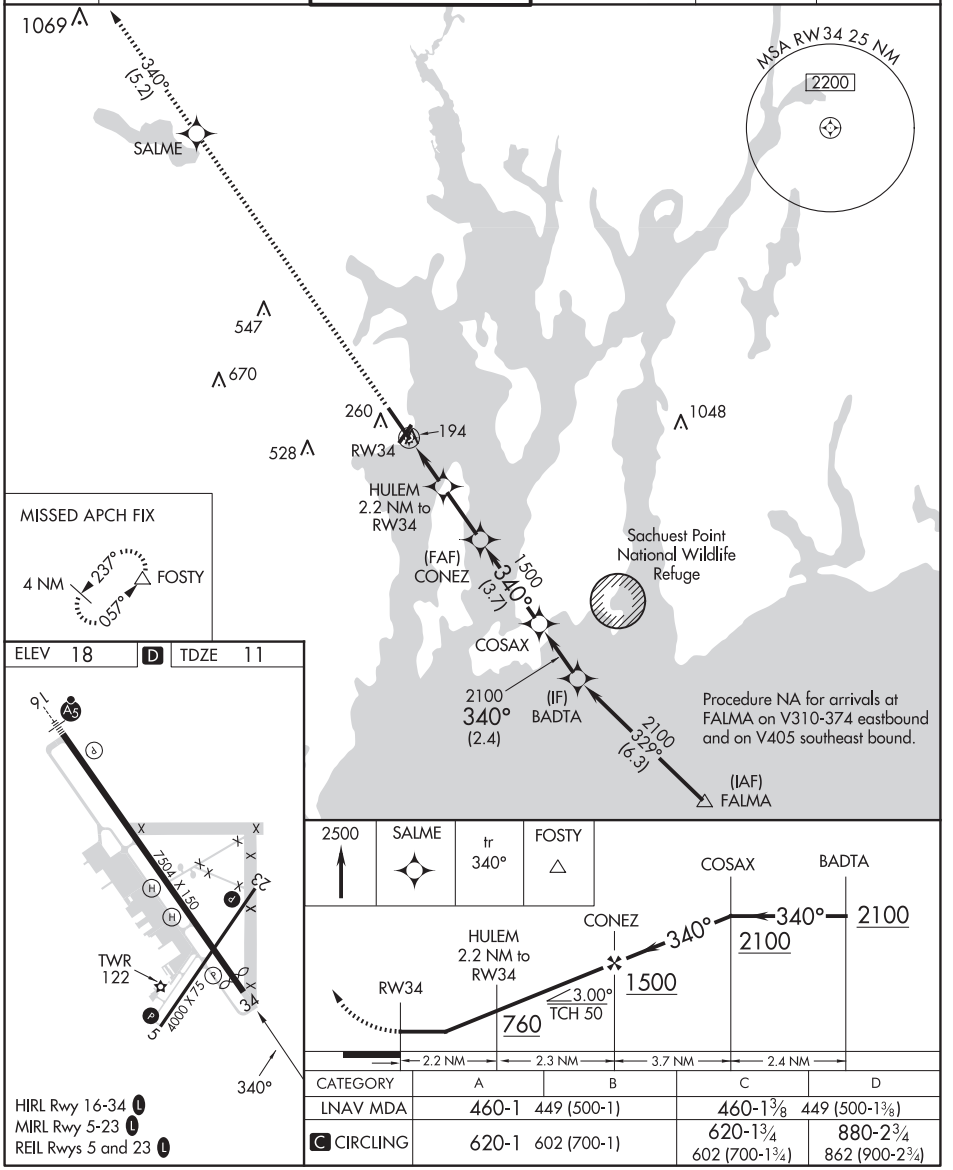
QUONSET STATE (OQU)

APP CRS	Rwy Idg	7100
340°	TDZE	11
	Apt Elev	18

Circling Rwy 5 NA at night.
Rwy 34 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct SALME and on track 340° to FOSTY and hold.

ATIS	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	CLNC DEL	UNICOM
118.6	123.675 244.875	126.35 (CTAF) L 252.9	134.5 226.675	134.5	122.95



CATEGORY	A	B	C	D
LNAV MDA	460-1	449 (500-1)	460-1⅜	449 (500-1⅜)
C CIRCLING	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	880-2¾ 862 (900-2¾)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

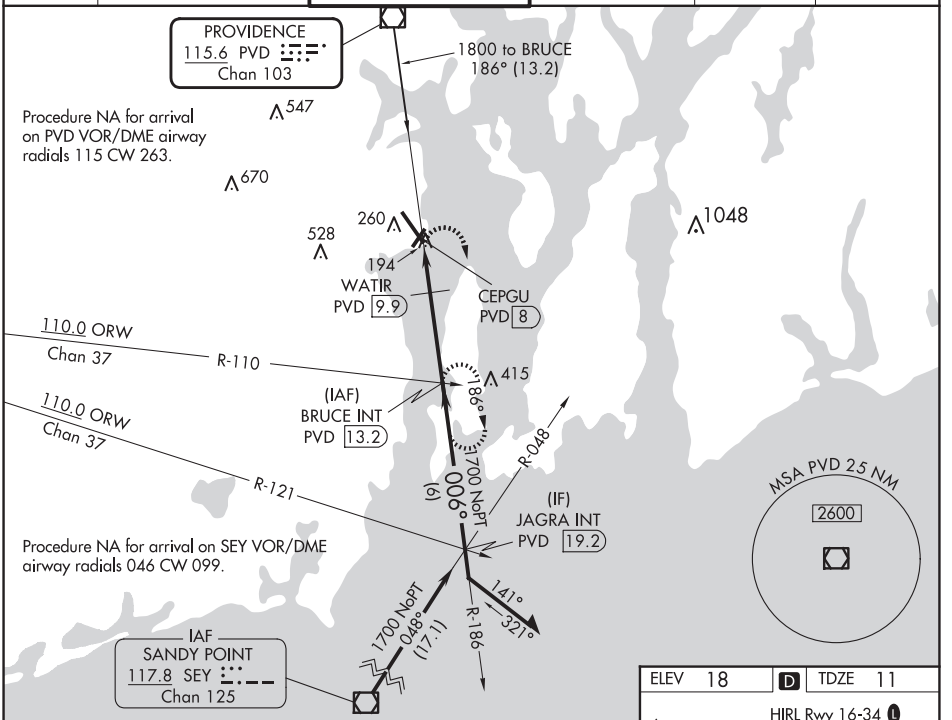
VOR/DME PVD	APP CRS	Rwy Idg	7100
115.6	006°	TDZE	11
Chan 103		Apt Elev	18

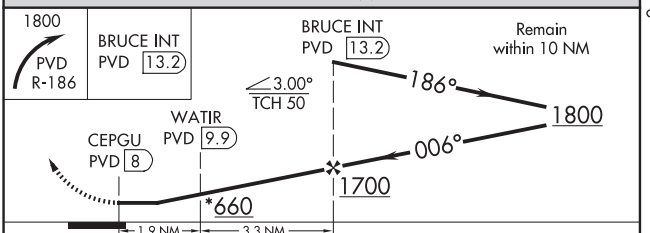
VOR RWY 34
QUONSET STATE (OQU)

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.

ATIS	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	CLNC DEL	UNICOM
118.6	123.675 244.875	126.35 (CTAF) L 252.9	134.5 226.675	134.5	122.95

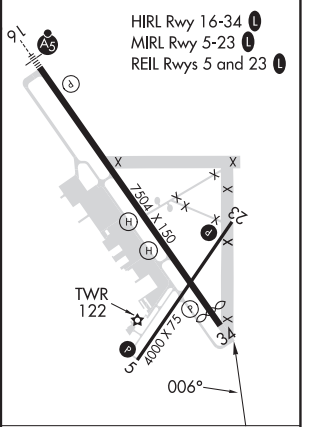




CATEGORY	A	B	C	D
S-34	660-1 649 (700-1)		660-1⅞ 649 (700-1⅞)	
C CIRCLING	660-1 642 (700-1)		660-1⅞ 642 (700-1⅞)	880-2¾ 862 (900-2¾)
WATIR FIX MINIMUMS (DME REQUIRED)				
S-34	580-1 569 (600-1)		580-1⅝ 569 (600-1⅝)	
C CIRCLING	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	880-2¾ 862 (900-2¾)

ELEV 18 D TDZE 11

HIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 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

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

NORTH KINGSTOWN, RHODE ISLAND | AL-338 (FAA) | 25051

VOR/DME PVD	APP CRS	Rwy Idg	N/A
115.6	188°	TDZE	N/A
Chan 103		Apt Elev	18

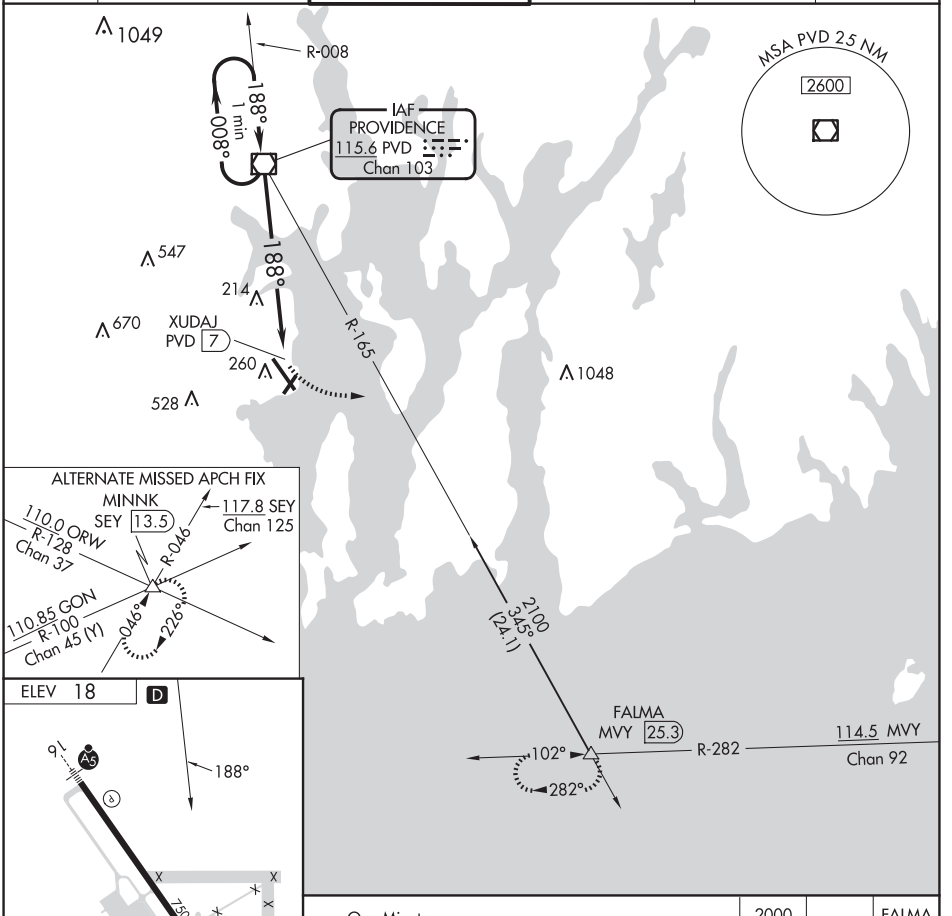
VOR-A

QUONSET STATE (OQU)

Circling Rwy 5 NA at night.

MISSED APPROACH: Climbing left turn to 2000 on heading 100° and PVD R-165 to FALMA INT/MVY 25.3 DME and hold.

ATIS	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	CLNC DEL	UNICOM
118.6	123.675 244.875	126.35 (CTAF) L 252.9	134.5 226.675	134.5	122.95

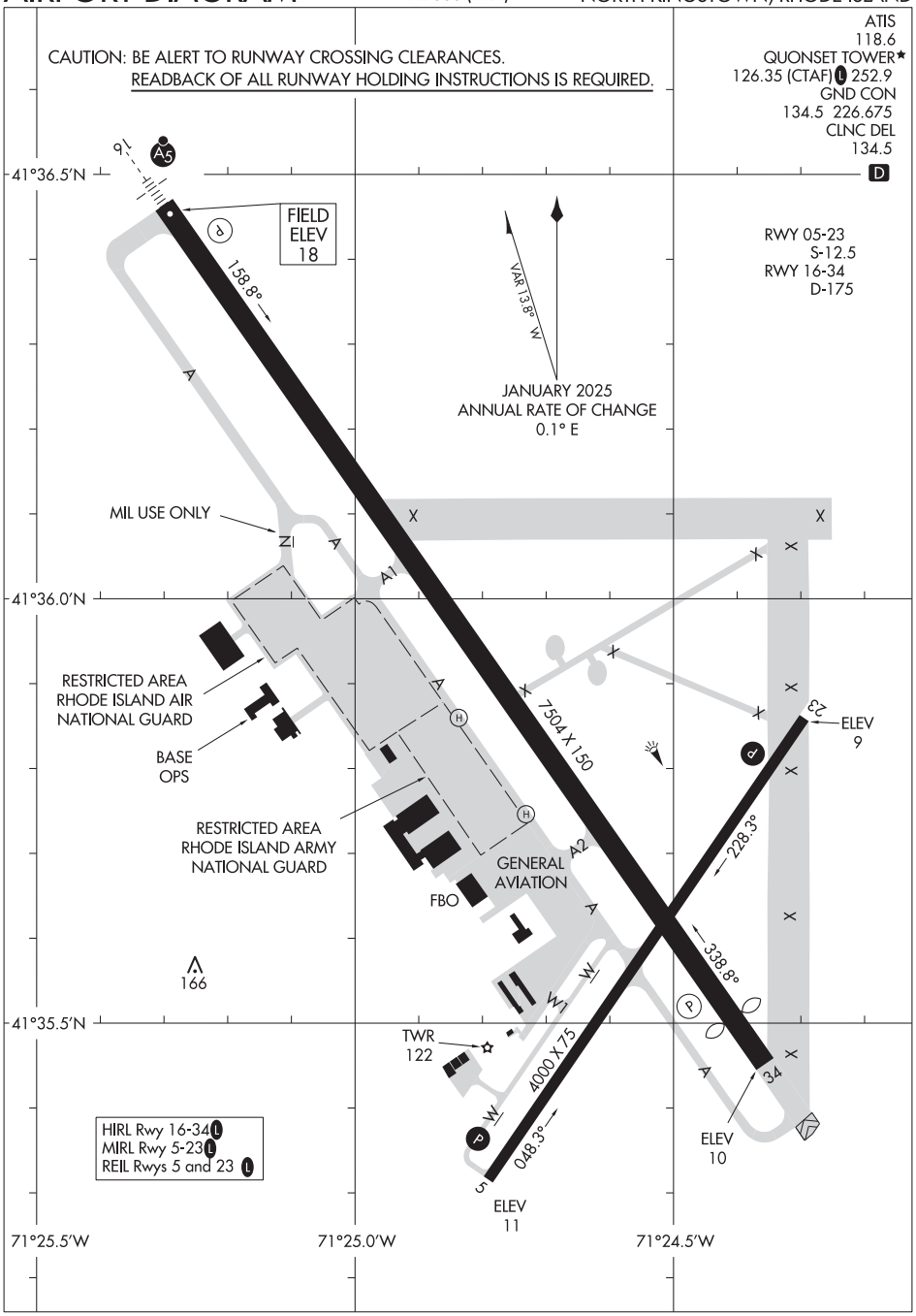


FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

CATEGORY	A	B	C	D
C CIRCLING	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	880-2¾ 862 (900-2¾)

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

NORTHAMPTON, MASSACHUSETTS AL-5784 (FAA) 25219

RNAV (GPS) RWY 14

NORTHAMPTON (7B2)

APP CRS	Rwy Ldg	3335
143°	TDZE	121
	Apt Elev	121

RNP APCH - GPS.

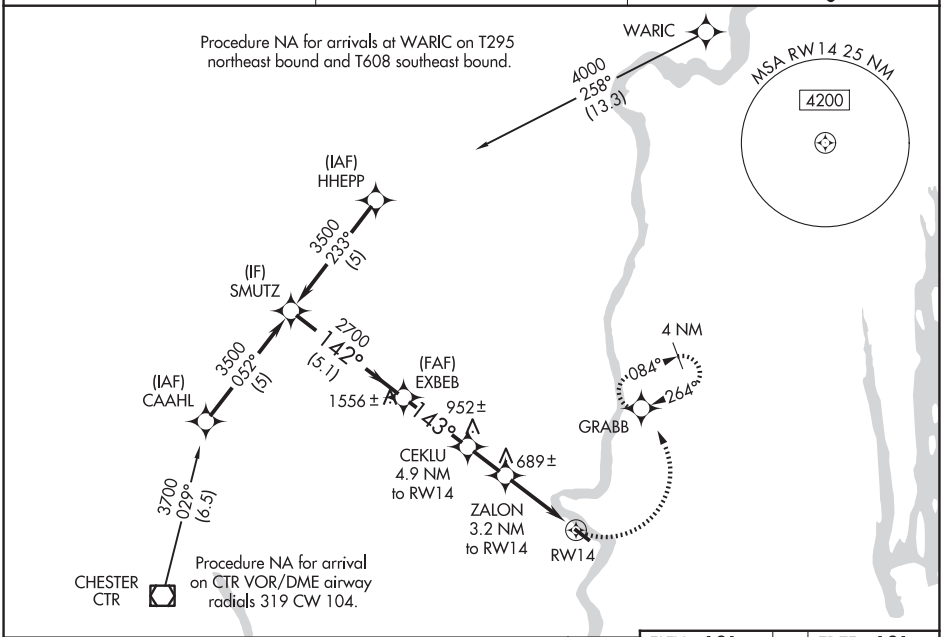
NA

-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.

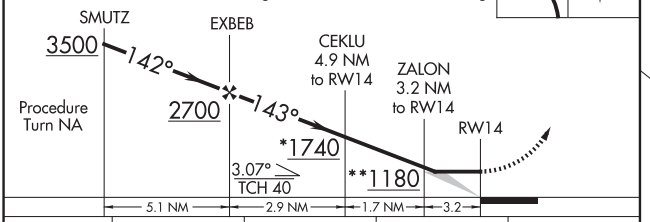
MISSED APPROACH: Climbing left turn to 3000 direct GRABB and hold, continue climb-in-hold to 3000.

YANKEE APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L



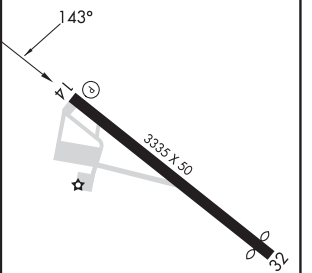
VGSI and descent angles not coincident (VGSI Angle 4.50/TCH 60).
*1820 when using Windsor Locks altimeter setting.
**1260 when using Windsor Locks altimeter setting.

3000 GRABB



CATEGORY	A	B	C	D
LNAV MDA	940-1 819 (900-1)	940-1¼ 819 (900-1¼)	NA	
CIRCLING	940-1¼ 819 (900-1¼)	1400-1½ 1279 (1300-1½)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
LNAV MDA	1020-1¼	899 (900-1¼)	NA	
CIRCLING	1020-1¼ 899 (900-1¼)	1460-1½ 1339 (1400-1½)	NA	

ELEV 121 TDZE 121



MIRL Rwy 14-32 L

NORTHAMPTON, MASSACHUSETTS NORTHAMPTON (7B2)

Orig-C 07SEP23 42°20'N-72°37'W RNAV (GPS) RWY 14

NE-1, 07 AUG 2025 to 02 OCT 2025

VORTAC BAF	APP CRS	Rwy Ldg	N/A
113.0	219°	TDZE	N/A
Chan 77		Apt Elev	121

VOR/DME-B
NORTHAMPTON (7B2)

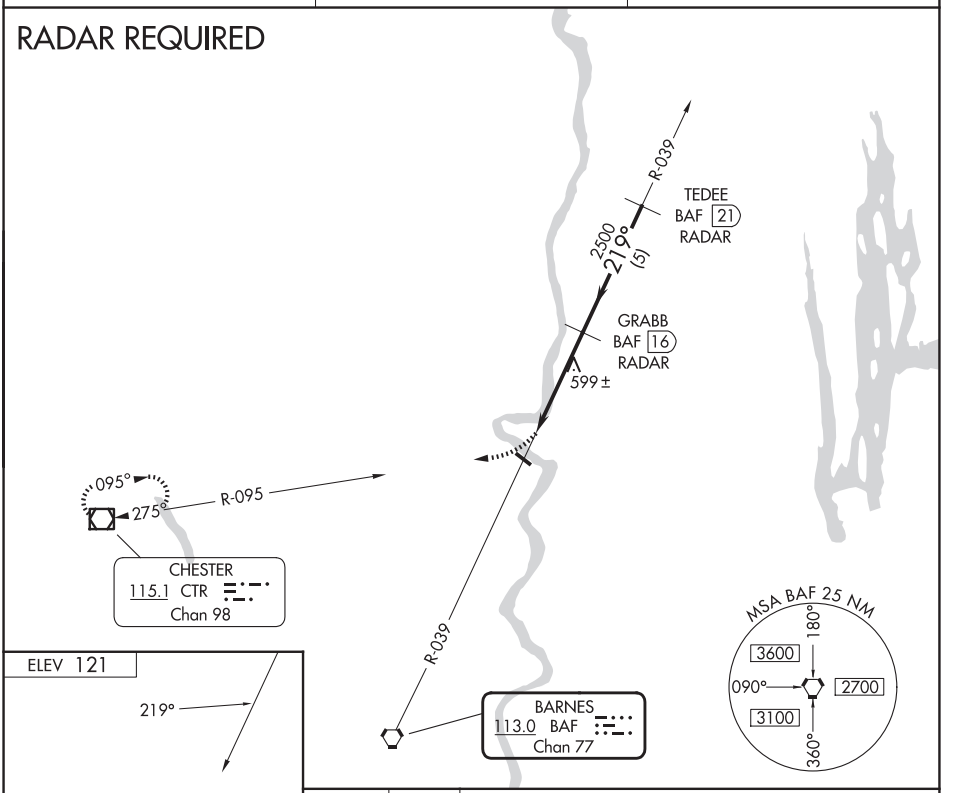
T
NA
-24°C

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.

YANKEE APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L

RADAR REQUIRED



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 L

NE-1, 07 AUG 2025 to 02 OCT 2025

NORWOOD, MASSACHUSETTS | AL-725 (FAA) | 25219

WAAS	APP CRS	Rwy Ldg	4007
CH 86400	350°	TDZE	49
W35A		Apt Elev	49

RNAV (GPS) RWY 35

NORWOOD MEML (OWD)

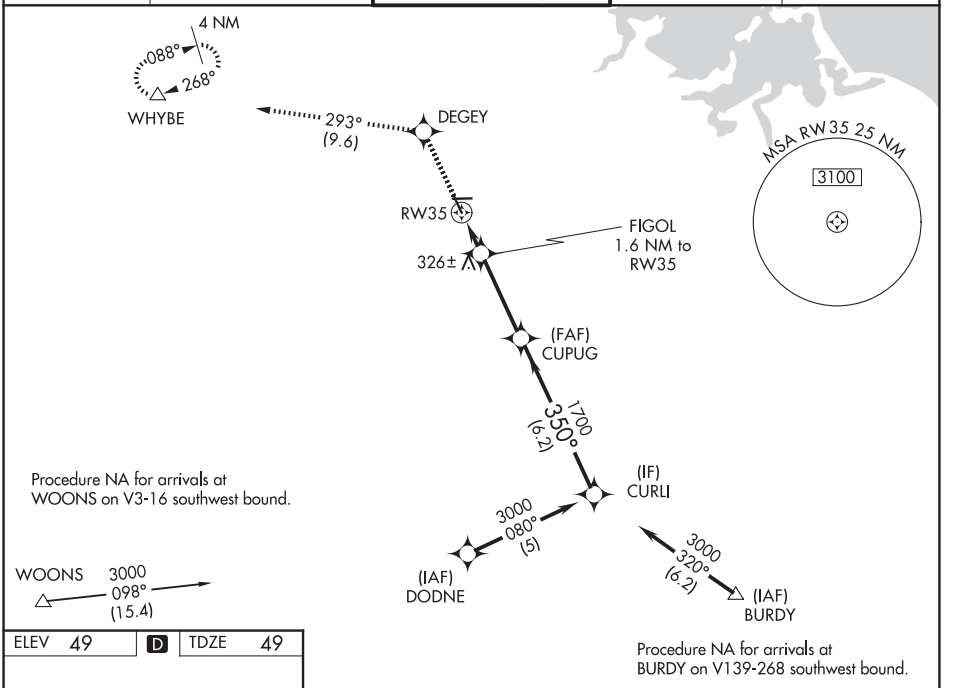
RNP APCH.

T A Rwy 35 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LPV all Cats visibility to ⅞ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Circling NA at night.

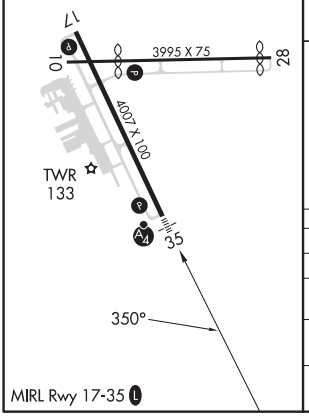
MALSF

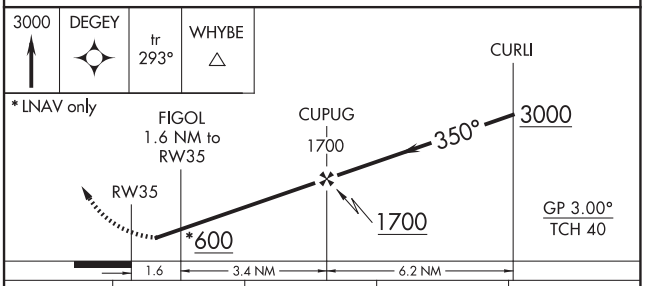
MISSED APPROACH: Climb to 3000 direct DEGEY and on track 293° to WHYBE and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	NORWOOD TOWER ★	GND CON	CLNC DEL
119.95	124.1 263.1	126.0 (CTAF) L	121.8	121.8



ELEV 49 | D | TDZE 49





CATEGORY	A	B	C	D
LPV DA	344-¾ 295 (300-¾)			
LNAV/VNAV DA	594-1⅜ 545 (600-1⅜)			
LNAV MDA	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)	

NORWOOD, MASSACHUSETTS
Amdt 1E 31DEC20

42°11′N-71°10′W

NORWOOD MEML (OWD)
RNAV (GPS) RWY 35

NE-1, 07 AUG 2025 to 02 OCT 2025

LOC RWY 35

NORWOOD MEML (OWD)

LOC/DME I-OWD	APP CRS	Rwy Ldg	4007
108.3	350°	TDZE	49
Chan 20		Apt Elev	49

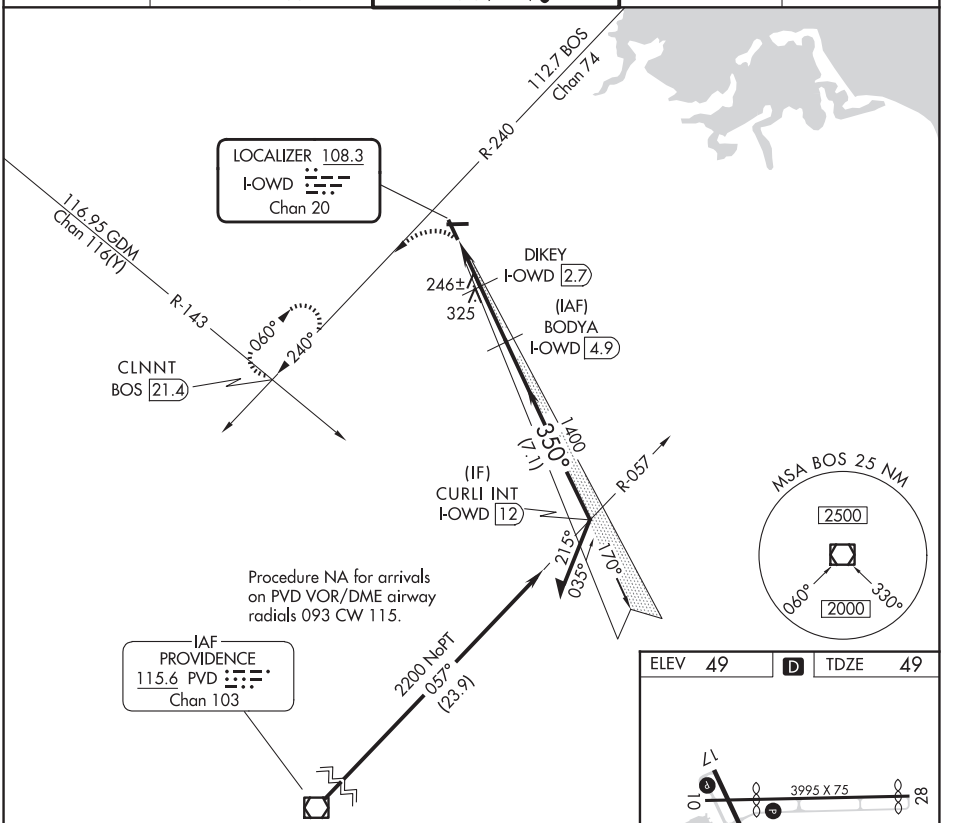
DME required.

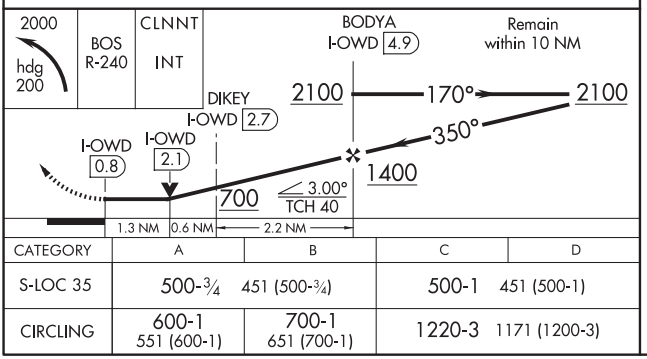
Helicopter visibility reduction below ¾ SM NA. Circling NA at night. For inop ALS, increase S-35 Cat C/D visibility to 1⅜ SM.

MALSF

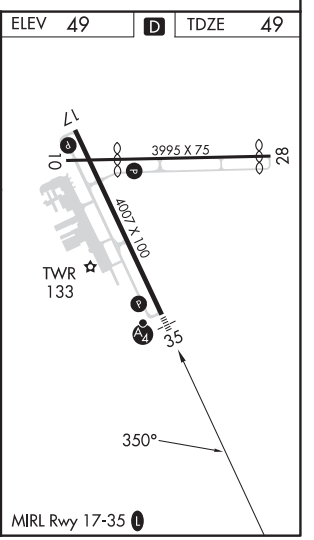
MISSED APPROACH: Climbing left turn to 2000 on heading 200 and on BOS VOR/DME R-240 to CLNNT INT/ BOS VOR/DME 21.4 DME and hold.

ATIS	BOSTON APP CON	NORWOOD TOWER ★	GND CON	CLNC DEL
119.95	124.1 263.1	126.0 (CTAF) L	121.8	121.8





CATEGORY	A	B	C	D
S-LOC 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)	



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-725 (FAA)

NORWOOD MEML (OWD)
NORWOOD, MASSACHUSETTS

NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
NORWOOD, MASSACHUSETTS
NORWOOD MEML (OWD)

NORWOOD FIVE DEPARTURE

NORWOOD FIVE DEPARTURE
(OWD5.OWD) 21MAR24
NORWOOD, MASSACHUSETTS
NORWOOD MEML (OWD)

NORWOOD FIVE DEPARTURE

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, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 12

DEWITT FLD/OLD TOWN MUNI (OLD)

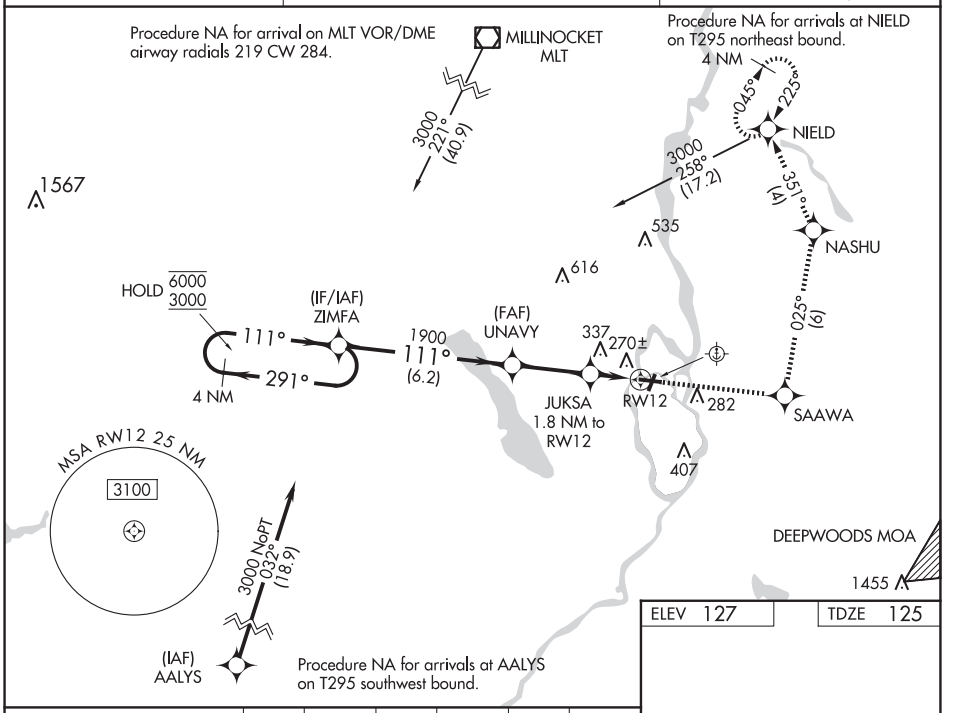
WAAS	APP CRS		
CH **42647**	**111°**	Rwy Idg	**4001**
W12A		TDZE	**125**
		Apt Elev	**127**

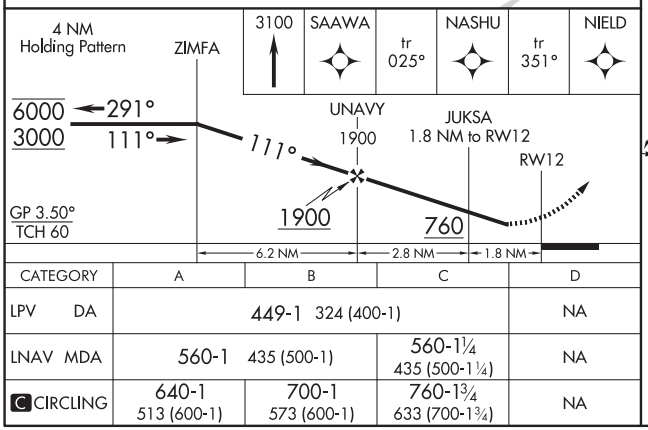
RNP APCH - GPS.

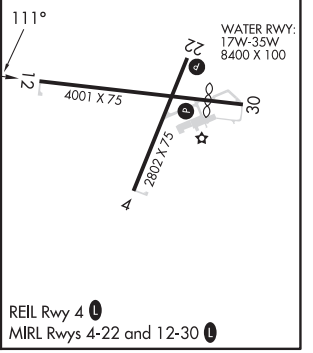
V NA Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 17W and 35W. Circling Rwy 4 NA at night. Use BGR altimeter setting; when not received, use BHB altimeter setting and increase LPV DA to 497 feet; increase all MDAs 60 feet and LNAV visibility Cat C ⅛ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3100 direct SAAWA and on track 025° to NASHU and on track 351° to NIELD and hold, continue climb-in-hold to 3100.

BGR ASOS	BANGOR APP CON	UNICOM
127.75	**118.925 239.3**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	449-1 324 (400-1)			NA
LNAV MDA	560-1 435 (500-1)		560-1¼ 435 (500-1¼)	NA
C CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	760-1¾ 633 (700-1¾)	NA

REIL Rwy 4 L
MIRL Rwys 4-22 and 12-30 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

OLD TOWN, MAINE | AL-849 (FAA) | 25051

WAAS	APP CRS		
CH **61044**	**217°**	Rwy Idg	**2802**
W22A		TDZE	**127**
		Apt Elev	**127**

RNAV (GPS) RWY 22

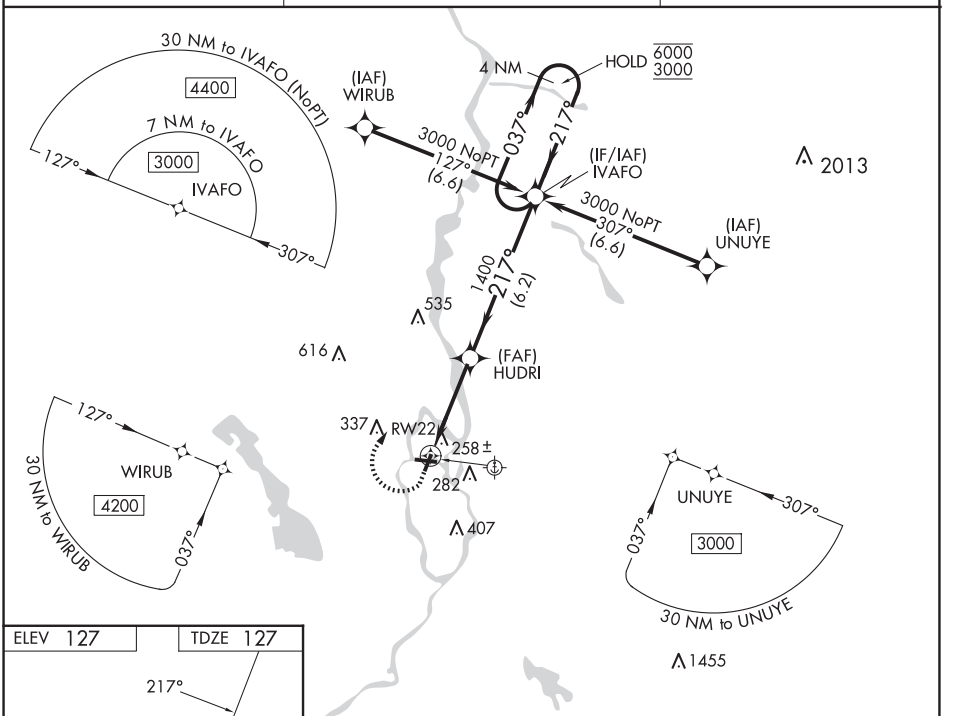
DEWITT FLD/OLD TOWN MUNI (OLD)

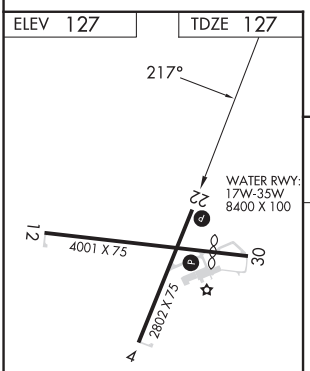
RNP APCH - GPS.

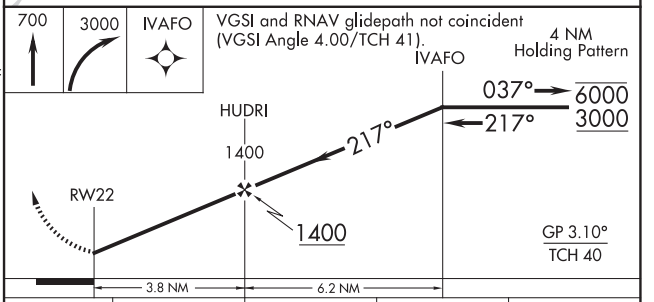
Circling NA to Rwys 17W and 35W. Circling Rwy 4, 12, 22, 30 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet and increase LPV visibility all Cats ⅛ SM.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct IVAFO and hold, continue to 3000.

BGR ASOS	BANGOR APP CON	UNICOM
127.75	**118.925 239.3**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	467-1	340 (400-1)	NA	
LNAV MDA	560-1	433 (500-1)	NA	
C CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	NA	

REIL Rwy 4 L
MIRL Rwys 4-22 and 12-30 L

OLD TOWN, MAINE
Amdt 1 19MAY22

44°57′N-68°40′W

DEWITT FLD/OLD TOWN MUNI (OLD)
RNAV (GPS) RWY 22

NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72744 W30A	APP CRS 292°	Rwy Idg 3312 TDZE 125 Apt Elev 127

RNAV (GPS) RWY 30

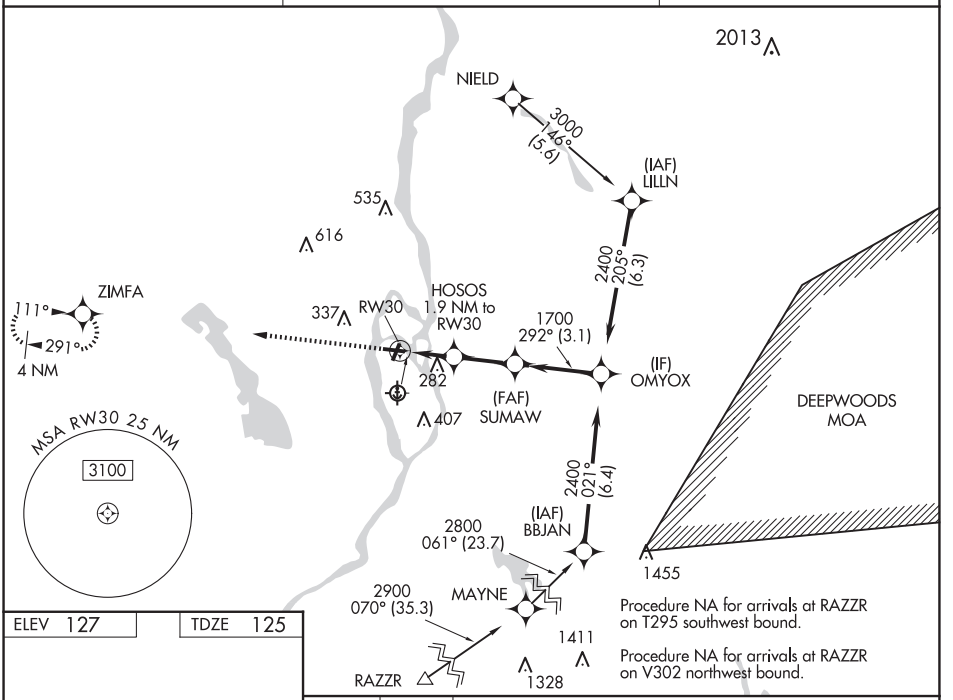
DEWITT FLD/OLD TOWN MUNI (OLD)

RNP APCH - GPS.

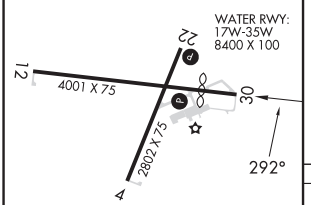
T NA Circling NA to Rwys 17W and 35W. Rwy 30 helicopter visibility reduction below ¾ SM NA. Circling Rwy 4 NA at night. Use BGR altimeter setting; when not received, use BHB altimeter setting and increase LPV DA to 521 feet and all visibilities ⅛ SM. Increase all MDAs 60 feet and Circling visibility Cat C ¼ 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.

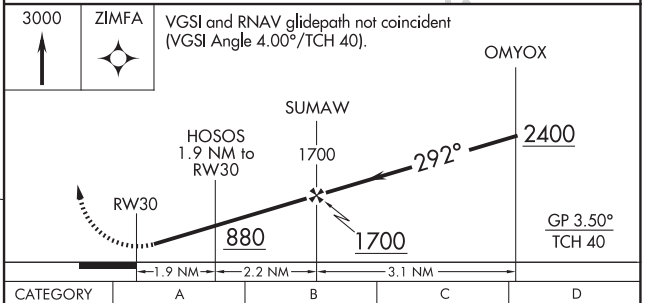
BGR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L



ELEV 127 TDZE 125



REIL Rwy 4 L
MIRL Rwys 4-22 and 12-30 L



CATEGORY	A	B	C	D
LPV DA	473-1 348 (400-1)			NA
LNAV MDA	580-1 455 (500-1)		580-1⅜ 455 (500-1⅜)	NA
C CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	760-1¾ 633 (700-1¾)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

OLD TOWN, MAINE | AL-849 (FAA) | 25051

VOR RWY 22

DEWITT FLD/OLD TOWN MUNI (OLD)

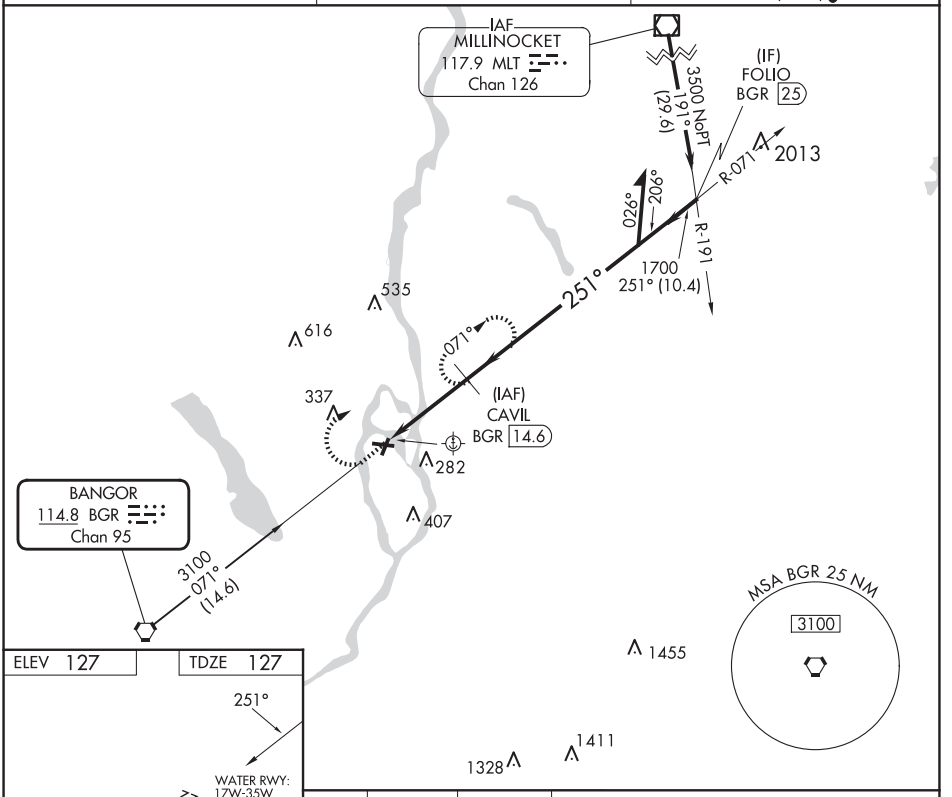
VORTAC BGR	APP CRS	Rwy Idg	2802
114.8	251°	TDZE	127
Chan 95		Apt Elev	127

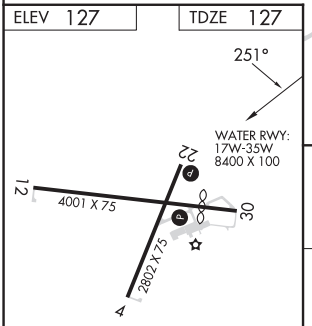
DME required.

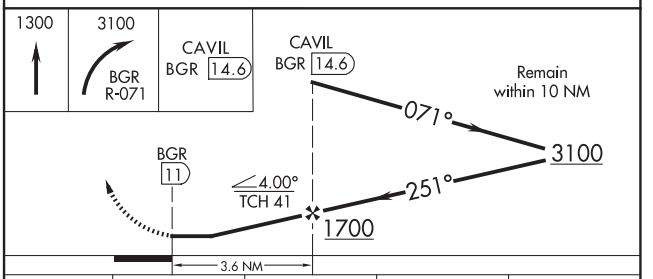
Circling NA to Rwys 17W and 35W. Procedure NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 on BGR VORTAC R-071 to CAVIL/BGR 14.6 DME and hold, continue climb-in-hold to 3100.

BGR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF)







REIL Rwy 4 L
MIRL Rwys 4-22 and 12-30 L

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-22	640-1 513 (600-1)		NA	
C CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	NA	

OLD TOWN, MAINE
Amdt 6 14JUL22

44°57′N-68°40′W

DEWITT FLD/OLD TOWN MUNI (OLD)

VOR RWY 22

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

ORANGE MUNI (ORE)

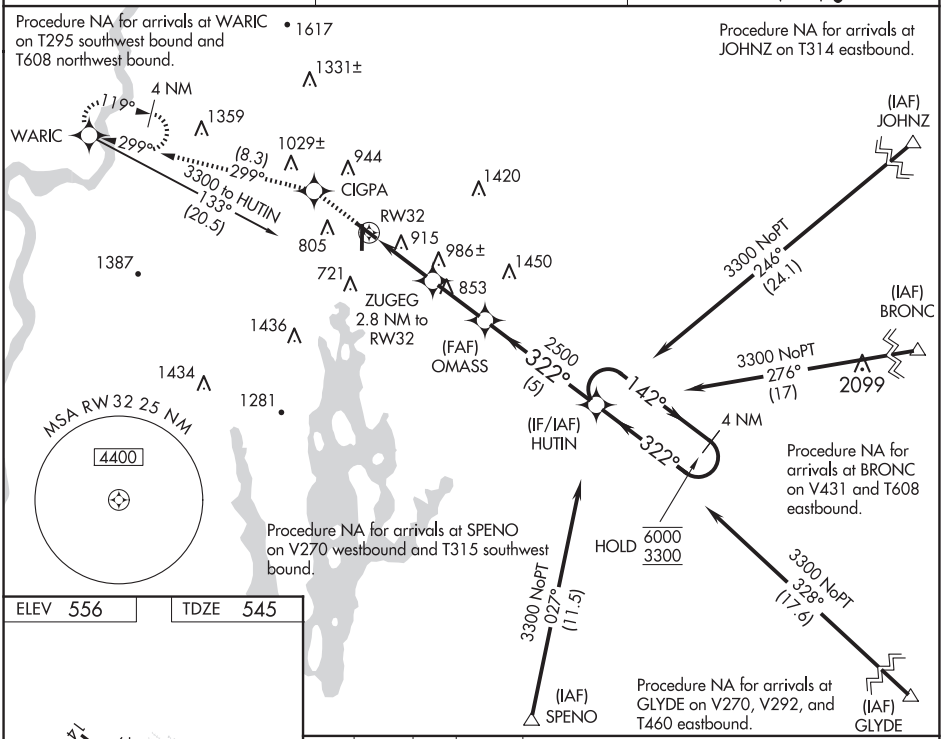
WAAS CH 87027 W32A	APP CRS 322°	Rwy Idg 3510 / TDZE 545 / Apt Elev 556

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 ⅛ SM, LNAV/VNAV DA to 1343 and all visibilites 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.

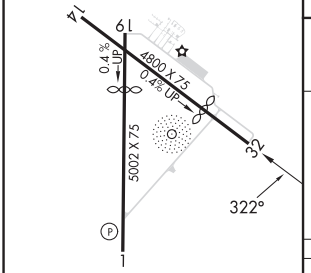
ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L



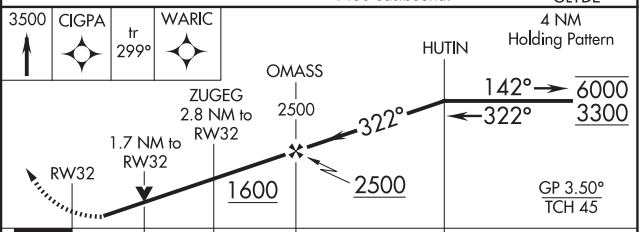
NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

ELEV 556 TDZE 545



MIRL Rwys 1-19 and 14-32 L



CATEGORY	A	B	C	D
LPV DA	873-1	328 (400-1)	NA	
LNAV/VNAV DA	1288-2	743 (800-2)	NA	
LNAV MDA	1240-1	695 (700-1)	NA	
CIRCLING	1260-1 704 (800-1)	1320-1 764 (800-1)	NA	

ORANGE, MASSACHUSETTS

AL-995 (FAA)

25051

VOR-A

ORANGE MUNI (ORE)

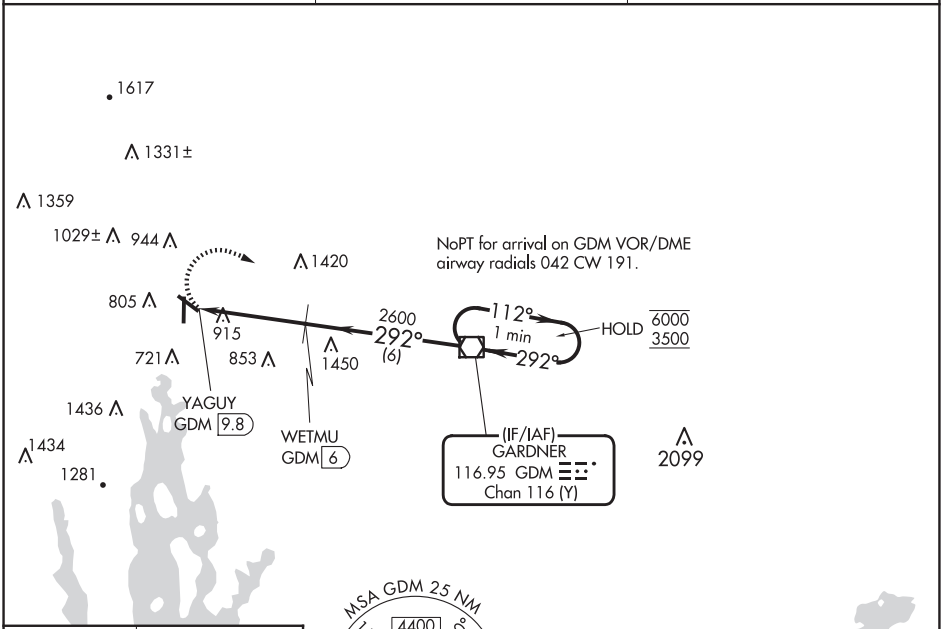
VOR/DME GDM	APP CRS	Rwy Idg	N/A
116.95	292°	TDZE	N/A
Chan 116 (Y)		Apt Elev	556

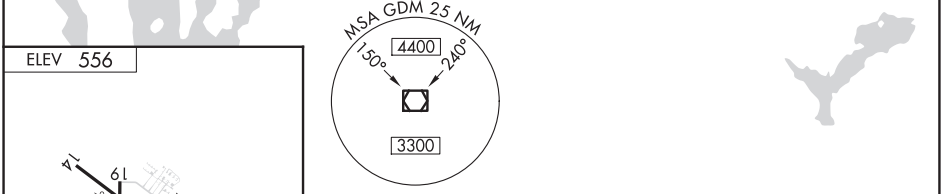
DME required.

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.

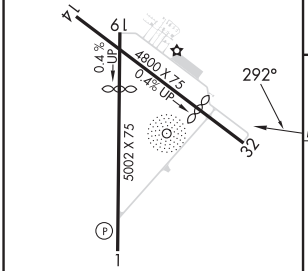
MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold, continue climb-in-hold to 3500.

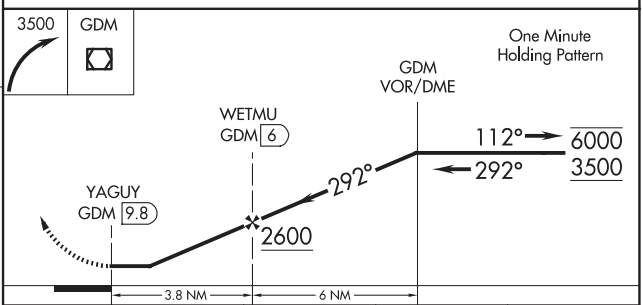
ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L





ELEV 556





MIRL Rwys 1-19 and 14-32 L

CATEGORY	A	B	C	D
C CIRCLING	1460-1¼	904 (1000-1¼)	1640-3 1084 (1100-3)	1740-3 1184 (1200-3)

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-OXC	APP CRS	Rwy Ldg 5301
109.55	005°	TDZE 721
Chan 32 (Y)		Apt Elev 730

ILS or LOC RWY 36

WATERBURY-OXFORD (OXC)

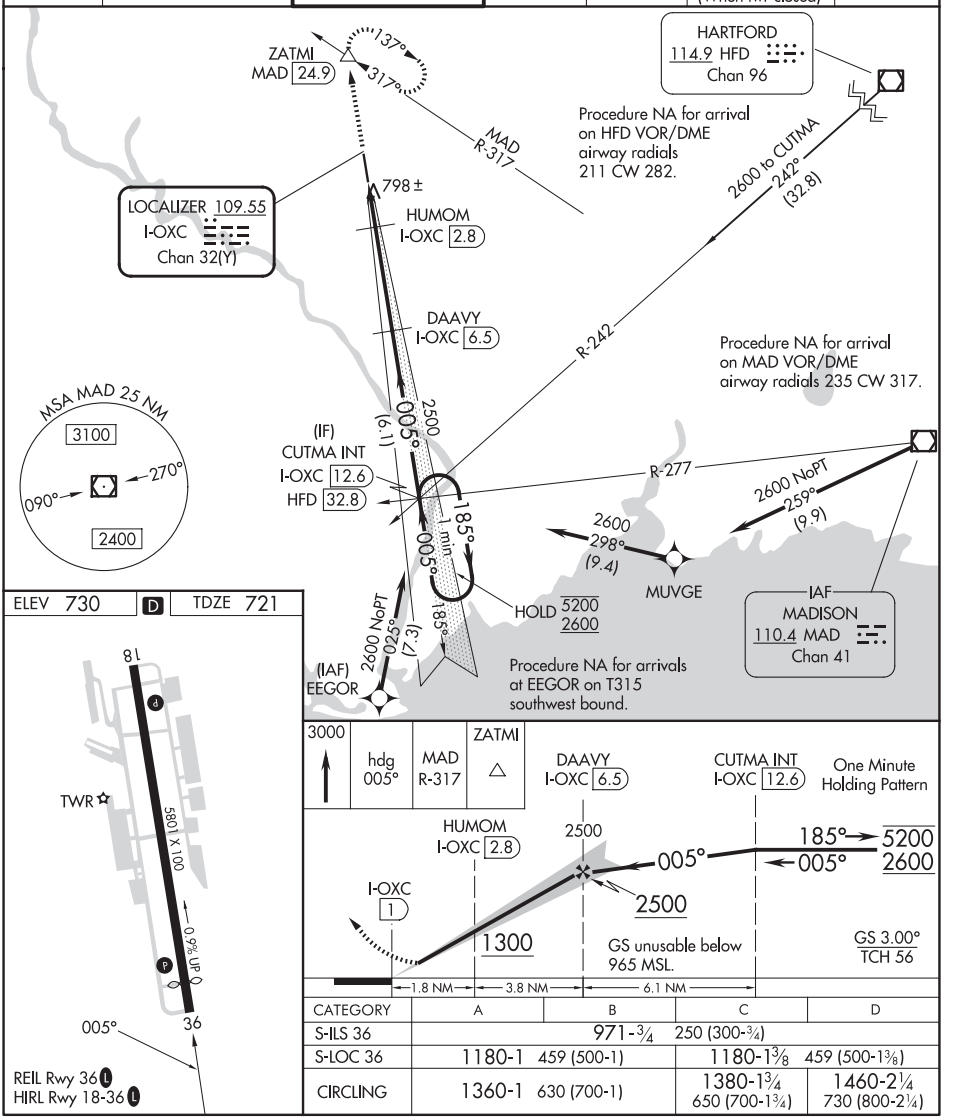
RNP APCH - GPS. From EEGOR or MAD VOR/DME.

DME required.

T A Rwy 36 helicopter visibility reduction below ¾ SM NA. When local weather not received, use DXR altimeter setting: increase S-ILS 35 DA to 1049 and all Cats visibilities ¼ SM; increase all MDAs 80 feet and S-LOC 36 visibility Cat C and D ⅛ SM, and Circling visibility Cat C and D ¼ SM.

MISSED APPROACH: Climb to 3000 on heading 005° and MAD VOR/DME R-317 to ZATMI/MAD 24.9 DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	OXFORD TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.975	124.075 343.65	118.475 (CTAF) L	121.65	121.65	135.1 (When twr closed)	122.95



CATEGORY	A	B	C	D
S-ILS 36	971-¾ 250 (300-¾)			
S-LOC 36	1180-1 459 (500-1)		1180-1⅜ 459 (500-1⅜)	
CIRCLING	1360-1 630 (700-1)		1380-1¾ 650 (700-1¾)	1460-2¼ 730 (800-2¼)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

OXFORD, CONNECTICUT | AL-5785 (FAA) | 25219

RNAV (GPS) RWY 18

WATERBURY-OXFORD (OXC)

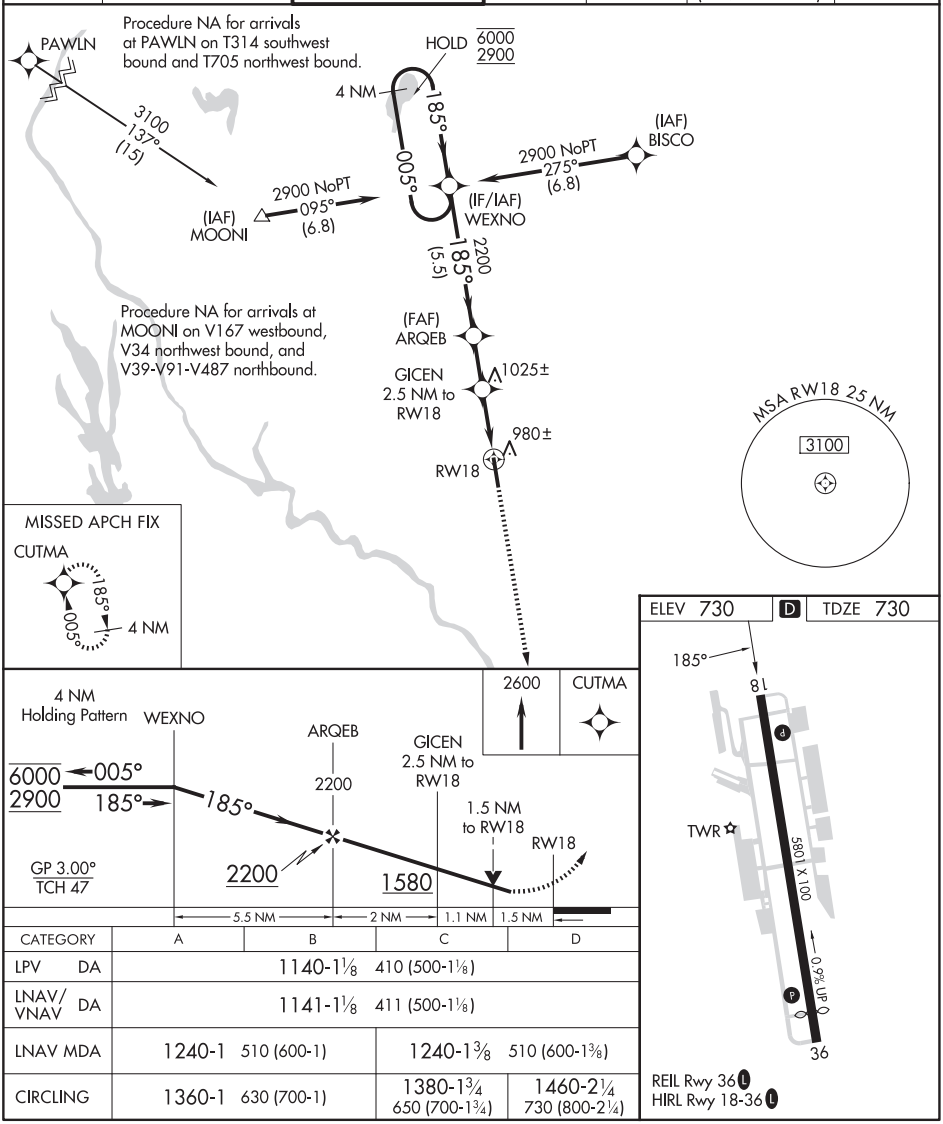
WAAS	APP CRS	Rwy Ldg	5801
CH 42901	185°	TDZE	730
W18A		Apt Elev	730

RNP APCH - GPS.

T A Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using DXR altimeter setting. When local altimeter setting not received, use DXR altimeter setting: increase LPV DA to 1218 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1219 feet and all visibilities ¼ SM; increase all MDAs 80 feet and LNAV visibility Cat C and D ⅜ SM, and Circling visibility Cat C and D ¼ SM.

MISSED APPROACH: Climb to 2600 direct CUTMA and hold.

ATIS	NEW YORK APP CON	OXFORD TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.975	124.075 343.65	118.475 (CTAF) L	121.65	121.65	135.1 (When twr closed)	122.95



CATEGORY	A	B	C	D
LPV DA	1140-1⅛ 410 (500-1⅛)			
LNAV/VNAV DA	1141-1⅛ 411 (500-1⅛)			
LNAV MDA	1240-1 510 (600-1)		1240-1⅜ 510 (600-1⅜)	
CIRCLING	1360-1 630 (700-1)		1380-1¾ 650 (700-1¾)	1460-2¼ 730 (800-2¼)

REIL Rwy 36 L
HIRL Rwy 18-36 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36

WATERBURY-OXFORD (OXC)

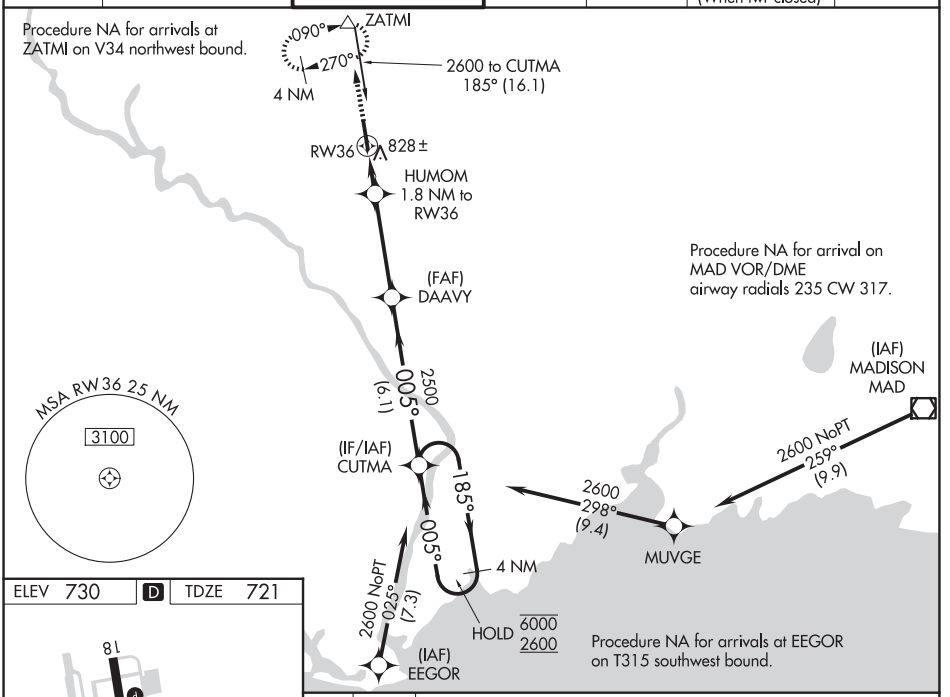
WAAS	APP CRS	Rwy Ldg	5301
CH 72922	005°	TDZE	721
W36A		Apt Elev	730

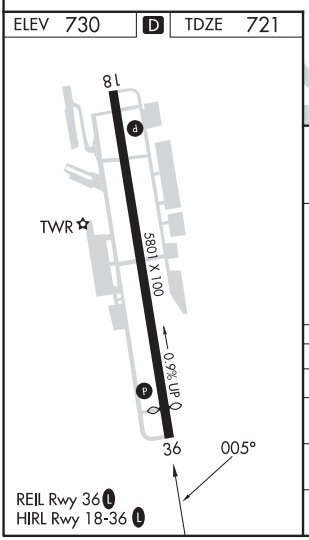
RNP APCH - GPS.

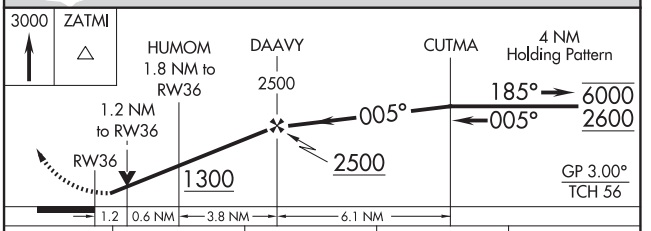
Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using DXR altimeter setting. When local altimeter setting not recieved, use DXR altimeter setting: increase LPV DA to 1049 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1175 feet and all visibilities ⅜ SM; increase all MDAs 80 feet and LNAV visibility Cats C and D ⅛ SM, and Circling visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct ZATMI and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	OXFORD TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.975	124.075 343.65	118.475 (CTAF) L	121.65	121.65	135.1 (When twr closed)	122.95







CATEGORY	A	B	C	D
LPV DA	971-¾ 250 (300-¾)			
LNAV/VNAV DA	1097-1 376 (400-1)			
LNAV MDA	1120-1 399 (400-1)		1120-1⅛ 399 (400-1⅛)	
CIRCLING	1360-1 630 (700-1)		1380-1¾ 650 (700-1¾)	1460-2¼ 730 (800-2¼)

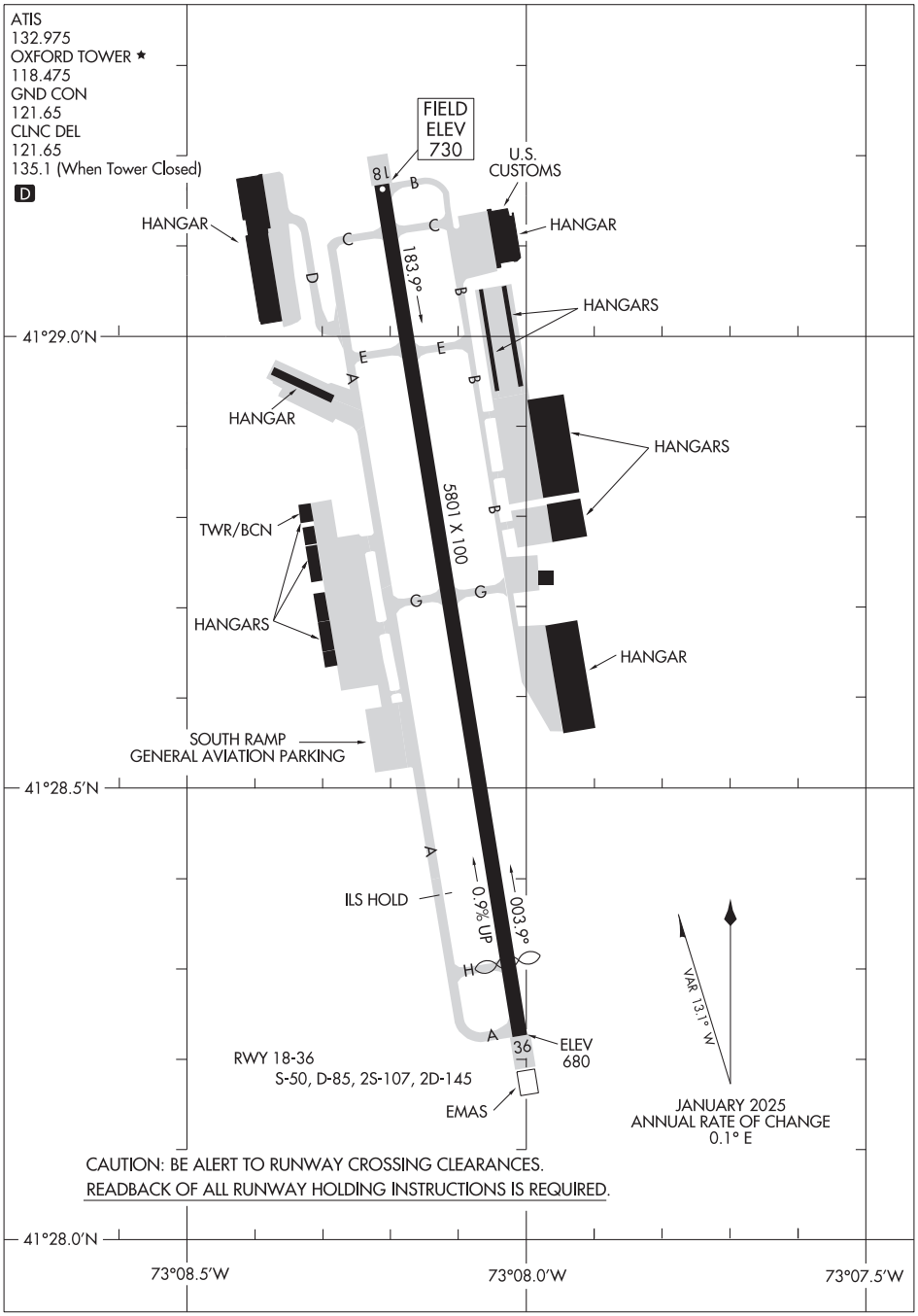
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-5785 (FAA)

WATERBURY-OXFORD (OXC)
OXFORD, CONNECTICUT



AIRPORT DIAGRAM
25107

OXFORD, CONNECTICUT
WATERBURY-OXFORD (OXC)

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 15

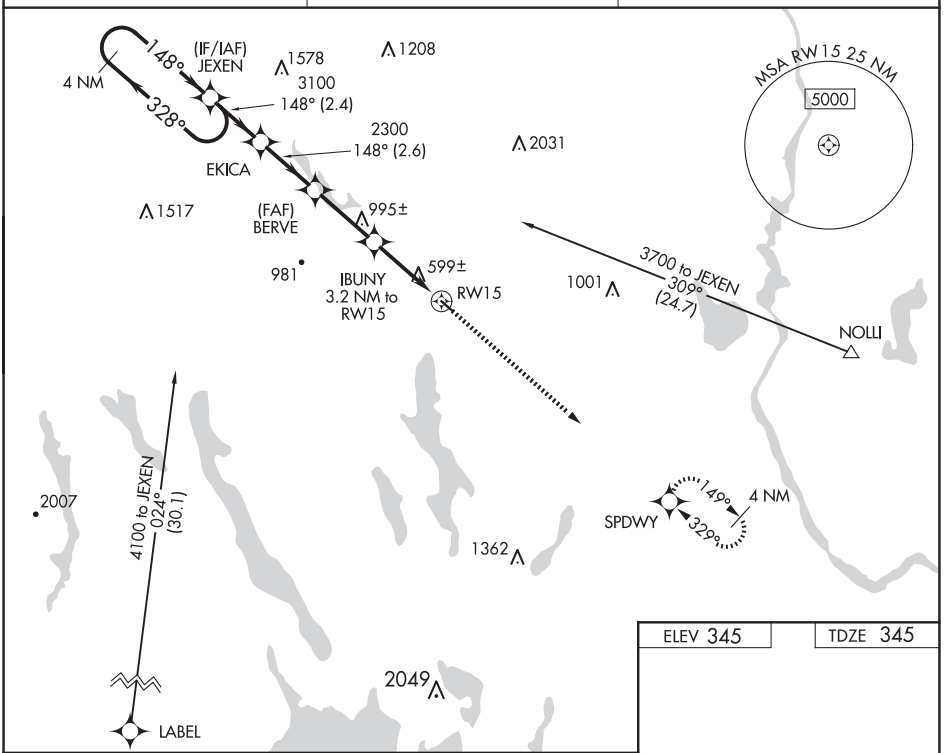
OXFORD COUNTY RGNL (81B)

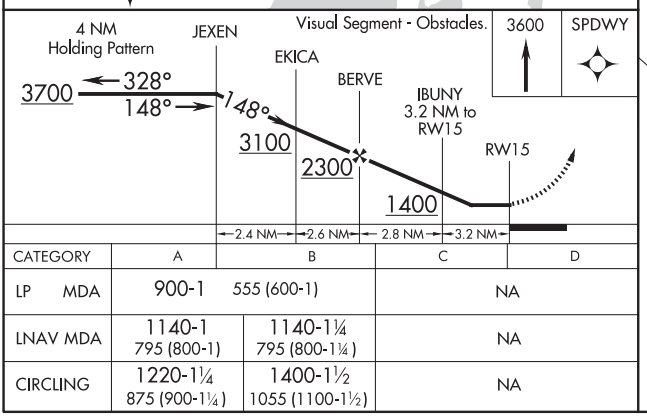
WAAS CH 48929 W15A	APP CRS 148°	Rwy Idg 2997 / TDZE 345 / Apt Elev 345

T 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.

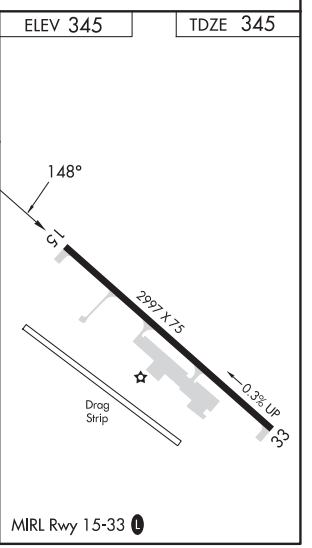
MISSED APPROACH: Climb to 3600 direct SPDWY and hold, continue climb-in-hold to 3600.

LEW AWOS-3	PORTLAND APP CON ★	UNICOM
118.025	125.5 353.9	122.8 (CTAF) L





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	



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

OXFORD, MAINE | AL-9228 (FAA) | 23222

RNAV (GPS) RWY 33

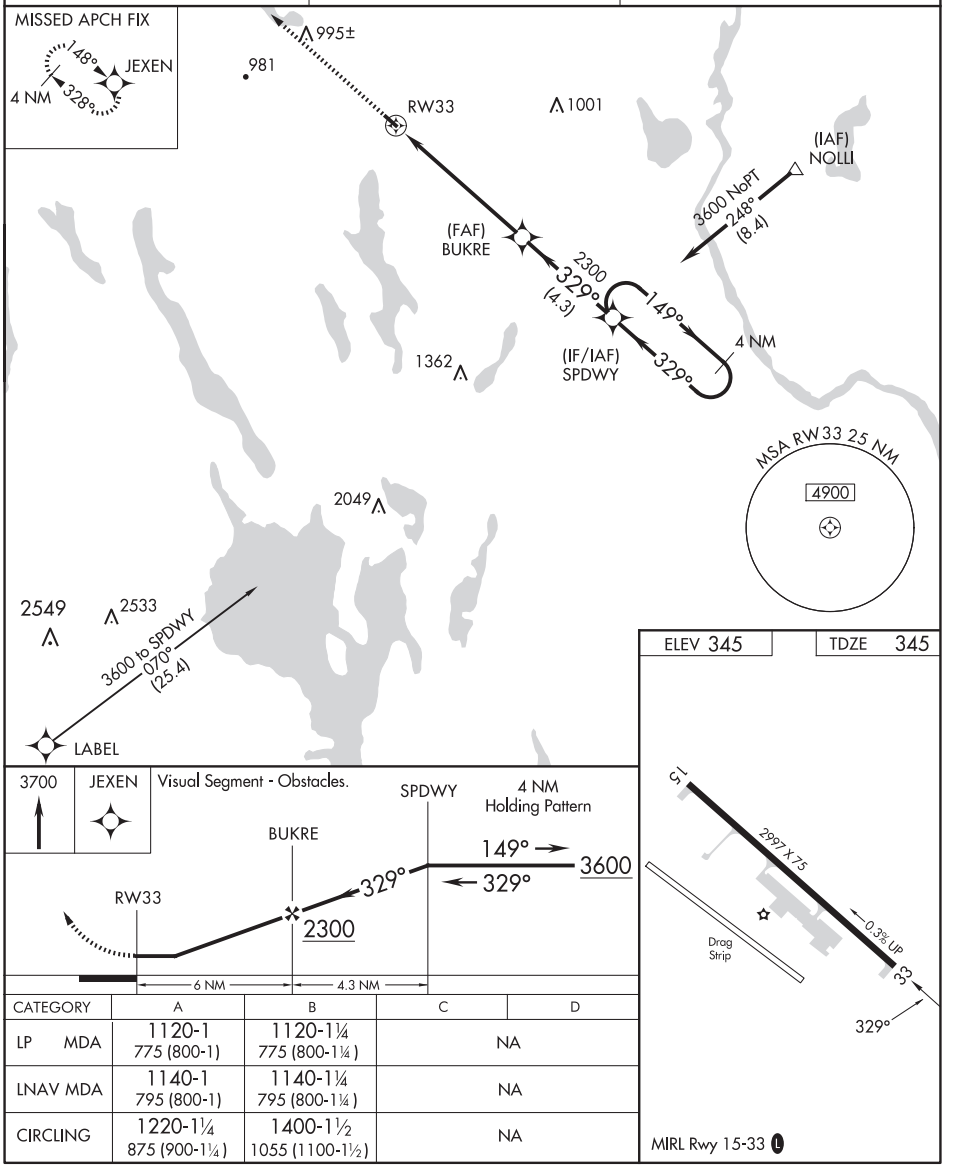
OXFORD COUNTY RGNL (81B)

WAAS	APP CRS		
CH 86329	329°	Rwy Idg	2997
W33A		TDZE	345
		Apt Elev	345

▼ 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 3700 direct JEXEN and hold, continue climb-in-hold to 3700.

LEW AWOS-3	PORTLAND APP CON ★	UNICOM
118.025	125.5 353.9	122.8 (CTAF) L



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	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

NORTH CENTRAL STATE (SFZ)

WAAS CH 50231 W05A	APP CRS 047°	Rwy Idg 5000 TDZE 429 Apt Elev 441

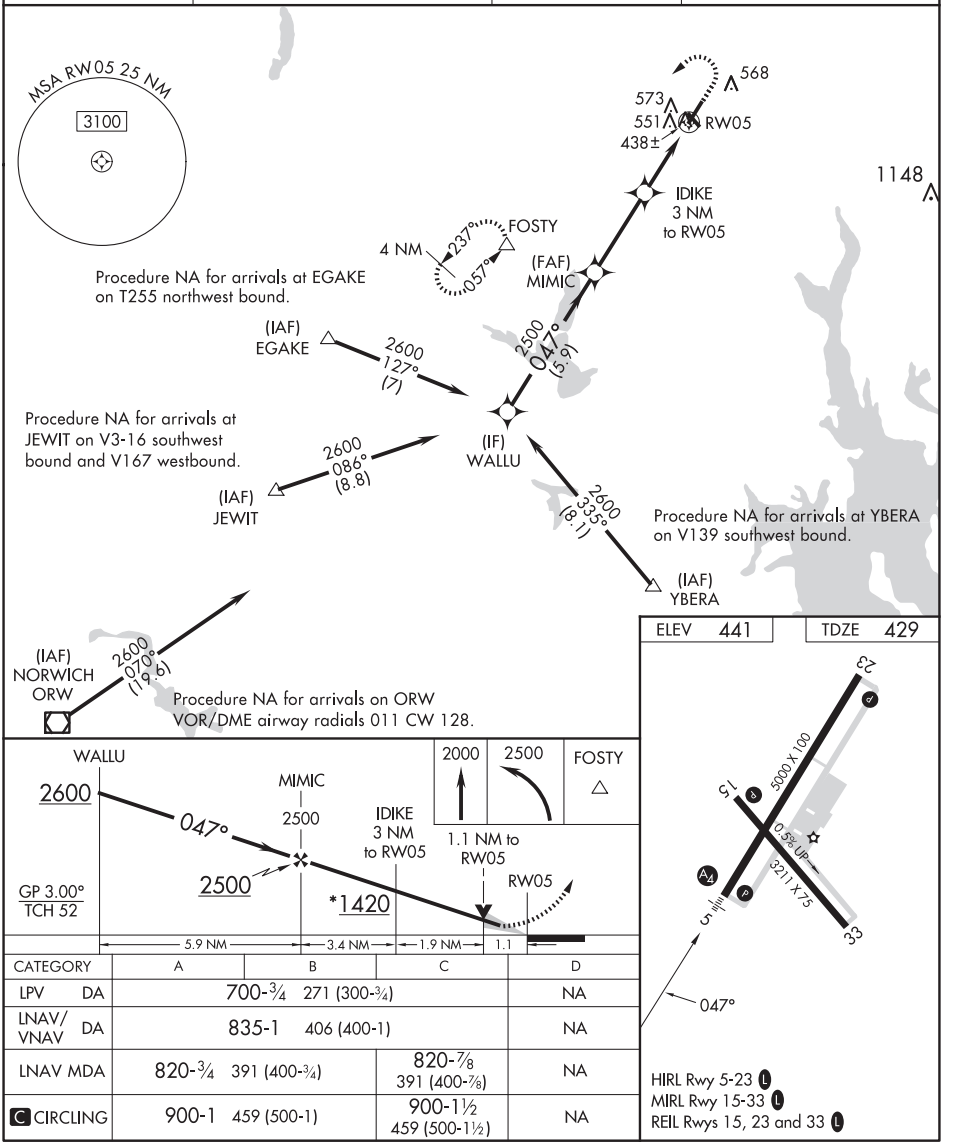
RNP APCH - GPS.

T A Circling Rwy 15, 33 NA at night. For inoperative MALS, increase LPV all Cats visibility to ⅞ mile. For inop ALS, increase LPV all Cats visibility to ⅞ SM and LNAV/VNAV all Cats visibility to 1⅛ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct FOSTY and hold.

AWOS-3PT	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.775	123.675 244.875	124.35	123.075 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	700-¾ 271 (300-¾)			NA
LNAV/VNAV DA	835-1 406 (400-1)			NA
LNAV MDA	820-¾ 391 (400-¾)		820-⅞ 391 (400-⅞)	NA
C CIRCLING	900-1 459 (500-1)		900-1½ 459 (500-1½)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PAWTUCKET, RHODE ISLAND | AL-5256 (FAA) | 23278

RNAV (GPS) RWY 23

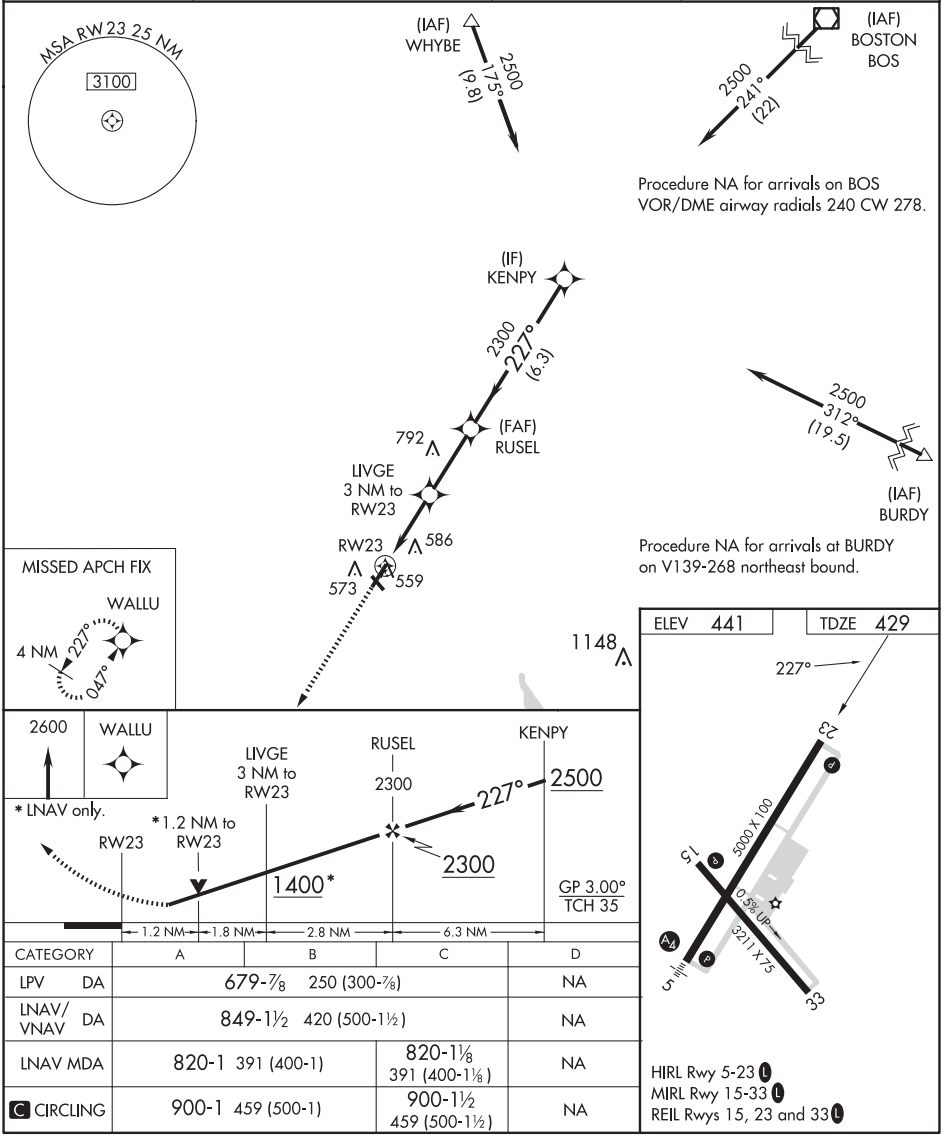
NORTH CENTRAL STATE (SFZ)

WAAS CH 86431 W23A	APP CRS 227°	Rwy Idg 5000 TDZE 429 Apt Elev 441

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 1⅛, LNAV/VNAV all Cats visibility to 1¾ and LNAV Cat C visibility to 1⅜. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct WALLU and hold.

AWOS-3PT	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.775	123.675 244.875	124.35	123.075 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	679-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	849-1½ 420 (500-1½)			NA
LNAV MDA	820-1 391 (400-1)		820-1⅛ 391 (400-1⅛)	NA
C CIRCLING	900-1 459 (500-1)		900-1½ 459 (500-1½)	NA

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

PAWTUCKET, RHODE ISLAND
Amdt 1B 16JUL20

41°55'N-71°29'W

NORTH CENTRAL STATE (SFZ)

RNAV (GPS) RWY 23

NE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SFZ	APP CRS	Rwy Idg	5000
111.9	047°	TDZE	429
Chan 56		Apt Elev	441

LOC RWY 5

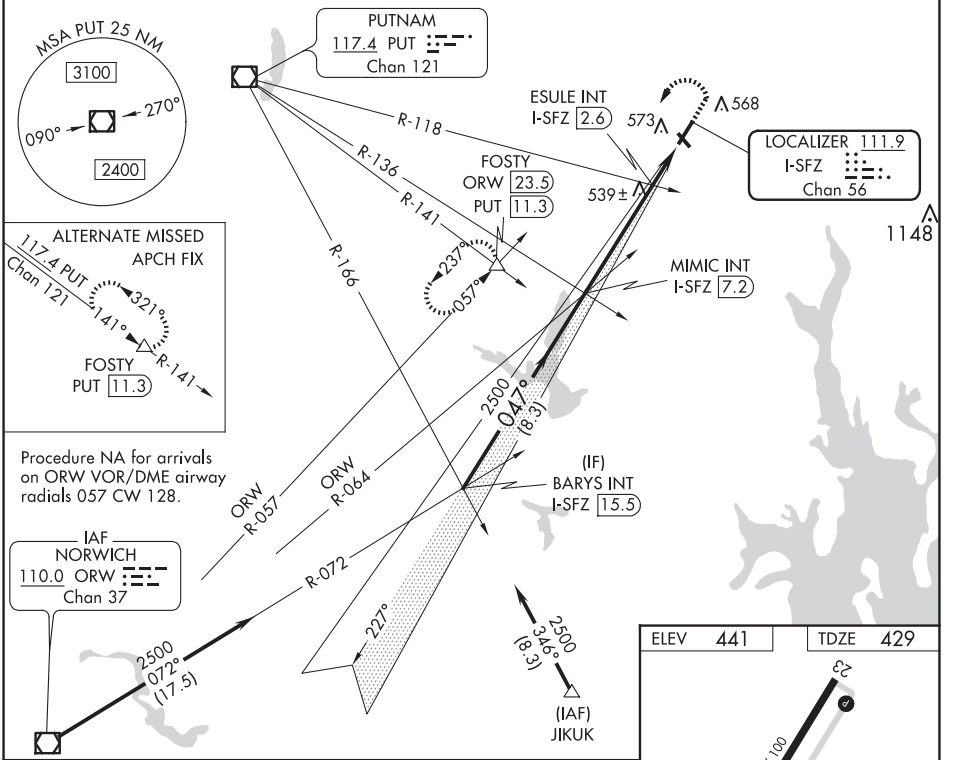
NORTH CENTRAL STATE (SFZ)

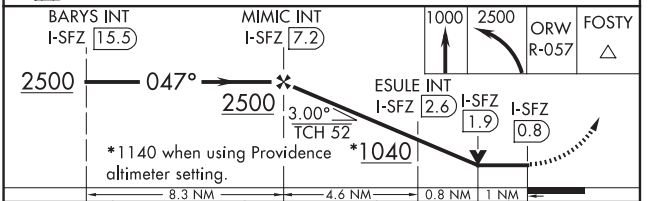
T A NA — Circling Rwy 15, 33 NA at night. VDP NA with Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet; increase S-5 Cat C and Circling Cat C visibility ¼ mile, and ESULE fix minimums S-5 Cat C visibility ¼ mile.

MALS A4

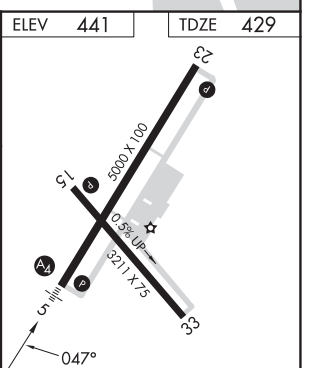
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 on ORW VOR/DME R-057 to FOSTY INT/ ORW 23.5 DME and hold.

AWOS-3PT	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.775	123.675 244.875	124.35	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-5	1040-¾	611 (600-¾)	1040-1½ 611 (600-1½)	NA
C 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)	800-⅞ 371 (400-⅞)	NA
C CIRCLING	900-1	459 (500-1)	900-1½ 459 (500-1½)	NA



HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PAWTUCKET, RHODE ISLAND | AL-5256 (FAA) | 23278

VOR/DME PVD	APP CRS	Rwy Idg	N/A
115.6	001°	TDZE	N/A
Chan 103		Apt Elev	441

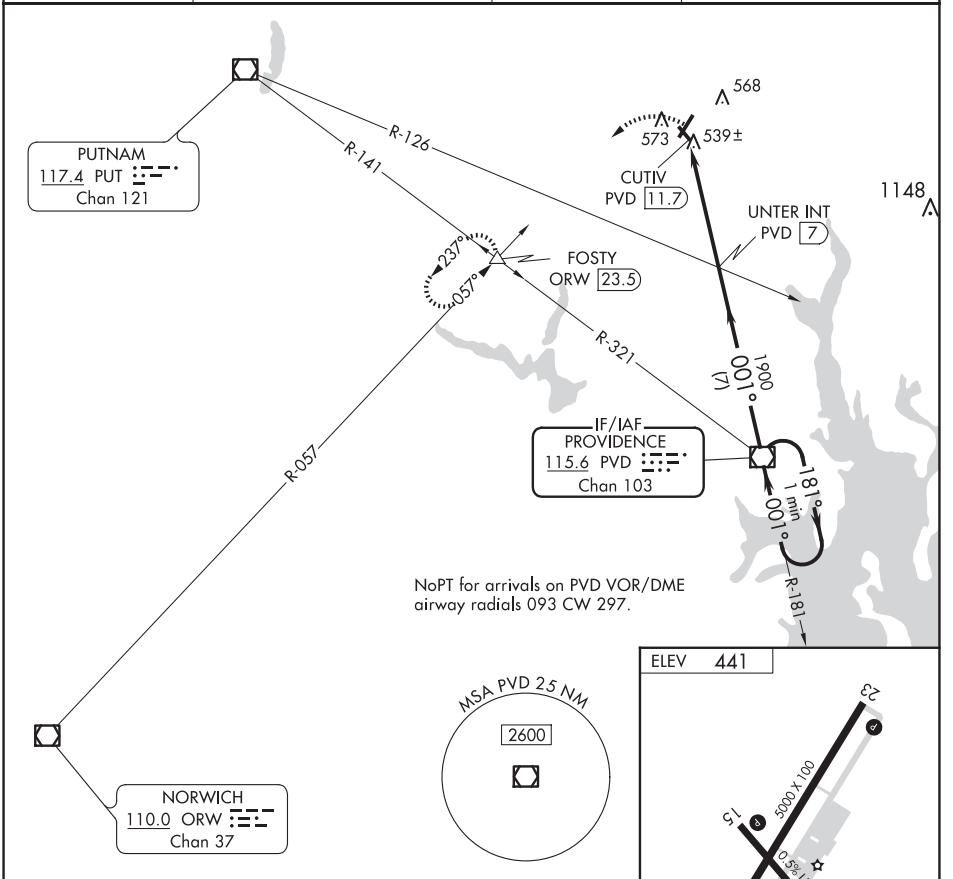
VOR-A

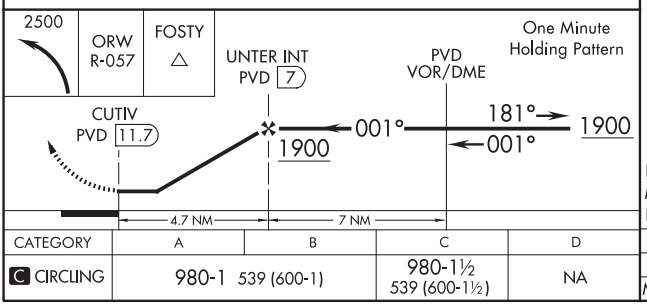
NORTH CENTRAL STATE (SFZ)

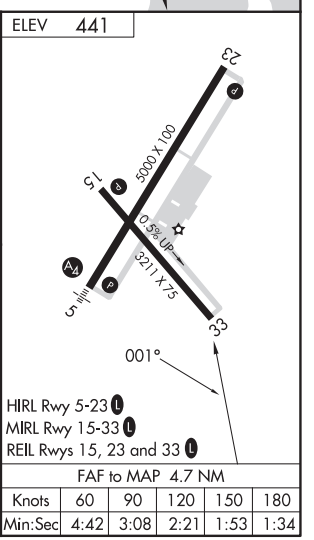
T A When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile. Circling to Rwy 15/33 NA at night.

MISSED APPROACH: Climbing left turn to 2500 via ORW VOR/DME R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3PT	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.775	123.675 244.875	124.35	123.075 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 8

PITTSFIELD MUNI (PSF)

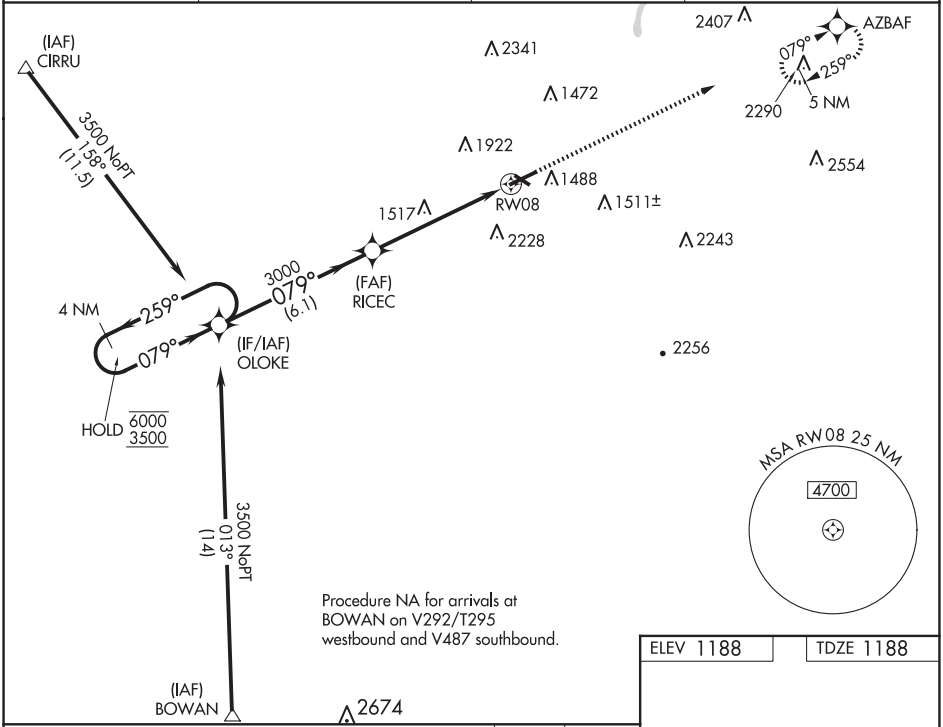
WAAS CH 93935 W08A	APP CRS 079°	Rwy Ldg 5792	TDZE 1188	Apt Elev 1188

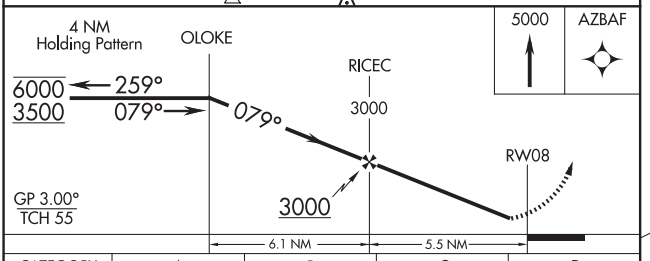
RNP APCH - GPS.

T A -21°C 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.

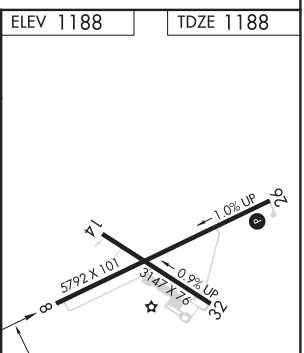
MISSED APPROACH: Climb to 5000 direct AZBAF and hold, continue climb-in-hold to 5000.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 (CTAF) L





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)	
C CIRCLING	2140-1¼ 952 (1000-1¼)	2160-1½ 972 (1000-1½)	2400-3 1212 (1300-3)	2680-3 1492 (1500-3)



REIL Rwy 26 L
MIRL Rwys 8-26 and 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PITTSFIELD, MASSACHUSETTS AL-975 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	5792
CH 42835	259°	TDZE	1159
W26A		Apt Elev	1188

RNAV (GPS) RWY 26

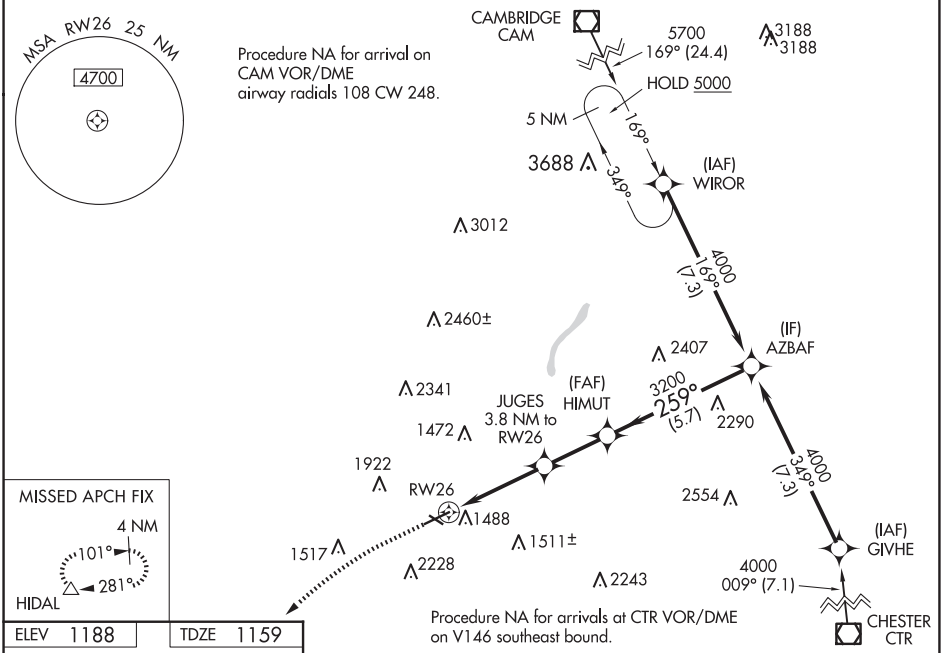
PITTSFIELD MUNI (PSF)

RNP APCH - GPS.

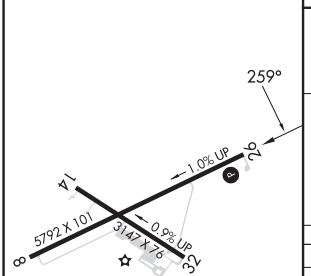
Circling NA south of Rwy 8 and southwest of Rwy 32.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.
-21°C

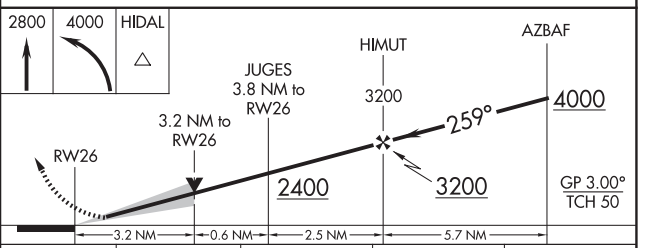
MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct HIDAL and hold.
* Missed approach requires minimum climb of 285 feet per NM to 2700.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 (CTAF) L



ELEV 1188 TDZE 1159





CATEGORY	A	B	C	D
LPV DA*	1409-1 250 (300-1)			
LPV DA	1678-1⅜ 519 (500-1⅜)			
LNAV/VNAV DA	1911-2 752 (800-2)			
LNAV MDA	2220-1¼ 1061 (1100-1¼)	2220-1½ 1061 (1100-1½)	2220-3 1061 (1100-3)	
C CIRCLING	2220-1¼ 1032 (1100-1¼)	2220-1½ 1032 (1100-1½)	2400-3 1212 (1300-3)	2680-3 1492 (1500-3)

REIL Rwy 26 L
MIRL Rwys 8-26 and 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

LOC RWY 26

PITTSFIELD MUNI (PSF)

LOC/DME I-EIF	APP CRS	Rwy Ldg	5792
108.3	259°	TDZE	1159
Chan 20		Apt Elev	1188

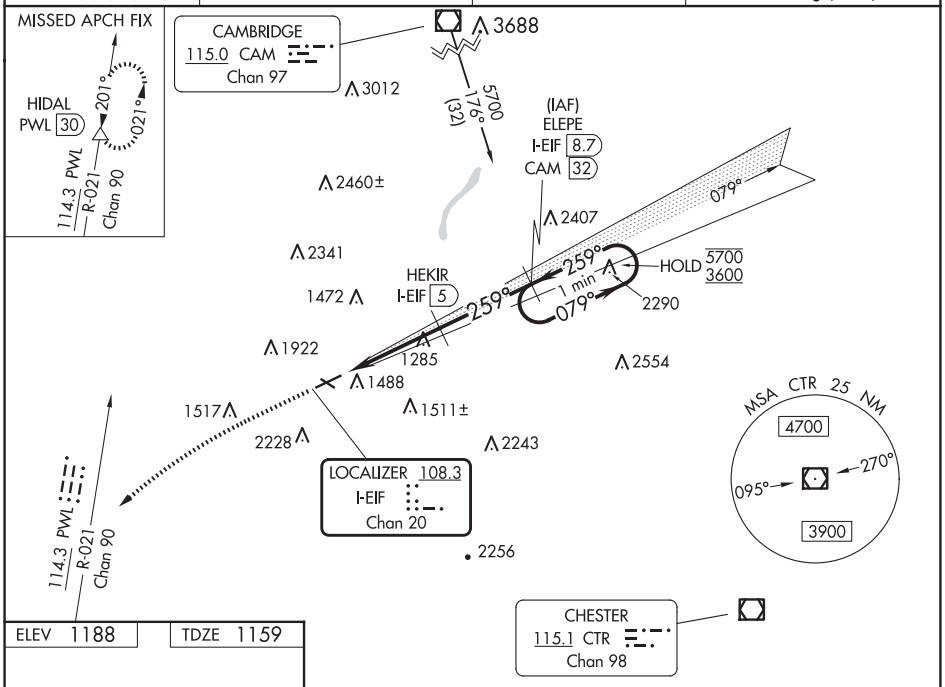
DME required.

Circling NA south of Rwy 8 and southwest of Rwy 32.

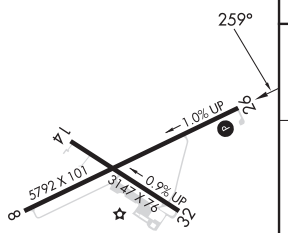
-21°C

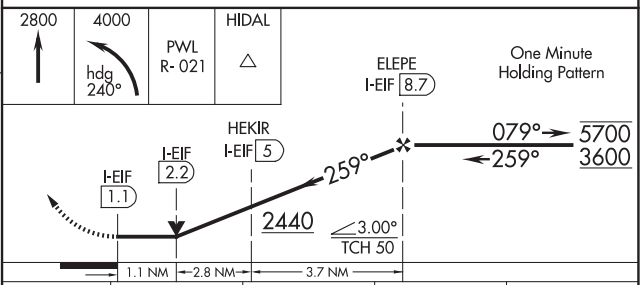
MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 on heading 240° and PWL VOR/DME R-021 to HIDAL INT/PWL 30 DME and hold.
*Missed approach requires minimum climb of 300 feet per NM to 2800.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 L (CTAF)



ELEV 1188 TDZE 1159





CATEGORY	A	B	C	D
S-LOC 26*	1540-1	381 (400-1)	1540-1⅛	381 (400-1⅛)
S-LOC 26	1880-1	721 (700-1)	1880-2	721 (700-2)
C CIRCLING	1880-1 692 (700-1)	2160-1½ 972 (1000-1½)	2400-3 1212 (1300-3)	2680-3 1492 (1500-3)

REIL Rwy 26 L
MIRL Rwys 8-26 and 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PITTSFIELD, MAINE | AL-5413 (FAA) | 23054

RNAV (GPS) RWY 18

PITTSFIELD MUNI (2B7)

WAAS	APP CRS	Rwy Idg	4003
CH 53342	184°	TDZE	197
W18A		Apt Elev	197

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.

BGR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L

2033

Procedure NA for arrivals at RINTH on V39 northeast bound.

HOLD 6000 2600, 4 NM, 184°, 004°

RINTH

(IAF) JERED, 3000, 272°, (7)

2600 NoPT, 275°, (7.8)

(IAF) BIDGE, 2600 NoPT, 094°, (7.8)

(IF/IAF) OROSE, 2100, 184°, (6.3)

3800, 073°, (20.1)

ANSYN

(FAF) KRANK

523 ±

ETTOR 1.7 NM to RW18

427

400 ± RW18

777

MISSED APCH FIX POKUE, 184°, 004°, 4 NM

MSA RW18 25 NM, 3300

ELEV 197 | TDZE 197

184°

18

4003 X 100

0.5% UP

36

4 NM Holding Pattern

OROSE

KRANK 2100

ETTOR 1.7 NM to RW18

RW18

2600 | POKUE

* LNAV only.

6000 2600, 004°, 184°

GP 3.42° TCH 40

2100

*860

6.3 NM | 3.4 NM | 1.7 NM

CATEGORY	A	B	C	D
LPV DA	610-1⅛ 413 (500-1⅛)			NA
LNAV/VNAV DA	785-1¾ 588 (600-1¾)			NA
LNAV MDA	740-1 543 (600-1)		740-1⅝ 543 (600-1⅝)	NA
C CIRCLING	800-1 603 (700-1)		880-2 683 (700-2)	NA

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

PITTSFIELD, MAINE
Amdt 1A 05NOV20

44°46'N-69°22'W

PITTSFIELD MUNI (2B7)

RNAV (GPS) RWY 18

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36

PITTSFIELD MUNI (2B7)

WAAS	APP CRS	Rwy Idg	4003
CH 90242	004°	TDZE	194
W36A		Apt Elev	197

RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA.

NA Baro-VNAV NA. Use Bangor altimeter setting; when not received procedure NA.

MISSED APPROACH: Climb to 2600 direct OROSE and hold.

BGR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L

MISSED APCH FIX

4 NM 184° 004° OROSE

523±

427

400±

777

339±

RW36

CUPEG 1.9 NM to RW36

(FAF) TIPKE

2000 004° (5.9)

Procedure NA for arrival on BGR VORTAC airway radials 239 CW 283.

BANGOR BGR

1698

3000 235° (18.3)

1385

2600 NoPT 275° (7.7) (IAF) HIBOB

(IAF) MAIRS

2600 NoPT 094° (7.7)

(IF/IAF) POKUE

184° 004° 4 NM

6000 2600 HOLD

Procedure NA for arrival on AUG VOR/DME airway radials 053 CW 141.

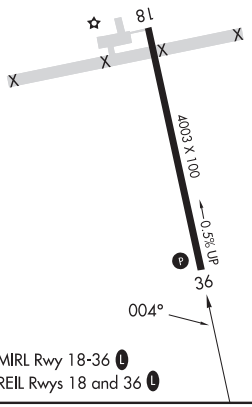
3000 061° (19)

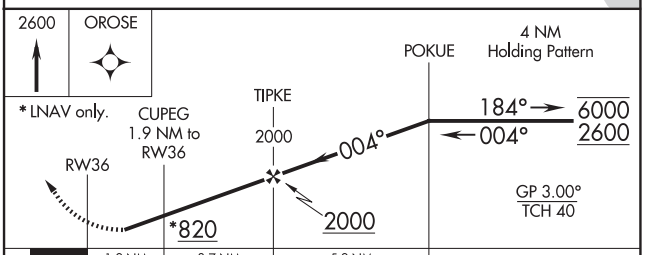
AUGUSTA AUG

MSA RW36 25 NM

3300

ELEV 197 TDZE 194





CATEGORY	A	B	C	D
LPV DA	499-1 305 (400-1)			NA
LNAV/VNAV DA	499-1 305 (400-1)			NA
LNAV MDA	660-1 466 (500-1)		660-1⅜ 466 (500-1⅜)	NA
C CIRCLING	800-1 603 (700-1)		880-2 683 (700-2)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PLAINVILLE, CONNECTICUT | AL-10074 (FAA) | 25219

RNAV (GPS) RWY 2

ROBERTSON FLD (4B8)

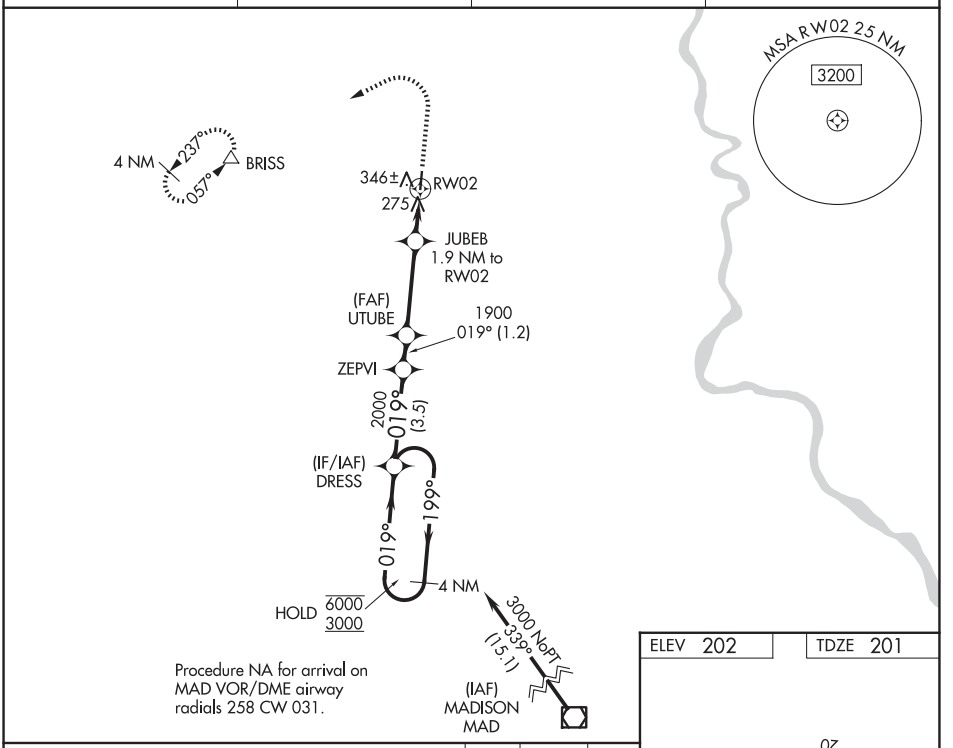
WAAS	APP CRS	Rwy Ldg	3665
CH 65737	019°	TDZE	201
W02A		Apt Elev	202

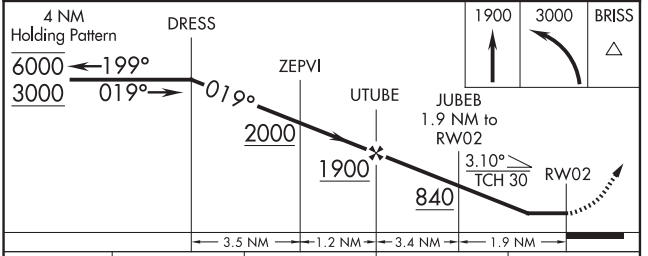
RNP APCH - GPS.

Rwy 2 helicopter visibility reduction below 1 SM NA.
Circling NA east of Rwy 2-20. Circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct BRISS and hold.

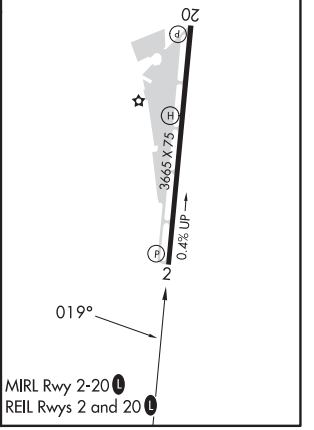
AWOS-3PT	YANKEE APP CON	CLNC DEL	UNICOM
119.175	123.95 290.55	134.5	122.8 (CTAF) L





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

ELEV 202 | TDZE 201



NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 20

ROBERTSON FLD (4B8)

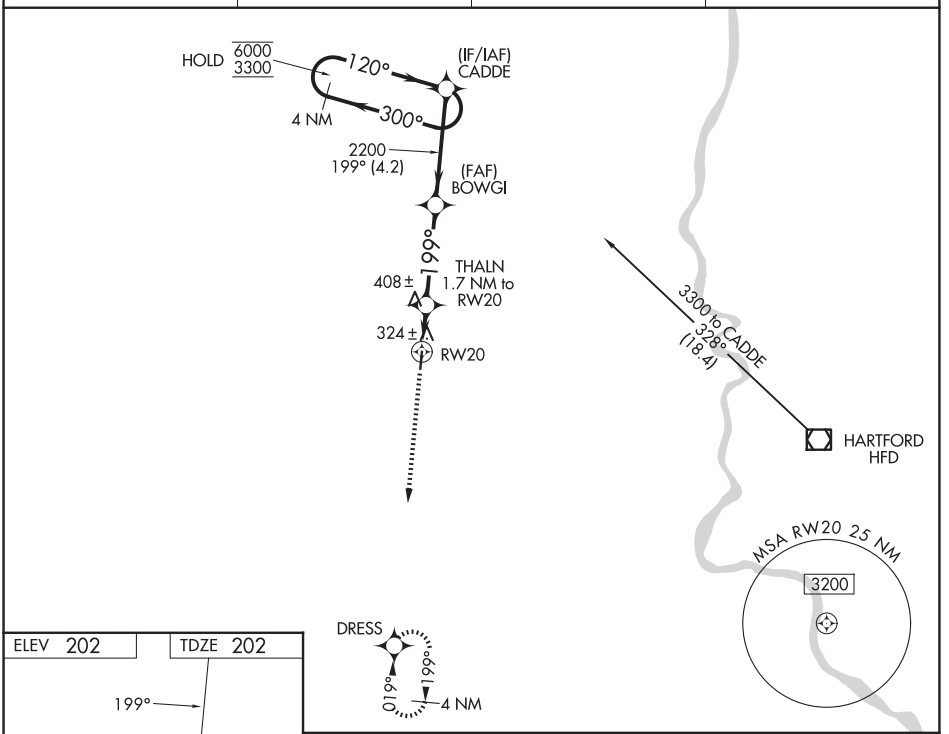
WAAS	APP CRS	Rwy Ldg	3665
CH 82347	199°	TDZE	202
W20A		Apt Elev	202

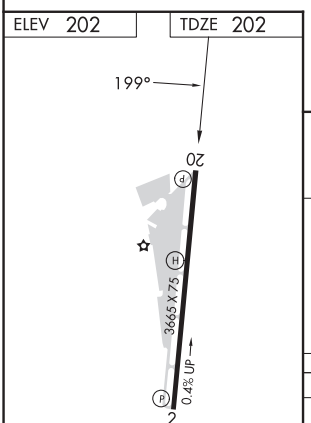
RNP APCH - GPS.

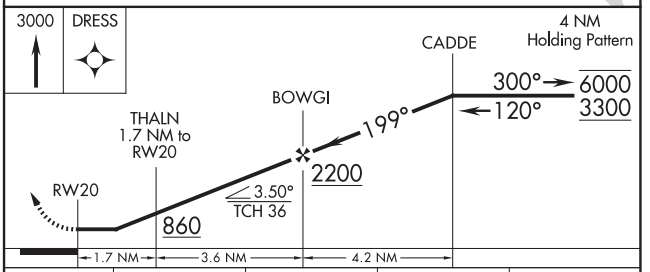
Circling Rwy 20 NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 2-20.

MISSED APPROACH: Climb to 3000 direct DRESS and hold. Continue climb-in-hold to 3000.

AWOS-3PT	YANKEE APP CON	CLNC DEL	UNICOM
119.175	123.95 290.55	134.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	580-1	378 (400-1)		NA
LNAV MDA	680-1	478 (500-1)	680-1⅜ 478 (500-1⅜)	NA
CIRCLING	840-1	638 (700-1)	960-2¼ 758 (800-2¼)	NA

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PLYMOUTH, MASSACHUSETTS AL-5295 (FAA) 24305

ILS or LOC RWY 6

PLYMOUTH MUNI (PYM)

LOC/DME I-PYM	APP CRS	Rwy Idg	4650
109.35	056°	TDZE	145
Chan 30 (Y)		Apt Elev	148

RNP APCH - GPS. From PVD VOR/DME.

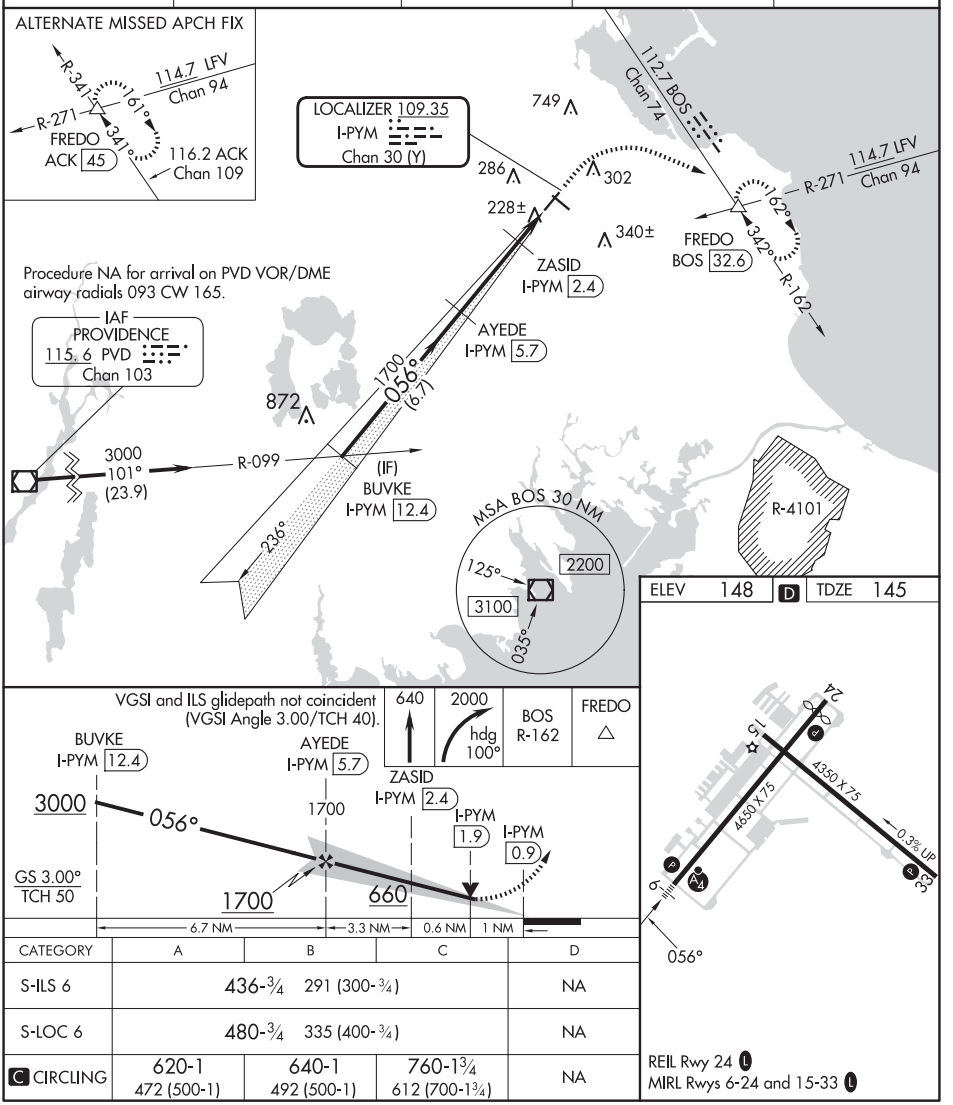
DME required for LOC only.
Aircraft not GPS equipped - RADAR required for procedure entry.

Circling Rwy 15 NA at night.
Rwy 6 helicopter visibility reduction below ¾ SM NA.
For inop ALS, increase S-ILS 6 visibility all Cats to ⅞ SM.

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.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM	
135.625	118.2 284.6	127.75	122.725 (CTAF)	122.9 L



CATEGORY	A	B	C	D
S-ILS 6	436-¾ 291 (300-¾)			NA
S-LOC 6	480-¾ 335 (400-¾)			NA
C CIRCLING	620-1 472 (500-1)	640-1 492 (500-1)	760-1¾ 612 (700-1¾)	NA

REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 6

PLYMOUTH MUNI (PYM)

WAAS	APP CRS	Rwy Idg	4650
CH 40422	056°	TDZE	145
W06A		Apt Elev	148

RNP APCH - GPS.

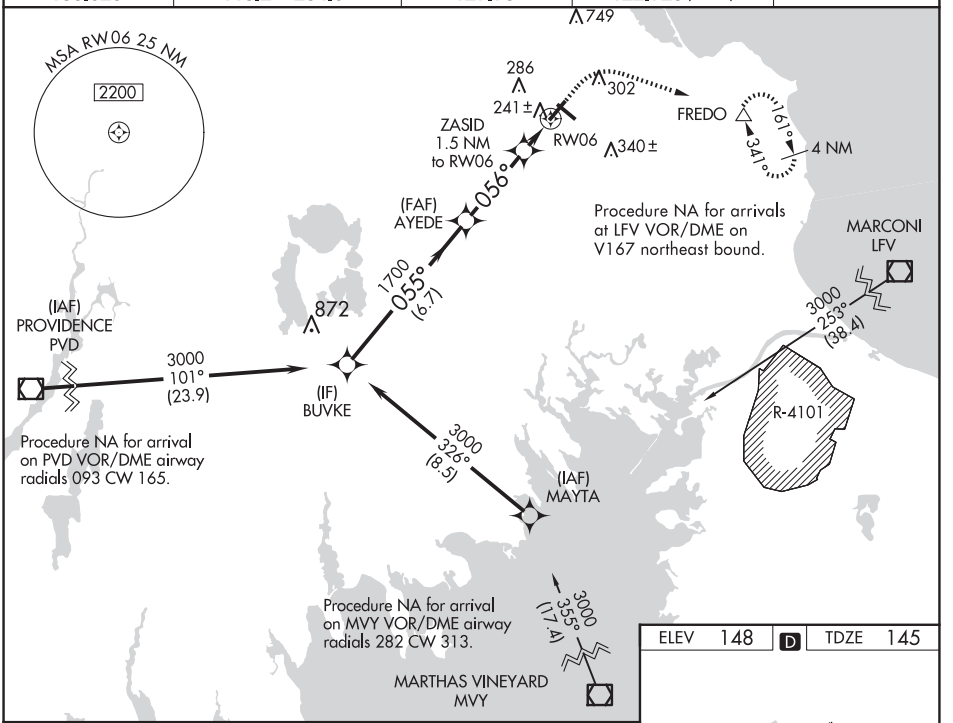
Circling Rwy 15 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV all Cats visibility to ⅞ SM and LNAV/VNAV all Cats visibility to ⅞ SM.

MALSF

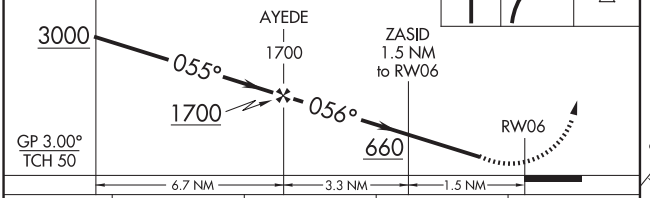
MISSED APPROACH: Climb to 640 then climbing right turn to 1900 direct FREDO and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM	
135.625	118.2 284.6	127.75	122.725 (CTAF)	122.9 L



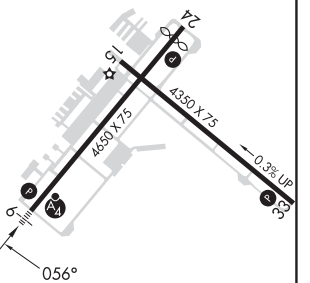
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

640 | 1900 | FREDO



	A	B	C	D
LPV DA	436-¾	291 (300-¾)		NA
LNAV/VNAV DA	426-¾	281 (300-¾)		NA
LNAV MDA	500-¾	355 (400-¾)		NA
C CIRCLING	620-1 472 (500-1)	640-1 492 (500-1)	760-1¾ 612 (700-1¾)	NA

ELEV 148 D TDZE 145



REIL Rwy 24 L

MIRL Rwys 6-24 and 15-33 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PLYMOUTH, MASSACHUSETTS | AL-5295 (FAA) | 24305

RNAV (GPS) RWY 15

PLYMOUTH MUNI (PYM)

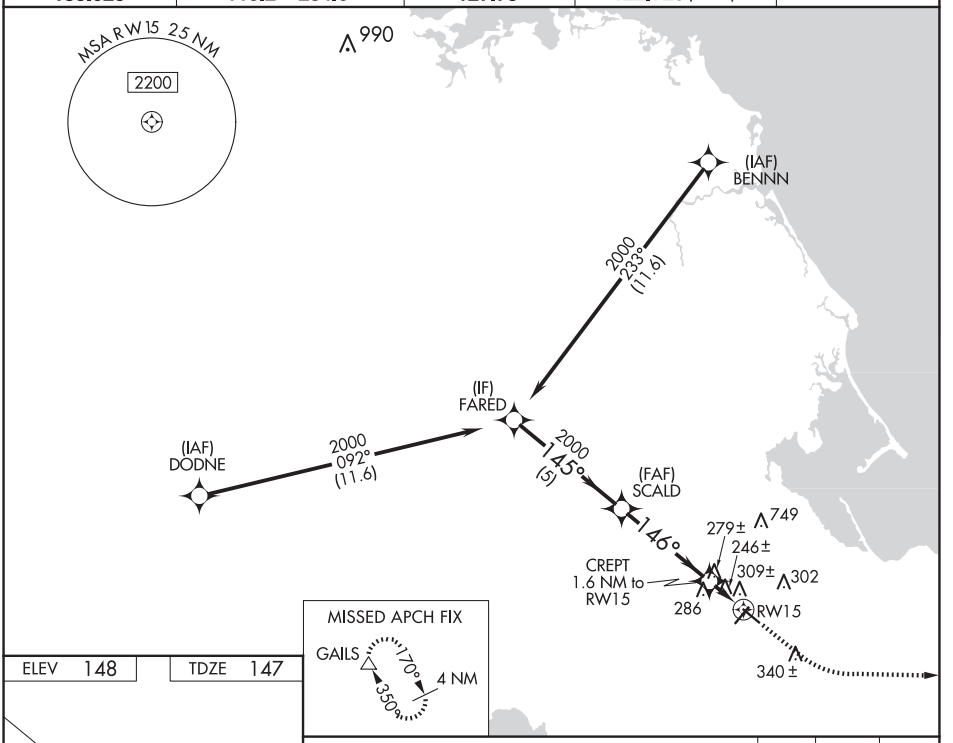
WAAS	APP CRS	Rwy Idg	4350
CH 93639	146°	TDZE	147
W15A		Apt Elev	148

RNP APCH - GPS.

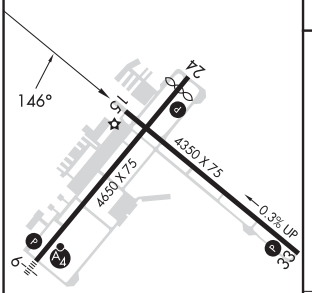
Rwy 15 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct GAILS and hold.

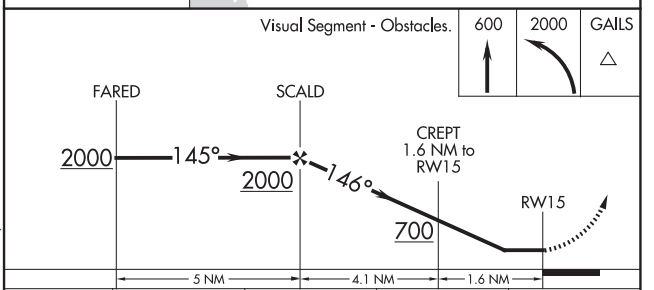
ASOS	BOSTON APP CON	CLNC DEL	UNICOM	
135.625	118.2 284.6	127.75	122.725 (CTAF)	122.9 L



ELEV 148 | TDZE 147



REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
LP MDA	500-1 353 (400-1)			NA
LNAV MDA	560-1 413 (500-1)		560-1⅛ 413 (500-1⅛)	NA
C CIRCLING	620-1 472 (500-1)	640-1 492 (500-1)	760-1¾ 612 (700-1¾)	NA

PLYMOUTH, MASSACHUSETTS
Orig-C 31OCT24

41°55'N-70°44'W

PLYMOUTH MUNI (PYM)

RNAV (GPS) RWY 15

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 24

PLYMOUTH MUNI (PYM)

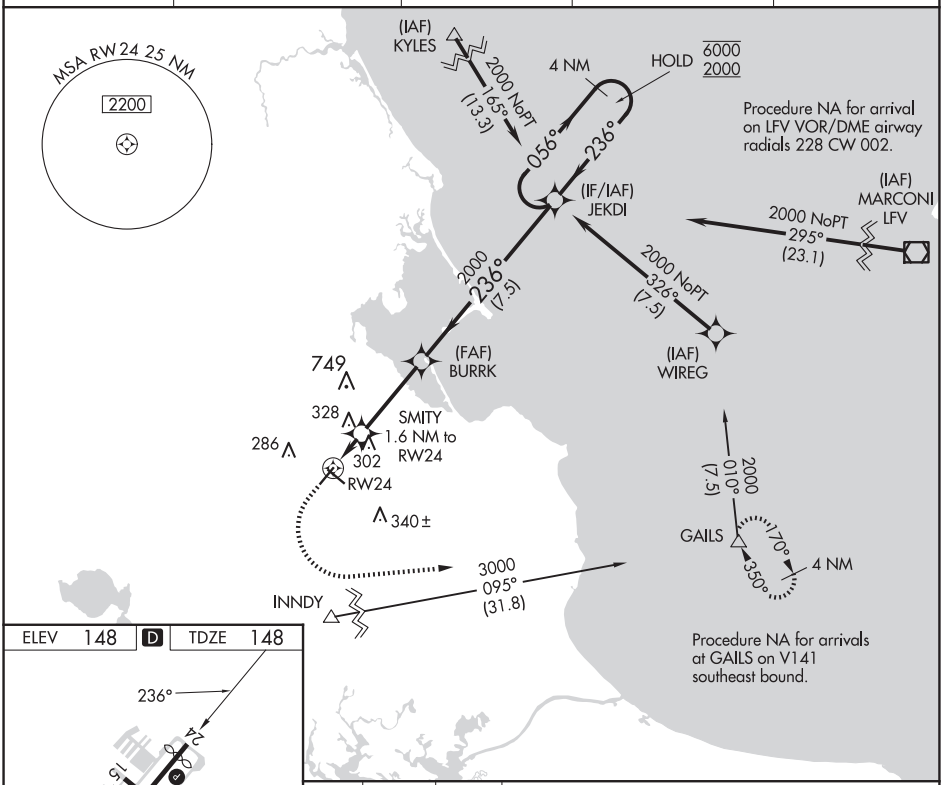
APP CRS	Rwy Idg	4350
236°	TDZE	148
	Apt Elev	148

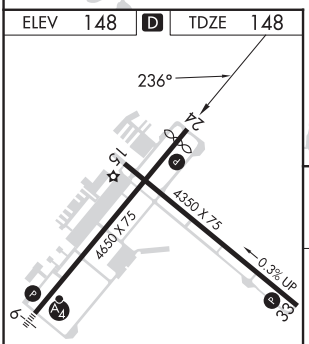
RNP APCH - GPS.

Rwy 24 helicopter visibility reduction below 1 SM NA.
Circling Rwy 15 NA at night.

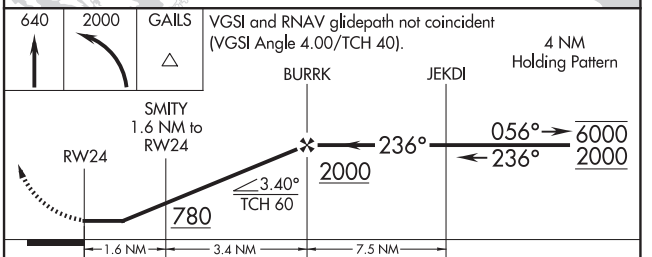
MISSED APPROACH: Climb to 640 then climbing left turn to 2000 direct GAILS and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM	
135.625	118.2 284.6	127.75	122.75 (CTAF)	122.9 L





REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	580-1 432 (500-1)		580-1¼ 432 (500-1¼)	NA
C CIRCLING	620-1 472 (500-1)	640-1 492 (500-1)	760-1¾ 612 (700-1¾)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PLYMOUTH, MASSACHUSETTS AL-5295 (FAA) 24305

RNAV (GPS) RWY 33

PLYMOUTH MUNI (PYM)

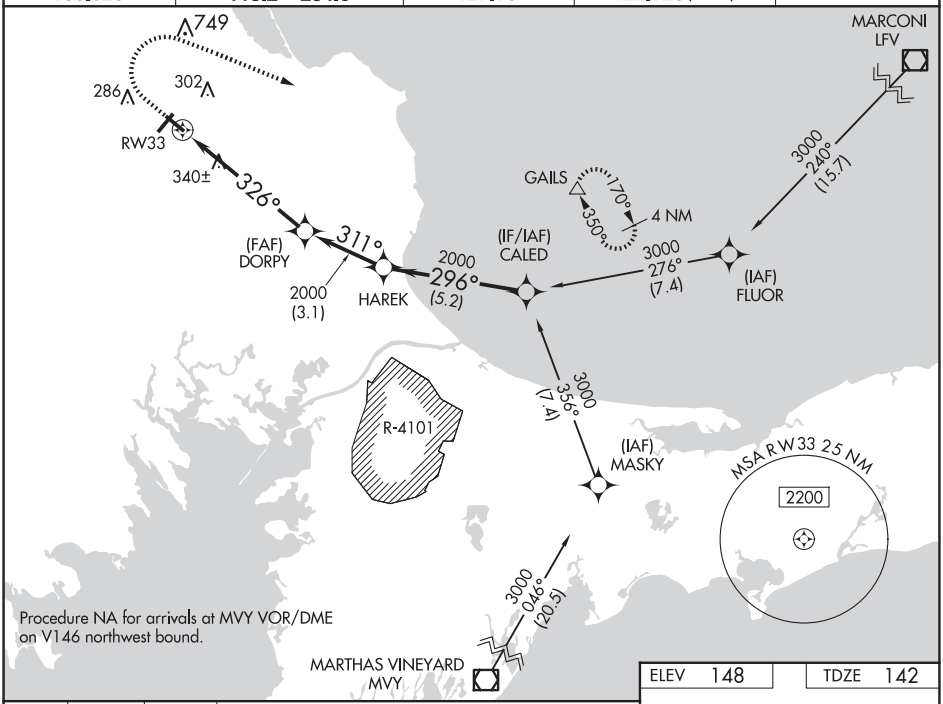
WAAS	APP CRS	Rwy Idg	4350
CH 63241	326°	TDZE	142
W33A		Apt Elev	148

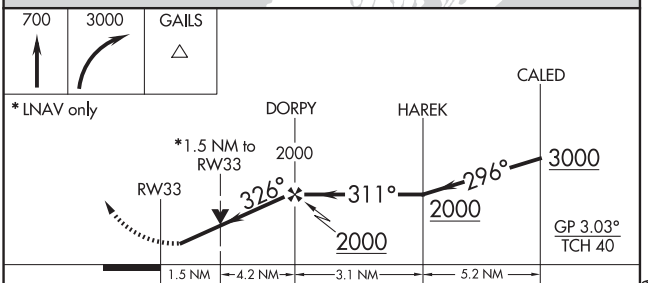
RNP APCH - GPS.

Circling Rwy 15 NA at night. Rwy 33 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct GAILS and hold.

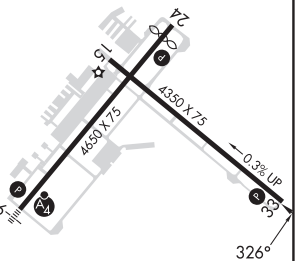
ASOS	BOSTON APP CON	CLNC DEL	UNICOM	
135.625	118.2 284.6	127.75	122.725 (CTAF)	122.9 L





CATEGORY	A	B	C	D
LPV DA	393-¾	251 (300-¾)		NA
LNAV/VNAV DA	486-1	344 (400-1)		NA
LNAV MDA	660-1	518 (600-1)	660-1⅜ 518 (600-1⅜)	NA
C CIRCLING	660-1	512 (600-1)	760-1¾ 612 (700-1¾)	NA

ELEV 148 TDZE 142



REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L

PLYMOUTH, MASSACHUSETTS
Amdt 1B 31OCT24

41°55'N-70°44'W

PLYMOUTH MUNI (PYM)

RNAV (GPS) RWY 33

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 11

PORTLAND INTL JETPORT (PWM)

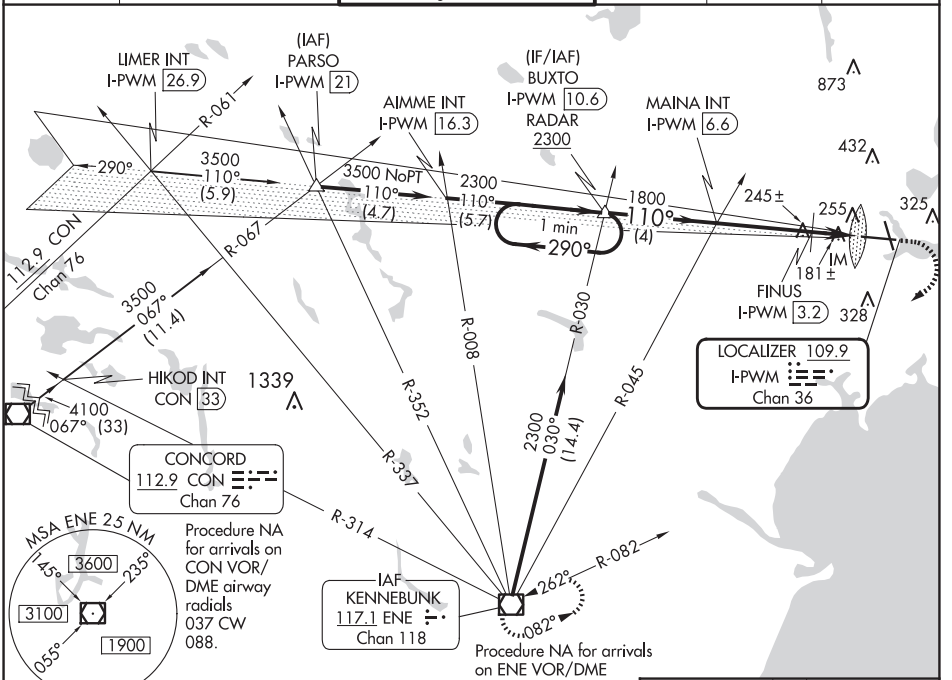
LOC/DME I-PWM	APP CRS	Rwy Idg 7200
109.9	110°	TDZE 76
Chan 36		Apt Elev 76

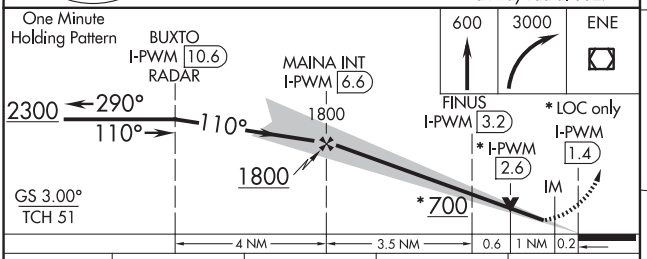
For inoperative ALSF-2, increase S-LOC 11 Cat C/D visibility to 1¾ mile. Increase FINUS fix minimums S-LOC 11 Cat C/D visibility to RVR 5500.

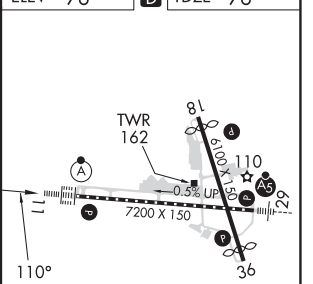
ALSF-2

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 L (CTAF) 257.8	121.9	121.9	122.95







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)	
C 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)	
C 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 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 18 and 36 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PORTLAND, MAINE | AL-329 (FAA) | 24305

LOC/DME I-GCS	APP CRS	Rwy Idg	7200
109.9	290°	TDZE	56
Chan 36		Apt Elev	76

ILS or LOC RWY 29

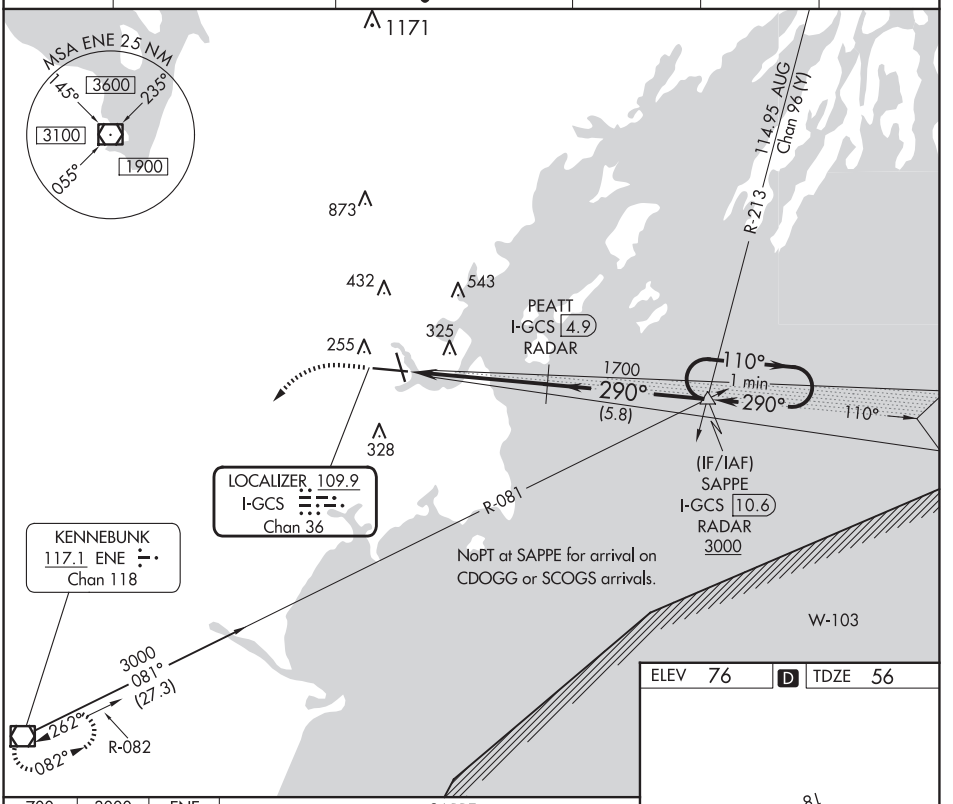
PORTLAND INTL JETPORT (PWM)

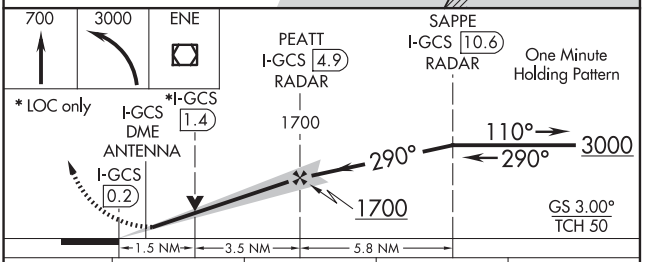
T A **RVR 1800 authorized with use of FD or AP or HUD to DA. DME or RADAR required.

MALSR

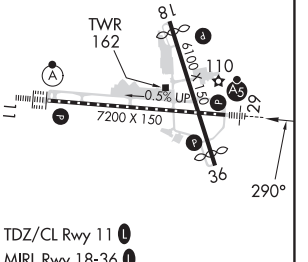
MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 269.35	120.9 L (CTAF) 257.8	121.9	121.9	122.95





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)	
C 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 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 18 and 36 L

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, 07 AUG 2025 to 02 OCT 2025

ILS RWY 11 (SA CAT I)
PORTLAND INTL JETPORT (PWM)

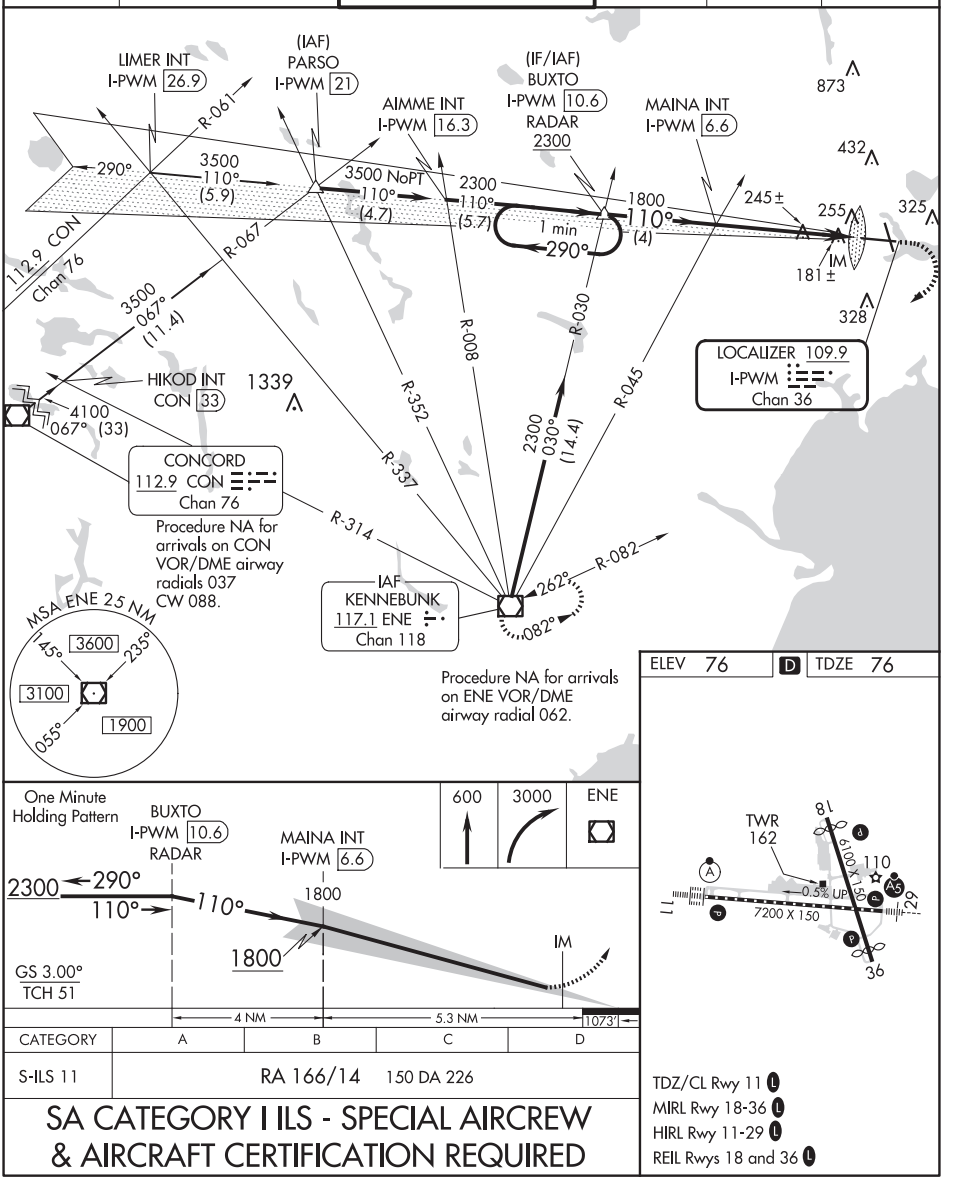
LOC/DME I-PWM	APP CRS	Rwy Idg 7200
109.9	110°	TDZE 76
Chan 36		Apt Elev 76

Procedure NA when control tower closed. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

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 L (CTAF) 257.8	121.9	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 11	RA 166/14 150 DA 226			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 18 and 36 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PORTLAND, MAINE

AL-329 (FAA)

24305

ILS RWY 29 (SA CAT I & II)

PORTLAND INTL JETPORT (PWM)

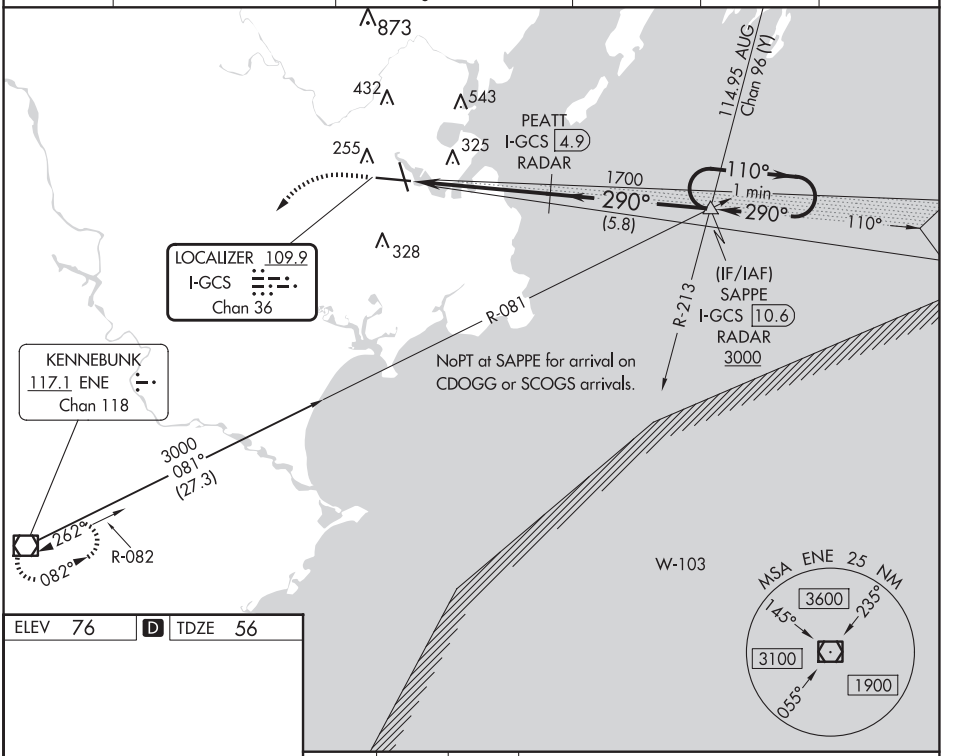
LOC/DME I-GCS	APP CRS	Rwy Idg	7200
109.9	290°	TDZE	56
Chan 36		Apt Elev	76

T A DME or RADAR required. DME required when Portland approach control closed. Procedure NA when control tower closed.
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

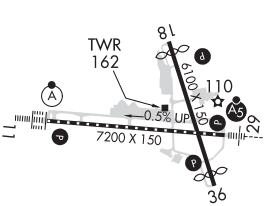
MALSR

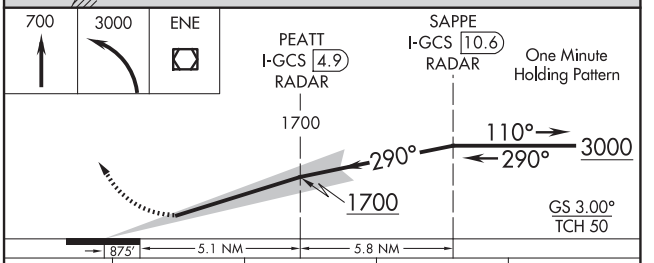
MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 269.35	120.9 L (CTAF) 257.8	121.9	121.9	122.95



ELEV 76 | D | TDZE 56





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	

TDZ/CL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 18 and 36 L

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

PORTLAND, MAINE
Amdt 4A 16JUL20

43°39'N-70°19'W

PORTLAND INTL JETPORT (PWM)

ILS RWY 29 (SA CAT I & II)

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 11 (CAT II & III)

PORTLAND INTL JETPORT (PWM)

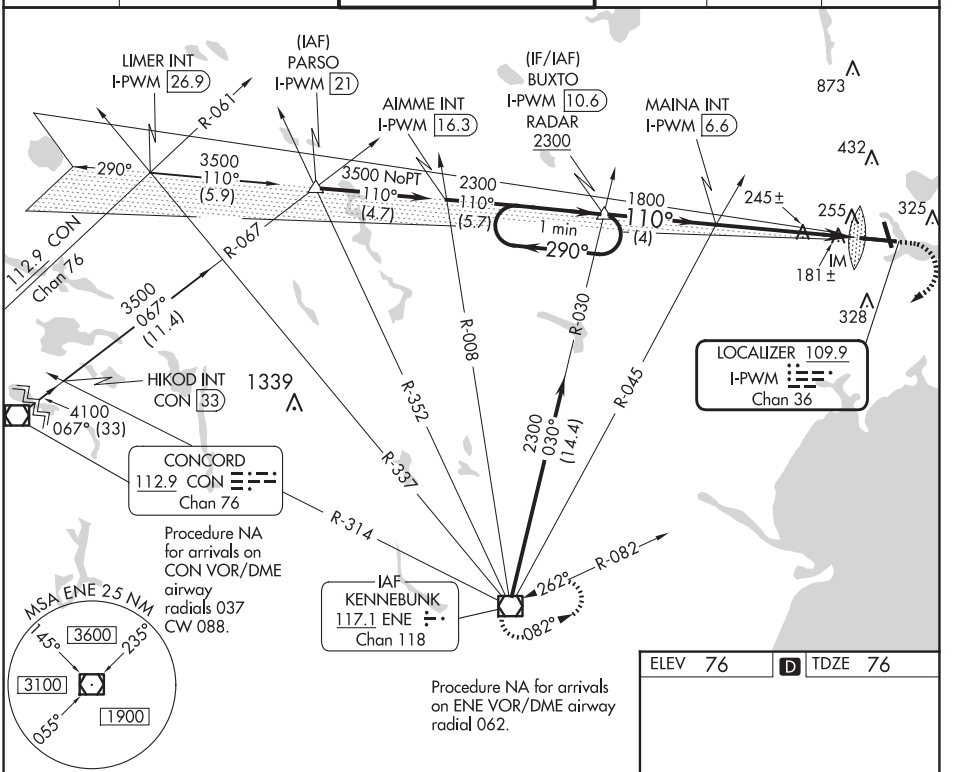
LOC/DME I-PWM	APP CRS	Rwy Idg 7200
109.9	110°	TDZE 76
Chan 36		Apt Elev 76

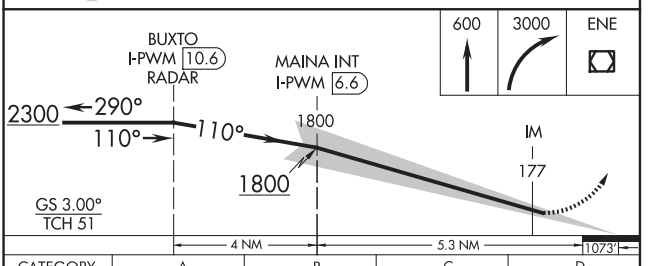
Procedure NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 269.35	120.9 L (CTAF) 257.8	121.9	121.9	122.95

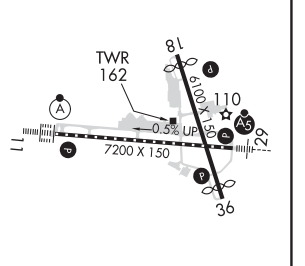




CATEGORY	A	B	C	D
S-ILS 11	CAT II RA 108/12 100 DA 176			
S-ILS 11	CAT III RVR 06			

CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 76 D TDZE 76



TDZ/CL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 18 and 36 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 11

PORTLAND INTL JETPORT (PWM)

WAAS CH 70306 W11A	APP CRS 110°	Rwy ldg 7200 TDZE 76 Apt Elev 76

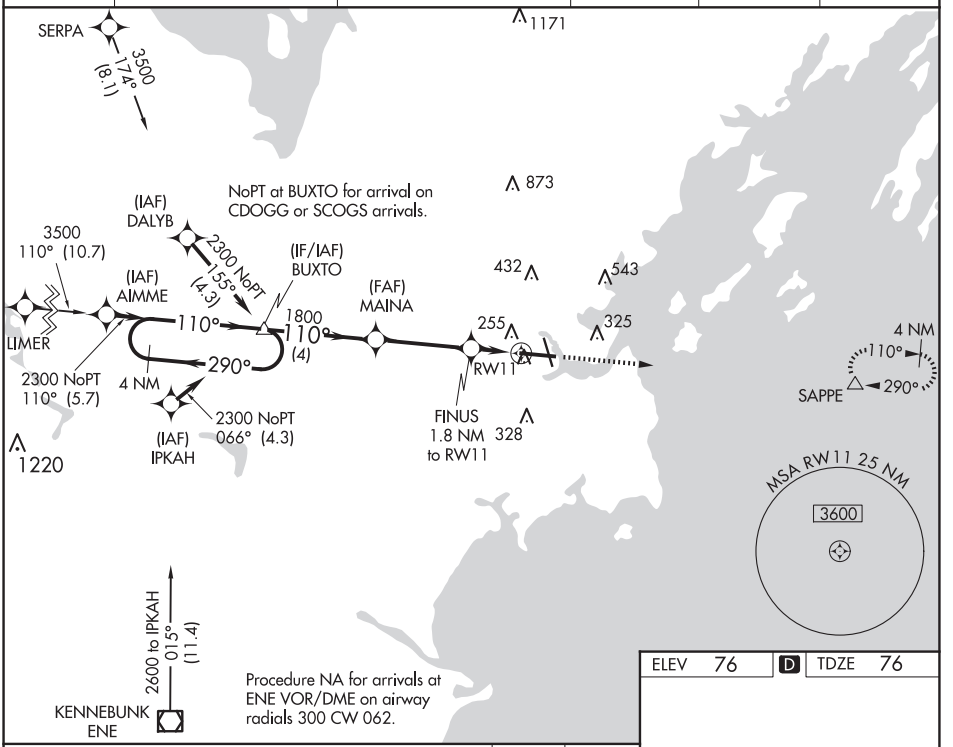
RNP APCH - GPS.

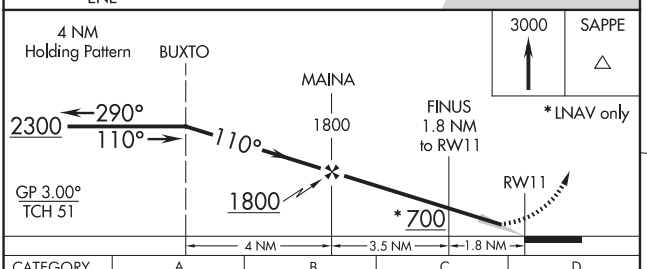
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

ALSF-2

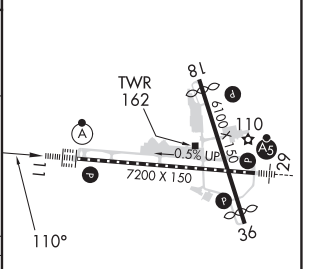
MISSED APPROACH: Climb to 3000 direct SAPPE and hold, continue climb-in-hold to 3000.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 269.35	120.9 L (CTAF) 257.8	121.9	121.9	122.95





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 (500-⅞)	
C 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 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 18 and 36 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18

PORTLAND INTL JETPORT (PWM)

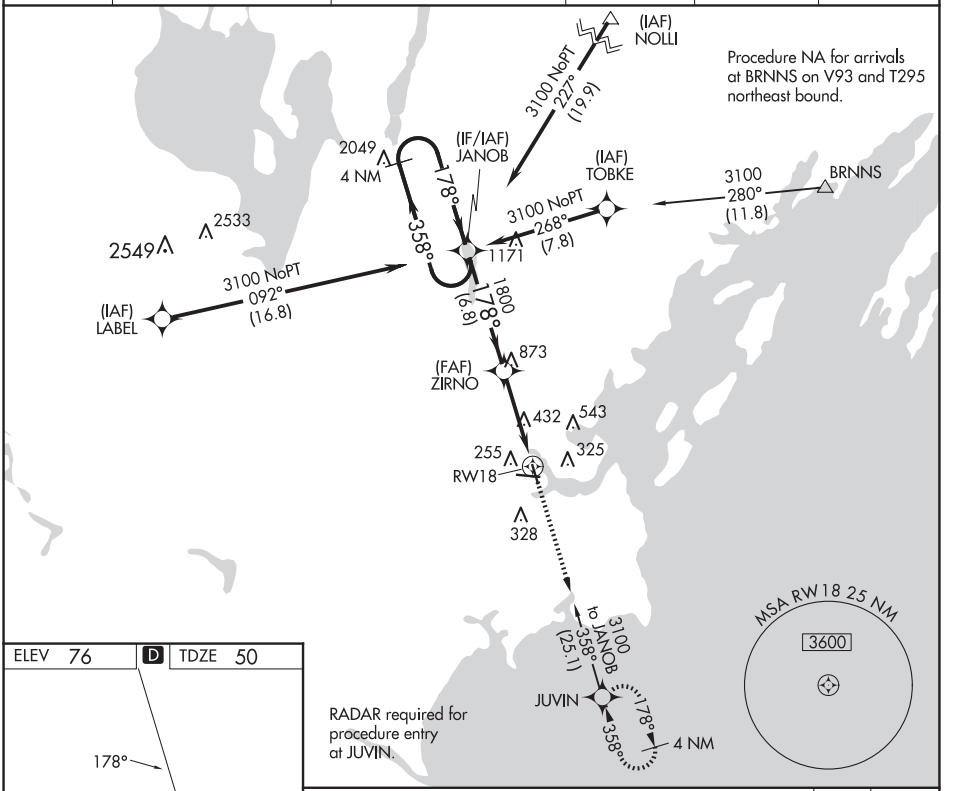
WAAS	APP CRS	Rwy Idg	5150
CH 77925	178°	TDZE	50
W18A		Apt Elev	76

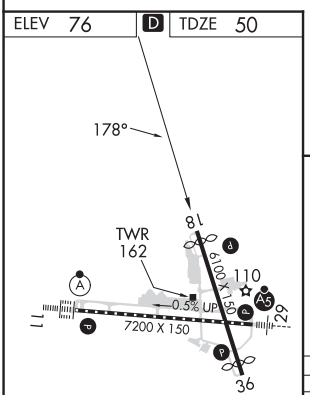
RNP APCH.

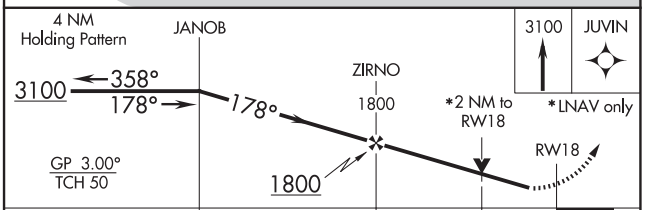
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct JUVIN and hold, continue climb-in-hold to 3100.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 269.35	120.9 L (CTAF) 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	300-¾ 250 (300-¾)			
LNAV/VNAV DA	477-1⅜ 427 (500-1⅜)			
LNAV MDA	740-1 690 (700-1)		740-2 690 (700-2)	
C CIRCLING	740-1 664 (700-1)		740-2 664 (700-2)	860-2½ 784 (800-2½)

TDZ/CL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 18 and 36 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PORTLAND, MAINE | AL-329 (FAA) | 24305

RNAV (GPS) RWY 29

PORTLAND INTL JETPORT (PWM)

WAAS	APP CRS	Rwy Idg	7200
CH 65626	290°	TDZE	56
W29A		Apt Elev	76

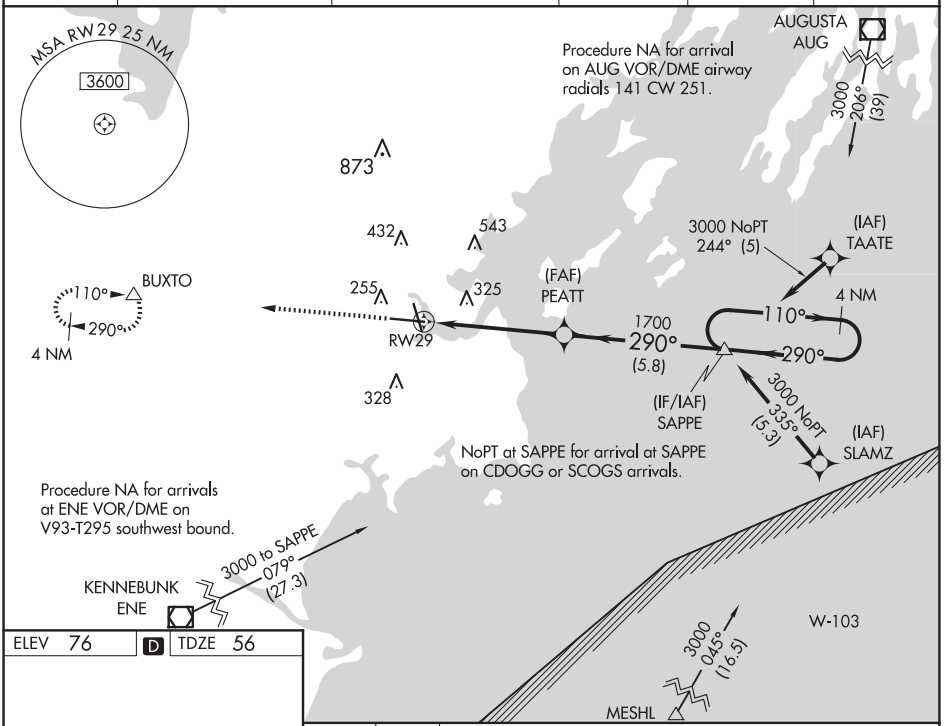
RNP APCH.

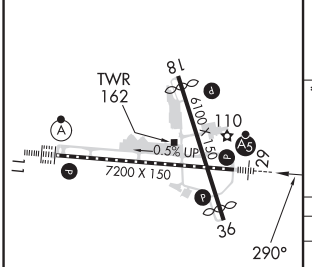
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1¾ mile, increase LNAV Cat C/D visibility to 1⅜ mile.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

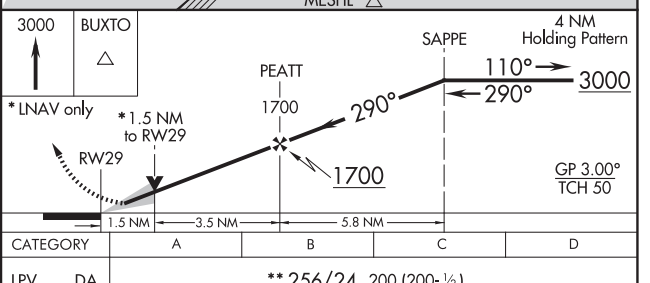
MALSR

MISSED APPROACH: Climb to 3000 direct BUXTO and hold, continue climb-in-hold to 3000.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 269.35	120.9 L (CTAF) 257.8	121.9	121.9	122.95







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)	
C 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 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 18 and 36 L

PORTLAND, MAINE
Amdt 3B 16JUL20

43°39′N-70°19′W

PORTLAND INTL JETPORT (PWM)
RNAV (GPS) RWY 29

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36

PORTLAND INTL JETPORT (PWM)

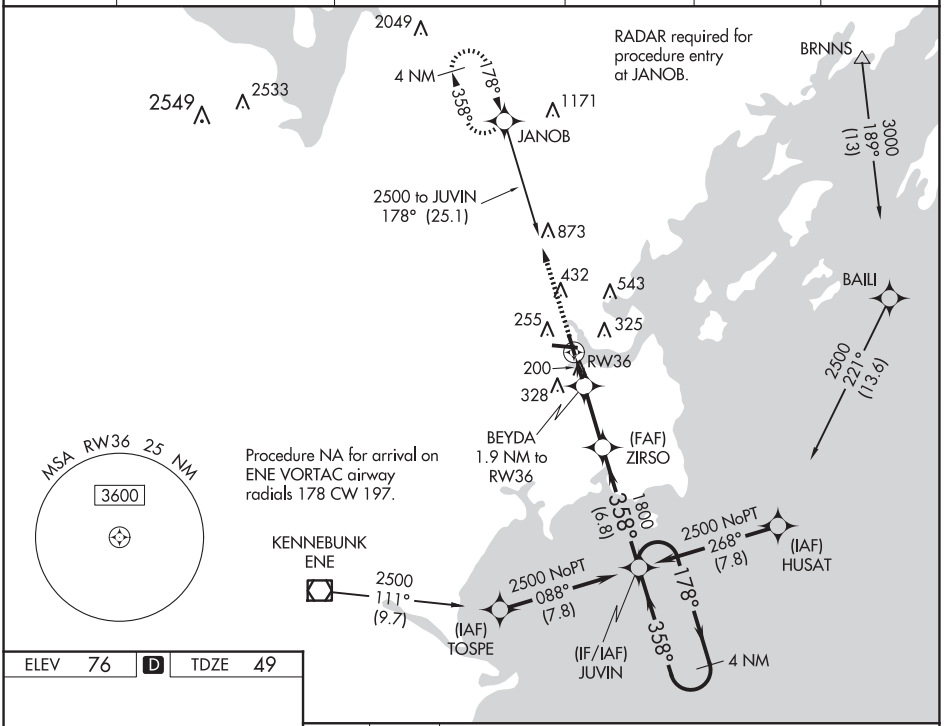
WAAS	APP CRS	Rwy Idg	5150
CH 49225	358°	TDZE	49
W36A		Apt Elev	76

RNP APCH.

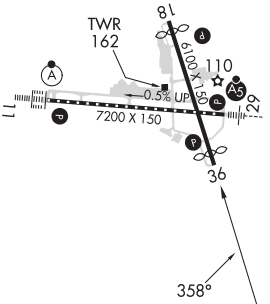
Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct JANOB and hold, continue climb-in-hold to 3100.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 269.35	120.9 L (CTAF) 257.8	121.9	121.9	122.95



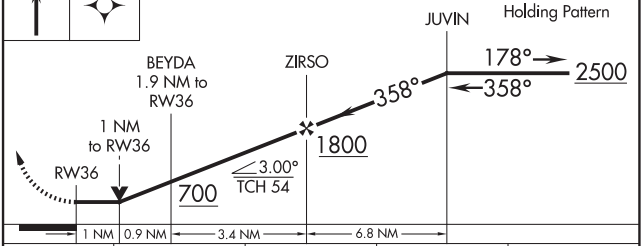
ELEV 76 D TDZE 49



TDZ/CL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 18 and 36 L

3100 JANOB

VGSI and descent angles not coincident (VGSI Angle 3.25/TCH 54).



CATEGORY	A	B	C	D
LP MDA	460-1 411 (400-1)		460-1⅛ 411 (400-1⅛)	
LNAV MDA	560-1 511 (500-1)		560-1⅜ 511 (500-1⅜)	
C CIRCLING	620-1 544 (600-1)	640-1 564 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)

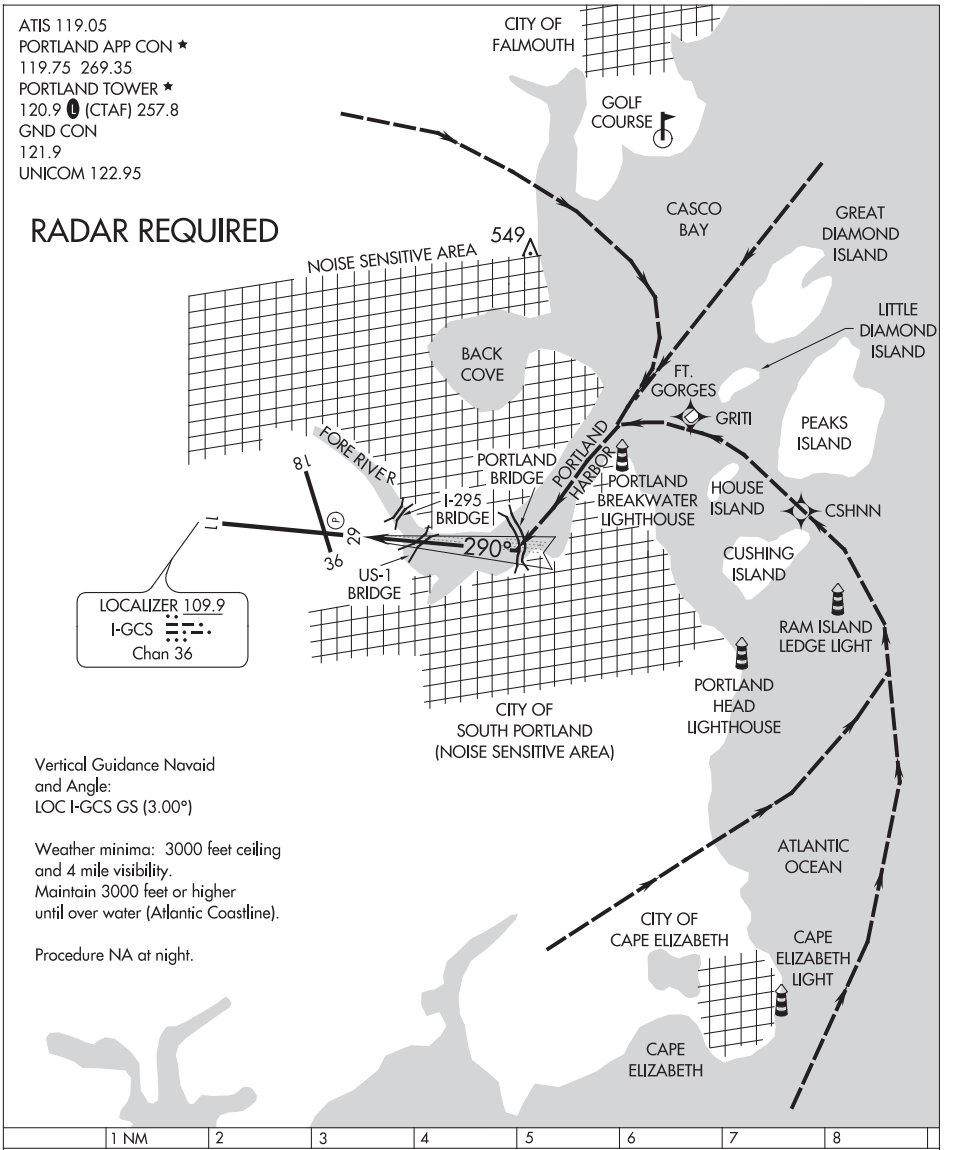
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

22251

HARBOR VISUAL RWY 29

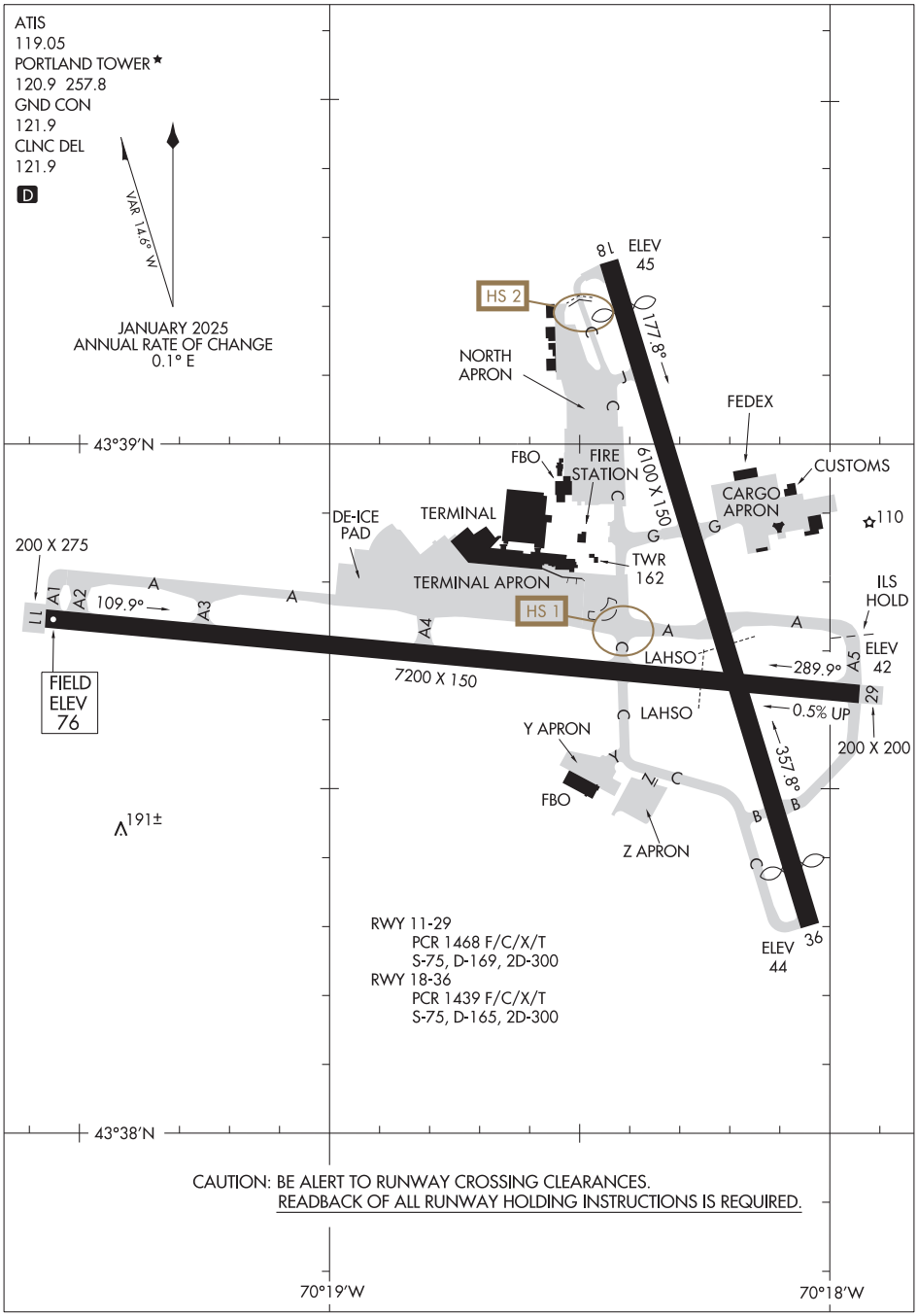
AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE



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, 07 AUG 2025 to 02 OCT 2025



NE-1, 07 AUG 2025 to 02 OCT 2025

HSKEL THREE DEPARTURE (RNAV)

(HSKEL3.HSKEL) 13SEP18

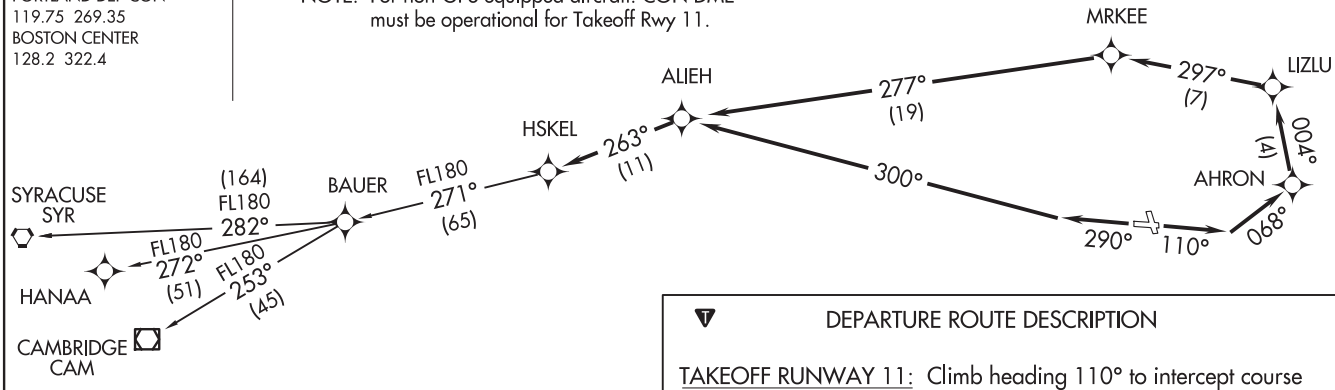
PORTLAND, MAINE
PORTLAND INTL JETPORT (PWM)

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

N

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: CON DME must be operational for Takeoff Rwy 11.

TOP ALTITUDE: 3000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 110° to intercept course 068° to AHRON, then on depicted route to HSKEL, thence....
TAKEOFF RUNWAY 29: Climb heading 290° to intercept course 300° to ALIEH, then on depicted route to HSKEL, thence....

....Maintain 3000 or as assigned by ATC (5000 when tower closed, contact Boston Center). Expect clearance to filed altitude five (5) minutes after departure.

BAUER TRANSITION (HSKEL3.BAUER):
CAMBRIDGE TRANSITION (HSKEL3.CAM):
HANAA TRANSITION (HSKEL3.HANAA):
SYRACUSE TRANSITION (HSKEL3.SYR):

LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course via HSKEL RNAV route to requested altitude or 10000, whichever is lower.

TAKEOFF MINIMUMS:
Rwy 11: Standard with minimum climb of 350′ per NM to 1300.
Rwy 29: Standard.

NOTE: Chart not to scale.

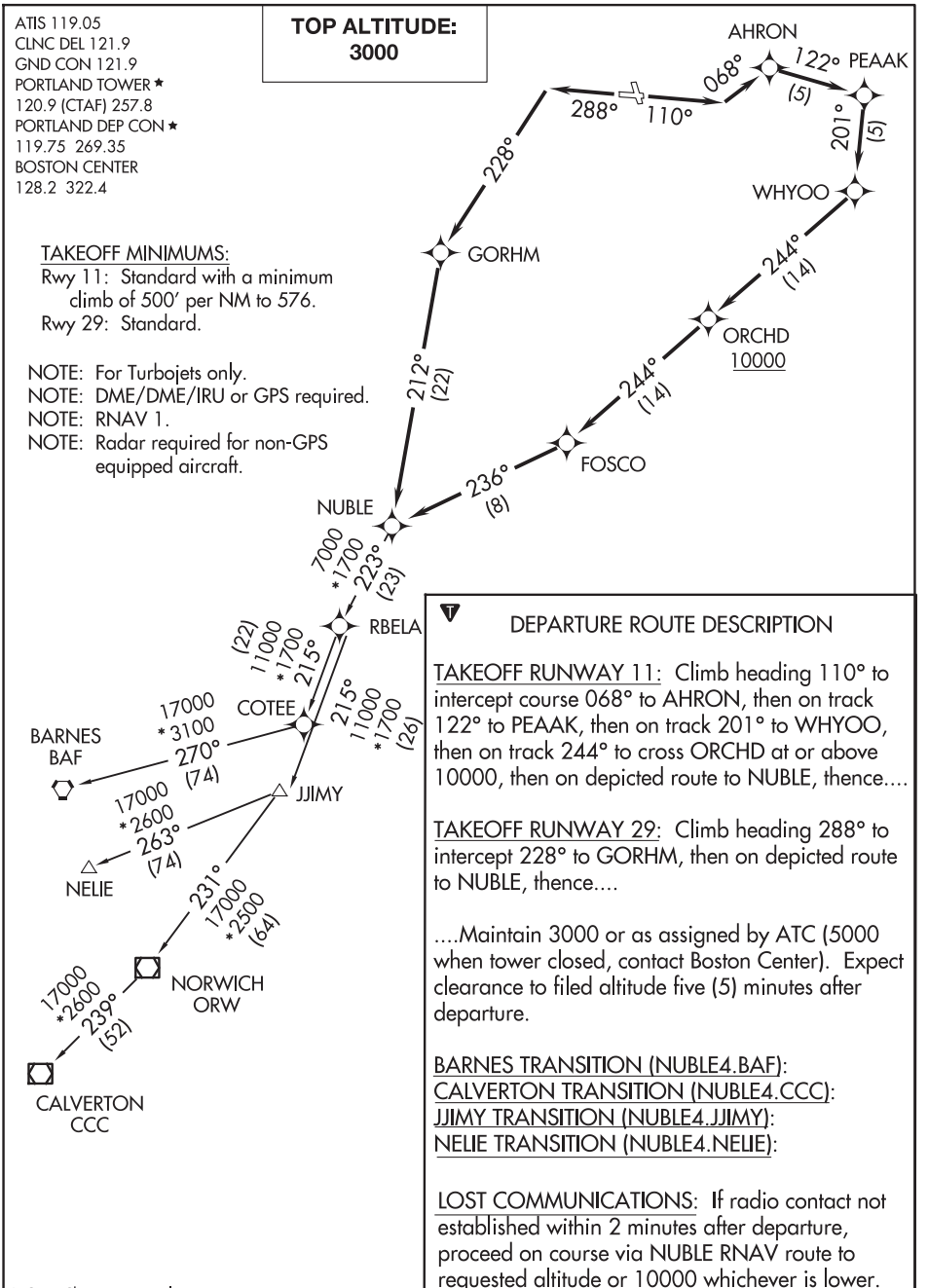
HSKEL THREE DEPARTURE (RNAV)

(HSKEL3.HSKEL) 21056

AL-329 (FAA)

PORTLAND, MAINE
PORTLAND INTL JETPORT (PWM)

NUBLE FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 110° to intercept course 068° to AHRON, then on track 122° to PEAAK, then on track 201° to WHYOO, then on track 244° to cross ORCHD at or above 10000, then on depicted route to NUBLE, thence....

TAKEOFF RUNWAY 29: Climb heading 288° to intercept 228° to GORHM, then on depicted route to NUBLE, thence....

....Maintain 3000 or as assigned by ATC (5000 when tower closed, contact Boston Center). Expect clearance to filed altitude five (5) minutes after departure.

BARNES TRANSITION (NUBLE4.BAF):
CALVERTON TRANSITION (NUBLE4.CCC):
JJIMY TRANSITION (NUBLE4.JJIMY):
NELIE TRANSITION (NUBLE4.NELIE):

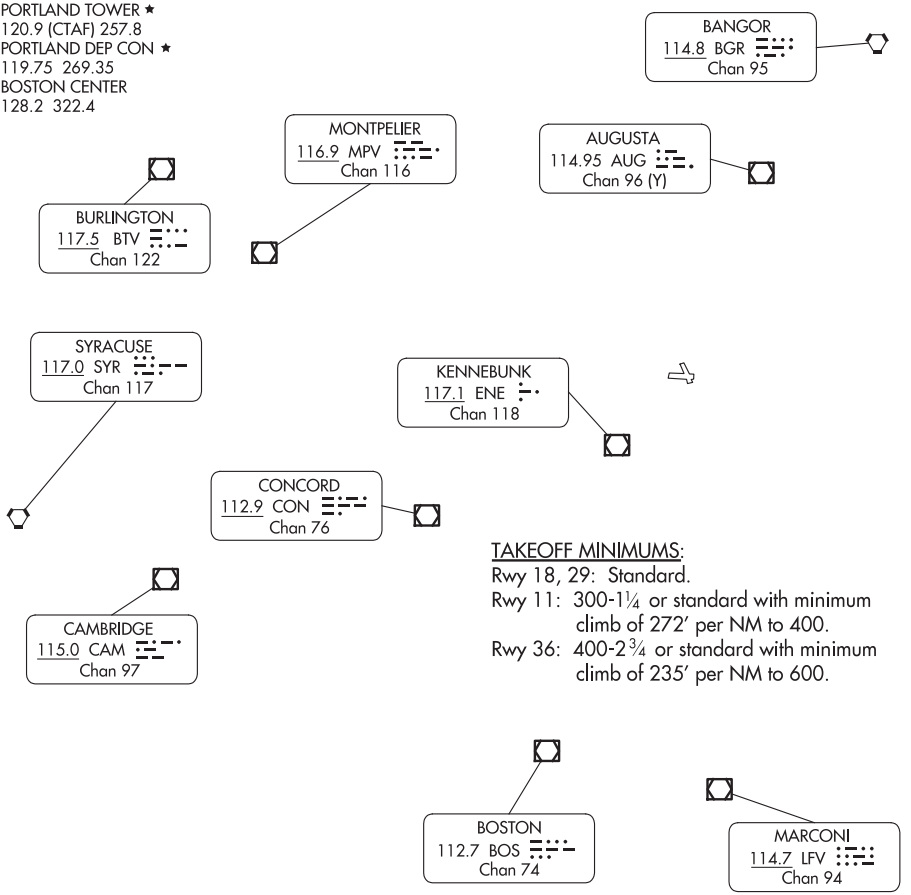
LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course via NUBLE RNAV route to requested altitude or 10000 whichever is lower.

NE-1, 07 AUG 2025 to 02 OCT 2025

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



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.

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.

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

LOC I-PGQ	APP CRS	Rwy Ldg	10518
110.1	165°	TDZE	100
		Apt Elev	100

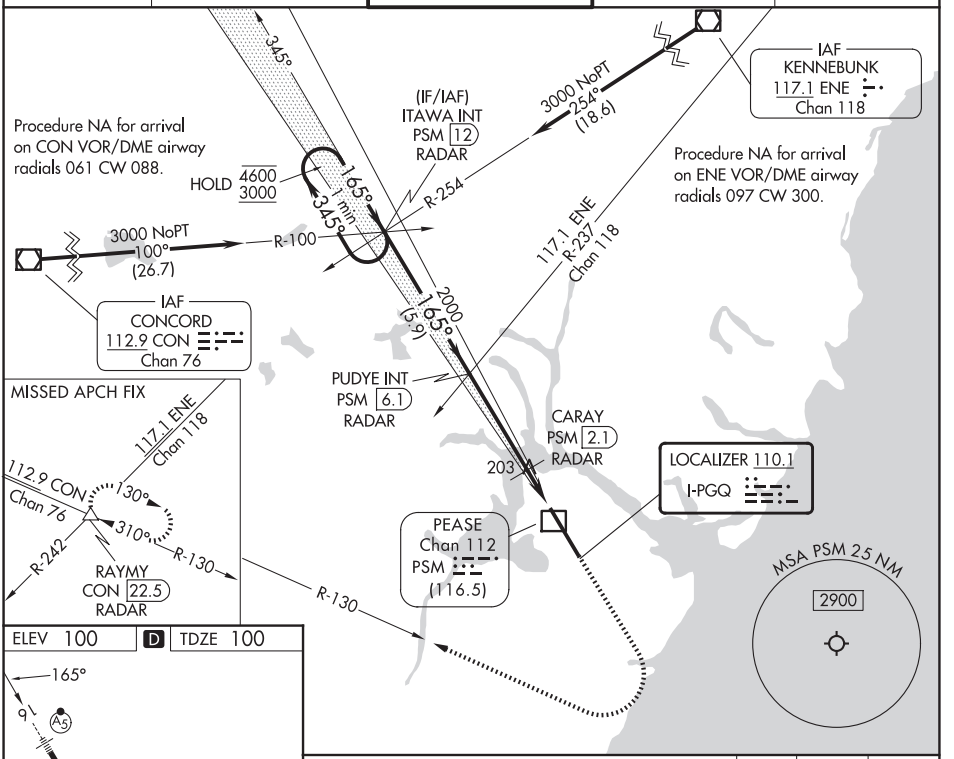
DME or RADAR required.

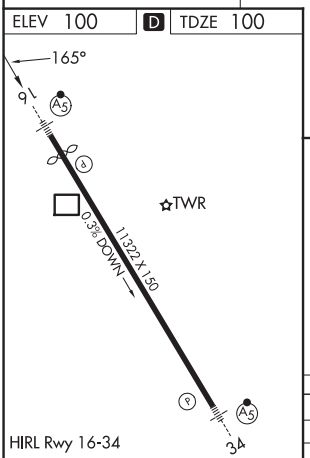
Circling NA east of Rwy 16-34. DME from PSM DME. Simultaneous reception of I-PGQ and PSM DME required. For inop ALS, increase S-ILS 16 Cat D visibility to RVR 4000; increase S-LOC 16 Cat C/D/E visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).

MALSR

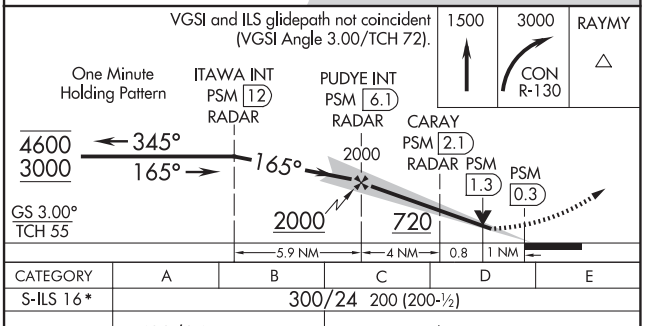
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on CON VOR/DME R-130 to RAYMY INT/CON VOR/DME 22.5 DME/RADAR and hold.

ATIS	BOSTON APP CON	PORTSMOUTH TOWER	GND CON	CLNC DEL
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8





FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D	E
S-ILS 16*	300/24 200 (200-½)				
S-LOC 16	480/24 380 (400-½)		480/35 380 (400-⅝)		
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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

LOC I-PSM	APP CRS	Rwy Ldg	11321
110.1	345°	TDZE	84
		Apt Elev	100

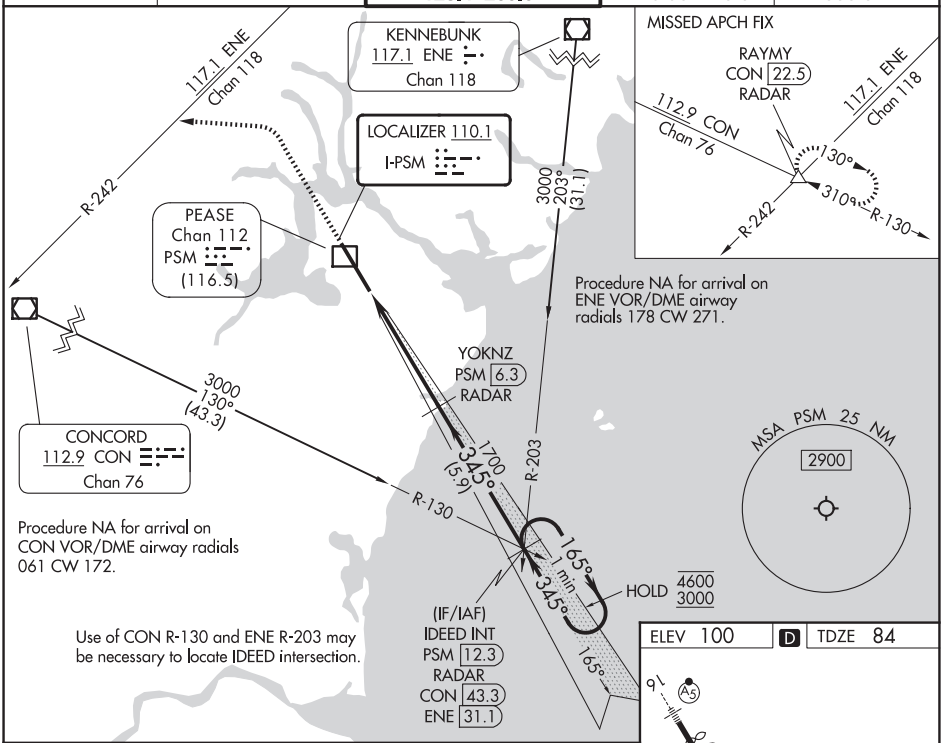
DME or RADAR required.

Circling NA east of Rwy 16-34. DME from PSM DME. Simultaneous reception of I-PSM and PSM DME required. For inop ALS, increase S-ILS 34 Cat E visibility to RVR 4000; increase S-LOC 34 Cat E visibility to 1⅜ SM.

MALSR

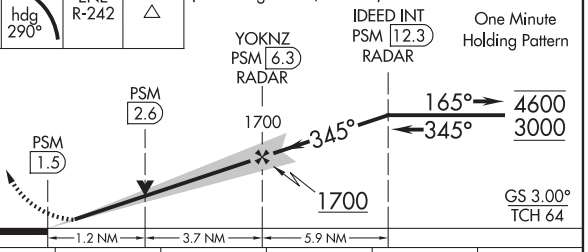
MISSED APPROACH: Climb to 1500 then climbing left turn on heading 290° to 3000 and ENE VOR/DME R-242 to RAYMY INT/CON VOR/DME 22.5 DME/RADAR and hold.

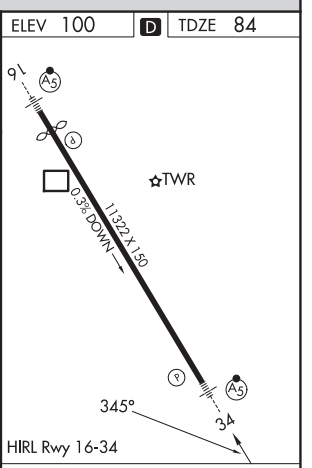
ATIS	BOSTON APP CON	PORTSMOUTH TOWER	GND CON	CLNC DEL
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8



1500	3000 hdg 290°	ENE R-242	RAYMY

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).





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 (500-⅞)		
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)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40012 W16A	APP CRS 165°	Rwy Ldg 10518 TDZE 100 Apt Elev 100

RNAV (GPS) RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

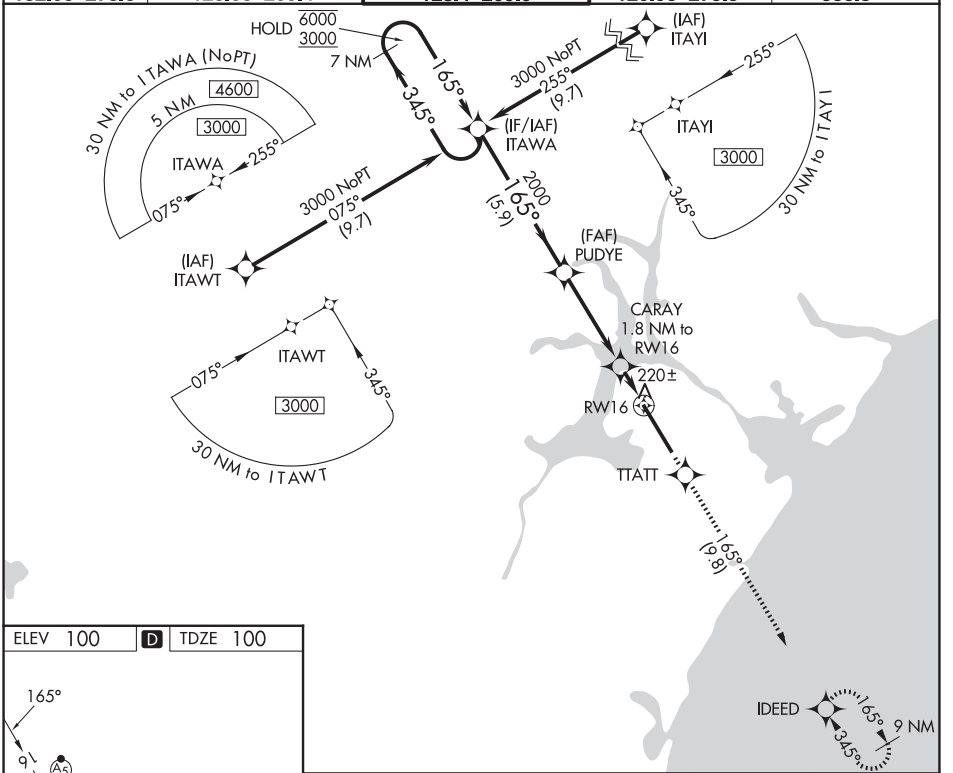
RNP APCH - GPS.

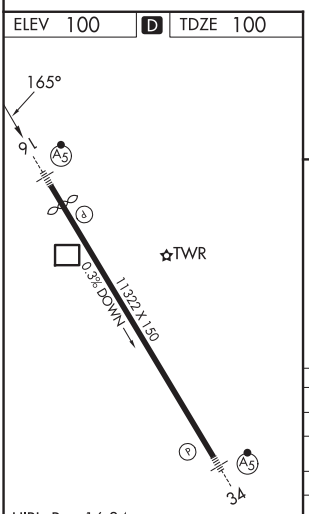
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwy 16-34. For inop ALS, increase LPV Cat E visibility to RVR 4500; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat C/D/E visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).

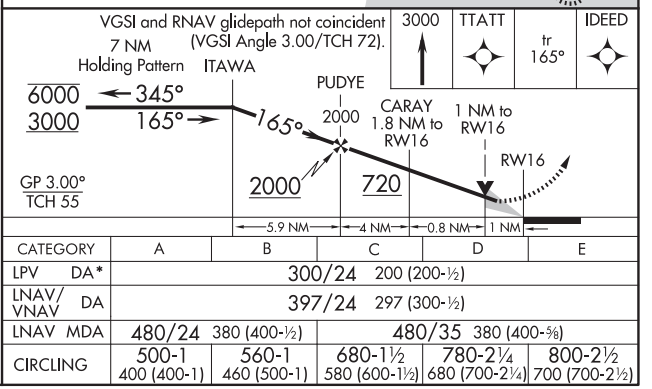
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct TTATT and track 165° to IDEED and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	PORTSMOUTH TOWER	GND CON	CLNC DEL
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8







CATEGORY	A	B	C	D	E
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 (400-⅝)		
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	680-1½ 580 (600-1½)	780-2¼ 680 (700-2¼)	800-2½ 700 (700-2½)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

WAAS	APP CRS	Rwy Ldg	11321
Ch 97323	345°	TDZE	84
W34A		Apt Elev	100

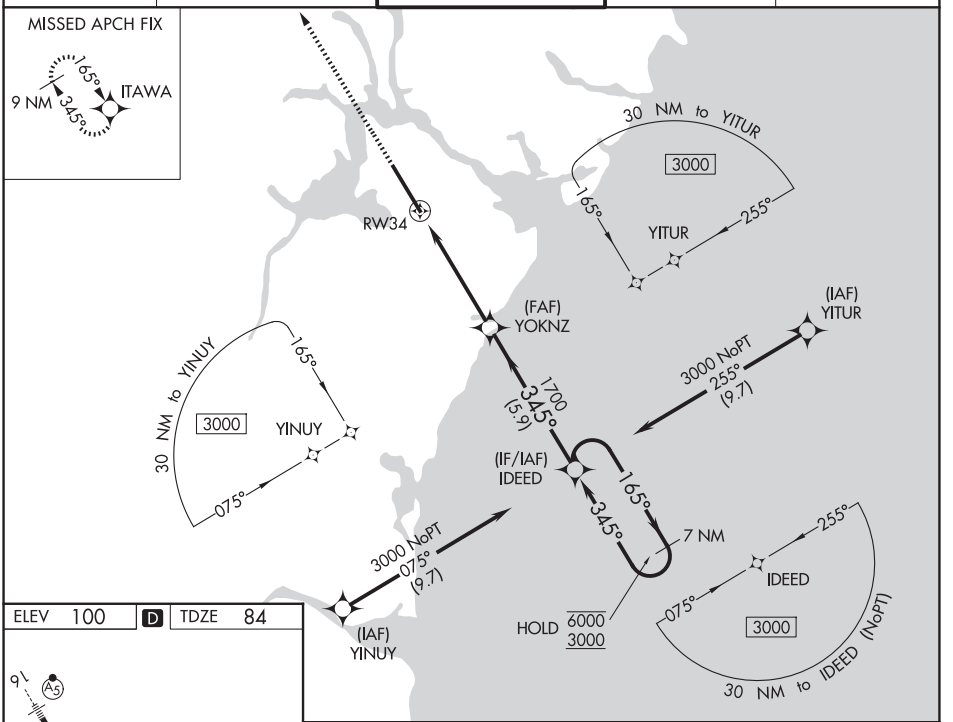
RNP APCH - GPS.

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 1⅜ SM.

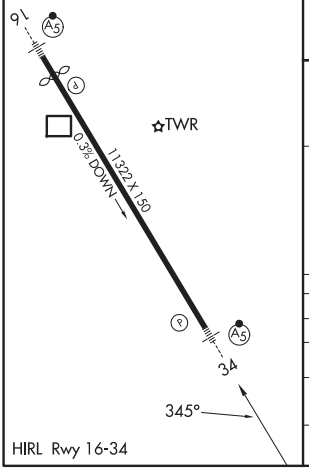
MALSR

MISSED APPROACH: Climb to 3300 direct ITAWA and hold, continue climb-in-hold to 3300

ATIS	BOSTON APP CON	PORTSMOUTH TOWER	GND CON	CLNC DEL
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8



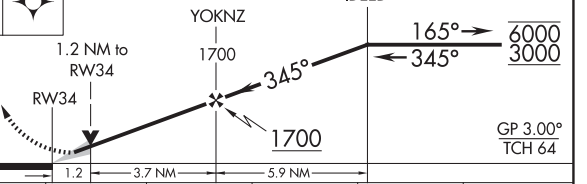
ELEV 100 D TDZE 84



3300 ITAWA

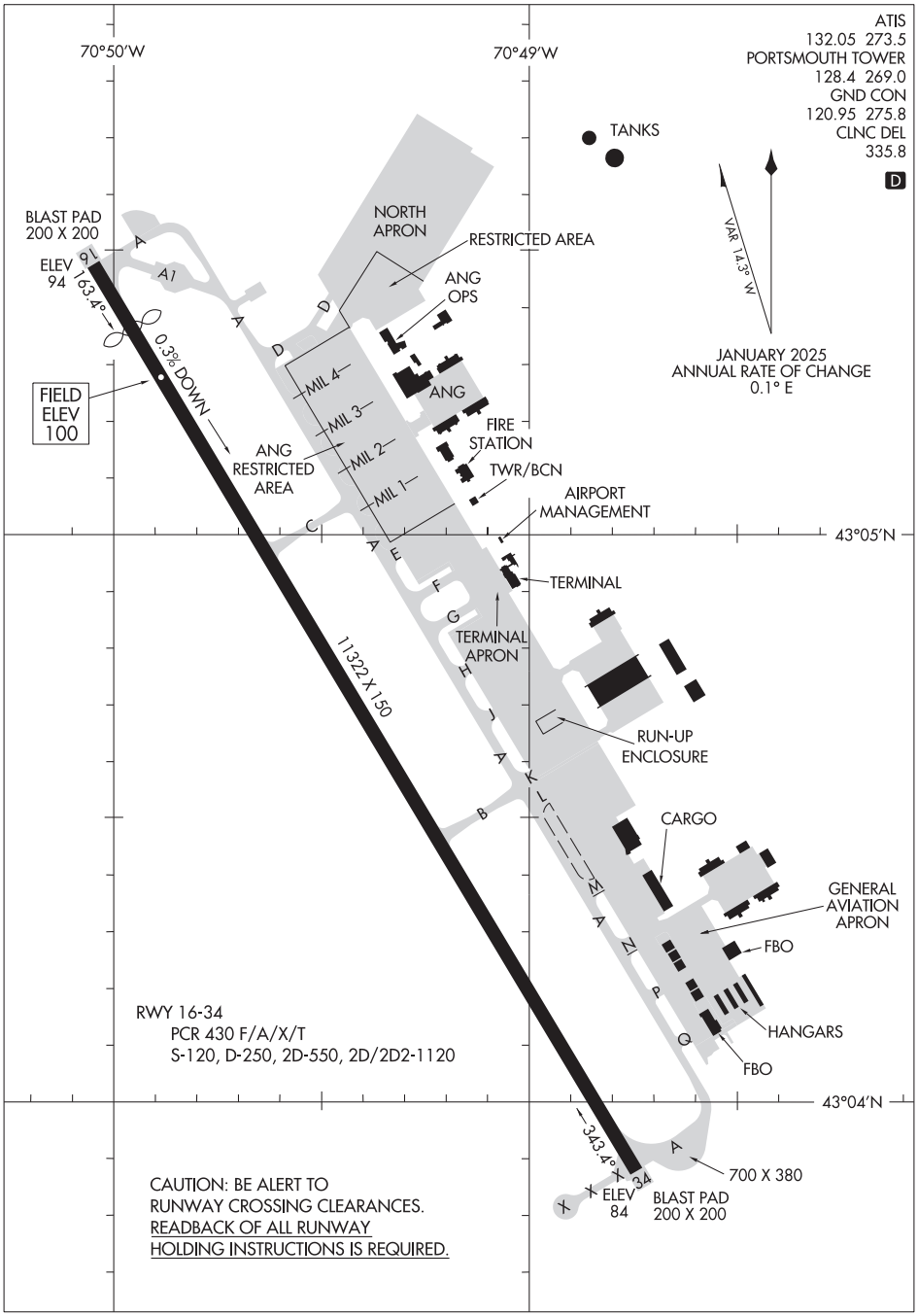
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).

7 NM Holding Pattern



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 (500-⅞)		
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, 07 AUG 2025 to 02 OCT 2025



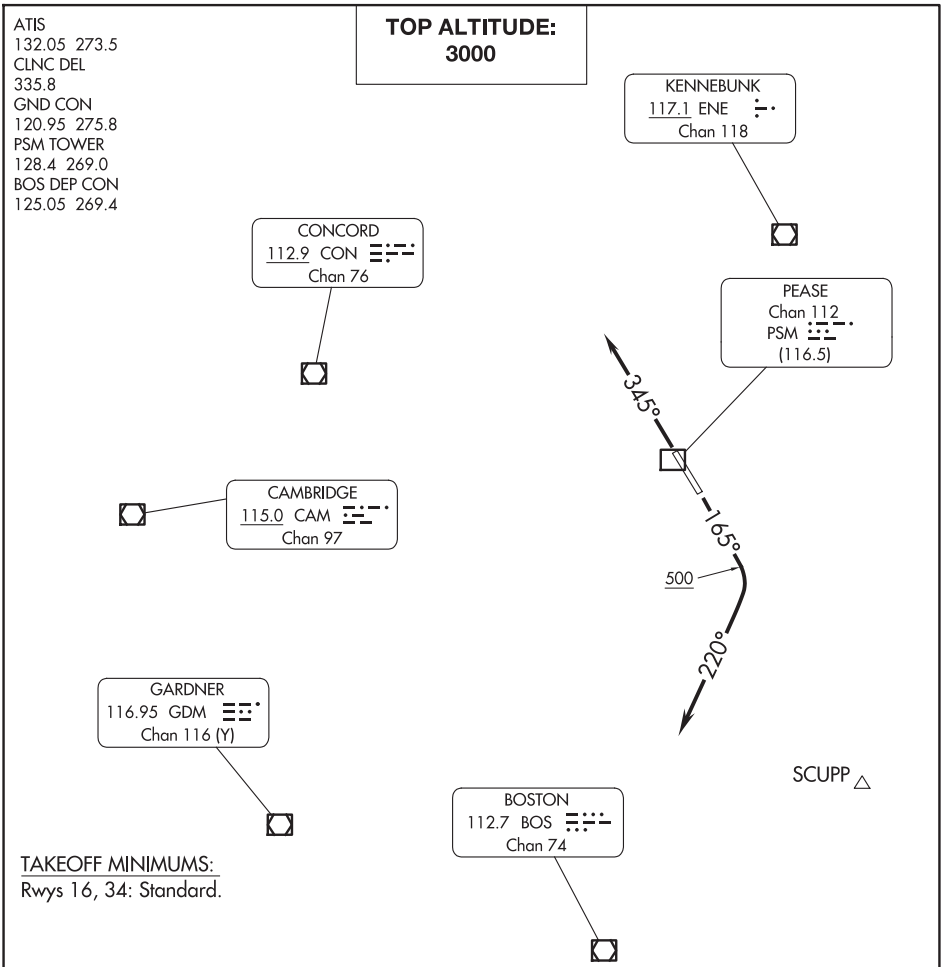
NE-1, 07 AUG 2025 to 02 OCT 2025

(PSM4.PSM) 23334

PEASE FOUR DEPARTURE

AL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE



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.

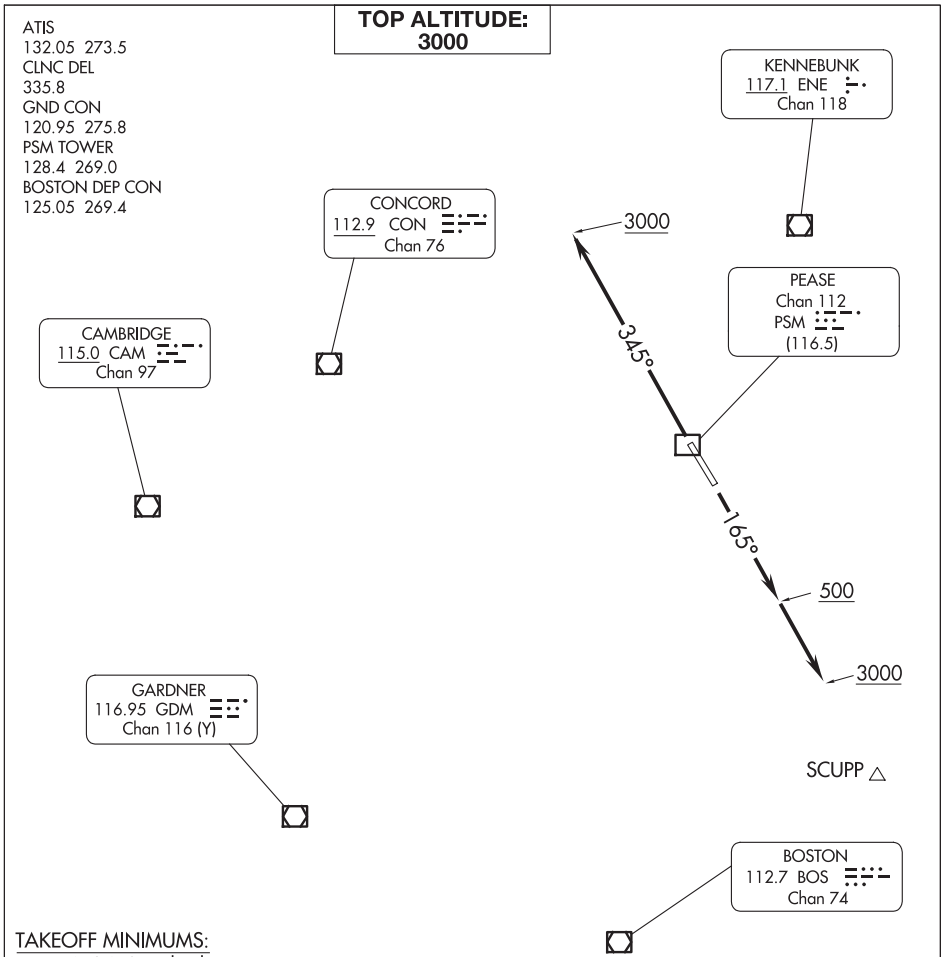
Note: Chart not to scale.

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.



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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

LOC I-PQI	APP CRS	Rwy Idg	7441
108.7	003°	TDZE	479
		Apt Elev	534

ILS or LOC RWY 1

PRESQUE ISLE INTL (PQI)

DME required.

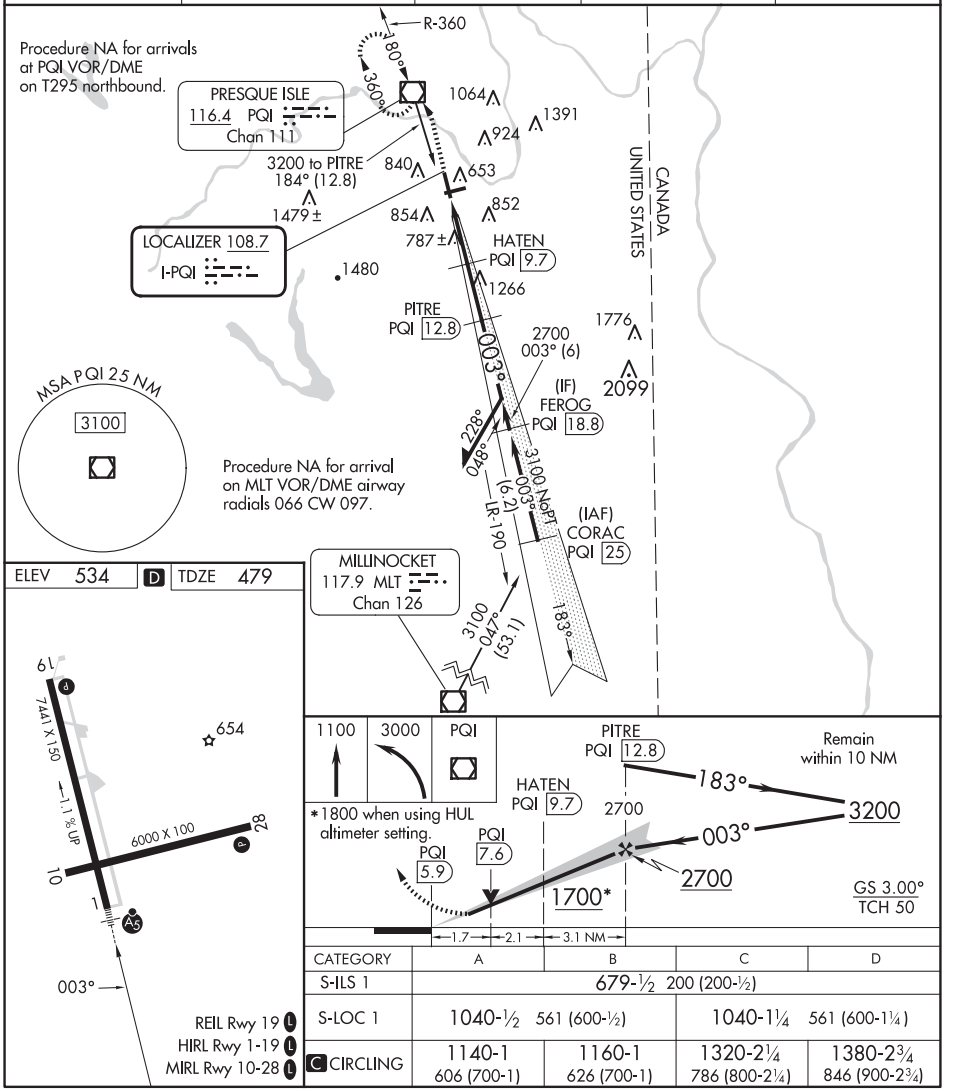
T A -36°C

Circling Rwy 10 NA at night. For inop ALS, increase S-LOC 1 Cats C and D visibility to 1⅝ SM. DME from PQI VOR/DME. Simultaneous reception of I-PQI and PQI DME required. When local altimeter setting not received, use HUL altimeter setting: increase S-ILS 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-ILS 1 all Cats visibility to ⅞ SM; and increase S-LOC 1 Cats C and D visibility to 1⅞ 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	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L



CATEGORY	A	B	C	D
S-ILS 1	679-½ 200 (200-½)			
S-LOC 1	1040-½ 561 (600-½)		1040-1¼ 561 (600-1¼)	
C CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1320-2¼ 786 (800-2¼)	1380-2¾ 846 (900-2¾)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	7441
CH 87012	003°	TDZE	479
W01A		Apt Elev	534

RNAV (GPS) RWY 1

PRESQUE ISLE INTL (PQI)

RNP APCH - GPS.

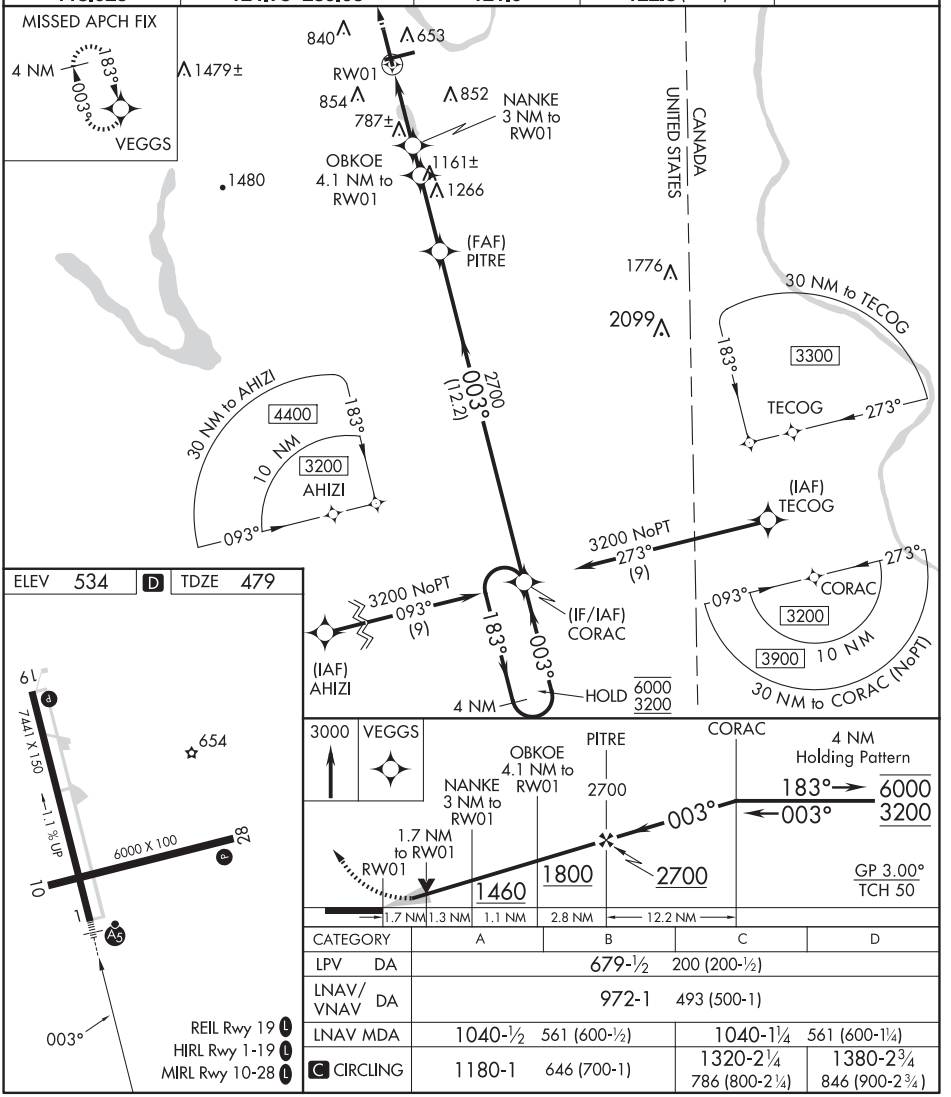
T A ✱ -36°C

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 1⅜ SM and LNAV Cats C and D to 1⅝ SM. Circling Rwy 10 NA at night. When local altimeter setting not received, use HUL altimeter setting: increase LPV DA to 769 feet; increase LNAV/VNAV DA to 1062 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. For inop ALS when using HUL altimeter setting, increase LPV all Cats visibility to ⅞ SM, and LNAV Cats C and D to 1⅞ SM.

MALSR A5

MISSED APPROACH: Climb to 3000 direct VEGGS and hold.

AWOS-3PT	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L



CATEGORY	A	B	C	D
LPV DA	679-½	200 (200-½)		
LNAV/VNAV DA	972-1	493 (500-1)		
LNAV MDA	1040-½	561 (600-½)	1040-1¼	561 (600-1¼)
C CIRCLING	1180-1	646 (700-1)	1320-2¼ 786 (800-2¼)	1380-2¾ 846 (900-2¾)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PRESQUE ISLE, MAINE | AL-331 (FAA) | 24361

WAAS	APP CRS	Rwy Idg	7441
CH 99712	183°	TDZE	534
W19A		Apt Elev	534

RNAV (GPS) RWY 19

PRESQUE ISLE INTL (PQI)

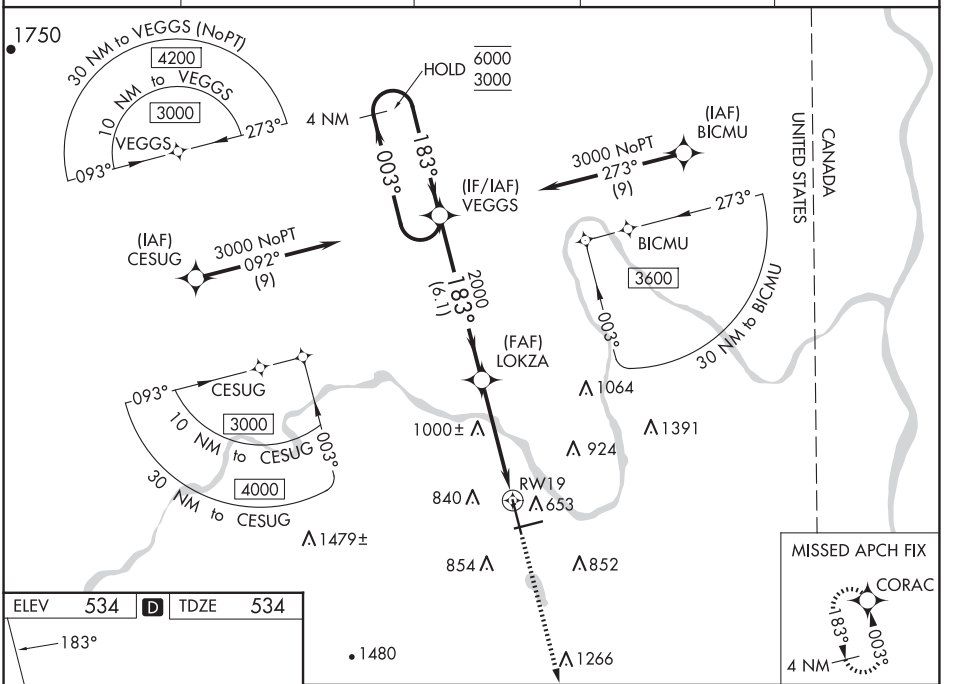
RNP APCH - GPS.

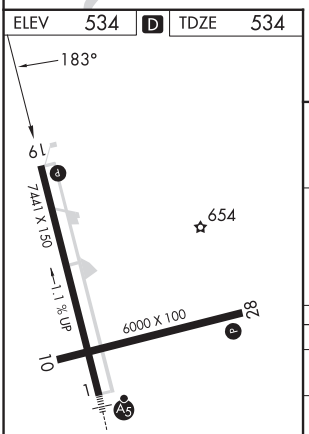
T A -36°C

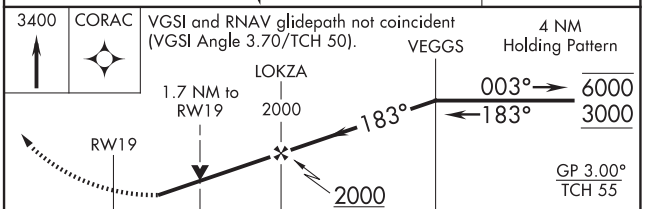
Rwy 19 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 10 NA at night. When local altimeter setting not received, use HUL altimeter setting: increase LPV DA to 1019 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1205 feet and all visibilities ⅛ 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.

MISSED APPROACH: Climb to 3400 direct CORAC and hold.

AWOS-3PT	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







CATEGORY	A	B	C	D
LPV DA	929-1⅛ 395 (400-1⅛)			
LNAV/VNAV DA	1115-1¾ 581 (600-1¾)			
LNAV MDA	1240-1 706 (800-1)		1240-2 706 (800-2)	
C CIRCLING	1240-1 706 (800-1)		1320-2¼ 786 (800-2¼)	1380-2¾ 846 (900-2¾)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	6000
CH 90212	273°	TDZE	473
W28A		Apt Elev	534

RNAV (GPS) RWY 28

PRESQUE ISLE INTL (PQI)

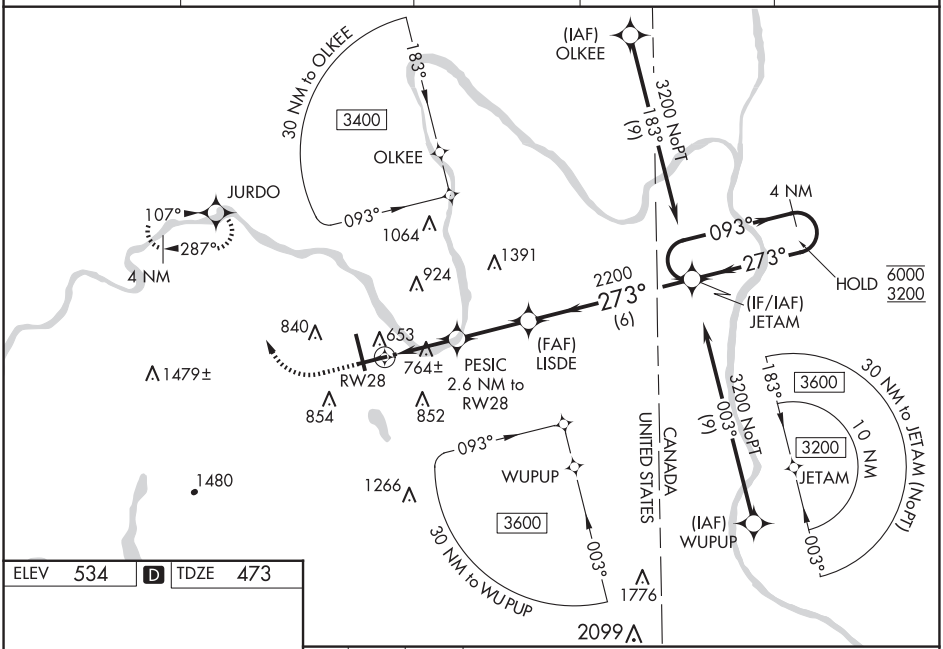
RNP APCH - GPS.

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.

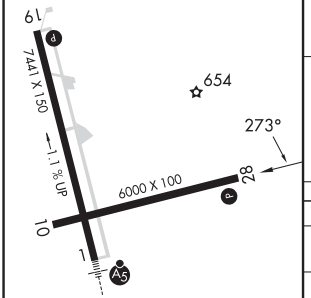
-36°C

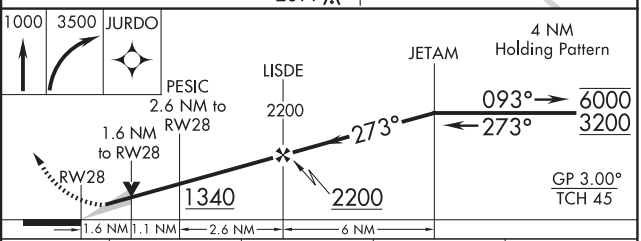
MISSED APPROACH: Climb to 1000 then climbing right turn to 3500 direct JURDO and hold. Continue climb-in-hold to 3500.

AWOS-3PT	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L



ELEV 534 D TDZE 473





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)		1020-1⅝ 547 (500-1⅝)	
C CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1320-2¼ 786 (800-2¼)	1380-2¾ 846 (900-2¾)

REIL Rwy 19 L
HIRL Rwy 1-19 L
MIRL Rwy 10-28 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PRESQUE ISLE, MAINE | AL-331 (FAA) | 24361

VOR RWY 19

PRESQUE ISLE INTL (PQI)

VOR/DME PQI	APP CRS	Rwy Idg	7441
116.4	180°	TDZE	534
Chan 111		Apt Elev	534

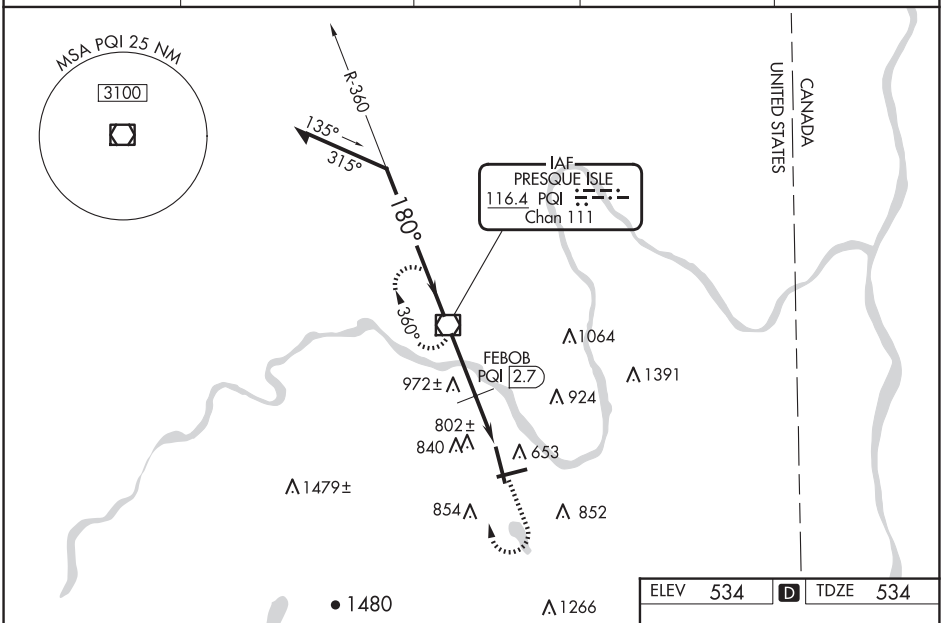
DME required.

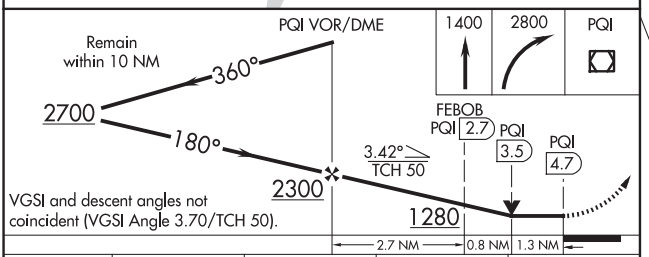
T A -36°C

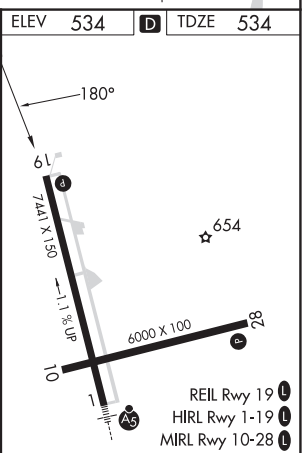
Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use HUL altimeter setting: increase all MDAs 100 feet and S-19 visibility Cats C and D ½ SM, and Circling visibility Cats A and D ¼ SM and Cat C ½ SM. FEBOB Fix minimums: increase S-19 visibility Cats C and 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 L







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)
C 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)		1080-1⅝ 546 (600-1⅝)	1080-1¾ 546 (600-1¾)
C CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1320-2¼ 786 (800-2¼)	1380-2¾ 846 (900-2¾)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4007
149°	TDZE	265
	Apt Elev	265

RNAV (GPS) RWY 15

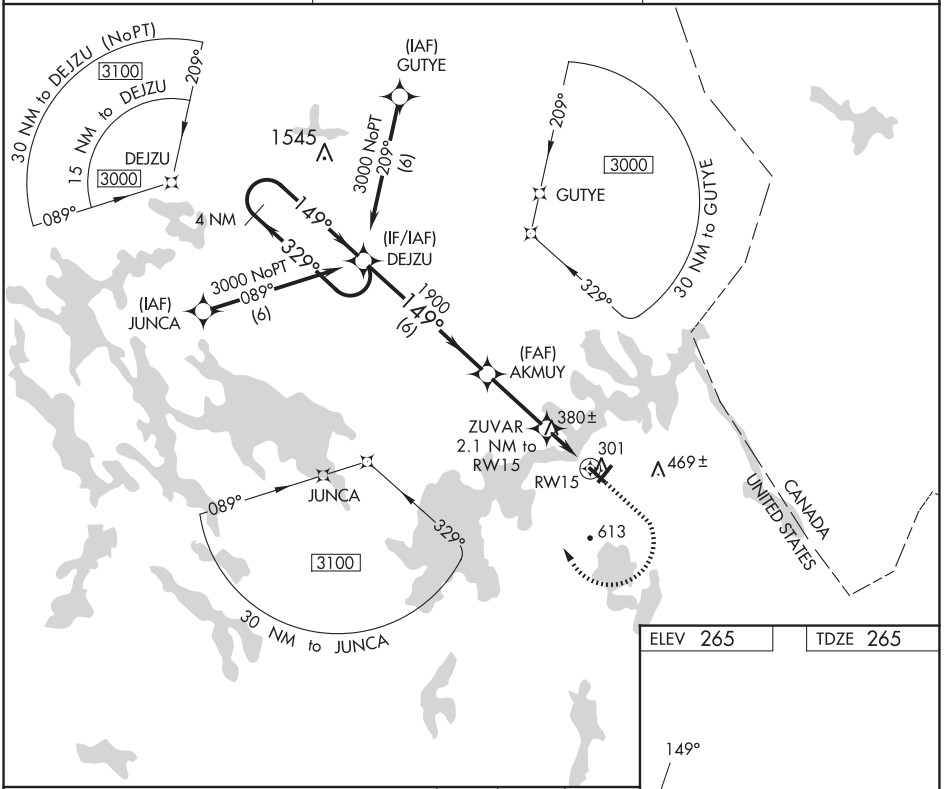
PRINCETON MUNI (PNN)

RNP APCH.

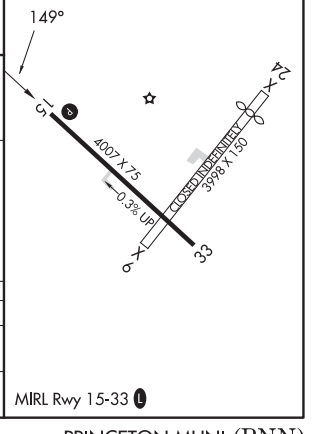
T NA Rwy 15 helicopter visibility reduction below ¾ SM NA. VDP NA when using Bangor altimeter setting. When local altimeter setting not received, use Bangor altimeter setting and increase all MDA 160 feet; increase LNAV Cat C and D and Circling Cat C and D visibility ½ SM.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct DEJZU and hold.

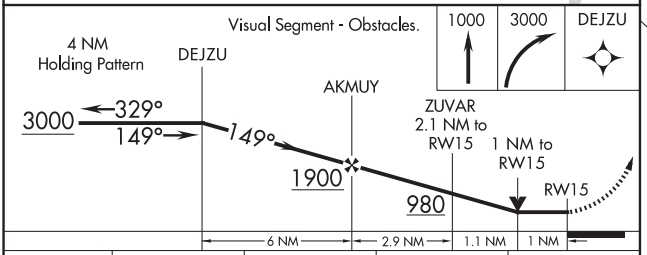
AWOS-AV	BOSTON CENTER	UNICOM
122.7	124.25 290.5	122.7 (CTAF) L



ELEV 265 TDZE 265



MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	640-1 375 (400-1)			
C CIRCLING	700-1 435 (500-1)	880-1 615 (700-1)	980-2 715 (800-2)	980-2¼ 715 (800-2¼)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PRINCETON, MAINE | AL-656 (FAA) | 23166

RNAV (GPS) RWY 33

PRINCETON MUNI (PNN)

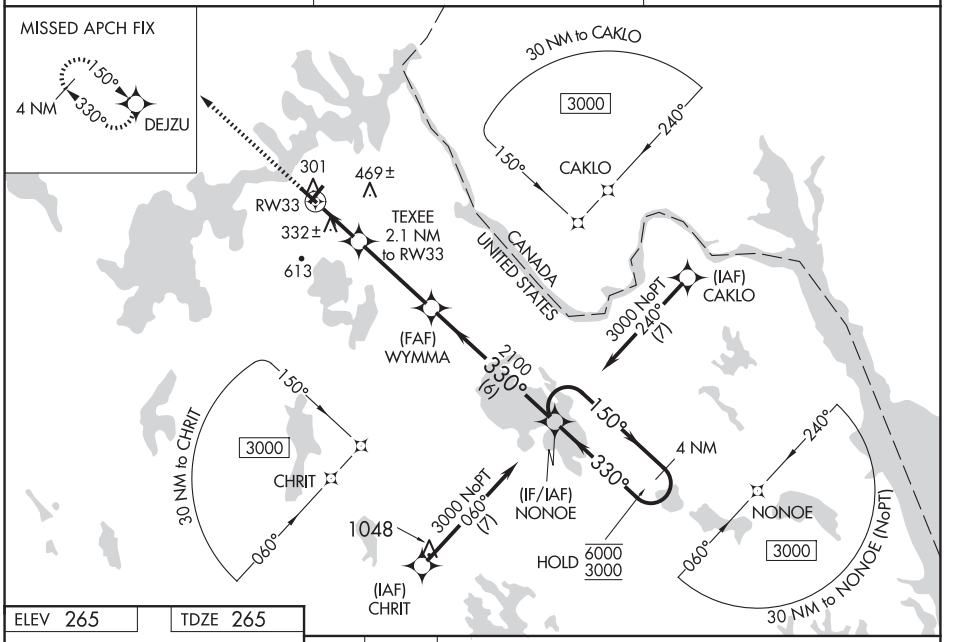
WAAS	APP CRS	Rwy Idg	4007
CH 70346	330°	TDZE	265
W33A		Apt Elev	265

RNP APCH - GPS.

V A NA 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 ⅛ SM; increase LNAV/VNAV DA to 683 feet and all visibilities ⅛ SM; increase all MDAs 160 feet and visibility LNAV Cat C/D ⅜ SM and Circling Cat C/D ½ SM.

MISSED APPROACH: Climb to 3000 direct DEJZU and hold, continue climb-in-hold to 3000.

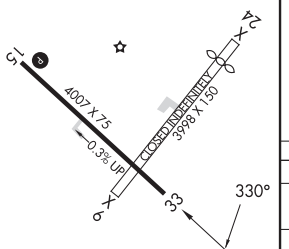
AWOS-AV	BOSTON CENTER	UNICOM
122.7	124.25 290.5	122.7 (CTAF) L



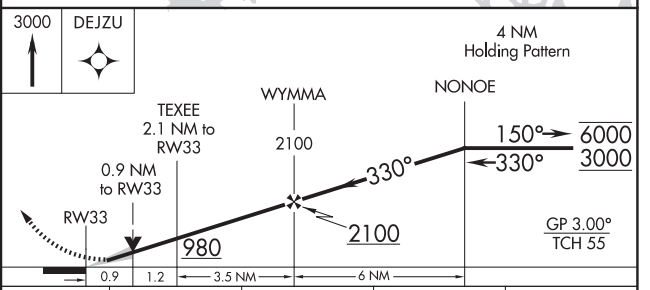
NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

ELEV 265 | TDZE 265



MIRL Rwy 15-33 L



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)

PRINCETON, MAINE
Orig 15JUN23

45°12′N-67°34′W

PRINCETON MUNI (PNN)
RNAV (GPS) RWY 33

LOC/DME I-PVD	APP CRS	Rwy Idg 8700
109.3	047°	TDZE 53
Chan 30		Apt Elev 54

ILS or LOC RWY 5

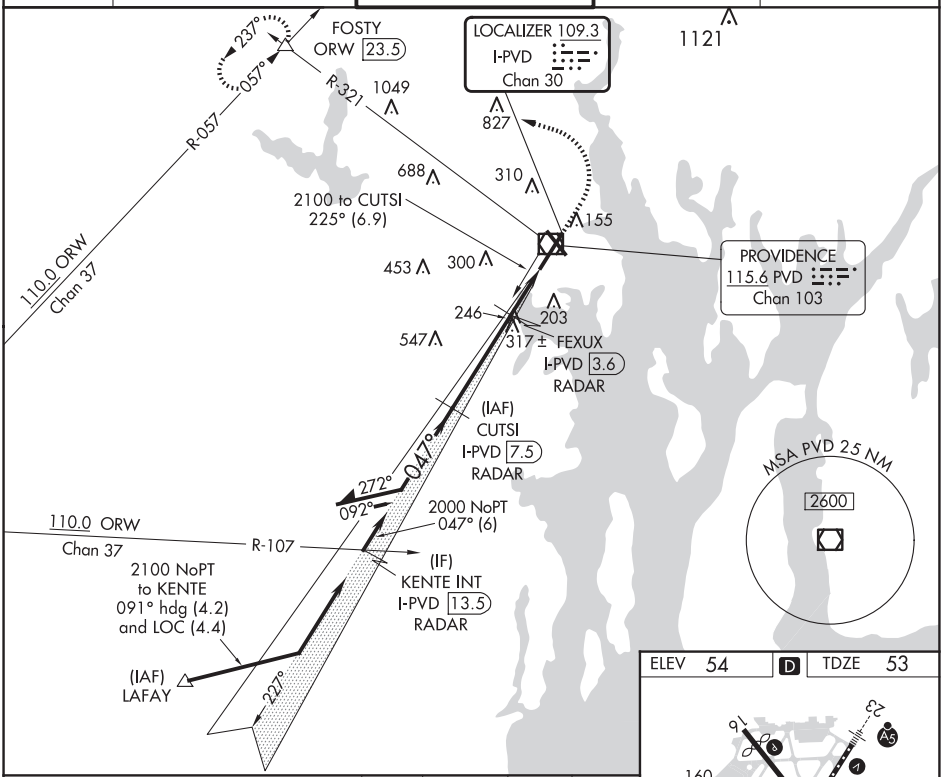
RHODE ISLAND TF GREEN INTL (PVD)

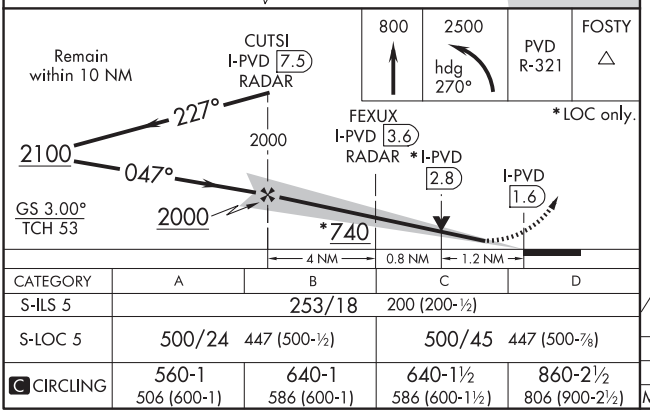
▼ When tower closed: increase S-ILS 5 all Cats and S-LOC 5 Cats A and B visibilities to ¾ SM, and S-LOC 5 Cats C and D visibility to 1 SM.
▲ When control tower closed, for inop ALS, increase S-LOC 5 Cats C and D visibility to 1⅜ SM. RADAR or DME required for localizer minimums.

ALSF-2

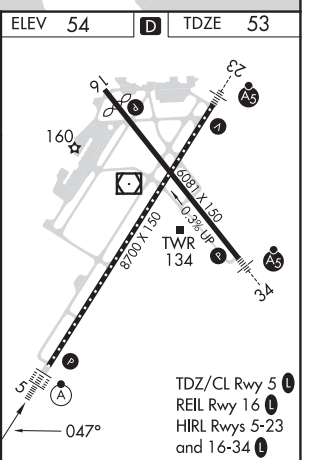
MISSED APPROACH: Climb to 800 then climbing left turn to 2500 on heading 270° and PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-ILS 5		253/18	200 (200-½)	
S-LOC 5	500/24 447 (500-½)		500/45 447 (500-⅞)	
C CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 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)

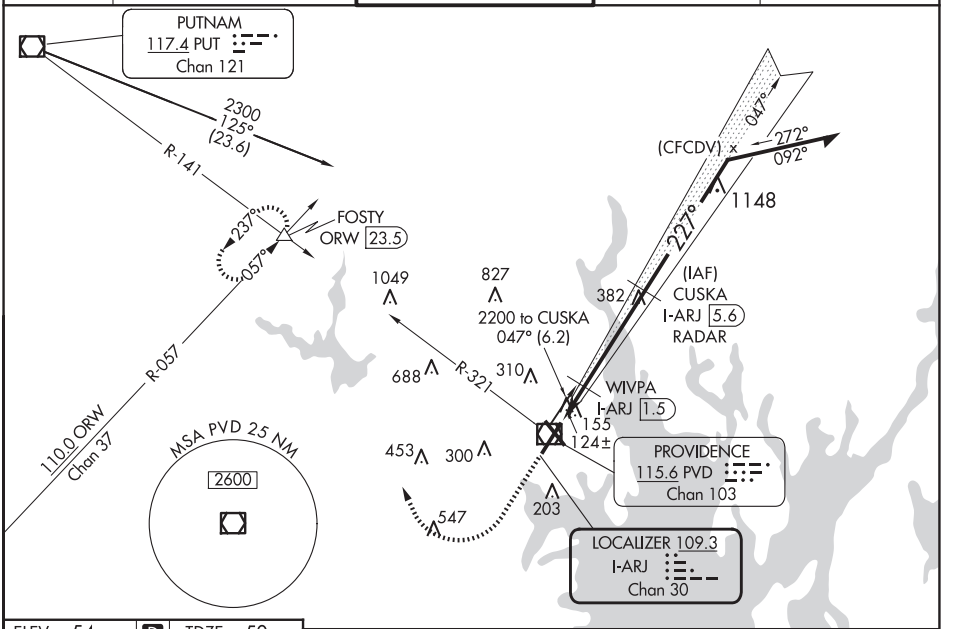
DME or RADAR required for procedure entry.

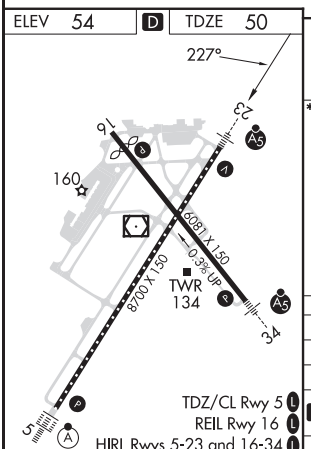
T A **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

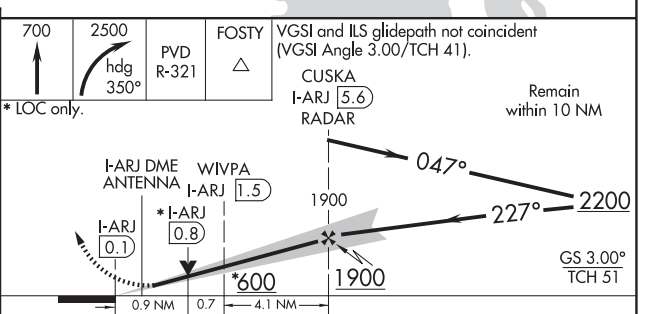
MISSED APPROACH: Climb to 700 then climbing right turn to 2500 on heading 350° and PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



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)	
C CIRCLING	600-1 546 (600-1)	640-1 586 (600-1)	640-1⅝ 586 (600-1⅝)	860-2½ 806 (900-2½)
WIVPA FIX MINIMUMS				
S-LOC 23	380/24 330 (400-½)		380/26 330 (400-½)	
C CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 34

RHODE ISLAND TF GREEN INTL (PVD)

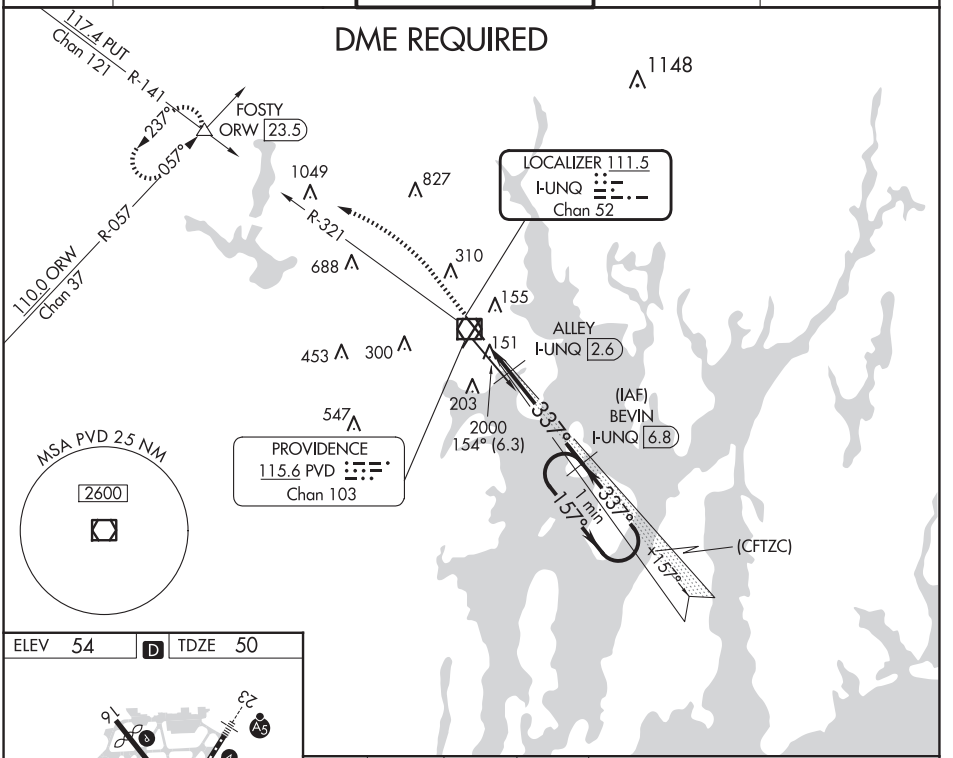
LOC/DME I-UNQ	APP CRS	Rwy Idg	6081
111.5	337°	TDZE	50
Chan 52		Apt Elev	54

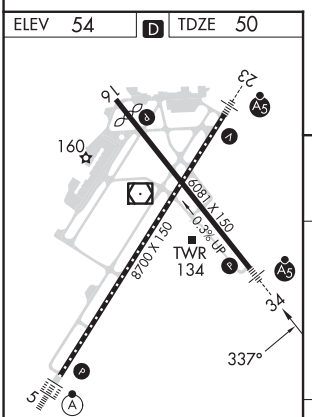
DME required. Rwy 34 helicopter visibility reduction below RVR 4000 NA. For inop MALSR, increase S-LOC Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 5000. Autopilot coupled approach NA below 300.

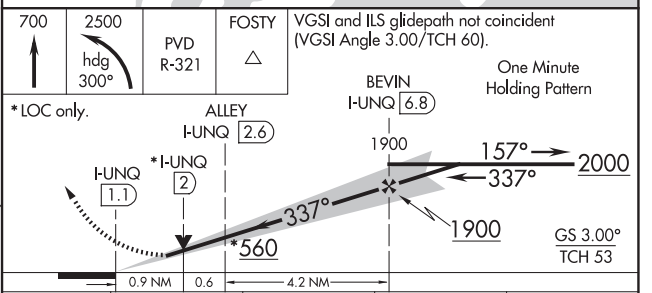
MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 on heading 300° and on PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
S-ILS 34	331/40		281 (300-¾)	
S-LOC 34	380/40		330 (400-¾)	
C CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)

TDZ/CL Rwy 5 L
REIL Rwy 16 L
HIRL Rwys 5-23 and 16-34 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 23 (SA CAT I & II)

RHODE ISLAND TF GREEN INTL (PVD)

LOC/DME I-ARJ	APP CRS	Rwy Idg	8700
109.3	227°	TDZE	50
Chan 30		Apt Elev	54

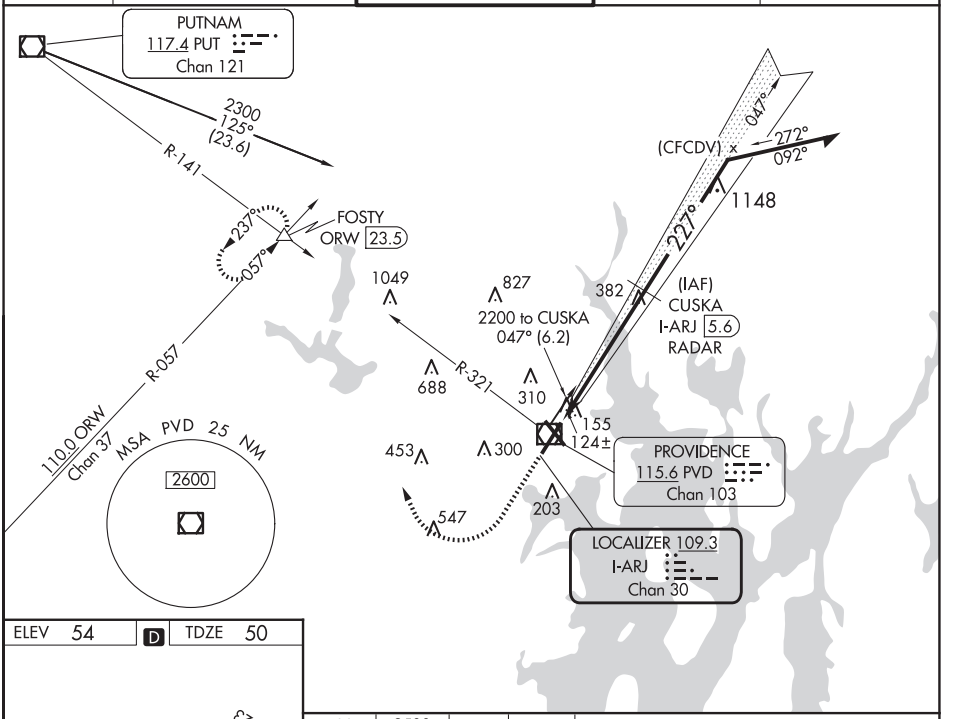
DME or RADAR required for procedure entry.

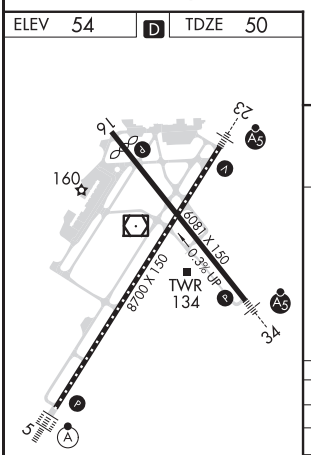
SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland and use of HUD to touchdown. Procedure NA when tower closed.

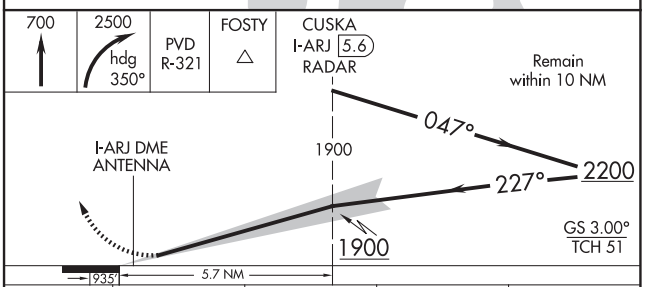
MALSR

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.

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







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

TDZ/CL Rwy 5 L
REIL Rwy 16 L
HIRL Rwys 5-23 and 16-34 L

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 5 (CAT II & III)

RHODE ISLAND TF GREEN INTL (PVD)

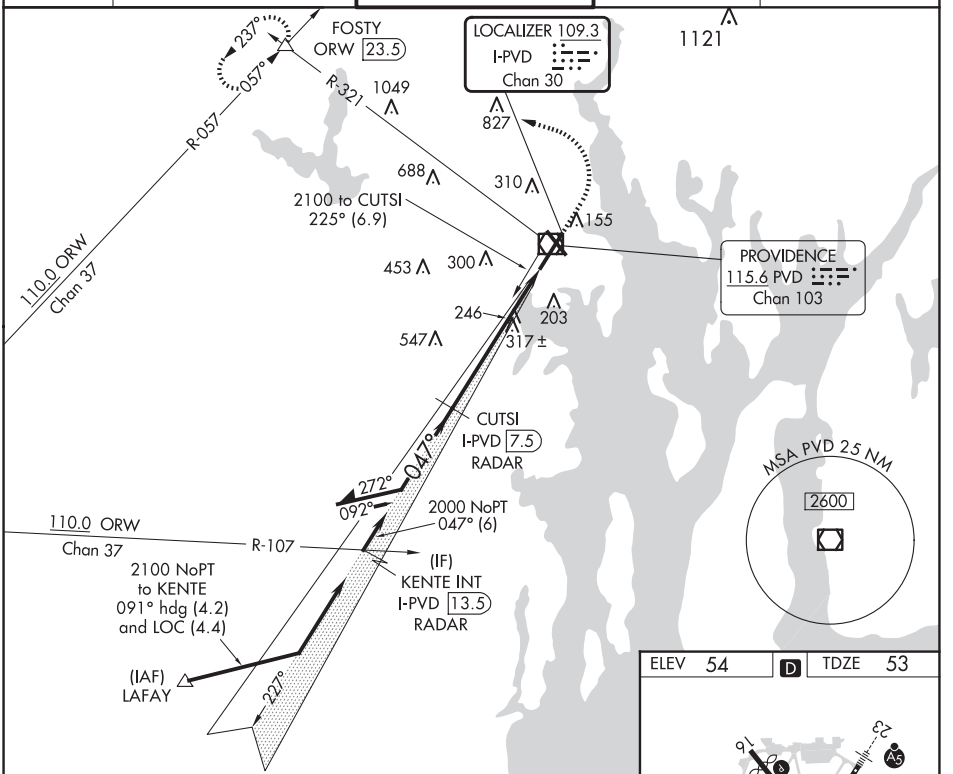
LOC/DME I-PVD	APP CRS	Rwy Idg 8700
109.3	047°	TDZE 53
Chan 30		Apt Elev 54

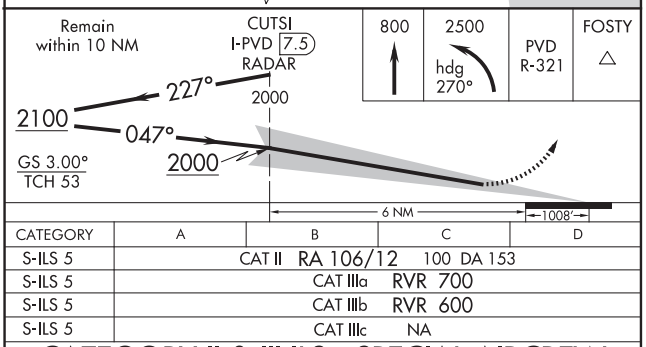
Procedure NA when control tower closed.

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.

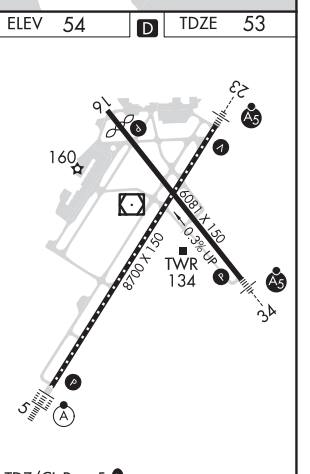
D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-ILS 5	CAT II RA 106/12 100 DA 153			
S-ILS 5	CAT IIIa RVR 700			
S-ILS 5	CAT IIIb RVR 600			
S-ILS 5	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 5 L
REIL Rwy 16 L
HIRL Rwys 5-23 and 16-34 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	8700
227°	TDZE	50
	Apt Elev	55

RNAV (RNP) Z RWY 23

RHODE ISLAND TF GREEN INTL (PVD)

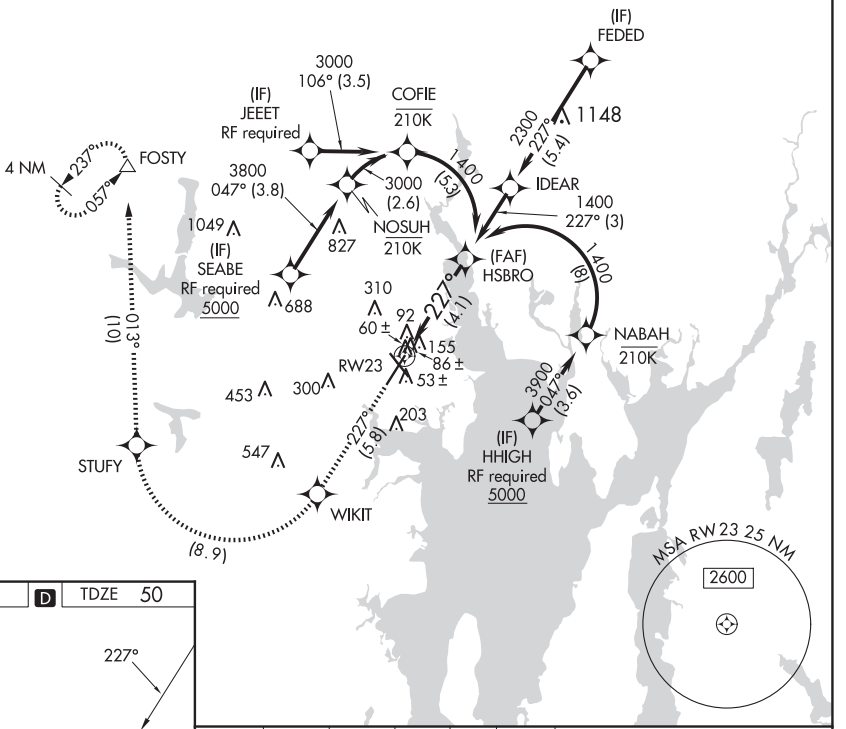
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). RF required. For inop MALSR, increase RNP 0.30 all Cats visibility to 1¼. GPS Required.

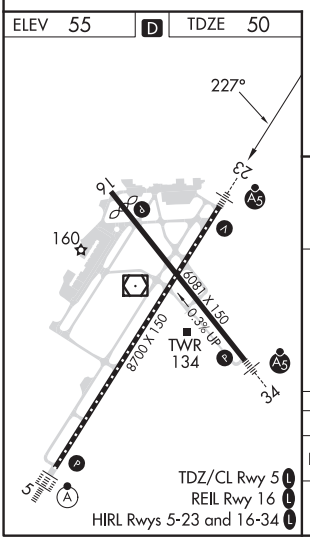
MALSR

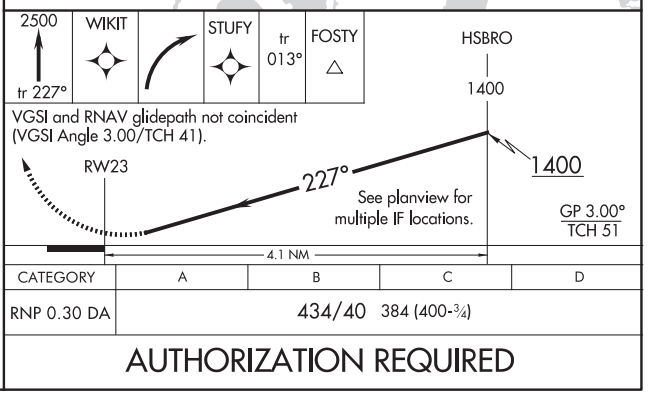
Climb to 2500 on track 227° to WIKIT and right turn to STUFY and on track 013° to FOSTY and hold.

D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6

RADAR REQUIRED







CATEGORY	A	B	C	D
RNP 0.30 DA	434/40 384 (400-¾)			

AUTHORIZATION REQUIRED

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	8700
CH 86218	047°	TDZE	53
W05A		Apt Elev	54

RNAV (GPS) RWY 5

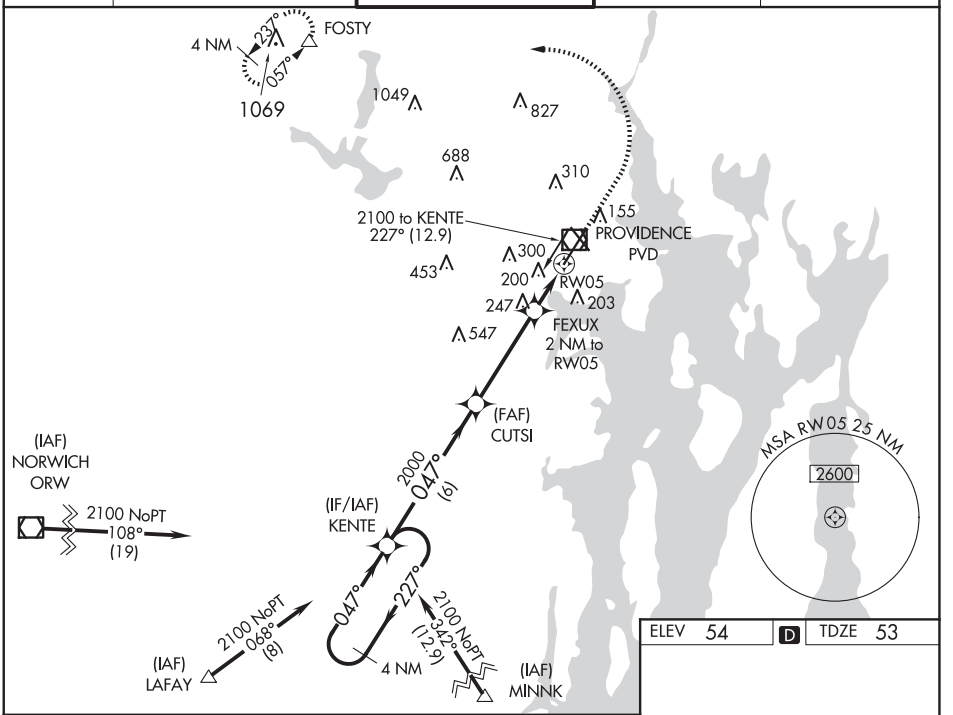
RHODE ISLAND TF GREEN INTL (PVD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When tower closed: increase LPV, LNAV/VNAV all Cats and LNAV Cats A and B visibilities to ¾ SM, and LNAV Cats C and D visibility to 1 SM. When control tower closed: For inop ALS, increase LNAV Cats C and D visibility to 1⅜ SM.

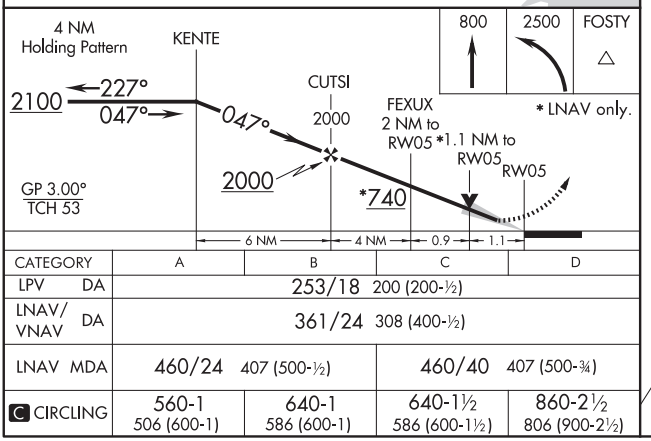
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 direct FOSTY and hold.

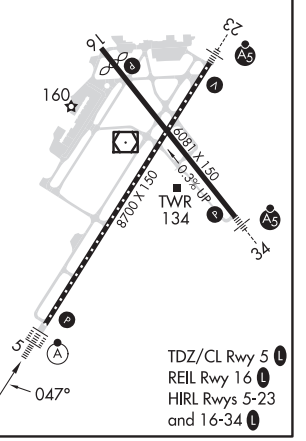
D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6



ELEV	54	D	TDZE	53



CATEGORY	A	B	C	D
LPV DA	253/18 200 (200-½)			
LNAV/VNAV DA	361/24 308 (400-½)			
LNAV MDA	460/24 407 (500-½)		460/40 407 (500-¾)	
C CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5516
157°	TDZE	54
	Apt Elev	54

RNAV (GPS) RWY 16

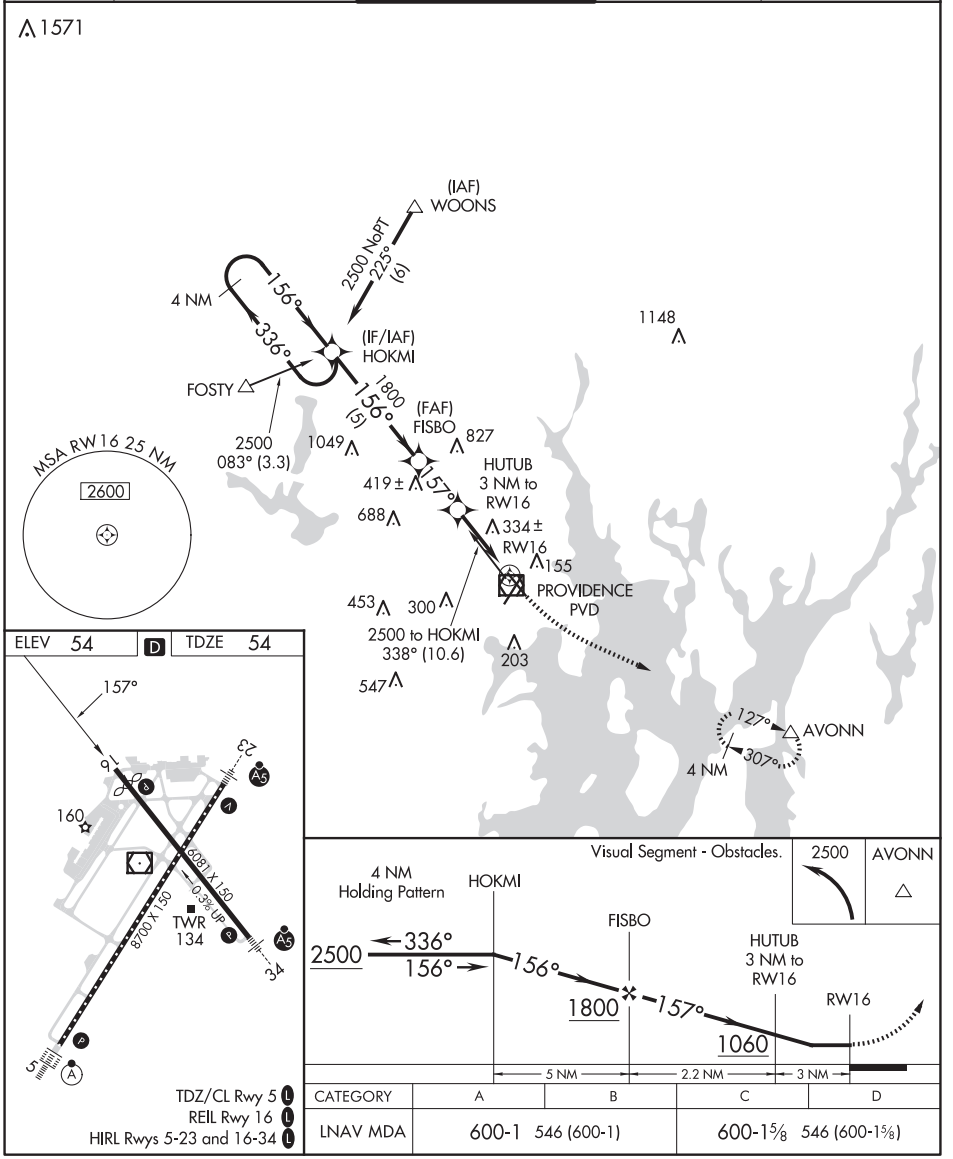
RHODE ISLAND TF GREEN INTL (PVD)

RNP APCH.

T A Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.

D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6



TDZ/CL Rwy 5 L
REIL Rwy 16 L
HIRL Rwys 5-23 and 16-34 L

CATEGORY	A	B	C	D
LNAV MDA	600-1 546 (600-1)		600-1⅝ 546 (600-1⅝)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

RHODE ISLAND TF GREEN INTL (PVD)

WAAS	APP CRS		
CH 58023	337°	Rwy Idg	6081
W34A		TDZE	50
		Apt Elev	54

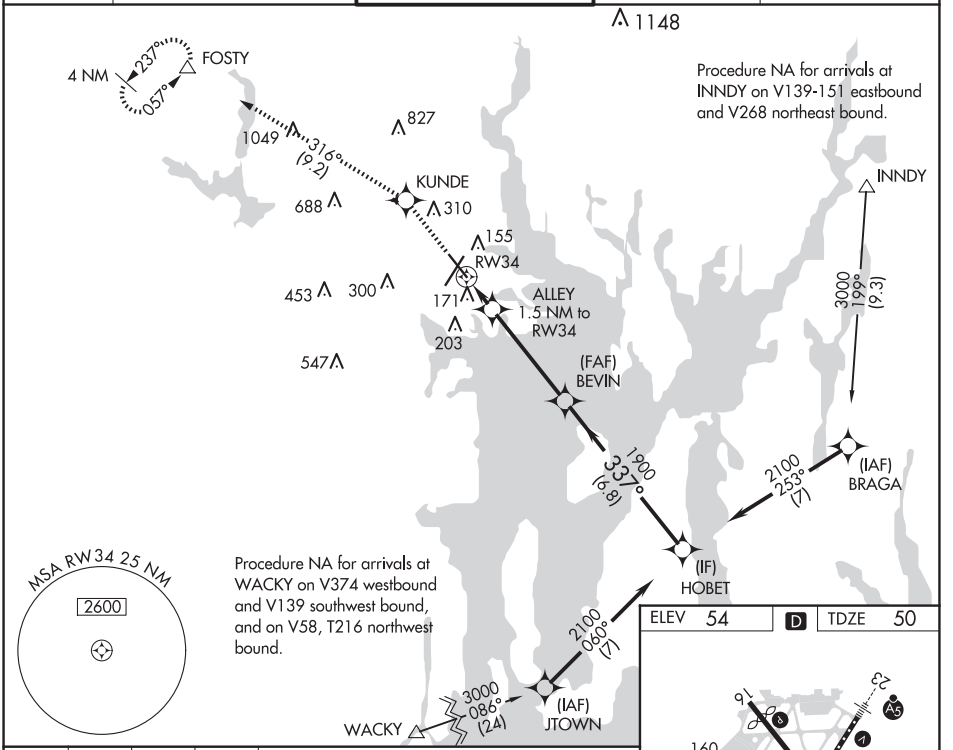
RNP APCH.

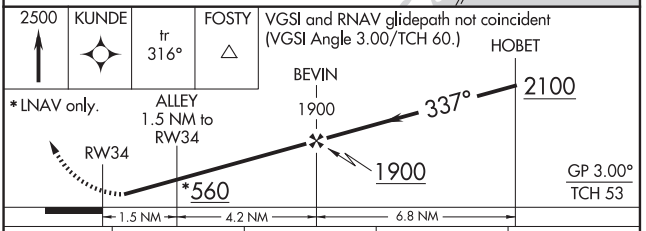
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALSR, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000 NA.

MALSR

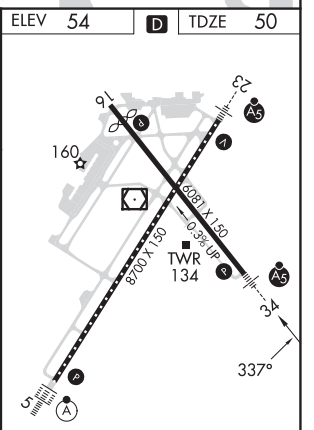
MISSED APPROACH: Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.

D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





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)	
C CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)



TDZ/CL Rwy 5 L
REIL Rwy 16 L
HIRL Rwys 5-23 and 16-34 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PROVIDENCE, RHODE ISLAND | AL-333 (FAA) | 25051

RNAV (GPS) Y RWY 23

RHODE ISLAND TF GREEN INTL (PVD)

WAAS	APP CRS	Rwy Idg	8700
CH 93823	227°	TDZE	50
W23A		Apt Elev	54

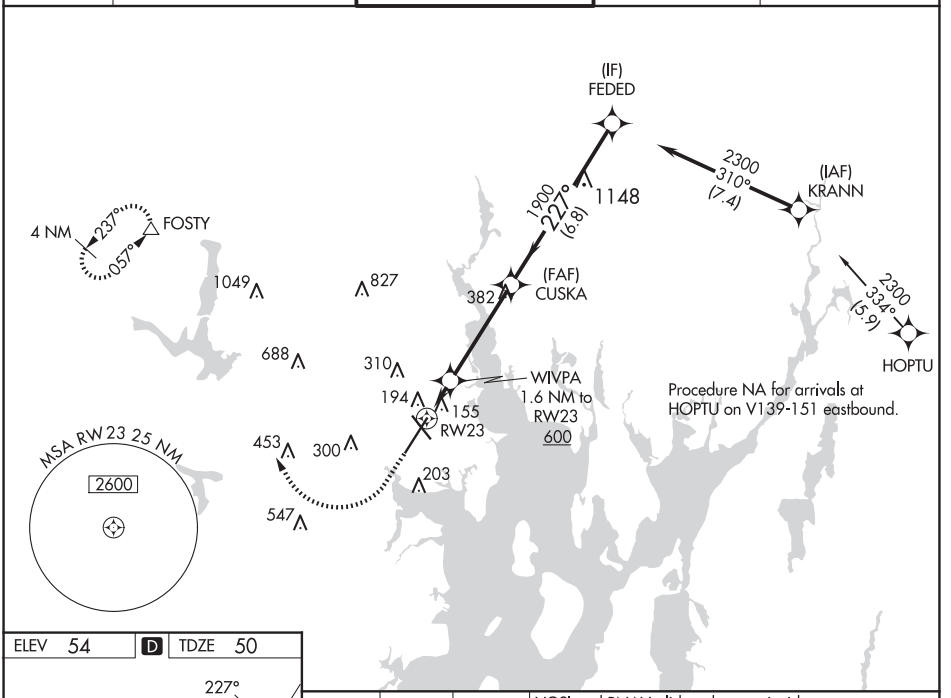
RNP APCH - GPS.

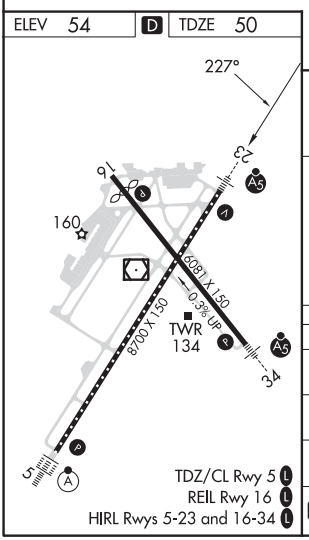
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Inop ALS, increase LNAV Cats C/D visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.

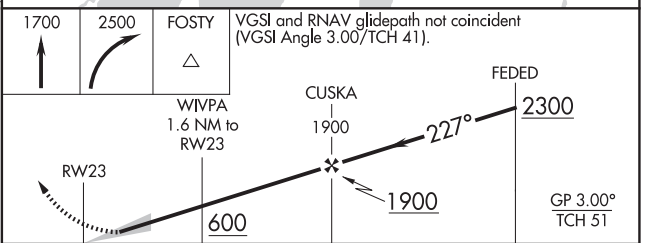
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 direct FOSTY and hold.

D-ATIS	PROVIDENCE APP CON *	PROVIDENCE TOWER *	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
LPV DA *	250/24	200 (200-½)		
LNAV/VNAV DA	355/24	305 (400-½)		
LNAV MDA	460/24	410 (500-½)	460/40	410 (500-¾)
C CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME PVD	APP CRS	Rwy Idg	5516
115.6	165°	TDZE	54
Chan 103		Apt Elev	54

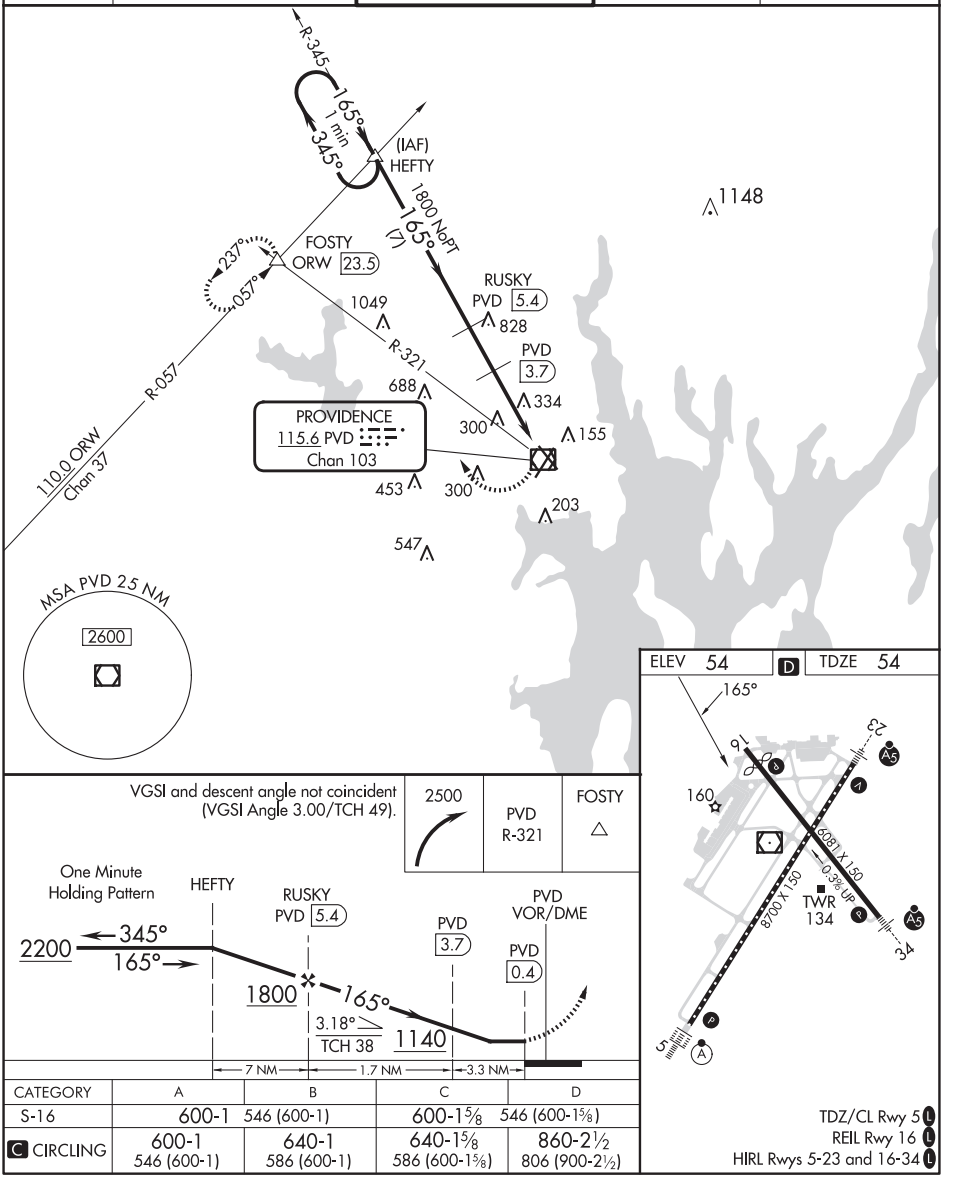
VOR/DME RWY 16

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) 257.8	121.9 348.6	126.65 348.6



CATEGORY	A	B	C	D
S-16	600-1	546 (600-1)	600-1⅝	546 (600-1⅝)
C CIRCLING	600-1 546 (600-1)	640-1 586 (600-1)	640-1⅝ 586 (600-1⅝)	860-2½ 806 (900-2½)

TDZ/CL Rwy 5 L
REIL Rwy 16 L
HIRL Rwys 5-23 and 16-34 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME RWY 23

RHODE ISLAND TF GREEN INTL (PVD)

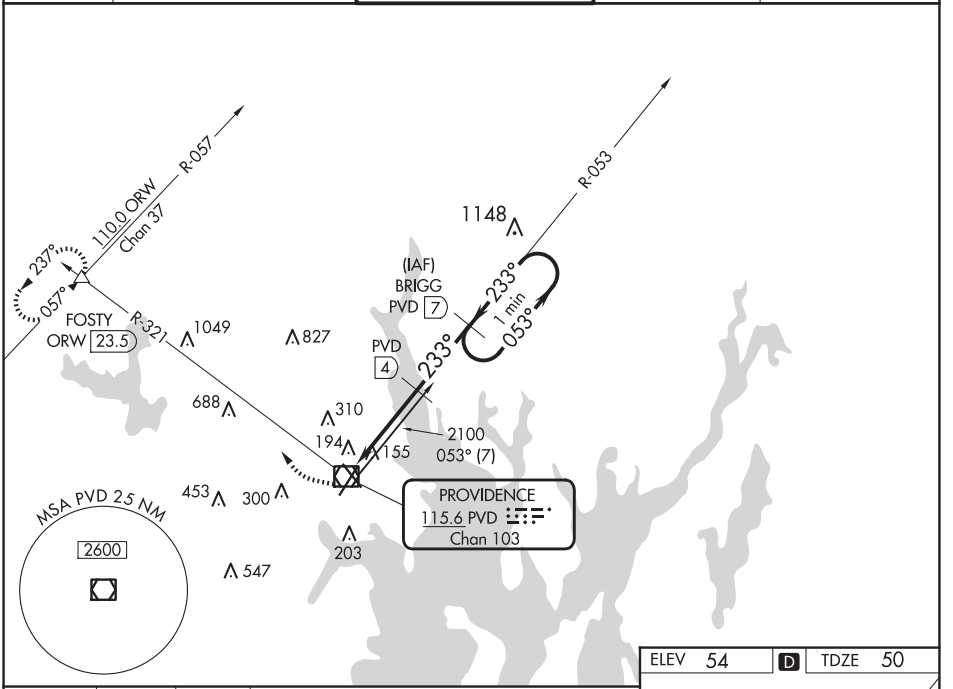
VOR/DME PVD	APP CRS	Rwy Idg	8700
115.6	233°	TDZE	50
Chan 103		Apt Elev	54

T A For inoperative MALSR increase S-23 Cats A, B, and C visibility to RVR 5000, Cat D visibility to RVR 6000.

MALSR A5

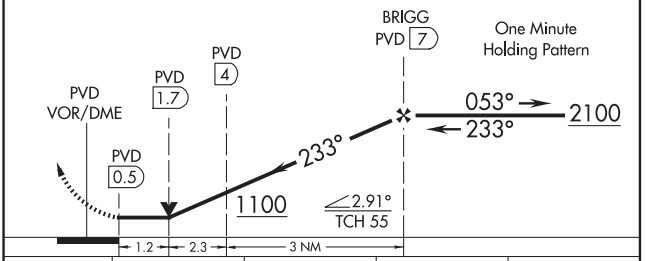
MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY INT and hold.

D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6



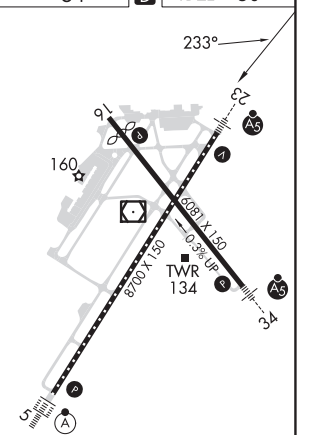
2500 | PVD R-321 | FOSTY

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 (500-⅞)	500/50 450 (500-1)
C CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)

ELEV 54 D TDZE 50



TDZ/CL Rwy 5 L
REIL Rwy 16 L
HIRL Rwys 5-23 and 16-34 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 5

RHODE ISLAND TF GREEN INTL (PVD)

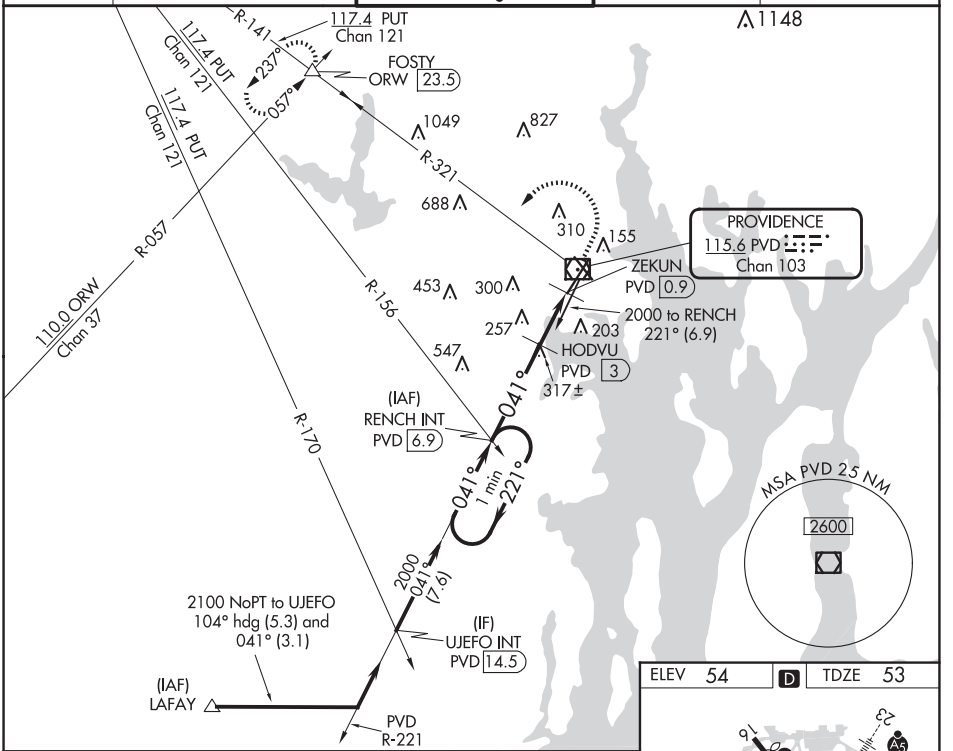
VOR/DME PVD	APP CRS	Rwy Idg	8700
115.6	041°	TDZE	53
Chan 103		Apt Elev	54

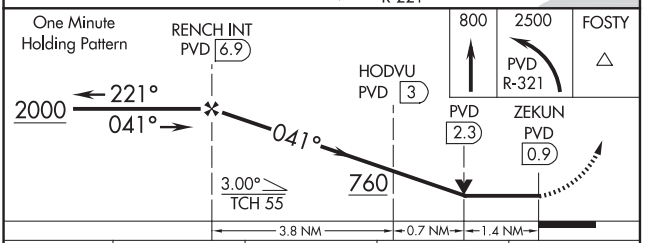
For inop ALS, increase S-5 Cat C/D visibility to 2 SM. When control tower closed: increase S-5 Cats A and B visibility to ¾ SM, and S-5 Cats C and D visibility to 1¾ SM. When control tower closed: HODVU fix minimums: increase S-5 Cats A and B visibility to ¾ SM, and S-5 Cats C and D visibility to 1¼ SM.

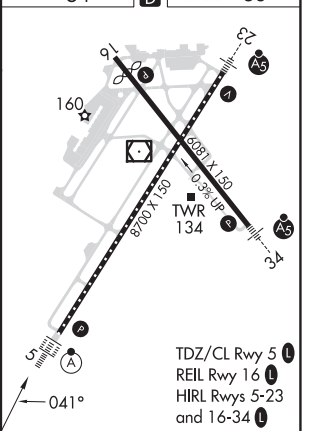
ALSF-2

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.

D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
S-5	760/24	707 (800-½)	760-1⅝	707 (800-1⅝)
C CIRCLING	760-1	706 (800-1)	760-2 706 (800-2)	860-2½ 806 (900-2½)
HODVU FIX MINIMUMS				
S-5	560/24	507 (600-½)	560/55	507 (600-1)
C CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

PROVIDENCE, RHODE ISLAND | AL-333 (FAA) | 25051

VOR Y RWY 34

RHODE ISLAND TF GREEN INTL (PVD)

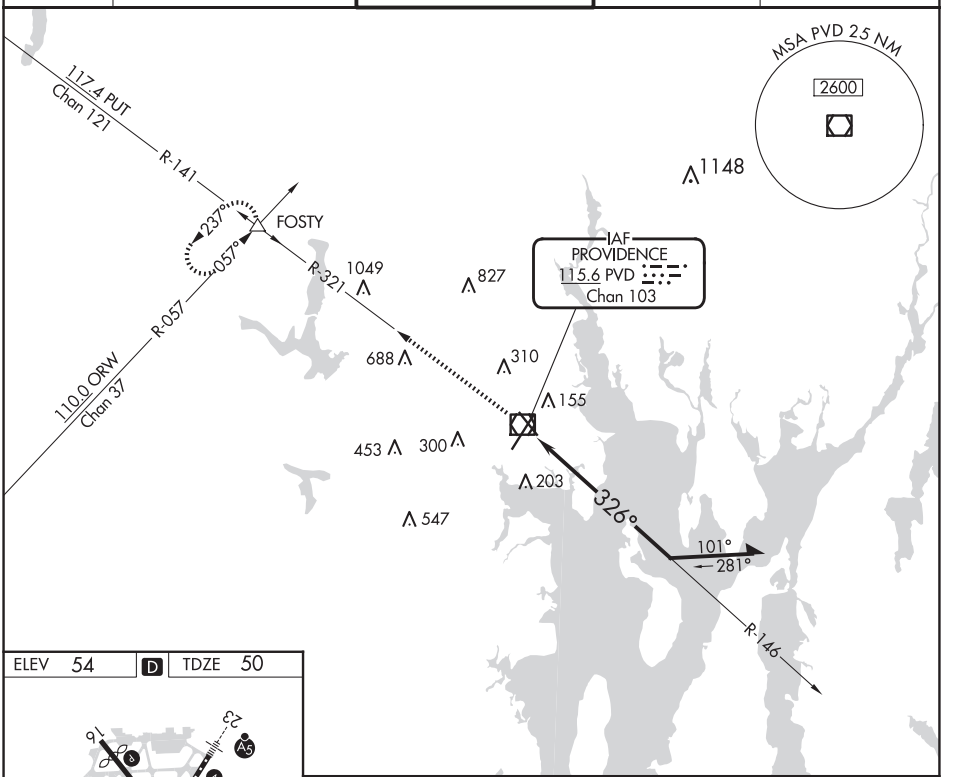
VOR/DME PVD	APP CRS	Rwy Idg	6081
115.6	326°	TDZE	50
Chan 103		Apt Elev	54

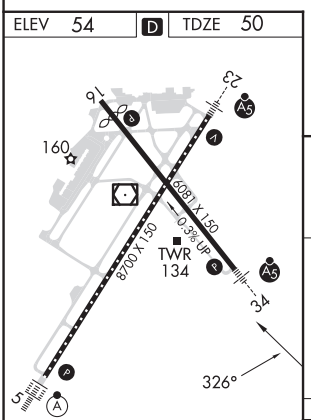
Rwy 34 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-34 Cat A/B visibility to RVR 5500.

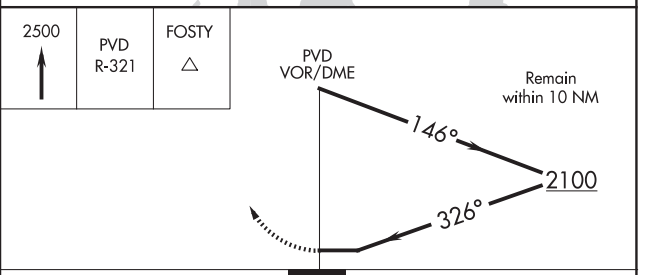
MALSR

MISSED APPROACH: Climb to 2500 on PVD VOR/DME R-321 to FOSTY INT and hold.

D-ATIS	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







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)

TDZ/CL Rwy 5 L
REIL Rwy 16 L
HIRL Rwys 5-23 and 16-34 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME PVD	APP CRS	Rwy Idg 6081
115.6	326°	TDZE 50
Chan 103		Apt Elev 54

VOR Z RWY 34

RHODE ISLAND TF GREEN INTL (PVD)

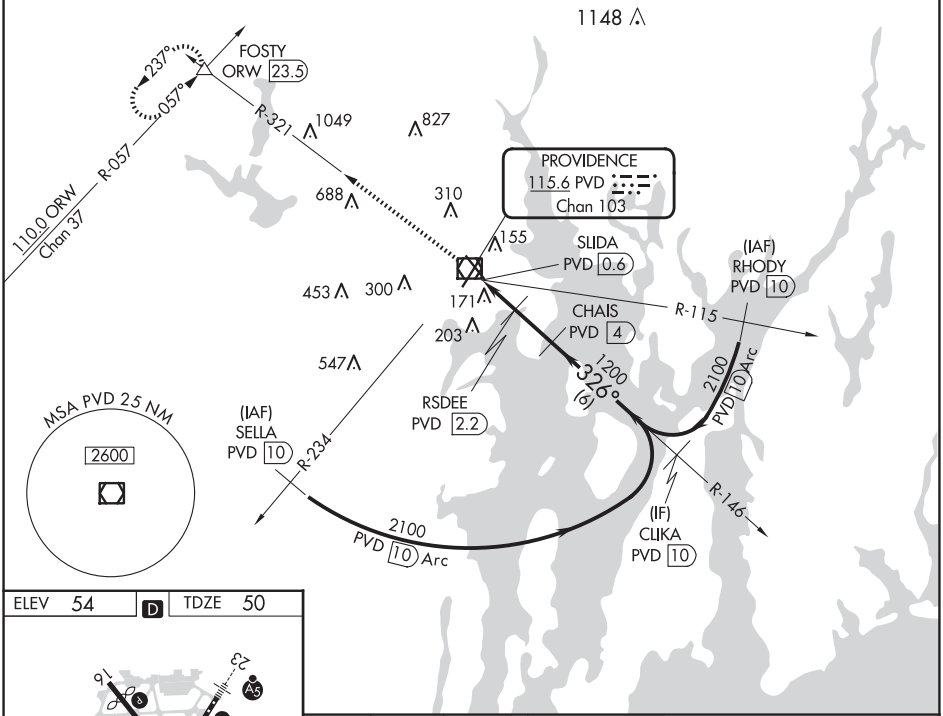
Rwy 34 helicopter visibility reduction below RVR 4000 NA. DME required. For inop ALS, increase Cat A/B visibility to RVR 5500, and Cat C/D to RVR 6000.

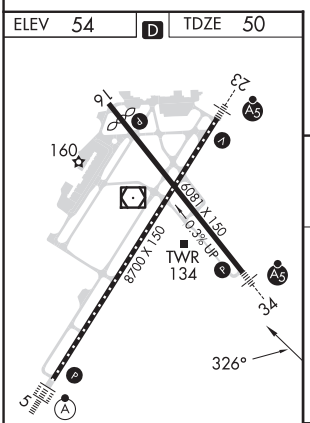
MALSR

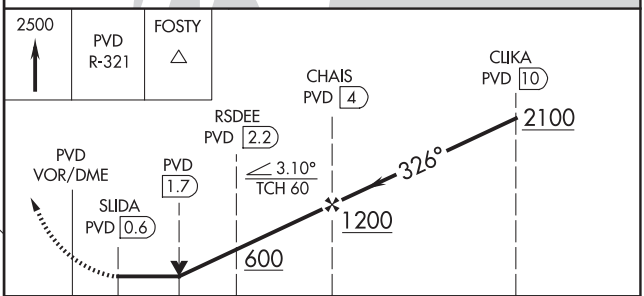
MISSED APPROACH: Climb to 2500 on PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

D-ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	123.675 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6

DME REQUIRED







CATEGORY	A	B	C	D
S-34	440/40		390 (400-¾)	
C CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)

TDZ/CL Rwy 5 L
REIL Rwy 16 L
HIRL Rwys 5-23 and 16-34 L

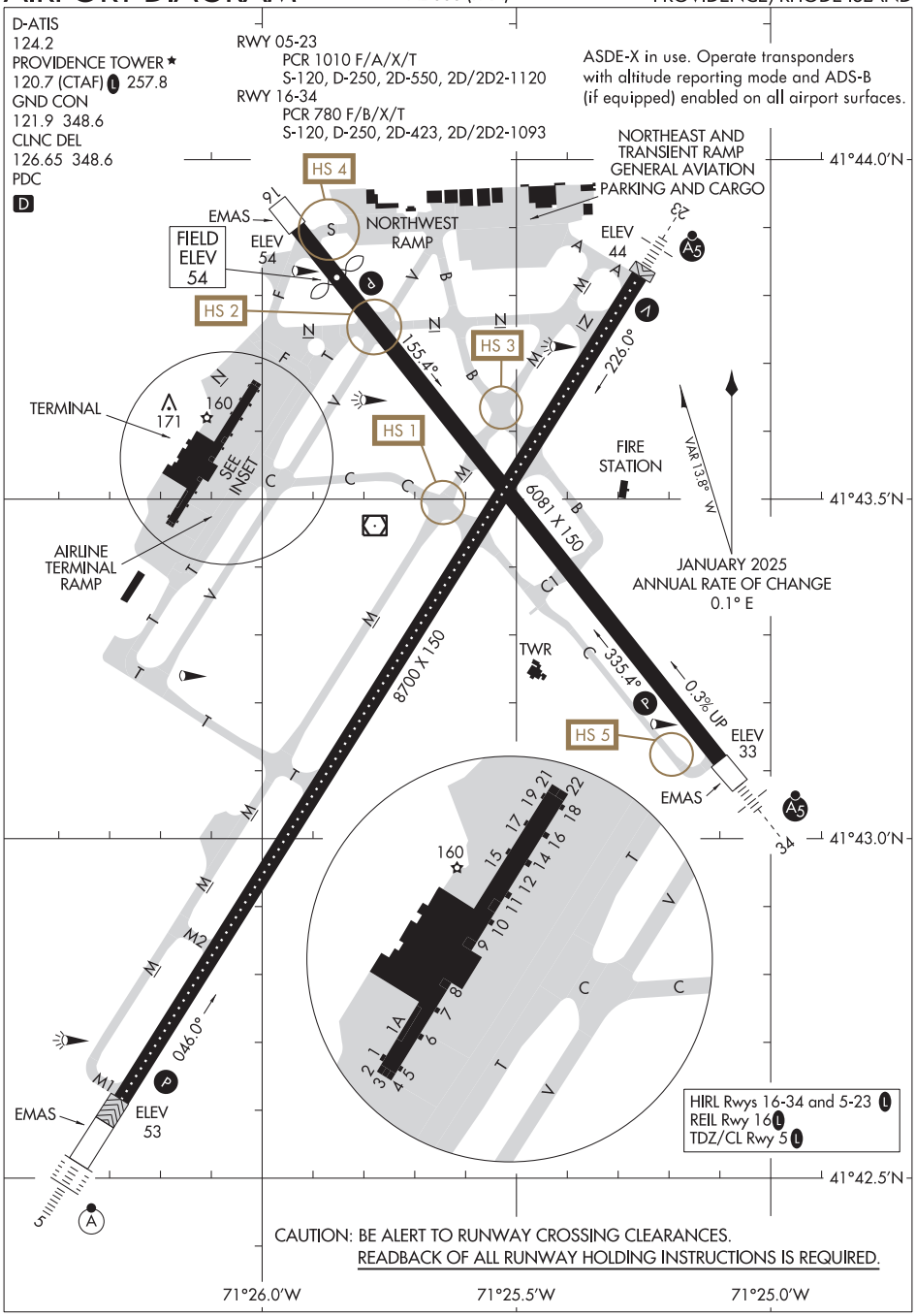
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-333 (FAA)

RHODE ISLAND TF GREEN INTL (PVD)
PROVIDENCE, RHODE ISLAND



NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
PROVIDENCE, RHODE ISLAND
RHODE ISLAND TF GREEN INTL (PVD)

LOC/DME I-VQO	APP CRS	Rwy Ldg	3502
111.1	075°	TDZE	8
Chan 48		Apt Elev	8

ILS or LOC RWY 7
PROVINCETOWN MUNI (PVC)

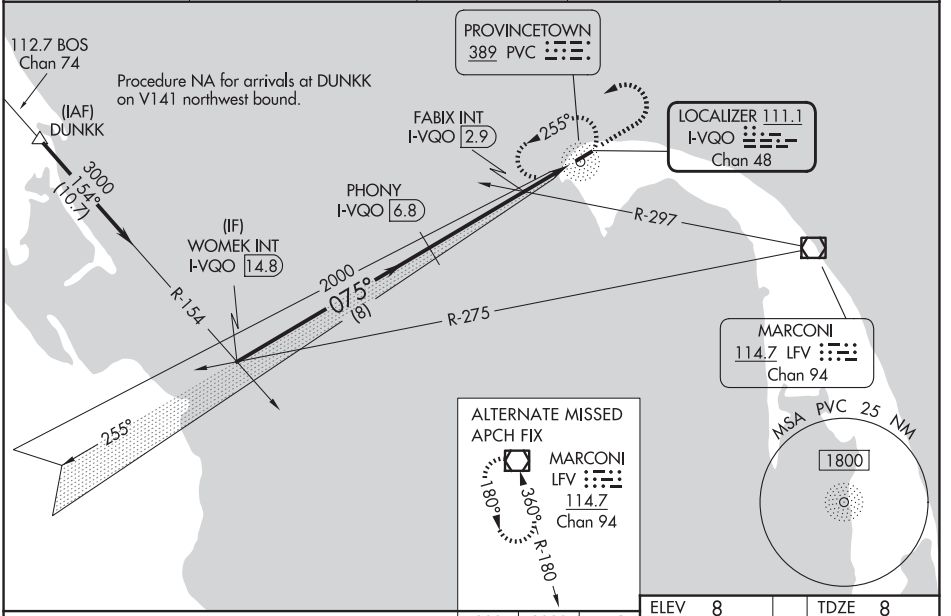
ADF required. DME required for LOC only.

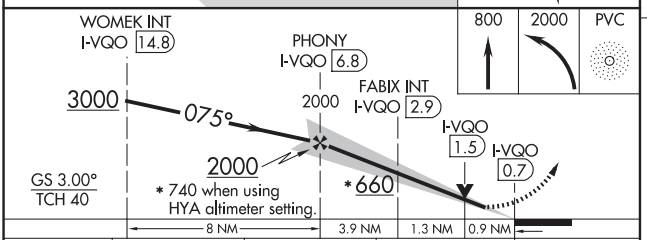
T A NA Circling Rwy 25 NA at night. VDP NA when using HYA altimeter setting. Inop table does not apply to S-ILS 7. For inop ALS when using HYA altimeter setting, increase S-ILS 7 all Cats visibility to ⅞ SM. When local altimeter setting not received, use HYA altimeter setting and increase all S-ILS 7 to 271 feet and all MDA 80 feet.

MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct PVC NDB and hold, continue climb-in-hold to 2000.

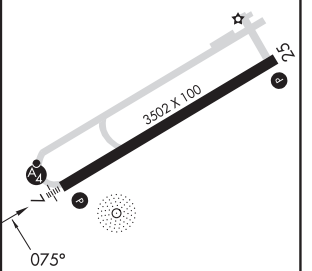
AWOS-3PT	BOSTON APP CON	CLNC DEL	UNICOM	
119.275	118.2	120.65	122.8 (CTAF)	122.85 L





CATEGORY	A	B	C	D
S-ILS 7	208-¾	200 (200-¾)	NA	
S-LOC 7	660-¾	652 (700-¾)	NA	
CIRCLING	660-1	652 (700-1)	NA	
FABIX FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 7	320-¾	312 (400-¾)	NA	
CIRCLING	460-1 452 (500-1)	660-1 652 (700-1)	NA	

ELEV 8 TDZE 8



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

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NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 7

PROVINCETOWN MUNI (PVC)

WAAS CH 86738 W07A	APP CRS 075°	Rwy Ldg 3502	TDZE 8	Apt Elev 8

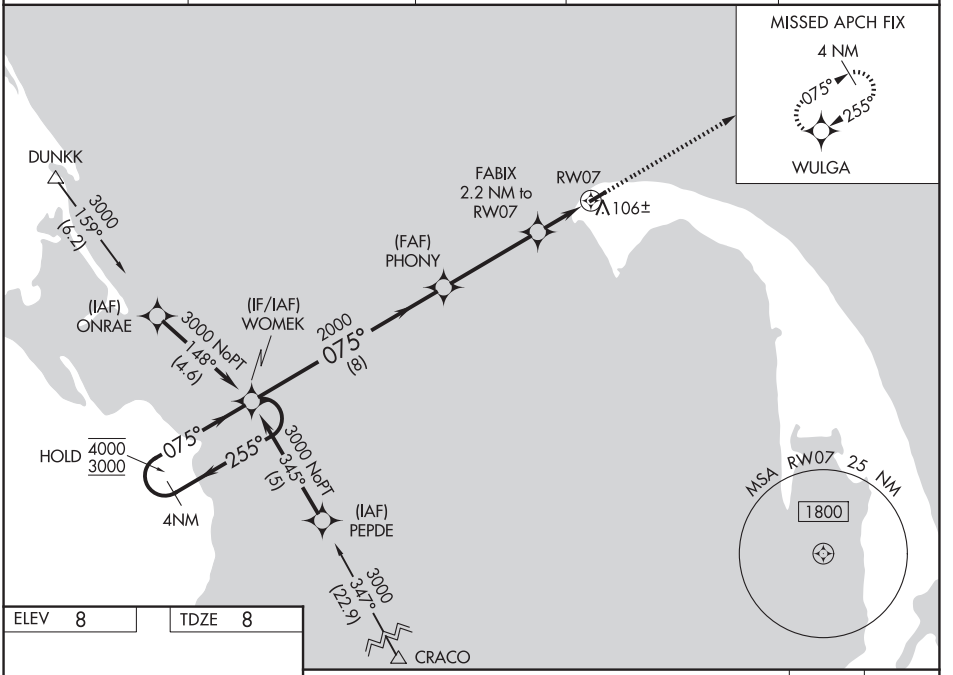
RNP APCH - GPS.

Baro-VNAV and VDP NA when using HYA altimeter setting. Circling Rwy 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV. For inop ALS when using HYA altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to ⅞ SM. When local altimeter setting not received, use HYA altimeter setting: increase LPV DA to 271 feet, increase LNAV/VNAV DA to 331 feet; increase all MDA 80 feet.

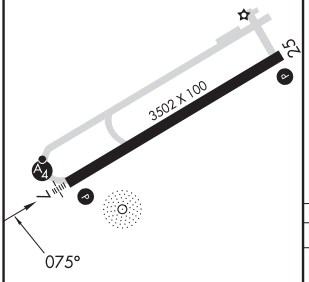
MALSF

MISSED APPROACH: Climb to 3000 direct WULGA and hold.

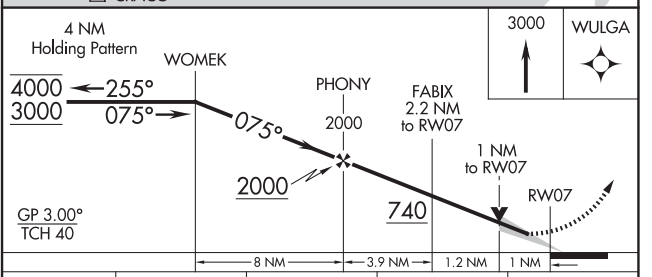
AWOS-3PT	BOSTON APP CON	CLNC DEL	UNICOM	
119.275	118.2	120.65	122.8 (CTAF)	122.85 L



ELEV 8	TDZE 8



REIL Rwy 25 L
HIRL Rwy 7-25 L



CATEGORY	A	B	C	D
LPV DA	208-¾	200 (200-¾)	NA	
LNAV/VNAV DA	268-¾	260 (300-¾)	NA	
LNAV MDA	360-¾	352 (400-¾)	NA	
CIRCLING	460-1 452 (500-1)	660-1 652 (700-1)	NA	

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NE-1, 07 AUG 2025 to 02 OCT 2025

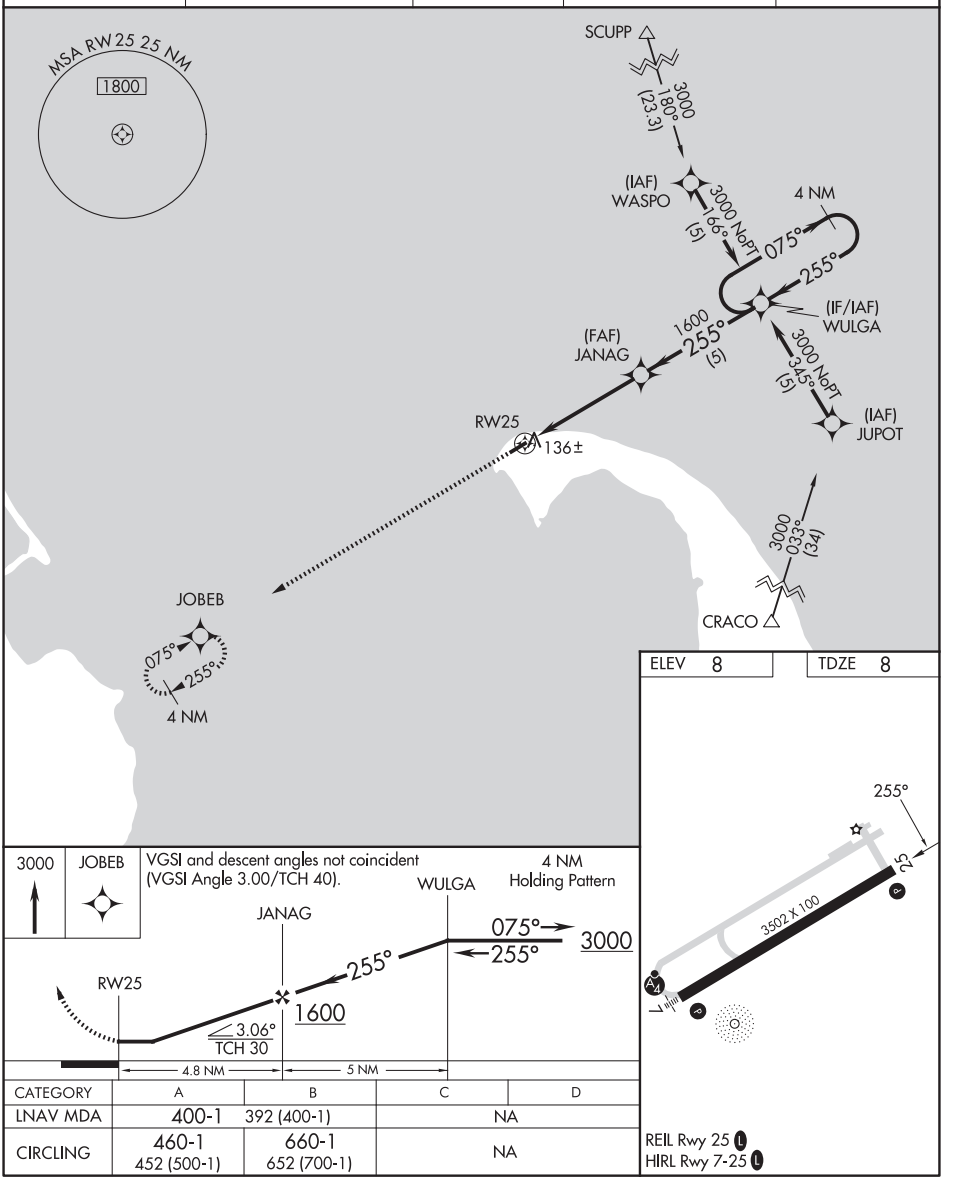
APP CRS	Rwy Ldg	3502
255°	TDZE	8
	Apt Elev	8

RNAV (GPS) RWY 25
PROVINCETOWN MUNI (PVC)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet. Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 3000 direct JOBEB and hold.

AWOS-3PT	BOSTON APP CON	CLNC DEL	UNICOM	
119.275	118.2	120.65	122.8 (CTAF)	122.85 L



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	

REIL Rwy 25 L
HIRL Rwy 7-25 L

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NE-1, 07 AUG 2025 to 02 OCT 2025

NDB PVC	APP CRS	Rwy Ldg	3502
389	247°	TDZE	8
		Apt Elev	8

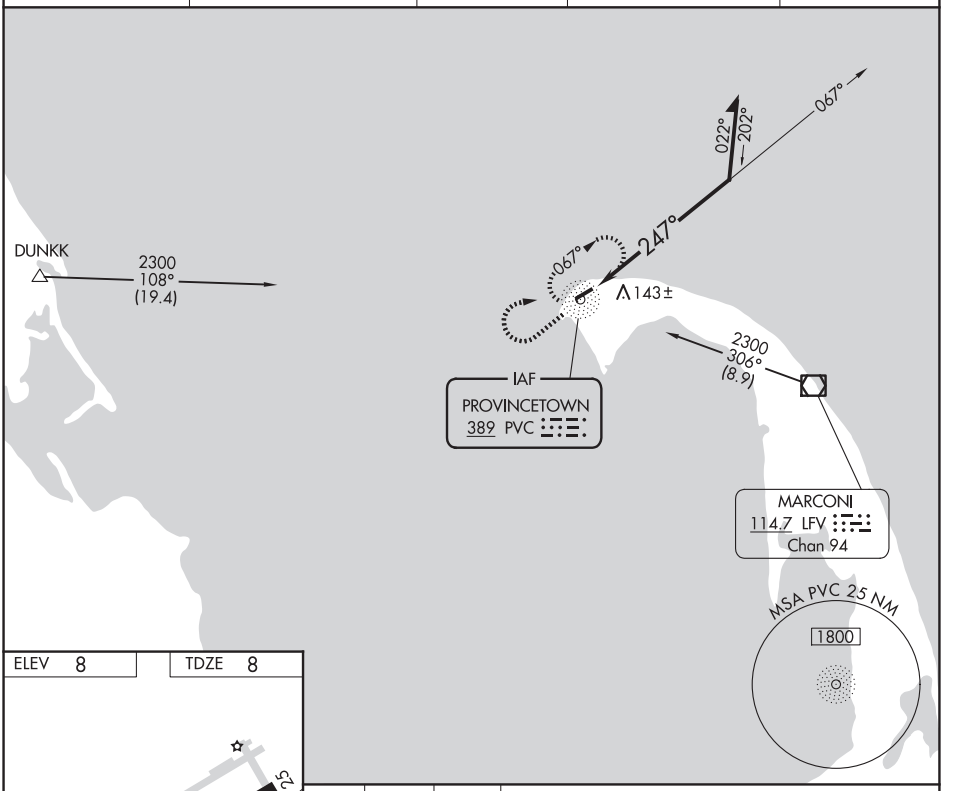
NDB RWY 25

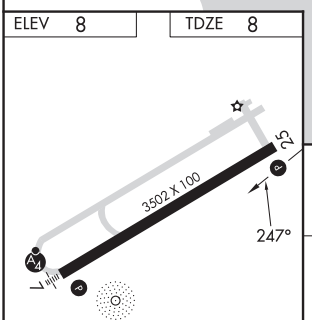
PROVINCETOWN MUNI (PVC)

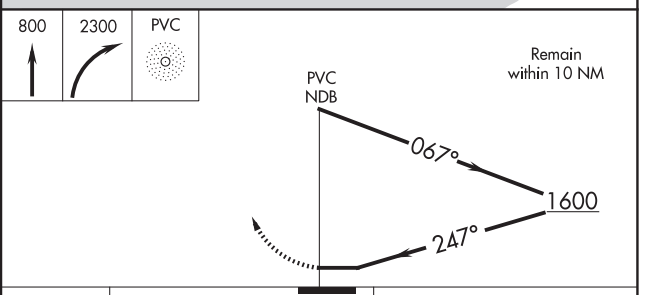
Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct PVC NDB and hold.

AWOS-3PT	BOSTON APP CON	CLNC DEL	UNICOM	
119.275	118.2	120.65	122.8 (CTAF)	122.85 L







CATEGORY	A	B	C	D
S-25	500-1 492 (500-1)		NA	
CIRCLING	500-1 492 (500-1)	660-1 652 (700-1)	NA	

REIL Rwy 25 L
HIRL Rwy 7-25 L

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NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	N/A
091°	TDZE	N/A
	Apt Elev	1518

RNAV (GPS)-C
RANGELEY LAKE (M57)

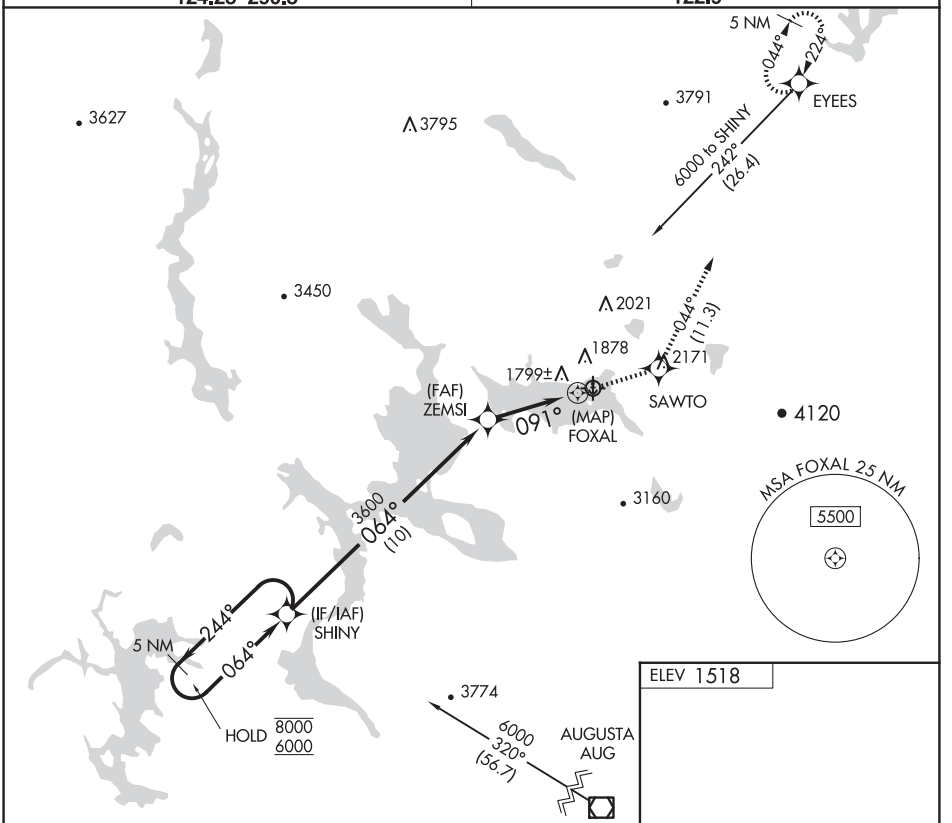
RNP APCH.

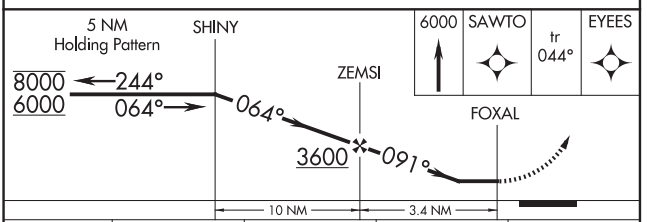
T
A NA
-26°C

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	CTAF
124.25 290.5	122.9





CATEGORY	A	B	C	D
C CIRCLING	2400-1¼ 882 (900-1¼)	2620-1½ 1102 (1200-1½)	NA	
BERLIN ALTIMETER SETTING MINIMUMS				
C CIRCLING	2540-1¼ 1022 (1100-1¼)	2760-1½ 1242 (1300-1½)	NA	

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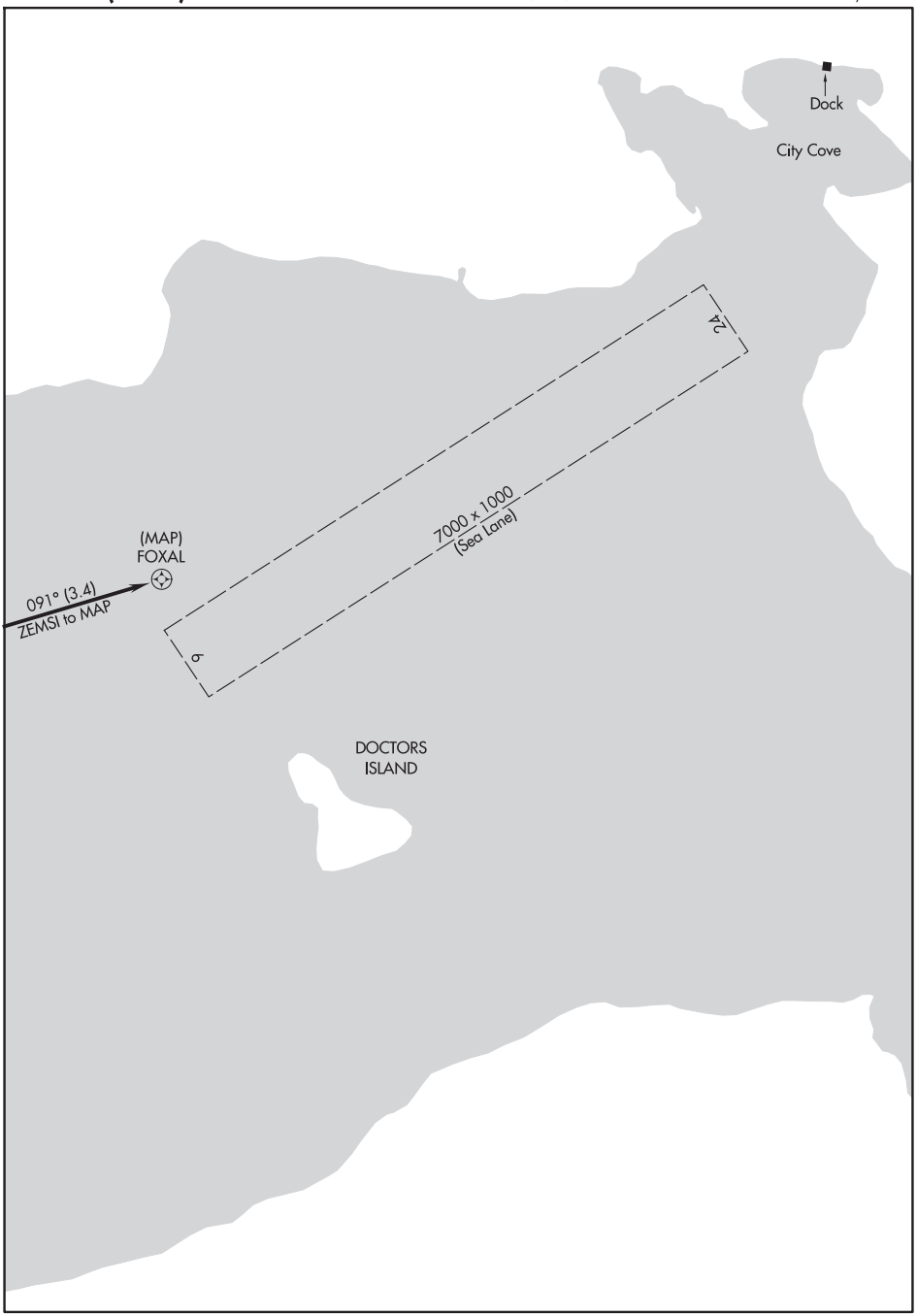
20254

RNAV (GPS)-C LANDING

AL-9122 (FAA)

RANGELEY LAKE (M57)
RANGELEY, MAINE



NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS)-C LANDING

10SEP20

44°57′N-70°40′W

RANGELEY, MAINE
RANGELEY LAKE (M57)

RNAV (GPS) RWY 14

STEPHEN A BEAN MUNI (8BØ)

WAAS	APP CRS	Rwy Idg	4299
CH 40046	134°	TDZE	1820
W14A		Apt Elev	1821

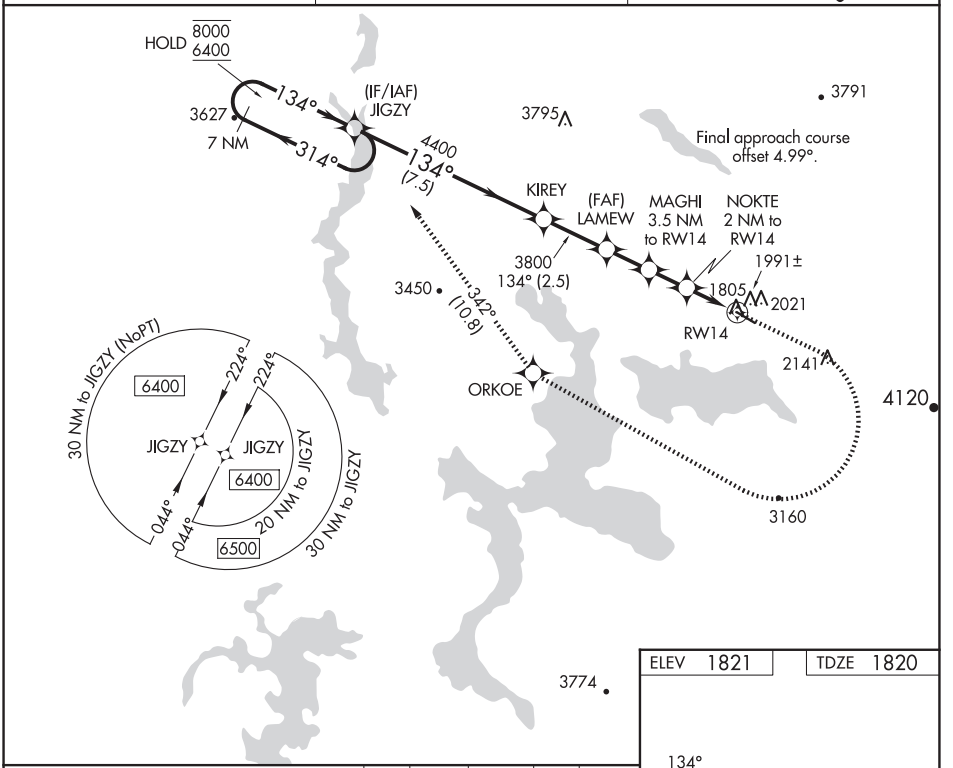
RNP APCH - GPS.

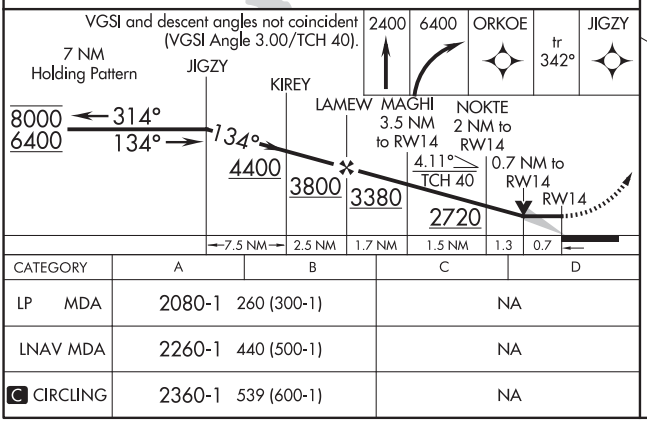
Circling Rwy 32 NA at night.

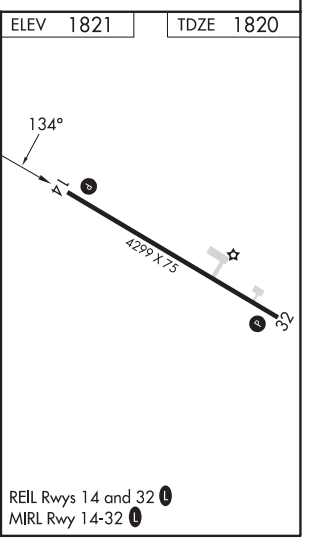
-30°C

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	BOSTON CENTER	UNICOM
118.0	124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	2080-1 260 (300-1)		NA	
LNAV MDA	2260-1 440 (500-1)		NA	
C CIRCLING	2360-1 539 (600-1)		NA	

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RANGELEY, MAINE | AL-6863 (FAA) | 24249

RNAV (GPS) RWY 32

STEPHEN A BEAN MUNI (8BØ)

WAAS	APP CRS	Rwy Idg	4299
CH 99444	336°	TDZE	1821
W32A		Apt Elev	1821

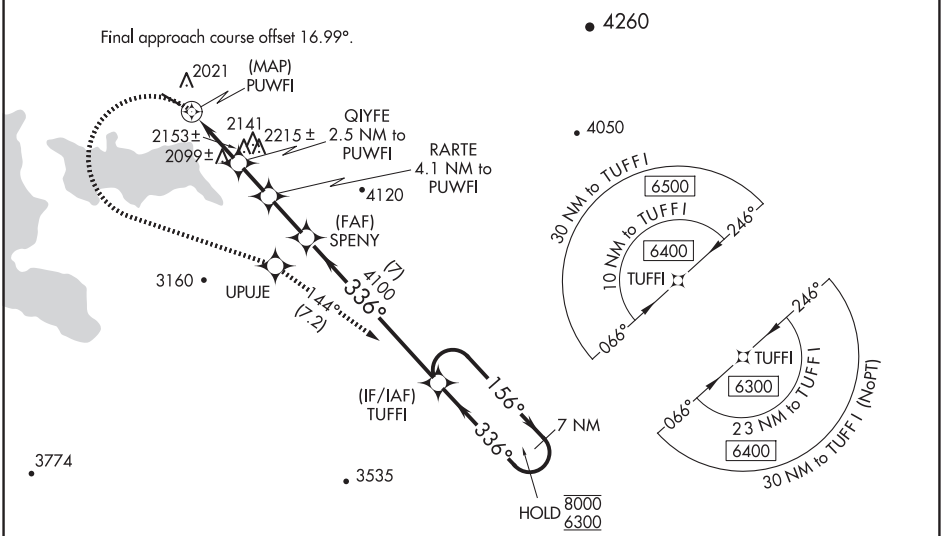
RNP APCH - GPS.

T A -30°C

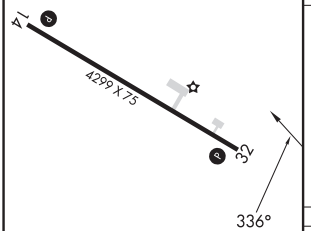
Circling NA for Cat C northeast of Rwy 14-32. Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6300 direct UPUJE and track 144° to TUFFI and hold, continue climb-in-hold to 6300.

AWOS-3PT	BOSTON CENTER	UNICOM
118.0	124.25 290.5	122.8 (CTAF) L



ELEV 1821 | TDZE 1821

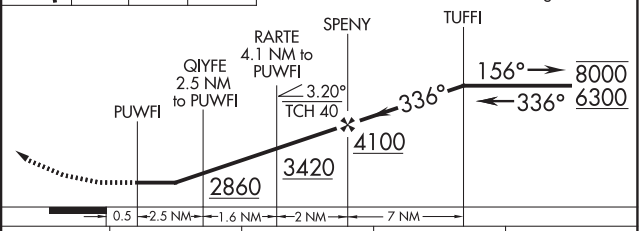


REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

6300	UPUJE	tr 144°	TUFFI

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

7 NM Holding Pattern



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
C CIRCLING	2640-1¼ 819 (900-1¼)		2640-2½ 819 (900-2½)	NA

RANGELEY, MAINE
Orig-A 15JUN23

45°00'N-70°40'W

STEPHEN A BEAN MUNI (8BØ)

RNAV (GPS) RWY 32

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS)-D

STEPHEN A BEAN MUNI (8BØ)

APP CRS	Rwy Idg	N/A
065°	TDZE	N/A
	Apt Elev	1821

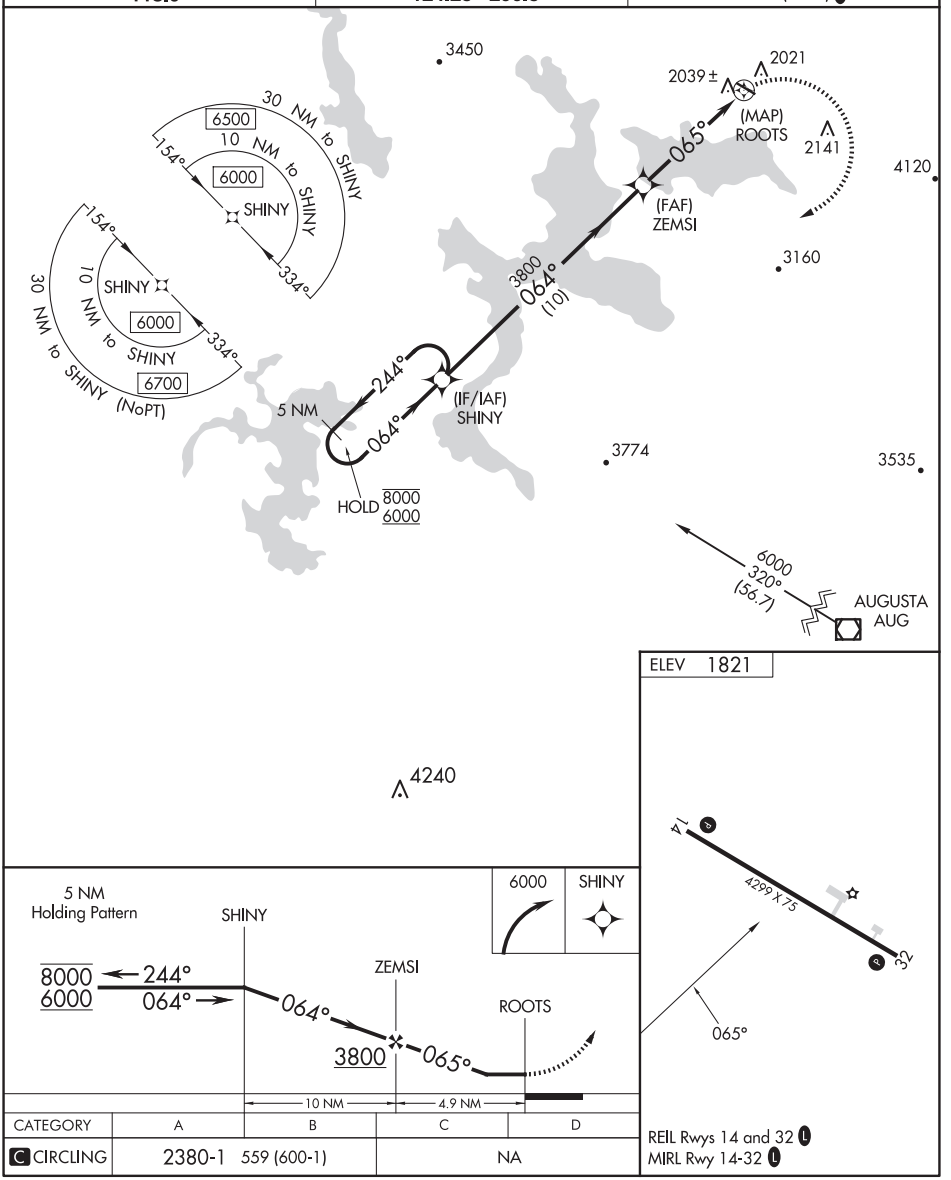
RNP APCH - GPS.

Circling Rwy 32 NA at night.

-30°C

MISSED APPROACH: Climbing right turn to 6000 direct SHINY and hold, continue climb-in-hold to 6000.

AWOS-3PT	BOSTON CENTER	UNICOM
118.0	124.25 290.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	2380-1	559 (600-1)	NA	

REIL Rwys 14 and 32 L

MIRL Rwy 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

ROCHESTER, NEW HAMPSHIRE AL-5978 (FAA) 22335

WAAS	APP CRS	Rwy Idg	4201
CH 87044	147°	TDZE	318
W15A		Apt Elev	322

RNAV (GPS) RWY 15

SKYHAVEN (DAW)

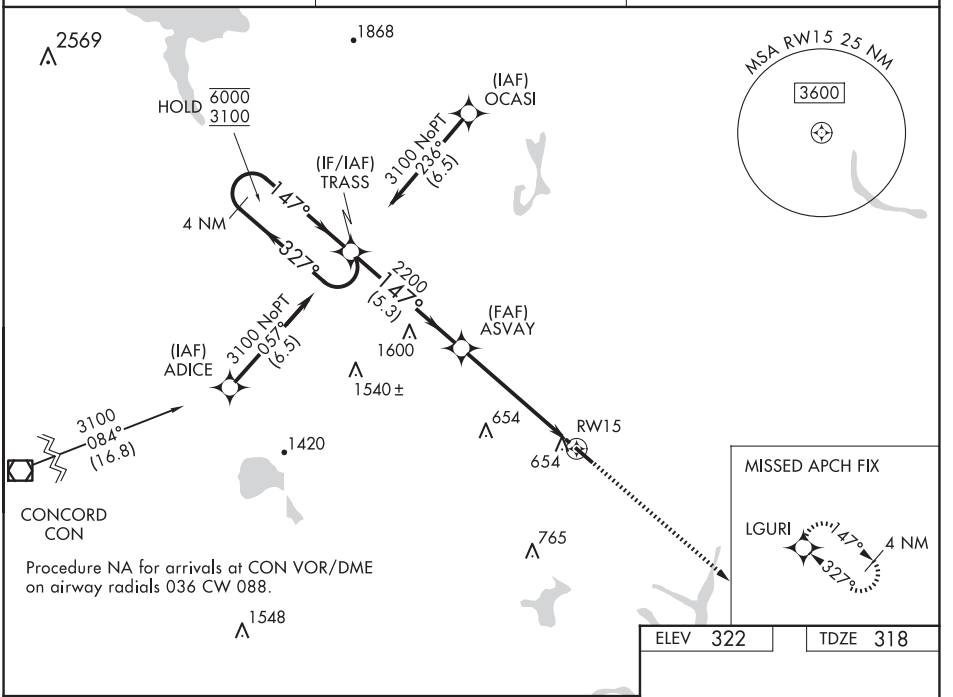
RNP APCH - GPS.

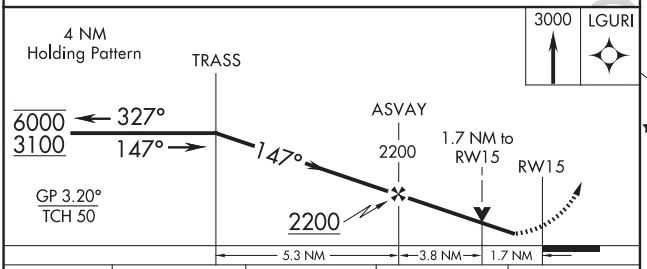
Rwy 15 helicopter visibility reduction below ¾ SM NA.

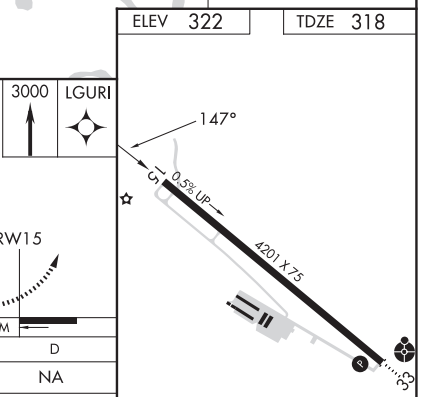
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct LGURI and hold, continue climb-in-hold to 3000.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L







ELEV 322 TDZE 318

CATEGORY	A	B	C	D
LPV DA	620-⅞ 302 (300-⅞)			NA
LNAV/VNAV DA	804-1⅜ 486 (500-1⅜)			NA
LNAV MDA	920-1 602 (600-1)		920-1¾ 602 (600-1¾)	NA
C CIRCLING	960-1 638 (700-1)		960-1¾ 638 (700-1¾)	NA

REIL Rwy 15 L

MIRL Rwy 15-33 L

ROCHESTER, NEW HAMPSHIRE

Orig 01DEC22

43°17'N-70°56'W

SKYHAVEN (DAW)

RNAV (GPS) RWY 15

NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4201
CH 72715	327°	TDZE	322
W33A		Apt Elev	322

RNAV (GPS) RWY 33

SKYHAVEN (DAW)

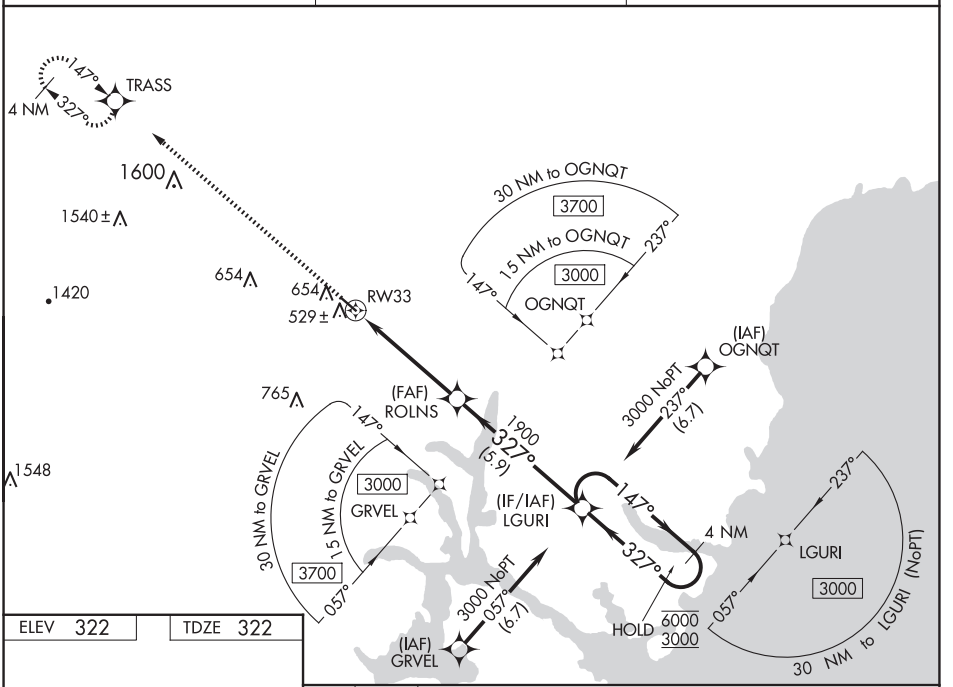
RNP APCH - GPS.

Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV visibility Cat C to 1⅜ SM.

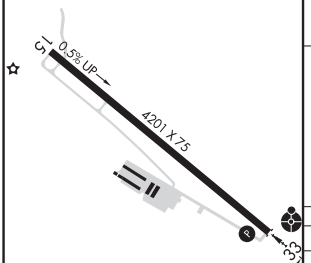
ODALS

MISSED APPROACH: Climb to 3800 direct TRASS and hold, continue climb-in-hold to 3800.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L

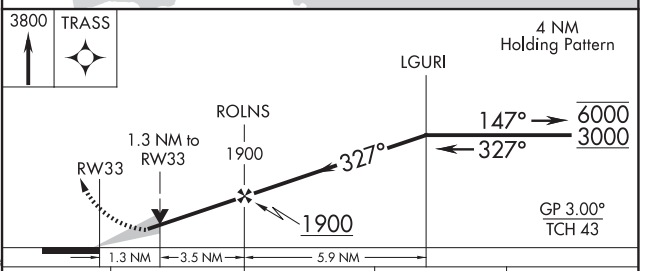


ELEV 322 TDZE 322



REIL Rwy 15 L

MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	572-¾ 250 (300-¾)			NA
LNAV/VNAV DA	699-1 377 (400-1)			NA
LNAV MDA	780-¾ 458 (500-¾)		780-1⅛ 458 (500-1⅛)	NA
C CIRCLING	960-1 638 (700-1)		960-1¾ 638 (700-1¾)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ROCHESTER, NEW HAMPSHIRE AL-5978 (FAA) 20366

NDB RWY 33

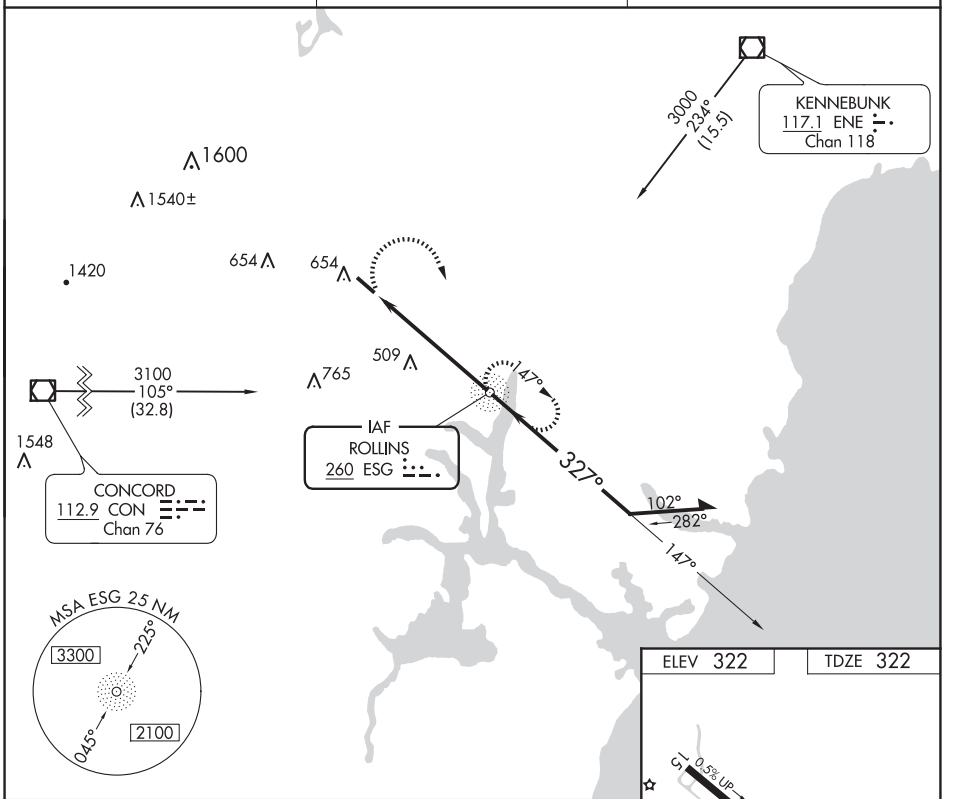
SKYHAVEN (DAW)

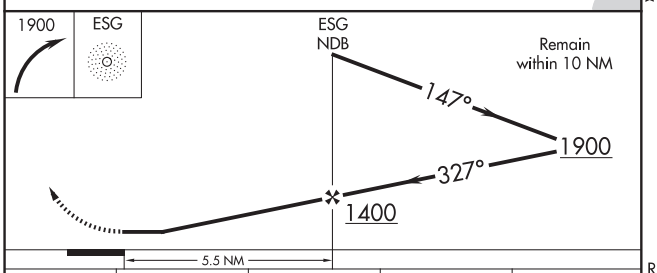
NDB ESG 260	APP CRS 327°	Rwy Idg 4201 TDZE 322 Apt Elev 322

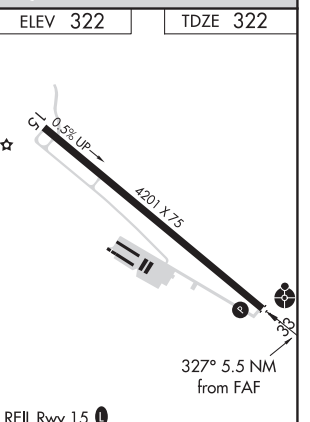
ODALS

MISSED APPROACH: Climbing right turn to 1900 direct ESG NDB and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L







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 L

MIRL Rwy 15-33 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 13

KNOX COUNTY RGNL (RKD)

LOC/DME I-RMZ	APP CRS	Rwy Idg	5012
111.7	129°	TDZE	54
Chan 54		Apt Elev	55

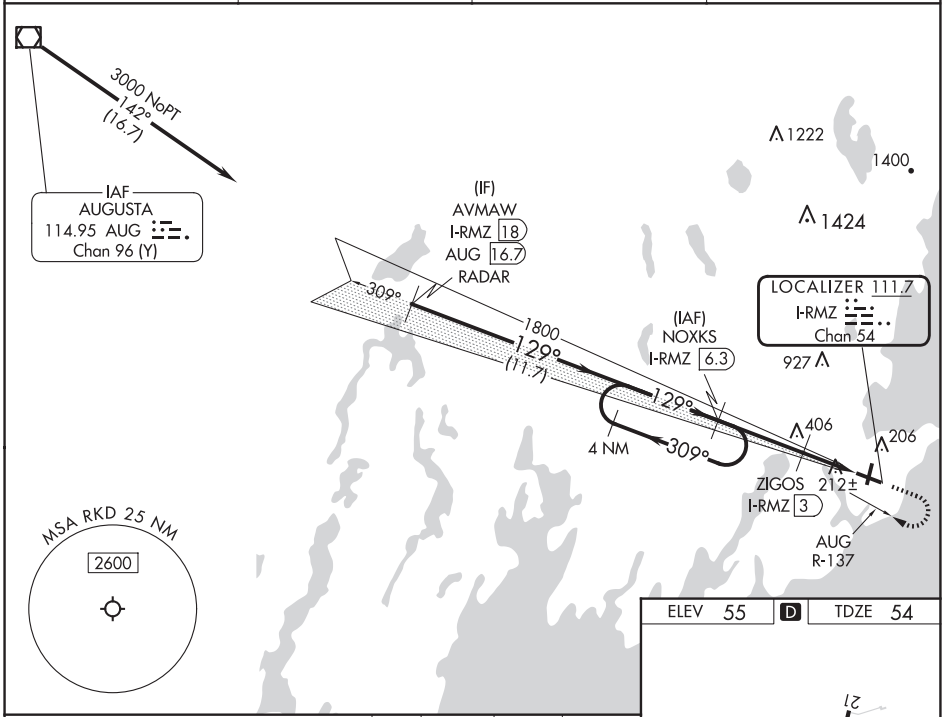
DME required.

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 ⅜ SM and Circling Cat C ½ SM. For inop ALS when using Wiscasset altimeter setting increase S-ILS 13 all Cats visibility to ⅞ SM and S-LOC 13 Cats C/D to 1⅜ SM.

MALSR

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.

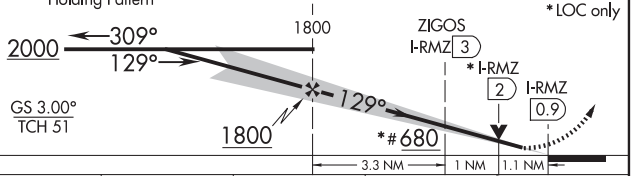
AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	120.4 299.2	123.8	123.05 (CTAF) L



#760 when using Wiscasset altimeter setting.

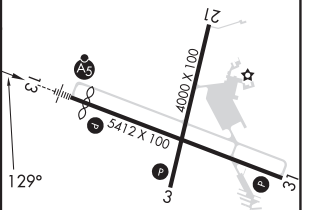
NOXKS I-RMZ 6.3	700	2000 hdg 348°	AUG R-137	NOXKS I-RMZ 6.3

* LOC only



CATEGORY	A	B	C	D
S-ILS 13	254-½	200 (200-½)		
S-LOC 13	440-½	386 (400-½)	440-⅝	386 (400-⅝)
C CIRCLING	580-1	525 (600-1)	720-1¾	1140-3
			665 (700-1¾)	1085 (1100-3)

ELEV 55 D TDZE 54



REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ROCKLAND, MAINE | AL-993 (FAA) | 22363

WAAS	APP CRS	Rwy Idg	4000
CH 40210	031°	TDZE	54
W03A		Apt Elev	55

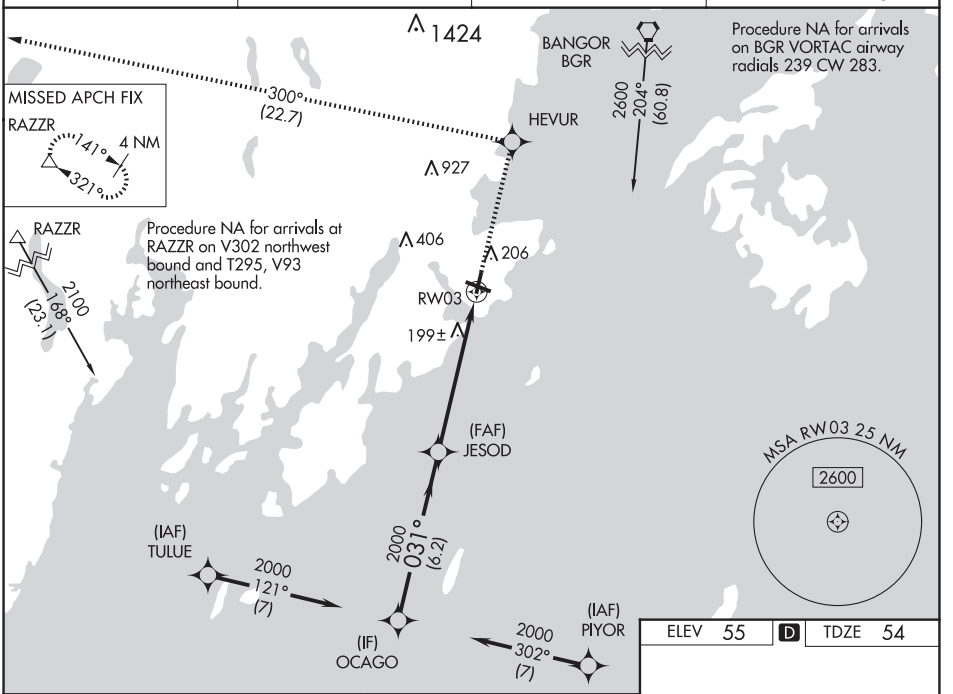
RNAV (GPS) RWY 3
KNOX COUNTY RGNL (RKD)

RNP APCH.

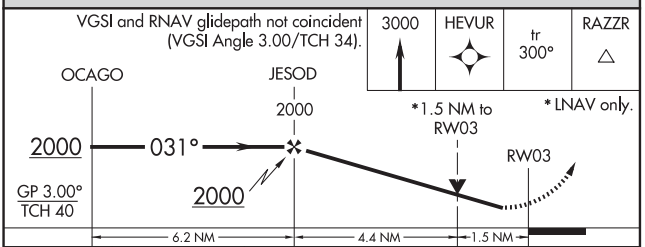
Rwy 3 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

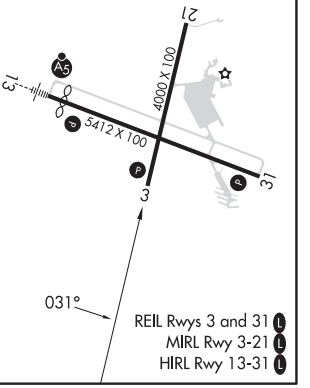
MISSED APPROACH: Climb to 3000 direct HEVUR and on track 300° to RAZZR and hold.

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	120.4 299.2	123.8	123.05 (CTAF) L



ELEV 55 D TDZE 54





CATEGORY	A	B	C	D
LPV DA	374-1¼ 320 (400-1¼)			
LNAV/VNAV DA	459-1½ 405 (500-1½)			
LNAV MDA	560-1 506 (600-1)		560-1⅜ 506 (600-1⅜)	560-1½ 506 (600-1½)
C CIRCLING	600-1 545 (600-1)		720-1¾ 665 (700-1¾)	1140-3 1085 (1100-3)

ROCKLAND, MAINE
Orig-B 20JUN19

44°04′N - 69°06′W

KNOX COUNTY RGNL (RKD)
RNAV (GPS) RWY 3

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 48940 W13A	APP CRS 129°	Rwy Idg 5012 TDZE 54 Apt Elev 55

RNAV (GPS) RWY 13

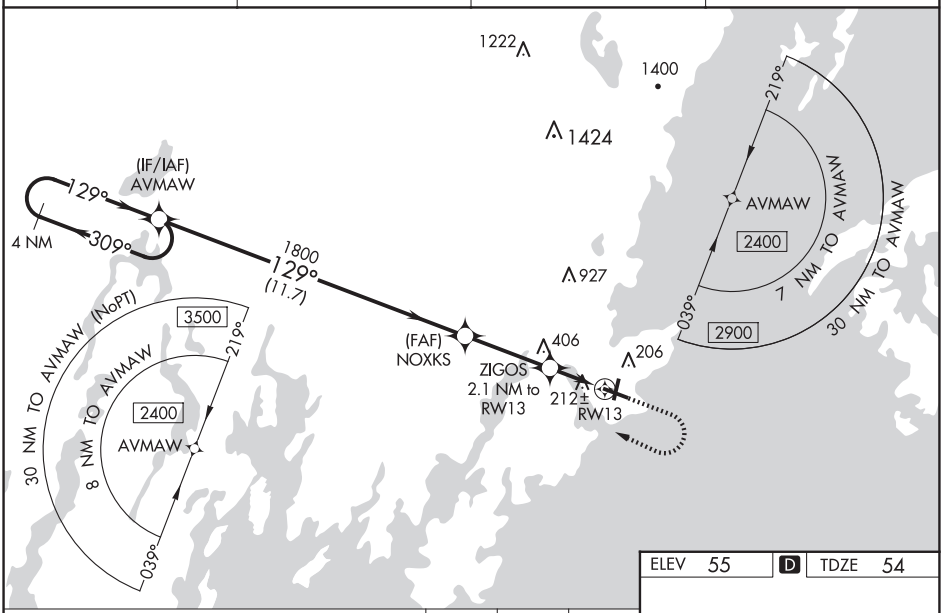
KNOX COUNTY RGNL (RKD)

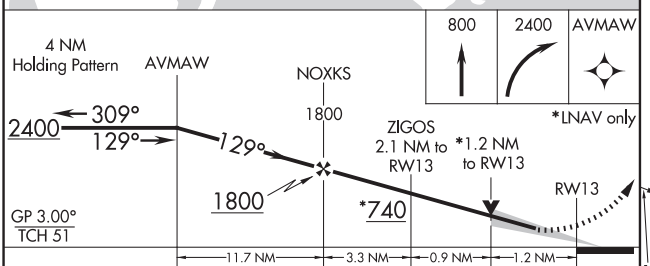
DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Wiscasset altimeter setting. When local altimeter setting not received, use Wiscasset altimeter setting and increase LPV DA to 319 feet, LNAV/VNAV DA to 467 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats to 1 SM, LNAV Cat C/D to 1 SM and Circling Cat C to 2 ¼ SM. For inop ALS increase LNAV/VNAV all Cats visibility to 1⅛ SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to ⅞ SM, LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cat C/D to 1⅜ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

MALSR

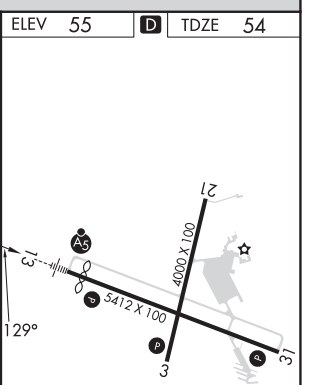
MISSED APPROACH: Climb to 800 then climbing right turn to 2400 direct AVMAW and hold.

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	120.4 299.2	123.8	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	254-½	200 (200-½)		
LNAV/VNAV DA	402-¾	348 (400-¾)		
LNAV MDA	480-½	426 (500-½)	480-¾	426 (500-¾)
C CIRCLING	580-1	525 (600-1)	720-1¾ 665 (700-1¾)	1140-3 1085 (1100-3)



REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31
KNOX COUNTY RGNL (RKD)

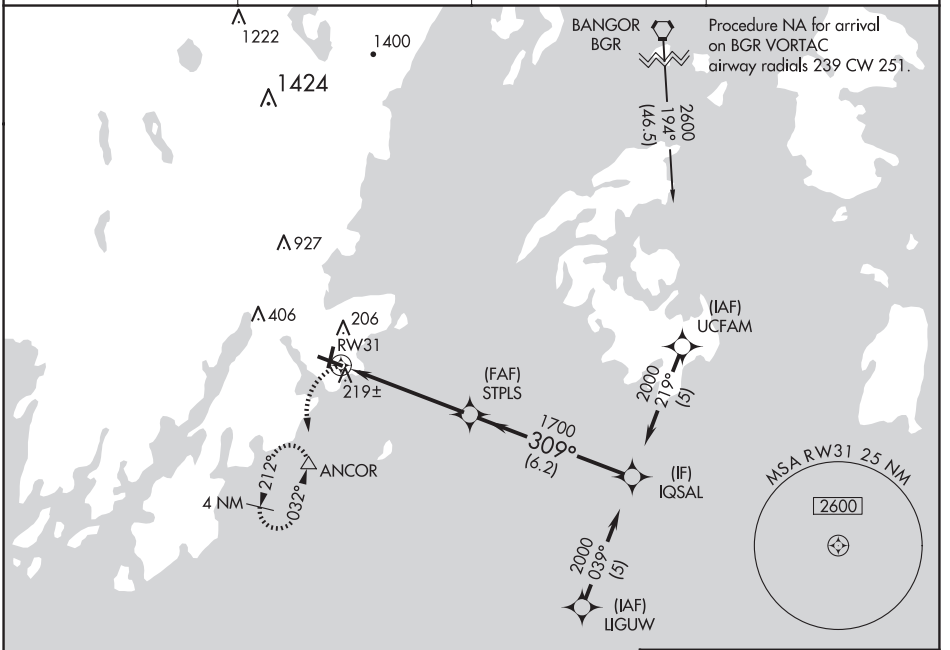
APP CRS	Rwy Idg	5412
309°	TDZE	55
	Apt Elev	55

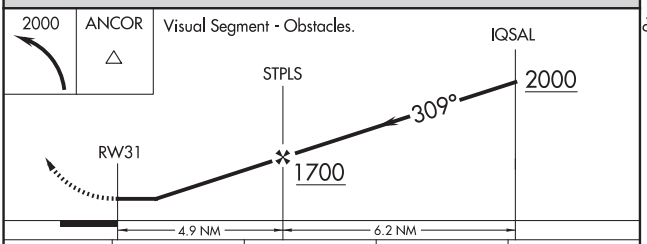
RNP APCH.

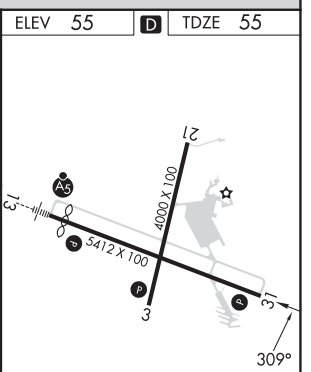
Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2000 direct ANCOR and hold, continue climb-in-hold to 2000.

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	120.4 299.2	123.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1	425 (500-1)	480-1¼	425 (500-1¼)
C CIRCLING	580-1	525 (600-1)	720-1¾ 665 (700-1¾)	1140-3 1085 (1100-3)

REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC Y RWY 19

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

LOC/DME I-RUT	APP CRS	Rwy Ldg 5004
111.7	194°	TDZE 787
Chan 54		Apt Elev 787

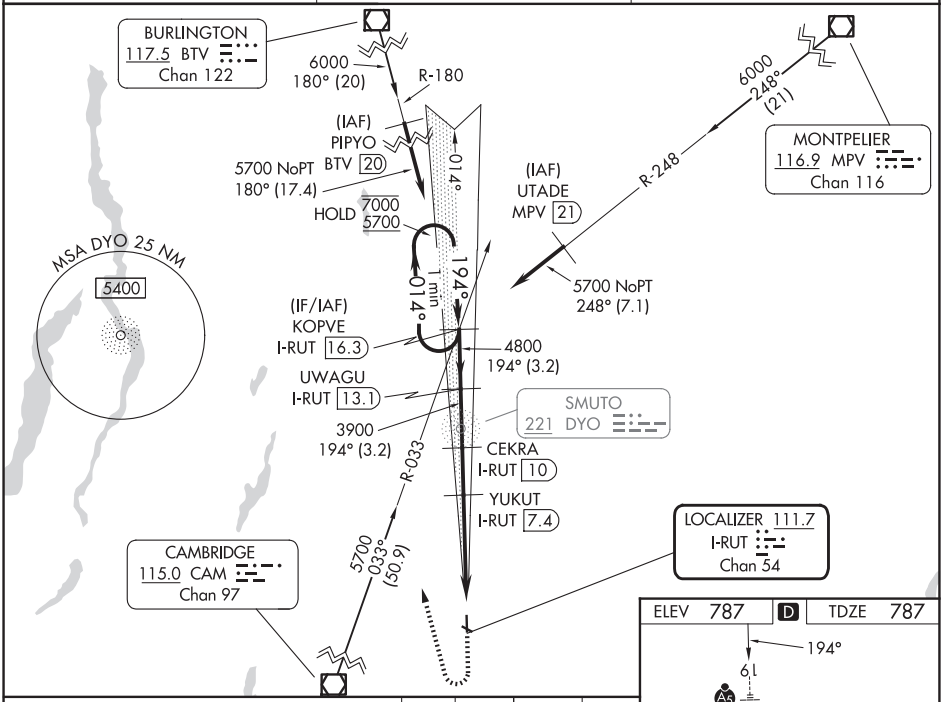
DME required.

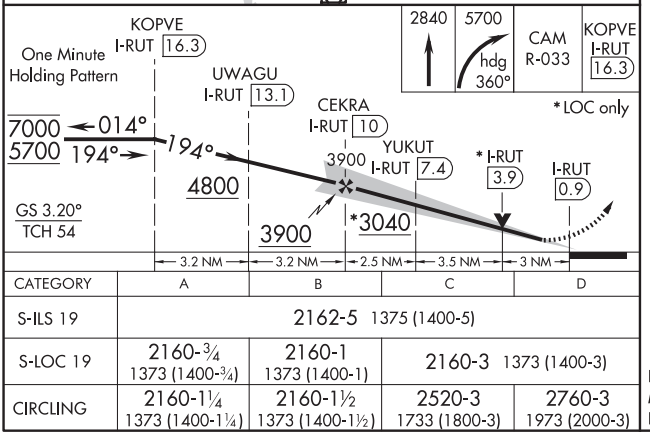
Circling to Rwy 13, 31 NA at night.
Circling NA northeast of Rwys 19 and 31.
Inop table does not apply to S-ILS 19 all Cats, S-LOC 19 Cats C/D.

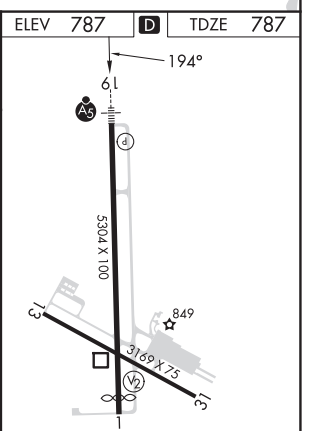
MALSR

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.

AWOS-3PT	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L







HIRL Rwy 1-19 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

CATEGORY	A	B	C	D
S-ILS 19	2162-5 1375 (1400-5)			
S-LOC 19	2160-¾ 1373 (1400-¾)	2160-1 1373 (1400-1)	2160-3 1373 (1400-3)	
CIRCLING	2160-1¼ 1373 (1400-1¼)	2160-1½ 1373 (1400-1½)	2520-3 1733 (1800-3)	2760-3 1973 (2000-3)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RUTLAND, VERMONT | AL-968 (FAA) | 25219

ILS Z or LOC Z RWY 19

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

LOC/DME I-RUT	APP CRS	Rwy Ldg	5004
111.7	194°	TDZE	787
Chan 54		Apt Elev	787

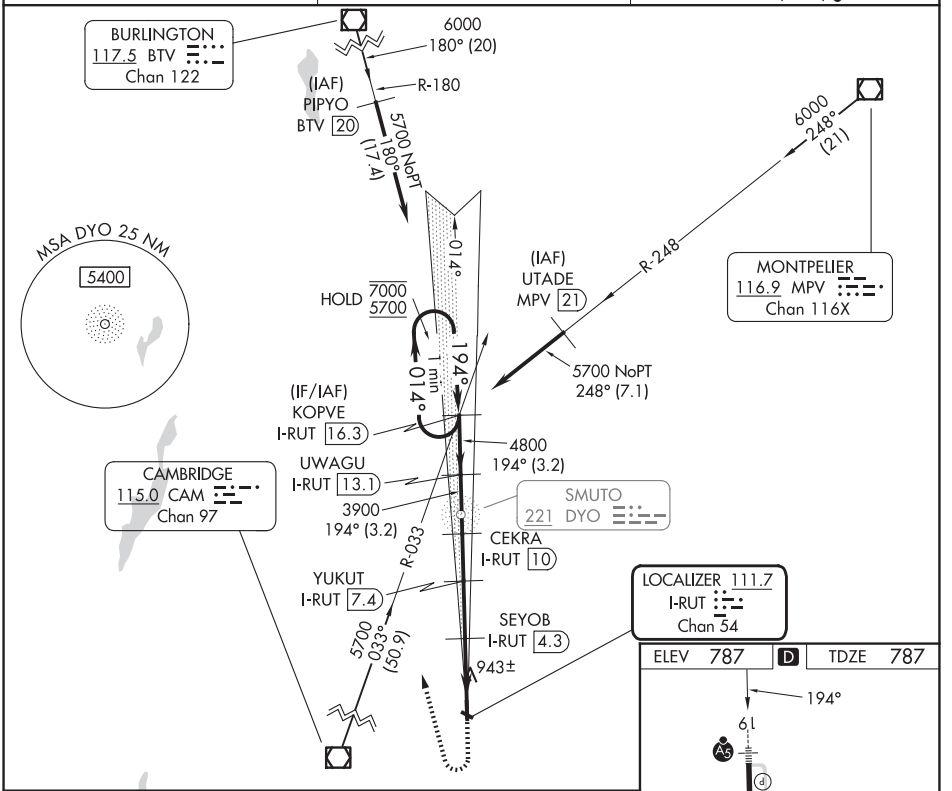
DME required.

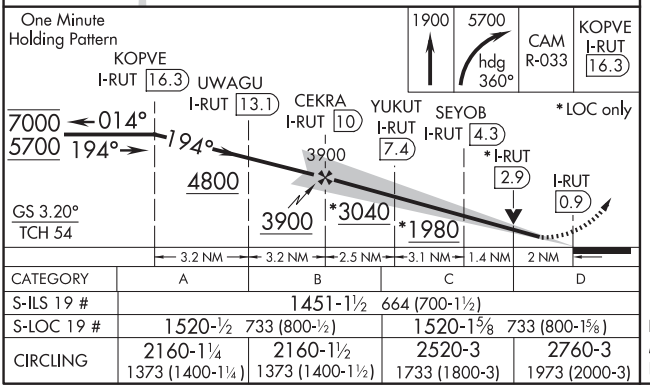
Circling to Rwy 13, 31 NA at night. Circling NA northeast of Rwys 19 and 31. For inop ALS, increase S-ILS 19 visibility all Cats to 1⅞ SM, and increase S-LOC 19 Cat C/D visibility to 2 SM. -7°C

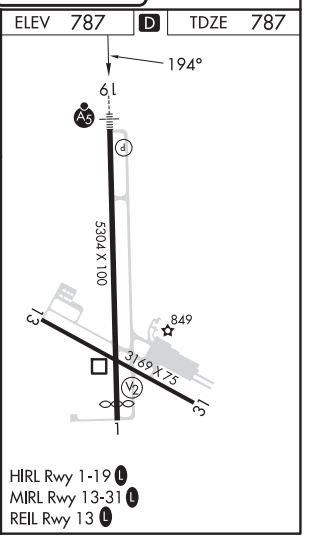
MALSR

MISSED APPROACH: Climb to 1900 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R-033 to KOPVE/I-RUT 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.

AWOS-3PT	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 19 #	1451-1½ 664 (700-1½)			
S-LOC 19 #	1520-½ 733 (800-½)		1520-1⅝ 733 (800-1⅝)	
CIRCLING	2160-1¼ 1373 (1400-1¼)	2160-1½ 1373 (1400-1½)	2520-3 1733 (1800-3)	2760-3 1973 (2000-3)

HIRL Rwy 1-19 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	5004
CH 50141	029°	TDZE	787
W01A		Apt Elev	787

RNAV (GPS) RWY 1

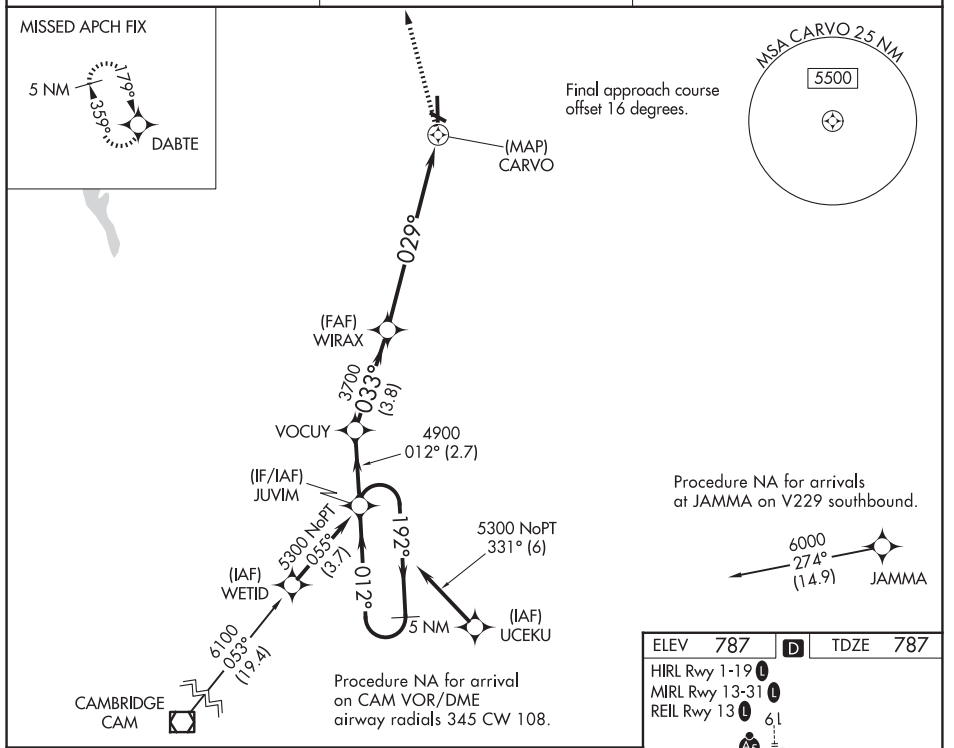
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

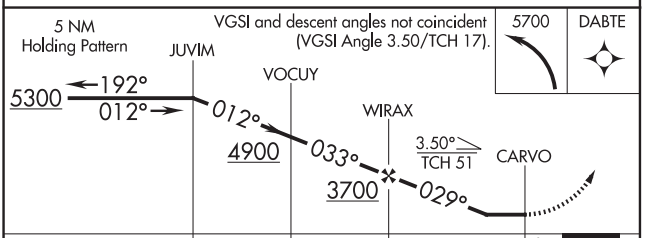
T
A
-7°C

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.

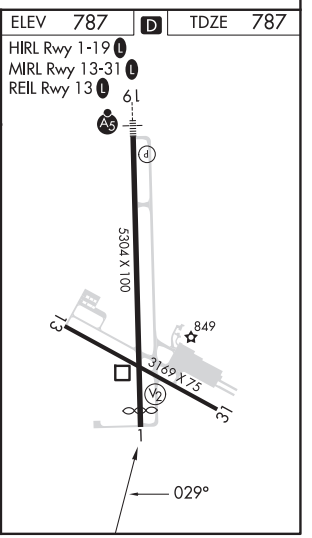
MISSED APPROACH: Climbing left turn 5700 direct DABTE and hold.

AWOS-3PT	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L





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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RUTLAND, VERMONT | AL-968 (FAA) | 25219

RNAV (GPS) Y RWY 19

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

WAAS CH 65830 W19A	APP CRS 194°	Rwy Ldg 5004	TDZE 787	Apt Elev 787

RNP APCH - GPS.

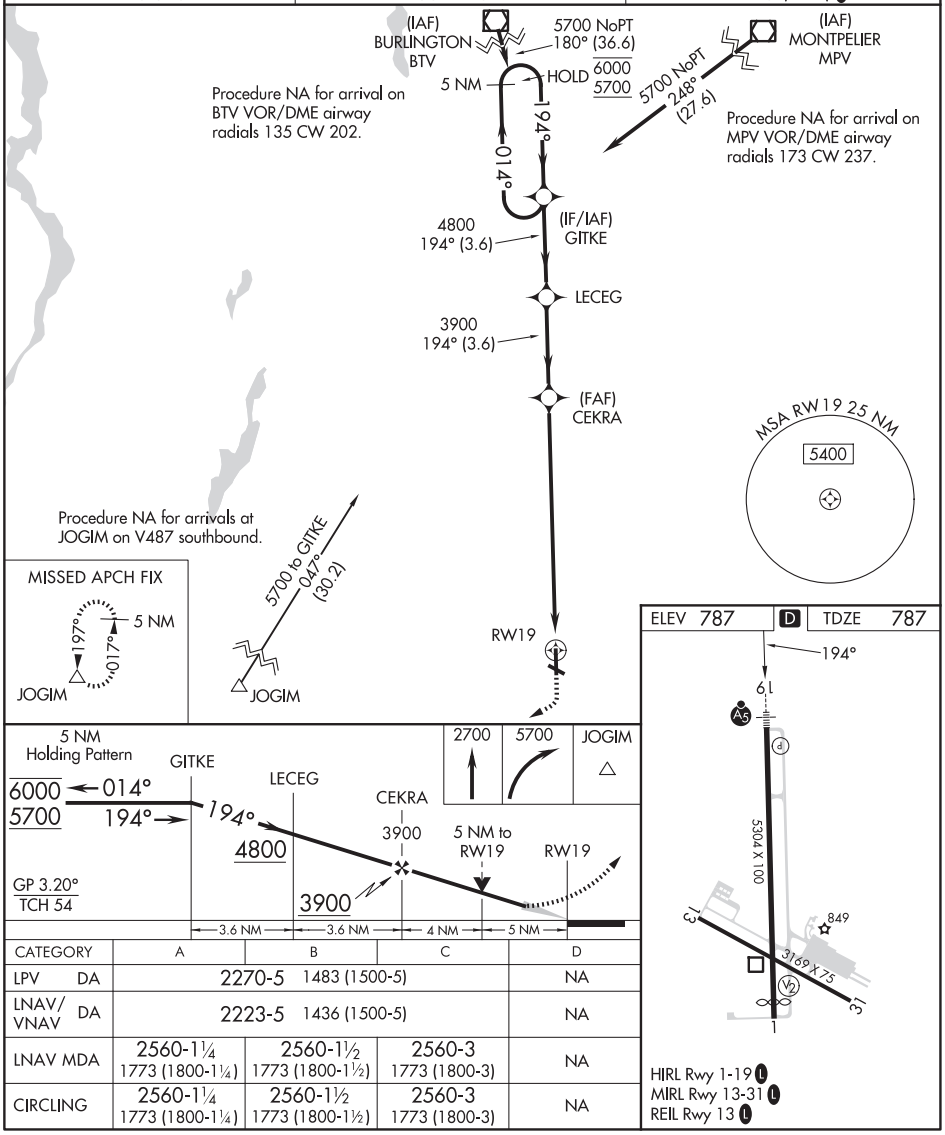
Circling NA northeast of Rwys 19 and 31. Circling Rwy 13, 31 NA at night. Inop table does not apply to LPV, LNAV/VNAV, LNAV all Cats. Inop table does not apply when using VSF altimeter setting to LPV, LNAV/VNAV, LNAV all Cats. Baro-VNAV NA. VDP NA when using VSF altimeter setting. When local altimeter 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.

-7°C

MALSR

MISSED APPROACH: Climb to 2700, then climbing right turn to 5700 direct JOGIM and hold, continue climb-in-hold to 5700.

AWOS-3PT	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2270-5 1483 (1500-5)			NA
LNAV/VNAV DA	2223-5 1436 (1500-5)			NA
LNAV MDA	2560-1¼ 1773 (1800-1¼)	2560-1½ 1773 (1800-1½)	2560-3 1773 (1800-3)	NA
CIRCLING	2560-1¼ 1773 (1800-1¼)	2560-1½ 1773 (1800-1½)	2560-3 1773 (1800-3)	NA

HIRL Rwy 1-19 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

RUTLAND, VERMONT
Amdt 3A 17APR25

RUTLAND/SOUTHERN VERMONT RGNL (RUT)
43°32'N-72°57'W

RNAV (GPS) Y RWY 19

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 19

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

WAAS	APP CRS	Rwy Ldg	5004
CH 93730	194°	TDZE	787
W19B		Apt Elev	787

RNP APCH - GPS.

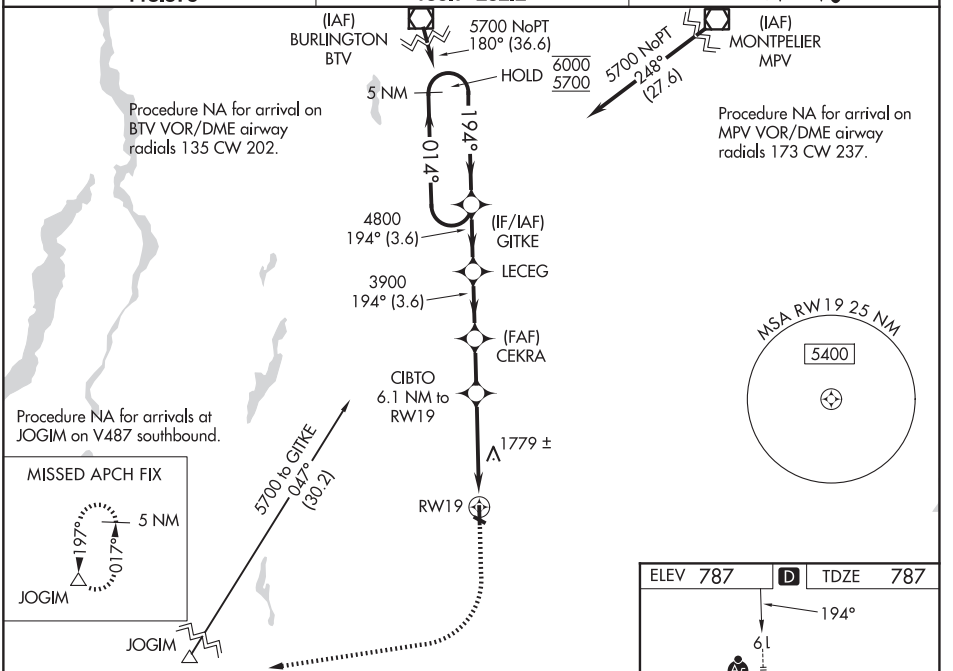
Circling NA northeast of Rwys 19 and 31. Circling Rwy 13, 31 NA at night. Inop table does not apply to LNAV/VNAV all Cats. Baro-VNAV NA. For inop ALS, increase LPV all Cats visibility to 1⅛ miles. VDP NA when using VSF altimeter setting. For inop ALS while using VSF altimeter setting, increase LPV all Cats visibility to 1⅜ miles. Inop table does not apply when using VSF altimeter setting to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not received, use VSF altimeter setting and increase LPV DA to 1281 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 2230 feet; increase all MDAs 80 feet and LNAV visibility Cat C ½ SM.

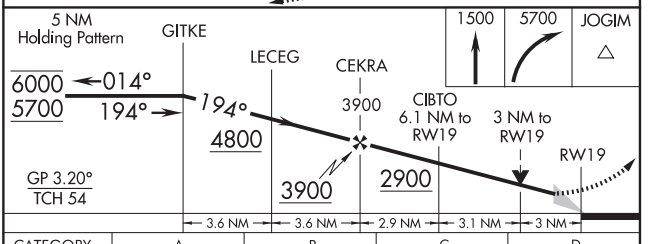
-7°C

MALSR

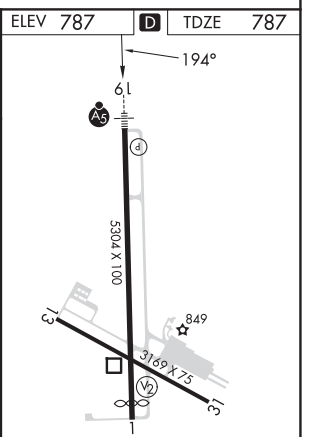
MISSED APPROACH: Climb to 1500 then climbing right turn to 5700 direct JOGIM and hold, continue climb-in-hold to 5700.
† Missed approach requires minimum climb of 420 feet per NM to 3200; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

AWOS-3PT	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA†	1201-¾ 414 (500-¾)			NA
LNAV/VNAV DA	2150-5 1363 (1400-5)			NA
LNAV MDA†	1820-¾ 1033 (1100-¾)	1820-1 1033 (1100-1)	1820-2½ 1033 (1100-2½)	NA
CIRCLING	2560-1¼ 1773 (1800-1¼)	2560-1½ 1773 (1800-1½)	2560-3 1773 (1800-3)	NA



HIRL Rwy 1-19 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 7

SANFORD SEACOAST RGNL (SFM)

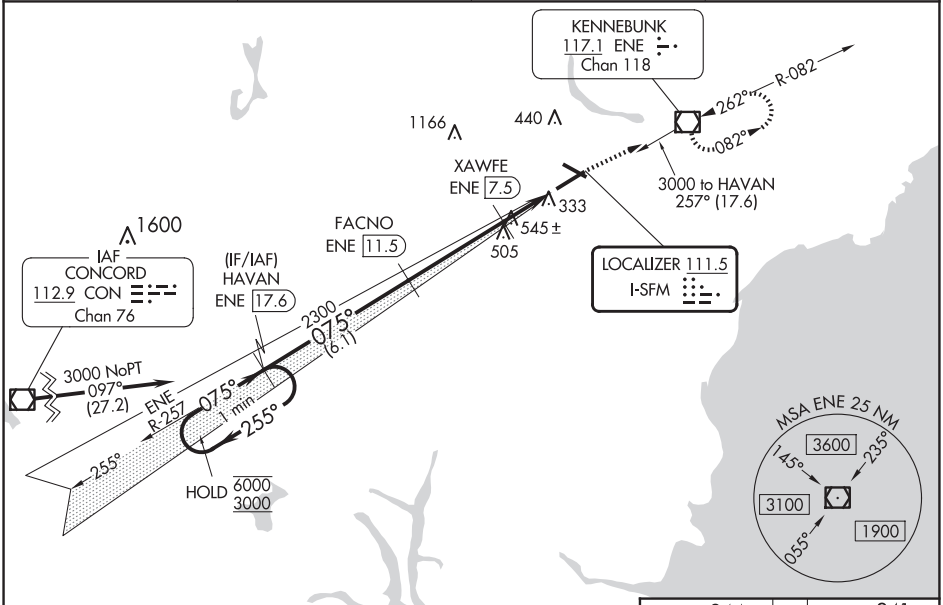
LOC I-SFM	APP CRS	Rwy Idg	6389
111.5	075°	TDZE	241
		Apt Elev	244

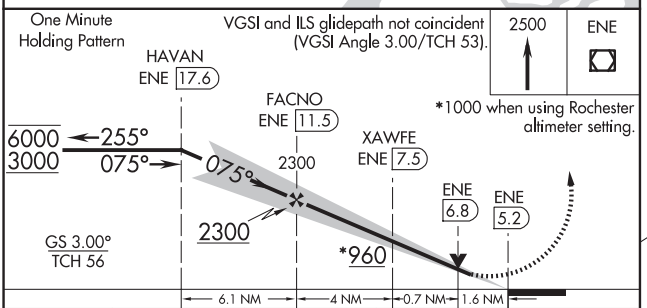
DME required.

Rwy 7 helicopter visibility reduction below ¾ SM NA. VDP NA when using Rochester altimeter setting. DME from ENE VOR/DME. Simultaneous reception of I-SFM and ENE DME required. When local altimeter setting not received, use Rochester altimeter setting: increase S-ILS 7 DA to 479 feet; increase all MDAs 40 feet and S-LOC 7 Cats C/D visibility ⅛ SM and Circling Cat C visibility ¼ SM.

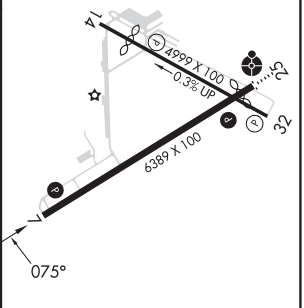
MISSED APPROACH: Climb to 2500 direct ENE VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
120.025	119.75 269.35	121.725	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 7	441-¾ 200 (200-¾)			
S-LOC 7	800-1 559 (600-1)		800-1⅝ 559 (600-1⅝)	
C CIRCLING	800-1 556 (600-1)		1180-2¾ 936 (1000-2¾)	1240-3 996 (1000-3)



REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	6389
CH 86921	075°	TDZE	241
W07A		Apt Elev	244

RNAV (GPS) RWY 7

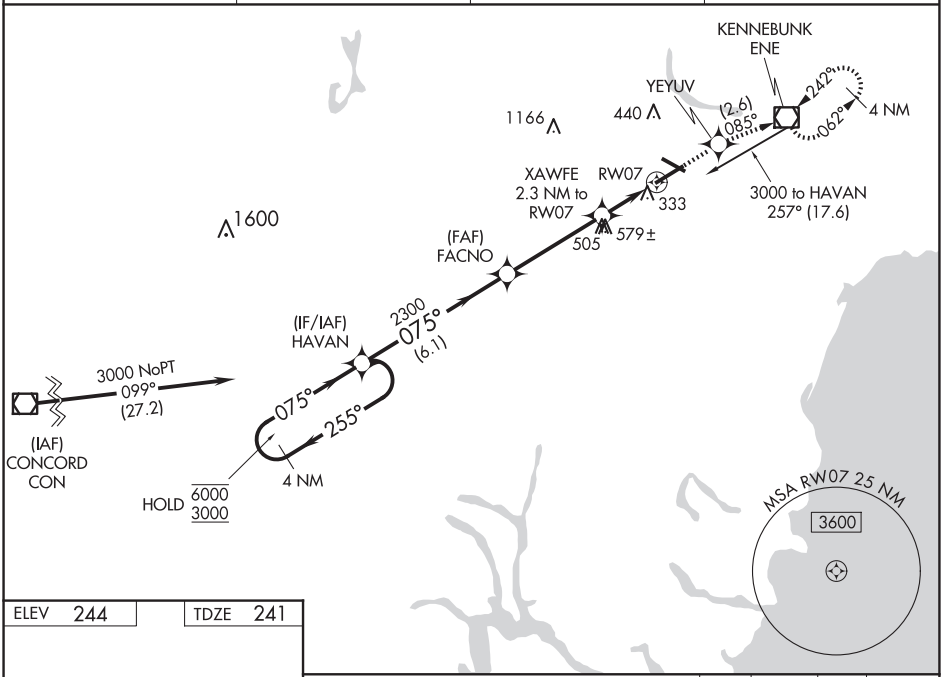
SANFORD SEACOAST RGNL (SFM)

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 ⅛ 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.

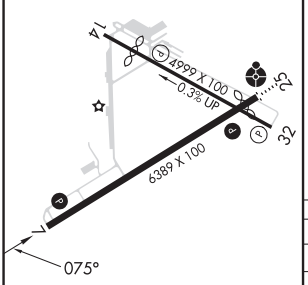
AWOS-3PT	PORTLAND APP CON★	CLNC DEL	UNICOM
120.025	119.75 269.35	121.725	123.075 (CTAF) L



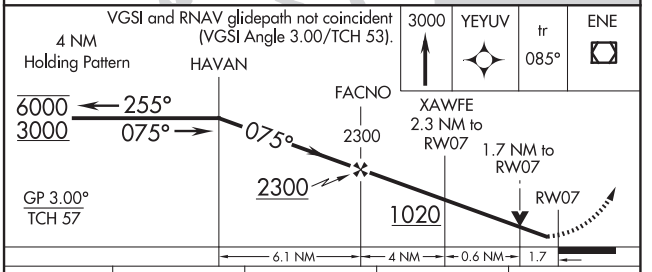
NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

ELEV 244 TDZE 241



REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	441-¾ 200 (200-¾)			
LNAV/VNAV DA	650-1⅜ 409 (500-1⅜)			
LNAV MDA	840-1 599 (600-1)		840-1¾ 599 (600-1¾)	
C CIRCLING	840-1 596 (600-1)		1180-2¾ 936 (1000-2¾)	1240-3 996 (1000-3)

SANFORD, MAINE AL-909 (FAA) 24249

RNAV (GPS) RWY 25

SANFORD SEACOAST RGNL (SFM)

WAAS CH 53521 W25A	APP CRS 255°	Rwy Idg 6001 / TDZE 235 / Apt Elev 244

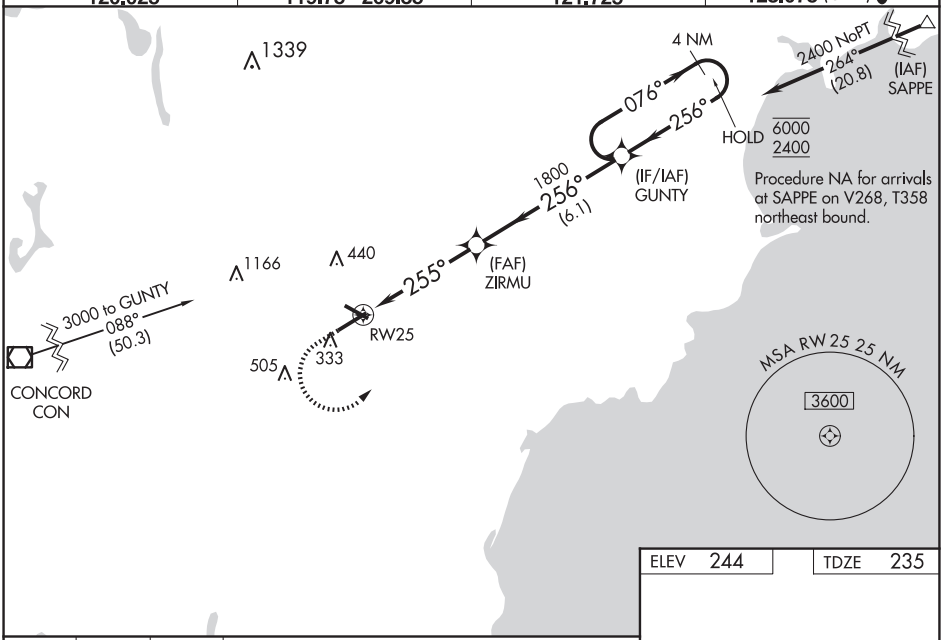
RNP APCH - GPS.

Baro-VNAV and VDP NA when using Rochester altimeter setting. Rwy 25 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV or LNAV Cats A and B. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 ½ and LNAV Cats C/D visibility to 1⅜. 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 ⅛ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility ⅛ SM and Circling Cat C visibility ¼ SM. For inop ALS, when using Rochester altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅝ and LNAV Cats C/D visibility to 1⅜.

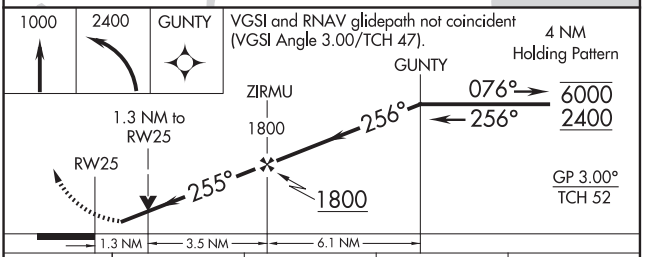
ODALS

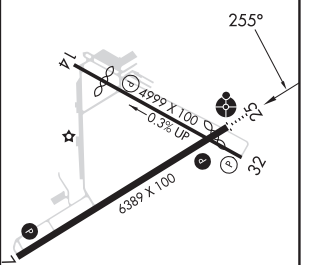
MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 direct GUNTY and hold.

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
120.025	119.75 269.35	121.725	123.075 (CTAF) L



ELEV 244	TDZE 235





CATEGORY	A	B	C	D
LPV DA	496-¾ 261 (300-¾)			
LNAV/VNAV DA	675-1⅛ 440 (500-1⅛)			
LNAV MDA	680-¾ 445 (500-¾)		680-1⅛ 445 (500-1⅛)	
C CIRCLING	760-1 516 (600-1)		1180-2¾ 936 (1000-2¾)	1240-3 996 (1000-3)

REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

SANFORD, MAINE
Orig-E 05SEP24

43°24′N - 70°42′W

SANFORD SEACOAST RGNL (SFM)

RNAV (GPS) RWY 25

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

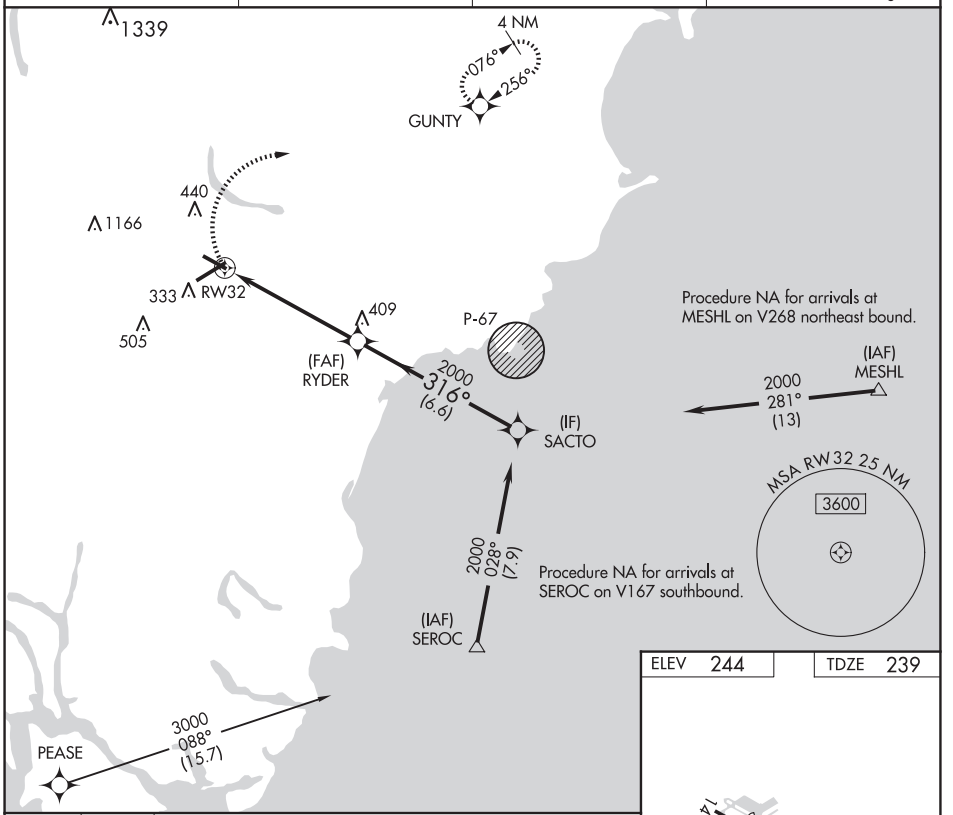
SANFORD SEACOAST RGNL (SFM)

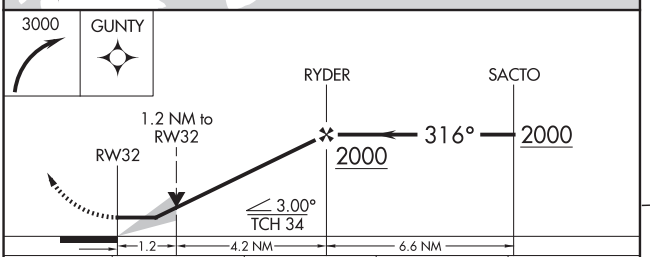
APP CRS	Rwy Idg	4999
316°	TDZE	239
	Apt Elev	244

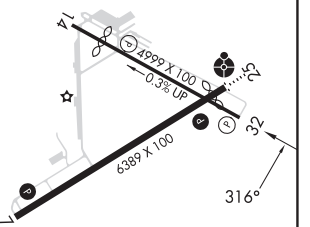
RNP APCH.

MISSED APPROACH: Climbing right turn to 3000 direct GUNTY and hold, continue climb-in-hold to 3000.

AWOS-3PT	PORTLAND APP CON*	CLNC DEL	UNICOM
120.025	119.75 269.35	121.725	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	660-1 421 (500-1)		660-1¼ 421 (500-1¼)	
C CIRCLING	760-1 516 (600-1)		1180-2¾ 936 (1000-2¾)	1240-3 996 (1000-3)

REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

SANFORD, MAINE | AL-909 (FAA) | 23166

VORTAC ENE	APP CRS	Rwy Idg	6001
117.1	261°	TDZE	235
Chan 118		Apt Elev	244

VOR RWY 25

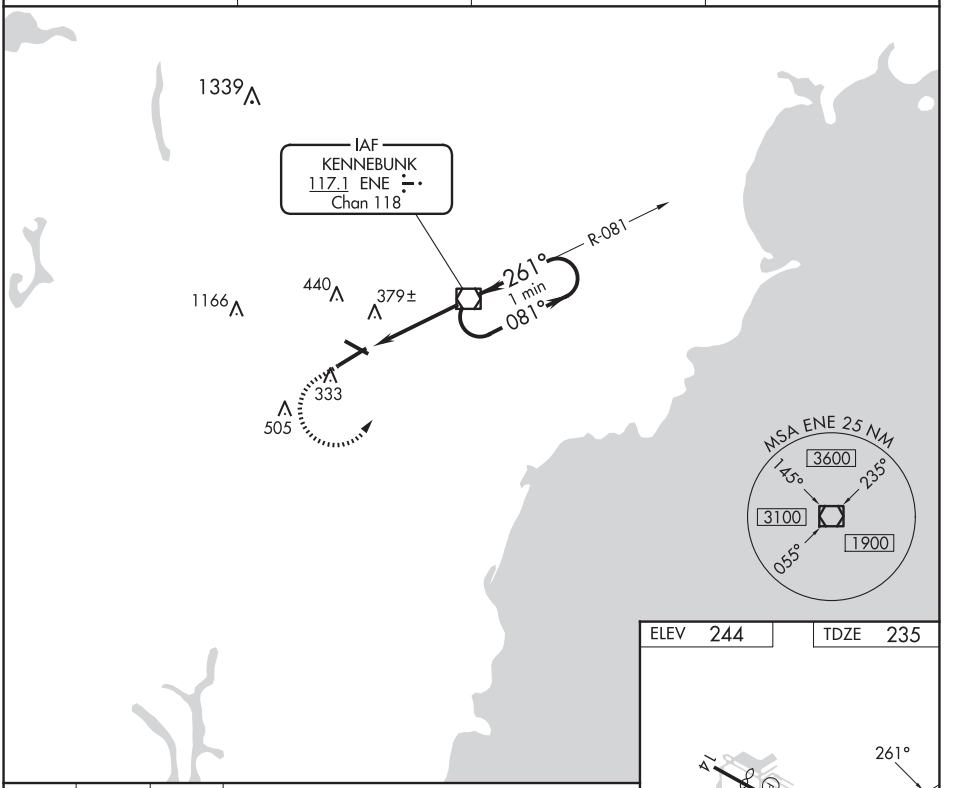
SANFORD SEACOAST RGNL (SFM)

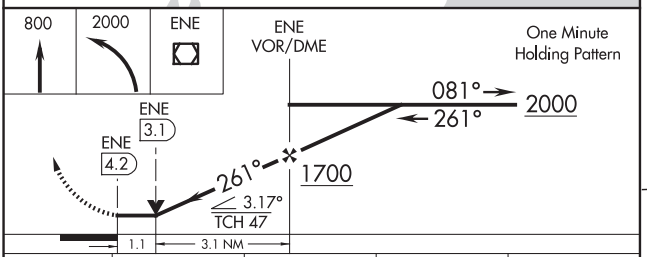
Inoperative table does not apply to S-25 Cats A/B. For inoperative ODALS, increase S-25 Cats C/D visibility to 1⅛. When local altimeter setting not received, use Rochester, NH altimeter setting increase all MDA 40 feet, S-25 Cats C/D visibility ⅛ SM, and Circling Cat C visibility ¼ SM; for inop ODALS, increase S-25 Cats C/D visibility to 1⅜. Rwy 25 helicopter visibility reduction below ¾ SM NA.

ODALS

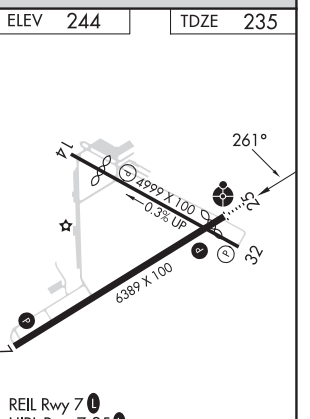
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct ENE VOR/DME and hold.

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
120.025	119.75 269.35	121.725	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-25	640-1 405 (400-1)			
C CIRCLING	760-1 516 (600-1)		1180-2¾ 936 (1000-2¾)	1240-3 996 (1000-3)



REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SANFORD, MAINE
Amdt 14E 20APR23

43°24′N - 70°42′W

SANFORD SEACOAST RGNL (SFM)
VOR RWY 25

NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	3501
CH 42616	022°	TDZE	696
W02A		Apt Elev	699

RNAV (GPS) RWY 2
SOUTHBRIDGE MUNI (3B0)

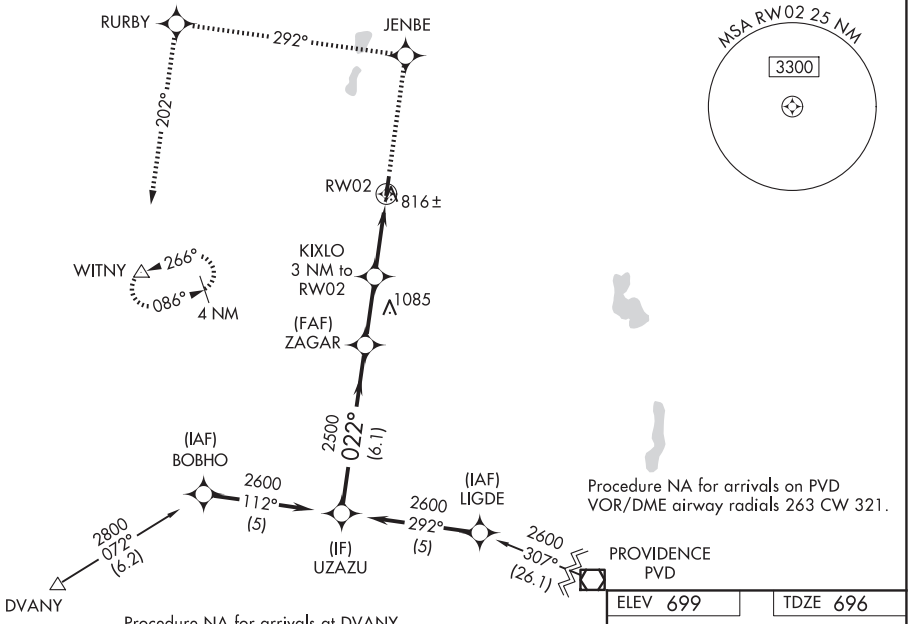
RNP APCH - GPS.

Circling Rwy 20 NA at night. Use Worcester Rgnl altimeter setting, when not received, use Windsor Locks altimeter setting: increase LPV DA to 1090 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ½ SM.

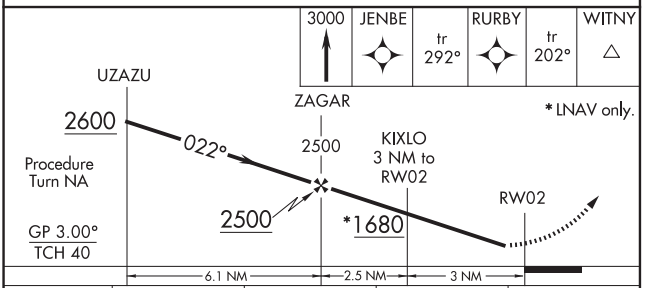
NA

MISSED APPROACH: Climb to 3000 direct JENBE and via track 292° to RURBY and via track 202° to WITNY and hold.

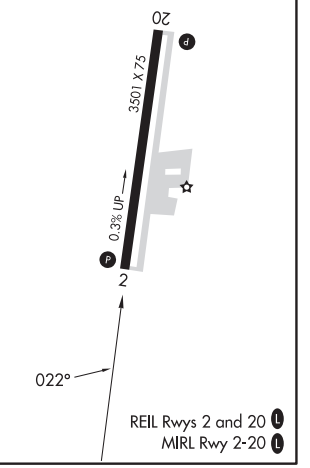
YANKEE APP CON	UNICOM
119.0 327.1	122.8 (CTAF) L



ELEV 699 TDZE 696



CATEGORY	A	B	C	D
LPV DA	1018-1 322 (400-1)			NA
LNAV MDA	1300-1 604 (700-1)		1300-1¾ 604 (700-1¾)	NA
CIRCLING	1360-1 661 (700-1)		1360-1¾ 661 (700-1¾)	NA



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD, VERMONT | AL-5057 (FAA) | 25163

APP CRS	Rwy Idg	5501
050°	TDZE	575
	Apt Elev	578

RNAV (GPS) RWY 5
HARTNESS STATE (SPRINGFIELD) (VSF)

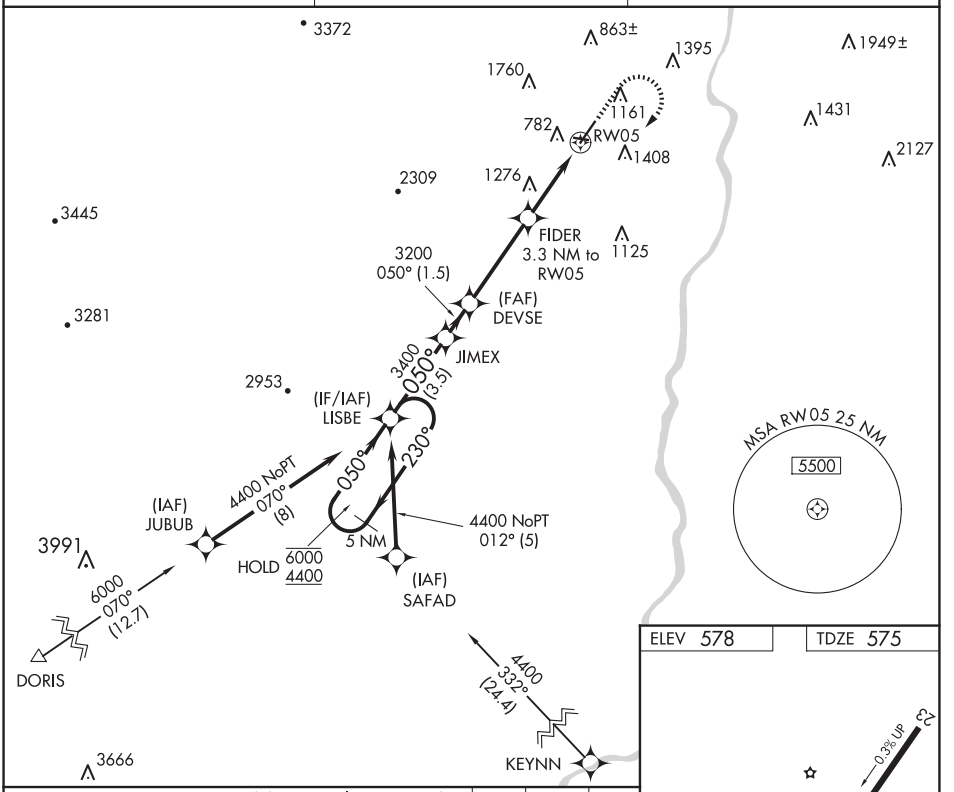
RNP APCH - GPS.

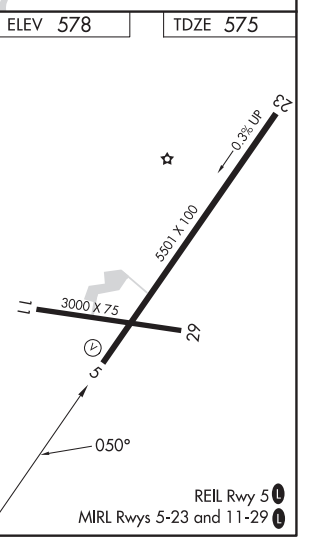
Rwy 5 helicopter visibility reduction below ¾ SM NA. Circling Rwy 11, 23, 29 NA at night. When local altimeter setting not received, use LEB altimeter setting and increase all MDAs 60 feet. VDP NA when using LEB altimeter setting.

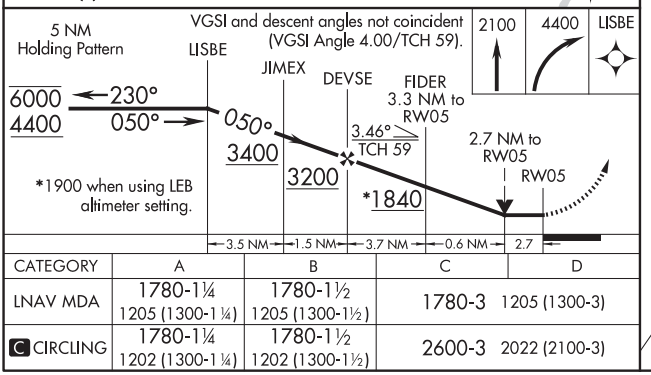
-20°C

MISSED APPROACH: Climb to 2100 then climbing right turn to 4400 direct LISBE and hold.

ASOS	BOSTON CENTER	UNICOM
121.425	134.7 269.475	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1780-1¼ 1205 (1300-1¼)	1780-1½ 1205 (1300-1½)	1780-3 1205 (1300-3)	
C CIRCLING	1780-1¼ 1202 (1300-1¼)	1780-1½ 1202 (1300-1½)	2600-3 2022 (2100-3)	

SPRINGFIELD, VERMONT
Amdt 1A 12JUN25

43°21′N-72°31′W

HARTNESS STATE (SPRINGFIELD) (VSF)
RNAV (GPS) RWY 5

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

LOC RWY 5

HARTNESS STATE (SPRINGFIELD) (VSF)

LOC/DME I-VSF	APP CRS	Rwy Ldg	5501
111.3	051°	TDZE	575
Chan 50		Apt Elev	578

RNP APCH - GPS.

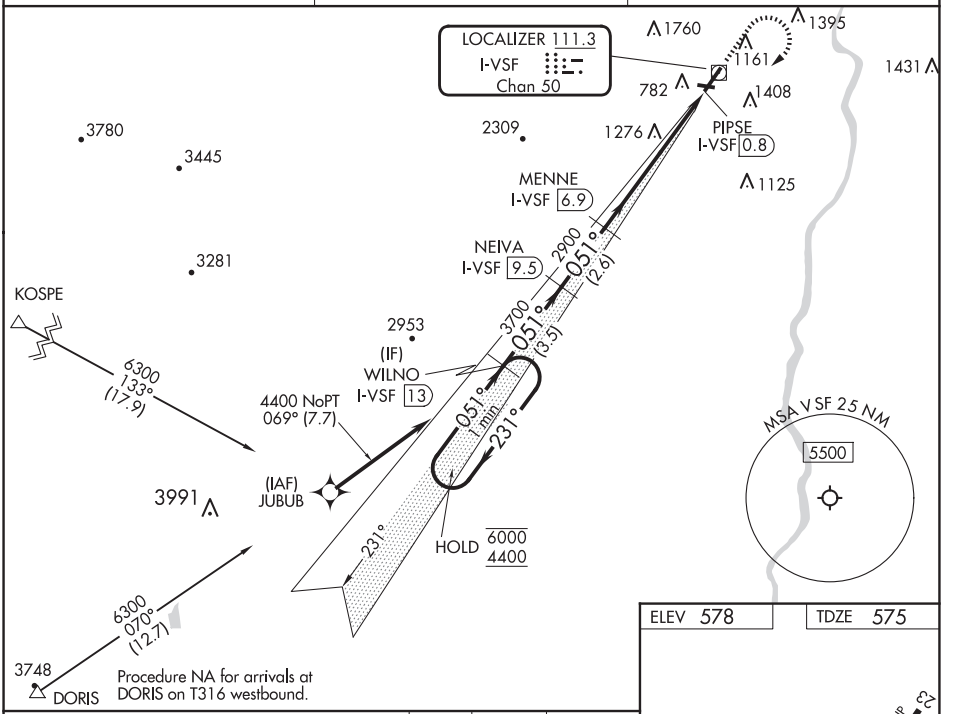
DME required.

T
NA
-20°C

Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use LEB altimeter setting and increase all MDAs 60 feet. VDP NA when using LEB altimeter setting. Circling Rwy 11, 23, 29 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4400 direct WILNO/13 DME and hold.

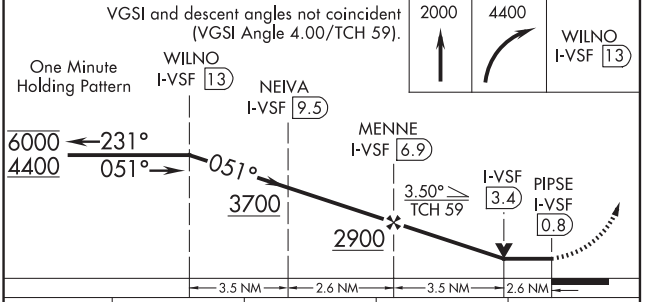
ASOS	BOSTON CENTER	UNICOM
121.425	134.7 269.475	122.8 (CTAF) L

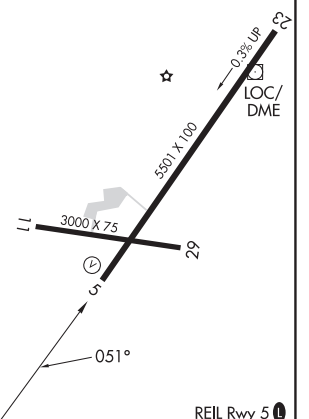


ELEV 578 TDZE 575

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 59).

2000	4400	WILNO I-VSF 13





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)

REIL Rwy 5 L
MIRL Rwys 5-23 and 11-29 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

STOW, MASSACHUSETTS | AL-5764 (FAA) | 24137

APP CRS	Rwy Idg	3110
211°	TDZE	268
	Apt Elev	280

RNAV (GPS) RWY 21

MINUTE MAN AIR FLD (6B6)

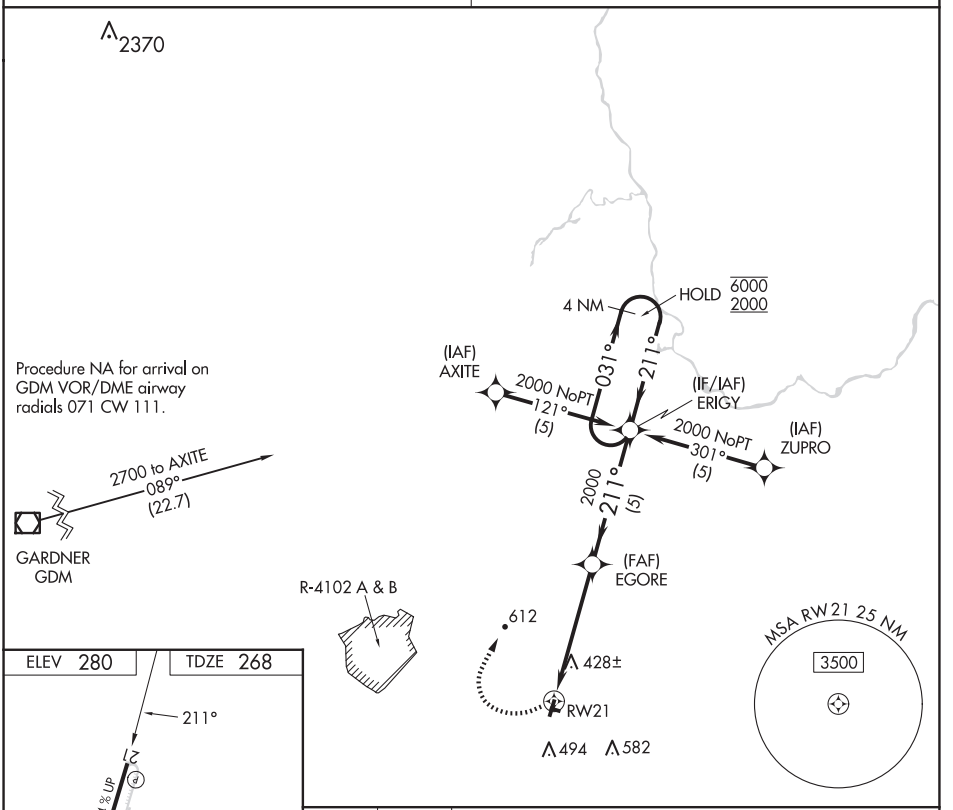
RNP APCH - GPS.

NA

Circling NA to Rwys 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	UNICOM
124.4 279.6	122.8 (CTAF) L



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 L
LIRL Rwy 3-21

STOW, MASSACHUSETTS
Orig-F 16MAY24

42°28′N-71°31′W

MINUTE MAN AIR FLD (6B6)

RNAV (GPS) RWY 21

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3499
CH **99739**	**124°**	TDZE	**41**
W12A		Apt Elev	**42**

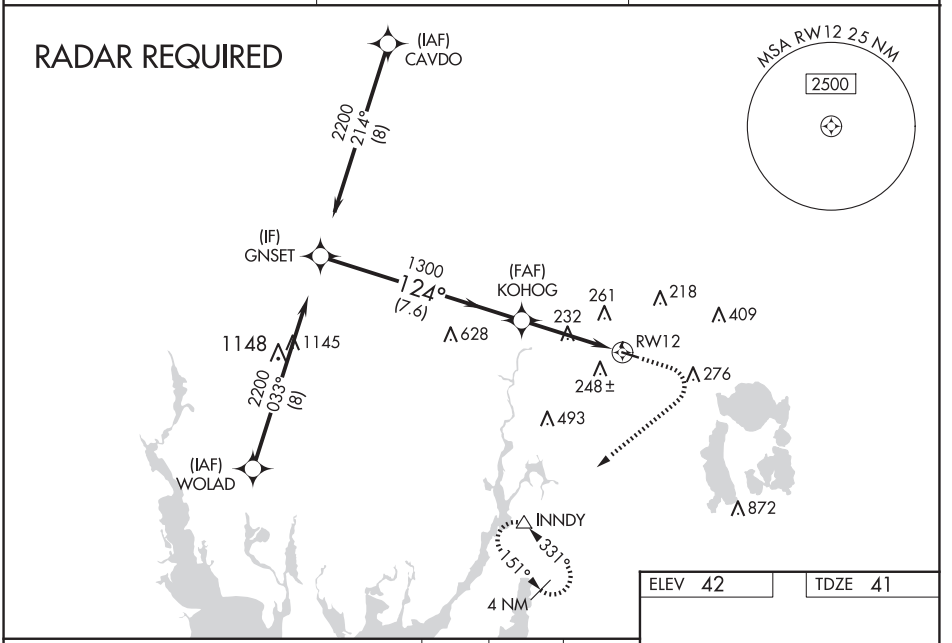
RNAV (GPS) RWY 12

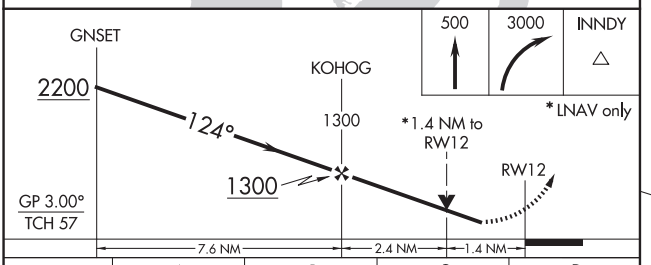
TAUNTON MUNI/KING FLD (TAN)

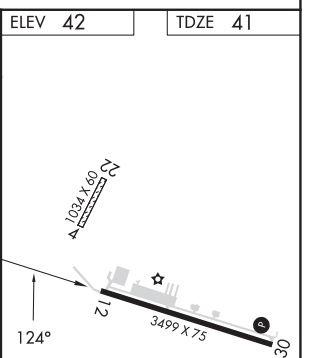
Circling NA to Rwys 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 54°C (130°F). Baro-VNAV NA when using New Bedford altimeter setting. DME/DME RNP-0.3 NA. Rwy 12 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Bedford altimeter setting and increase LPV DA to 425 feet, LNAV/VNAV DA to 448 feet and all MDA 40 feet, increase LPV and LNAV/VNAV visibilities all Cats ⅛ SM, increase LNAV Cat C/D visibility ⅛ SM, and increase Circling Cat D visibility ¼ SM.

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.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.675	**128.7 269.525**	**122.7** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	391-1⅛ 350 (400-1⅛)			
LNAV/VNAV DA	414-1¼ 373 (400-1¼)			
LNAV MDA	540-1 499 (500-1)		540-1⅜ 499 (500-1⅜)	
C CIRCLING	560-1 518 (600-1)	580-1 538 (600-1)	660-1¾ 618 (700-1¾)	760-2¼ 718 (800-2¼)

REIL Rwy 30
MIRL Rwy 12-30 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

TAUNTON, MASSACHUSETTS AL-5175 (FAA) 24361

WAAS	APP CRS	Rwy Idg	3499
CH 58139	304°	TDZE	42
W30A		Apt Elev	42

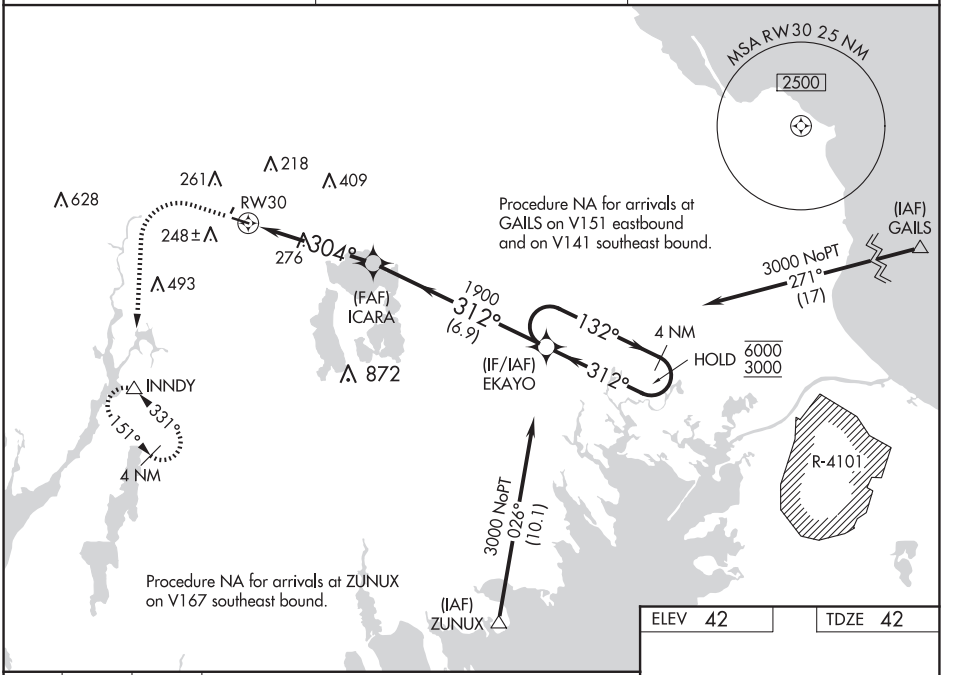
RNAV (GPS) RWY 30
TAUNTON MUNI/KING FLD (TAN)

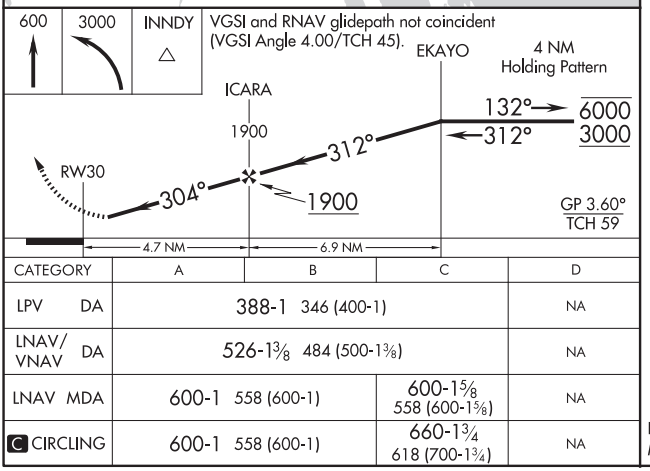
RNP APCH.

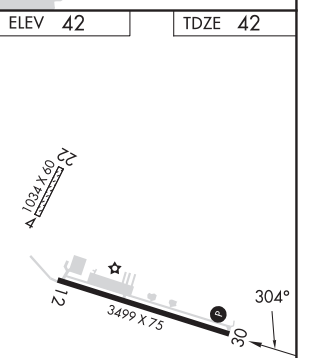
Circling NA to Rwys 4 and 22. Rwy 30 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 46°C.

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	PROVIDENCE APP CON ★	UNICOM
132.675	128.7 269.525	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	388-1 346 (400-1)			NA
LNAV/VNAV DA	526-1⅜ 484 (500-1⅜)			NA
LNAV MDA	600-1 558 (600-1)		600-1⅝ 558 (600-1⅝)	NA
C CIRCLING	600-1 558 (600-1)		660-1¾ 618 (700-1¾)	NA

REIL Rwy 30
MIRL Rwy 12-30 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-MVY	APP CRS	Rwy Idg	5504
108.7	236°	TDZE	63
Chan 24		Apt Elev	67

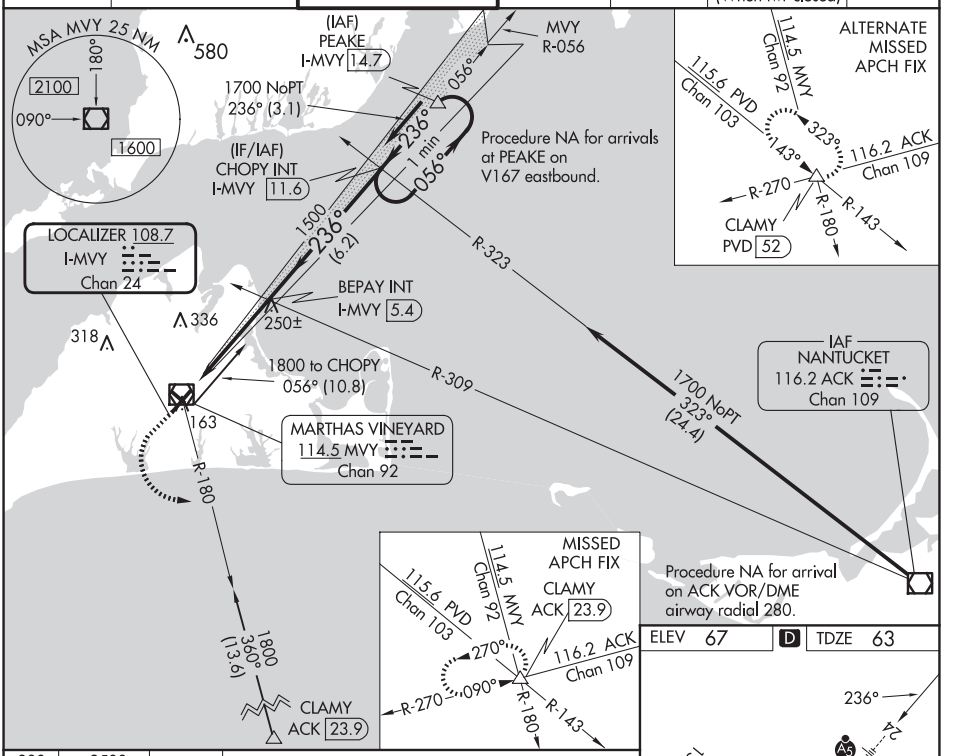
ILS or LOC RWY 24
MARTHA'S VINEYARD (MVY)

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 MALSR when using Hyannis altimeter setting, increase S-LOC Cats C and D visibility to 1⅜ 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).

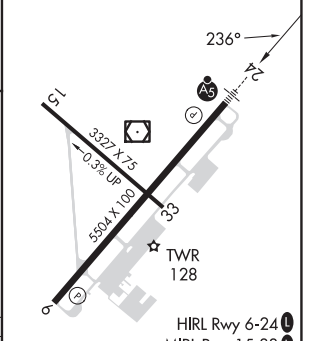
MALSR

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.

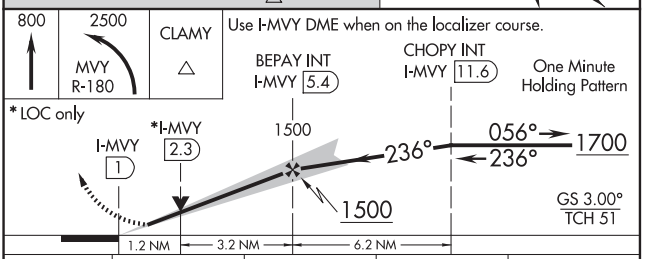
ATIS	BOSTON APP CON	VINEYARD TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.25	133.75	121.4 (CTAF) L	124.35	124.35	119.7 (When twr closed)	122.95



ELEV 67	D	TDZE 63



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwy 6
REIL Rwy 33 L



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)	
C CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

VINEYARD HAVEN, MASSACHUSETTS | AL-694 (FAA) | 24249

WAAS	APP CRS		
CH **42601**	**056°**	Rwy Idg	**5504**
W06A		TDZE	**58**
		Apt Elev	**67**

RNAV (GPS) RWY 6

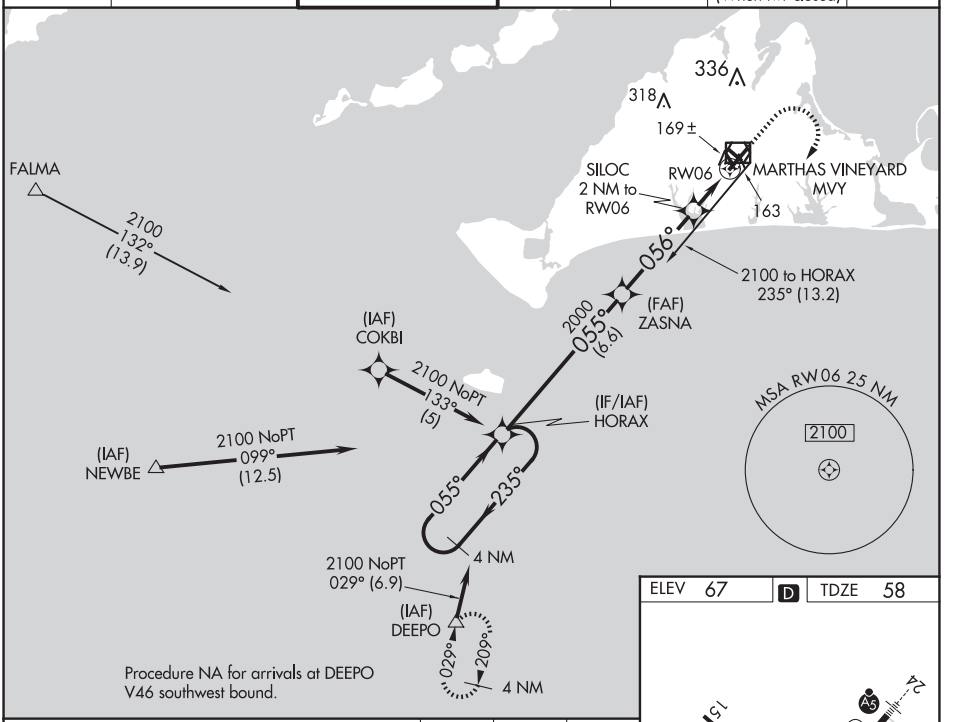
MARTHA'S VINEYARD (MVY)

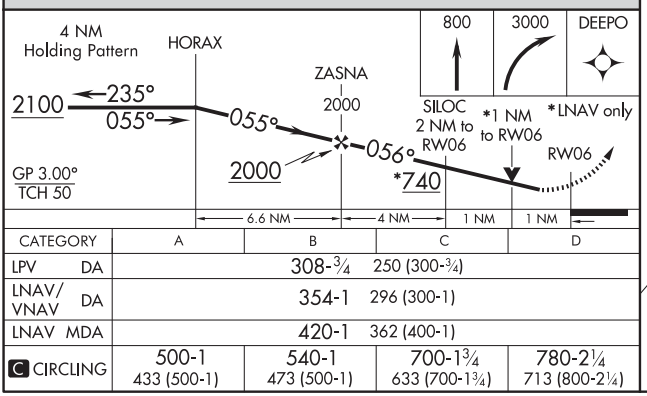
RNP APCH.

T A 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.

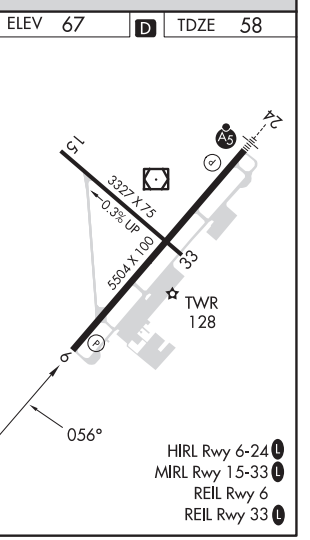
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct DEEPO and hold.

ATIS	BOSTON APP CON	VINEYARD TOWER *	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.25	**133.75**	**121.4** (CTAF) L	**124.35**	**124.35**	**119.7** (When twr closed)	**122.95**





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)		
C CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 15

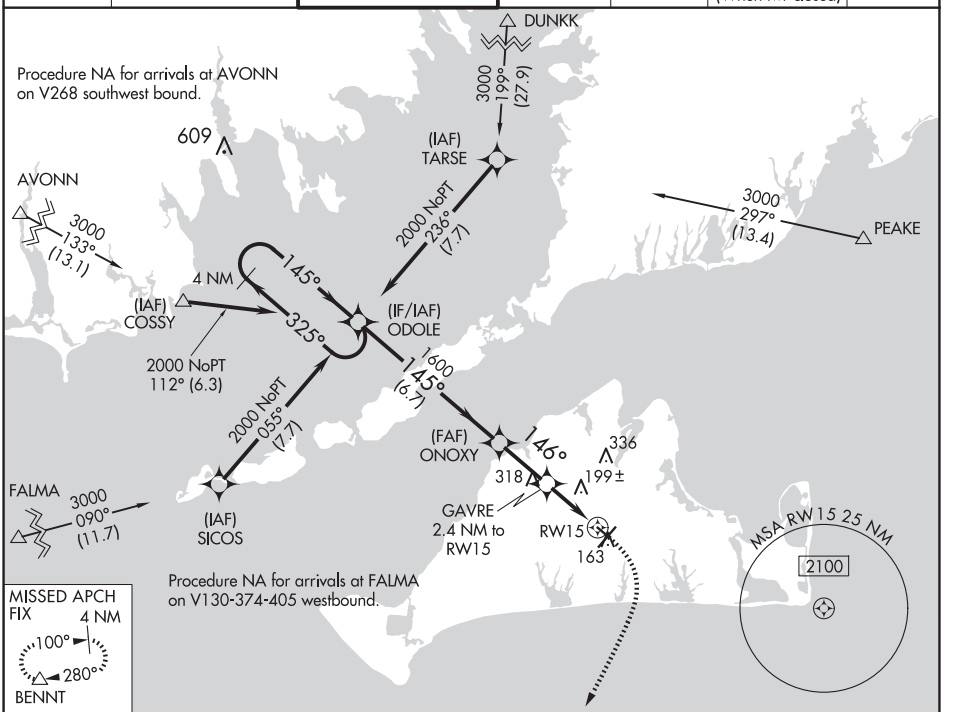
MARTHA'S VINEYARD (MVY)

WAAS CH 93829 W15A	APP CRS 146°	Rwy ldg 3327 TDZE 67 Apt Elev 67

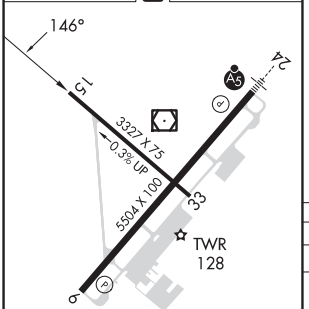
Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV Cat C and D visibility 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.

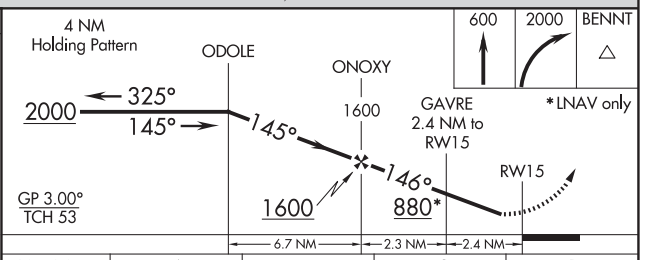
ATIS	BOSTON APP CON	VINEYARD TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.25	133.75	121.4 (CTAF) L	124.35	124.35	119.7 (When twr closed)	122.95



ELEV 67	D	TDZE 67



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwy 6
REIL Rwy 33 L



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)	460-1⅛	393 (400-1⅛)
C CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

VINEYARD HAVEN, MASSACHUSETTS AL-694 (FAA) 24249

WAAS CH 48804 W24A	APP CRS 236°	Rwy Idg 5504 TDZE 63 Apt Elev 67

RNAV (GPS) RWY 24

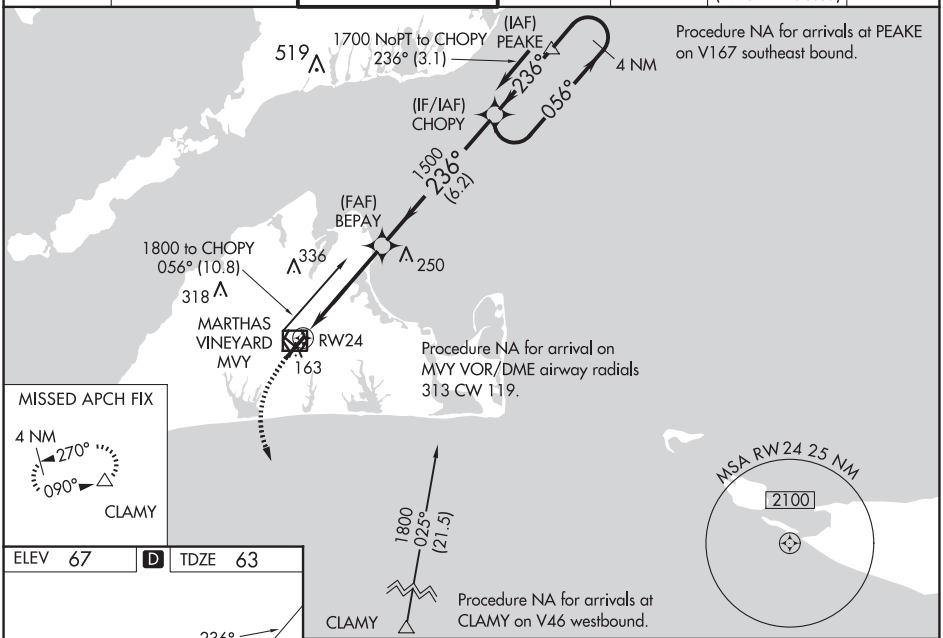
MARTHA'S VINEYARD (MVY)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility to RVR 5200; increase LNAV Cats C/D visibility to RVR 5000; increase Circling visibility Cats C to 2 miles and D to 2 ½ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅜ mile. For inop MALSR using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1⅝ mile and increase LNAV Cats C/D visibility to 1⅜ 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.

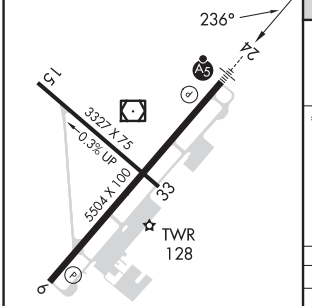
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2500 direct CLAMY and hold.

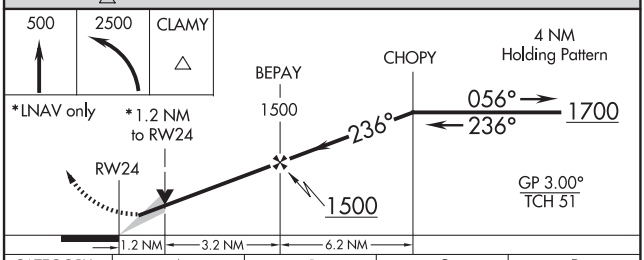
ATIS	BOSTON APP CON	VINEYARD TOWER *	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.25	133.75	121.4 (CTAF) L	124.35	124.35	119.7 (When twr closed)	122.95



ELEV 67 D TDZ 63



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwy 6
REIL Rwy 33 L



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)
C CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)

VINEYARD HAVEN, MASSACHUSETTS
Amdt 2E 07DEC17

41°24'N-70°37'W

MARTHA'S VINEYARD (MVY)

RNAV (GPS) RWY 24

NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3327
CH 56629	326°	TDZE	66
W33A		Apt Elev	67

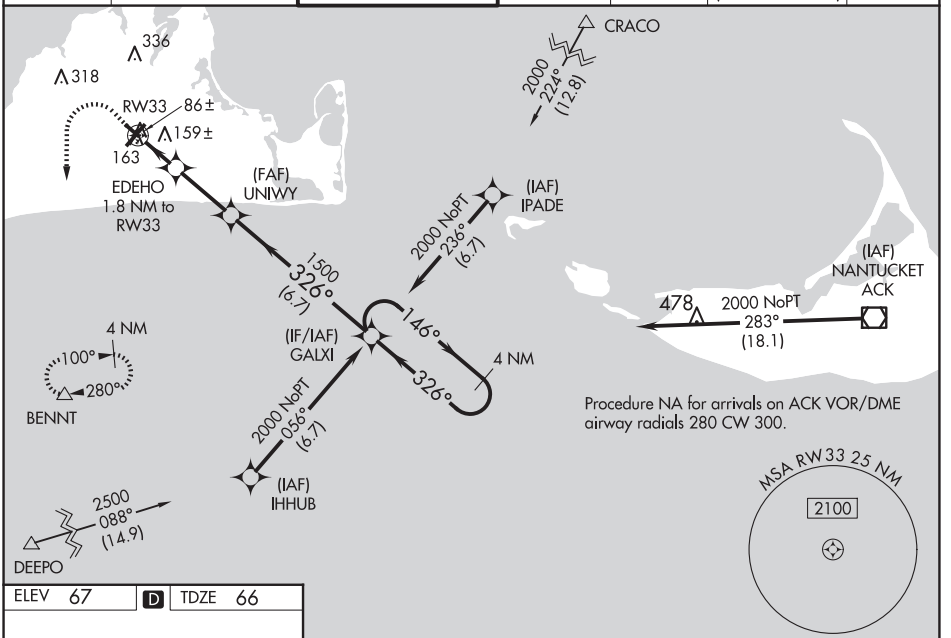
RNAV (GPS) RWY 33
MARTHA'S VINEYARD (MVY)

RNP APCH.

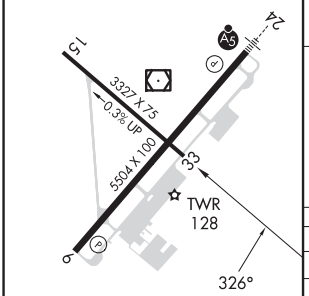
T A Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 370 feet, LNAV/VNAV DA to 393 feet, and all visibility ⅛ SM, increase all MDA 60 feet and Cat C and D visibilities ¼ SM. Circling Rwy 15 NA at night. VDP NA with Hyannis altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 direct BENNT and hold.

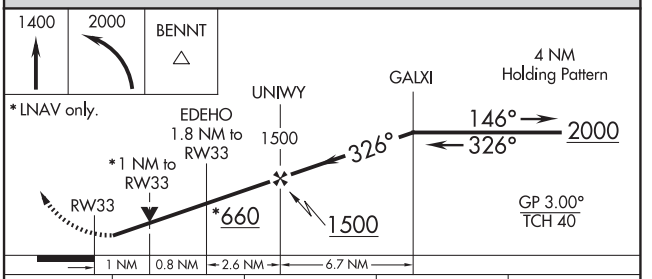
ATIS	BOSTON APP CON	VINEYARD TOWER *	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.25	133.75	121.4 (CTAF) L	124.35	124.35	119.7 (When twr closed)	122.95



ELEV 67 D TDZE 66



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwy 6
REIL Rwy 33 L



CATEGORY	A	B	C	D
LPV DA		316-1	250 (300-1)	
LNAV/VNAV DA		339-1	273 (300-1)	
LNAV MDA		420-1	354 (400-1)	
C CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

VINEYARD HAVEN, MASSACHUSETTS AL-694 (FAA) 24249

VOR RWY 6

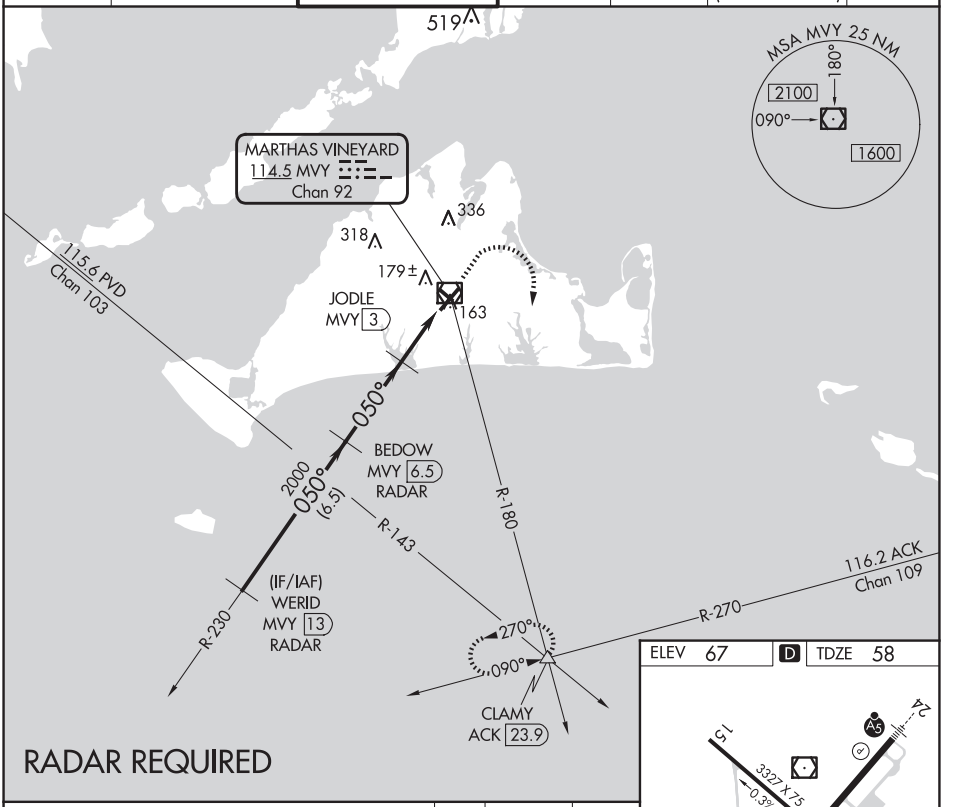
MARTHA'S VINEYARD (MVY)

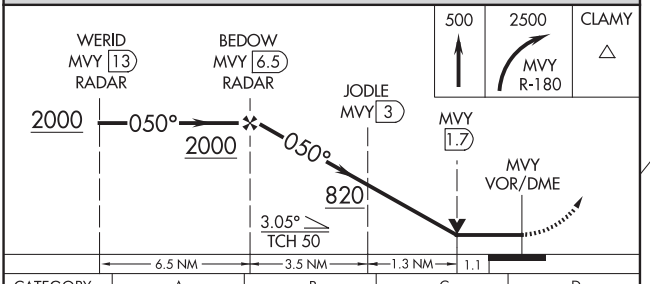
VOR/DME MVY	APP CRS	Rwy Idg	5504
114.5	050°	TDZE	58
Chan 92		Apt Elev	67

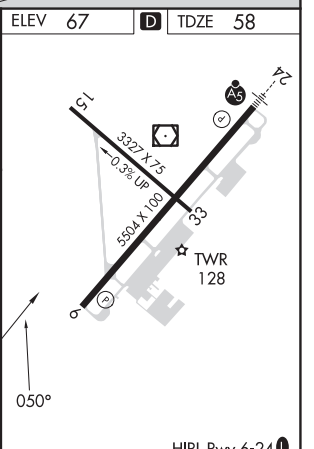
DME required. Rwy 6 helicopter visibility reduction below ¾ SM NA. VDP NA with Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 60 feet; increase S-6 Cats C and D visibility ¼ mile. Night landing: Rwy 15 NA.

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) L	124.35	124.35	119.7 (When twr closed)	122.95



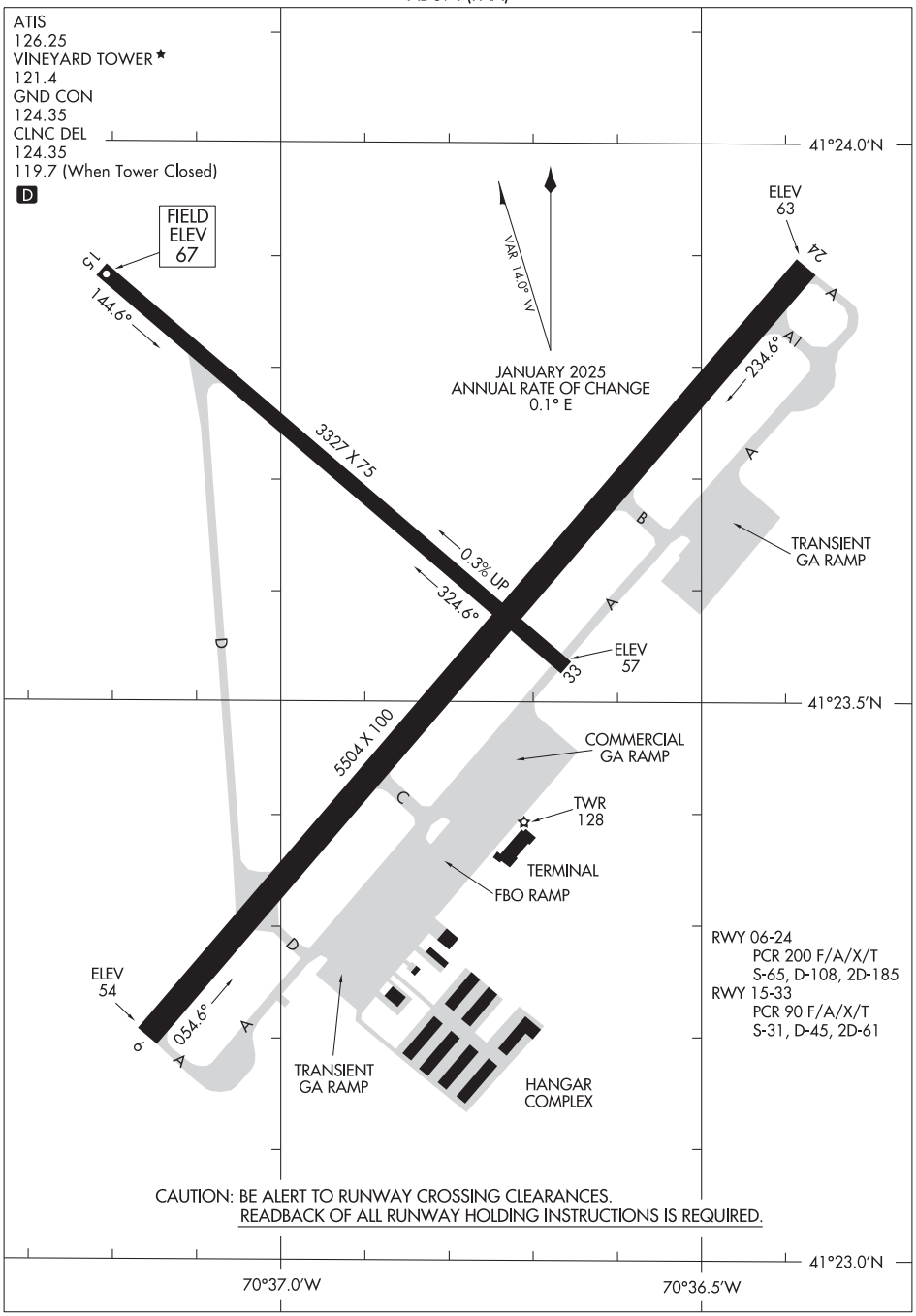




CATEGORY	A	B	C	D
S-6	440-1	382 (400-1)	440-1⅛	382 (400-1⅛)
C CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwy 6
REIL Rwy 33 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025



NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC/DME RWY 5

WATERVILLE RGNL (WVL)

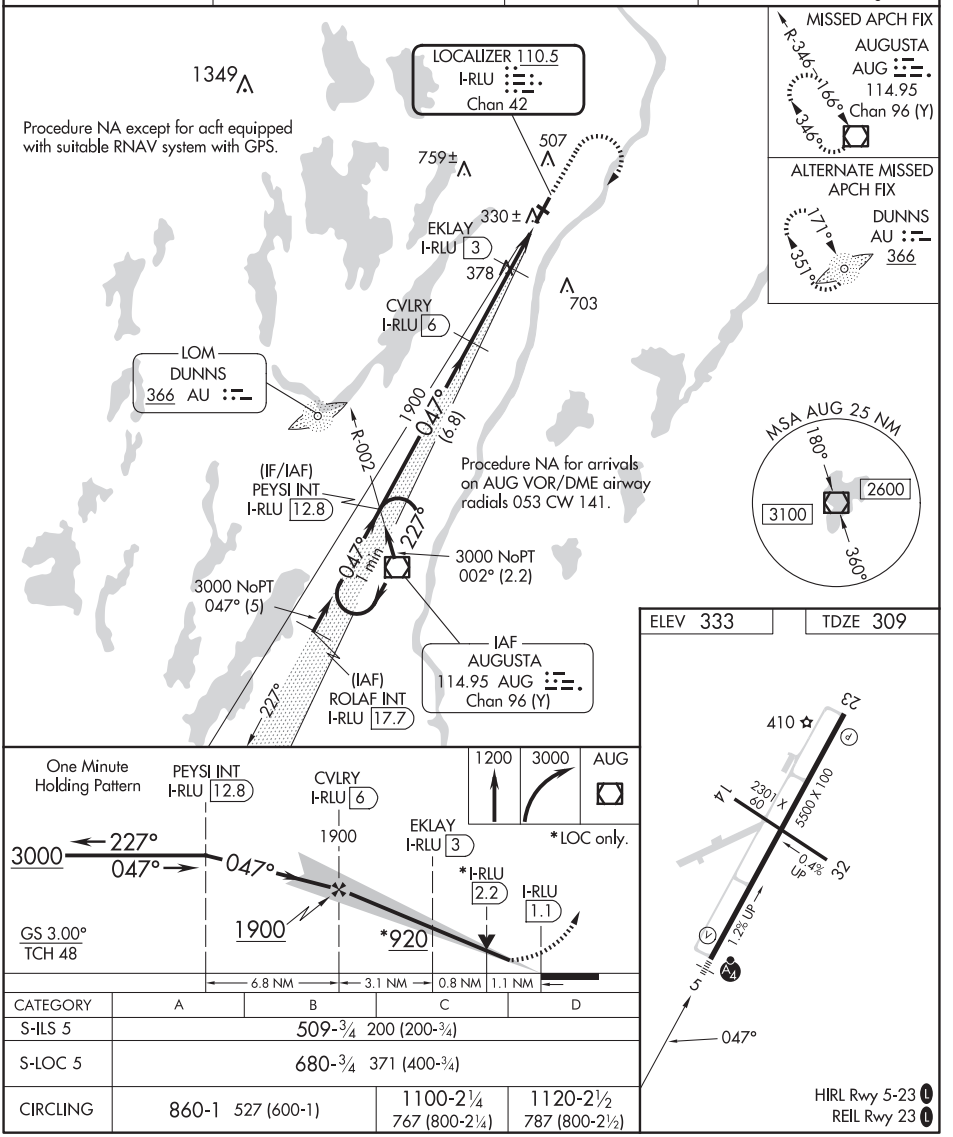
LOC/DME I-RLU	APP CRS	Rwy Idg	5500
110.5	047°	TDZE	309
Chan 42		Apt Elev	333

Night landing: Rwy 14 NA. Helicopter visibility reduction below ¾ 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 ¼ 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 ⅞ mile and S-LOC 5 Cat C/D visibility to 1⅛ 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	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6 299.2	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 5	509-¾ 200 (200-¾)			
S-LOC 5	680-¾ 371 (400-¾)			
CIRCLING	860-1 527 (600-1)		1100-2¼ 767 (800-2¼)	1120-2½ 787 (800-2½)

HIRL Rwy 5-23 L
REIL Rwy 23 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

WATERVILLE RGNL (WVL)

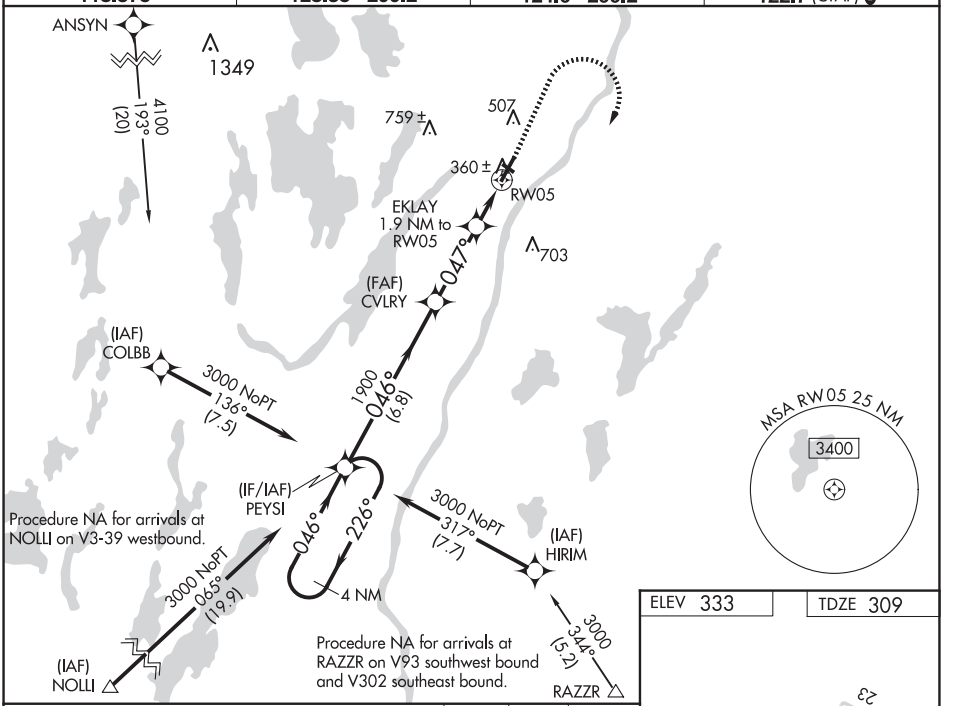
WAAS	APP CRS	Rwy ldg	5500
CH 70418	047°	TDZE	309
W05A		Apt Elev	333

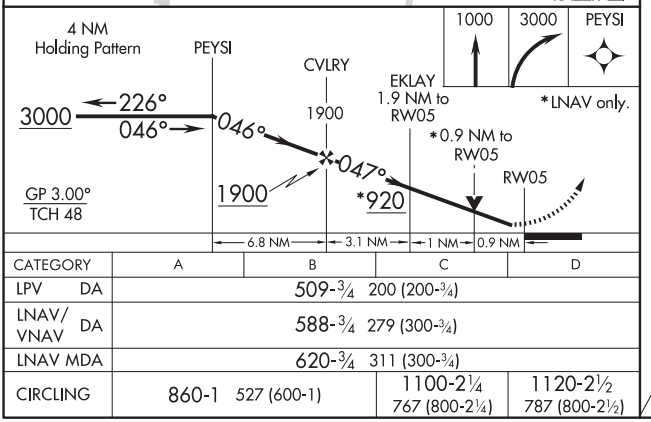
T Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction
A below ¾ SM NA. Baro-VNAV and VDP NA when using Augusta altimeter setting. When local altimeter setting not received, use Augusta altimeter setting; increase LPV DA to 544 feet, LNAV/VNAV DA to 623 feet and all visibilities ⅞ 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 ⅞ mile. For inop MALSF, when using Augusta altimeter setting, increase LPV all Cats visibility to ⅞ mile, LNAV/VNAV Cat D visbility to 1⅛ mile, and LNAV Cat D visbility to 1 mile.

MALSF

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PEYSI and hold.

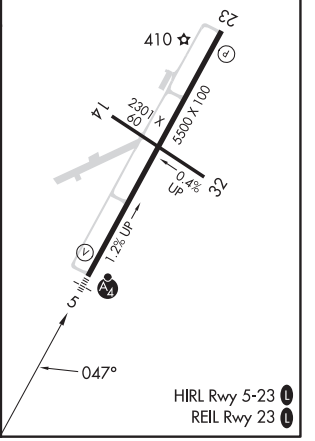
AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6 299.2	122.7 (CTAF) L





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)

ELEV 333 TDZE 309



HIRL Rwy 5-23 L
REIL Rwy 23 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WATERVILLE, MAINE AL-5129 (FAA) 24137

RNAV (GPS) RWY 23

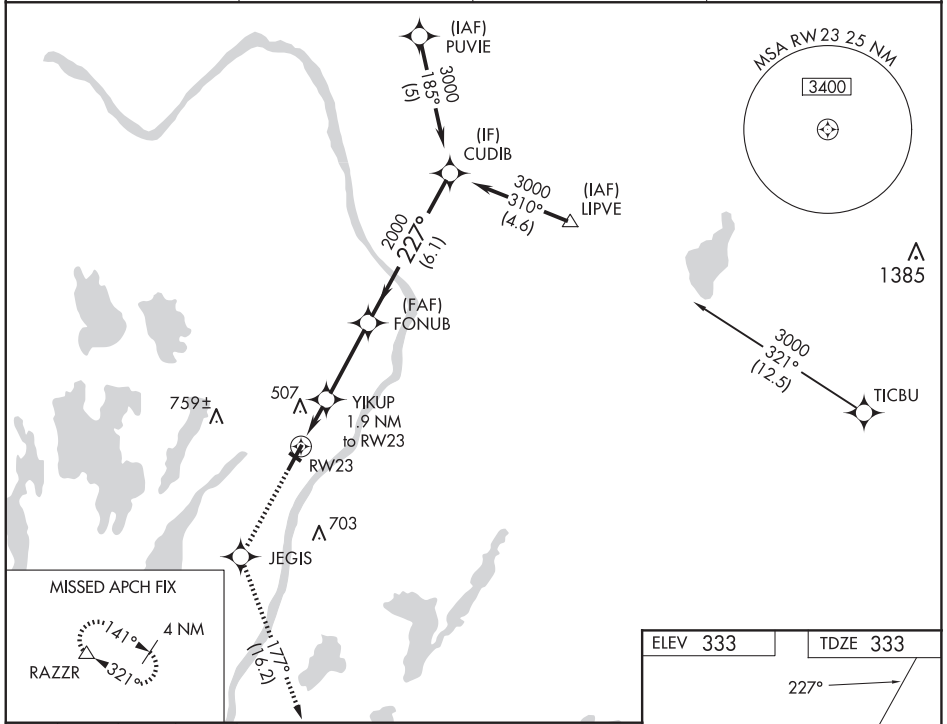
WATERVILLE RGNL (WVL)

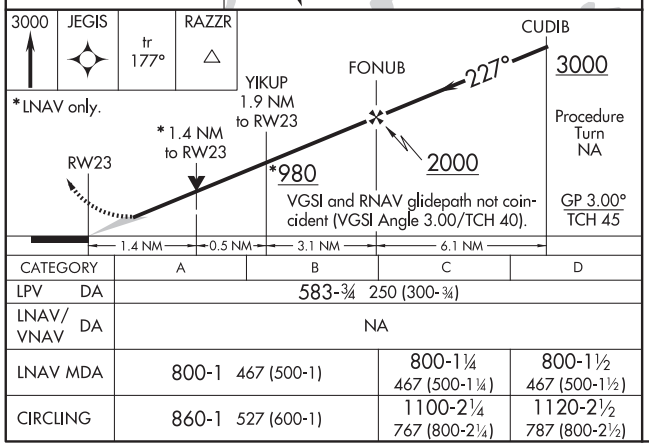
WAAS	APP CRS		
CH 63100 W23A	227°	Rwy Idg	5500
		TDZE	333
		Apt Elev	333

T A W Circling to Rwy 14 and 32 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta altimeter setting; increase LPV DA to 618 feet and all visibilities ¼ SM; increase all MDAs 40 feet and increase LNAV Cat C and Circling Cat D visibility ¼ SM. VDP NA when using Augusta altimeter setting.

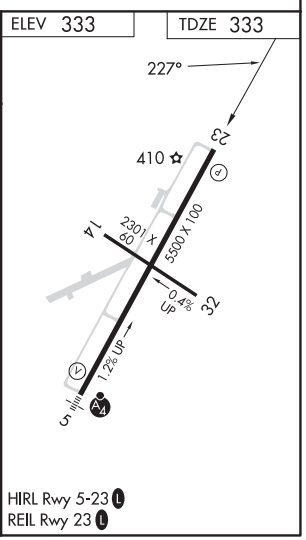
MISSED APPROACH: Climb to 3000 direct JEGIS and via 177° track to RAZZR and hold.

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6 299.2	122.7 (CTAF) L





CATEGORY	A	B	C	D
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)



WATERVILLE, MAINE
Orig-B 07OCT21

44°32'N-69°41'W

WATERVILLE RGNL (WVL)

RNAV (GPS) RWY 23

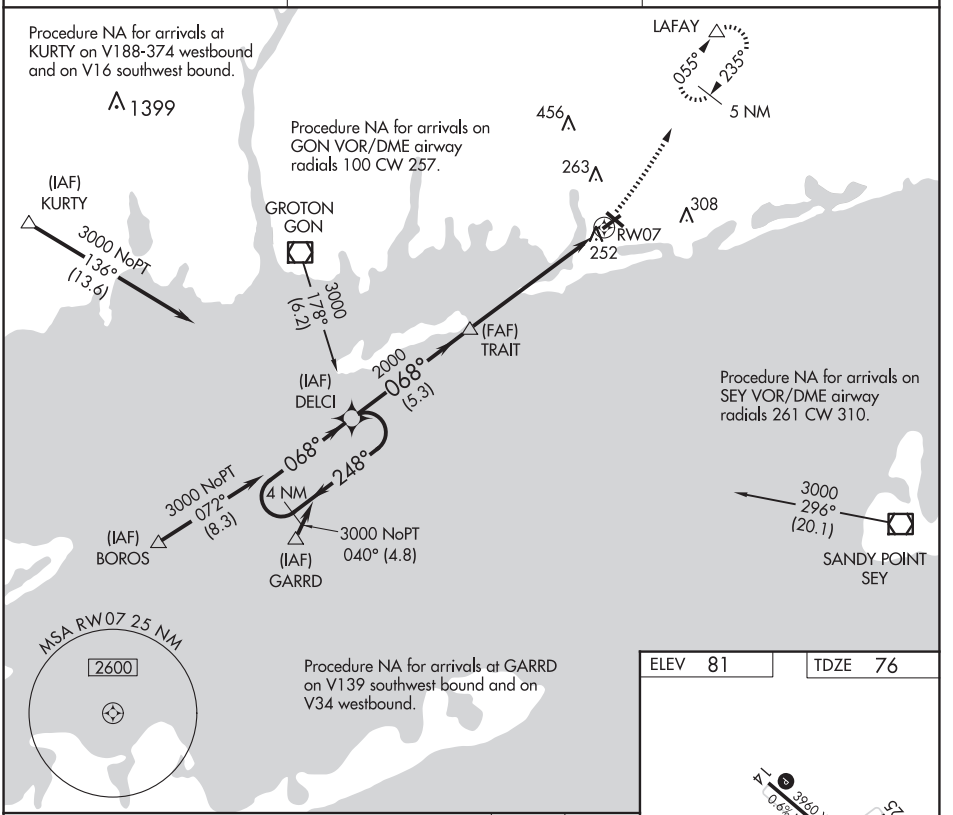
NE-1, 07 AUG 2025 to 02 OCT 2025

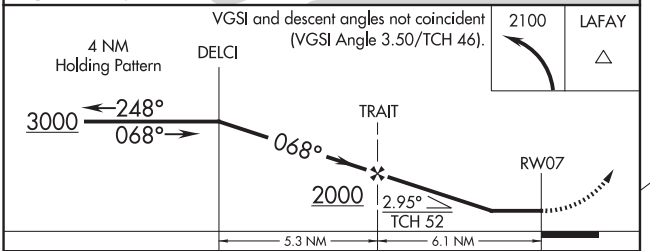
APP CRS	Rwy Idg	4010
068°	TDZE	76
	Apt Elev	81

RNAV (GPS) RWY 7
WESTERLY STATE (WST)

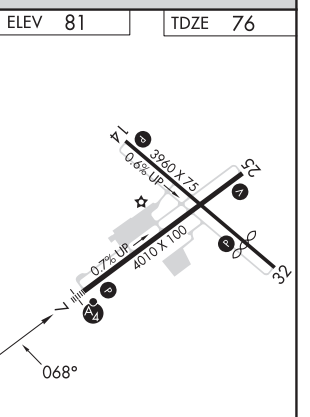
Inoperative table does not apply. DME/DME RNP-0.3 NA. Rwy 7 Straight-in and Circling and Circling Rwy 14 and 32 NA at night.	MALSF	MISSED APPROACH: Climbing left turn to 2100 direct LAFAY and hold.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.375	119.45 319.2	123.0 (CTAF) L





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)



REIL Rwys 14, 25 and 32 L
MIRL Rwys 7-25 and 14-32 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WESTERLY, RHODE ISLAND

AL-5249 (FAA)

23334

LOC RWY 7

WESTERLY STATE (WST)

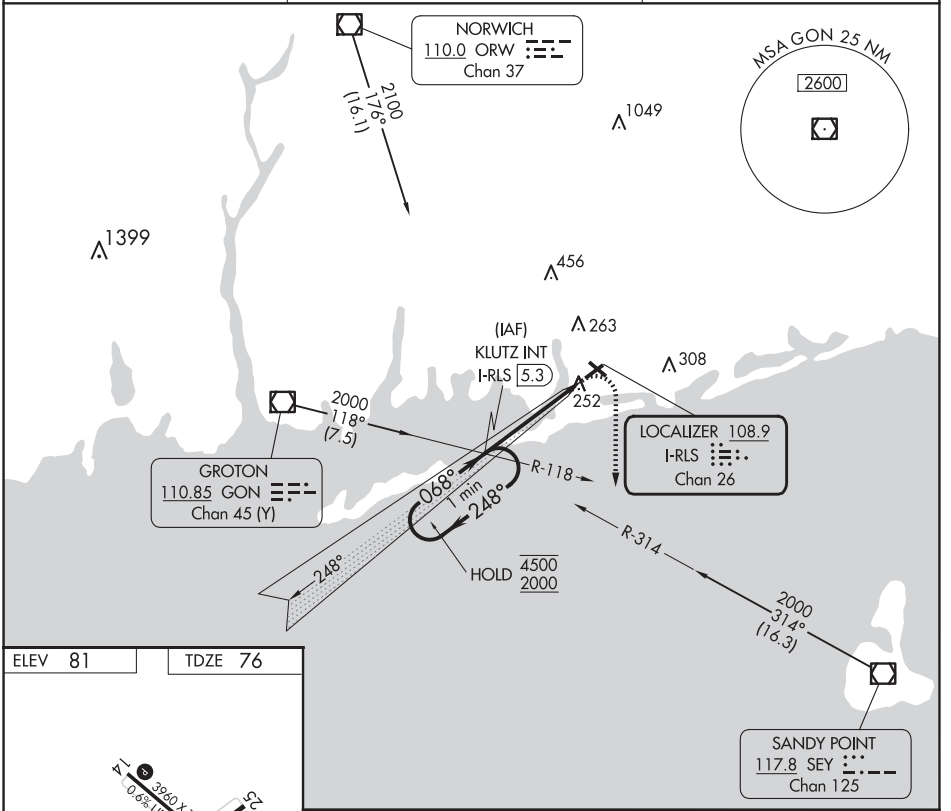
LOC/DME I-RLS	APP CRS	Rwy Idg	4010
108.9	068°	TDZE	76
Chan 26		Apt Elev	81

Circling to Rwy 14 and 32 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.

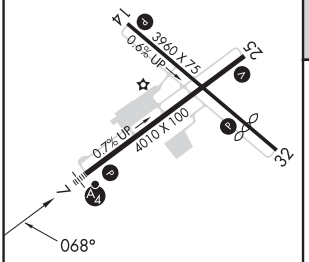
MALSF

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	PROVIDENCE APP CON ★	UNICOM
132.375	119.45 319.2	123.0 (CTAF) L

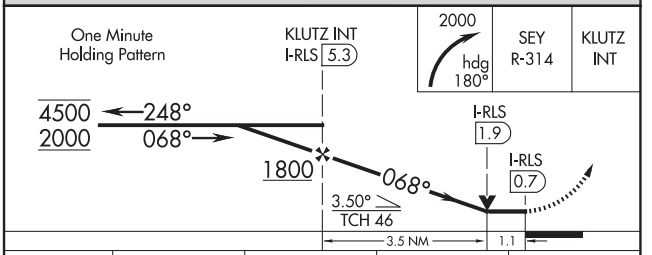


ELEV 81 | TDZE 76



REIL Rwys 14, 25 and 32 L
MIRL Rwys 7-25 and 14-32 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-7	520-1 444 (500-1)		520-1⅜ 444 (500-1⅜)	
C CIRCLING	580-1 499 (500-1)		720-2 639 (700-2)	760-2¼ 679 (700-2¼)

WESTERLY, RHODE ISLAND
Amdt 7 02DEC21

41°21′N-71°48′W

WESTERLY STATE (WST)

LOC RWY 7

NE-1, 07 AUG 2025 to 02 OCT 2025

LOC I-BAF	APP CRS	Rwy Ldg	8919
111.9	204°	TDZE	270
		Apt Elev	270

ILS or LOC RWY 20

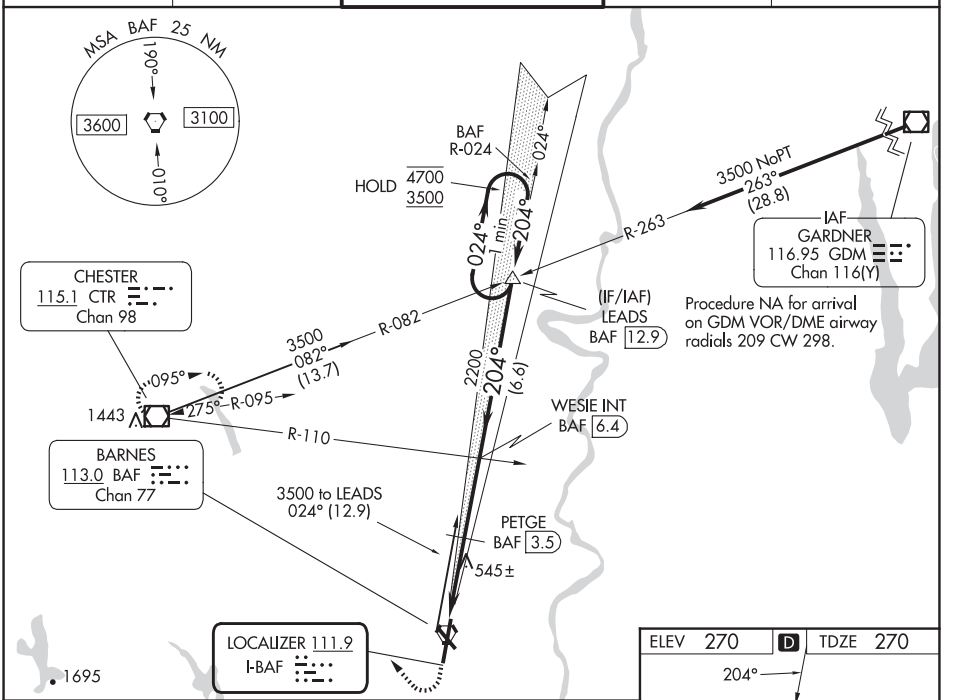
WESTFIELD-BARNES RGNL (BAF)

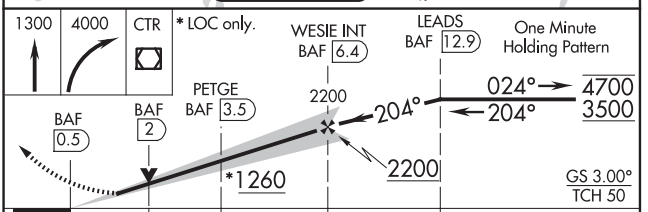
Circling Rwy 15 NA at night. DME from BAF VORTAC. DME use requires simultaneous reception of I-BAF and BAF DME. For inop ALS, increase S-ILS 20 Cat E visibility to RVR 4000; increase S-LOC 20 Cat E visibility to 3 SM; increase PETGE fix minimums S-LOC 20 Cat E visibility to 1½ SM. -20°C

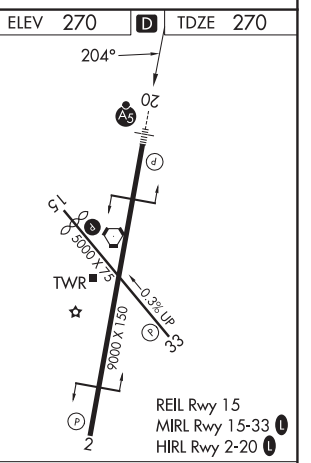
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb-in-hold to 4000.

ATIS	YANKEE APP CON	WESTFIELD TOWER ★	GND CON	CLNC DEL
127.1 263.15	125.35 281.5	125.075 (CTAF) L 251.1	121.7 289.4	121.7







CATEGORY	A	B	C	D	E
S-ILS 20	520/24 250 (300-½)				
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)	

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 2
WESTFIELD-BARNES RGNL (BAF)

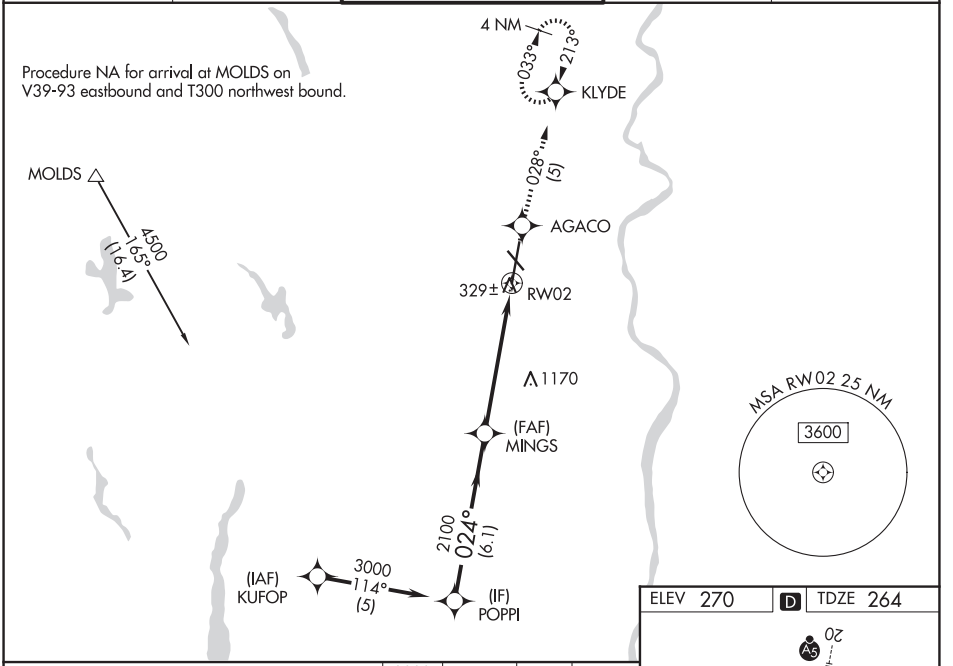
WAAS CH 77817 W02A	APP CRS 024°	Rwy Ldg 9000 / TDZE 264 / Apt Elev 270

RNP APCH.

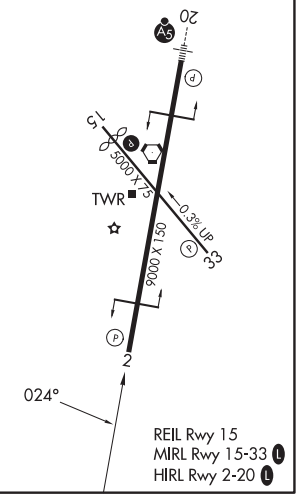
T A -20°C — Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Bradley Intl altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 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.

ATIS	YANKEE APP CON	WESTFIELD TOWER ★	GND CON	CLNC DEL
127.1 263.15	125.35 281.5	125.075 (CTAF) L 251.1	121.7 289.4	121.7

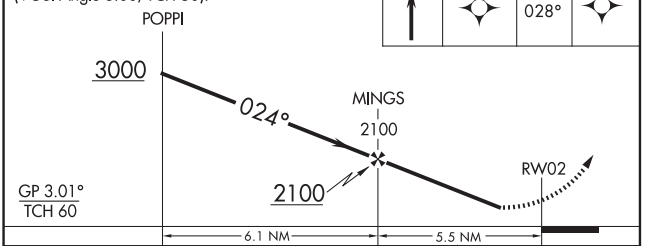


ELEV 270 | D | TDZE 264



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

3000 | AGACO | tr 028° | KLYDE



CATEGORY	A	B	C	D	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)		

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 20

WESTFIELD-BARNES RGNL (BAF)

WAAS	APP CRS	Rwy Ldg	8919
CH 86405	204°	TDZE	270
W20A		Apt Elev	270

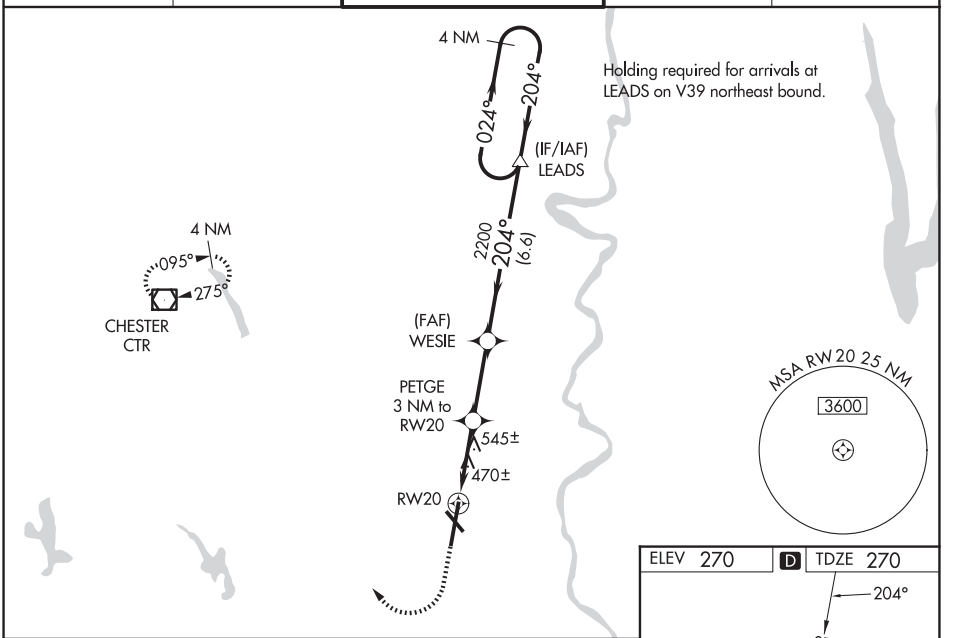
Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bradley Intl altimeter setting and increase LPV DA to 561; LNAV/VNAV DA to 996 and increase all Cats visibility to 2¼; 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.

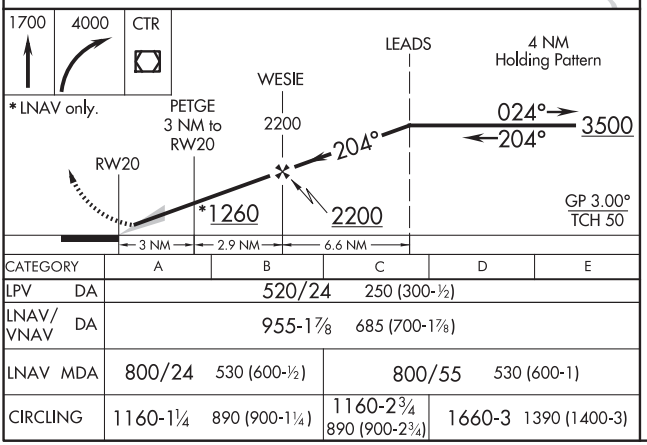
-20°C

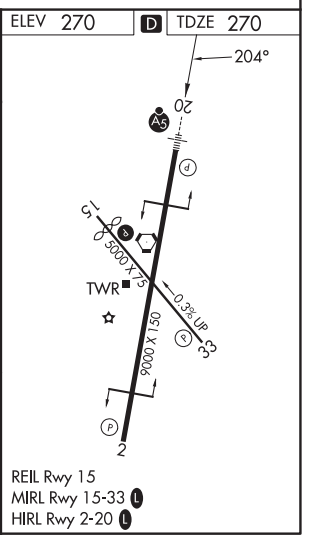
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct CTR VOR/DME and hold.

ATIS	YANKEE APP CON	WESTFIELD TOWER *	GND CON	CLNC DEL
127.1 263.15	125.35 281.5	125.075 (CTAF) L 251.1	121.7 289.4	121.7







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)		
CIRCLING	1160-1¼ 890 (900-1¼)		1160-2¾ 890 (900-2¾)	1660-3 1390 (1400-3)	

REIL Rwy 15
MIRL Rwy 15-33 L
HIRL Rwy 2-20 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 20

WESTFIELD-BARNES RGNL (BAF)

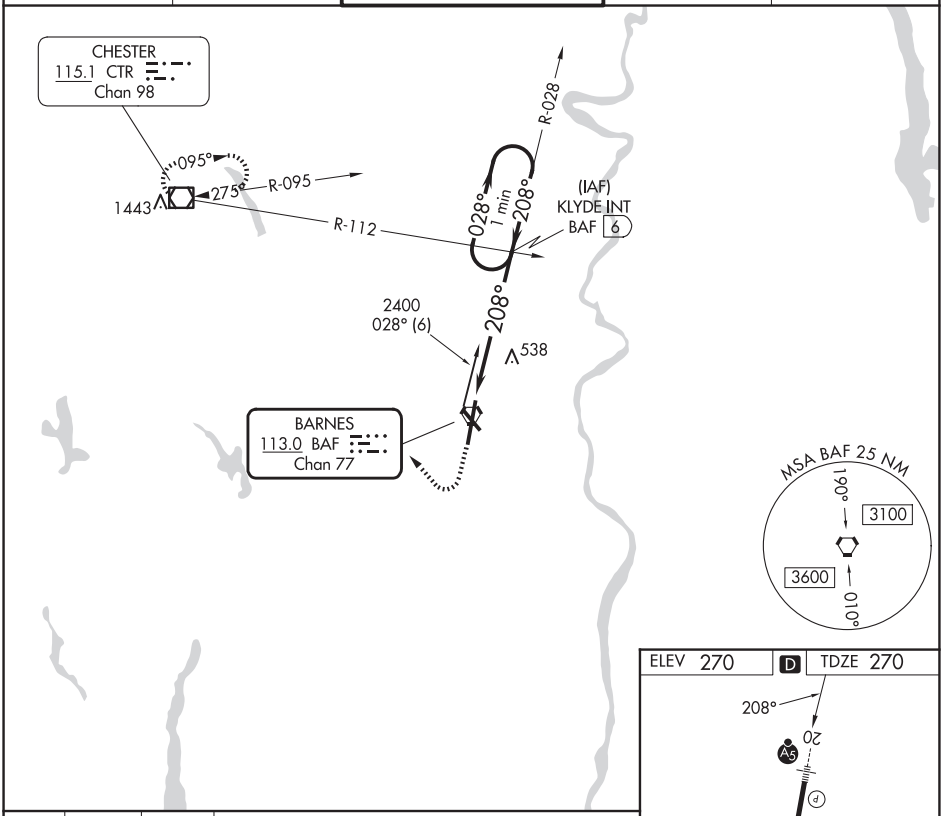
BAF VORTAC	APP CRS	Rwy Ldg	8919
113.0	208°	TDZE	270
Chan 77		Apt Elev	270

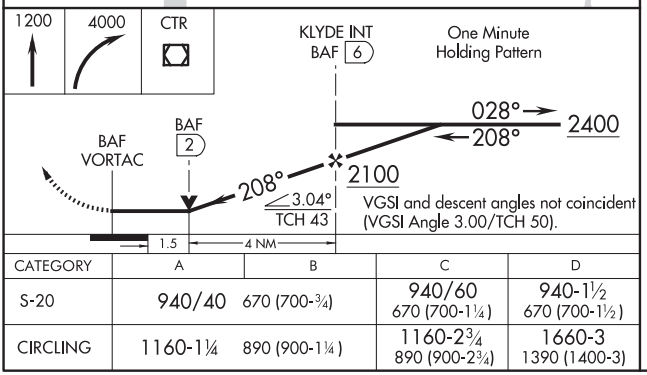
T A -20°C — For inoperative MALSR, increase Cat A/B visibility to RVR 5000. Night landing: Rwy 15 NA.

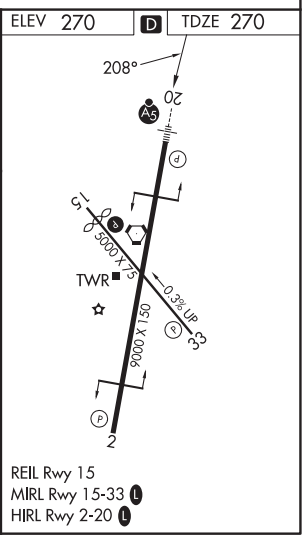
MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb in hold to 4000.

ATIS	YANKEE APP CON	WESTFIELD TOWER ★	GND CON	CLNC DEL
127.1 263.15	125.35 281.5	125.075 (CTAF) L 251.1	121.7 289.4	121.7







CATEGORY	A	B	C	D
S-20	940/40	670 (700-¾)	940/60 670 (700-1¼)	940-1½ 670 (700-1½)
CIRCLING	1160-1¼	890 (900-1¼)	1160-2¾ 890 (900-2¾)	1660-3 1390 (1400-3)

REIL Rwy 15
MIRL Rwy 15-33 L
HIRL Rwy 2-20 L

NE-1, 07 AUG 2025 to 02 OCT 2025

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.
-20°C

MISSED APPROACH: Climb to 3000 via the BAF VORTAC R-028 to KLYDE INT and hold.

ATIS	YANKEE APP CON	WESTFIELD TOWER ★	GND CON	CLNC DEL
127.1 263.15	125.35 281.5	125.075 (CTAF) L 251.1	121.7 289.4	121.7

RADAR REQUIRED

CHESTER
115.1 CTR
Chan 98

R-028
R-112
028°
208°
KLYDE INT
BAF 6
R-160
R-170
BARNES
113.0 BAF
Chan 77
025°
471±
DECAR INT
BAF 6.6
RADAR
2100
025°
(5)
(IF)
NUTTN INT
BAF 11.6
RADAR
R-205

MSA BAF 25 NM
190°
3100
3600
010°

ELEV 270 D TDZE 264

20
A5
4
15
5000 X 75
TWR
0.3% UP
9000 X 150
2
3
P
025°
REIL Rwy 15
MIRL Rwy 15-33 L
HIRL Rwy 2-20 L

NUTTN INT
BAF 11.6
RADAR
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).
3000
BAF R-028
KLYDE INT
DECAR INT
BAF 6.6
RADAR
3000
025°
2100
3.02°
TCH 43
BAF
1
BAF
VORTAC
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)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

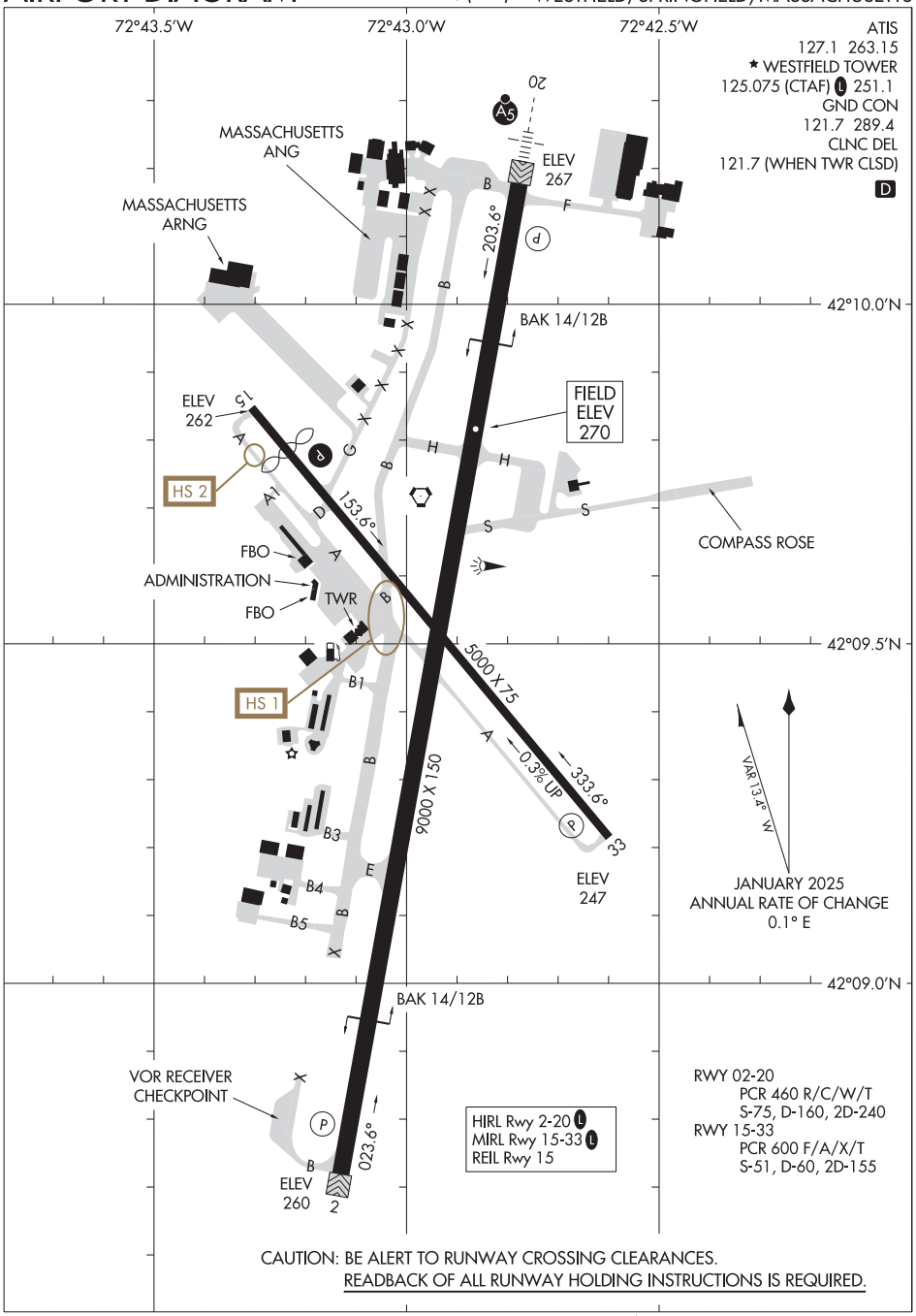
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25163

AIRPORT DIAGRAM

AL-446 (FAA)

WESTFIELD-BARNES RGNL (BAF)
WESTFIELD/SPRINGFIELD, MASSACHUSETTS



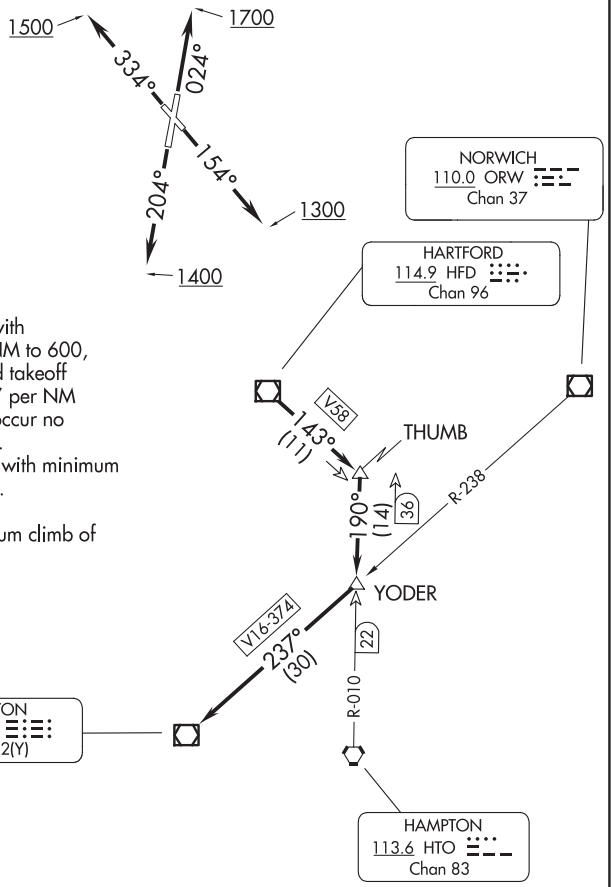
AIRPORT DIAGRAM
25163
WESTFIELD/SPRINGFIELD, MASSACHUSETTS
WESTFIELD-BARNES RGNL (BAF)

NE-1, 07 AUG 2025 to 02 OCT 2025

COASTAL NINE DEPARTURE

ATIS
127.1 263.15
GND CON
121.7 289.4
WESTFIELD TOWER ★
125.075 (CTAF) 251.1
YANKEE 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.

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

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, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

ILS or LOC RWY 5

LOC I-GWJ	APCH CRS	Rwy ldg 10,395 TDZE 237 Arpt Elev 241
109.9	048°	

[USAF] WESTOVER ARB METROPOLITAN (KCEF)

DME required. RADAR or RNAV required for missed apch.

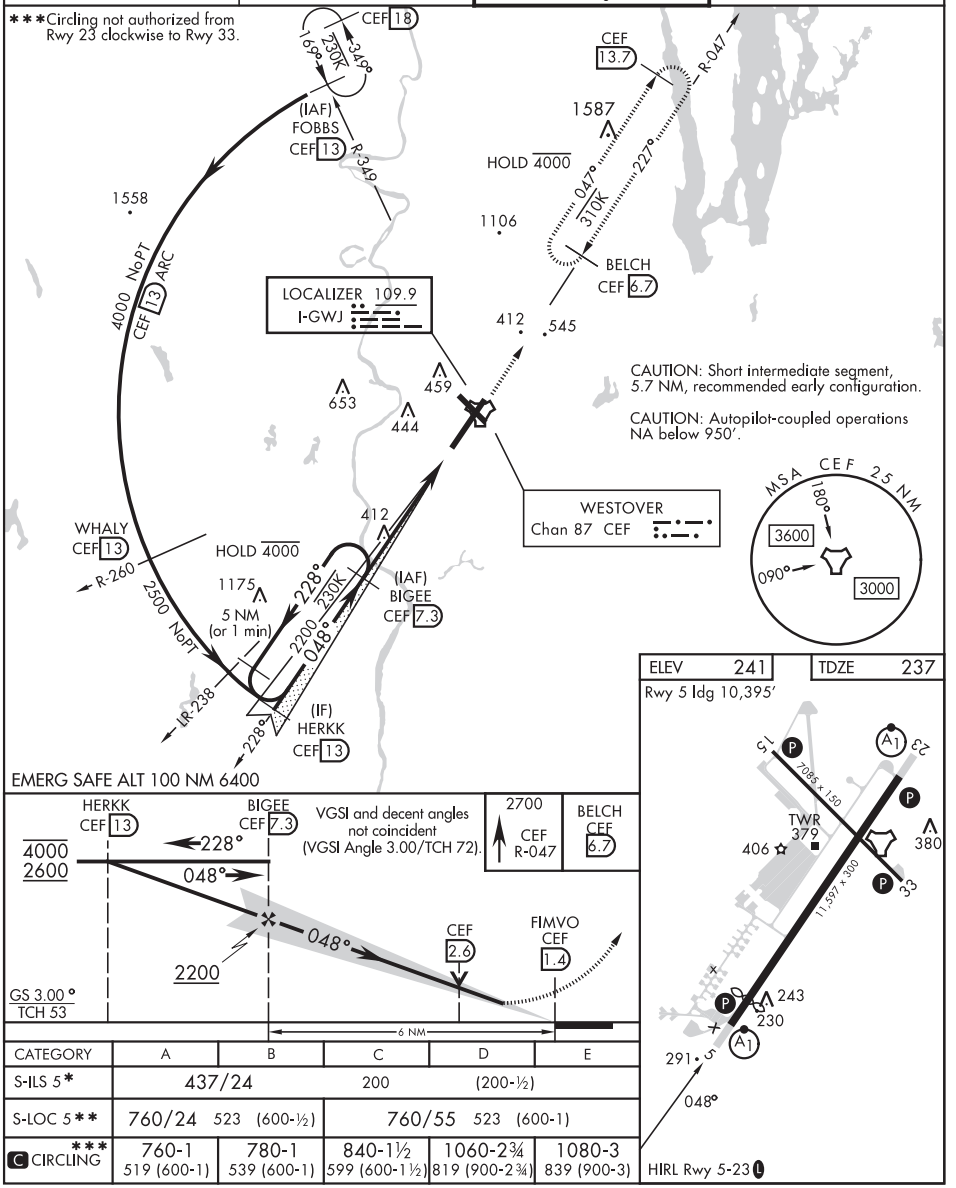
T * When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2700 on hdg 048° to intcp CEF TACAN R-047 direct BELCH and hold, continue climb-in-hold to 2700.

ATIS ★	BRADLEY APP CON	TOWER ★	GND CON
127.525	125.35 281.5	134.85 (CTAF) L 348.75	118.35 275.8

***Circling not authorized from Rwy 23 clockwise to Rwy 33.



CATEGORY	A	B	C	D	E
S-ILS 5*	437/24		200	(200-½)	
S-LOC 5**	760/24 519 (600-½)		760/55 523 (600-1)		
C *** CIRCLING	760-1 519 (600-1)	780-1 539 (600-1)	840-1½ 599 (600-1½)	1060-2¾ 819 (900-2¾)	1080-3 839 (900-3)

SPRINGFIELD/CHICOPEE, MASSACHUSETTS 42° 12'N 72° 32'W WESTOVER ARB METROPOLITAN (KCEF)

Amdt 5 13JUN24

ILS or LOC RWY 5

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

24305

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

ILS or LOC RWY 23

LOC I-CEF	APCH CRS	Rwy ldg 11,597 TDZE 241 Arpt Elev 241
109.9	228°	

[USAF] WESTOVER ARB METROPOLITAN (KCEF)

DME required. RADAR or RNAV required for missed apch.

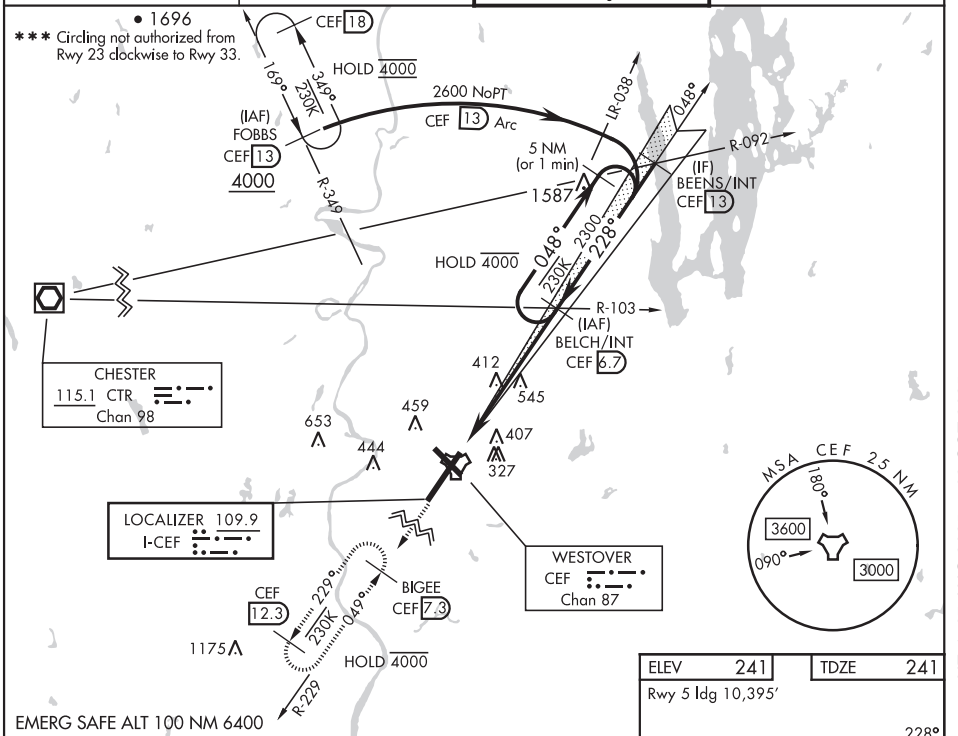
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 2 miles.

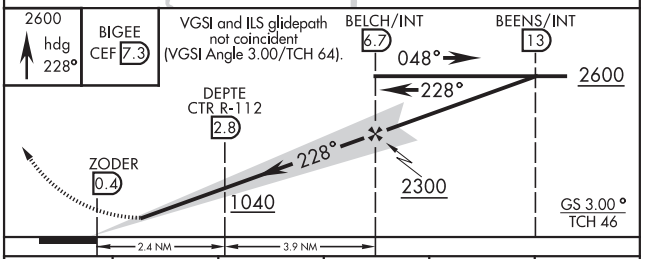
ALSF-1 (A1)

MISSED APPROACH: Climb to 2600 on heading 228° to intercept CEF TACAN R-229 direct BIGEE and hold, continue to climb-in-hold to 2600.

ATIS ★	BRADLEY APP CON	TOWER ★	GND CON
127.525	125.35 281.5	134.85 (CTAF) L 348.75	118.35 275.8

*** Circling not authorized from Rwy 23 clockwise to Rwy 33.

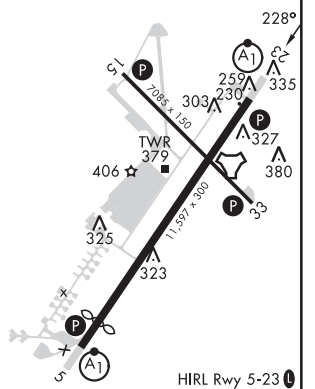




CATEGORY	A	B	C	D	E
S-ILS 23 *	441/24 200 (200-½)				
S-LOC 23 **	940/24 699 (700-½)		940-1½ 699 (700-1½)		
*** C CIRCLING	940-1 699 (700-1)		940-2 699 (700-2)	1060-2¾ 819 (900-2¾)	1080-3 839 (900-3)

ELEV 241 TDZE 241

Rwy 5 ldg 10,395'



FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SPRINGFIELD/CHICOPEE, MASSACHUSETTS 42° 12'N 72° 32'W WESTOVER ARB METROPOLITAN (KCEF)

Amdt 4 19MAY22

ILS or LOC RWY 23

NE-1, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD CHICOPEE, MASSACHUSETTS

RNAV (GPS) RWY 5

WESTOVER ARB METROPOLITAN (KCEF)

APCH CRS	Rwy ldg	10,395
048°	TDZE	237
	Arpt Elev	241

- (USAF)

RNP APCH

DME/DME RNP-0.3 NA.

* When ALS inop, increase vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 900 then climbing right turn to 2700 direct BEENS and hold.

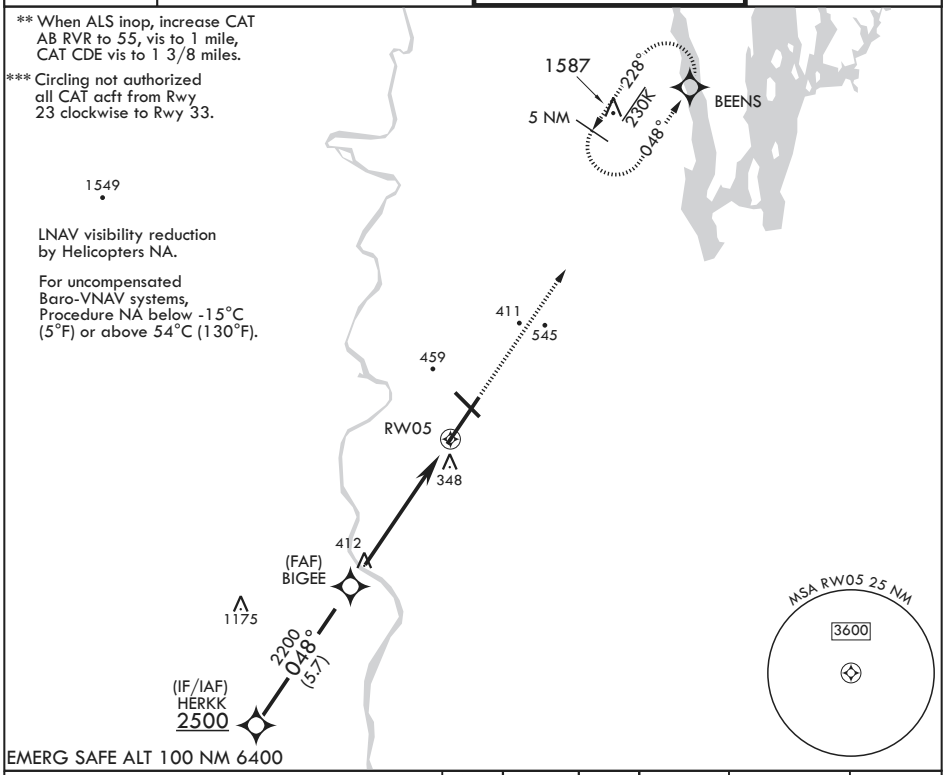
ATIS★	BRADLEY APP CON/DEP CON	TOWER★	GND CON
127.525	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.

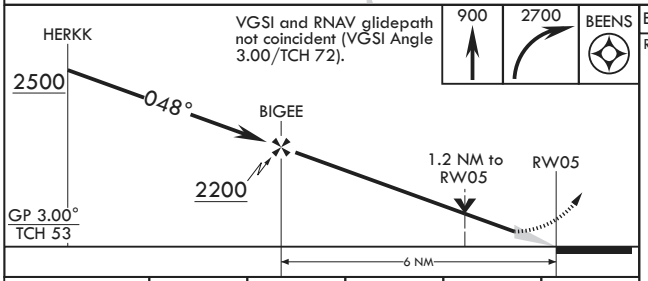
*** Circling not authorized all CAT acft from Rwy 23 clockwise to Rwy 33.

LNAV visibility reduction by Helicopters NA.

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (130°F).



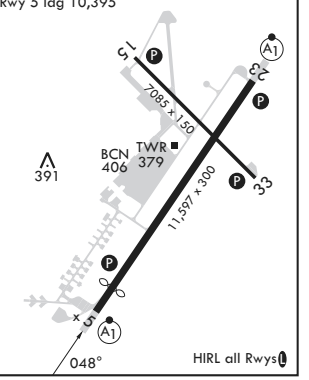
EMERG SAFE ALT 100 NM 6400



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

ELEV 241 TDZE 237

Rwy 5 ldg 10,395'



CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	680/45		443	(500-⅞)	
LNAV MDA**	720/24	483 (500-½)	720/50	483	(500-1)
C CIRCLING***	760-1 519 (600-1)	780-1 539 (600-1)	840-1½ 599 (600-1½)	1060-2¾ 819 (900-2¾)	1080-3 839 (900-3)

SPRINGFIELD CHICOPEE, MASSACHUSETTS

42°12'N - 72°32'W

WESTOVER ARB METROPOLITAN (KCEF)

Amdt 3 13JUN24

RNAV (GPS) RWY 5

NE-1, 07 AUG 2025 to 02 OCT 2025

22139

SPRINGFIELD CHICOPEE, MASSACHUSETTS

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	11,597
228°	TDZE	241
	Arpt Elev	241

AL-447 (USAF)

WESTOVER ARB METROPOLITAN (KCEF)

RNP APCH.
DME/DME RNP-0.3 NA.
* When ALS inop, increase vis to 1 3/8 miles.

ALSF-1

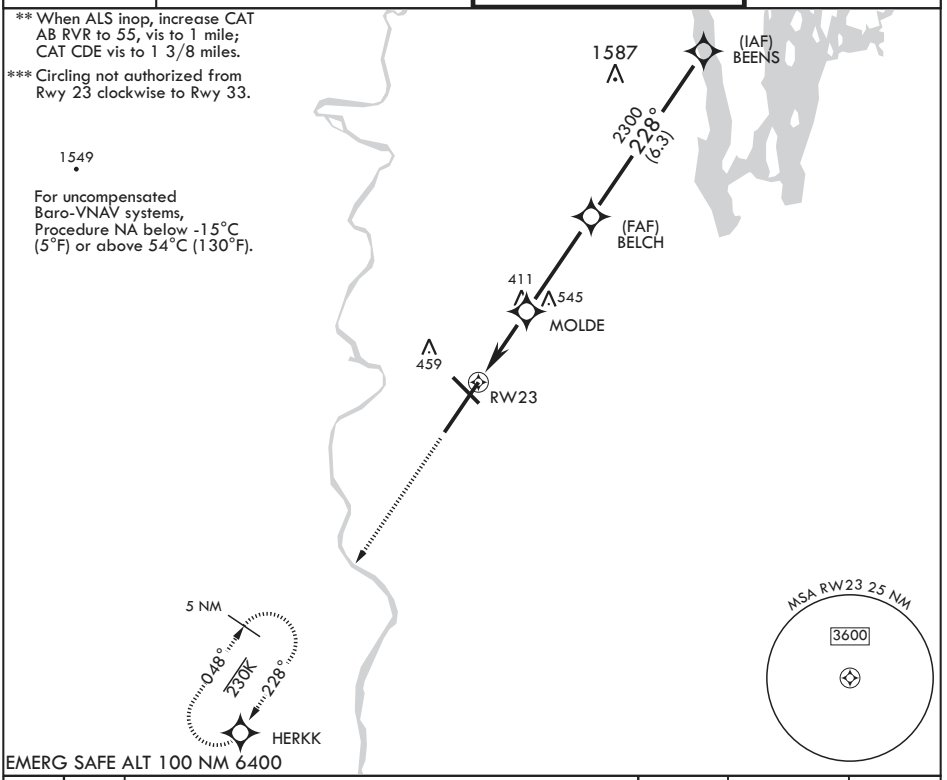
MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct HERKK and hold.

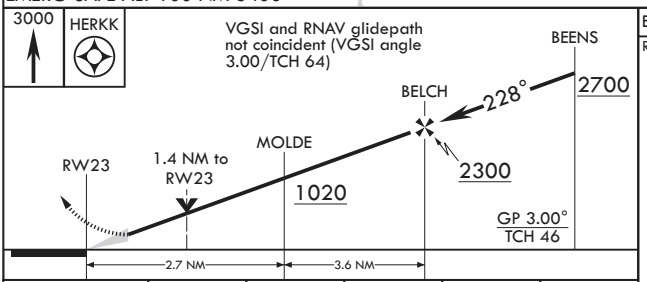
ATIS★	BRADLEY APP CON/DEP CON	TOWER★	GND CON
127.525	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

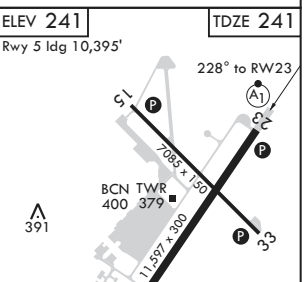
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.

*** Circling not authorized from Rwy 23 clockwise to Rwy 33.

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (130°F).







CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	760/55		519	(600-1)	
LNAV MDA**	760/24	519 (600-½)	760/55	519	(600-1)
C CIRCLING***	760-1 519 (600-1)	780-1 539 (600-1)	840-1½ 599 (600-1½)	1060-2¾ 819 (900-2¾)	1080-3 839 (900-3)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

TACAN RWY 5

TACAN	APCH CRS	Rwy ldg 10,395
CEF Chan 87	052°	TDZE 237
		Arpt Elev 241

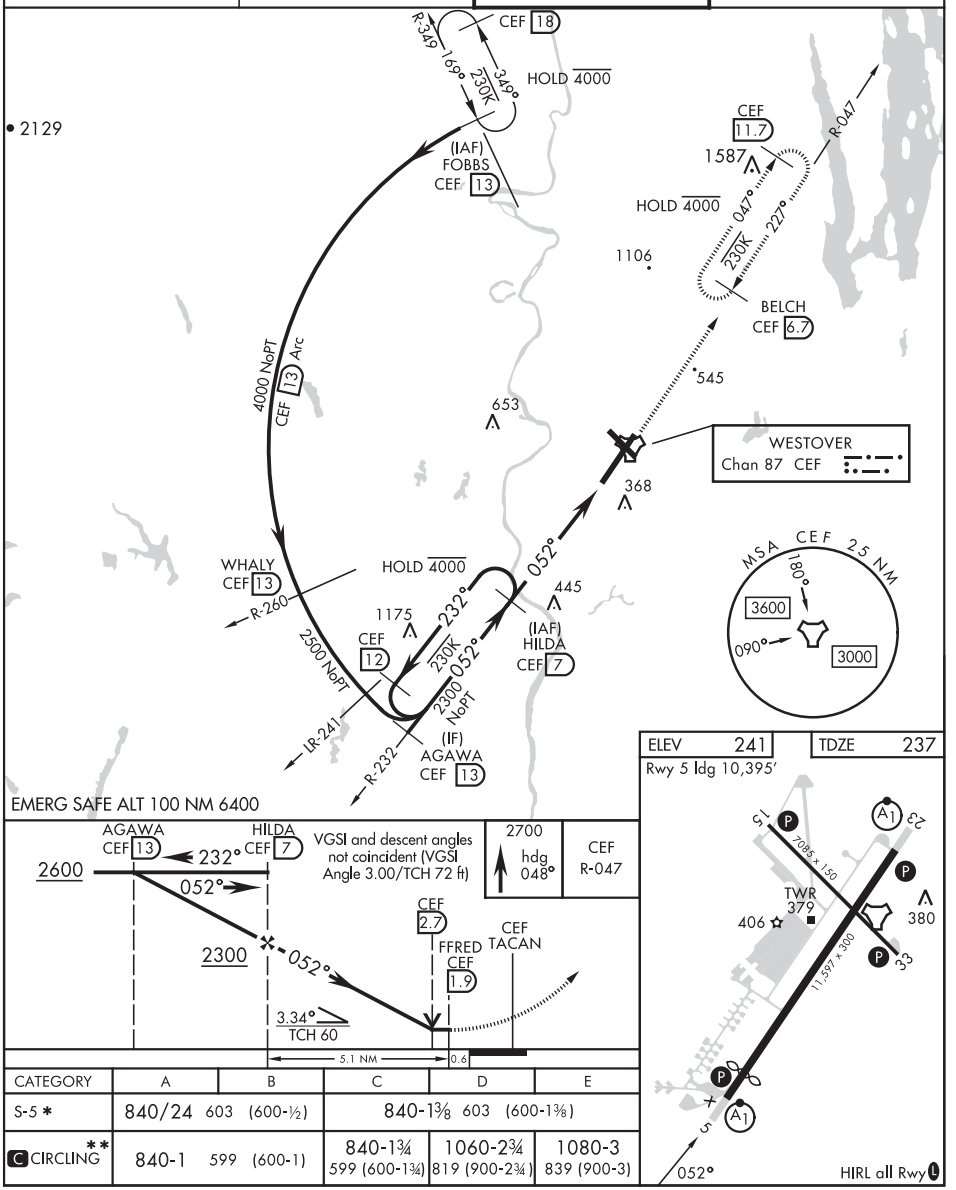
[USAF] WESTOVER ARB METROPOLITAN (KCEF)

T * When ALS inop increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
** Circling not authorized all CAT acft from RWY 23 clockwise to RWY 33.

ALSF-1

MISSED APPROACH: Climb to 2700 on heading 048° to intercept CEF TACAN R-047 direct BELCH and hold.

ATIS ★	BRADLEY APP CON	TOWER ★	GND CON
127.525	125.35 281.5	134.85 (CTAF) L 348.75	118.35 275.8



CATEGORY	A	B	C	D	E
S-5 *	840/24 603 (600-½)		840-1⅜ 603 (600-1⅜)		
C CIRCLING **	840-1 599 (600-1)		840-1¾ 599 (600-1¾)	1060-2¾ 819 (900-2¾)	1080-3 839 (900-3)

SPRINGFIELD/CHICOPEE, MASSACHUSETTS 42° 12'N - 72° 32'W WESTOVER ARB METROPOLITAN (KCEF)

Amdt 5 13JUN24

TACAN RWY 5

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

24305

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

TACAN RWY 23

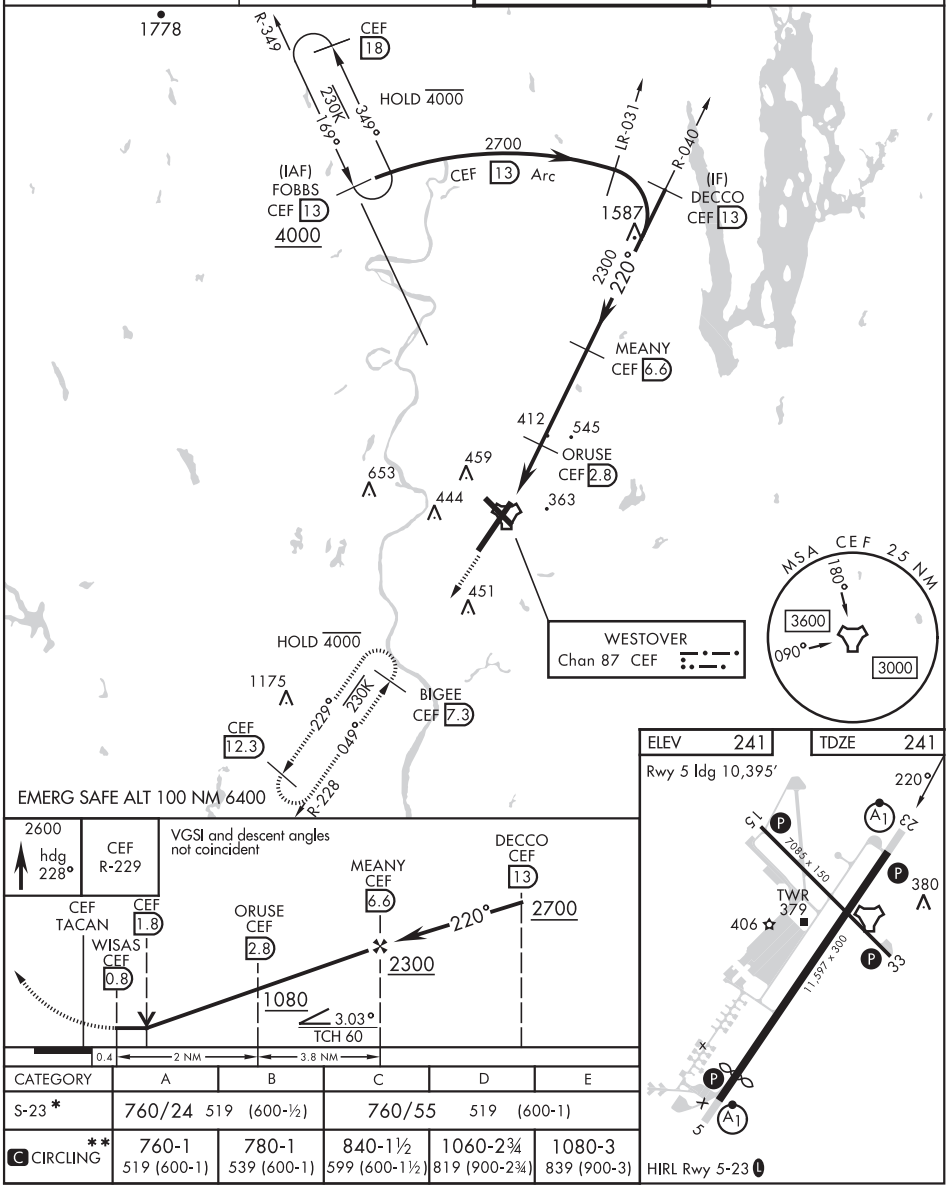
TACAN	APCH CRS	Rwy ldg 11,597	[USAF]	WESTOVER ARB METROPOLITAN (KCEF)
CEF Chan 87	220°	TDZE 241		
		Arpt Elev 241		

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling not authorized all CAT acft from RWY 23 clockwise to RWY 33.

ALSF-1

MISSED APPROACH: Climb to 2600 on heading 228° to intercept CEF TACAN R-229 direct BIGEE and hold.

ATIS ★	BRADLEY APP CON	TOWER ★	GND CON
127.525	125.35 281.5	134.85 (CTAF) L 348.75	118.35 275.8



CATEGORY	A	B	C	D	E
S-23 *	760/24 519 (600-½)		760/55 519 (600-1)		
C CIRCLING **	760-1 519 (600-1)	780-1 539 (600-1)	840-1½ 599 (600-1½)	1060-2¾ 819 (900-2¾)	1080-3 839 (900-3)

SPRINGFIELD/CHICOPEE, MASSACHUSETTS 42° 12'N - 72° 32'W WESTOVER ARB METROPOLITAN (KCEF)

Amdt 4 19MAY22

TACAN RWY 23

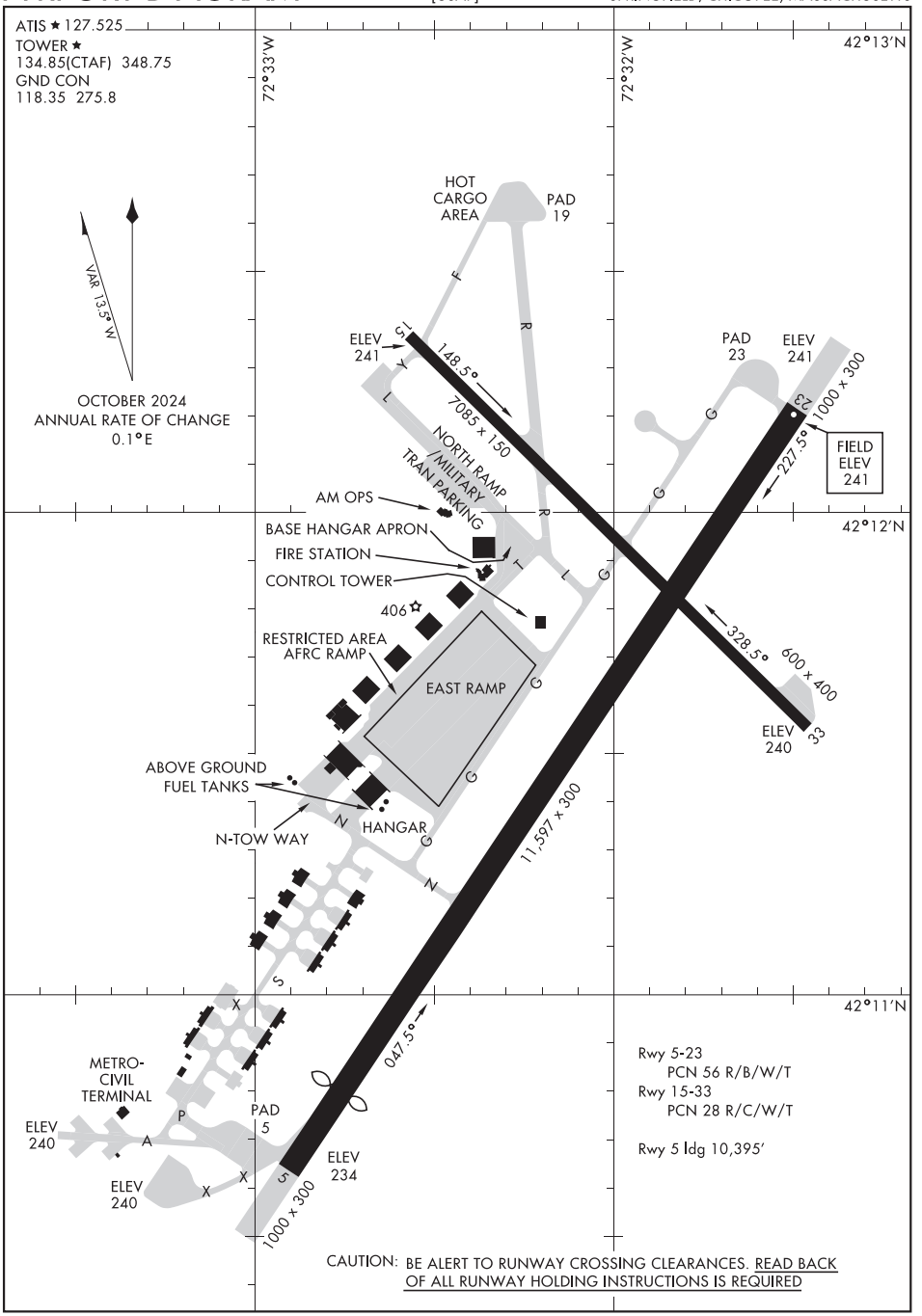
NE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

WESTOVER ARB/METROPOLITAN (KCEF)

[USAF]

SPRINGFIELD/CHICOPEE, MASSACHUSETTS



AIRPORT DIAGRAM

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

WESTOVER ARB/METROPOLITAN (KCEF)

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 10

MOUNT WASHINGTON RGNL (HIE)

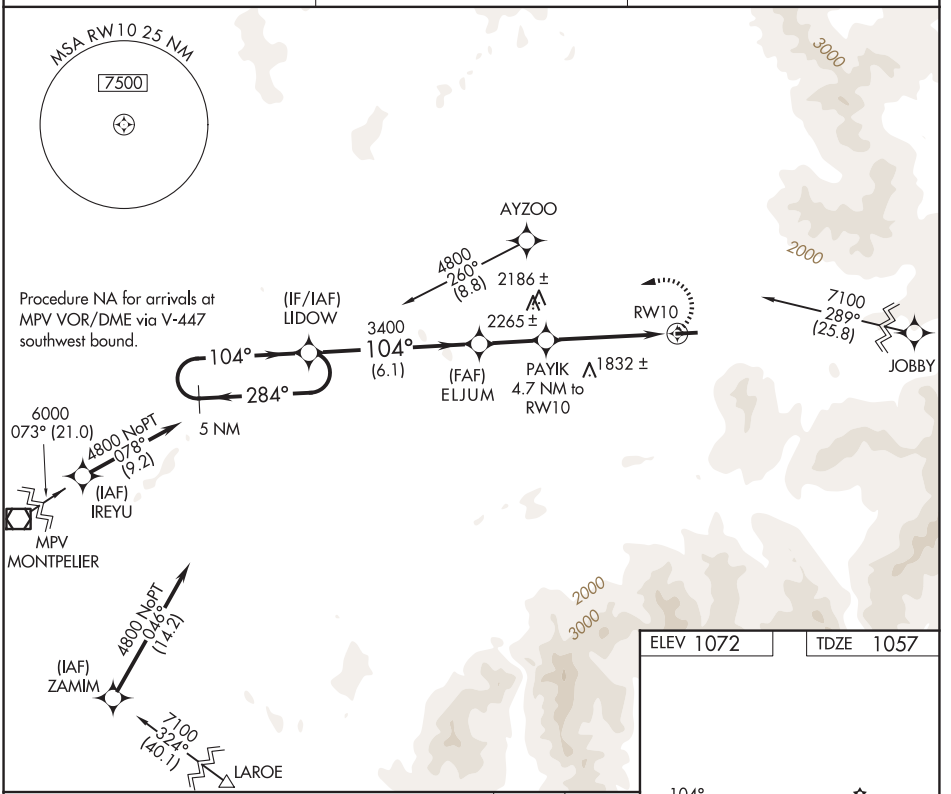
APP CRS	Rwy Ldg	4001
104°	TDZE	1057
	Apt Elev	1072

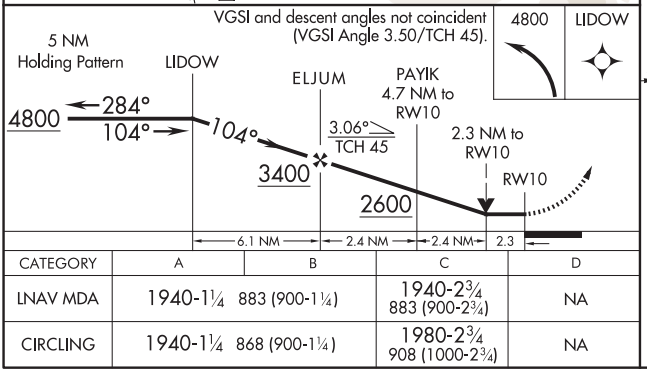
-28°C

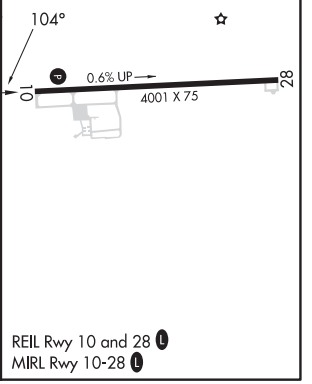
Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cat B/C visibilities ¼ mile. VDP NA with Lyndonville altimeter setting. Circling to Rwy 28 NA at night.

MISSED APPROACH: Climbing left turn to 4800 direct LIDOW and hold.

ASOS	BOSTON CENTER	UNICOM
118.525	135.7 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1940-1¼ 883 (900-1¼)		1940-2¾ 883 (900-2¾)	NA
CIRCLING	1940-1¼ 868 (900-1¼)		1980-2¾ 908 (1000-2¾)	NA

REIL Rwy 10 and 28 L
MIRL Rwy 10-28 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 10

MOUNT WASHINGTON RGNL (HIE)

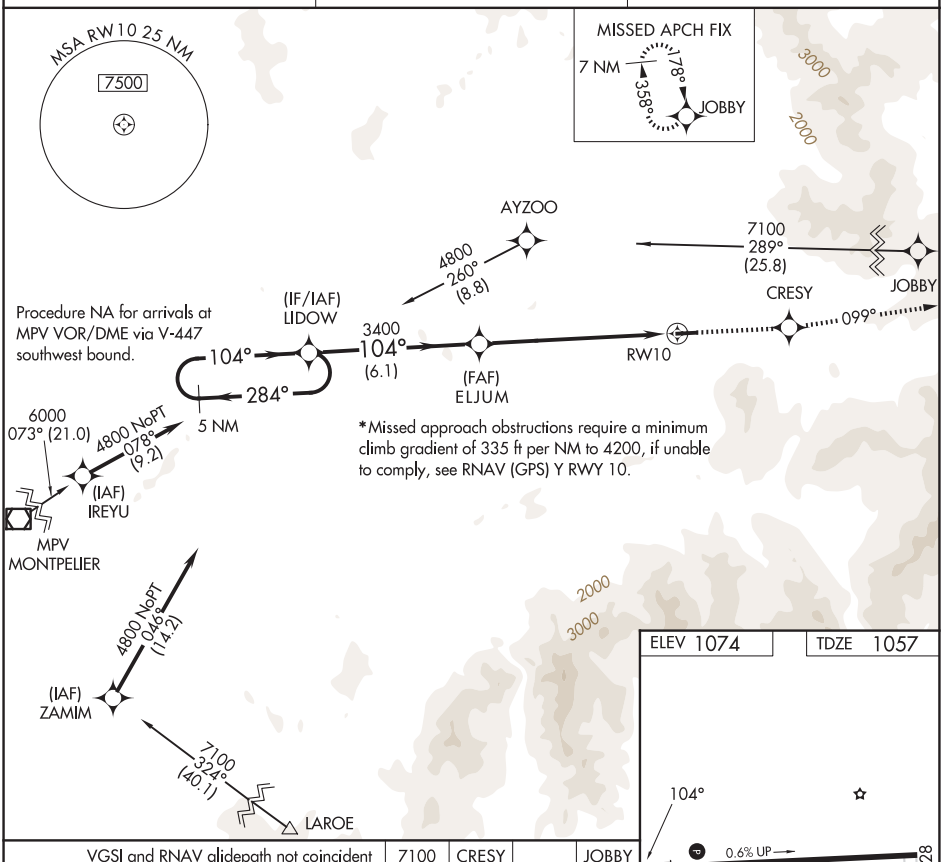
WAAS	APP CRS	Rwy Ldg	4001
CH 53512	104°	TDZE	1057
W10A		Apt Elev	1074

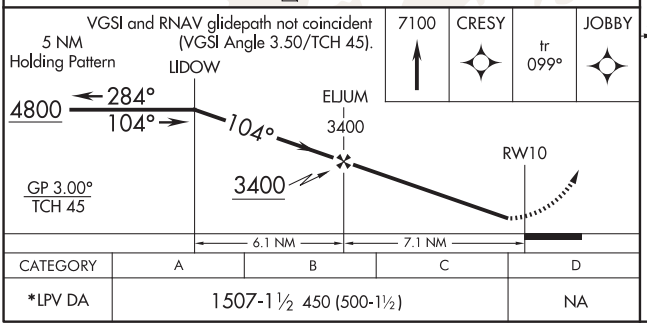
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility ½ mile.

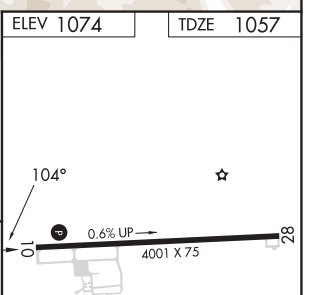
-28°C

MISSED APPROACH: Climb to 7100 direct CRESY and via track 099° to JOBBY and hold, continue climb-in-hold to 7100.

ASOS	BOSTON CENTER	UNICOM
118.525	135.7 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
*LPV DA	1507-1½ 450 (500-1½)			NA

REIL Rwy 10 and 28 L
MIRL Rwy 10-28 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WILLIMANTIC, CONNECTICUT | AL-5250 (FAA) | 25219

WAAS	APP CRS	Rwy Ldg	4013
CH 58024	089°	TDZE	239
W09A		Apt Elev	246

RNAV (GPS) RWY 9

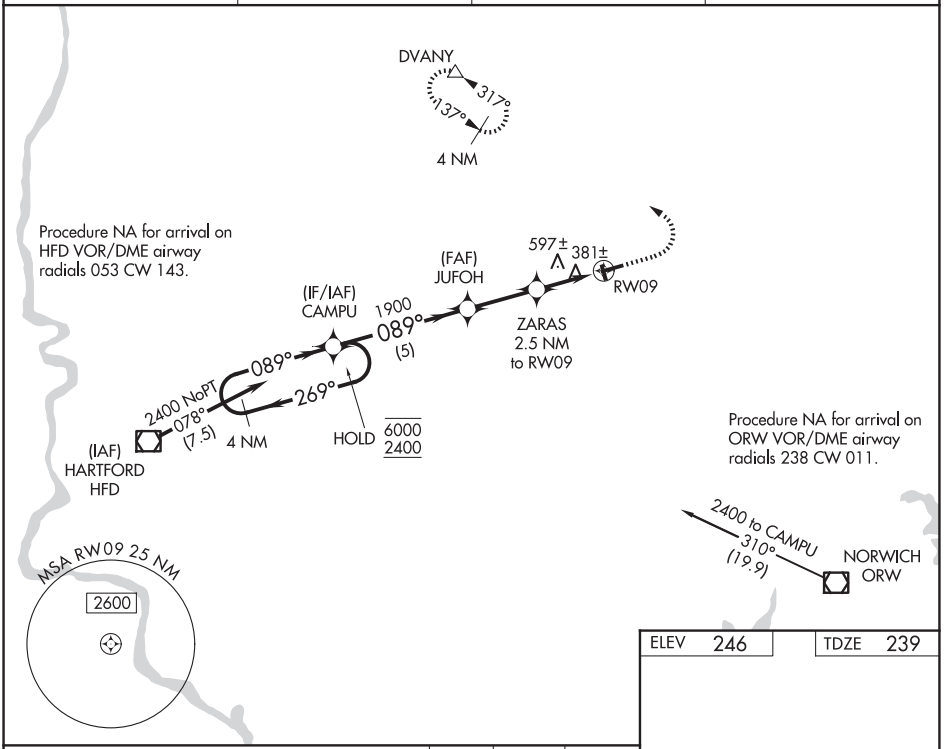
WINDHAM (IJD)

RNP APCH - GPS.

Procedure NA at night.
Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 900 then climbing left turn to 2500 direct DVANY and hold, continue climb-in-hold to 2500.

ASOS	YANKEE APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	640-1	401 (400-1)	640-1 1/8	NA
			401 (400-1 1/8)	
LNAV MDA	860-1	621 (700-1)	860-1 3/4	NA
			621 (700-1 3/4)	
CIRCLING	980-1	734 (800-1)	1120-2 1/2	NA
			874 (900-2 1/2)	

REIL Rwy 27 L
MIRL Rwy 9-27 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	4271
CH 69623	270°	TDZE	239
W27A		Apt Elev	246

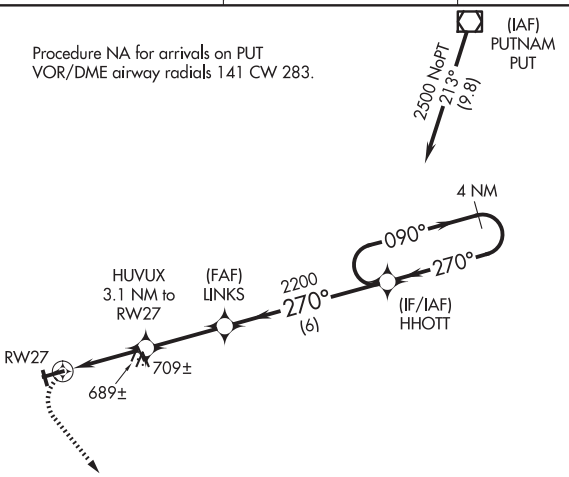
RNAV (GPS) RWY 27

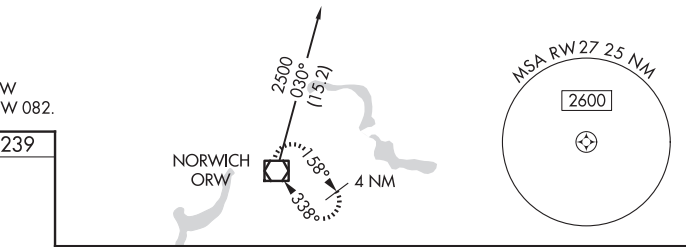
WINDHAM (IJD)

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.

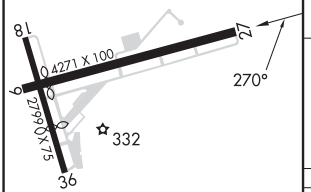
MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS	YANKEE APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L

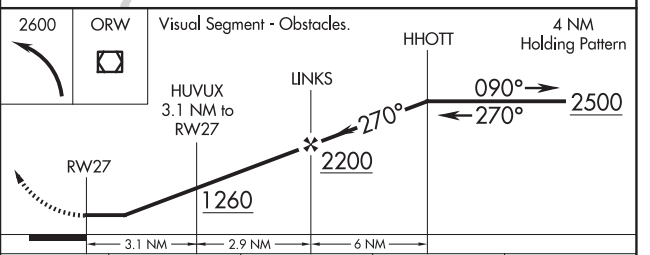




ELEV 246 TDZE 239



REIL Rwy 27 L
MIRL Rwy 9-27 L



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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WILLIMANTIC, CONNECTICUT | AL-5250 (FAA) | 25219

VOR-A

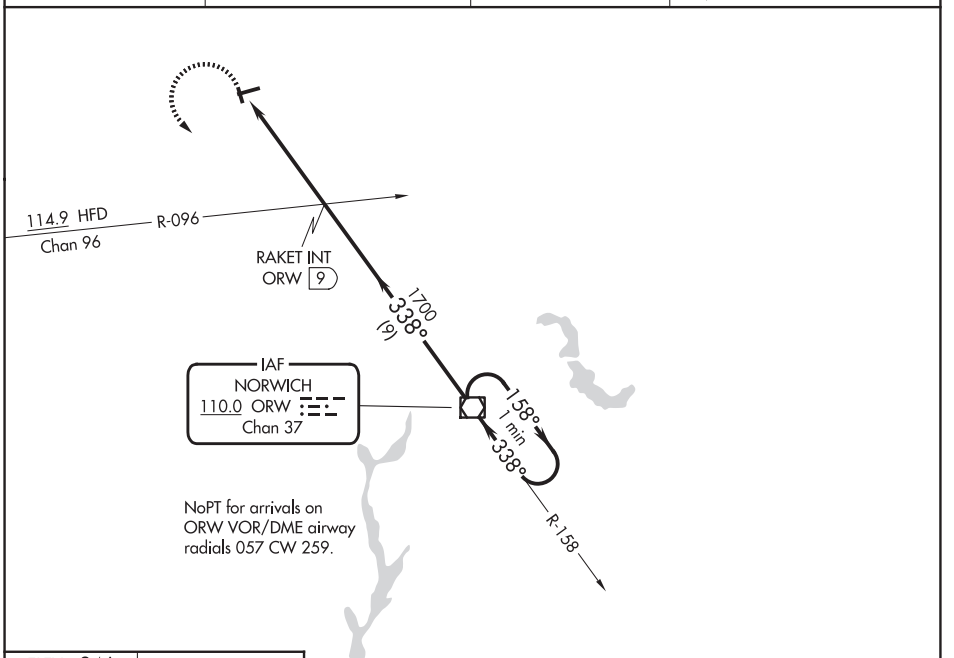
WINDHAM (IJD)

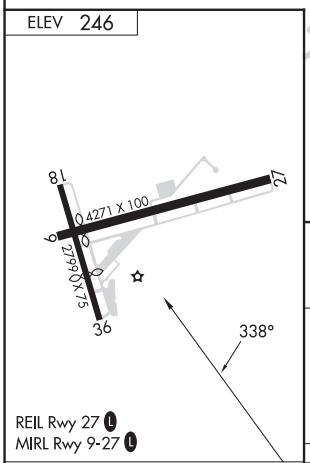
VOR/DME ORW	APP CRS	Rwy Ldg	N/A
110.0	338°	TDZE	N/A
Chan 37		Apt Elev	246

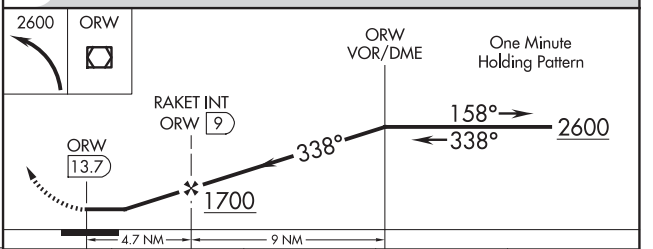
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS	YANKEE APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
CIRCLING	1020-1 774 (800-1)	1020-1¼ 774 (800-1¼)	1120-2½ 874 (900-2½)	NA

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 6

BRADLEY INTL (BDL)

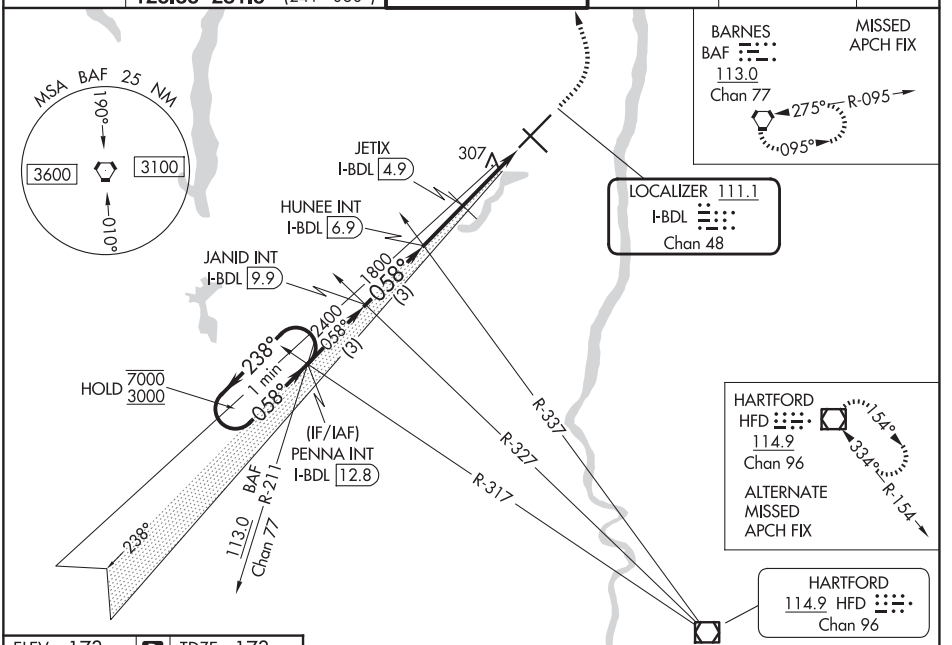
LOC/DME I-BDL	APP CRS	Rwy Ldg	9509
111.1 Chan 48	058°	TDZE	173
		Apt Elev	173

RADAR required for procedure entry.

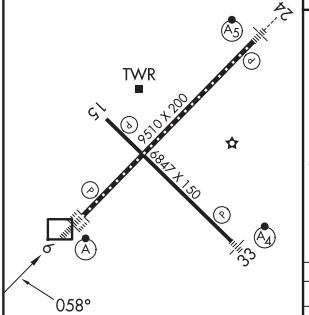
ALSF-2

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

D-ATIS	YANKEE 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	



ELEV 173 D TDZE 173

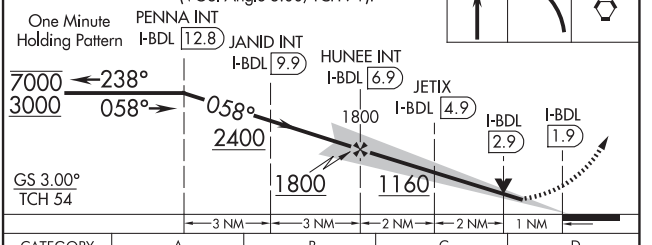


TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

4000 BAF



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 (400-⅝)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 24

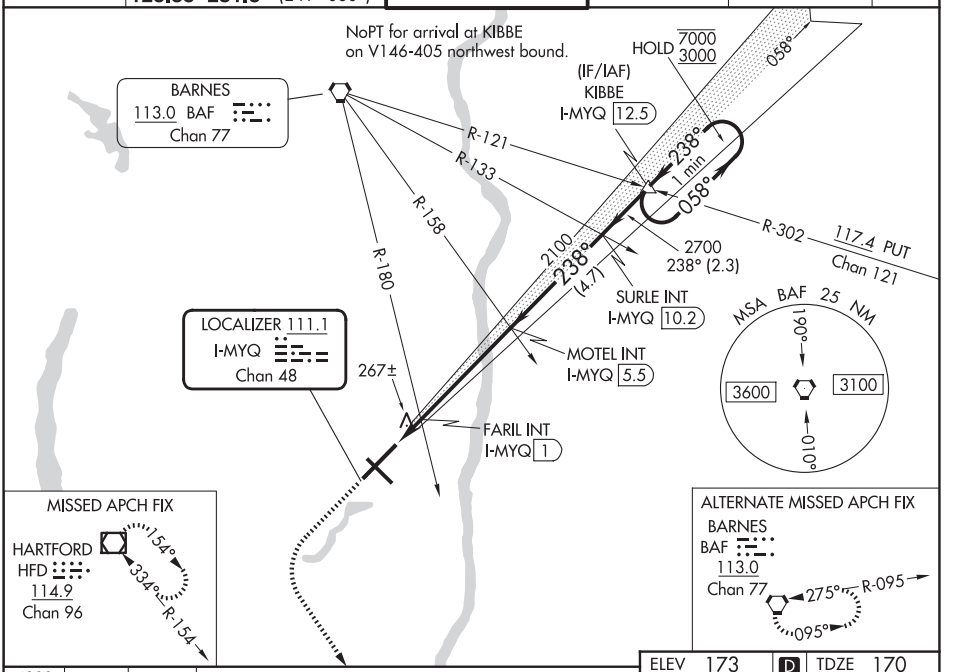
BRADLEY INTL (BDL)

LOC/DME I-MYQ	APP CRS	Rwy Ldg	9509
111.1	238°	TDZE	170
Chan 48		Apt Elev	173

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS	YANKEE 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
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 (400-⅝)	
CIRCLING	700-1 527 (600-1)		1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 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

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 33

BRADLEY INTL (BDL)

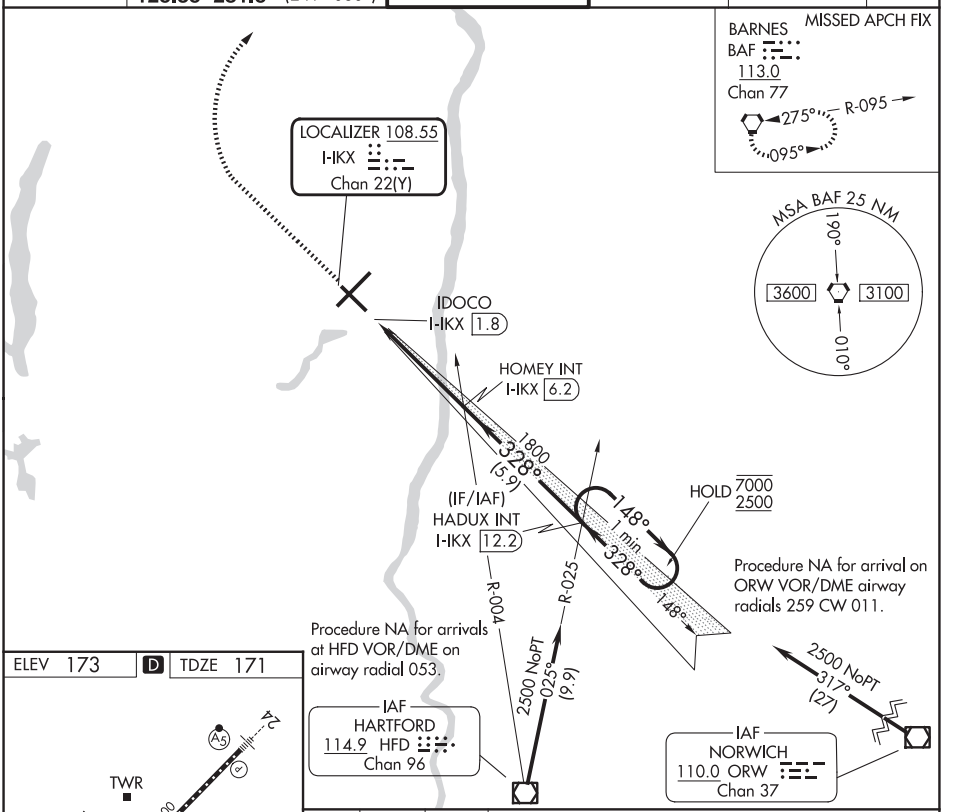
LOC/DME I-IKX	APP CRS	Rwy Ldg	6847
108.55	328°	TDZE	171
Chan 22 (Y)		Apt Elev	173

Inop table does not apply to S-ILS 33 all Cats. For inop ALS, increase S-LOC 33 Cat A/B visibility to RVR 5500 and Cat C/D to RVR 6000.

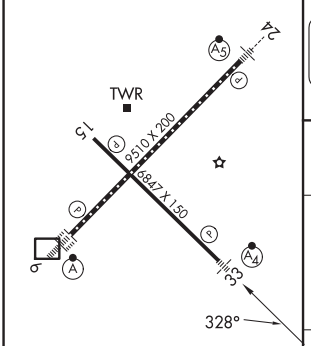
MALSF

MISSED APPROACH: Climb to 4000 then right turn direct BAF VORTAC and hold.

D-ATIS	YANKEE 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	



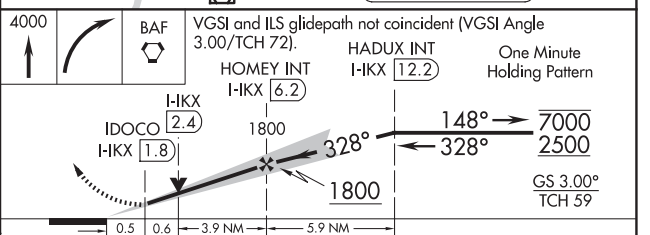
ELEV 173 D TDZE 171



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

FAF to MAP 4.4 NM

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)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WINDSOR LOCKS, CONNECTICUT AL-460 (FAA) 25219

ILS RWY 6 (SA CAT I)

BRADLEY INTL (BDL)

LOC/DME I-BDL	APP CRS	Rwy Ldg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

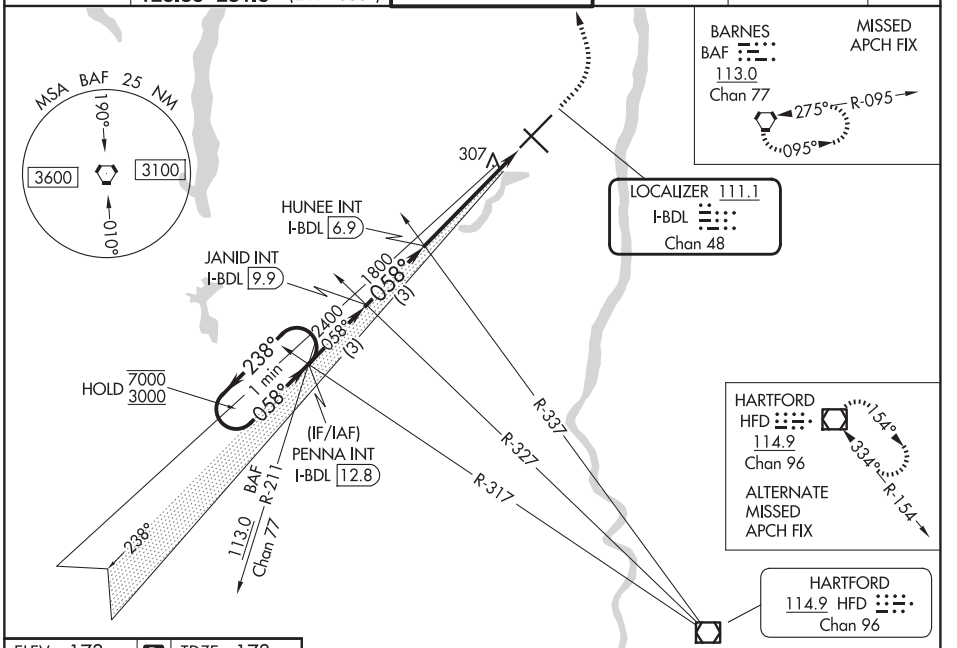
RADAR required for procedure entry.

Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

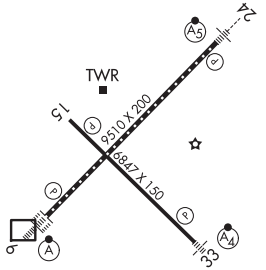
ALSF-2

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

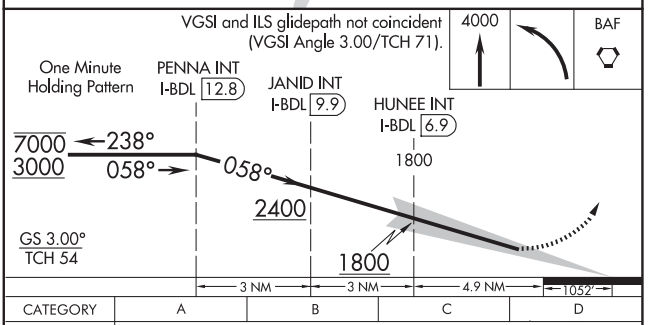
D-ATIS	YANKEE APP CON	BRADLEY TOWER	GND CON	CLNC DEL	CPDLC
118.15	123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	120.3 351.8	121.9 348.6	121.75 322.3	



ELEV 173 D TDZE 173



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15



CATEGORY	A	B	C	D
S-ILS 6	RA 151/14 150 DA 323			

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WINDSOR LOCKS, CONNECTICUT BRADLEY INTL (BDL)

Amdt 38B 24MAR22 41°56'N-72°41'W ILS RWY 6 (SA CAT I)

NE-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 24 (SA CAT I & II)

BRADLEY INTL (BDL)

LOC/DME I-MYQ	APP CRS	Rwy Ldg	9509
111.1 Chan 48	238°	TDZE	170
		Apt Elev	173

SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval.
SA CAT II: Requires specific OPSPEC, MSPEC or LOA approval.

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS	YANKEE 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	

NoPT for arrival at KIBBE on V146-405 northwest bound.

BARNES 113.0 BAF Chan 77

(IF/IAF) KIBBE I-MYQ 12.5

R-121 R-133 R-158 R-302

058° 238° 1 min HOLD 7000 3000

2100 238° (4.7) 2700 238° (2.3)

117.4 PUT Chan 121

MOTEL INT I-MYQ 5.5

SURLE INT I-MYQ 10.2

LOCALIZER 111.1 I-MYQ Chan 48

267±

ALTERNATE MISSED APCH FIX
BARNES BAF 113.0 Chan 77
275° R-095 095°

MSA BAF 25 NM
190° 3600 3100 010°

MISSED APCH FIX
HARTFORD HFD 114.9 Chan 96
154° 334° R-154

ELEV 173 D TDZE 170

4000 HFD

I-MYQ DME unusable inside 0.4 DME.

MOTEL INT I-MYQ 5.5 — SURLE INT I-MYQ 10.2 — KIBBE I-MYQ 12.5 — One Minute Holding Pattern

2100 238° 2700 2100

058° 7000 238° 3000

GS 3.00° TCH 55

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

971' 5.9 NM 4.7 NM 2.3 NM

CATEGORY	A	B	C	D
S-ILS 24	SA CAT I RA 163/14 150 DA 320			
S-ILS 24	SA CAT II RA 113/12 100 DA 270			

TWR

9510 X 200 15 68 47 X 150 33

HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15
TDZ/CL Rwys 6 and 24

SA CATEGORY I & II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 6 (CAT II & III)

BRADLEY INTL (BDL)

LOC/DME I-BDL	APP CRS	Rwy Ldg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

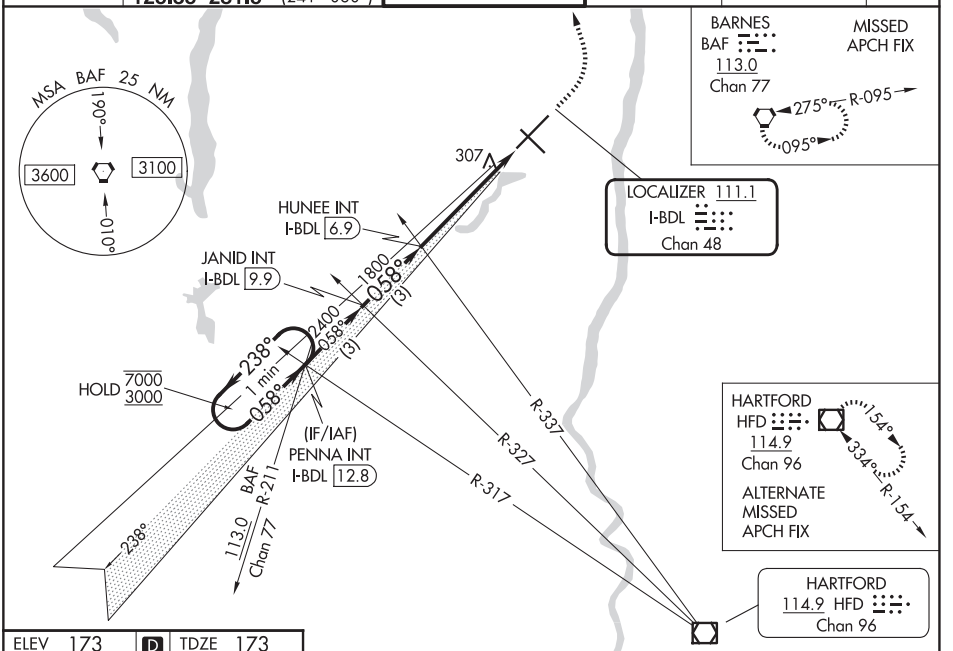
RADAR required for procedure entry.

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

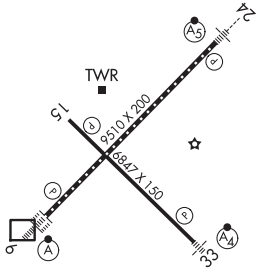
ALSF-2

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

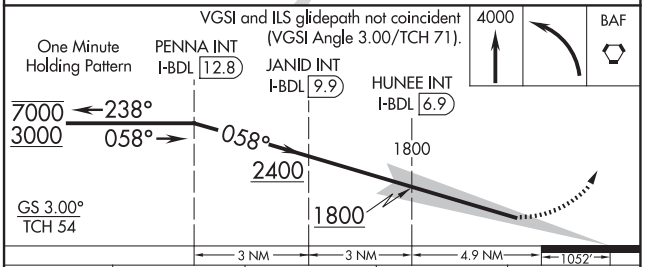
D-ATIS	YANKEE APP CON	BRADLEY TOWER	GND CON	CLNC DEL	CPDLC
118.15	123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	120.3 351.8	121.9 348.6	121.75 322.3	



ELEV 173	D	TDZE 173



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15



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, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	9509
058°	TDZE	173
	Apt Elev	173

RNAV (RNP) Z RWY 6

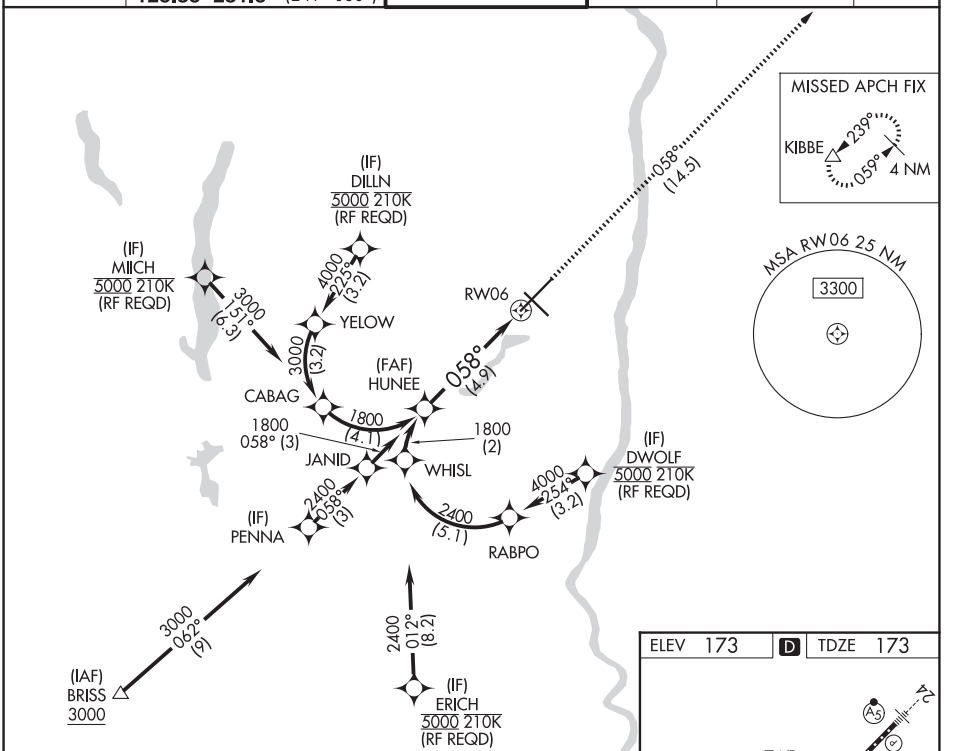
BRADLEY INTL (BDL)

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 1⅜ SM.

ALSF-2

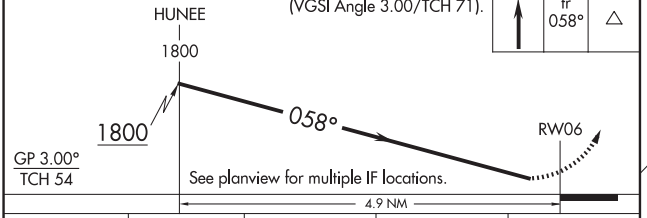
MISSED APPROACH: Climb to 3000 on track 058° to KIBBE and hold.

D-ATIS	YANKEE 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	



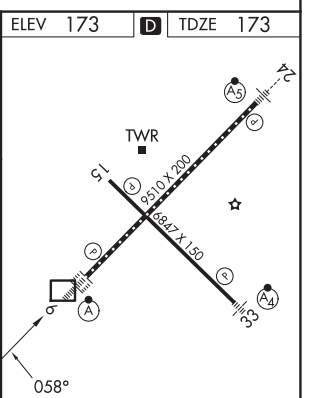
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

3000	tr 058°	KIBBE



CATEGORY	A	B	C	D
RNP 0.11 DA		545/40	372 (400-¾)	
RNP 0.30 DA		672/50	499 (500-1)	

AUTHORIZATION REQUIRED



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WINDSOR LOCKS, CONNECTICUT | AL-460 (FAA) | 25219

RNAV (RNP) Z RWY 24

BRADLEY INTL (BDL)

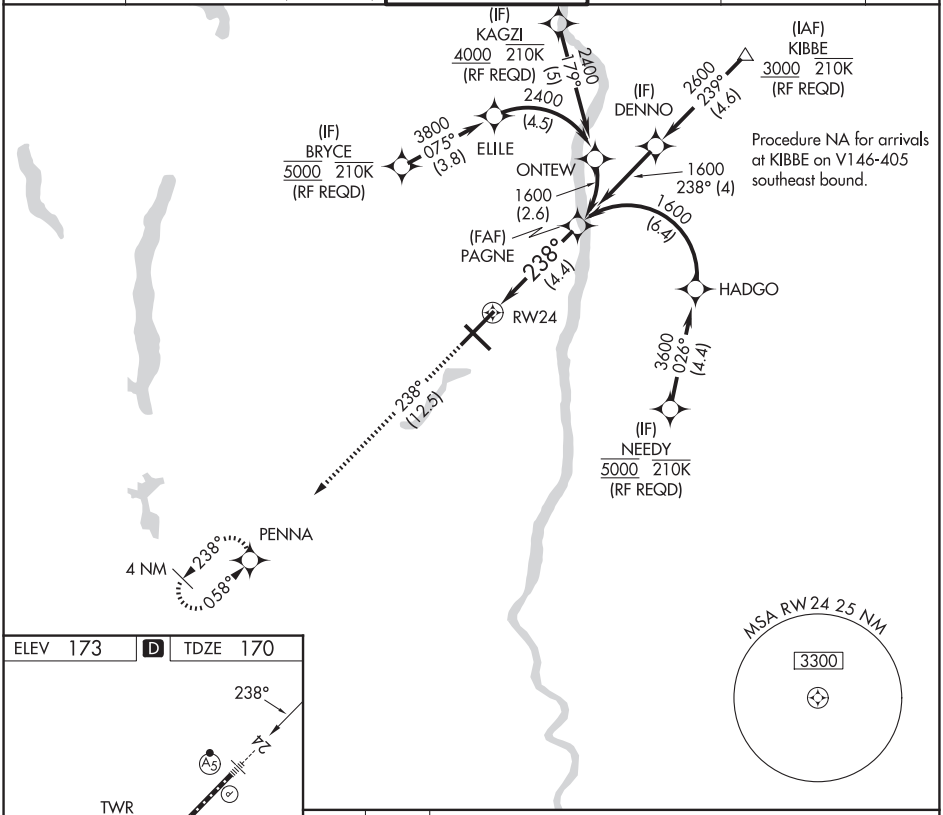
APP CRS	Rwy Ldg	9509
238°	TDZE	170
	Apt Elev	173

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.

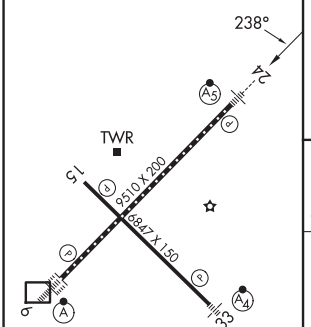
MALSR

MISSED APPROACH: Climb to 3000 on track 238° to PENNA and hold.

D-ATIS	YANKEE 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	



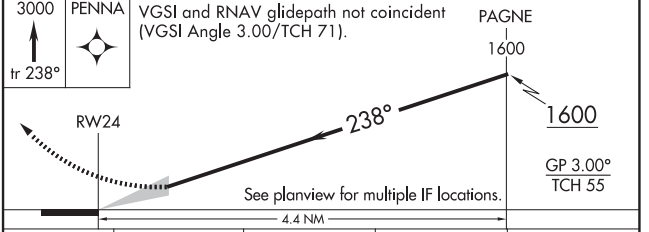
ELEV 173 | D | TDZE 170



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

3000 PENNA
tr 238°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
RNP 0.30 DA	622/60		452 (500-1¼)	

AUTHORIZATION REQUIRED

WINDSOR LOCKS, CONNECTICUT | BRADLEY INTL (BDL)

Amdt 1 29MAR18 | 41°56'N-72°41'W | RNAV (RNP) Z RWY 24

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 15

BRADLEY INTL (BDL)

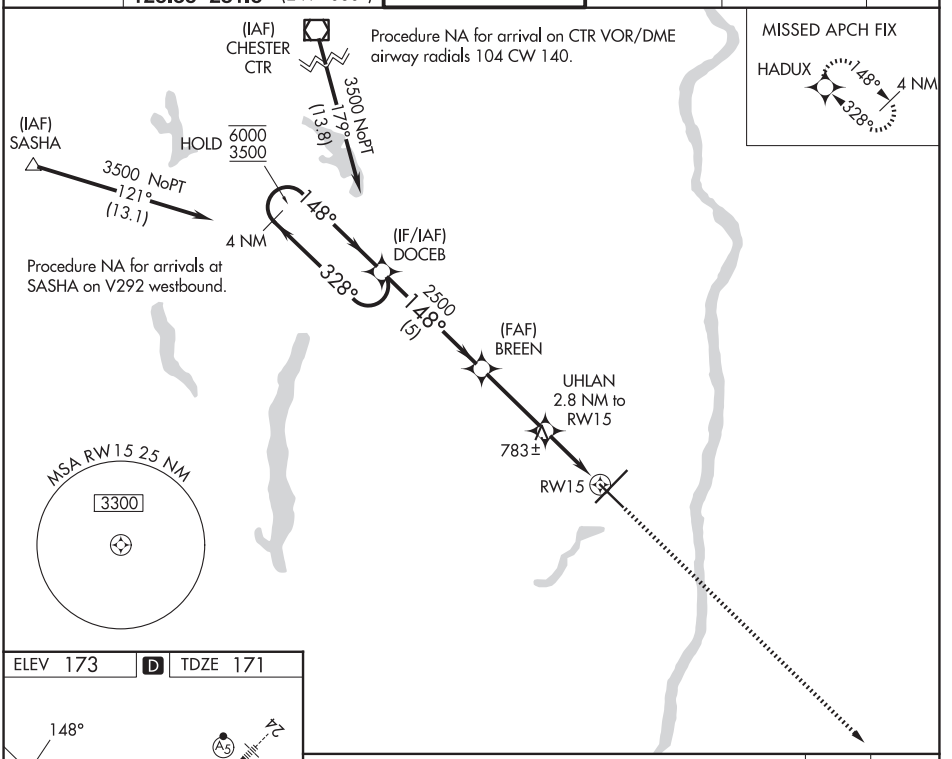
WAAS	APP CRS	Rwy Ldg	6847
CH 60928	148°	TDZE	171
W15A		Apt Elev	173

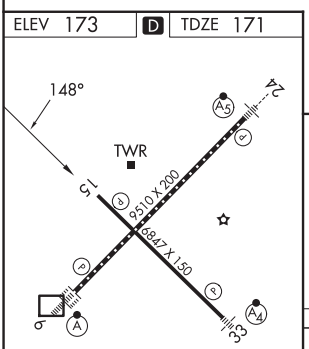
RNP APCH-GPS.

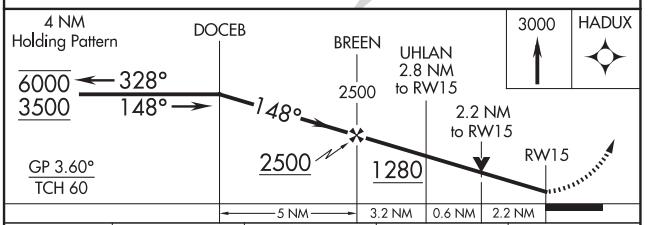
Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct HADUX and hold, continue climb-in-hold to 3000.

D-ATIS	YANKEE 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
LPV DA	478-⅞ 307 (400-⅞)			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

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WINDSOR LOCKS, CONNECTICUT AL-460 (FAA) 25219

RNAV (GPS) RWY 33

BRADLEY INTL (BDL)

WAAS	APP CRS	Rwy Ldg	6847
CH 65628	328°	TDZE	171
W33A		Apt Elev	173

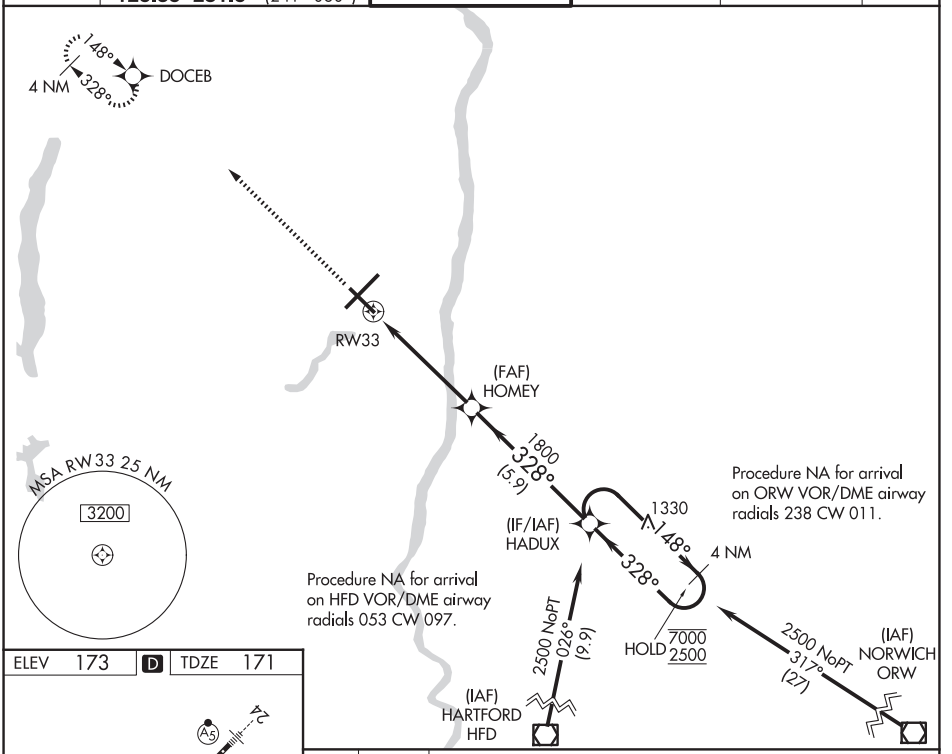
RNP APCH - GPS.

Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

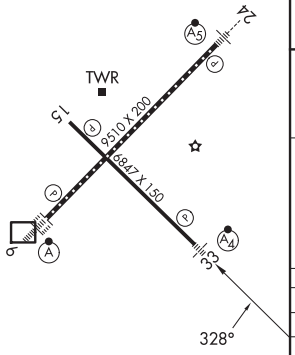
MALSF

MISSED APPROACH: Climb to 3500 direct DOCEB and hold, continue climb-in-hold to 3500.

D-ATIS	YANKEE 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	



ELEV 173 D TDZE 171

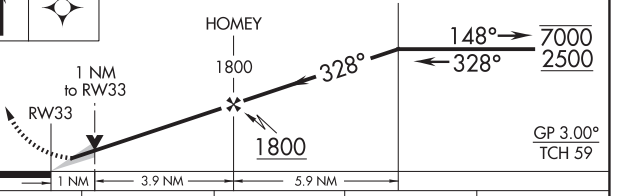


HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15
TDZ/CL Rwys 6 and 24

3500 DOCEB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

4 NM Holding Pattern



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 (400-⅞)
CIRCLING	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	9509
CH 70328	058°	TDZE	173
W06A		Apt Elev	173

RNAV (GPS) Y RWY 6

BRADLEY INTL (BDL)

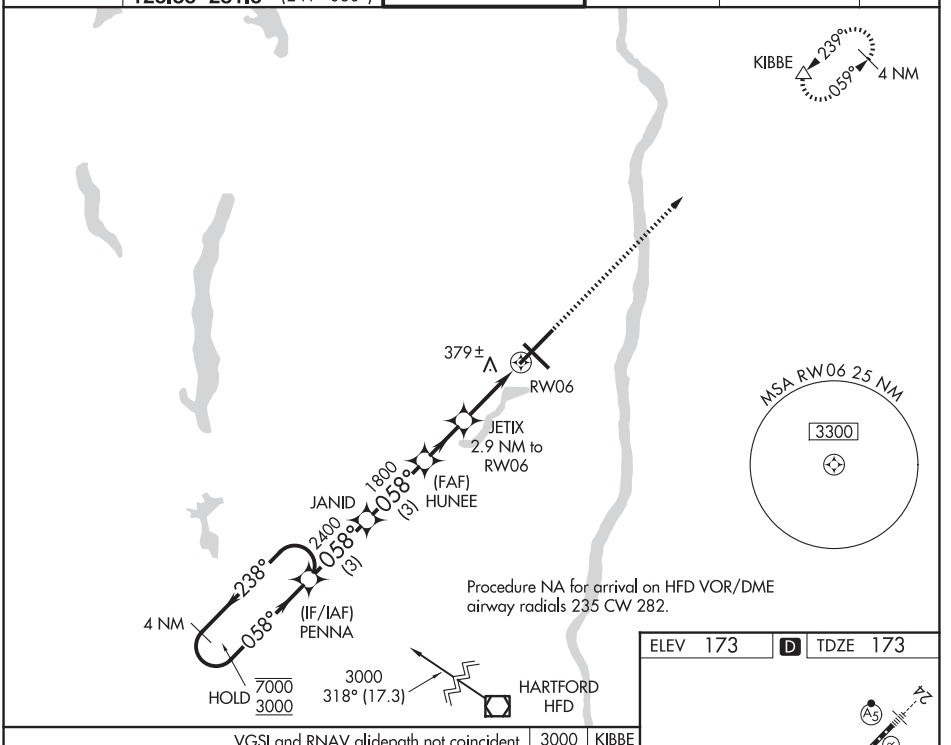
RNP APCH - GPS.

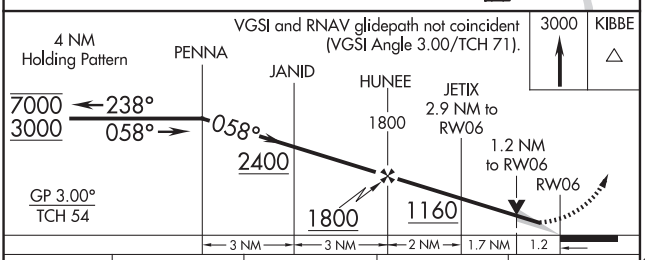
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

ALSF-2

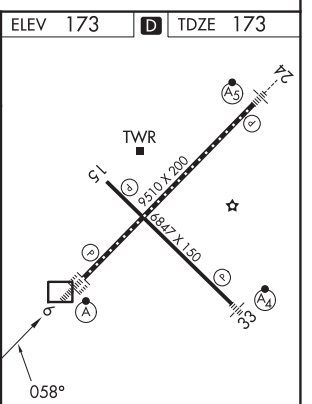
MISSED APPROACH: Climb to 3000 direct KIBBE and hold.

D-ATIS	YANKEE 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
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)



HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15
TDZ/CL Rwys 6 and 24

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 24

BRADLEY INTL (BDL)

WAAS	APP CRS	Rwy Ldg	9509
CH 97310	238°	TDZE	170
W24A		Apt Elev	173

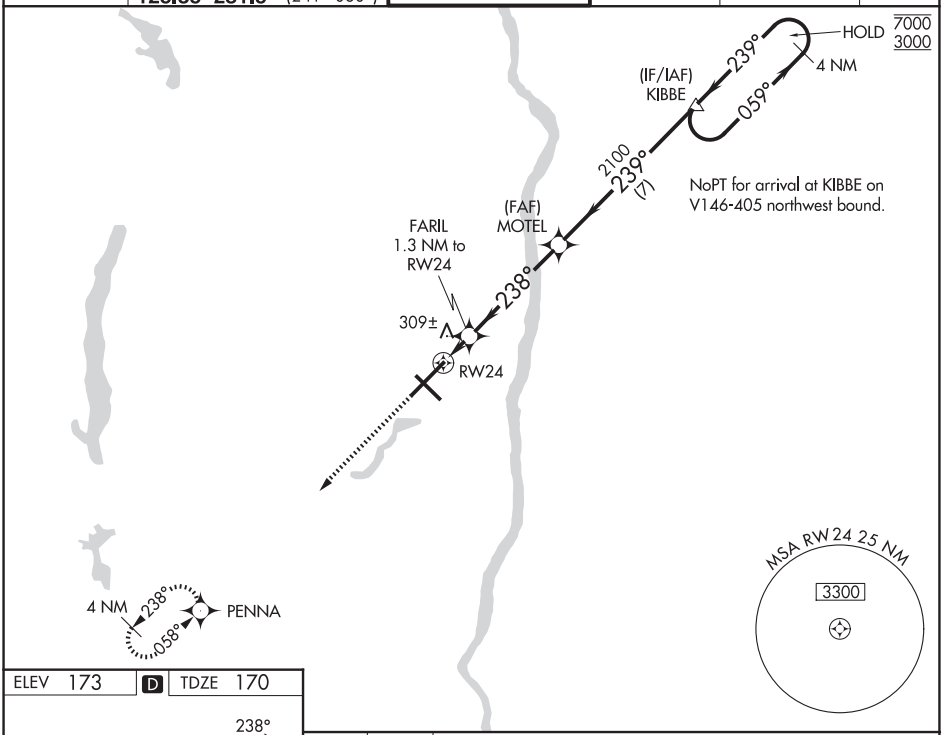
RNP APCH-GPS.

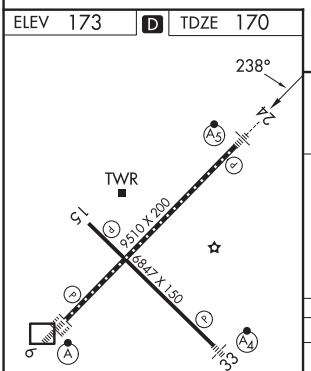
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

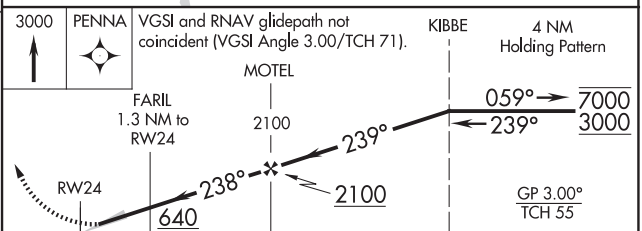
MALSR

MISSED APPROACH: Climb to 3000 direct PENNA and hold.

D-ATIS	YANKEE 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
LPV DA	370/18 200 (200-½)			
LNAV/VNAV DA	560/45 390 (400-⅞)			
LNAV MDA	560/24 390 (400-½)		560/35 390 (400-⅝)	
CIRCLING	700-1 527 (600-1)		1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)

HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15
TDZ/CL Rwys 6 and 24

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

COPTER ILS or LOC RWY 6

BRADLEY INTL (BDL)

LOC/DME I-BDL	APP CRS	Rwy Ldg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

RADAR required for procedure entry.

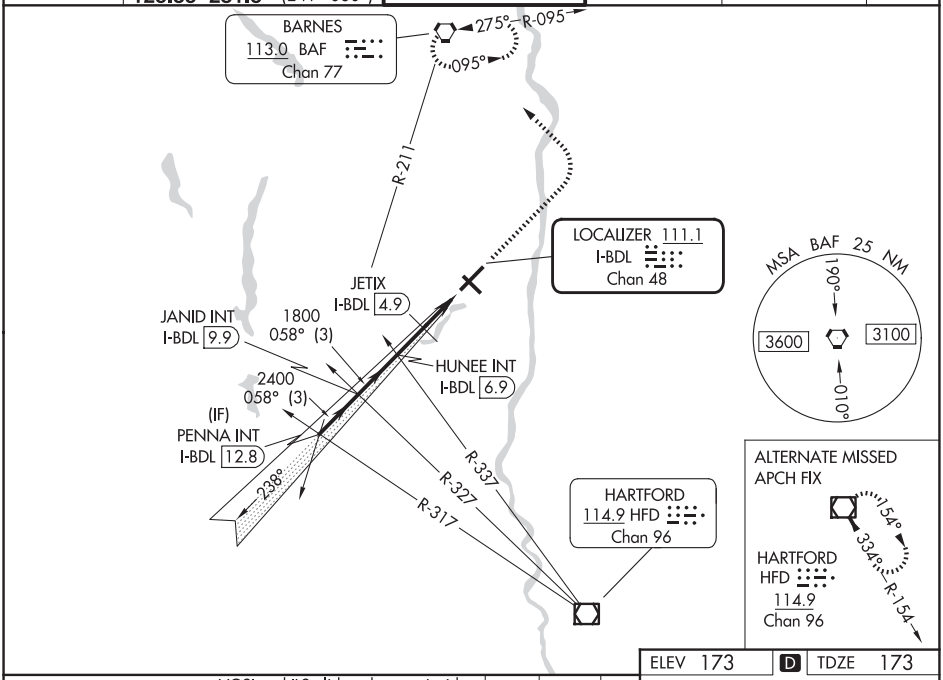
For inop ALS, increase H-ILS 6 visibility to RVR 2400 and H-LOC 6 visibility to RVR 4000.

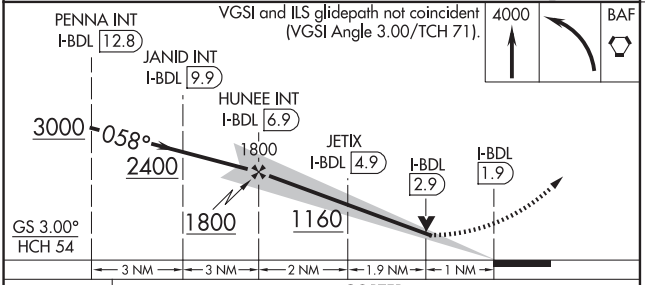
NA

ALSF-2

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

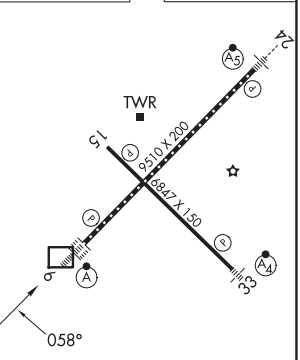
D-ATIS	YANKEE APP CON	BRADLEY TOWER	GND CON	CLNC DEL	CPDLC
118.15	123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	120.3 351.8	121.9 348.6	121.75 322.3	





CATEGORY	COPTER
H-ILS 6	273/12 100 (100-¼)
H-LOC 6	1160/24 987 (1000-½)
H-ILS 6	CAT II RA 101
	JETIX FIX MINIMUMS (DME REQUIRED)
H-LOC 6	560/24 387 (400-½)

ELEV 173 D TDZE 173



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

FAF to MAP 4.9 NM

Knots	45	60	75	90	105
Min:Sec	6:32	4:55	3:55	3:16	2:48

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

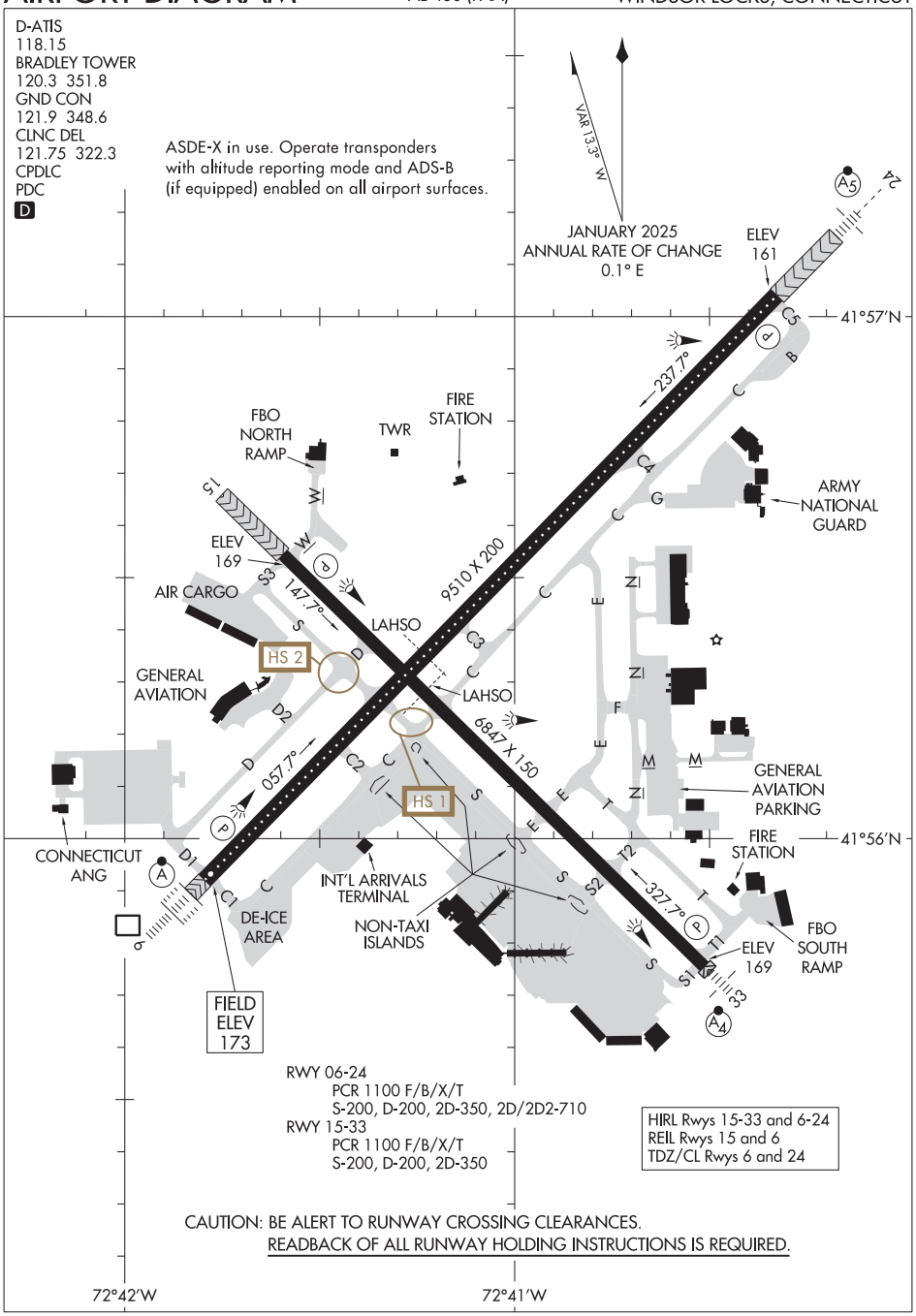
NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

AL-460 (FAA)

BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT



AIRPORT DIAGRAM

WINDSOR LOCKS, CONNECTICUT
BRADLEY INTL (BDL)

25219

NE-1, 07 AUG 2025 to 02 OCT 2025

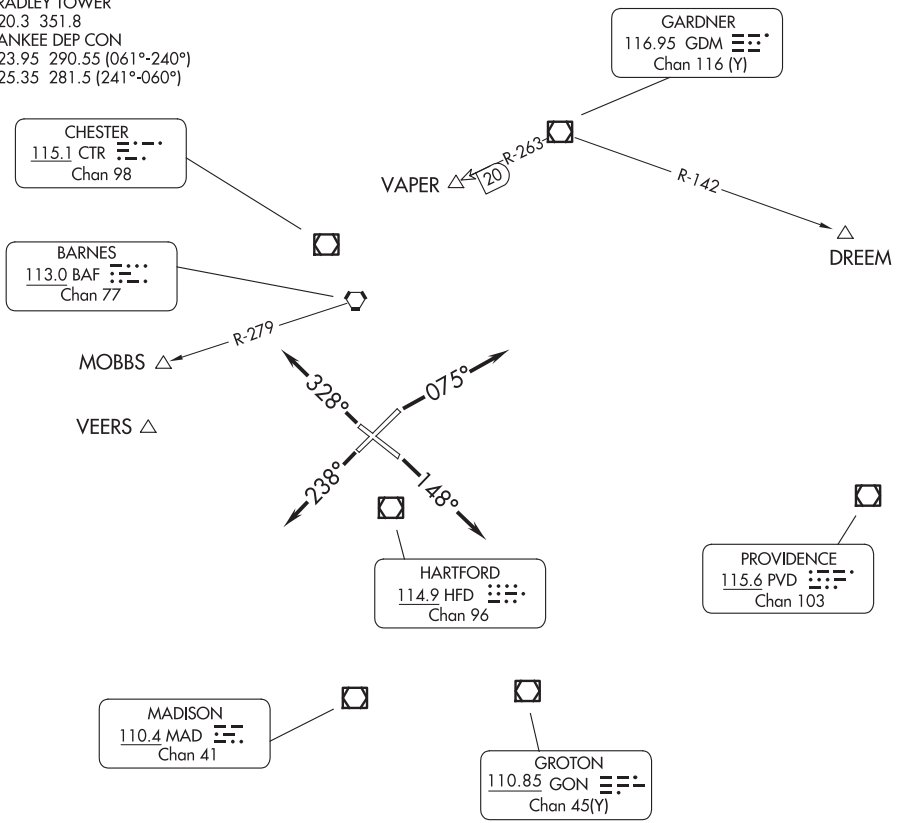
NE-1, 07 AUG 2025 to 02 OCT 2025

BRADLEY SIX DEPARTURE

D-ATIS 118.15
CLNC DEL
121.75 322.3
GND CON
121.9 348.6
CPDLC
BRADLEY TOWER
120.3 351.8
YANKEE 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.

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

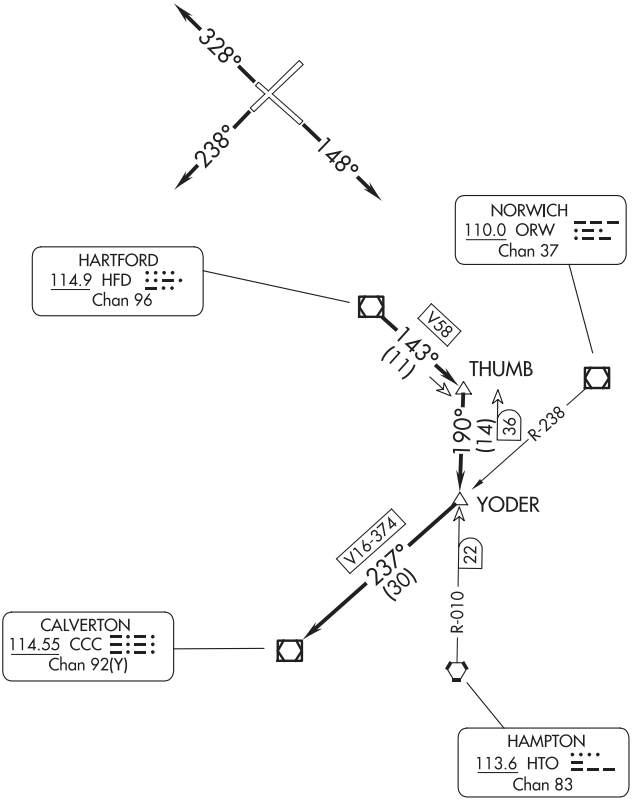
(CSTL9.CCC) 25219
COASTAL NINE DEPARTURE

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
YANKEE 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.

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

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, 07 AUG 2025 to 02 OCT 2025

WISCASSET, MAINE | AL-6265 (FAA) | 24025

RNAV (GPS) RWY 7
WISCASSET (IWI)

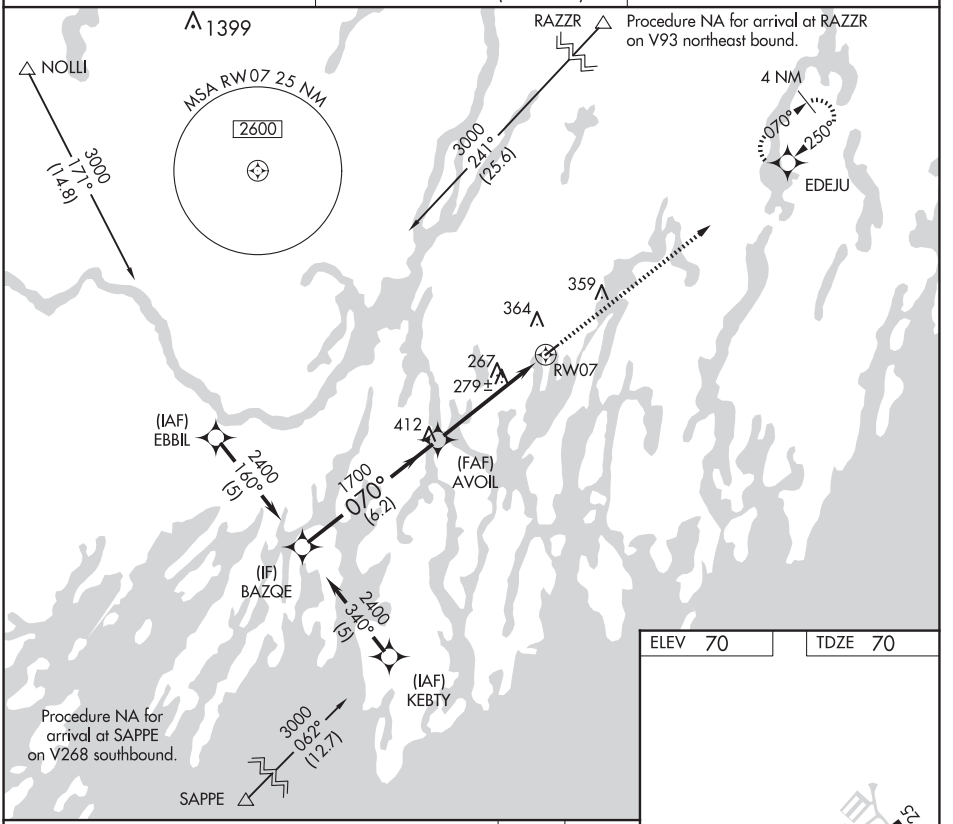
APP CRS		
070°	Rwy Idg	3397
	TDZE	70
	Apt Elev	70

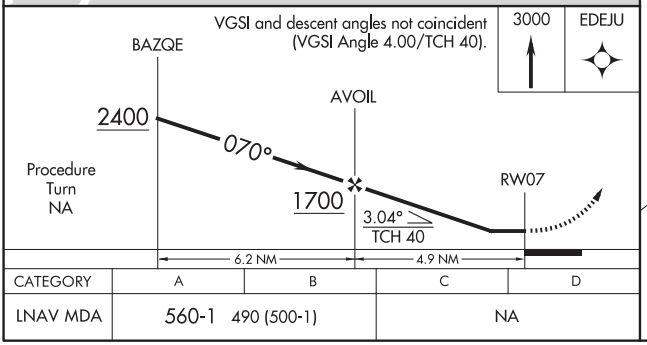
RNP APCH.

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.

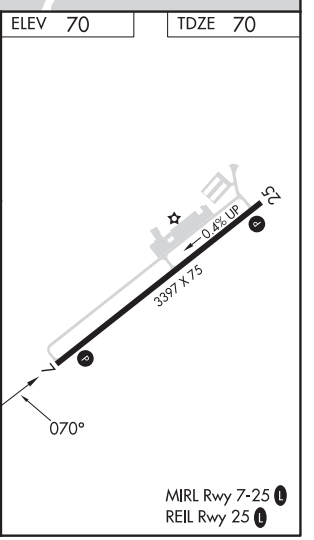
MISSED APPROACH: Climb to 3000 direct EDEJU and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.725	119.75 269.35 (112° -292°) 120.4 299.2 (293°-111°)	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 490 (500-1)		NA	



NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

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.

ASOS	PORTLAND APP CON ★	UNICOM
135.725	119.75 269.35 (112° -292°) 120.4 299.2 (293°-111°)	122.8 (CTAF) L

Procedure NA for arrival at RAZZR on V93 northeast bound and on V302 northwest bound.

RAZZR
3000
199°
(5)

NOLLI
1399
3400
106°
(12)

Procedure NA for arrival at NOLLI on V3-39 southwest bound.

TEKTE
3000
107°
(12.1)

(IAF)
GEMIN
2400
160°
(5)

(IF)
EDEJU
1700
250°
(6.2)

2400
340°
(5)

(IAF)
CEZAC

370
304
364
(FAF)
OMDOW

RW25
267
ITUXY
1.8 NM to
RW25

RADAR required for arrivals at CEZAC.

MSA RW 25 25 NM
2600

BAZQE
070°
250°
4 NM

ELEV 70 TDZE 67

250°
0.4% UP
3397 X 75

3000
BAZQE

EDEJU
OMDOW
2400
250°
ITUXY
1.8 NM to
RW25
Procedure
Turn
NA
RW25
760
3.54°
TCH 40
1700
1.8 NM
2.5 NM
6.2 NM

CATEGORY	A	B	C	D
LNAV MDA	580-1 513 (600-1)		NA	

MIRL Rwy 7-25 L
REIL Rwy 25 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WORCESTER, MASSACHUSETTS AL-652 (FAA) 25219

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)

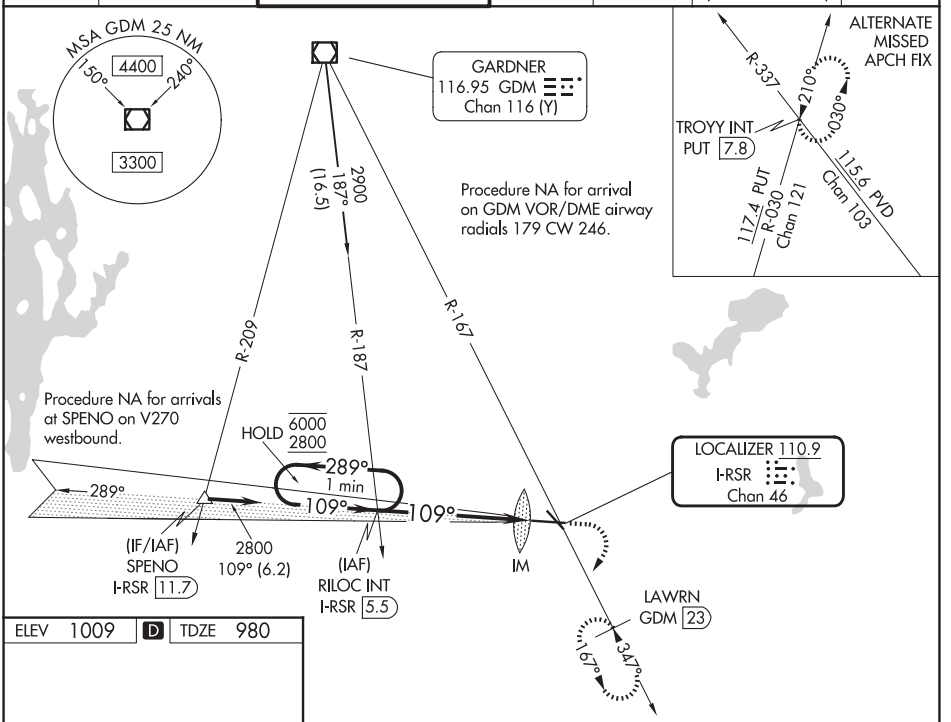
T For inop ALS, increase S-LOC 11 Cats C and D visibility to 1⅜ SM. When control tower closed: inop table does not apply to S-ILS 11 all Cats. When control tower closed: for inop ALS, increase S-LOC 11 Cat C and D visibility to 1⅜ SM.

A

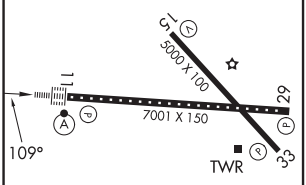
ALSF-2

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	YANKEE APP CON	WORCESTER TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	119.0 (When twr closed)	122.95

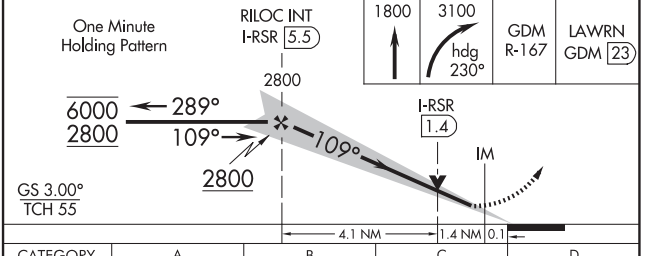


ELEV 1009	D	TDZE 980



TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33 L
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 11	1180/18 200 (200-½)			
S-LOC 11	1500/24 520 (500-½)		1500/55 520 (500-1)	
CIRCLING	1560-1 551 (600-1)	1740-1 731 (800-1)	2000-3 991 (1000-3)	

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

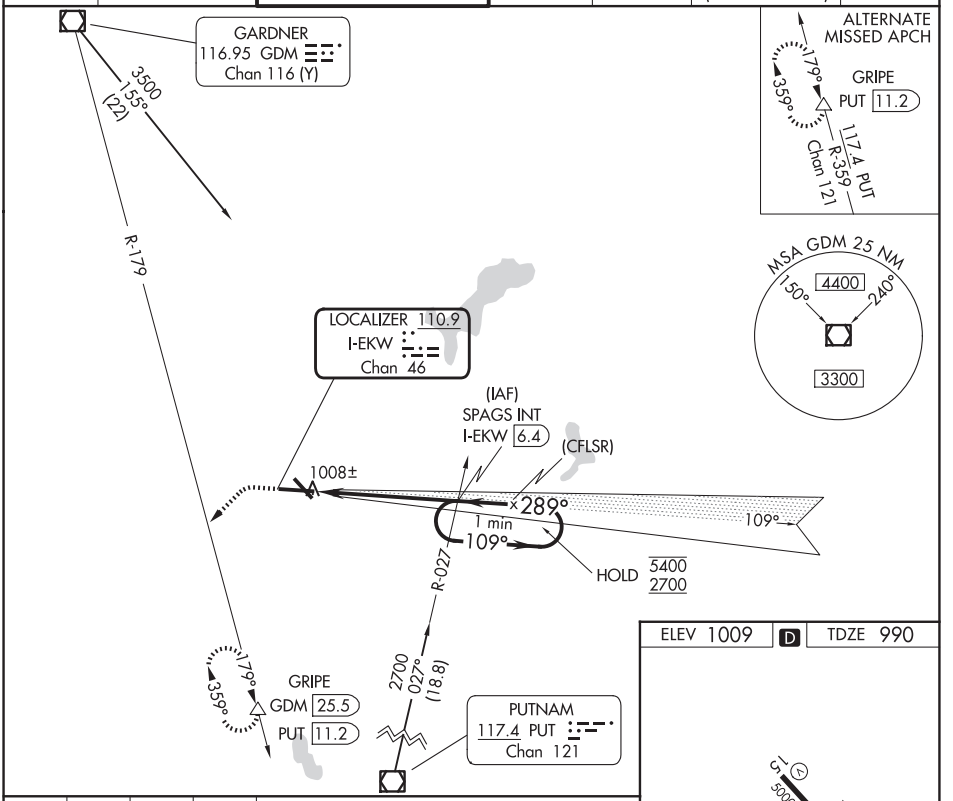
LOC/DME I-EKW	APP CRS	Rwy Ldg	7001
110.9	289°	TDZE	990
Chan 46		Apt Elev	1009

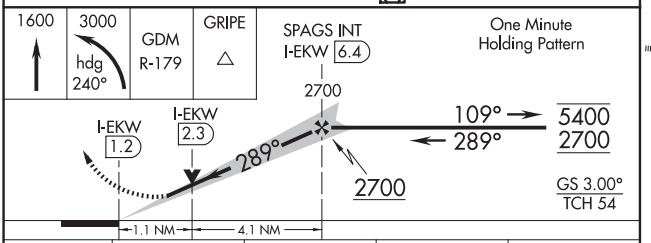
ILS or LOC RWY 29
WORCESTER RGNL (ORH)

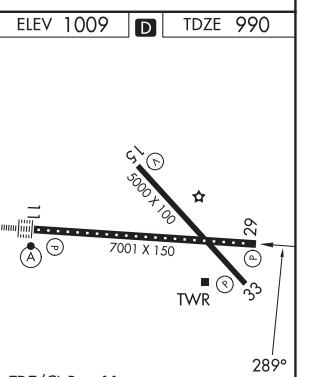
T A — Autopilot coupled approach NA below 1430 feet.

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	YANKEE APP CON	WORCESTER TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	119.0 (When twr closed)	122.95







TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33 L
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-ILS 29	1190/40		200 (200-¾)	
S-LOC 29	1380/55	390 (400-1)	1380/60	390 (400-1¼)
CIRCLING	1560-1 551 (600-1)	1740-1 731 (800-1)	2000-3	991 (1000-3)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

WORCESTER, MASSACHUSETTS | AL-652 (FAA) | 25219

LOC/DME I-RSR	APP CRS	Rwy Ldg	7001
110.9	109°	TDZE	980
Chan 46		Apt Elev	1009

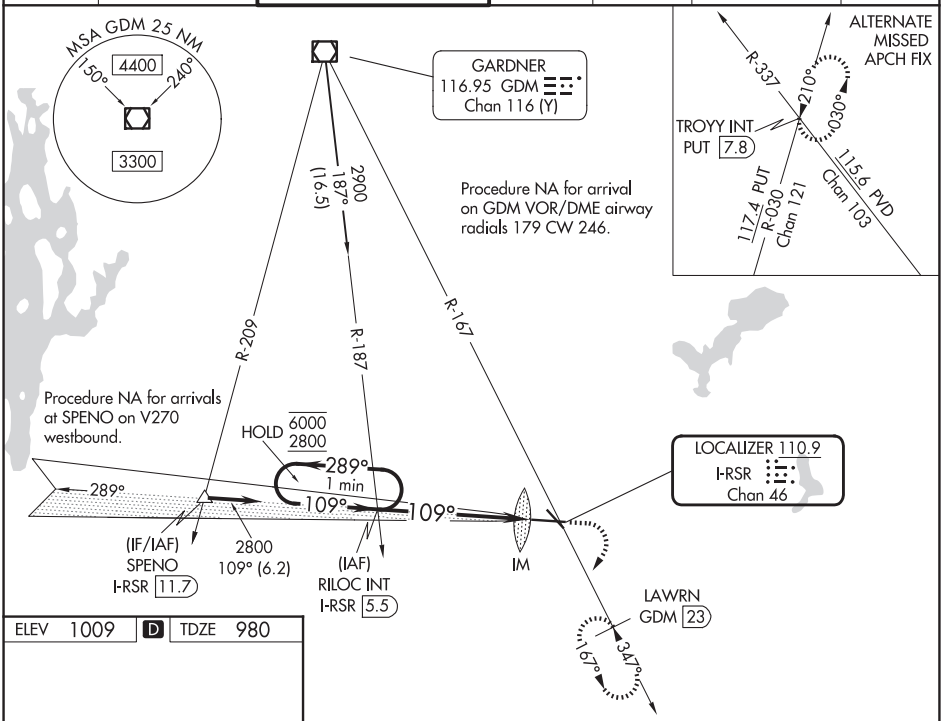
ILS RWY 11 (CAT II & III)
WORCESTER RGNL (ORH)

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

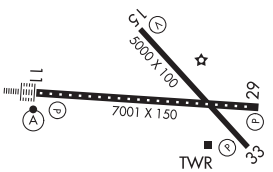
ALSF-2

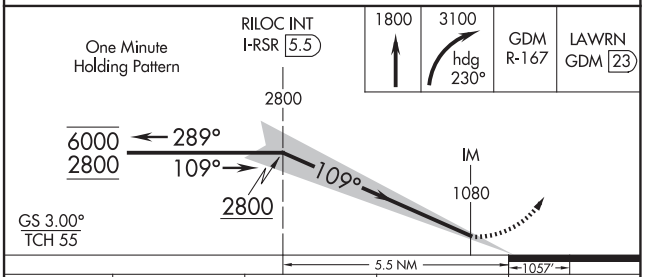
MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 on heading 230° and on GDM VOR/DME R-167 to LAWRN/GDM 23 DME and hold, continue climb-in-hold to 3100.

ATIS	YANKEE APP CON	WORCESTER TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	119.0 (When twr closed)	122.95



ELEV 1009	D	TDZE 980





CATEGORY	A	B	C	D
S-ILS 11	CAT II RA 119/12 100 DA 1080			
S-ILS 11	CAT III RVR 06			

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33 L
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WORCESTER, MASSACHUSETTS
Amdt 25B 05OCT23

42°16'N-71°53'W

WORCESTER RGNL (ORH)
ILS RWY 11 (CAT II & III)

NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 11

WORCESTER RGNL (ORH)

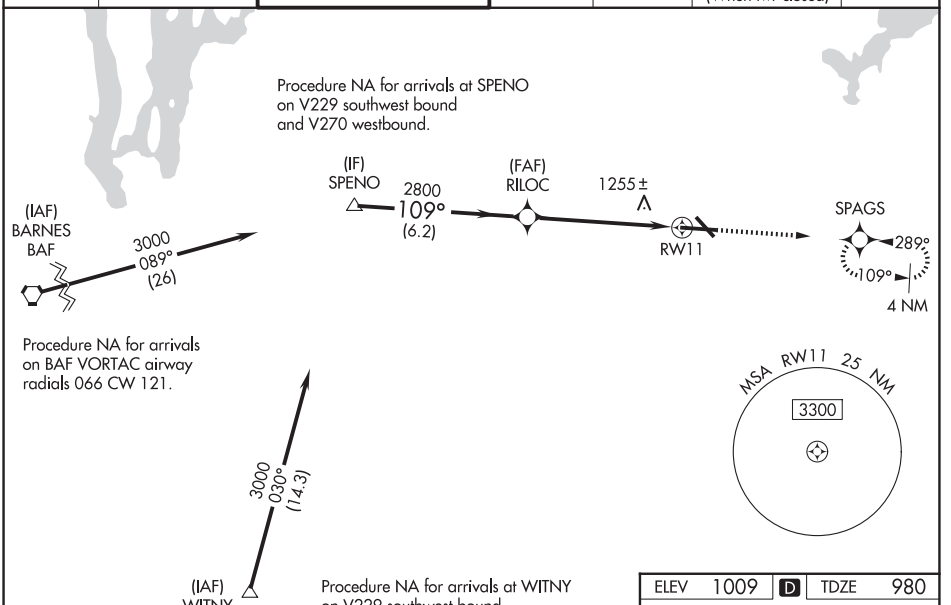
WAAS	APP CRS		
CH 77999 W11A	109°	Rwy Ldg	7001
		TDZE	980
		Apt Elev	1009

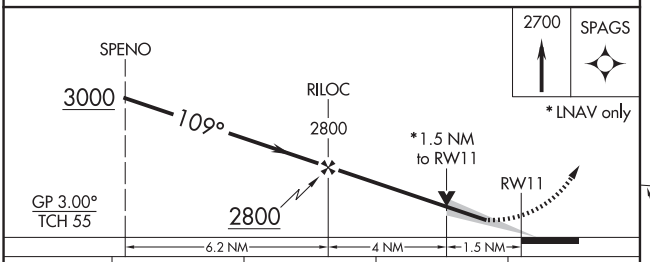
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
Inop table does not apply to LPV all Cats.
Inop table does not apply to LNAV Cats A/B.

ALSF-2

MISSED APPROACH: Climb to 2700 direct SPAGS and hold.

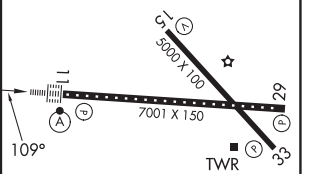
ATIS	YANKEE APP CON	WORCESTER TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	119.0 (When twr closed)	122.95





CATEGORY	A	B	C	D
LPV DA	1180/40 200 (200-¾)			
LNAV/VNAV DA	1565-1½ 585 (600-1½)			
LNAV 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)	

ELEV 1009 D TDZE 980



TDZ/CL Rwy 11
REIL Rwys 15, 29, and 33 L
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 29

WORCESTER RGNL (ORH)

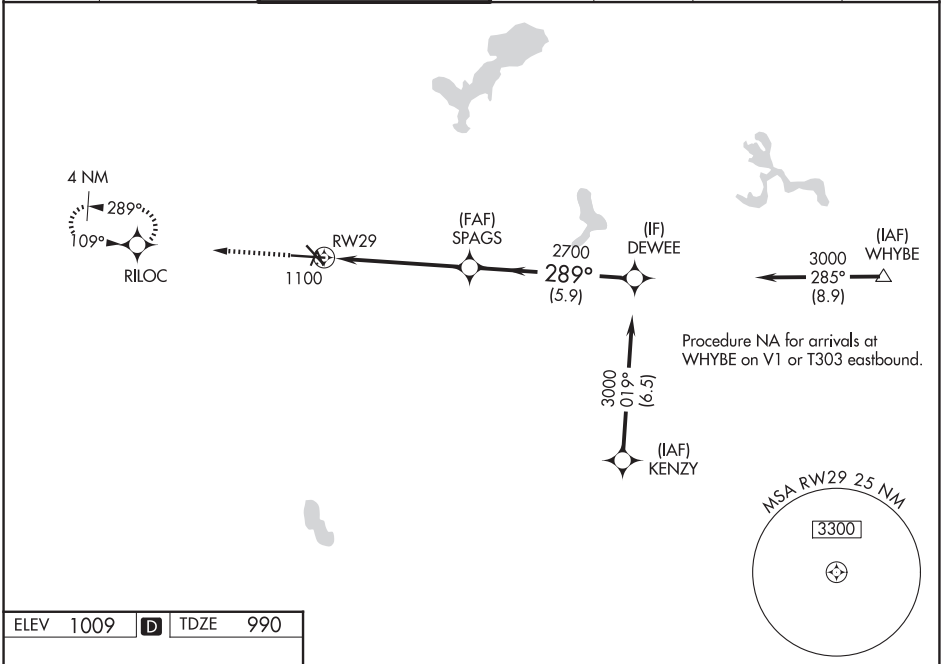
WAAS	APP CRS	Rwy Ldg	7001
Ch 82299	289°	TDZE	990
W29A		Apt Elev	1009

RNP APCH - GPS.

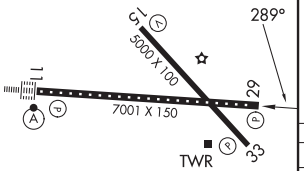
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

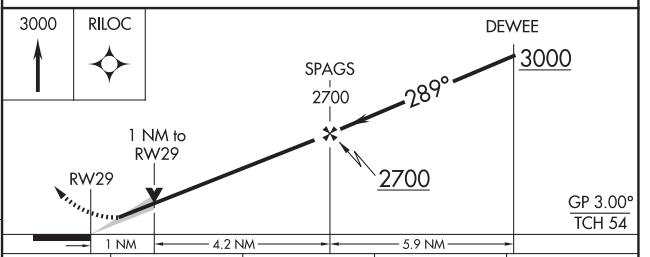
MISSED APPROACH: Climb to 3000 direct RILOC and hold, continue climb-in-hold to 3000.

ATIS	YANKEE APP CON	WORCESTER TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	119.0 (When twr closed)	122.95



ELEV 1009 D TDZE 990





CATEGORY	A	B	C	D
LPV DA	1190/50	200 (200-1)		
LNAV/VNAV DA	1261/50	271 (300-1)		
LNAV MDA	1360/55	370 (400-1)		
CIRCLING	1560-1 551 (600-1)	1720-1 711 (800-1)	2000-3	991 (1000-3)

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33 L
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

NE-1, 07 AUG 2025 to 02 OCT 2025
NE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33

WORCESTER RGNL (ORH)

APP CRS	Rwy Ldg	5000
333°	TDZE	999
	Apt Elev	1009

RNP APCH.

When local altimeter setting not received, use Bedford altimeter setting and increase all MDAs 200 feet and visibility LNAV Cat C/D ⅝ SM and visibility Circling Cat B ¼ SM. VDP NA with Bedford altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct GRIPE and hold.

ATIS	YANKEE APP CON	WORCESTER TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	119.0 (When twr closed)	122.95

Procedure NA for arrival on GDM VOR/DME airway radials 071 CW 209.

GARDNER GDM

3600 152° (28.2)

1100 RW33

(FAF) SLOWW

2400 333° (6)

(IAF) BOSOX

3000 239° (5.4)

4 NM 179° 359°

GRIPE

(IF) PAMLA

GRAYM

3000 112° (10.6)

3000 063° (5)

Procedure NA for arrival at GRAYM on V14 northbound.

(IAF) TROYY

3000 031° (7.8)

PUTNAM PUT

MSA RW33 25 NM

3300

ELEV 1009 D TDZE 999

5000 X 100

7001 X 150

11 29 15 33

TWR

333°

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33 L
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

3000 GRIPE

Procedure Turn NA

PAMLA 3000

SLOWW

333°

1.1 NM to RW33

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 -1⅜ 482 (500-1⅜)	
CIRCLING	1560-1 551 (600-1)	1720-1 711 (800-1)	2000-3 991 (1000-3)	

NE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME RWY 33

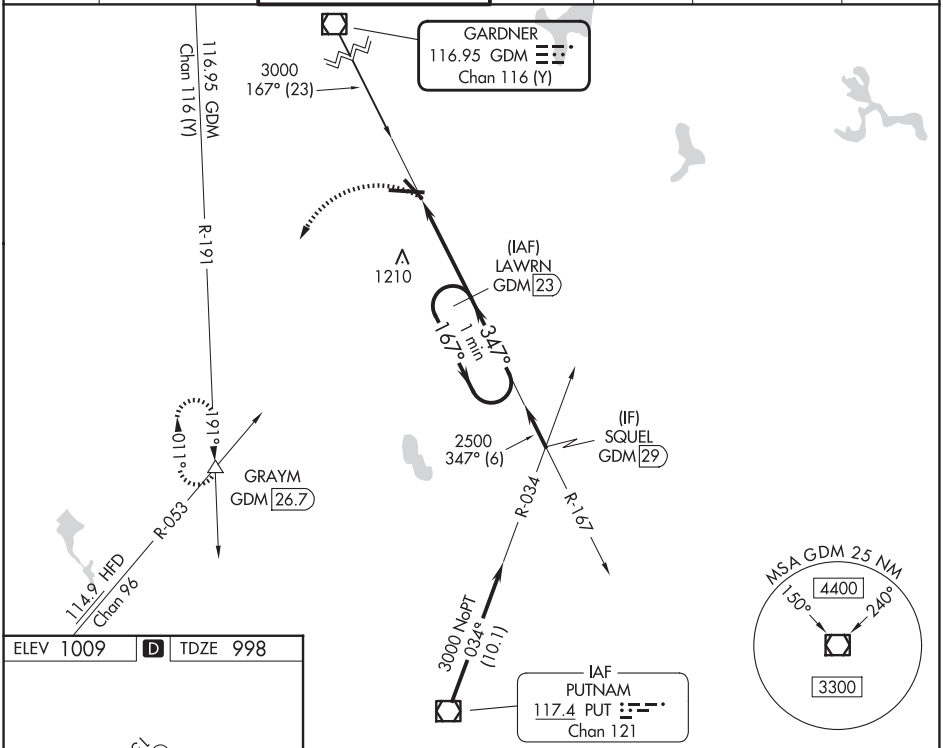
WORCESTER RGNL (ORH)

VOR/DME GDM	APP CRS	Rwy Ldg	5000
116.95	347°	TDZE	998
Chan 116 (Y)		Apt Elev	1009

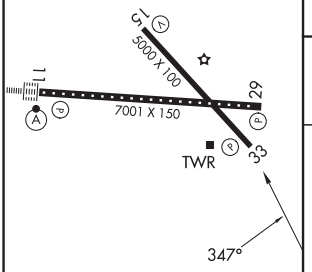
When local altimeter setting not received, use Bedford altimeter setting and increase all MDAs 200 feet; increase S-33 Cat C/D visibility ½ SM and Circling Cat B ¼ SM.

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	YANKEE APP CON	WORCESTER TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	119.0 (When twr closed)	122.95



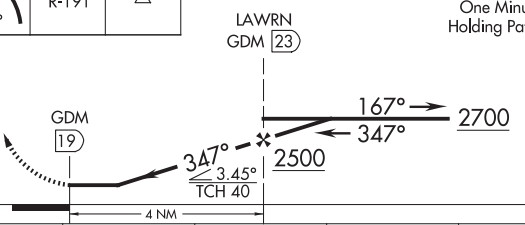
ELEV 1009 D TDZE 998



3000 hdg 240°	GDM R-191	GRAYM △

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

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)

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33 L
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

42°16′N-71°53′W

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

AL-652 (FAA)

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

INTENTIONALLY

LEFT

BLANK

NE-1, 07 AUG 2025 to 02 OCT 2025

NE-1, 07 AUG 2025 to 02 OCT 2025

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

FAA Product ID: BTPPNE1

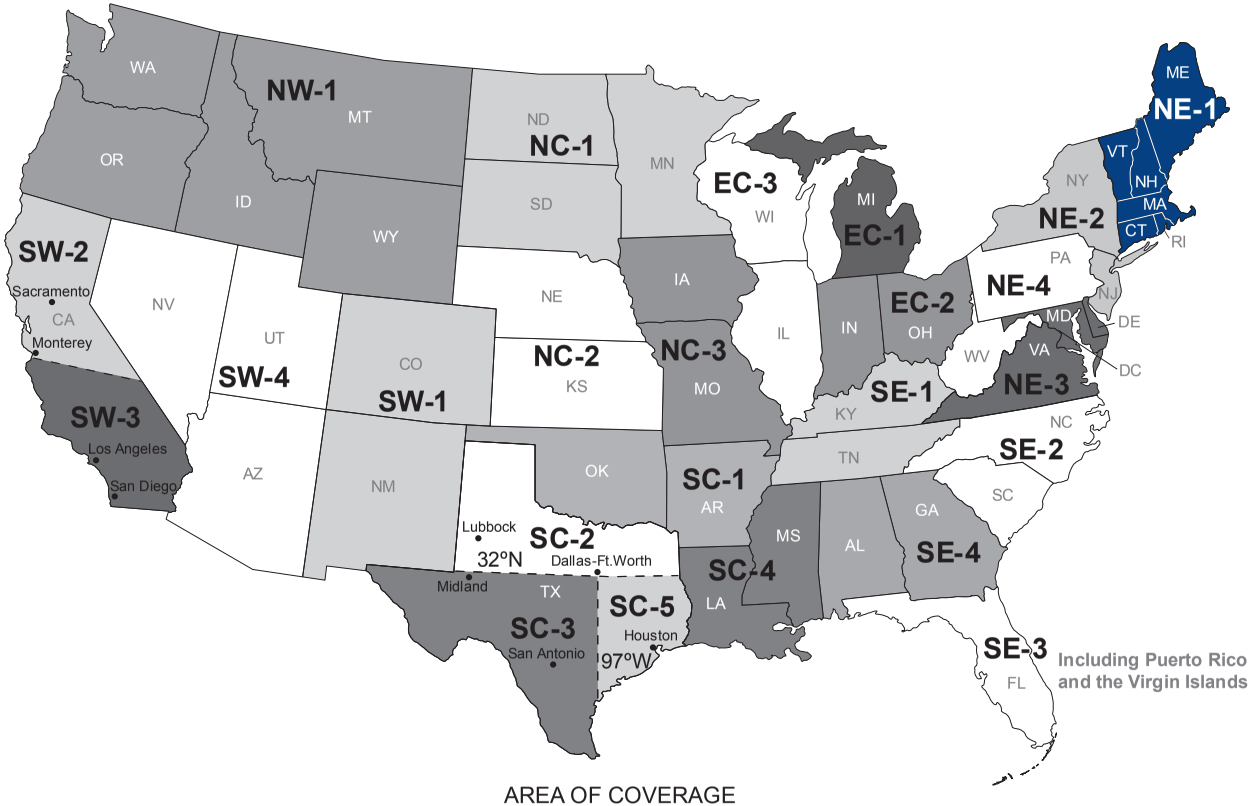
NSN 7641015059582

NGA REF. NO. OK-10-2859

TERMXFAABTPPNE1

EFF. DATE 25219

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE