

# NACOMATIC

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INSTRUMENT APPROACH PROCEDURE CHARTS

**A** **IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**

**AUBURN-LEWISTON, ME**

AUBURN-LEWISTON  
MUNI ..... **ILS or LOC Rwy 4<sup>1</sup>**  
**RNAV (GPS) Rwy 4<sup>2</sup>**  
**RNAV (GPS) Rwy 22<sup>3</sup>**

- <sup>1</sup>ILS, Category C, 700-2, Category D, 800-2½; LOC, NA.
- <sup>2</sup>Categories A,B,C, 800-2¼, Category D, 800-2½.
- <sup>3</sup>Category D, 800-2½.

**AUGUSTA, ME**

AUGUSTASTATE ..... **ILS or LOC Rwy 17<sup>1</sup>**  
**RNAV (GPS)-B<sup>2</sup>**  
**RNAV (GPS) Rwy 8<sup>2</sup>**  
**RNAV (GPS) Rwy 35<sup>2</sup>**  
**VOR/DME Rwy 8<sup>2</sup>**

- <sup>1</sup>ILS, Categories B,C,D, 700-2.
- <sup>2</sup>NA when local weather not available.

**BANGOR, ME**

BANGOR INTL ..... **ILS or LOC Rwy 33**  
ILS, LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

**BARRE-MONTPELIER, VT**

EDWARD F.  
KNAPP STATE ..... **ILS or LOC Rwy 17<sup>1</sup>**  
**RNAV (GPS) Rwy 17<sup>2,3</sup>**  
**RNAV (GPS) Rwy 35<sup>3,4</sup>**  
**VOR/DME Rwy 35<sup>4</sup>**  
**VOR Rwy 35<sup>5</sup>**

- <sup>1</sup>ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
- <sup>2</sup>Category C, 800-2¼; Category D, 1400-3.
- <sup>3</sup>NA when local weather not available.
- <sup>4</sup>Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
- <sup>5</sup>Categories A,B, 1600-2; Categories C,D, 1600-3.
- <sup>6</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

**NAME ALTERNATE MINIMUMS**

**BAR HARBOR, ME**

HANCOCK COUNTY-  
BAR HARBOR ..... **LOC/DME BC Rwy 4**  
**ILS or LOC Rwy 22**  
**RNAV (GPS) Rwy 4**  
**RNAV (GPS) Rwy 22**

NA when local weather not available.

**BEDFORD, MA**

LAURENCE G. HANSCOM  
FIELD ..... **ILS or LOC Rwy 11<sup>1,2,3</sup>**  
**ILS or LOC Rwy 29<sup>1,3,4</sup>**  
**RNAV (GPS) Rwy 11<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>3</sup>**  
**RNAV (GPS) Rwy 29<sup>3</sup>**  
**VOR Rwy 23<sup>1</sup>**

- <sup>1</sup>NA when contol tower closed.
- <sup>2</sup>ILS, Category D, 700-2.
- <sup>3</sup>NA when local weather not available.
- <sup>4</sup>ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

**BERLIN, NH**

BERLIN RGNL ..... **VOR-B<sup>1</sup>**  
**VOR/DME Rwy 18<sup>2</sup>**

- <sup>1</sup>Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.
- <sup>2</sup>Category B, 1200-2; Category C, 1200-3; Category D, 1300-3.

**BEVERLY, MA**

BEVERLY MUNI ..... **LOC Rwy 16**  
NA when control tower closed.  
NA when local weather not available.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE .... **RNAV (GPS) Rwy 28**  
**VOR Rwy 28**  
NA when local weather not available.





# ALTERNATE MINS



NAME ALTERNATE MINIMUMS

## KEENE, NH

DILLANT-HOPKINS ..... RNAV (GPS) Rwy 2<sup>12</sup>  
VOR Rwy 2<sup>3</sup>

<sup>1</sup>Category A, 900-2; Category B, 1000-2;  
Category C, 1000-3; Category D, 1200-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A,B, 1200-2; Category C,D,  
1200-3.

## LACONIA, NH

LACONIA MUNI ..... ILS or LOC Rwy 8<sup>1</sup>  
NDB Rwy 8<sup>2</sup>  
RNAV (GPS) Rwy 8<sup>3</sup>  
RNAV (GPS) Rwy 26<sup>3</sup>

NA when local weather not available.

<sup>1</sup>ILS, LOC, Category A, 900-2; Category B,  
1100-2; Category C, 1100-3; Category D,  
1700-3.

<sup>2</sup>Category A, 1000-2; Category B, 1100-2;  
Category C, 1100-3; Category D, 1700-3.

<sup>3</sup>Category A, 900-2; Category B, 1000-2;  
Category C, 1100-3; Category D, 1700-3.

## LAWRENCE, MA

LAWRENCE MUNI ..... ILS Rwy 5<sup>1</sup>  
NDB or GPS Rwy 5<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2½.

## LEBANON, NH

LEBANON MUNI ..... ILS or LOC Rwy 18<sup>12</sup>  
RNAV (GPS) Rwy 7<sup>3</sup>  
RNAV (GPS) Rwy 18<sup>3</sup>  
RNAV (GPS) Rwy 25<sup>3</sup>  
RNAV (GPS) Rwy 36<sup>4</sup>  
VOR/DME Rwy 7<sup>5</sup>  
VOR Rwy 25<sup>6</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, LOC, Category A, 1000-2; Category B,  
1200-2; Categories C, D, 1300-3.

<sup>3</sup>Category A, 1100-2; Category B, 1200-2;  
Category C, D, 1200-3.

<sup>4</sup>Categories A, B, 1200-2; Categories C, D,  
1200-3.

<sup>5</sup>Categories A, B, 1000-2; Categories C, D,  
1100-3.

<sup>6</sup>Categories A, B, 1100-2; Categories C, D,  
1100-3.

NAME ALTERNATE MINIMUMS

## MANCHESTER, NH

MANCHESTER ..... ILS or LOC/DME Rwy 17<sup>12</sup>  
ILS or LOC Rwy 6<sup>2</sup>  
ILS or LOC Rwy 35<sup>2</sup>  
RNAV (GPS) Rwy 6<sup>1</sup>  
RNAV (GPS) Rwy 35<sup>1</sup>  
RNAV (GPS) Y Rwy 17<sup>1</sup>  
VOR/DME or GPS Rwy 17<sup>3</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>ILS, Categories A, B, C, D, 700-2.

<sup>3</sup>Category C, 800-2¼; Category D, 800-2½.

## MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE  
HARLOW FIELD ..... NDB Rwy 24  
RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24

NA when local weather not available.

## MILLINOCKET, ME

MILLINOCKET MUNI ..... RNAV (GPS) Rwy 29  
VOR Rwy 29

NA when local weather not available.

Category D, 800-2¼.

## NANTUCKET, MA

NANTUCKET  
MEMORIAL ..... ILS or LOC Rwy 6<sup>12</sup>  
ILS or LOC Rwy 24<sup>12</sup>  
NDB Rwy 24<sup>1</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 24<sup>2</sup>  
RNAV (GPS) Rwy 33<sup>2</sup>  
VOR Rwy 24<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

## NASHUA, NH

BOIRE FIELD ..... RNAV (GPS) Rwy 32<sup>1</sup>  
VOR or GPS-A<sup>23</sup>  
VOR Rwy 32<sup>24</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Category D, 800-2¼.

<sup>4</sup>Category C, 800-2¼, Category D, 800-2½.

## NEW BEDFORD, MA

NEW BEDFORD RGNL ..... ILS or LOC Rwy 5<sup>1</sup>  
LOC BC Rwy 23  
NDB Rwy 5

NA when control tower closed.

<sup>1</sup>ILS, 700-2.

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# ALTERNATE MINS



NAME ALTERNATE MINIMUMS

## NEW HAVEN, CT

TWEED-NEW HAVEN ..... ILS or LOC Rwy 2<sup>1</sup>  
RNAV (GPS) Rwy 2<sup>2</sup>  
VOR-A<sup>2</sup>  
VOR Rwy 2<sup>2</sup>

NA when control tower closed.

NA when local weather not available.

<sup>1</sup>ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½

## NEWPORT, RI

NEWPORT STATE ..... RNAV (GPS) Rwy 16  
VOR/DME Rwy 16

NA when local weather not available.

## NORTH KINGSTOWN, RI

QUONSET STATE ..... ILS or LOC Rwy 16<sup>12</sup>  
RNAV (GPS) Rwy 16<sup>3</sup>  
RNAV (GPS) Rwy 34<sup>3</sup>  
VOR-A<sup>1</sup>  
VOR Rwy 34<sup>1</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

<sup>3</sup>NA when local weather not available.

## NORWOOD, MA

NORWOOD MEMORIAL ..... LOC Rwy 35  
NA when control tower closed.

## ORANGE, MA

ORANGE MUNI ..... VOR-A  
Categories A,B, 1400-2; Categories C,D, 1400-3.

## OXFORD, CT

WATERBURY-OXFORD ... RNAV (GPS) Rwy 18  
NA when local weather not available.

## PAWTUCKET, RI

NORTH  
CENTRAL STATE ..... RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
VOR-A  
VOR-B

NA when local weather not available.

## PITTSFIELD, MA

PITTSFIELD MUNI ..... RNAV (GPS) Rwy 8<sup>1</sup>  
RNAV (GPS) Rwy 26<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

## PLYMOUTH, MA

PLYMOUTH MUNI ..... ILS or LOC/DME Rwy 6  
RNAV (GPS) Rwy 6  
NA when local weather not available.

## PORTLAND, ME

PORTLAND INTL  
JETPORT ..... ILS or LOC Rwy 11  
ILS or LOC Rwy 29  
ILS, Category D, 700-2.

## PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT  
AT PRESQUE ISLE ..... ILS or LOC Rwy 1<sup>12</sup>  
RNAV (GPS) Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 19<sup>13</sup>  
RNAV (GPS) Rwy 28<sup>1</sup>  
VOR Rwy 19<sup>4</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories B, C, D, 700-2.

<sup>3</sup>Category D, 800-2½.

<sup>4</sup>Category C, 800-2½; Category D, 800-2½.

## PROVIDENCE, RI

THEODORE FRANCIS GREEN  
STATE ..... ILS or LOC Rwy 5  
ILS or LOC Rwy 23  
ILS Rwy 34

NA when control tower closed.

## ROCHESTER, NH

SKYHAVEN ..... RNAV (GPS) Rwy 33  
VOR/DME-A  
NA when local weather not available.

## ROCKLAND, ME

KNOX COUNTY RGNL ..... RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 31  
NA when local weather not available.

## RUTLAND, VT

RUTLAND -SOUTHERN  
VERMONT RGNL ..... RNAV (GPS) Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 19<sup>2</sup>  
VOR/DME Rwy 19<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 2400-2; Category C, 2400-3.

<sup>2</sup>Categories A, B, 1500-2; Category C, 1500-3.

<sup>3</sup>Categories A, B, 1800-2; Category C, 1800-3.

## SANFORD, ME

SANFORD RGNL ..... RNAV (GPS) Rwy 32  
NA when local weather not available.





# ALTERNATE MINS

E5



NAME ALTERNATE MINIMUMS

## TAUNTON, MA

TAUNTON MUNI-  
KING FIELD ..... RNAV (GPS) Rwy 30  
NA when local weather not available.

## VINEYARD HAVEN, MA

MARTHA'S VINEYARD .... ILS or LOC Rwy 24<sup>1</sup>  
RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24  
VOR Rwy 6  
VOR Rwy 24

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

## WATERVILLE, ME

WATERVILLE  
ROBERT LAFLEUR ..... RNAV (GPS) Rwy 23  
NA when local weather not available.

## WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... ILS or LOC Rwy 20<sup>12</sup>  
RNAV (GPS) Rwy 20<sup>12</sup>  
VOR or TACAN Rwy 2<sup>34</sup>  
VOR Rwy 20<sup>35</sup>

<sup>1</sup>Categories, A,B, 900-2; Category C, 900-2 $\frac{3}{4}$ ;  
Category D, 900-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>NA when control tower closed.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-2 $\frac{3}{4}$ ;  
Category D, 900-3; Category E, 1300-3.

<sup>5</sup>Categories A, B, 900-2; Category C, 900-2 $\frac{3}{4}$ ;  
Category D, 900-3.

## WHITEFIELD, NH

MOUNT WASHINGTON  
RGNL ..... RNAV (GPS) Y Rwy 10<sup>12</sup>  
RNAV (GPS) Z Rwy 10<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2 $\frac{3}{4}$ .

<sup>2</sup>NA when local weather not available.

## WILLIMANTIC, CT

WINDHAM ..... LOC Rwy 27<sup>1</sup>  
VOR-A

Category C, 800-2 $\frac{3}{4}$ .

<sup>1</sup>NA when local weather not available.

NAME ALTERNATE MINIMUMS

## WINDSOR LOCKS, CT

BRADLEY INTL ..... ILS or LOC Rwy 6<sup>1</sup>  
ILS or LOC Rwy 24<sup>2</sup>  
ILS or LOC Rwy 33<sup>2</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 15<sup>3</sup>  
RNAV (GPS) Rwy 24<sup>2</sup>  
RNAV (GPS) Rwy 33<sup>2</sup>  
VOR or TACAN Rwy 6<sup>4</sup>  
VOR or TACAN Rwy 15<sup>5</sup>  
VOR or TACAN Rwy 24<sup>5</sup>  
VOR or TACAN Rwy 33<sup>5</sup>

<sup>1</sup>Categories A,B, 900-2; Category C, 900-2 $\frac{1}{2}$ ;  
Category D, 900-2 $\frac{3}{4}$ .

<sup>2</sup>Category D, 900-2 $\frac{3}{4}$ .

<sup>3</sup>Categories A,B, 1000-2; Category C,  
1000-2 $\frac{3}{4}$ .

<sup>4</sup>Categories A,B, 1000-2; Category C, 1000-  
2 $\frac{3}{4}$ , Category D,1000-3, Category E, 1300-3.

<sup>5</sup>Categories A,B, 1200-2; Categories C, D, E,  
1200-3.

<sup>6</sup>Category D, 1000-3; Category E, 1300-3.

## WORCESTER, MA

WORCESTER RGNL ..... ILS or LOC Rwy 11<sup>12</sup>  
ILS or LOC Rwy 29<sup>12</sup>  
NDB Rwy 11<sup>23</sup>  
RNAV (GPS) Rwy 11<sup>23</sup>  
RNAV (GPS) Rwy 29<sup>23</sup>  
VOR/DME Rwy 33<sup>3</sup>

NA when control tower closed.

<sup>1</sup>ILS, Category B, 700-2 ; Category C, 800-2;  
Category D, 1000-3.LOC, Category D,  
1000-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 1000-3.

08 APR 2010 to 06 MAY 2010

# RADAR INSTRUMENT APPROACH MINIMUMS

## BANGOR, ME

Amdt. 4B, SEP 25, 2008 (FAA)

ELEV 192

## BANGOR INTL

RADAR- 124.5 239.3 ▽ ▲ NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	33		AB	580/24	417	(400-½)
			C	580/40	417	(400-¾)
			DE	580/50	417	(400-1)
	15		AB	700/24	508	(600-½)
			CD	700/50	508	(600-1)
			E	700/60	508	(600-1¼)
CIRCLING			AB	700-1	508	(600-1)
			C	700-1½	508	(600-1½)
			DE	760-2	568	(600-2)

Circling not authorized Northeast of Rwy 15-33.

For inoperative SSALR, S-15 and S-33 increase visibility Cat E ½ mile.

## PORTSMOUTH, NH

Amdt 1, AUG 27, 2009 (FAA)

ELEV 100

## PORTSMOUTH INTL AT PEASE

RADAR- 125.05 269.4 ▽ ▲ NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	34	3.0°/64/1221	ABCDE	284/24	200	(200-½)
ASR	34		ABC	560/40	476	(500-¾)
			D	560/50	476	(500-1)
			E	560/60	476	(500-1¼)
	16		ABC	520/40	420	(500-¾)
			DE	520/50	420	(500-1)
CIR			AB	560-1¼	460	(500-1¼)
			C	560-1½	460	(500-1½)
			D	680-2	580	(600-2)
			E	720-2¼	620	(700-2¼)

Circling NA east of Rwy 16/34.

For inoperative MALSR increase PAR S-34 Cat E visibility to RVR 4000, ASR S-34 Cat E visibility to 1¾.

For inoperative MALSR increase ASR S-16 Cat D visibility to RVR 5000 and Cat E to 1½.

Lost Communications (All Rwys): As directed by ATC on initial contact.

## INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF 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 take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. 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 described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

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 take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

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

NAME	TAKE-OFF MINIMUMS	NAME	TAKE-OFF MINIMUMS
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**AUBURN-LEWISTON, ME**

## AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22**, std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 165° to 900 before turning northeast. **Rwy 22**, climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4**, multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17**, tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

## AUBURN-LEWISTON MUNI (CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39' AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22**, tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centerline, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

## AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35**, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72' AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

AUGUSTA STATE (AUG)

AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35**, 300-1. **Rwy 26**, 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

BANGOR INTL (BGR)

AMDT 2 09239 (FAA)

NOTE: **Rwy 15**, trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)

AMDT 4 06159 (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.

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

## BARRE-MONTEPELIER, VT

EDWARD F. KNAPP STATE (MPV)

AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 23**, 500-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17**, climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23**, climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35**, climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1½ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23**, 300-1½ or std. w/ min. climb of 415' per NM to 400.

NOTE: **Rwy 5**, terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11**, tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23**, vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29**, vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

BELFAST MUNI (BST)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1½ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 136° to 900 before turning south.

NOTE: **Rwy 33**, light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)

AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31**, 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13**, climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31**, climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## BERLIN, NH

BERLIN RGNL (BML)  
ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 1000-2.  
DEPARTURE PROCEDURE: **Rwys 18, 36**, climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

## BEVERLY, MA

BEVERLY MUNI (BVY)  
AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27**, climb heading 270° to 700 before turning left.

NOTE: **Rwy 9**, multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16**, multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27**, multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34**, multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

## BIDDEFORD, ME

BIDDEFORD MUNI (B19)  
ORIG 07298 (FAA)

TAKE-OFF 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 departure end of runway.

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

## BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)  
AMDT 3 10042 (FAA)

NOTE: **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.

## BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L**, 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9**, 300-1¼ or std. with a min. climb of 272' per NM to 300. **Rwy 14**, 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L**, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R**, 300-1¼ or std. w/ a min. climb of 320' per NM to 400. **Rwy 27**, std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R**, NA-environmental. **Rwy 33L**, 300-1¼ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L**, climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14**, climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R**, climb heading 216° to 800 before turning right.

**Rwy 33L**, climb heading 331° to 700 before turning left. NOTE: **Rwy 4L**, light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R**, light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9**, antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14**, ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L**, sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R**, sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

GENERAL EDWARD LAWRENCE LOGAN INTL  
(CONT)

**Rwy 22L**, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R**, rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27**, multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L**, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

## BRIDGEPORT, CT

## IGOR I. SIKORSKY MEMORIAL (BDR)

AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29**, 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6**, cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11**, 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24**, cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29**, cross departure end of runway at or above 35' AGL/45' MSL.

## BURLINGTON, VT

## BURLINGTON INTL (BTV)

AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions.

**Rwy 15**, std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19**, std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33**, std. w/ min 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 Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15**, climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19**, climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross 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 Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15**, bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19**, trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33**, trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

## CARIBOU, ME

## CARIBOU MUNI (CAR)

AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29**, 300-1.

## CHATHAM, MA

## CHATHAM MUNI (CQX)

ORIG 07298 (FAA)

TAKE-OFF 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.

NOTE: **Rwy 6**, multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24**, multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

**CLAREMONT, NH**

CLAREMONT MUNI (CNH)  
AMDT 2 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29**, 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29**, climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11**, multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29**, multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

**CONCORD, NH**

CONCORD MUNI (CON)  
AMDT 3 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17**, 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30**, 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12**, climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17**, climb to 1200 before turning on course. **Rwy 35**, climb to 1300 before turning on course.

**DANBURY, CT**

DANBURY MUNI (DXR)  
AMDT 3 99196 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 600-2. **Rwy 17**, 600-1. **Rwy 26**, 500-2. **Rwy 35**, 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17**, climb runway heading to 1200 before turning on course. **Rwys 26, 35**, climb runway heading to 1500 before proceeding on course.

**DANIELSON, CT**

DANIELSON (LZD)  
AMDT 3 93231 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 1100 before turning on course. **Rwy 31**, climb to 1000 feet before turning on course.

**DEXTER, ME**

DEXTER RGNL (1B0)  
ORIG 97030 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25**, NA.  
DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 1000 before turning westbound. **Rwy 34**, climb runway heading to 1800 before turning northeastbound.

**EASTPORT, ME**

EASTPORT MUNI (EPM)  
ORIG 94174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 240' per NM to 300.

**ELIOT, ME**

LITTLEBROOK AIR PARK (3B4)  
ORIG 03247 (FAA)

NOTE: **Rwy 12**, house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30**, trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

**FITCHBURG, MA**

FITCHBURG MUNI (FIT)  
AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20**, NA-obstacles. **Rwy 32**, std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32**, multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL. Multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

**FRENCHVILLE, ME**

NORTHERN AROOSTOOK RGNL (FVE)  
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14**, trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32**, trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

**FRYEBURG, ME**

EASTERN SLOPES RGNL (IZG)  
AMDT 4A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32**, 2200-2 with a min. climb of 471' per NM to 6600.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32**, for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32**, tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

**GARDNER, MA**

GARDNER MUNI (GDM)

AMDT 1 93203 (FAA)

TAKE-OFF-MINIMUMS: **Rwy 18**, 300-1. **Rwy 36**, 500-2.**GREAT BARRINGTON, MA**

WALTER J. KOLADZA (GBR)

AMDT 2 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29**, 800-2 or std. with a min. climb of 310' per NM to 1600.DEPARTURE PROCEDURE: **Rwys 11, 29**, climb runway heading to 2200 before proceeding on course.**GREENVILLE, ME**

GREENVILLE MUNI (3B1)

AMDT 1 94202 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 1000-3.**Rwys 21, 32**, 300-1.DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21**, climb runway heading to 3000 before proceeding on course. **Rwy 32**, climbing right turn heading 005° to 3000 before proceeding on course.**GREENVILLE SEAPLANE BASE (52B)**

AMDT 2 95173 (FAA)

TAKE-OFF MINIMUMS: **North/South**, 600-1.DEPARTURE PROCEDURE: **North**, climb to 3400 via heading 360° before proceeding on course.**South**, climb to 3400 via heading 180° before proceeding on course.**GROTON (NEW LONDON), CT**

GROTON-NEW LONDON (GON)

AMDT 7 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 350' per NM to 300.DEPARTURE PROCEDURE: **Rwy 33**, climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.NOTE: **Rwy 5**, road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15**, bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23**, bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33**, railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.**HARTFORD, CT**

HARTFORD-BRAINARD (HFD)

AMDT 4 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NADEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1000 before proceeding on course. **Rwy 20**, climb to 1900 via heading 175° before proceeding on course.NOTE: **Rwy 2**, 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20**, 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.**HAVERHILL, NH**

DEAN MEMORIAL (5B9)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions.**Rwy 19**, NA terrain.DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.NOTE: **Rwy 1**, multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.**HIGHGATE, VT**

FRANKLIN COUNTY STATE (FSO)

ORIG 04106 (FAA)

NOTE: **Rwy 19**, trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.**HOPEDALE, MA**

HOPEDALE INDUSTRIAL PARK (1B6)

AMDT 2 95341 (FAA)

TAKE-OFF 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)  
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5**, 300-1.

**Rwy 19**, 500-1. **Rwy 23**, 300-1 or std. with a min. climb of 220' per NM to 700.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/POLANDO  
FIELD (HYA)

AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24, 33**, climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33**, pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

**JAFFREY, NH**

JAFFREY AIRPORT-SILVER RANCH (AFN)  
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34**, 500-1.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34**, climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

**KEENE, NH**

DILLANT-HOPKINS (EEN)  
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 1200-2. **Rwy 14**, 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20**, 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32**, 1600-2.

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14**, climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32**, climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2**, 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32**, 89' AGL trees 800' from departure end of runway and 600' right of centerline.

**LACONIA, NH**

LACONIA MUNI (LCI)  
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 600-1 $\frac{1}{4}$  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.

NOTE: **Rwy 8**, trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26**, trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

**LAWRENCE, MA**

LAWRENCE MUNI (LWM)  
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14**, 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23**, 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32**, 300-1.

**LEBANON, NH**

LEBANON MUNI (LEB)

AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18**, std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 075° to 1900 before proceeding on course. **Rwy 18**, climb heading 184° to 3100 before proceeding on course. **Rwy 25**, climb heading 255° to 3100 before proceeding on course. **Rwy 36**, climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36**, - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7**, numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18**, numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25**, multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL.

**Rwy 36**, multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

**LINCOLN, ME**

LINCOLN RGNL (LRG)

AMDT 1 87099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 800-2. **Rwy 35**, 300-1.**LYNDONVILLE, VT**

CALEDONIA COUNTY (CDA)

AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 500-2. DEPARTURE PROCEDURE: **Rwy 2**, climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20**, climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2**, multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20**, multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

**MACHIAS, ME**

MACHIAS VALLEY (MVM)

AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36**, 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18**, numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36**, numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

**MANCHESTER, NH**

MANCHESTER (MHT)

AMDT 9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1½ or std. w/ min. climb of 277' per NM to 600. **Rwy 35**, 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 058° to 1000 before turning right. **Rwy 24**, climb heading 245° to 900 before proceeding on course. **Rwy 35**, climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6**, trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17**, trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24**, trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35**, tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

**MANSFIELD, MA**

MANSFIELD MUNI (1B9)  
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1. **Rwys 4,22**, NA.

**MARSHFIELD, MA**

MARSHFIELD MUNI-GEORGE HARLOW  
FIELD (GHG)

ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2½ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6**, multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24**, multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

**MERIDEN, CT**

MERIDEN MARKHAM MUNI (MMK)  
AMDT 3 07046 (FAA)

TAKE-OFF 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.

NOTE: **Rwy 18**, 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36**, multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

**MILLINOCKET, ME**

MILLINOCKET MUNI (MLT)  
AMDT 3 10042 (FAA)

TAKE-OFF 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.

NOTE: **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, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines 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)  
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 1200-1. **Rwy 34**, 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

**MORRISVILLE, VT**

MORRISVILLE-STOWE STATE (MVL)  
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19**, 2100-3. DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19**, climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

**NANTUCKET, MA**

NANTUCKET MEMORIAL (ACK)

AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 700-1 or std. with a min. climb of 330' per NM to 800.DEPARTURE PROCEDURE: **Rwys 6, 12, 15, 24, 30, 33**, climb runway heading to 800 before proceeding on course.NOTE: **Rwy 33**, 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.**NASHUA, NH**

BOIRE FIELD (ASH)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 319° to 900 before proceeding on course.NOTE: **Rwy 14**, REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32**, multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.**NEW BEDFORD, MA**

NEW BEDFORD RGNL (EWB)

AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 280' per NM to 300. **Rwy 32**, 300-1 or std. with a min. climb of 270' per NM to 300.**NEW HAVEN, CT**

TWEED-NEW HAVEN (HVN)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1. **Rwy 32**, 400-1½ or std. with a min. climb of 461' per NM to 600.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1900 before turning left. **Rwy 32**, climb heading 324° to 1500 before turning right.NOTE: **Rwy 2**, trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14**, trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20**, bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline, 23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32**, pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole 1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.**NEWPORT, RI**

NEWPORT STATE (UUU)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2½ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **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.NOTE: **Rwy 4**, trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/459' MSL. **Rwy 16**, tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34**, terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

**NEWPORT, VT**

NEWPORT STATE (UUU)

AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23**, 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5**, climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18, 23**, climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36**, climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

**NORRIDGEWOCK, ME**

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1. **Rwy 15**, 300-1 or std. with a min. climb rate of 300' until passing 700.

**Rwy 21**, 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21**, climb runway heading to 800 before turning southeast. **Rwy 33**, climbing right turn direct AUG VOR/DME before proceeding on course.

**NORTH KINGSTOWN, RI**

QUONSET STATE (OQU)

ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16**, 300-1 or std. with a min. climb of 250' per NM to 300.

**NORTHAMPTON, MA**

NORTHAMPTON (7B2)

AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 1300-2. **Rwy 32**, 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14**, climb runway heading to 1300 before proceeding on course. **Rwy 32**, climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14**, 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

**NORWOOD, MA**

NORWOOD MEMORIAL (OWD)

AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300 - 2 ½ or std. w/ min. climb of 340' per NM to 400. **Rwy 17**, 300 - 2 ½ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28**, 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35**, 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 104° to 1100 before turning north. **Rwy 28**, climb heading 284° to 700 before turning north. **Rwy 35**, climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10**, trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17**, trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree 1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28**, trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35**, trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133' MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL.

**OLD TOWN, ME**

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4**, trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12**, trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22**, trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30**, trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

**ORANGE, MA**

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 14, 19, 32**, 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

**OXFORD, CT**

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18**, multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36**, multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

**OXFORD, ME**

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF 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.

NOTE: **Rwy 15**, multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33**, multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

**PAWTUCKET, RI**

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5**, tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15**, trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23**, multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33**, multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

**PITTSFIELD, MA**

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA.

**Rwy 8**, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26**, 800-2 or std. with a 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.

NOTE: **Rwy 8**, 120' AGL tree 370' from departure end of runway, 533' right of centerline.

**PITTSFIELD, ME**

PITTSFIELD MUNI (2B7)

ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## PLYMOUTH, MA

PLYMOUTH MUNI (PYM)

AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15**, 300-1. **Rwy 24**, 300-1 or std. with a min. climb of 220' per NM to 400.

**Rwy 33**, 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 900 before proceeding on course.

## PORTLAND, ME

PORTLAND INTL JETPORT (PWM)

AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1½ or std. w/ min. climb of 270' per NM to 400. **Rwy 36**, 400-2¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11**, trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18**, towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL.

Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29**, trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36**, towers beginning 2.1 NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

## PORTSMOUTH, NH

PORTSMOUTH INTERNATIONAL AT PEASE

(PSM)

DEPARTURE PROCEDURE: **Rwy 16**, use PEASE DEPARTURE.

NOTE: **Rwy 34**, building 519' from departure end of runway, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from departure end of runway, 1090' right of centerline, up to 90' AGL/170' MSL.

## PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT

PRESQUE ISLE (PQI)

AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10**, 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19**, 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1200 before proceeding on course. **Rwy 10**, climb runway heading to 1700 before proceeding on course.

## PRINCETON, ME

PRINCETON MUNI (PNN)

ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, climbing right turn direct PNN VOR/DME before proceeding on course.

## PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)

AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34**, for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16**, multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34**, vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

## PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)

NOTE: **Rwy 7**, trees beginning 133' from departure end of runway, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from departure end of runway, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25**, bush 376' from departure end of runway, 575' right of centerline, 12' AGL/21' MSL.

## RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)

ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA. **Rwy 24**, 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6**, NA. **Rwy 24**, climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## ROCHELEY, ME (CON'T)

STEVEN A. BEAN MUNI (8B0)

ORIG 92093 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 600-2.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32**, climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

## ROCHESTER, NH

SKYHAVEN (DAW)

AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33**, climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **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)

AMDT 4 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31**, std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31**, for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3**, multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13**, multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21**, multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31**, multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

## RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL

(RUT)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 439' per NM to 2800, 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 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb via 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 conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19**, climb heading 194° to 1400, then climbing right turn via 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 conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31**, climb heading 329° to 1600, then climbing right turn via 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 conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1**, tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19**, trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31**, tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

## SANFORD, ME

SANFORD RGNL (SFM)

AMDT 2 86128

TAKE-OFF MINIMUMS: **Rwys 25, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 25**, climb straight ahead to 1600 before proceeding on course.

**Rwy 32**, climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7**, trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

## SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)

AMDT 3 10070 (FAA)

TAKE-OFF 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.

NOTE: **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) (HIE)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29**, NA Obstacles.**Rwy 23**, 900-3 or std. with a min. climb of 362' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 23**, climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.NOTE: **Rwy 23**, numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL.

Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/1262' MSL.

**STOW, MA**

MINUTE MAN AIRFIELD (6B6)

AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3**, 300-1. **Rwys 12, 30**, NADEPARTURE PROCEDURE: **Rwy 21**, climb runway heading to 2000 before proceeding on course.**TAUNTON, MA**

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Turf runway.**Rwy 12**, 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30**, 200-1 or std. w/ min climb of 291' per NM to 300.NOTE: **Rwy 12**, Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30**, Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.**VINEYARD HAVEN, MA**

MARTHAS VINEYARD (MVV)

ORIG 07074 (FAA)

NOTE: **Rwy 6**, multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15**, light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24**, multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33**, bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.**WATERVILLE, ME**

WATERVILLE ROBERT LAFLEUR (WVL)

ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 300-1.**WEST DOVER, VT**

MOUNT SNOW (4V8)

AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19**, std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 1**, climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19**, climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.NOTE: **Rwy 1**, brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL; trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19**, brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

**WESTERLY, RI**

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32**, 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14**, multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25**, multiple trees from 4180 to 6600' from departure end of runway, 10 to 500' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32**, multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

**WESTFIELD, MA**

BARNES MUNI (BAF)

AMDT 2 97310 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2 or std. with a min. climb of 260' per NM to 700. **Rwy 33**, 1200-3 or std. with a min. climb of 250' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1700 before proceeding on course.

**Rwy 15**, climb runway heading to 1400 before proceeding on course. **Rwy 20**, climb runway heading to 2200 before proceeding on course. **Rwy 33**, climb runway heading to 1500 before proceeding on course.

**WESTOVER ARB/METROPOLITAN, (KCEF)**

SPRINGFIELD/CHICOPEE, MA

03191 ..... Rwy 5, 900-3\*  
Rwy 33, 1400-3\*\*

\* Or standard with minimum climb of 250/NM to 900.  
\*\* Or standard with minimum climb of 320/NM to 1400.  
RWY 15: 307' tree 1013' from departure end of RWY, 526' left of extended centerline, 294' tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

**WHITEFIELD, NH**

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28**, 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28**, climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10**, 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28**, 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

**WILLIMANTIC, CT**

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18**, 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27**, 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36**, std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18**, climb heading 170° to 1200 before turning right. **Rwy 27**, climb heading 269° to 800 before proceeding on course. **Rwy 36**, for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9**, trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18**, trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27**, obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centerline, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36**, trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

**WINDSOR LOCKS, CT**

BRADLEY INTL (BDL)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 700-3 or std. w/min. climb of 326' per NM to 1000.DEPARTURE PROCEDURE: **Rwy 1**, Climb heading 013° to 1000 before proceeding on course. **Rwy 33**, Climb heading 328° to 1000 before proceeding on course.

NOTES: **Rwy 1**, Trees beginning 887' from departure end of runway, 493' left of centerline, up to 100' AGL/239' MSL. Trees beginning 1846' from departure end of runway, on centerline, up to 100' AGL/265' MSL. **Rwy 6**, Trees beginning 21' from departure end of runway, 464' left of centerline, up to 100' AGL/184' MSL. Trees beginning 1335' from departure end of runway, on centerline, up to 100' AGL/289' MSL. **Rwy 15**, Vehicle on road 453' from departure end of runway, 615' left of centerline, 15' AGL/186' MSL. Trees beginning 2341' from departure end of runway, 767' right of centerline, up to 76' AGL/244' MSL. Vehicle on road 409' from departure end of runway, 591' left of centerline, 15' AGL/186' MSL. Trees beginning 1520' from departure end of runway, 429' right of centerline, up to 77' AGL/219' MSL. **Rwy 19**, Aircraft 1843' from departure end of runway, 223' right of centerline, 40' AGL/269' MSL. Light pole 2843' from departure end of runway, 223' right of centerline, up to 88' AGL/222' MSL. **Rwy 24**, obstruction light fence 1240' from departure end of runway, 784' left of centerline, 50' AGL/215' MSL. Trees beginning 3389' from departure end of runway, 599' left of centerline, up to 100' AGL/267' MSL trees beginning 2346' from departure end of runway, 489' right of centerline, up to 70' AGL/273' MSL. **Rwy 33**, Trees beginning 1590' from departure end of runway, on centerline up to 100' AGL/256' MSL. Obstruction light tower 2.4 NM from departure end of runway, 3534' left of centerline 117' AGL/774' MSL. Trees beginning 1618' from departure end of runway, 580' right of centerline, up to 100' AGL/252' MSL. Trees beginning 3125' from departure end of runway, 308' right of centerline, up to 100' AGL/256' MSL.

**WISCASSET, ME**

WISCASSET (IWI)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 240' per NM to 600.**WORCESTER, MA**

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33**, 700-3 or std. with a 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

NOTE: **Rwy 15**, trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29**, trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33**, trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

LOC I-LEW <b>108.9</b>	APP CRS <b>041°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>270</b> <b>288</b>
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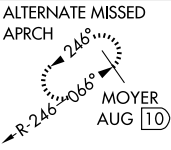
# ILS or LOC RWY 4

AUBURN-LEWISTON MUNI (L'E'W)

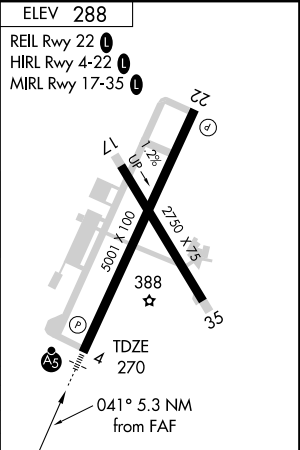
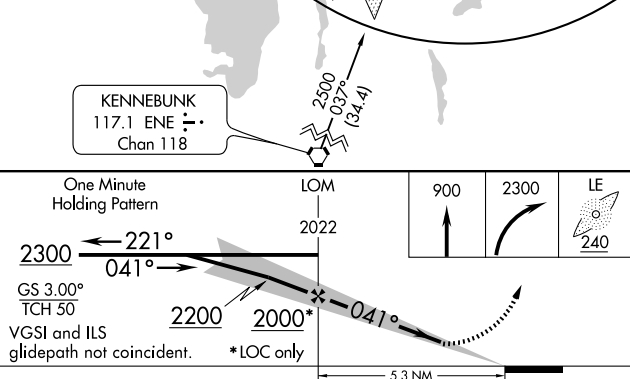
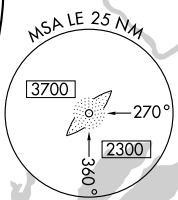
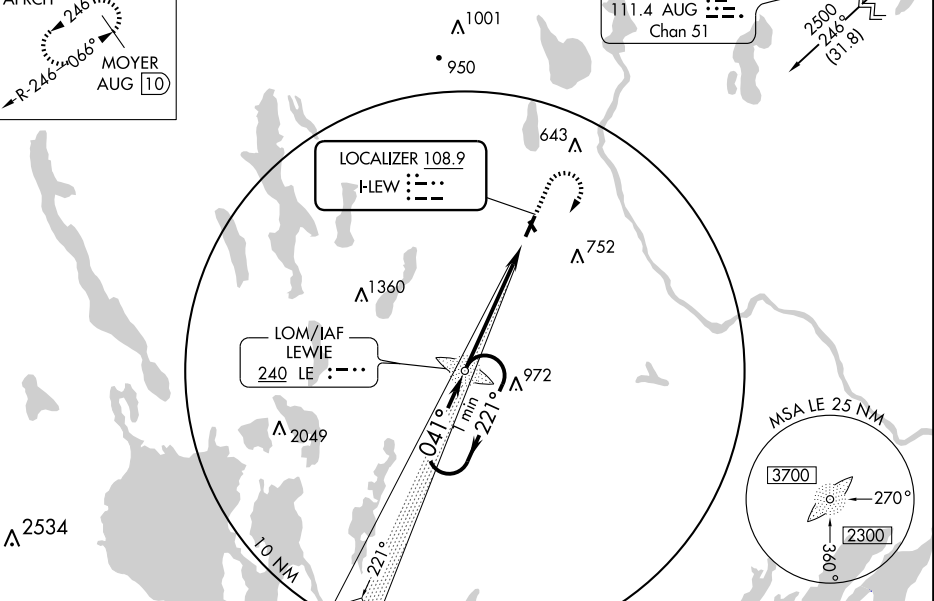
**ADF REQUIRED.** For inoperative MALSR increase S-ILS 4 visibility to 1/4 all Cats, and increase S-LOC 4 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.

**MALSR**  
MISSED APPROACH: Climb to 900 then climbing right turn to 2300 direct LE LOM and hold.

AWOS-3 <b>118.025</b>	PORTLAND APP CON * <b>125.5</b>	PORTLAND CLNC DEL <b>124.05</b>	UNICOM <b>122.8 (CTAF)</b>
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## ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 4		642-3/4	372 (400-3/4)	
S-LOC 4	860-3/4 590 (600-3/4)		860-1 590 (600-1)	860-1 1/4 590 (600-1 1/4)
CIRCLING	860-1 1/4 572 (600-1 1/4)		920-1 3/4 632 (700-1 3/4)	1060-2 1/2 772 (800-2 1/2)

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, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 4

AUBURN-LEWISTON MUNI (L/E/W)

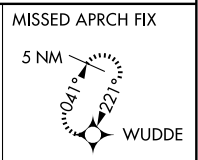
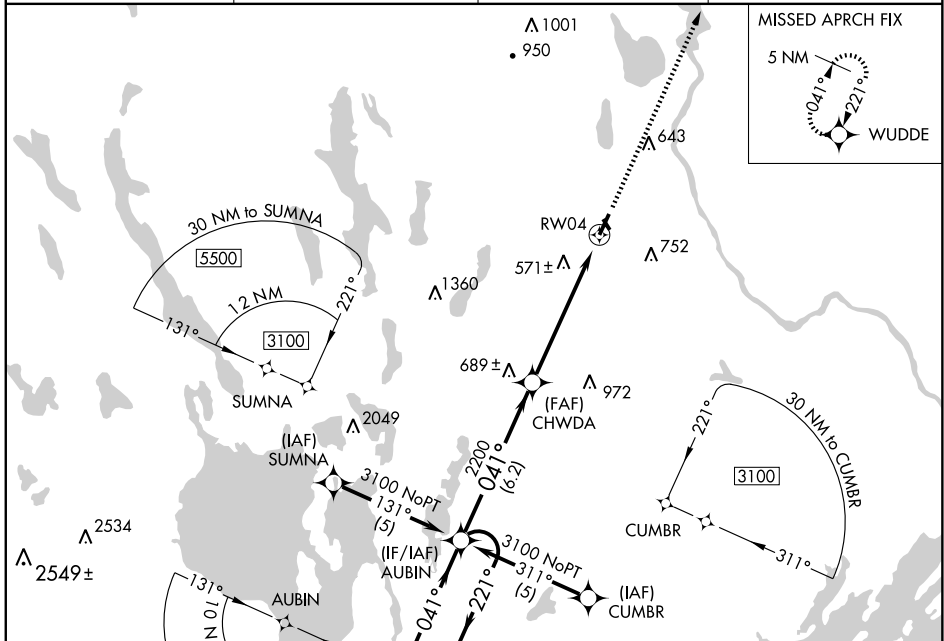
APP CRS	Rwy Idg	<b>5001</b>
<b>041°</b>	TDZE	<b>270</b>
	Apt Elev	<b>288</b>

**Baro-VNAV NA below -15°C (5°F).** For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. DME/DME RNP-0.3 NA.  
 Circling to Rwy 17, 22, 35 NA at night.  
 Visibility reduction by helicopters NA.

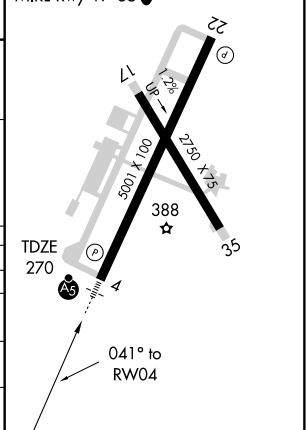
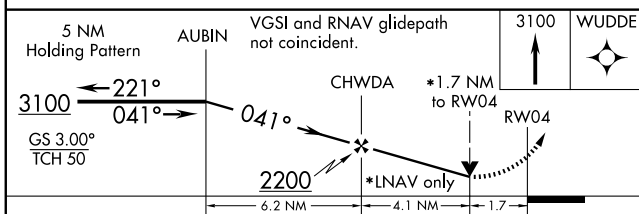


**MISSED APPROACH:** Climb to 3100 direct WUDD and hold.

AWOS-3 <b>118.025</b>	PORTLAND APP CON * <b>125.5</b>	PORTLAND CLNC DEL <b>124.05</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 288
REIL Rwy 22
HIRL Rwy 4-22
MIRL Rwy 17-35



CATEGORY	A	B	NA	C	D
LPV DA					
LNAV/VNAV DA		900-1¾	630 (700-1¾)		
LNAV MDA	860-¾	590 (600-¾)	860-1	590 (600-1)	860-1¼
				590 (600-1¼)	
CIRCLING	900-2¼	612 (700-2¼)	920-2¼	632 (700-2¼)	1060-2½
					772 (800-2½)

NE-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	<b>5001</b>
<b>221°</b>	TDZE	<b>270</b>
	Apt Elev	<b>288</b>

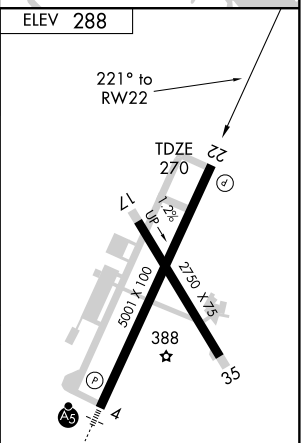
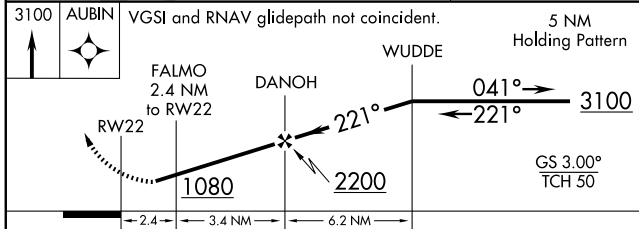
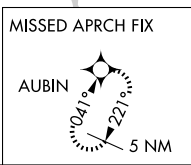
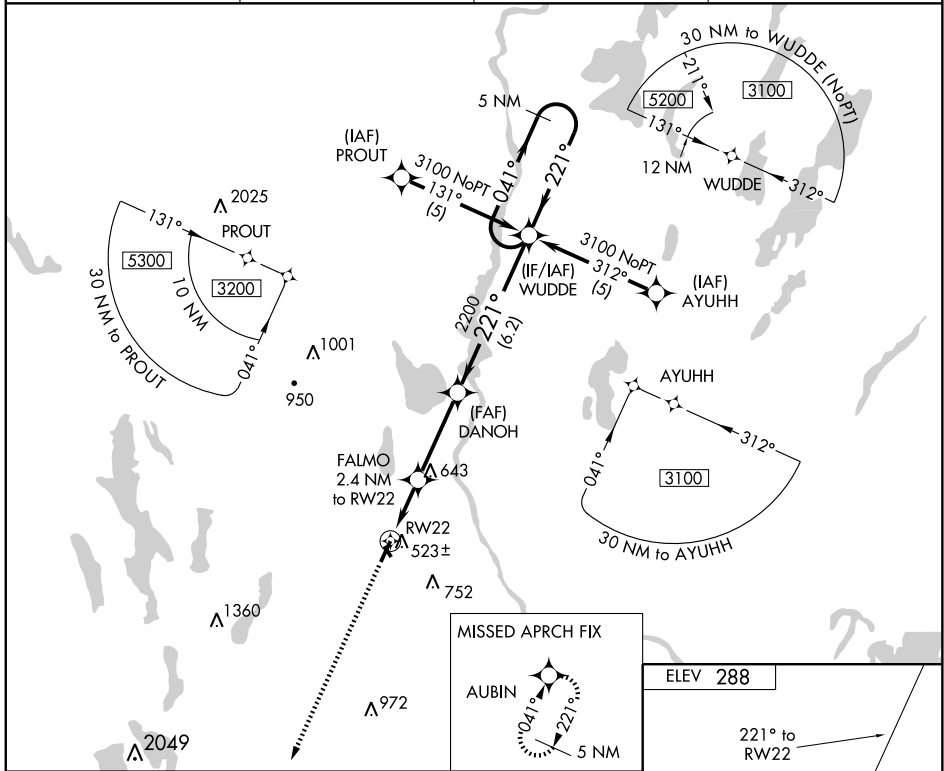
# RNAV (GPS) RWY 22

AUBURN-LEWISTON MUNI (LEW)

Straight-in minimums NA at night. Circling to Rwy 17/35 NA at night.  
 Baro-VNAV NA below -1.5°C (5°F). DME/DME RNP 0.3 NA.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct AUBIN and hold.

AWOS-3 <b>118.025</b>	PORTLAND APP CON ★ <b>125.5</b>	PORTLAND CLNC DEL <b>124.05</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A				B		C		D	
LPV DA	NA									
RNAV/VNAV DA	860-2		590 (600-2)							
RNAV MDA	780-1		510 (500-1)		780-1½		510 (500-1½)			
CIRCLING	860-2		572 (600-2)		920-2		1060-2½			
					632 (700-2)		772 (800-2½)			

- REIL Rwy 22
- HIRL Rwy 4-22
- MIRL Rwy 17-35

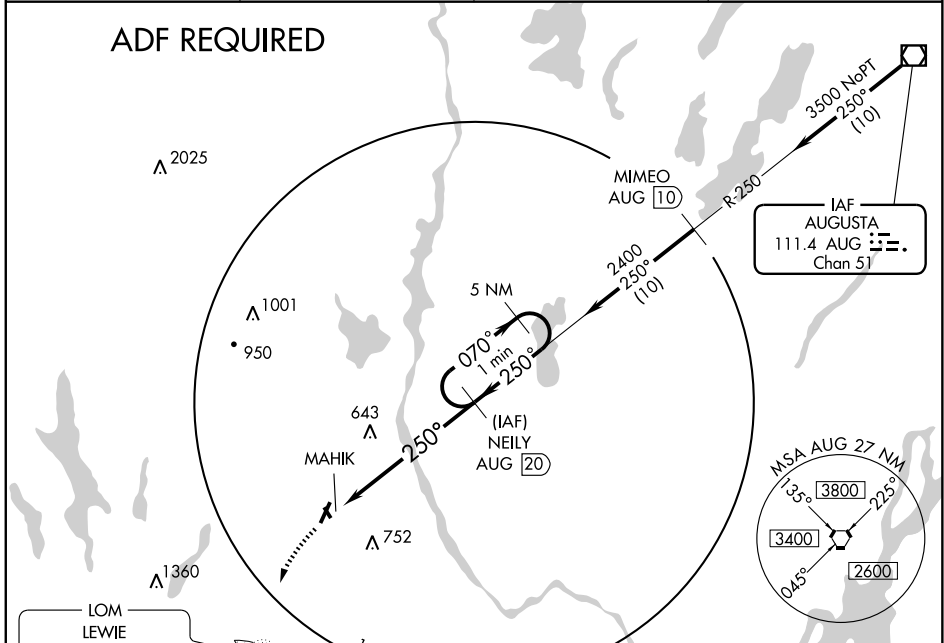
NE-1, 08 APR 2010 to 06 MAY 2010

VOR/DME AUG <b>111.4</b> Chan <b>51</b>	APP CRS <b>250°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>288</b>
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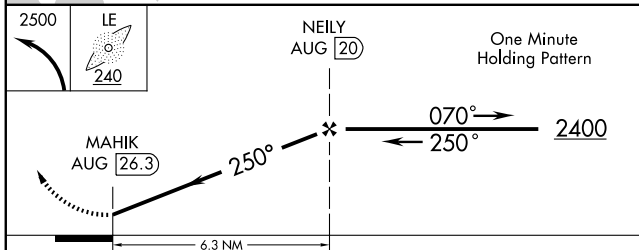
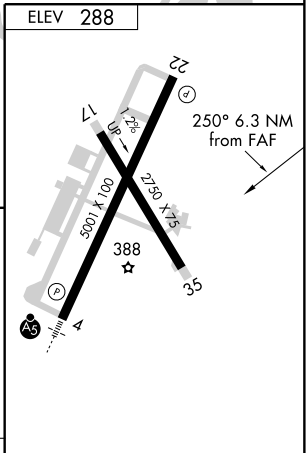
<b>NA</b>	MISSED APPROACH: Climbing left turn to 2500 direct LE LOM and hold.		
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AWOS-3 <b>118.025</b>	PORTLAND APP CON * <b>125.5</b>	PORTLAND CLNC DEL <b>124.05</b>	UNICOM <b>122.8</b> (CTAF)
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ADF REQUIRED



LOM LEWIE  
240 LE : - - -



CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1112 (1200-1¼)	1400-1½ 1112 (1200-1½)	1400-3	1112 (1200-3)

REIL Rwy 22

HIRL Rwy 4-22

MIRL Rwy 17-35

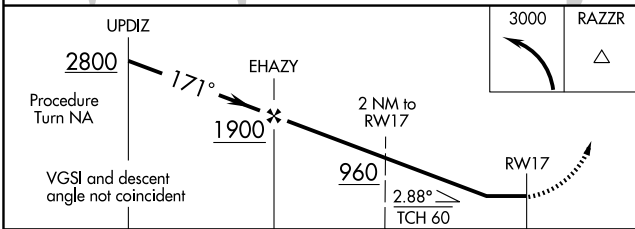
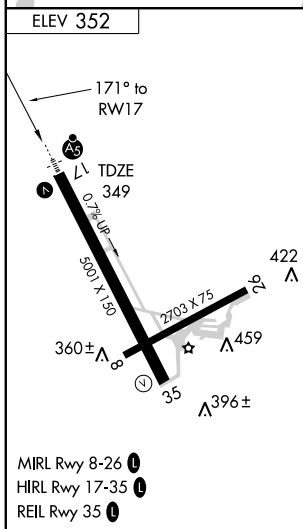
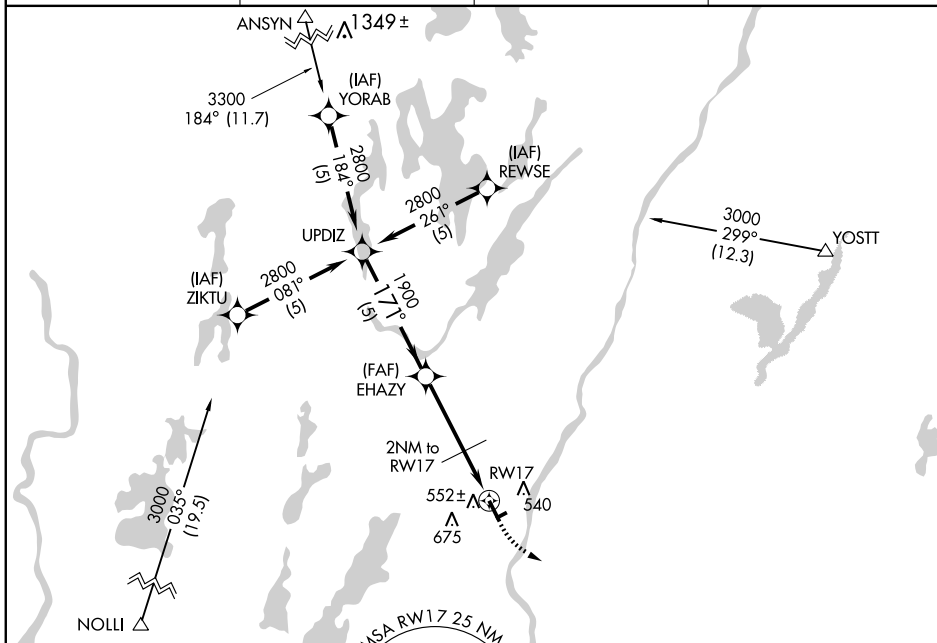
# GPS RWY 17

AUGUSTA STATE (AUG)

APP CRS	Rwy Idg	<b>5001</b>
<b>171°</b>	TDZE	<b>349</b>
	Apt Elev	<b>352</b>

NA NA	MALSR 	MISSED APPROACH: Climbing left turn to 3000 direct RAZZR WP and hold.	
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ASOS <b>118.325</b>	PORTLAND APP CON* <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0</b> (CTAF)
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CATEGORY	A	B	C	D
S-17	780-½ 431 (500-½)		780-¾ 431 (500-¾)	780-1 431 (500-1)
CIRCLING	920-1 568 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

NE-1, 08 APR 2010 to 06 MAY 2010



# ILS or LOC RWY 17

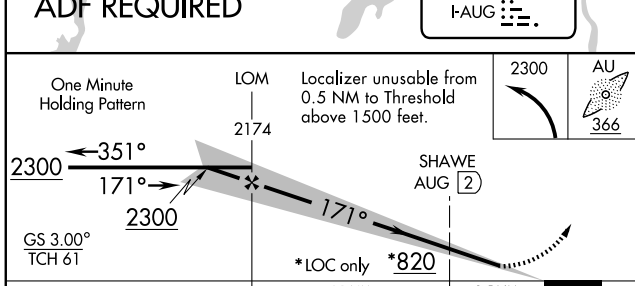
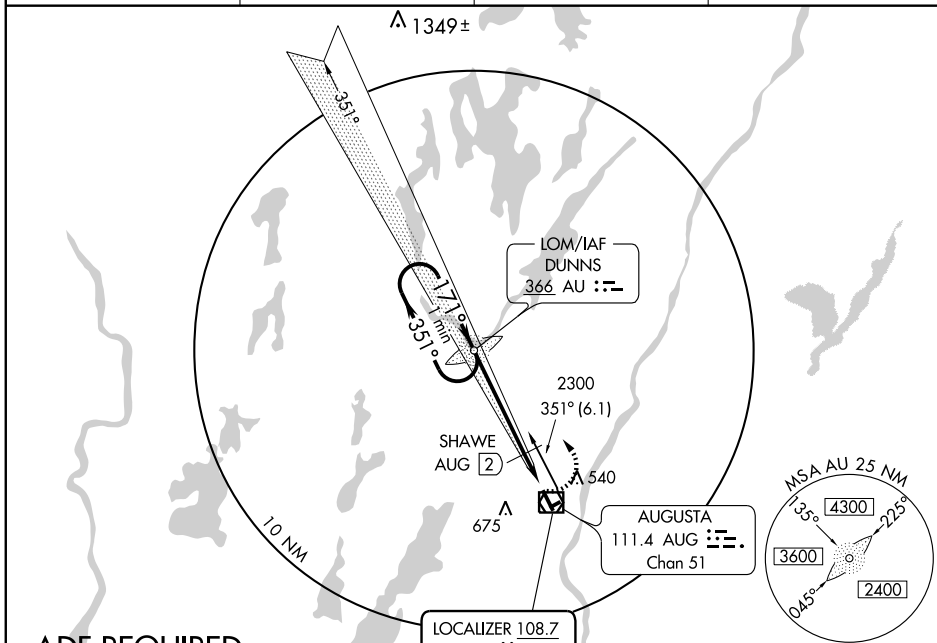
AUGUSTA STATE (AUG)

LOC I-AUG <b>108.7</b>	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>349</b> <b>352</b>
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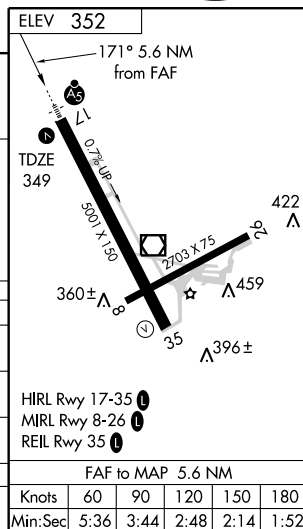
**▽** DME minimums Cat. D S-LOC 17 visibility increased to 1 mile for inoperative MALSR.  
**▲** Glideslope unusable below 430 feet.

MALSR MISSED APPROACH: Climbing left turn to 2300 direct AU LOM and hold.

ASOS <b>118.325</b>	PORTLAND APP CON* <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-ILS 17	549-½		200 (200-½)	
S-LOC 17	820-½	471 (500-½)	820-¾ 471 (500-¾)	820-1 471 (500-1)
CIRCLING	880-1	980-1	980-1¾	980-2
	528 (600-1)	628 (700-1)	628 (700-1¾)	628 (700-2)
DME MINIMA				
S-LOC 17	680-½ 331 (400-½)		680-¾ 331 (400-¾)	



# RNAV (GPS)-B AUGUSTA STATE (AUG)

APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>352</b>
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**▼** DME/DME RNP-0.3 NA.  
**▲** If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all MDAs 80 feet.

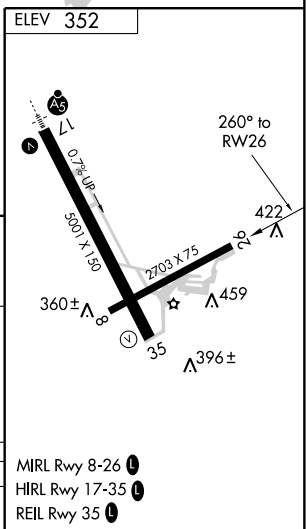
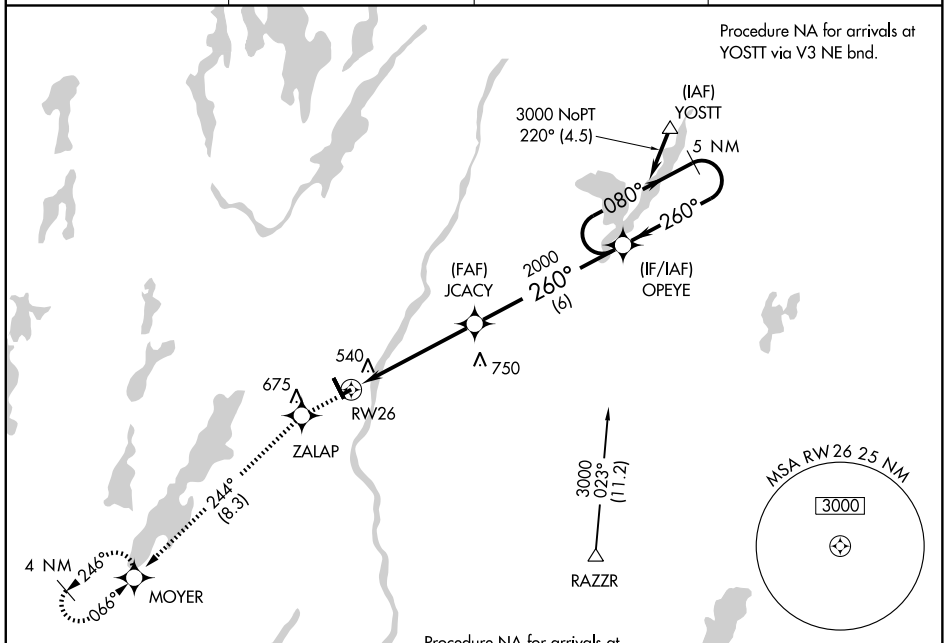
**MISSED APPROACH:** Climb to 3000 direct ZALAP and via 244° track to MOYER and hold.

ASOS  
**118.325**

PORTLAND APP CON\*  
**128.35 299.2**

CLNC DEL  
**119.95**

UNICOM  
**123.0** (CTAF) **📻**



	5 NM Holding Pattern OPEYE			
	3000			
	← 080°			
	260° →			
	260°			
	JCACY			
	2000			
	3.00°			
	TCH 55			
	RW26			
	6 NM		5 NM	
CATEGORY	A	B	C	D
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

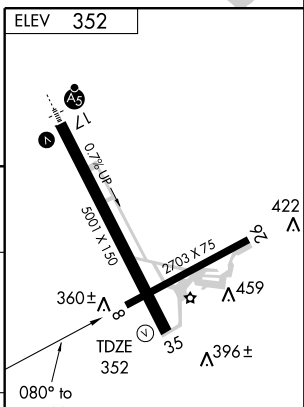
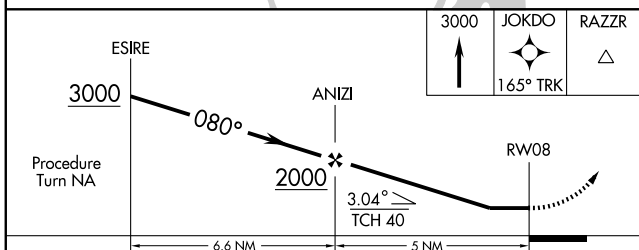
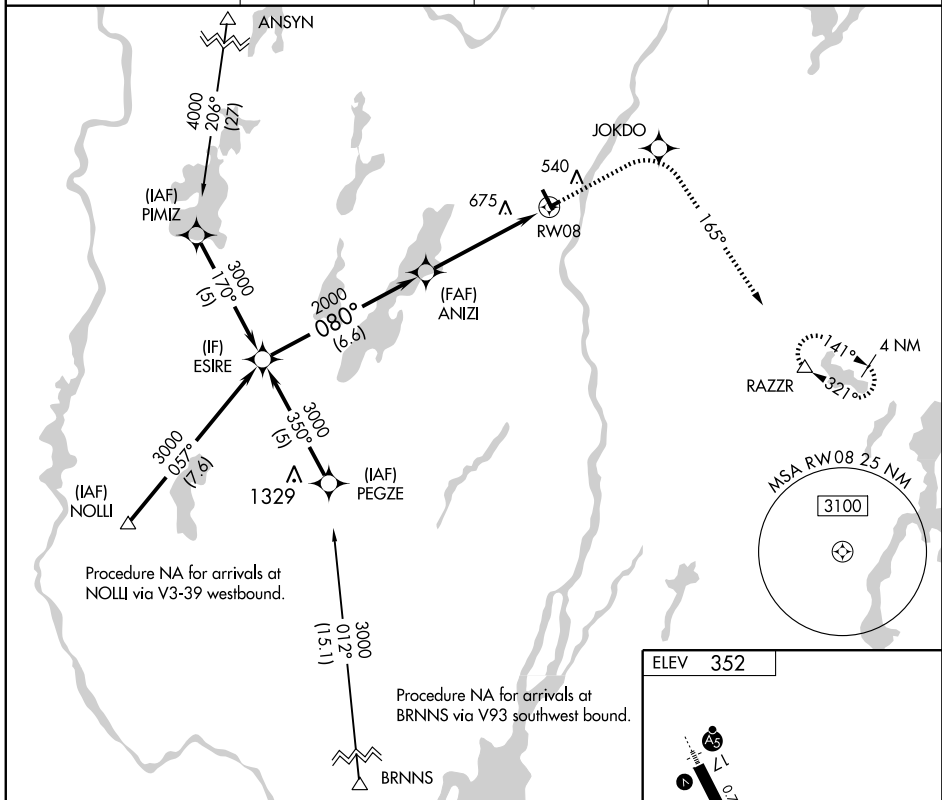
# RNAV (GPS) RWY 8 AUGUSTA STATE (AUG)

APP CRS	Rwy Idg	<b>2703</b>
<b>080°</b>	TDZE	<b>352</b>
	Apt Elev	<b>352</b>

MISSED APPROACH: Climb to 3000 direct JOKDO and via 165° track to RAZZR and hold.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet and LNAV Cat C and D visibility ¼ mile.

ASOS <b>118.325</b>	PORTLAND APP CON* <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0</b> (CTAF) <b>📻</b>
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CATEGORY	A	B	C	D
LNAV MDA	940-1 588 (600-1)	588 (600-1)	940-1½ 588 (600-1½)	940-1¾ 588 (600-1¾)
CIRCLING	940-1 588 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

MIRL Rwy 8-26 **📻**  
 HIRL Rwy 17-35 **📻**  
 REIL Rwy 35 **📻**

# RNAV (GPS) RWY 35

AUGUSTA STATE (AUG)

WAAS CH <b>62999</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>350</b> <b>352</b>
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MISSED APPROACH: Climb to 3000 direct UCENO and left turn via 233° track to NOLLI and hold.

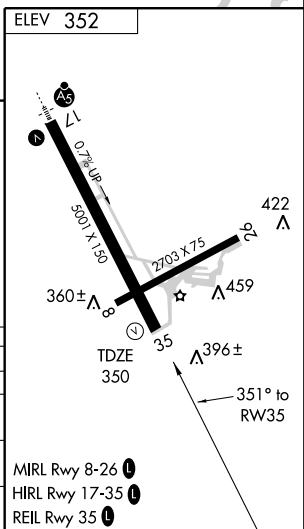
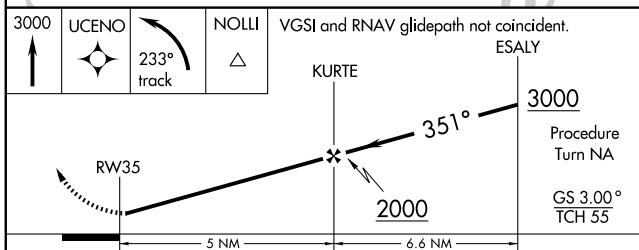
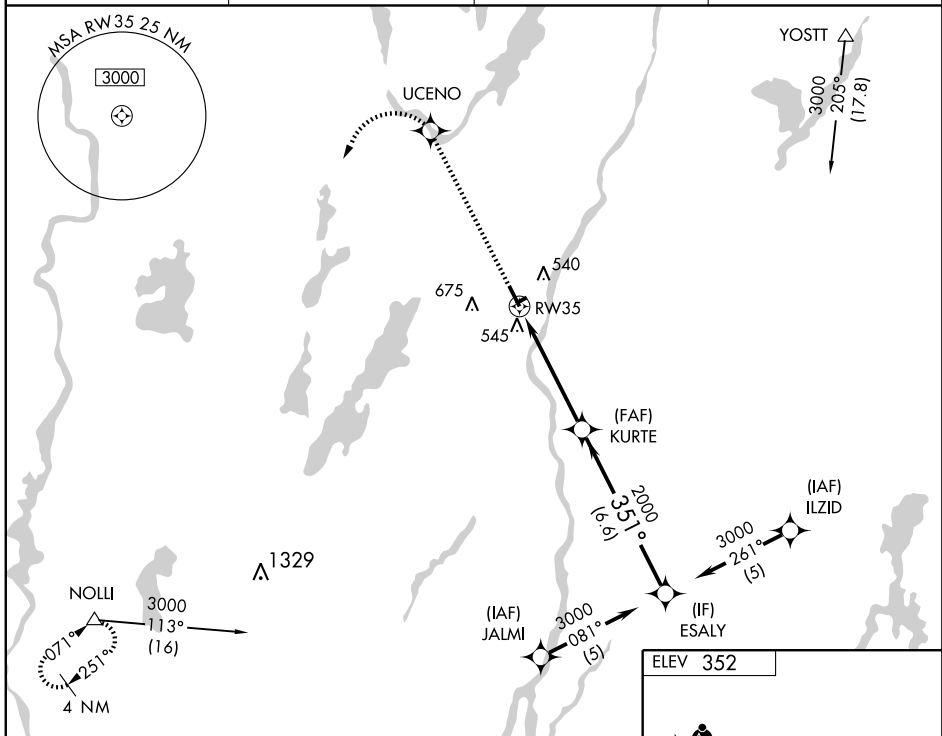
Baro-VNAV NA below -16°C (4°F), DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all DAs 71 feet and all MDAs 80 feet.

ASOS  
**118.325**

PORTLAND APP CON\*  
**128.35 299.2**

CLNC DEL  
**119.95**

UNICOM  
**123.0** (CTAF) **L**



CATEGORY	A	B	C	D
LPV DA		610-1	260 (300-1)	
LNAV/VNAV DA		850-1¾	500 (600-1¾)	
LNAV MDA	840-1	490 (500-1)	840-1¼ 490 (500-1¼)	840-1½ 490 (500-1½)
CIRCLING	880-1¾ 528 (600-1¾)	980-1¾	628 (700-1¾)	980-2 628 (700-2)

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

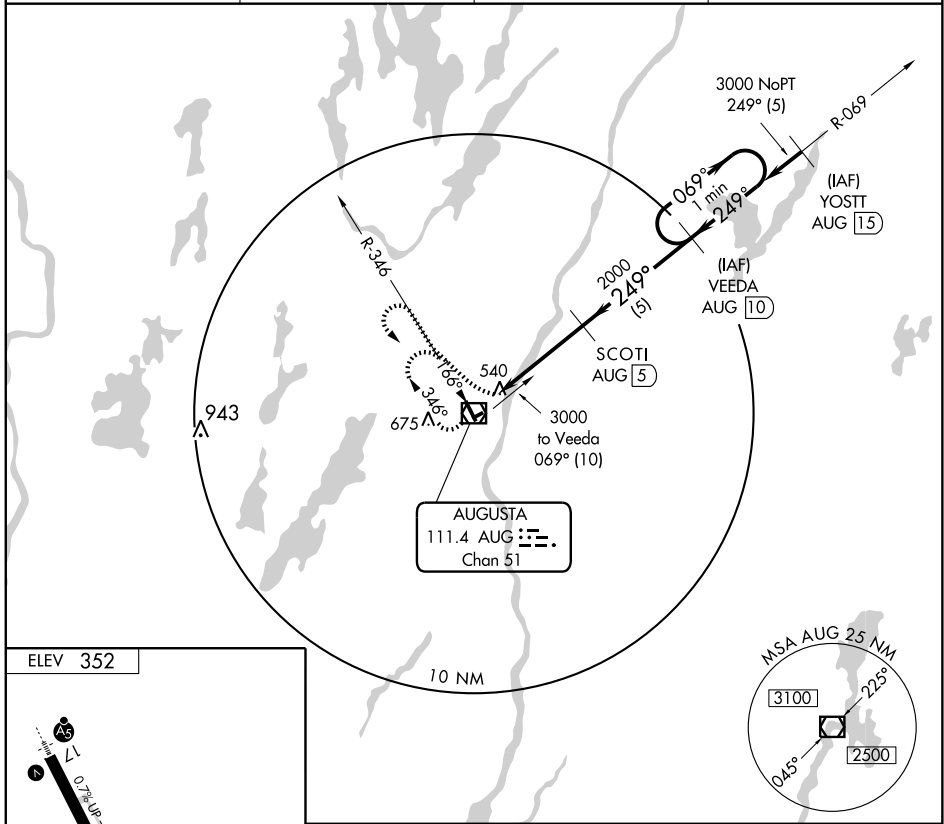
# VOR/DME-A

AUGUSTA STATE (AUG)

VOR/DME AUG <b>111.4</b> Chan <b>51</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>352</b>
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MISSED APPROACH: Climbing right turn to 2300 via AUG R-346, then left turn direct AUG VOR/DME and hold.

ASOS <b>118.325</b>	PORTLAND APP CON * <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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# VOR/DME RWY 8

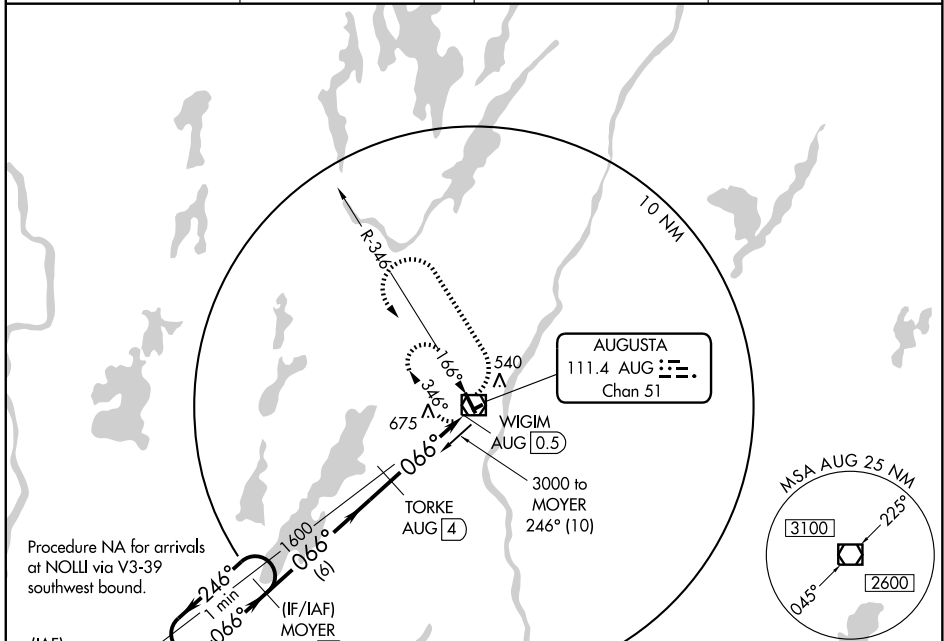
AUGUSTA STATE (AUG)

VOR/DME AUG <b>111.4</b> Chan <b>51</b>	APP CRS <b>066°</b>	Rwy Idg TDZE Apt Elev	<b>2703</b> <b>352</b> <b>352</b>
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Visibility reduction by helicopters NA. When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet and S-8 Cat C and D visibility ¼ mile.

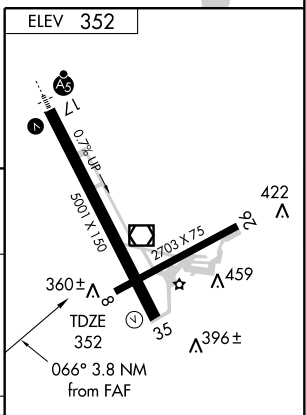
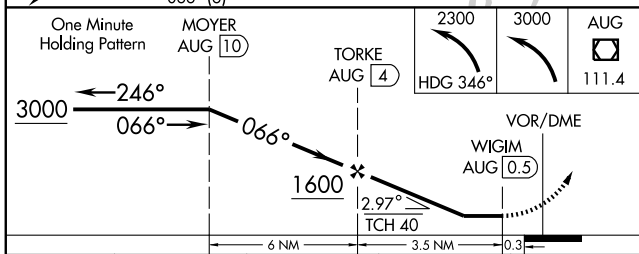
MISSED APPROACH: Climbing left turn to 2300 via heading 346° then climbing left turn to 3000 direct AUG VOR/DME and hold.

ASOS <b>118.325</b>	PORTLAND APP CON* <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0 (CTAF) 0</b>
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Procedure NA for arrivals at NOLLI via V3-39 southwest bound.

(IAF) NOLLI AUG 19  
R-251  
R-246  
(IYGI)  
3000 NoPT to MOYER  
095° (3.3) and 066° (6)



CATEGORY	A	B	C	D
S-8	940-1 588 (600-1)	588 (600-1)	940-1½ 588 (600-1½)	940-1¾ 588 (600-1¾)
CIRCLING	940-1 588 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

ELEV 352

HIRL Rwy 17-35 0


MRL Rwy 8-26 0

REIL Rwy 35 0

# VOR/DME RWY 17

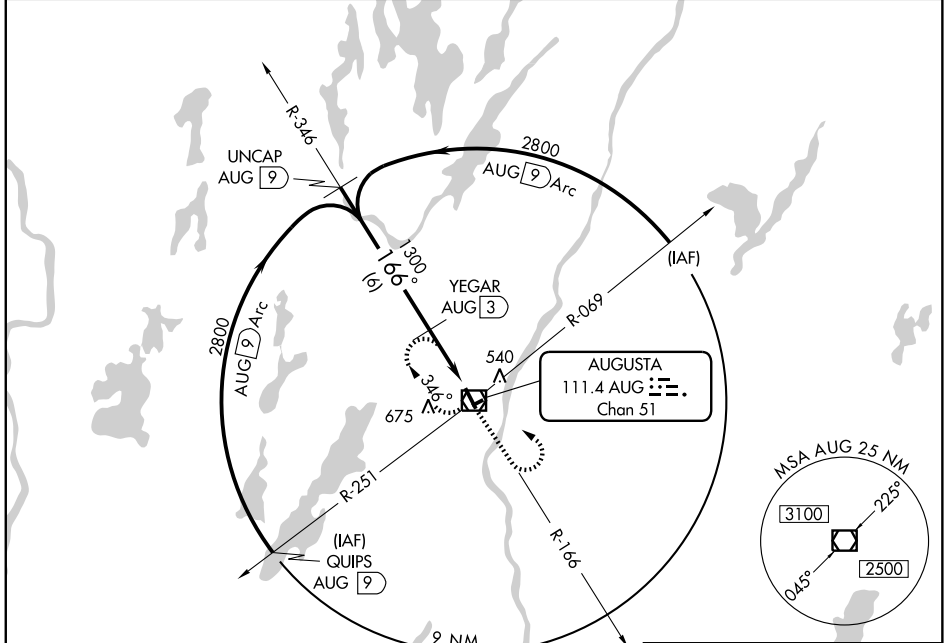
AUGUSTA STATE (AUG)


VOR/DME AUG <b>111.4</b> Chan 51	APP CRS <b>166°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>348</b> <b>352</b>
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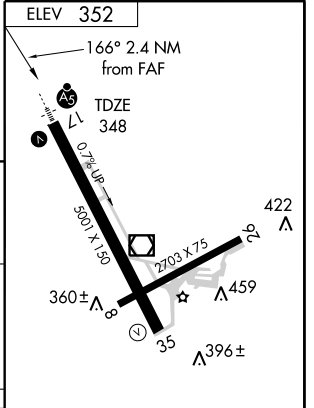
▼ Cat. D S-17 visibility increased to 1¼ miles for inoperative MALSRS. 

MISSED APPROACH: Climb to 1500 via R-166, then climbing left turn to 2300 direct AUG VOR/DME and hold.




ASOS <b>118.325</b>	PORTLAND APP CON* <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0</b> (CTAF) 
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	UNCAP AUG 9	YEGAR AUG 3	1500	2300	AUG
	2800		AUG R-166 111.4		
Procedure Turn NA	166°		AUG 1.9	VOR/DME	
	1300		AUG 0.6		
	6 NM	1.1 NM	1.3 NM		



CATEGORY	A	B	C	D
S-17	760-½ 412 (500-½)		760-¾ 412 (500-¾)	760-1 412 (500-1)
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

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

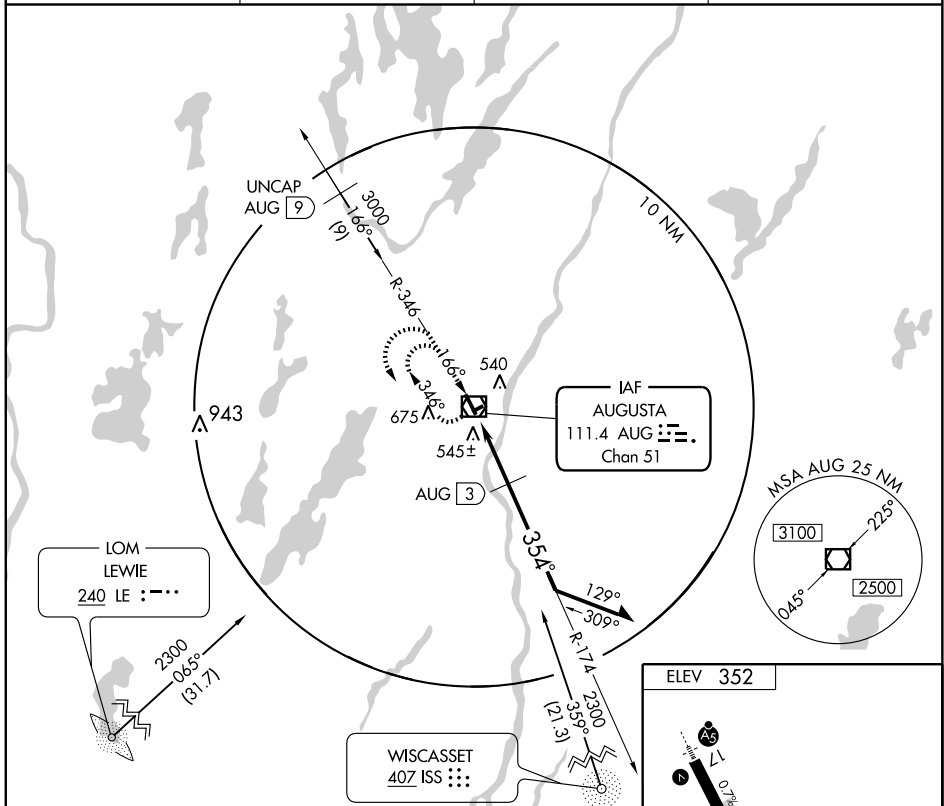
# VOR RWY 35

AUGUSTA STATE (AUG)

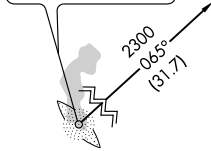
VOR/DME AUG <b>111.4</b> Chan <b>51</b>	APP CRS <b>354°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>351</b> <b>352</b>
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MISSED APPROACH: Climb to 1000 via AUG R-346, then climbing left turn to 2300 direct AUG VOR/DME and hold.

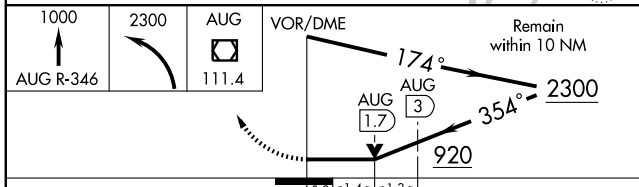
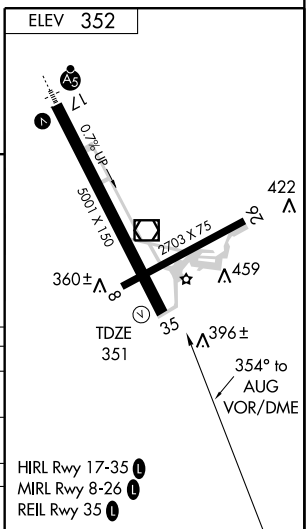
ASOS <b>118.325</b>	PORTLAND APP CON* <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
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LOM  
LEWIE  
240 LE : - · ·



WISCASSET  
407 ISS : · · ·



CATEGORY	A	B	C	D
S-35	920-1	569 (600-1)	920-1½ 569 (600-1½)	920-1¾ 569 (600-1¾)
CIRCLING	920-1 568 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)
DME MINIMA				
S-35	800-1	449 (500-1)	800-1¼ 449 (500-1¼)	800-1½ 449 (500-1½)

HIRL Rwy 17-35 **1**  
MIRL Rwy 8-26 **1**  
REIL Rwy 35 **1**



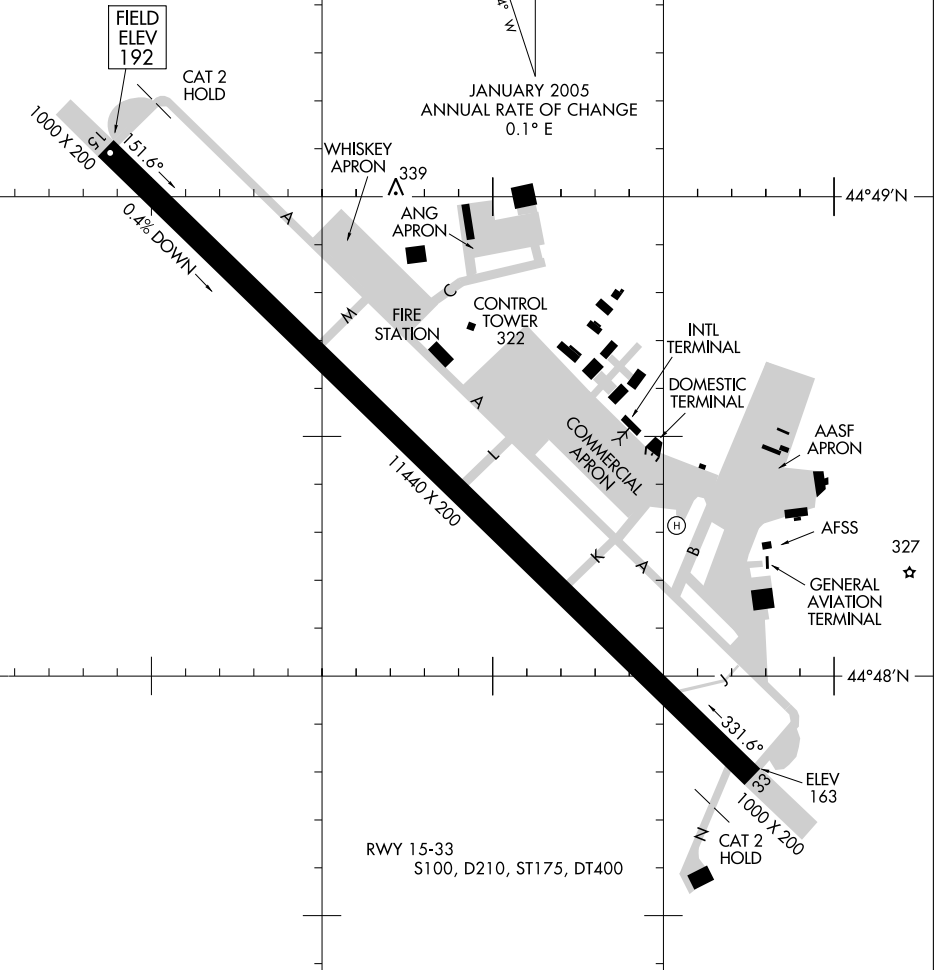
# AIRPORT DIAGRAM

AL-39 (FAA)

BANGOR INTL (BGR)  
BANGOR, MAINE

ATIS  
 127.75  
 BANGOR TOWER  
 120.7 257.8  
 GND CON  
 121.9 348.6  
 CLNC DEL  
 135.9 348.6

**D**



JANUARY 2005  
 ANNUAL RATE OF CHANGE  
 0.1° E

11,440 X 200  
 RWY 15-33  
 S100, D210, ST175, DT400

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

68°50'W

68°49'W

NE-1 - 08 APR 2010 to 06 MAY 2010

ATIS 127.75  
 CLNC DEL  
 135.9 348.6  
 GND CON  
 121.9 348.6  
 BANGOR TOWER  
 120.7 257.8  
 BANGOR DEP CON  
 118.925 239.3

BEAUCE  
 117.2 VLV  
 Chan 119  
 N45°55.50' - W70°50.76'  
 L-32, H-11

PRESQUE ISLE  
 116.4 PQI  
 Chan 111  
 N46°46.45' - W68°05.67'  
 L-32, H-11

SHERBROOKE  
 113.2 YSC  
 Chan 79  
 N45°18.99' - W71°47.29'  
 L-32, H-11

MILLINOCKET  
 117.9 MLT  
 Chan 126  
 N45°35.20' - W68°30.93'  
 L-32, H-11

BURLINGTON  
 117.5 BTV  
 Chan 122  
 N44°23.83' - W73°10.95'  
 L-32, H-11-12

SYRACUSE  
 117.0 SYR  
 Chan 117  
 N43°09.63' - W76°12.27'  
 L-32, H-11-12

BANGOR  
 114.8 BGR  
 Chan 95  
 N44°50.51' - W68°52.44'  
 L-32, H-11

CAMBRIDGE  
 115.0 CAM  
 Chan 97  
 N42°59.66' - W73°20.64'  
 L-32-34, H-11-12

KENNEBUNK  
 117.1 ENE  
 Chan 118  
 N43°25.54' - W70°36.81'  
 L-32, H-11-12

ALBANY  
 115.3 ALB  
 Chan 100  
 N42°44.84' - W73°48.19'  
 L-32-33-34, H-10-11-12

**TAKE-OFF MINIMUMS:**  
 Rwy 15, 33: Standard.

BOSTON  
 112.7 BOS  
 Chan 74  
 N42°21.45' - W70°59.37'  
 L-33-34, H-10-11-12

MARCONI  
 114.7 LFV  
 Chan 94  
 N42°01.03' - W70°02.23'  
 L-33, H-10-11-12

**TAKE-OFF OBSTACLES:**

Rwy 15: Trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.



**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RUNWAY 15:** Climb heading 153°, or as assigned by ATC, Thence . . .

**TAKE-OFF RUNWAY 33:** Climb heading 333°, or as assigned by ATC, Thence . . .

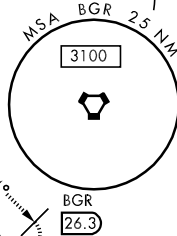
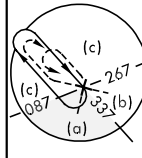
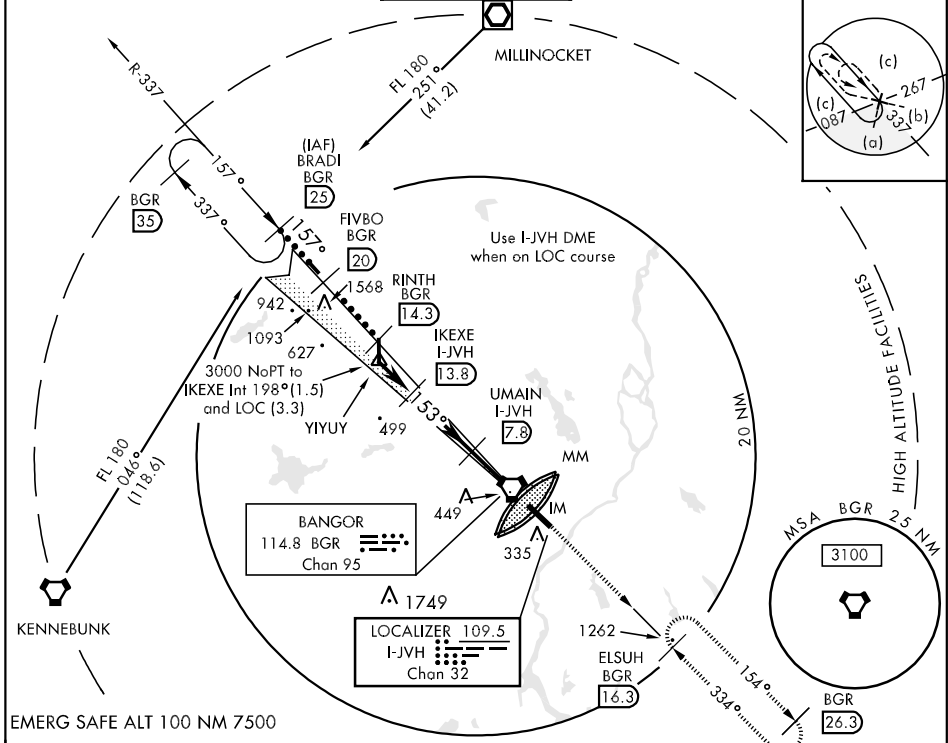
. . . Expect vectors to assigned route/navaid/fix. Maintain 10,000, or requested altitude if lower, or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

NE-1, 08 APR 2010 to 06 MAY 2010

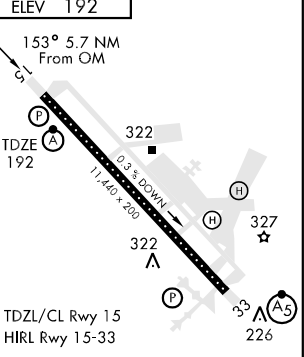
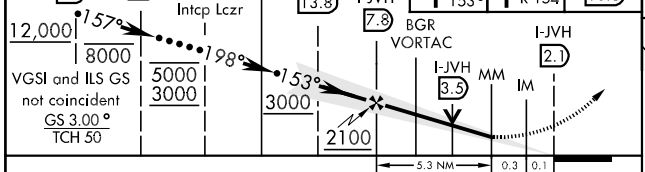
LOC/DME I-JVH 109.5 Chan 32	APCH CRS 153°	Rwy Idg 11,440 TDZE 192 Arprt Elev 192	JAL-39 [USAF]	BANGOR INTL (KBGR)
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▼ \* When ALS inop increase CAT C/D RVR to 40.  
▼ \*\* When ALS inop increase CAT E vis to 1¼ miles.  
▼ \*\*\* Circling not authorized NE of Rwy 15-33.

ATIS 127.75	BANGOR APP CON 155°- 334° 118.925 239.3 335°- 154° 124.5 239.3	BANGOR TOWER 120.7 257.8	GND CON 121.9 348.6	ASR
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BRADI R-337 (25)	FIVBO BGR (20)	RINTH BGR (14.3)	IKEXE I-JVH (13.8)	YIYUY Intcp Lcpr	UMAIN I-JVH (7.8)	BGR VORTAC	I-JVH (3.5)	MM	IM	ELSUH BGR (16.3)
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CATEGORY	C	D	E
S-ILS 15*	392/18	200 (200-¾)	392/24 200 (200-½)
S-LOC 15**	700/50	508 (600-1)	700/60 508 (600-1¼)
CIRCLING***	700-1½ 508 (600-1½)	760-2	568 (600-2)
S-ASR 15	700/50 508 (600-1)		700/60 508 (600-1¼)

NE-1, 08 APR 2010 to 06 MAY 2010

VORTAC BGR 114.8 Chan 95	APCH CRS 157°	Rwy Idg 11,440 TDZE 192 Arprt Elev 192
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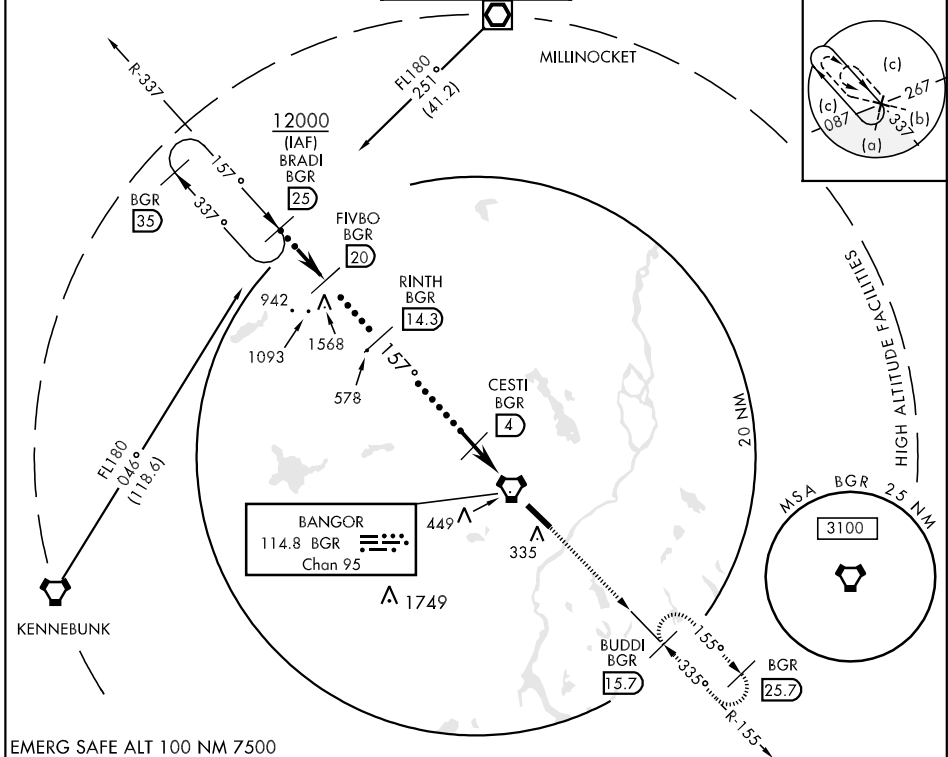
JAL-10 [USAF]

BANGOR INTL (KBGR)

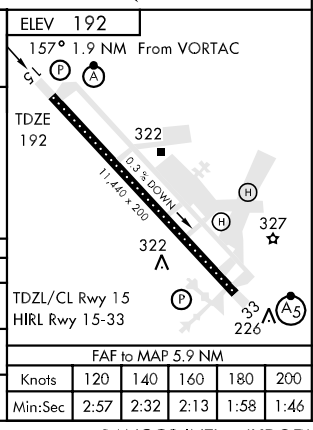
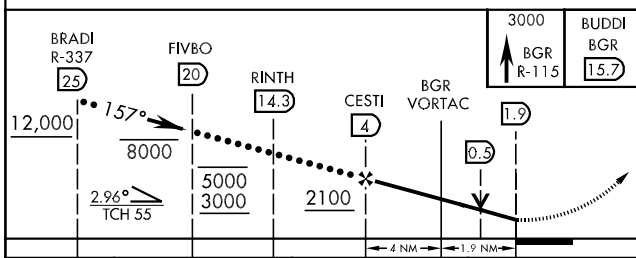
▼ \* When ALS inop increase CAT CD vis to 1 1/2 miles, CAT E vis to 1 3/4 miles.  
\*\* Circling not authorized NE of Rwy 15-33.

ALSF-2 MISSED APPROACH: Climb to 3000 via BGR VORTAC R-155 to BUDDI (R-155/15.7 DME) and hold.

ATIS 127.75	BANGOR APP CON 155°- 334° 118.925 239.3 335°- 154° 124.5 239.3	BANGOR TOWER 120.7 257.8	GND CON 121.9 348.6	ASR
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EMERG SAFE ALT 100 NM 7500



CATEGORY	C	D	E
S-VOR/DME, TAC 15 *	700/50	508 (600-1)	700/60 508 (600-1 1/4)
CIRCLING **	700-1 1/2 508 (600-1 1/2)	760-2	568 (600-1 1/2)
S-ASR 15	700/50	508 (600-1)	700/60 508 (600-1 1/4)

FAF TO MAP 5.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:13	1:58	1:46

NE-1, 08 APR 2010 to 06 MAY 2010

VORTAC BGR  
**114.8**  
 Chan **95**

APCH CRS  
**335°**

Rwy ldg **11,440**  
 TDZE **163**  
 Arpt Elev **192**

JAL-39 [USAF]

BANGOR INTL (KBGR)

▼ \* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D/E vis to 1½ miles.  
 \*\* Circling not authorized NE of Rwy 15-33.



MISSED APPROACH: Climb to 3000 direct BGR VORTAC then via BGR R-337 to RINTH (BGR 14.3 DME) and hold.

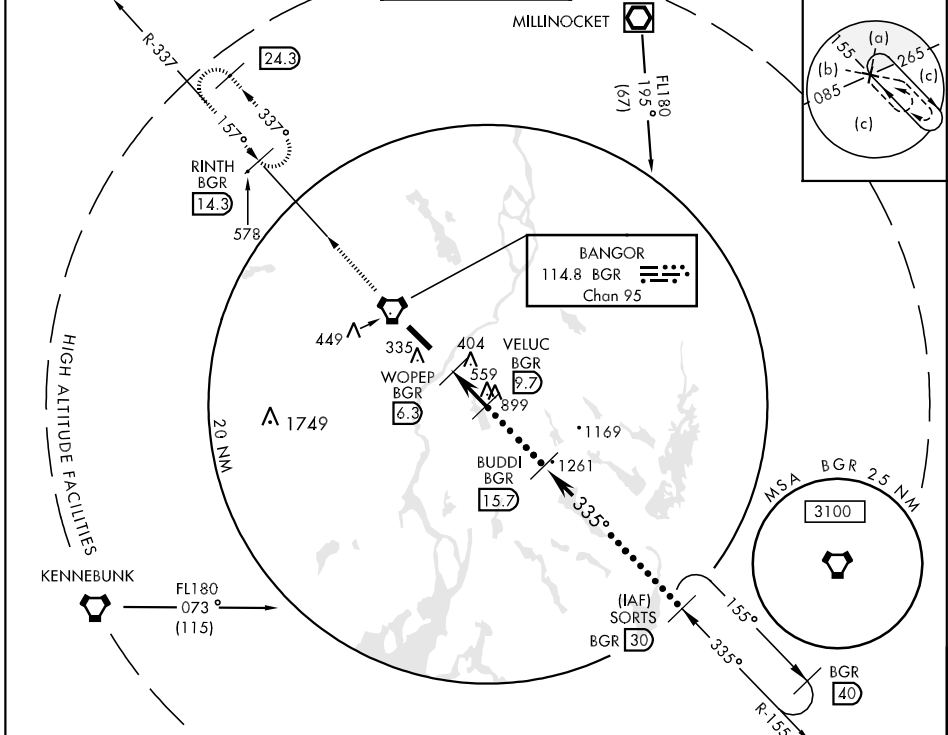
ATIS **127.75**

BANGOR APP CON  
 155°-334° **118.925 239.3**  
 335°-154° **124.5 239.3**

BANGOR TOWER  
**120.7 257.8**

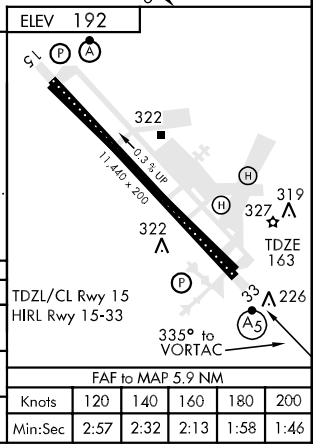
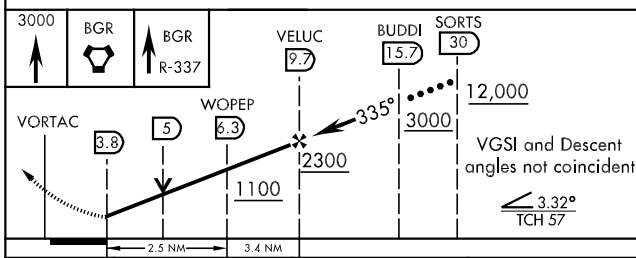
GND CON  
**121.9 348.6**

ASR



NE-1, 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 7500



CATEGORY	C	D	E
S-33*	600/40 437 (500-¾)	600/50	437 (500-1)
CIRCLING**	660-1½ 468 (500-1½)	760-2	568 (600-1½)
S-ASR 33	580/40 417 (400-¾)	580/50	417 (400-1)

FAF to MAP 5.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:13	1:58	1:46

# ILS or LOC RWY 15

BANGOR INTL (BGR)

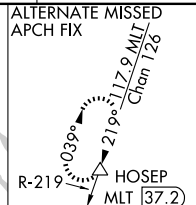
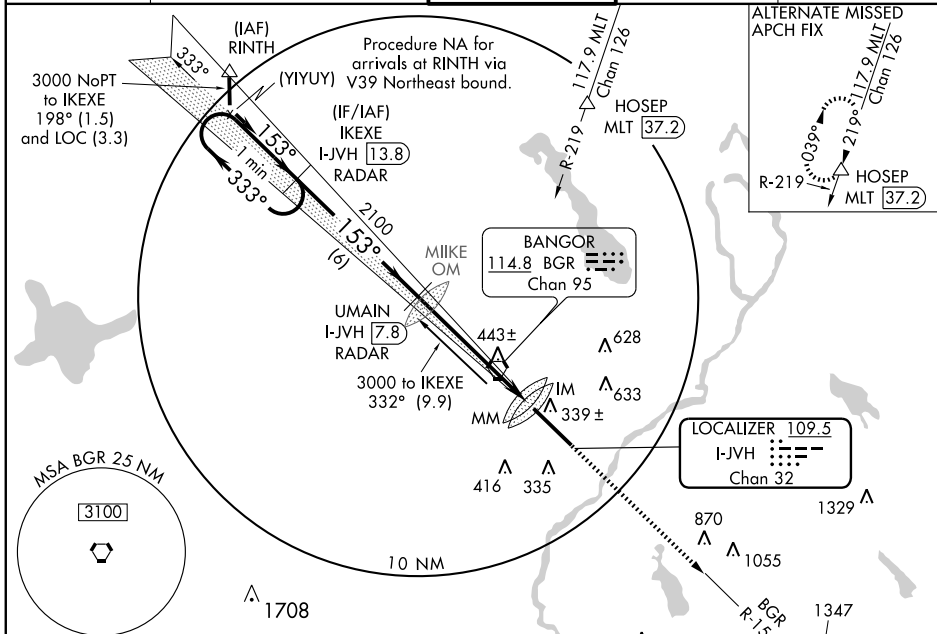
LOC/DME I-JVH	APP CRS	Rwy Idg	<b>11440</b>
<b>109.5</b>	<b>153°</b>	TDZE	<b>192</b>
Chan <b>32</b>		Apt Elev	<b>192</b>

▼ For inoperative SSALR, increase S-LOC 15 Cat E visibility to 3/4. Circling NA NE of Rwy 15-33. ASR DME or Radar Required.

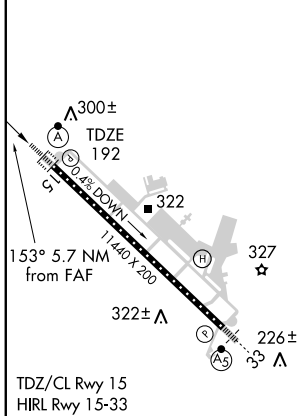
ALSF-2

MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

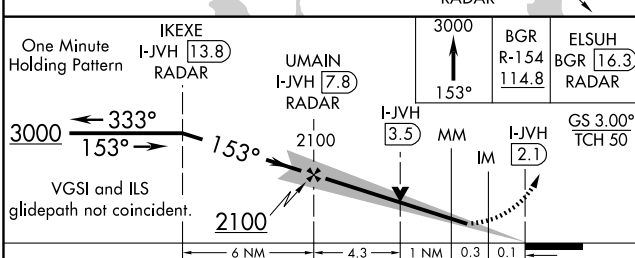
ATIS <b>127.75</b>	BANGOR APP CON <b>124.5 239.3</b>	BANGOR TOWER <b>120.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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ELEV 192
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## DME or RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 15	392/18 200 (200-1/2)				392/24 200 (200-1/2)
S-LOC 15	700/24	508 (600-1/2)	700/50	508 (600-1)	700/60 508 (600-1 1/2)
CIRCLING	700-1	508 (600-1)	700-1 1/2 508 (600-1 1/2)	760-2	568 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

# ILS or LOC RWY 33

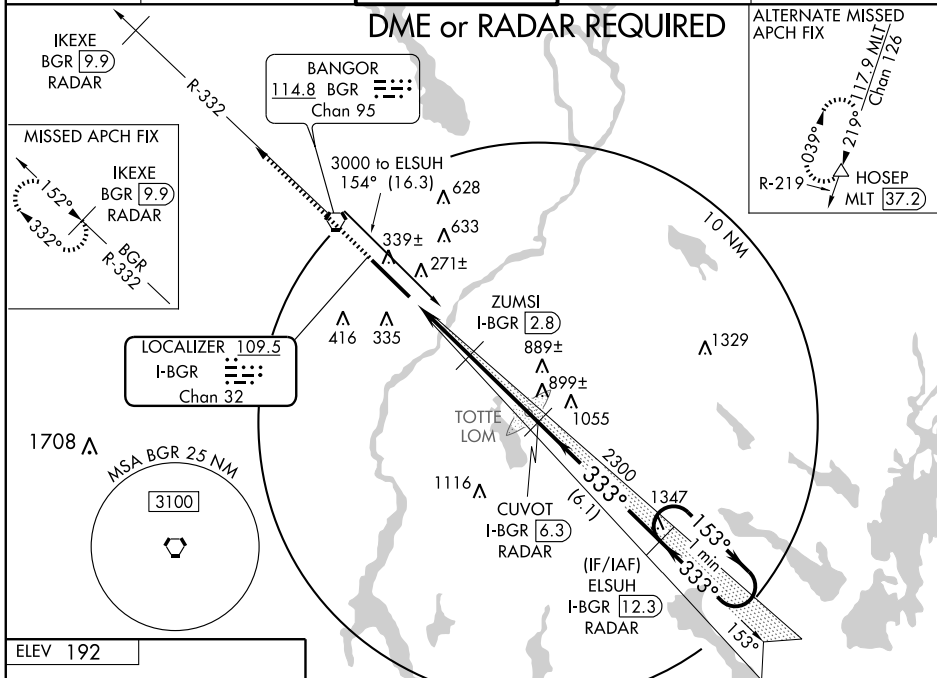
BANGOR INTL (BGR)

LOC/DME I-BGR <b>109.5</b> Chan <b>32</b>	APP CRS <b>333°</b>	Rwy Idg TDZE Apt Elev	<b>11440</b> <b>163</b> <b>192</b>
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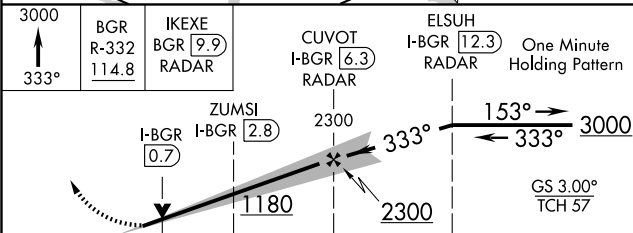
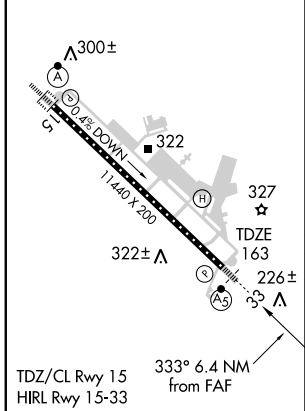
**MALSRS**  
MISSED APPROACH: Climb to 3000 via heading 333° and BGR VORTAC R-332 to IKEXE/BGR VORTAC 9.9 DME/RADAR and hold.

**ASR**  
Circling NA NE of Rwy 15-33. DME or Radar Required. For inoperative MALSRS, increase Cat E S-ILS 33 visibility to RVR 4000 and S-LOC 33 to 3 miles. ZUMSI Minimums: For inoperative MALSRS, increase S-LOC 33 Cat D visibility to RVR 5000 and Cat E to RVR 6000.  
\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

ATIS <b>127.75</b>	BANGOR APP CON <b>124.5 239.3</b>	BANGOR TOWER <b>120.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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ELEV 192
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CATEGORY	A	B	C	D	E
S-ILS 33	* 363/24 200 (200-½)				
S-LOC 33	1180/40 1017 (1000-¾)	1180/50 1017 (1000-1)	1180-2½ 1017 (1000-2½)		
CIRCLING	1180-1¼ 988 (1000-1¼)	1180-1½ 988 (1000-1½)	1180-3 988 (1000-3)		
ZUMSI MINIMUMS					
S-LOC 33	500/24 337 (400-½)		500/40 337 (400-¾)		
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)	

# ILS RWY 15 (CAT II)

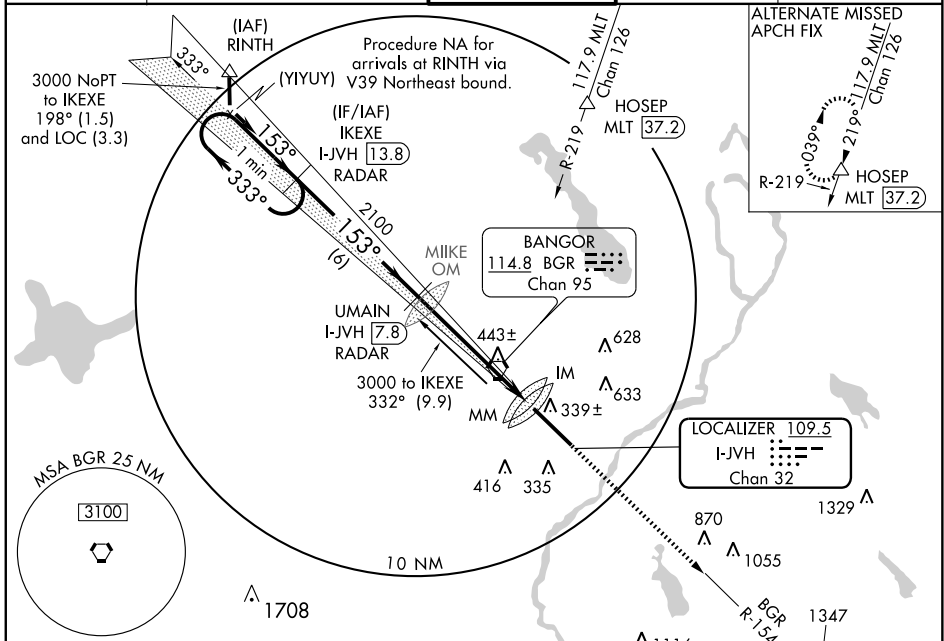
BANGOR INTL (BGR)

LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	153°	TDZE	192
Chan 32		Apt Elev	192

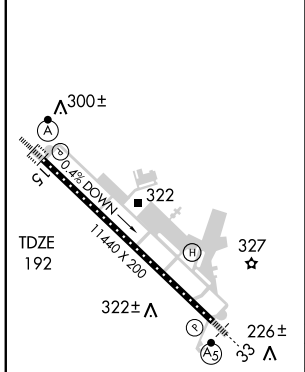
**ASR** Circling NA NE of Rwy 15-33.  
DME or Radar Required.

**ALSIF-2** MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

ATIS <b>127.75</b>	BANGOR APP CON <b>124.5 239.3</b>	BANGOR TOWER <b>120.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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ELEV 192



**DME or RADAR REQUIRED**

One Minute Holding Pattern	IKEXE I-JVH [13.8] RADAR	UMAIN I-JVH [7.8] RADAR	ELSUH BGR [16.3] RADAR	ELSUH BGR [16.3] RADAR
3000	333°	153°	153°	3000
VGSI and ILS glidepath not coincident.				
2100	2100	MM	DH RA 113	IM
6 NM	5.3 NM	1591'	956'	1090'
GS 3.00°	TCH 50			
192 MSL				
CATEGORY	A	B	C	D
S-ILS 15	RA 113/12 100 DA 292			

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

TDZ/CL Rwy 15  
HIRL Rwy 15-33

NE-1, 08 APR 2010 to 06 MAY 2010



# ILS RWY 15 (CAT III)

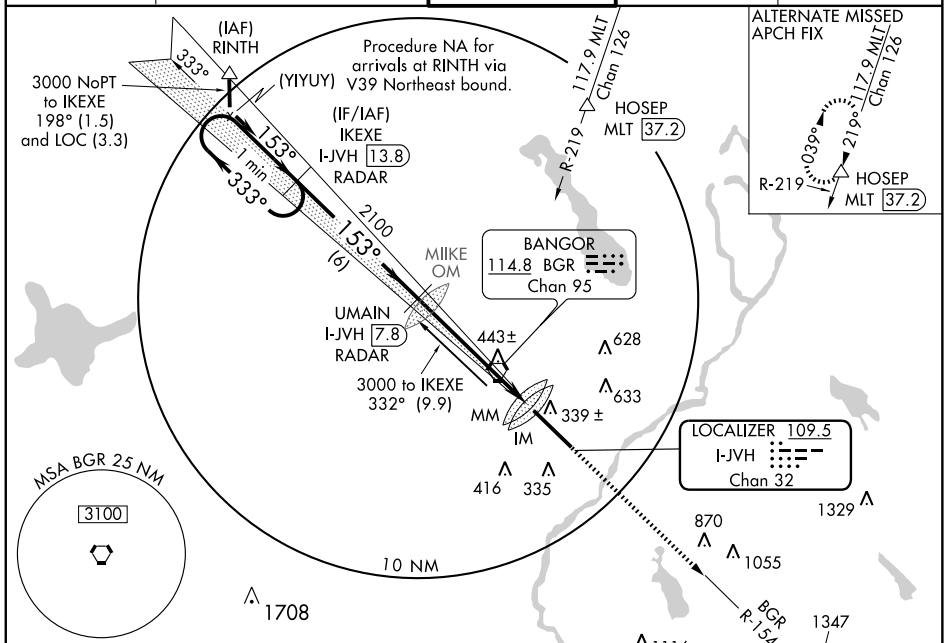
BANGOR INTL (BGR)

LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	153°	TDZE	192
Chan 32		Apt Elev	192

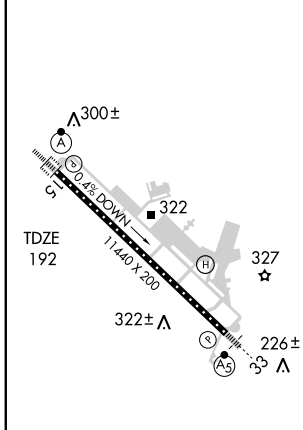
ASR Circling NA NE of Rwy 15-33. DME or Radar Required.

ALSF-2 MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

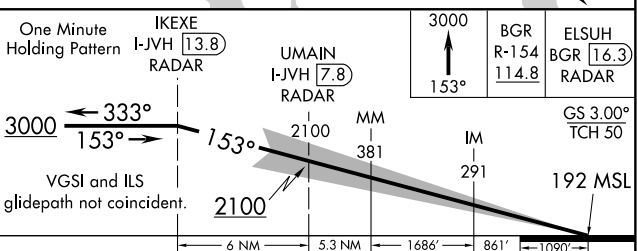
ATIS <b>127.75</b>	BANGOR APP CON <b>124.5 239.3</b>	BANGOR TOWER <b>120.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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ELEV 192



## DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 15			CAT IIIa	RVR 07
S-ILS 15			CAT IIIb	RVR 06
S-ILS 15			CAT IIIc	NA

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

TDZ/CL Rwy 15  
HIRL Rwy 15-33

# RNAV (GPS) RWY 15

BANGOR INTL (BGR)

WAAS CH <b>82307</b> <b>W15A</b>	APP CRS <b>153°</b>	Rwy Idg <b>11440</b> TDZE <b>192</b> Apt Elev <b>192</b>
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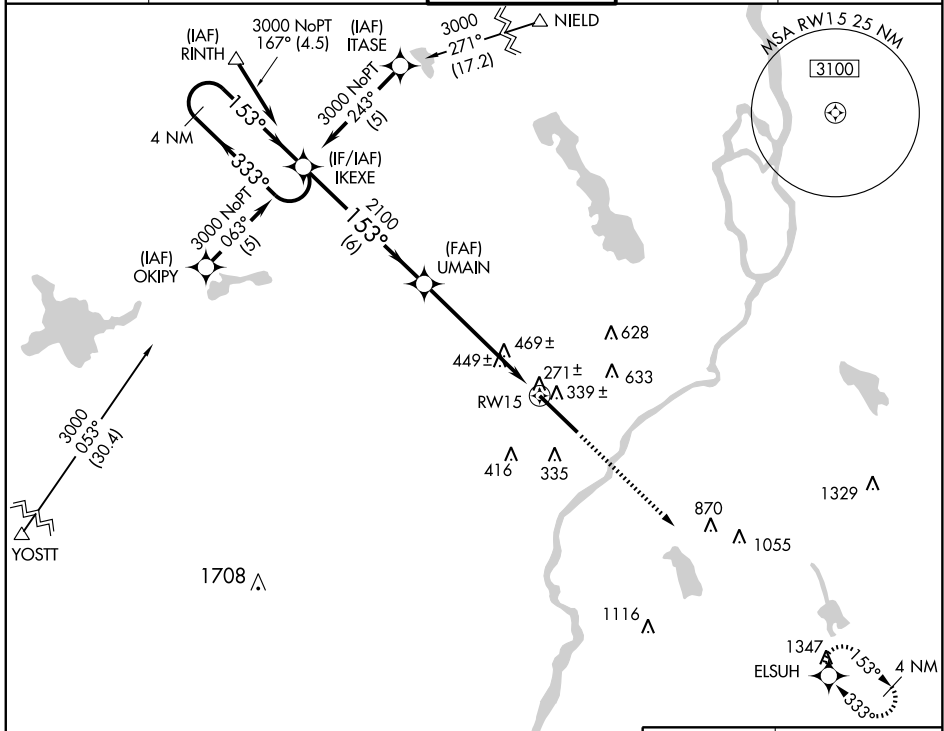
ALSF-2



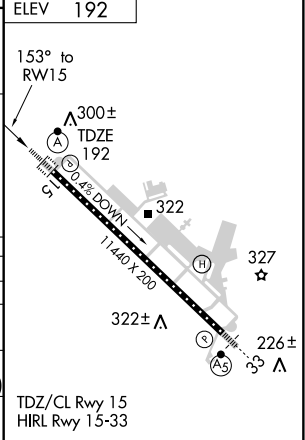
MISSED APPROACH: Climb to 3000 direct ELSUH and hold.

**⚠** Circling NA NE of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). For inoperative SSALR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat E visibility to 1¾. DME/DME RNP-0.3 NA.

ATIS <b>127.75</b>	BANGOR APP CON <b>124.5 239.3</b>	BANGOR TOWER <b>120.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident.			3000	ELSUH
GS 3.00° TCH 50		* 1.4 NM to RWY 15				
		* LNAV only.				
CATEGORY	A	B	C	D	E	
LPV DA	442/24 250 (300-½)					
LNAV/VNAV DA	521/40 329 (400-¾)					
LNAV MDA	700/24	508 (600-½)	700/50	508 (600-1)	700/60	508 (600-1¼)
CIRCLING	700-1	508 (600-1)	700-1½	508 (600-1½)	760-2	568 (600-2)



NE-1, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 33

BANGOR INTL (BGR)

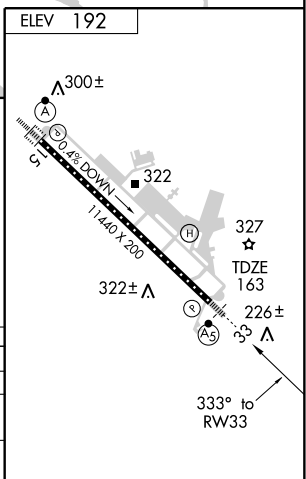
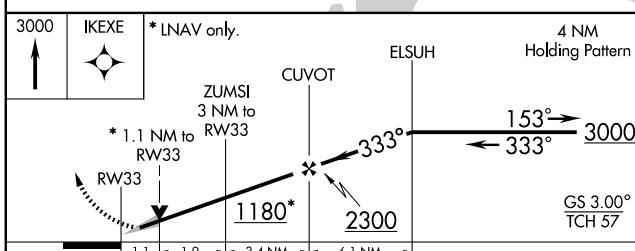
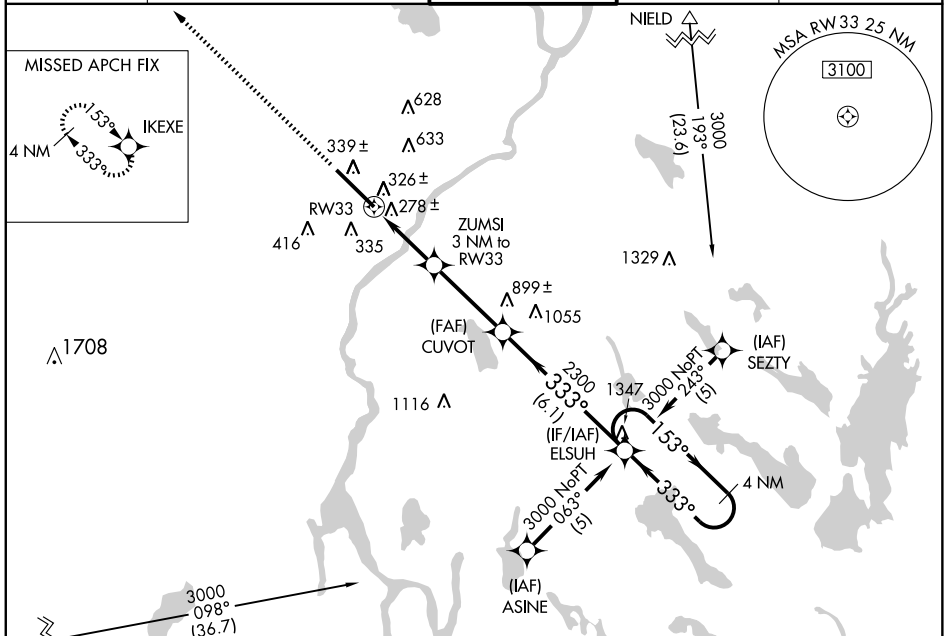
WAAS CH <b>78007</b> <b>W33A</b>	APP CRS <b>333°</b>	Rwy Idg <b>11440</b> TDZE <b>163</b> Apt Elev <b>192</b>
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**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Circling NA NE of Rwy 15-33. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. DME/DME RNP-0.3 NA.



**MISSED APPROACH:** Climb to 3000 direct IKEXE and hold.

ATIS <b>127.75</b>	BANGOR APP CON <b>124.5 239.3</b>	BANGOR TOWER <b>120.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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CATEGORY	A	B	C	D	E
LPV DA	455/24 292 (300-½)				
LNAV/VNAV DA	604/50 441 (500-1)				
LNAV MDA	580/24	417 (400-½)	580/40 417 (400-¾)	580/50 417 (400-1)	
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)	

TDZ/CL Rwy 15  
HIRL Rwy 15-33

NE-1, 08 APR 2010 to 06 MAY 2010

BANGOR, MAINE

AL-39 (FAA)

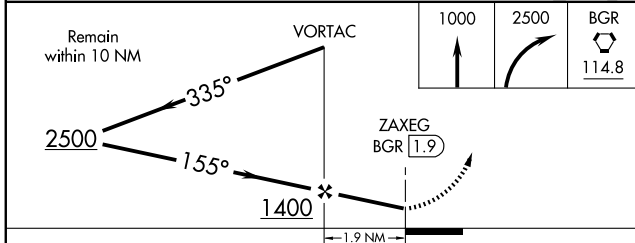
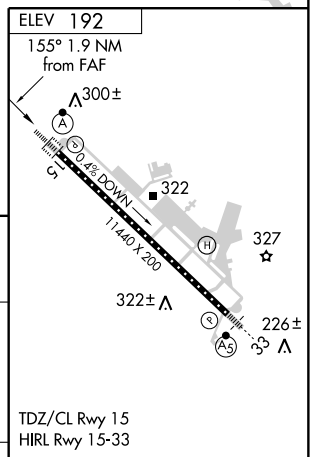
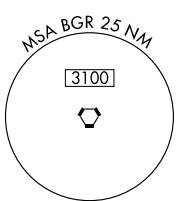
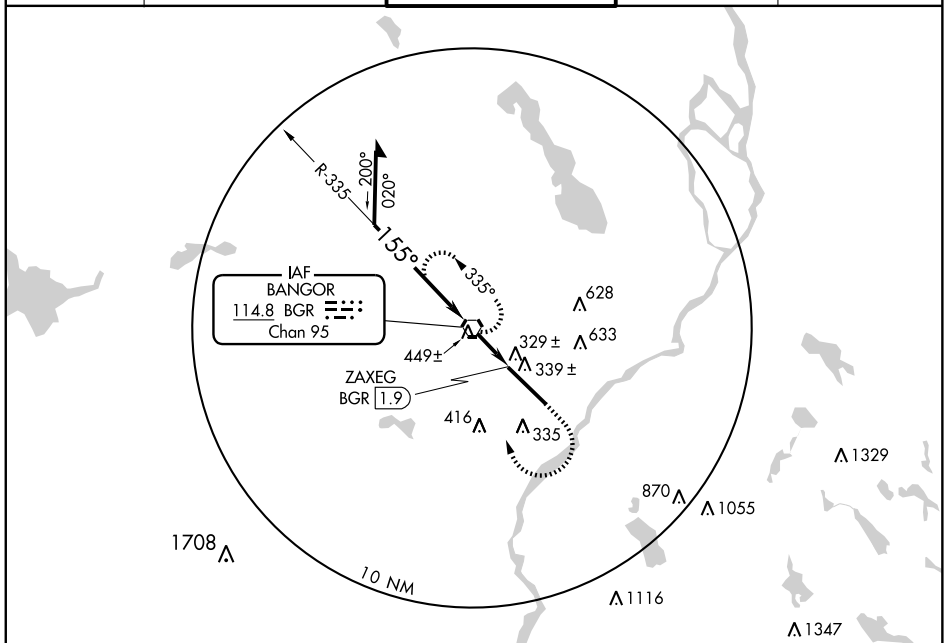
VORTAC BGR <b>114.8</b> Chan <b>95</b>	APP CRS <b>155°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>192</b>
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**VOR-A**  
BANGOR INTL (BGR)

**ASR** Circling NA NE of Rwy 15-33.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct BGR VORTAC and hold.

ATIS <b>127.75</b>	BANGOR APP CON <b>124.5 239.3</b>	BANGOR TOWER <b>120.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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CATEGORY	A	B	C	D	FAF to MAP 1.9 NM					
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468(500-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	1:54	1:16	0:57	0:46	0:38

NE-1, 08 APR 2010 to 06 MAY 2010

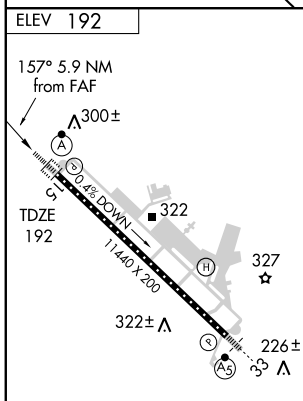
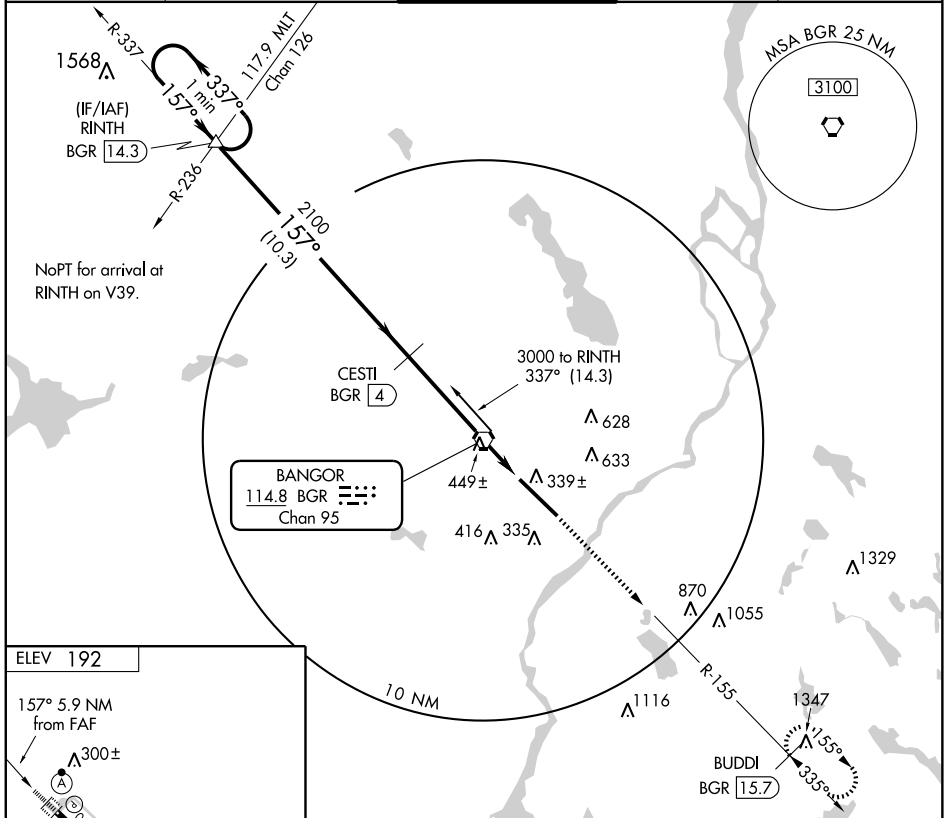
# VOR/DME RWY 15

BANGOR INTL (BGR)

VORTAC BGR <b>114.8</b> Chan <b>95</b>	APP CRS <b>157°</b>	Rwy Idg <b>11440</b> TDZE <b>192</b> Apt Elev <b>192</b>
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For inoperative SSALR, increase S-15 Cat E visibility to 1 3/4. Circling NA NE of Rwy 15-33.	ALSIF-2	MISSED APPROACH: Climb to 3000 via BGR R-155 to BUDDI/15.7 DME and hold.
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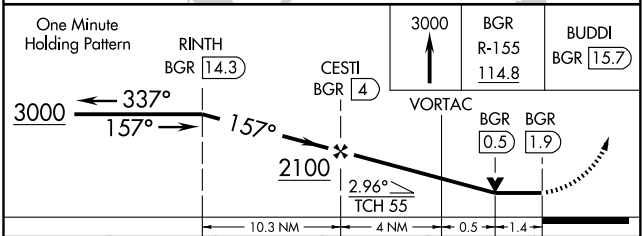
ATIS <b>127.75</b>	BANGOR APP CON <b>124.5 239.3</b>	BANGOR TOWER <b>120.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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TDZ/CL Rwy 15  
HIRL Rwy 15-33

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-15	700/24	508 (600-1/2)	700/50	508 (600-1)	700/60 508 (600-1 1/2)
CIRCLING	700-1	508 (600-1)	700-1 1/2 508 (600-1 1/2)	760-2	568 (600-2)

# VOR/DME RWY 33

BANGOR INTL (BGR)

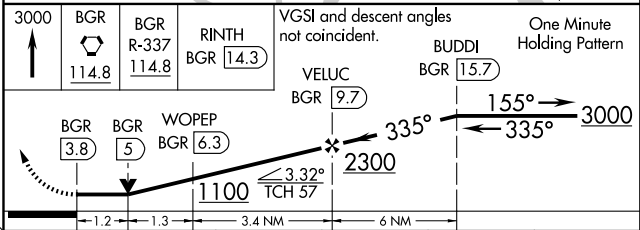
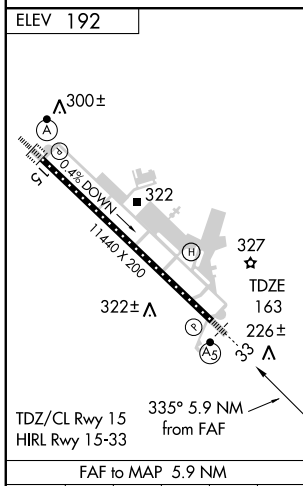
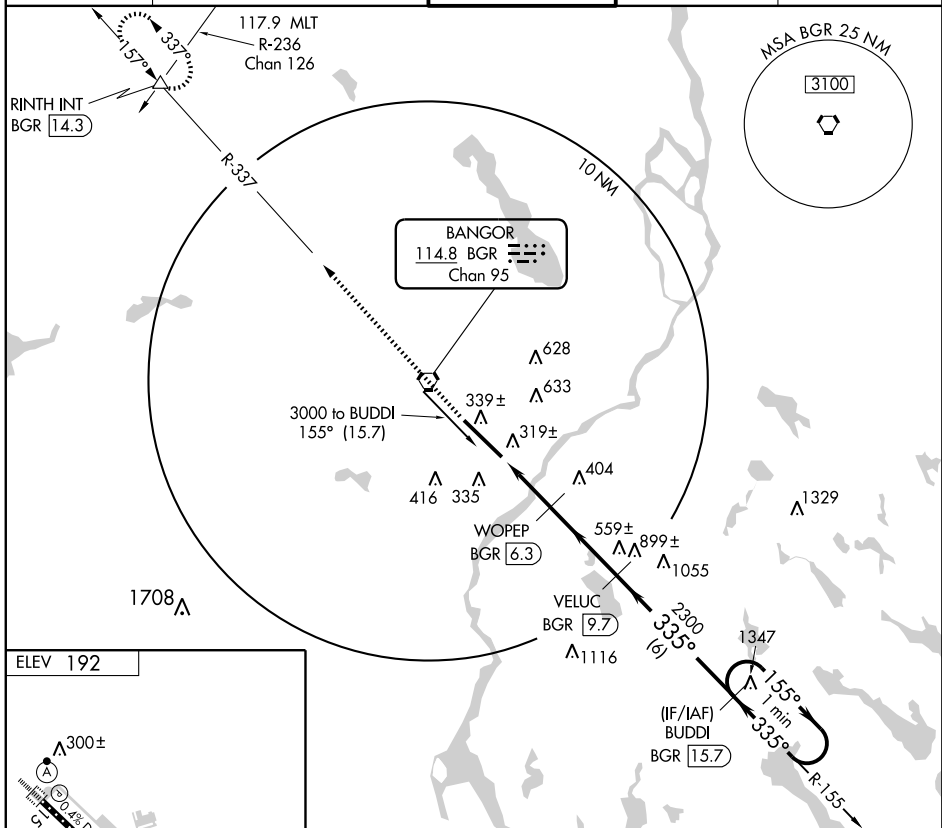
VORTAC BGR <b>114.8</b> Chan <b>95</b>	APP CRS <b>335°</b>	Rwy Idg <b>11440</b> TDZE <b>163</b> Apt Elev <b>192</b>
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**ASR** For inoperative MALS, increase S-33 Cat E visibility to 1½.  
Circling NA NE of Rwy 15-33.



**MISSED APPROACH:** Climb to 3000 direct BGR VORTAC then via BGR R-337 to RINTH INT/14.3 DME and hold.

ATIS <b>127.75</b>	BANGOR APP CON <b>124.5 239.3</b>	BANGOR TOWER <b>120.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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3000	BGR	BGR R-337	RINTH BGR	VGSI and descent angles not coincident.		One Minute Holding Pattern	
↑	114.8	114.8	14.3	VELUC BGR 9.7	BUDDI BGR 15.7		
	BGR 3.8	BGR 5	WOPEP BGR 6.3	335°	335°	3000	
	1100		332°	2300			
	1.2		1.3	3.4 NM	6 NM		
CATEGORY	A	B	C	D	E		
S-33	600/24	437 (500-½)	600/40 437 (500-¾)	600/50	437 (500-1)		
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2	568 (600-2)		

# ILS or LOC RWY 22

BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

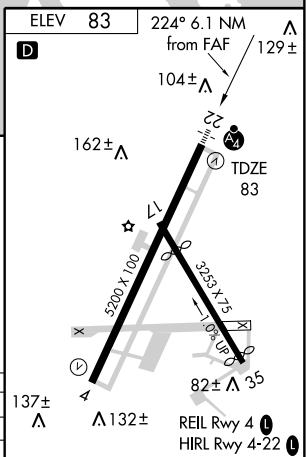
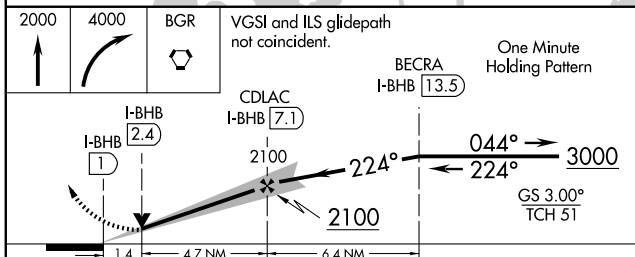
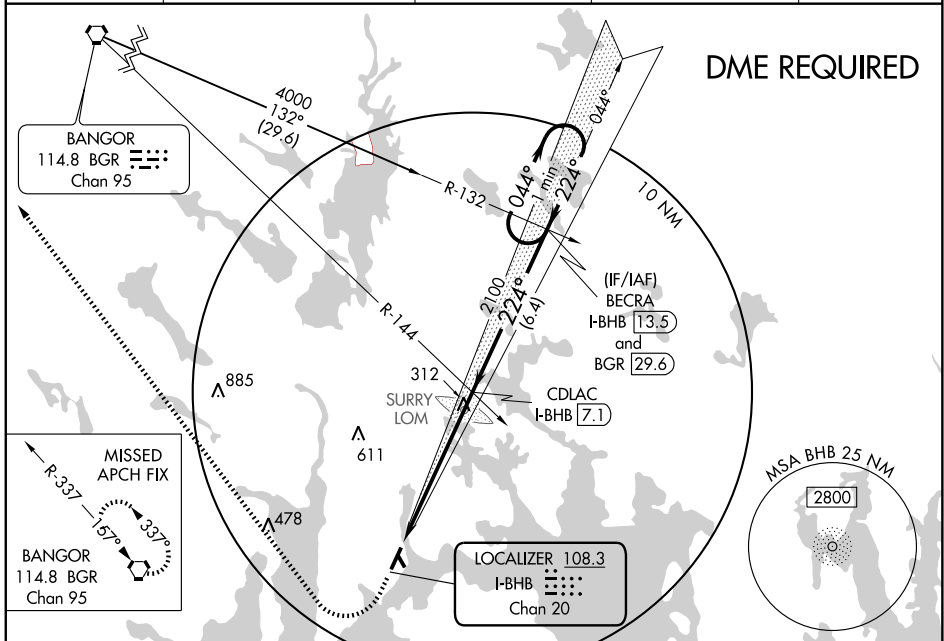
LOC/DME I-BHB <b>108.3</b> Chan 20	APP CRS <b>224°</b>	Rwy Idg <b>5200</b> TDZE <b>83</b> Apt Elev <b>83</b>
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MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.



**⚠** If local altimeter setting not received, use Bangor altimeter setting and increase all DAs/MDAs 100'. VDP NA when using Bangor altimeter setting. Inoperative table does not apply to S-LOC-22 Cat C.

AWOS-3 <b>118.025</b>	BANGOR APP CON <b>124.5 251.125</b>	CLNC DEL <b>119.9</b>	UNICOM <b>123.0</b> (CTAF)	<b>122.7</b> <b>0</b>
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CATEGORY	A	B	C	D
S-ILS 22	283- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )			
S-LOC 22	580- <sup>3</sup> / <sub>4</sub> 497 (500- <sup>3</sup> / <sub>4</sub> )	580-1 <sup>1</sup> / <sub>4</sub> 497 (500-1 <sup>1</sup> / <sub>4</sub> )	580-1 <sup>1</sup> / <sub>2</sub> 497 (500-1 <sup>1</sup> / <sub>2</sub> )	580-2 497 (500-2)
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1 <sup>1</sup> / <sub>2</sub> 537 (600-1 <sup>1</sup> / <sub>2</sub> )	640-2 557 (600-2)

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

# LOC/DME BC RWY 4

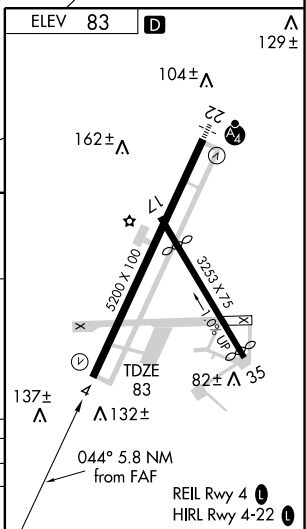
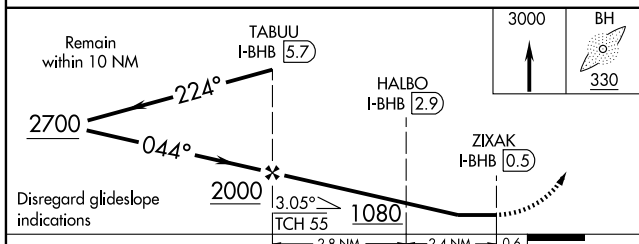
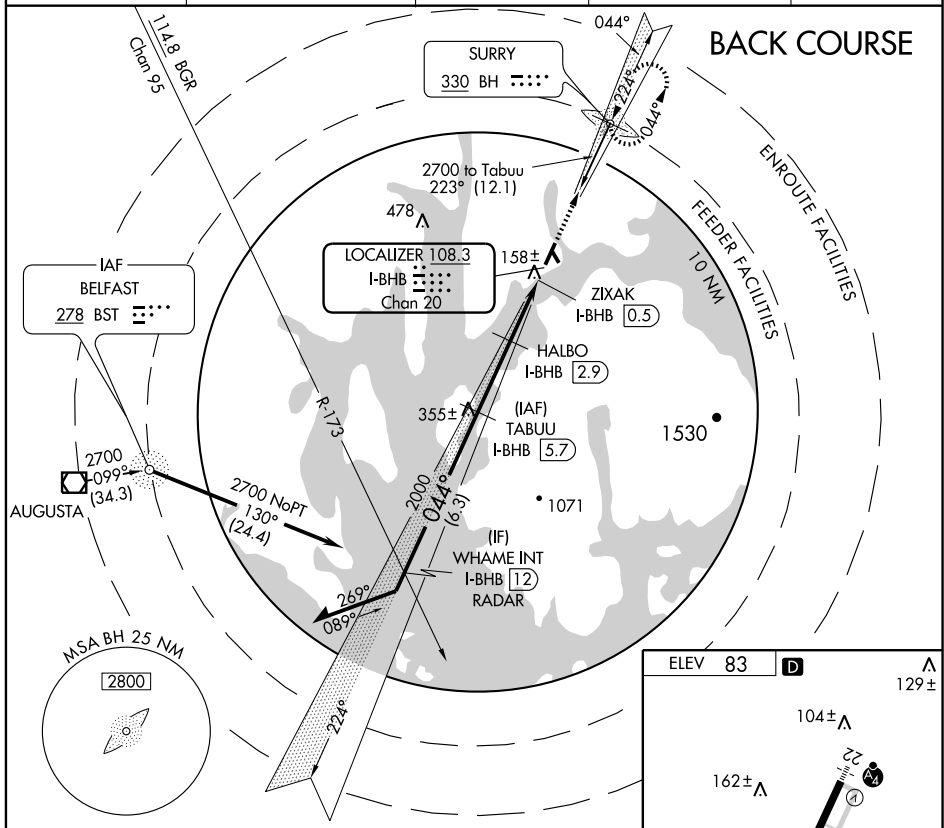
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

LOC/DME I-BHB <b>108.3</b> Chan 20	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>83</b> <b>83</b>
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**▼** If local altimeter setting not received, use Bangor Intl altimeter setting and increase all MDAs 100'.  
**▲** ADF REQUIRED

MISSED APPROACH: Climb to 3000 direct SURRY LOM and hold, continue climb-in-hold to 3000.

AWOS-3 <b>118.025</b>	BANGOR APP CON <b>124.5 251.125</b>	CLNC DEL <b>119.9</b>	UNICOM <b>123.0</b> (CTAF)	<b>122.7</b> <b>0</b>
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CATEGORY	A	B	C	D
S-4		420-1	337 (400-1)	
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1½ 537 (600-1½)	640-2 557 (600-2)

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# RNAV (GPS) RWY 4

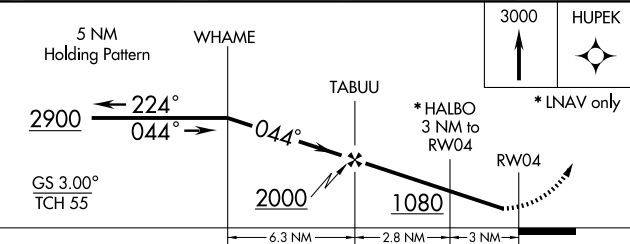
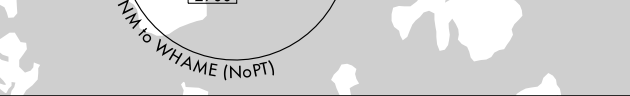
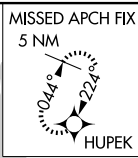
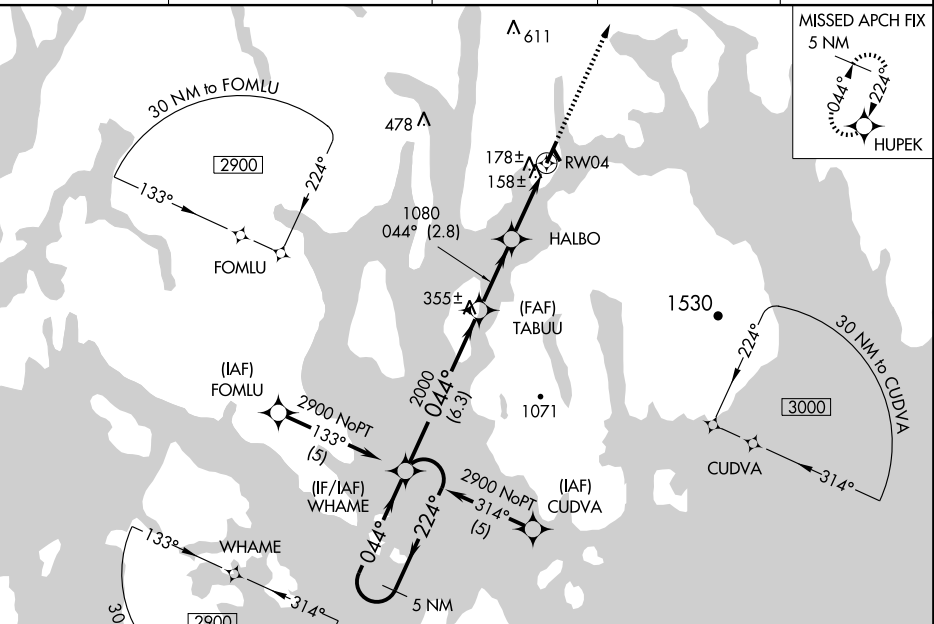
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

WAAS Ch <b>65900</b> <b>W04A</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>83</b> <b>83</b>
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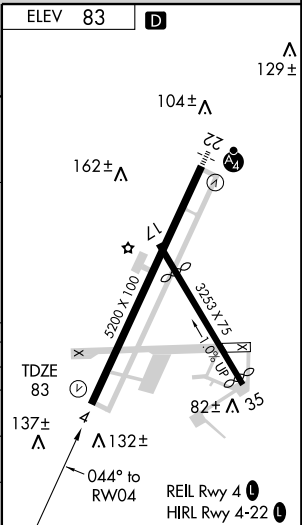
**⚠** If local altimeter setting not received, use Bangor Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA when using Bangor Intl altimeter setting.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

**MISSED APPROACH:**  
Climb to 3000 direct HUPEK and hold.

AWOS-3 <b>118.025</b>	BANGOR APP CON <b>124.5 251.125</b>	CLNC DEL <b>119.9</b>	UNICOM <b>123.0</b> (CTAF)	<b>122.7</b> <b>0</b>
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CATEGORY	A	B	C	D
LPV DA		386 - 1	303 (400-1)	
LNAV/VNAV DA		525 - 1½	442 (500-1½)	
LNAV MDA	480 - 1	397 (400-1)		480 - 1½ 397 (400-1½)
CIRCLING	600 - 1½ 517 (600-1½)	620 - 1½	537 (600-1½)	640 - 2 557 (600-2)



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# RNAV (GPS) RWY 22

BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

WAAS Ch <b>86305</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>83</b> <b>83</b>
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**WAAS VNAV NA.** If local altimeter setting not received, use Bangor altimeter setting and increase LPV DA to 416, LNAV/VNAV DA to 623, all MDAs 100'. VDP NA when using Bangor altimeter setting. Baro-VNAV NA when using Bangor altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

MALSF



**MISSED APPROACH:**  
Climb to 2900 direct WHAME and hold.

AWOS-3

**118.025**

BANGOR APP CON

**124.5 251.125**

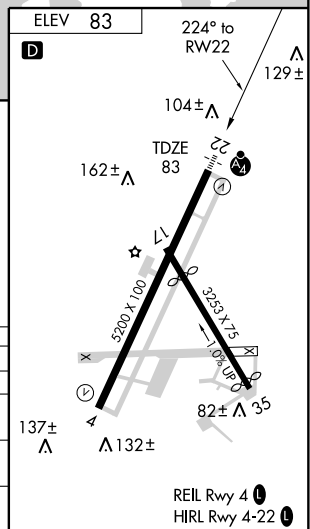
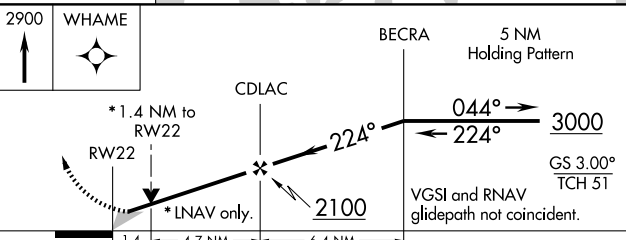
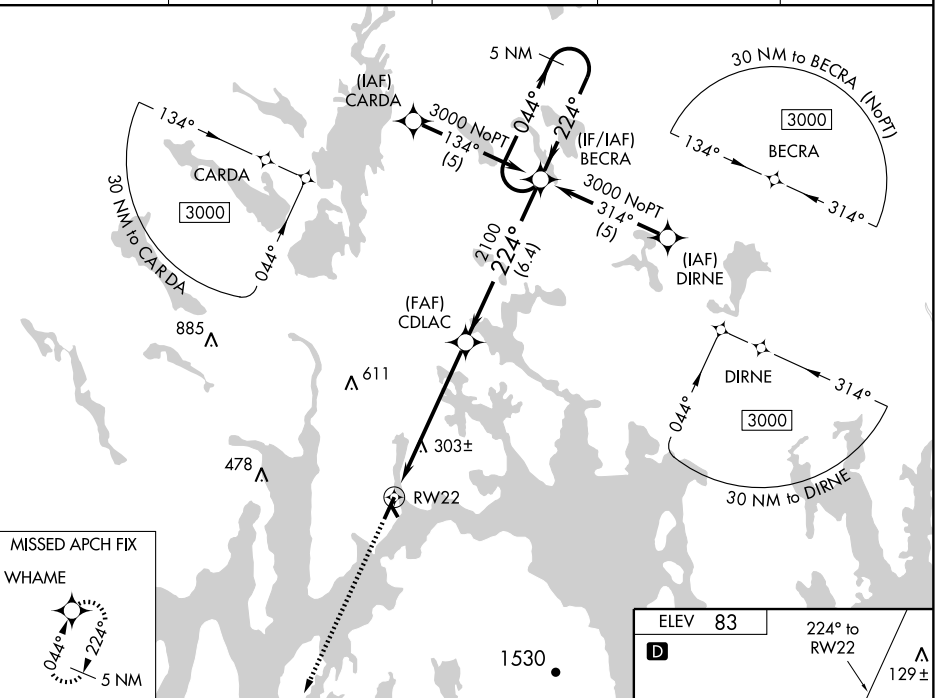
CLNC DEL

**119.9**

UNICOM

**123.0 (CTAF)**

**122.7**



CATEGORY	A	B	C	D
LPV DA		333-1	250 (300-1)	
LNAV/VNAV DA		472-1½	389 (400-1½)	
LNAV MDA	580-¾ 497 (500-¾)		580-1¼ 497 (500-1¼)	580-1½ 497 (500-1½)
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1½ 537 (600-1½)	640-2 557 (600-2)

# NDB RWY 15

BELFAST MUNI (BST)

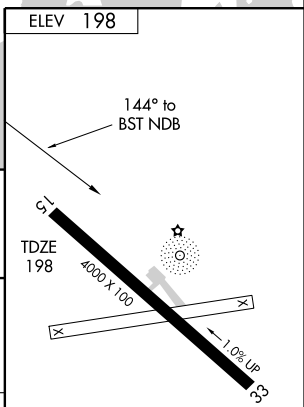
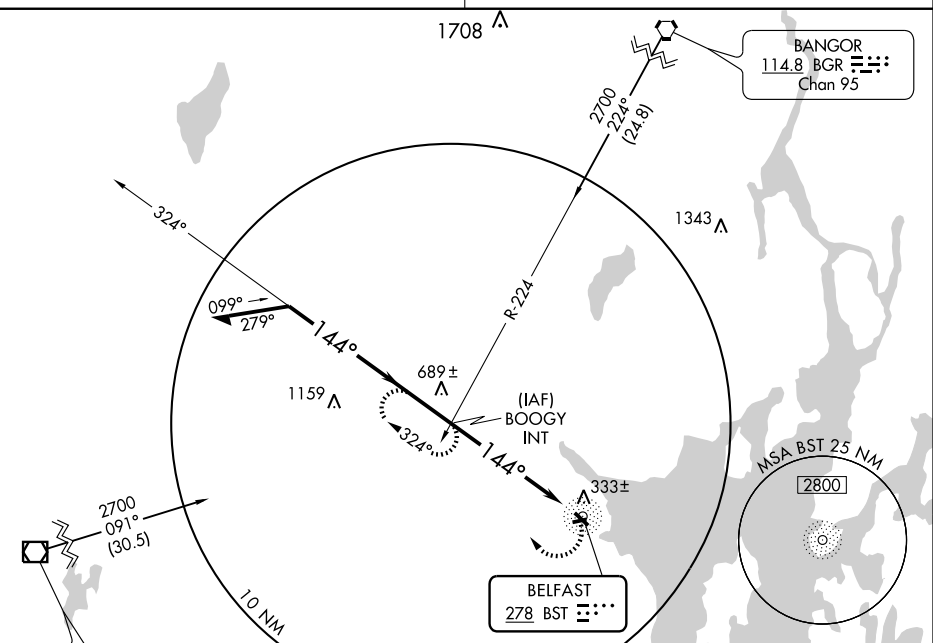
NDB BST	APP CRS	Rwy Idg	4000
<b>278</b>	<b>144°</b>	TDZE	<b>198</b>
		Apt Elev	<b>198</b>

**▽**  
**△** NA Use Bangor altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 via BST 324° bearing to BOOGY Int and hold.

BANGOR APP CON  
**118.925 239.3**

UNICOM  
**122.8 (CTAF)**



Remain within 10 NM	BOOGY INT		NDB
	2700	1900	
	324°	144°	2.91°
			TCH 40
			5.4 NM
			0.3 NM

CATEGORY	A	B	C	D
S-15	1000-1 802 (900-1)	1000-1¼ 802 (900-1¼)	1000-2¼ 802 (900-2¼)	NA
CIRCLING	1000-1 802 (900-1)	1000-1¼ 802 (900-1¼)	1000-2¼ 802 (900-2¼)	NA

MIRL Rwy 15-33  
REIL Rwy 15 and 33

# RNAV (GPS) RWY 15

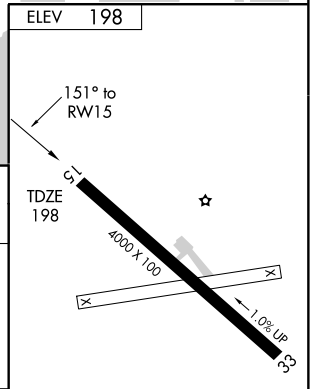
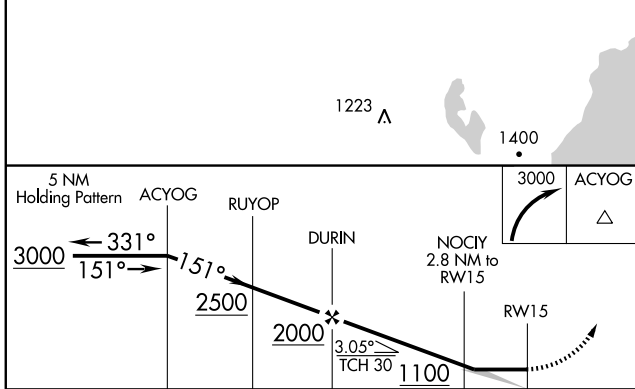
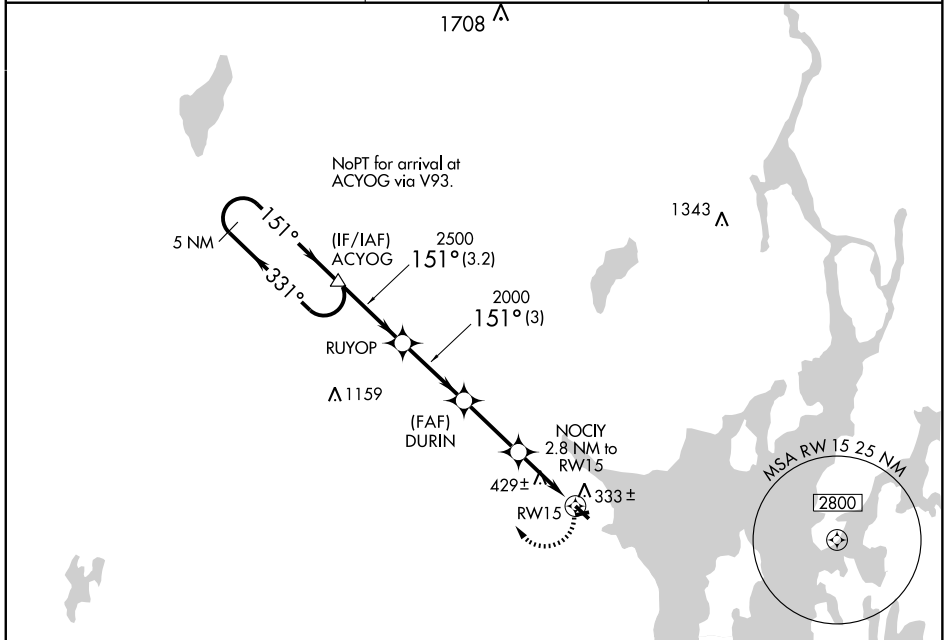
BELFAST MUNI (BST)

APP CRS	Rwy Idg	<b>4000</b>
<b>151°</b>	TDZE	<b>198</b>
	Apt Elev	<b>198</b>

**NA** DME/DME RNP-0.3 NA.  
Use Bangor altimeter setting; if not received, use Rockland altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climbing right turn to 3000 direct ACYOG and hold.

<b>BANGOR ASOS</b> <b>127.75</b>	<b>BANGOR APP CON</b> <b>118.925 239.3</b>	<b>UNICOM</b> <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LNNAV MDA	740-1 542 (600-1)		740-1½ 542 (600-1½)	NA
CIRCLING	760-1 562 (600-1)	800-1 602 (700-1)	880-2 682 (700-2)	NA

MIRL Rwy 15-33  
REIL Rwy 15 and 33

# RNAV (GPS) RWY 33

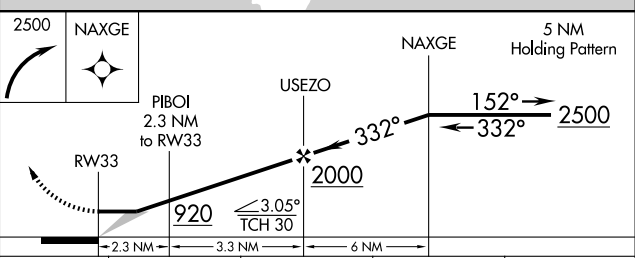
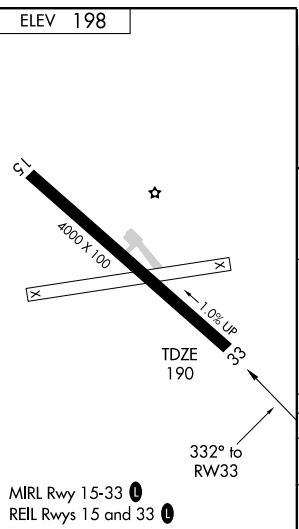
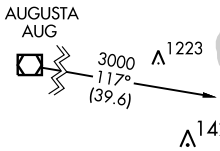
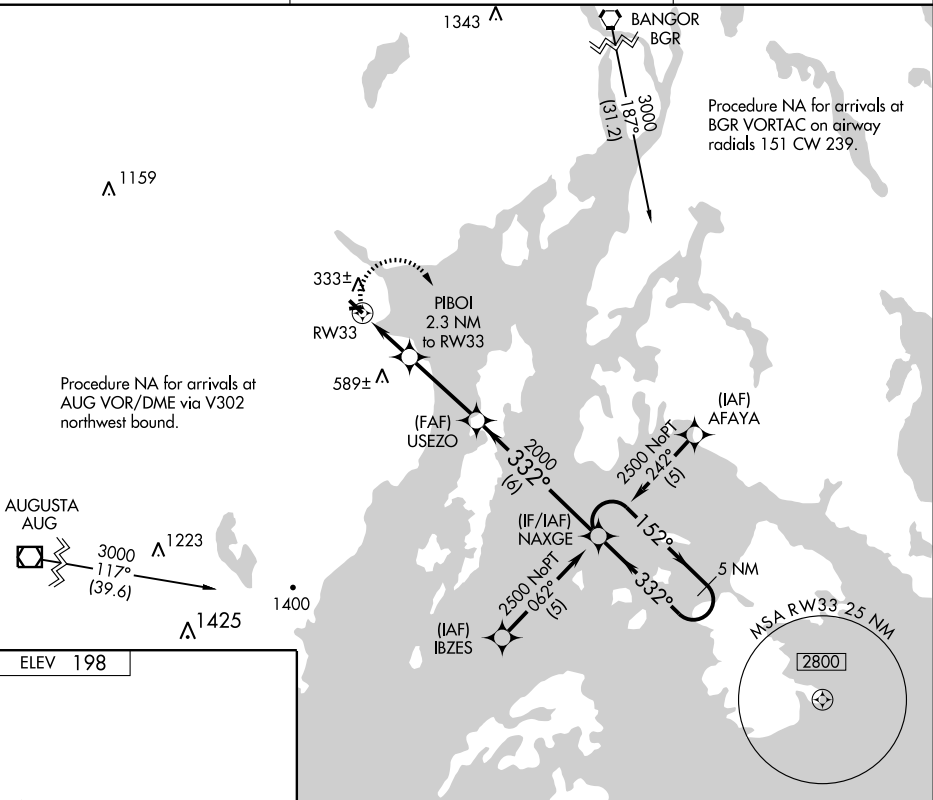
BELFAST MUNI (BST)

APP CRS	Rwy Idg	<b>4000</b>
<b>332°</b>	TDZE	<b>190</b>
	Apt Elev	<b>198</b>

**NA** Use Bangor altimeter setting; if not received, use Rockland altimeter setting and increase all MDAs 20 feet.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing right turn to 2500 direct NAXGE and hold.

BANGOR ASOS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	700-1	510 (600-1)	700-1½ 510 (600-1½)	NA
CIRCLING	760-1 562 (600-1)	800-1 602 (700-1)	880-2 682 (700-2)	NA

NE-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	<b>3000</b>
<b>058°</b>	TDZE	<b>157</b>
	Apt Elev	<b>157</b>

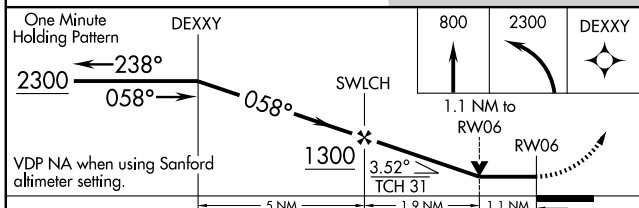
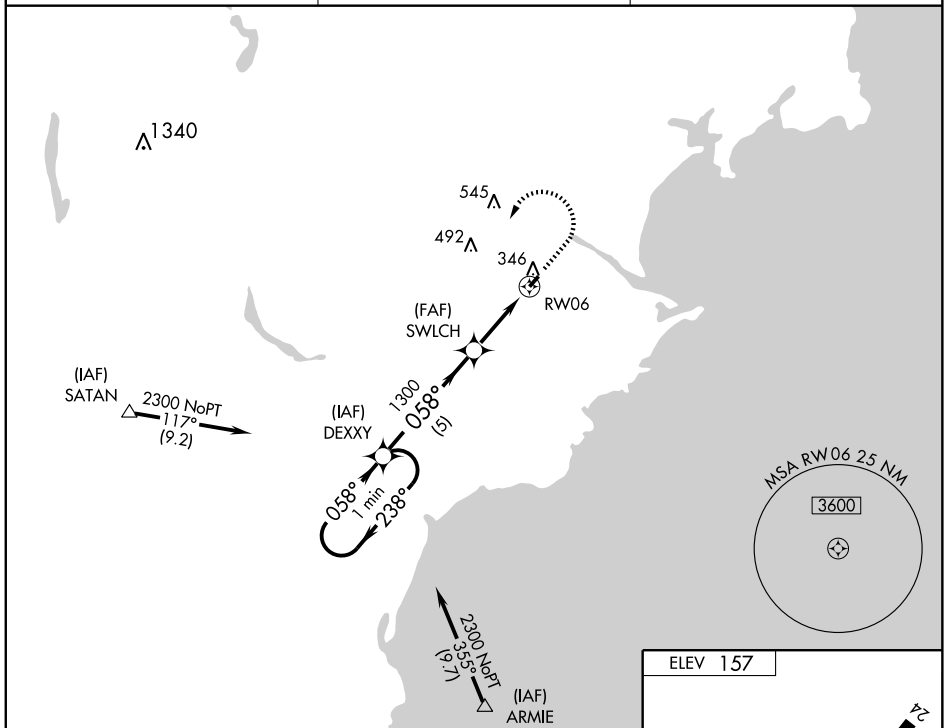
**NA** Obtain local altimeter on CTAF;  
 when not received, use Sanford altimeter setting.

**MISSED APPROACH:** Climb to 800, then climbing left turn to 2300 direct DEXXY WP and hold.

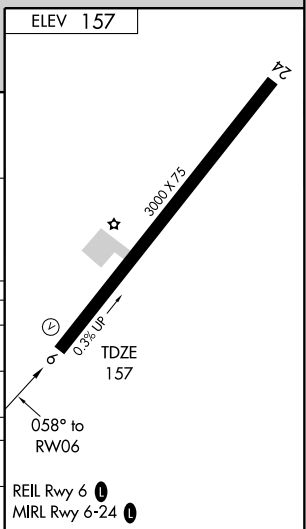
PORTLAND APP CON \*  
**119.75 381.2**

CLNC DEL  
**126.05**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
S-6	580-1	423 (500-1)	580-1¼ 423 (500-1¼)	NA
CIRCLING	700-1	543 (600-1)	700-1½ 543 (600-1½)	NA
<b>SANFORD ALTIMETER SETTING MINIMUMS</b>				
S-6	620-1	463 (500-1)	620-1¼ 463 (500-1¼)	NA
CIRCLING	740-1	583 (600-1)	740-1½ 583 (600-1½)	NA



VORTAC ENE <b>117.1</b> Chan <b>118</b>	APP CRS <b>088°</b>	Rwy Idg TDZE Apt Elev <b>3000</b> <b>157</b> <b>157</b>
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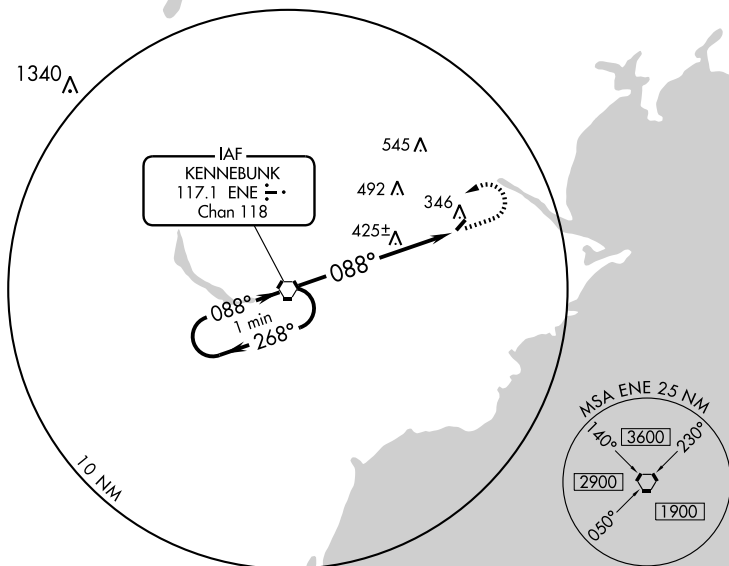
Obtain local altimeter on CTAF; when not received, use Sanford altimeter setting.

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

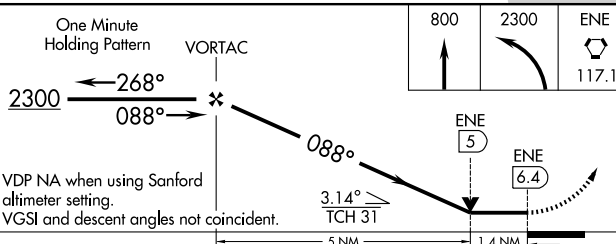
PORTLAND APP CON ★  
**119.75 381.2**

CLNC DEL  
**126.05**

UNICOM  
**123.0 (CTAF) 0**



NE-1, 08 APR 2010 to 06 MAY 2010



ELEV 157

REIL Rwy 6 0  
MRL Rwy 6-24 0

FAF to MAP 6.4 NM	
Knots	60 90 120 150 180
Min:Sec	6:24 4:16 3:12 2:34 2:08

CATEGORY	A	B	C	D
S-6	680-1	523 (600-1)	680-1½ 523 (600-1½)	NA
CIRCLING	700-1	543 (600-1)	700-1½ 543 (600-1½)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
S-6	720-1	563 (600-1)	720-1½ 563 (600-1½)	NA
CIRCLING	740-1	583 (600-1)	740-1½ 583 (600-1½)	NA

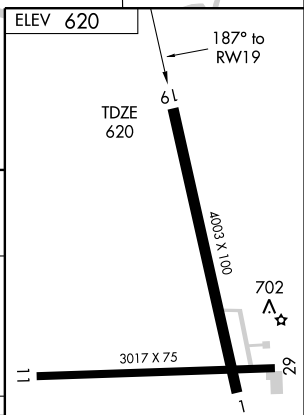
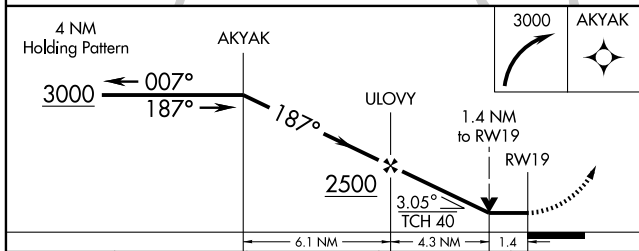
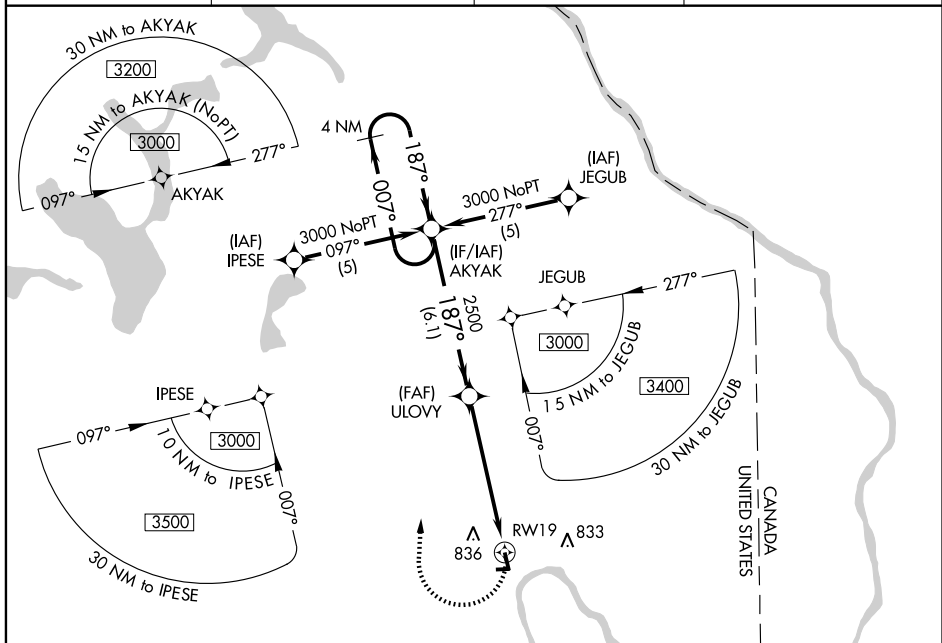
# RNAV (GPS) RWY 19

CARIBOU MUNI (CAR)

APP CRS	Rwy Idg	<b>4003</b>
<b>187°</b>	TDZE	<b>620</b>
	Apt Elev	<b>620</b>

**V** DME/DME RNP -0.3 NA. MISSED APPROACH: Climbing right turn to 3000 direct AKYAK WP and hold.

ASOS <b>135.125</b>	BOSTON CENTER <b>124.75 239.5</b>	CLNC DEL <b>124.75</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1120-1	500 (500-1)	1120-1½ 500 (500-1½)	1120-1½ 500 (500-1½)
CIRCLING	1140-1	520 (600-1)	1140-1½ 520 (600-1½)	1180-2 560 (600-2)

MIRL Rwy's 1-19 and 11-29 0

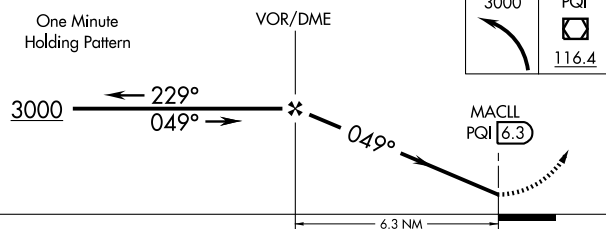
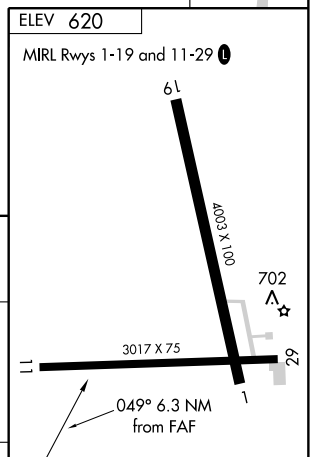
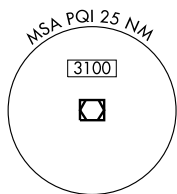
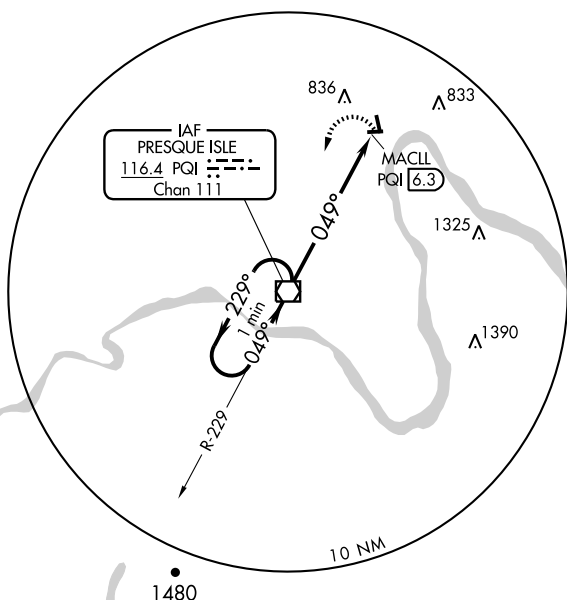
NE-1, 08 APR 2010 to 06 MAY 2010



VOR/DME PQI <b>116.4</b> Chan <b>111</b>	APP CRS <b>049°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>620</b>
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MISSED APPROACH: Climbing left turn to 3000 direct PQI VOR/DME and hold.

ASOS <b>135.125</b>	BOSTON CENTER <b>124.75 239.5</b>	CLNC DEL <b>124.75</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D	FAF to MAP 6.3 NM					
CIRCLING	1140-1 520 (600-1)		1140-1½ 520 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	6:18	4:12	3:09	2:31	2:06

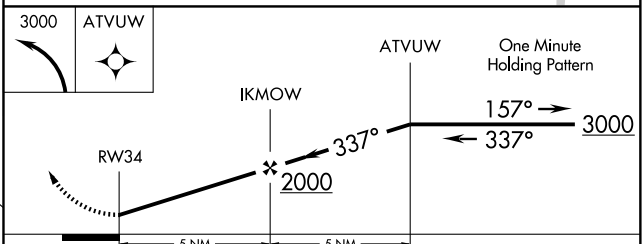
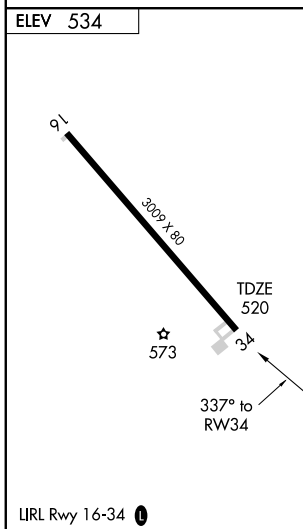
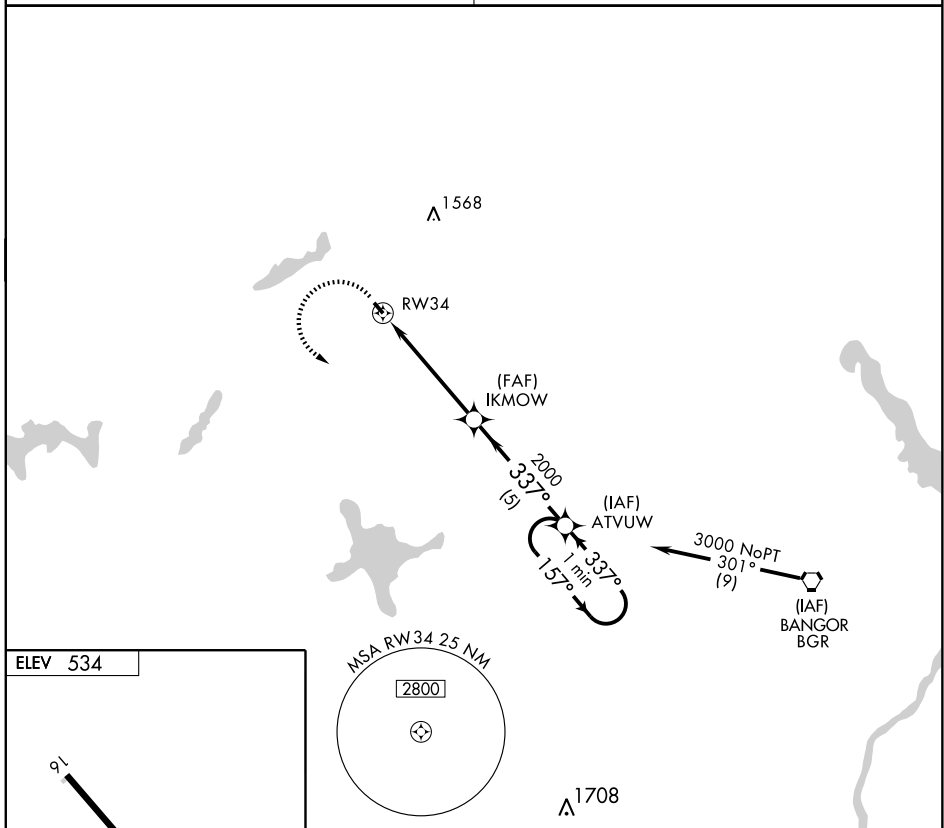
APP CRS	Rwy Idg	<b>3009</b>
<b>337°</b>	TDZE	<b>520</b>
	Apt Elev	<b>534</b>

**▽** Use Bangor altimeter setting.  
**△** NA Procedure not authorized at night.

**MISSED APPROACH:** Climbing left turn to 3000 direct ATVUW WP and hold.

**BANGOR APP CON**  
**118.925 239.3**

**UNICOM**  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-34	1000-1	480 (500-1)		NA
CIRCLING	1040-1 506 (600-1)	1200-1 666 (700-1)		NA

NDB EPM	APP CRS	Rwy Idg	4000
<u>260</u>	<u>136°</u>	TDZE	44
		Apt Elev	45

# NDB RWY 15

EASTPORT MUNI (EPM)

**▼** If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.

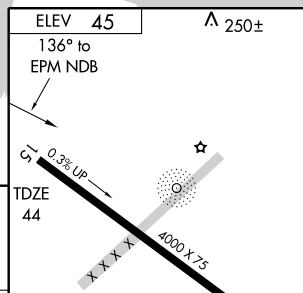
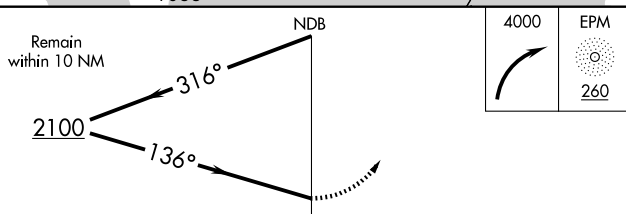
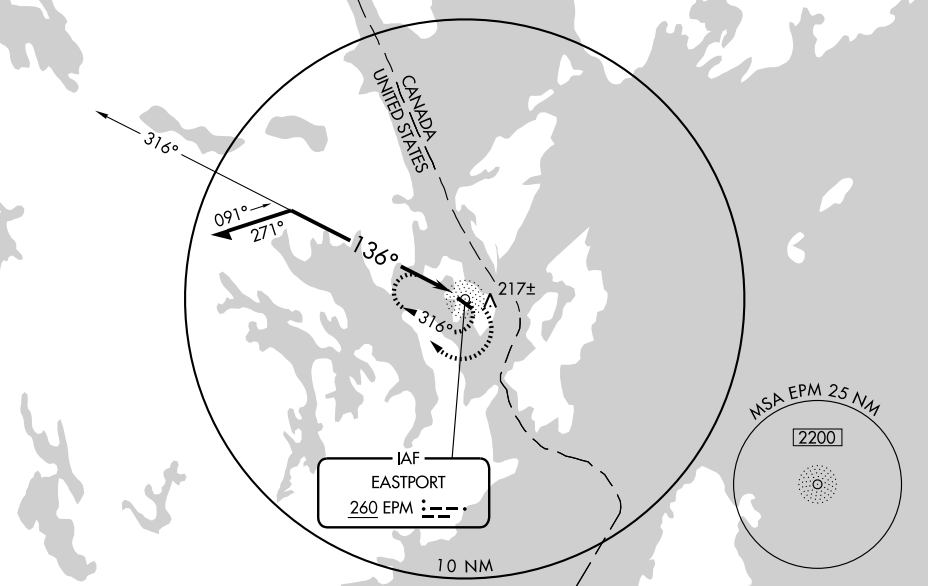
**MISSED APPROACH:** Climbing right turn to 4000 in EPM NDB holding pattern.

AWOS-A  
**260**

BOSTON CENTER  
**124.25 290.5**

UNICOM  
**122.8 (CTAF) 0**

## RADAR REQUIRED



CATEGORY	A	B	C	D
S-15	740-1 696 (700-1)	740-2 696 (700-2)	740-2 696 (700-2)	740-2 1/4 696 (700-2 1/4)
CIRCLING	740-1 695 (700-1)	740-2 695 (700-2)	740-2 695 (700-2)	740-2 1/4 695 (700-2 1/4)

MIRL Rwy 15-33 0  
REIL Rwy 15 and 33 0

Knots	60	90	120	150	180
Min:Sec					

NDB EPM <b>260</b>	APP CRS <b>333°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>45</b> <b>45</b>
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# NDB RWY 33

EASTPORT MUNI (EPM)

**NA** If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.

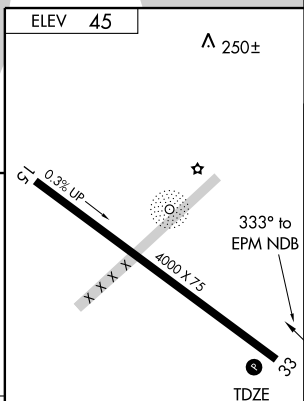
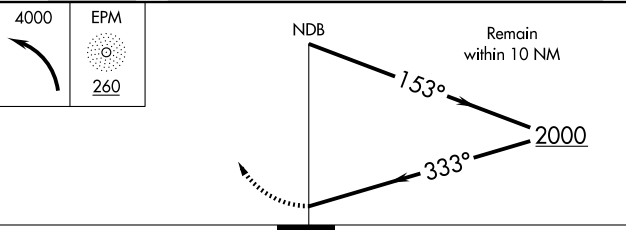
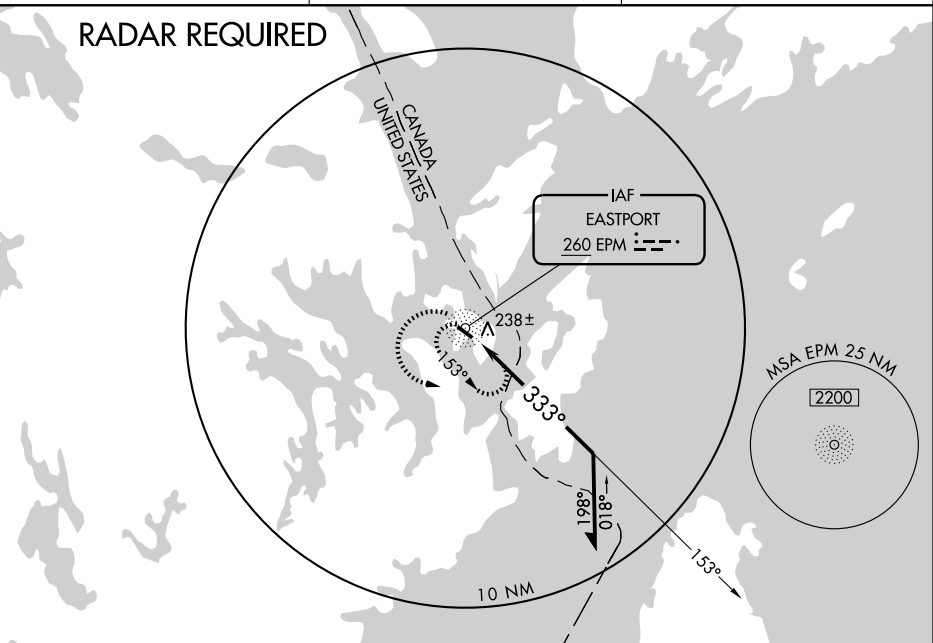
**MISSED APPROACH:** Climbing left turn to 4000 in EPM NDB holding pattern.

AWOS-A  
**260**

BOSTON CENTER  
**124.25 290.5**

UNICOM  
**122.8 (CTAF)**

## RADAR REQUIRED



CATEGORY	A	B	C	D
S-33	600-1 555 (600-1)	600-1½ 555 (600-1½)	600-1¾ 555 (600-1¾)	600-2 555 (600-2)
CIRCLING	600-1 555 (600-1)	600-1½ 555 (600-1½)	600-2 555 (600-2)	600-2 555 (600-2)

MIRL Rwy 15-33	Ⓛ				
REIL Rwy 15 and 33	Ⓛ				
Knots	60	90	120	150	180
Min:Sec					

# RNAV (GPS) RWY 15

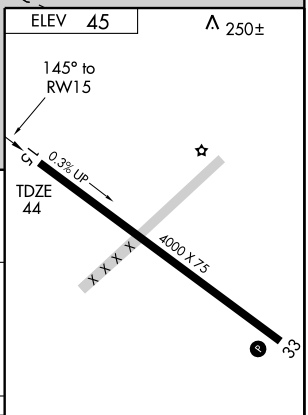
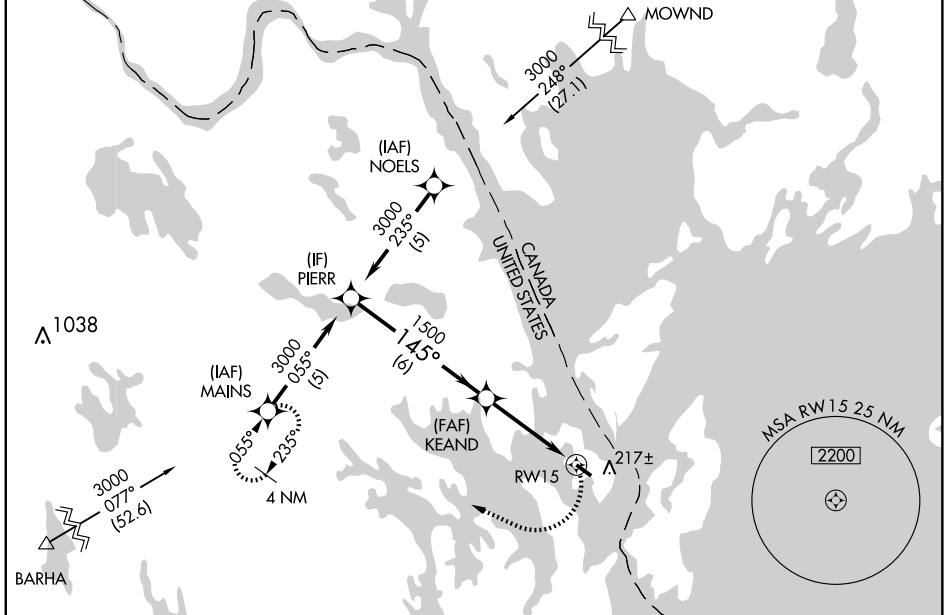
EASTPORT MUNI (EPM)

APP CRS	Rwy Idg	<b>4000</b>
<b>145°</b>	TDZE	<b>44</b>
	Apt Elev	<b>45</b>

DME/DME RNP-0.3 NA.  
 If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.  
 VDP NA with Hancock County-Bar Harbor altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct MAINS and hold.

<b>AWOS-A</b> <b>260</b>	<b>BOSTON CENTER</b> <b>124.25 290.5</b>	<b>UNICOM</b> <b>122.8 (CTAF)</b>
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	<b>PIERR</b>	<b>KEAND</b>	<b>RWY 15</b>
Procedure Turn NA	3000	1500	4000
	6 NM	2.7 NM	1.3 NM
		3.36 NM	TCH 40

CATEGORY	A	B	C	D
LNAV MDA	540-1	496 (500-1)	540-1¼ 496 (500-1¼)	540-1½ 496 (500-1½)
CIRCLING	580-1	535 (600-1)	580-1½ 535 (600-1½)	600-2 555 (600-2)

MIRL Rwy 15-33   
 REIL Rwy 15 and 33

NE-1, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 33

EASTPORT MUNI (EPM)

APP CRS	Rwy Idg	4000
326°	TDZE	45
	Apt Elev	45

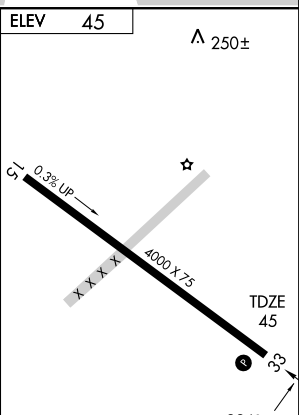
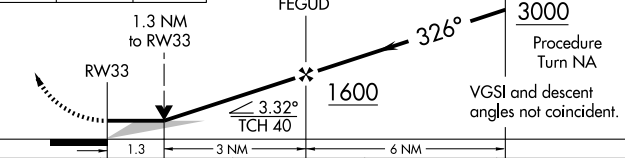
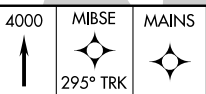
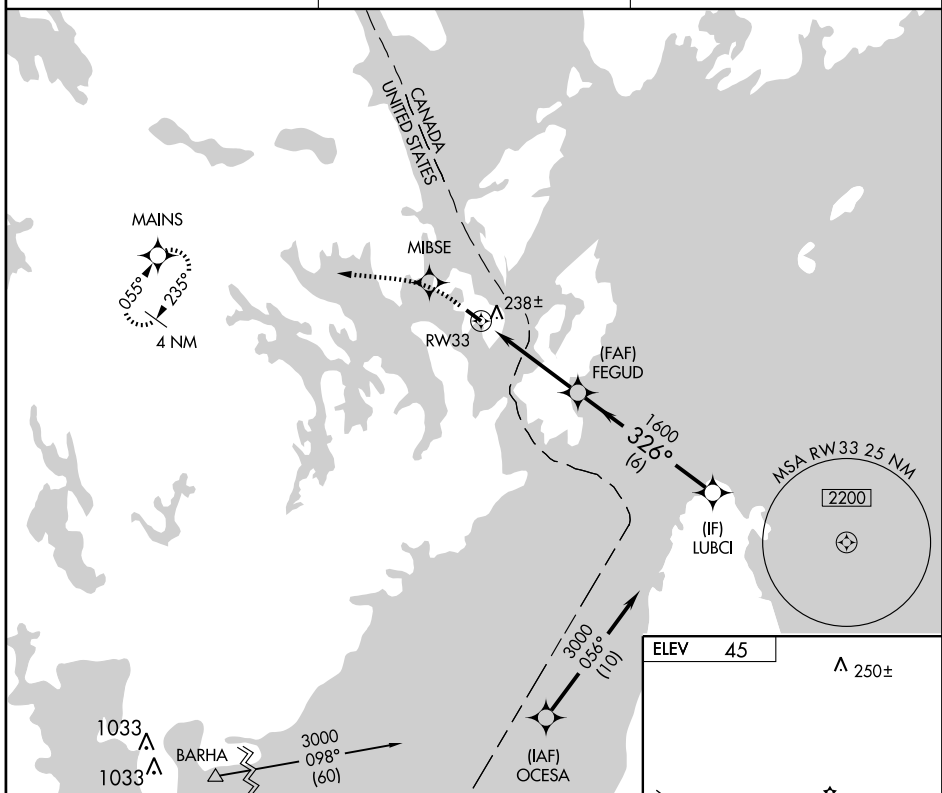
**V** DME/DME RNP-0.3 NA.  
**▲** NA If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.  
 VDP NA with Hancock County-Bar Harbor altimeter setting.

MISSED APPROACH: Climb to 4000 direct MIBSE and via 295° track to MAINS and hold.

AWOS-A  
**260**

BOSTON CENTER  
**124.25 290.5**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LNAV MDA	500-1	455 (500-1)	500-1¼ 455 (500-1¼)	500-1½ 455 (500-1½)
CIRCLING	580-1	535 (600-1)	580-1½ 535 (600-1½)	600-2 555 (600-2)

MIRL Rwy 15-33  
 REIL Rwy 15 and 33

NDB ESG <b>260</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>125</b>
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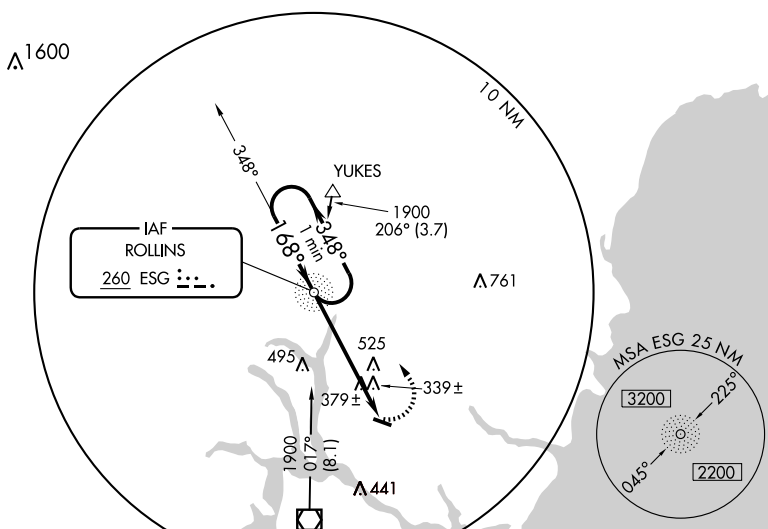
▼ Use Portsmouth, NH altimeter setting.  
 ▲ NA Procedure NA at night.

MISSED APPROACH: Climbing left turn to 1900 direct ESG NDB and hold.

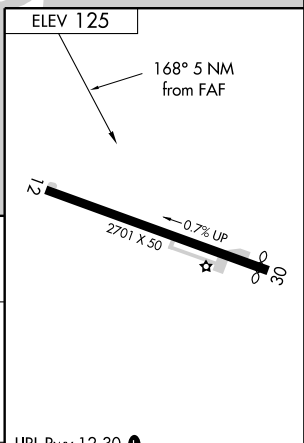
BOSTON APP CON  
**125.05 269.4**

UNICOM  
**122.9** (CTAF) **0**

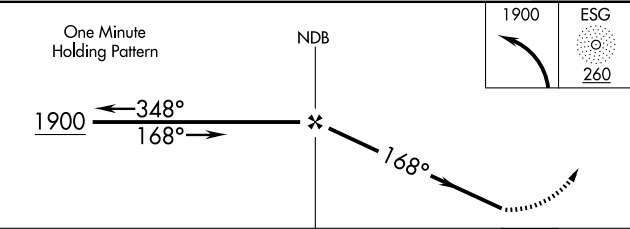
Procedure NA for arrival at YUKES on V106.



PEASE  
116.5 PSM  
Chan 112



LIRL Rwy 12-30 **0**



CATEGORY	A	B	C	D	FAF to MAP 5 NM					
CIRCLING	880-1 755 (800-1)	880-1¼ 755 (800-1¼)	NA		Knots	60	90	120	150	180
					Min:Sec	5:00	3:20	2:30	2:00	1:40

# RNAV (GPS) RWY 30

ELIOT/LITTLEBROOK AIR PARK (3B4)

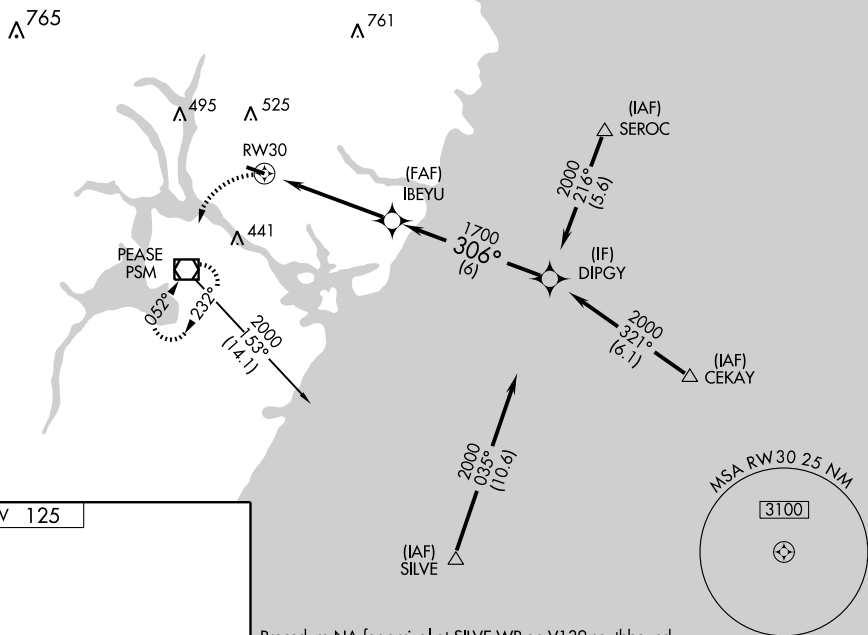
APP CRS	Rwy Idg	<b>2615</b>
<b>306°</b>	TDZE	<b>125</b>
	Apt Elev	<b>125</b>

Procedure NA at night.  
Use Portsmouth, NH. altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

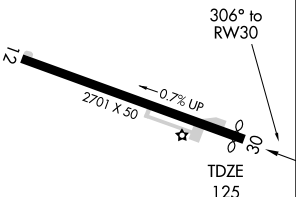
MISSED APPROACH: Climbing left turn to 2000  
direct PSM VOR/DME and hold.

BOSTON APP CON  
**125.05 269.4**

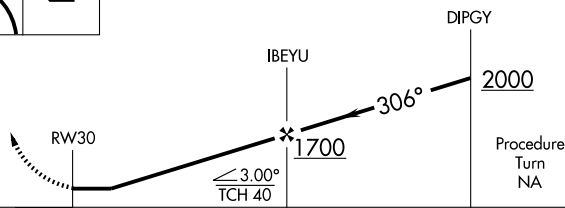
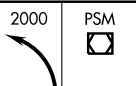
UNICOM  
**122.9 (CTAF)**



ELEV 125



Procedure NA for arrival at SILVE WP on V139 southbound,  
at SEROC on V167 northbound, and at CEKAY on V167 southbound.



CATEGORY	A	B	C	D
LNAV MDA	580-1	455 (500-1)		NA
CIRCLING	680-1	555 (600-1)		NA



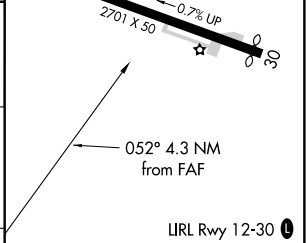
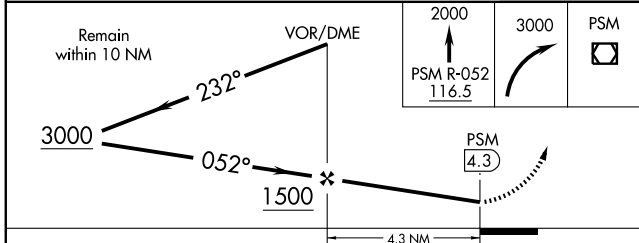
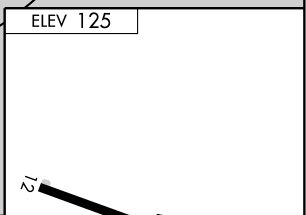
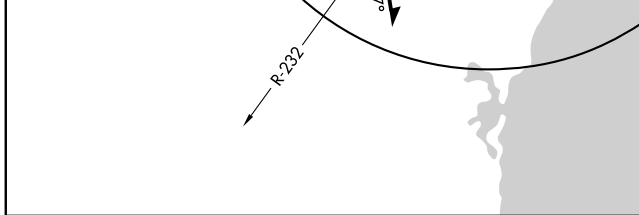
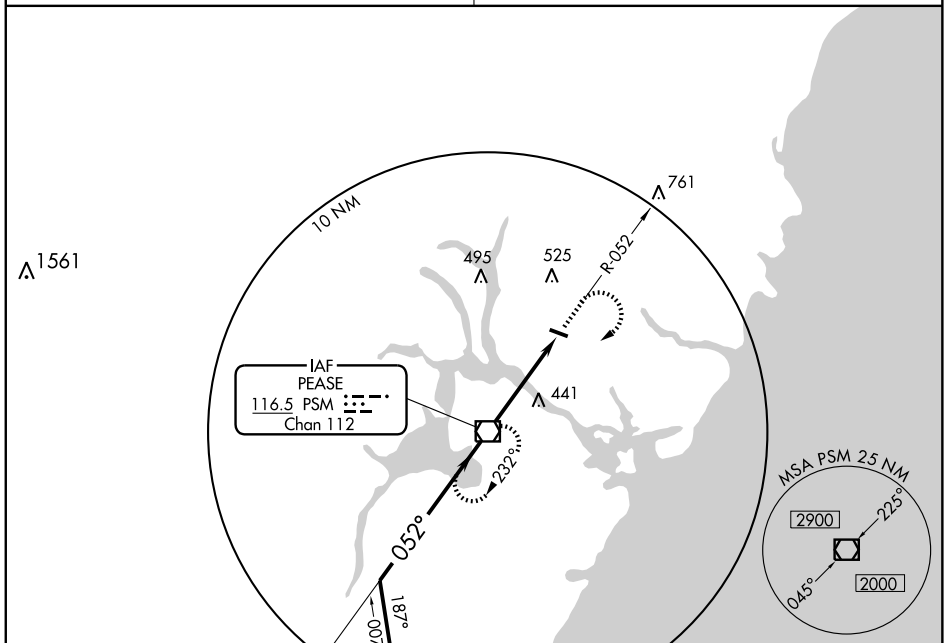
VOR/DME PSM <b>116.5</b> Chan <b>112</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>125</b>
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▼  
▲ NA  
Use Portsmouth, NH altimeter setting.  
Procedure NA at night.

MISSED APPROACH: Climb to 2000 via PSM R-052 then climbing right turn to 3000 direct PSM VOR/DME and hold.

BOSTON APP CON  
**125.05 269.4**

UNICOM  
**122.9** (CTAF) **0**



CATEGORY	A	B	C	D
CIRCLING	720-1 595 (600-1)		NA	

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

# RNAV (GPS) RWY 14

FRENCHVILLE/ NORTHERN AROOSTOOK RGNL (FVE)

APP CRS  
**135°**

Rwy Idg **4600**  
TDZE **984**  
Apt Elev **988**



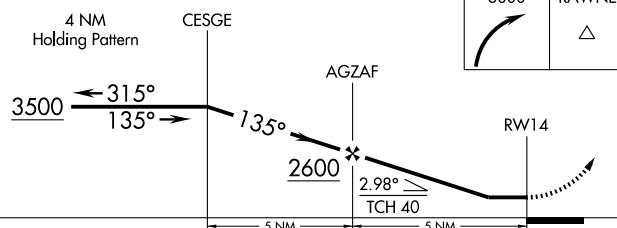
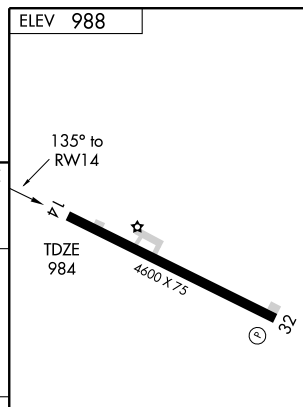
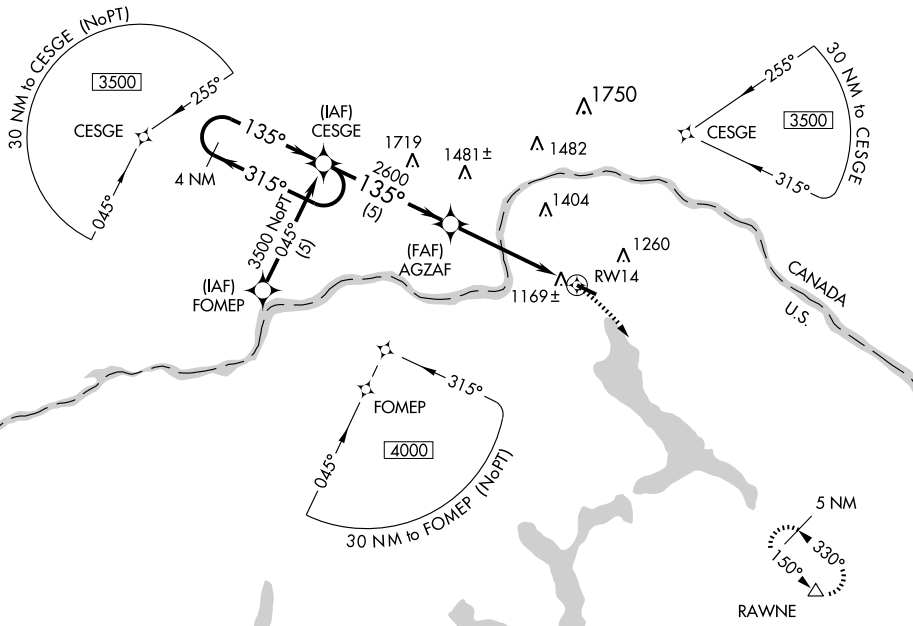
GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct RAWNE WP and hold.

ASOS  
**135.725**

BOSTON CENTER  
**124.75 239.5**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	1420-1	436 (500-1)	1420-1¼ 436 (500-1¼)	1420-2¼ 436 (500-2¼)
CIRCLING	1560-1	572 (600-1)	1660-2 672 (700-2)	1660-2¼ 672 (700-2¼)

REIL Rwy 14 and 32 0  
MIRL Rwy 14-32 0

APP CRS  
**316°**

Rwy Idg **4600**  
TDZE **988**  
Apt Elev **988**

# RNAV (GPS) RWY 32

FRENCHVILLE/ NORTHERN AROOSTOOK RGNL (FVE)

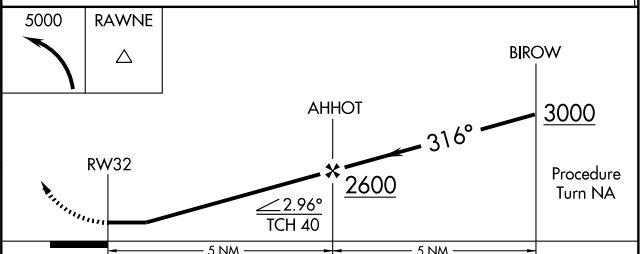
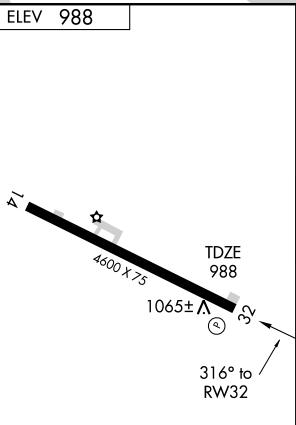
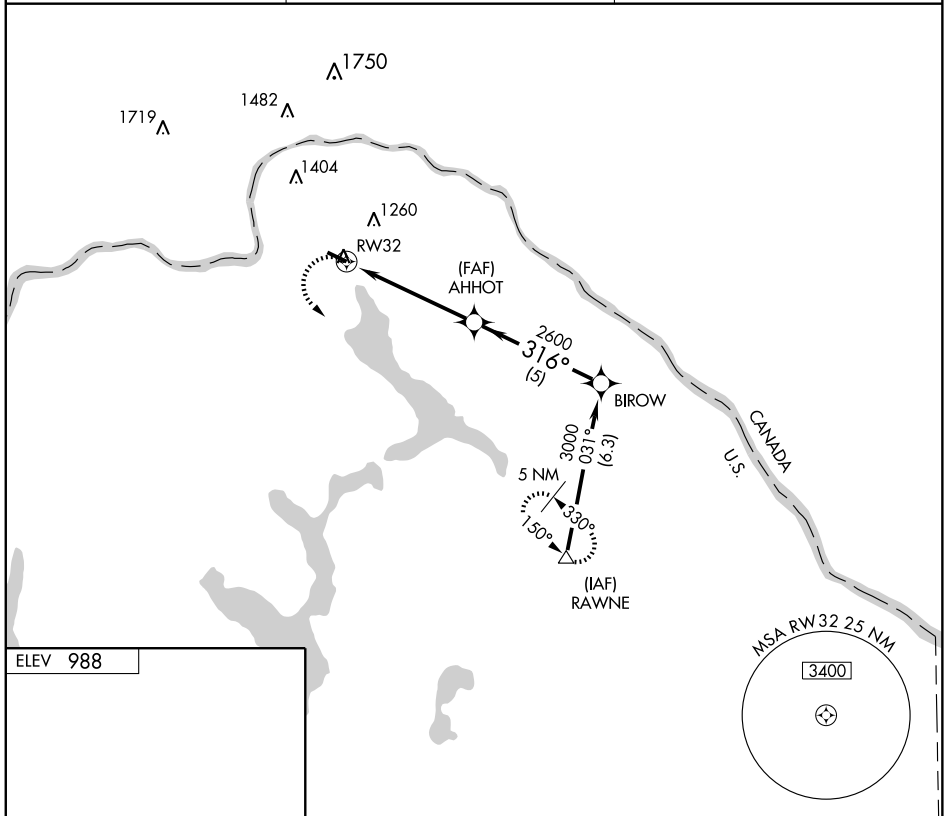
**NA** GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn  
to 5000 direct RAWNE WP and hold.

ASOS  
**135.725**

BOSTON CENTER  
**124.75 239.5**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNNAV MDA	1400-1	412 (500-1)	1400-1¼	412 (500-1¼)
CIRCLING	1560-1	572 (600-1)	1660-2 672 (700-2)	1660-2¼ 672 (700-2¼)

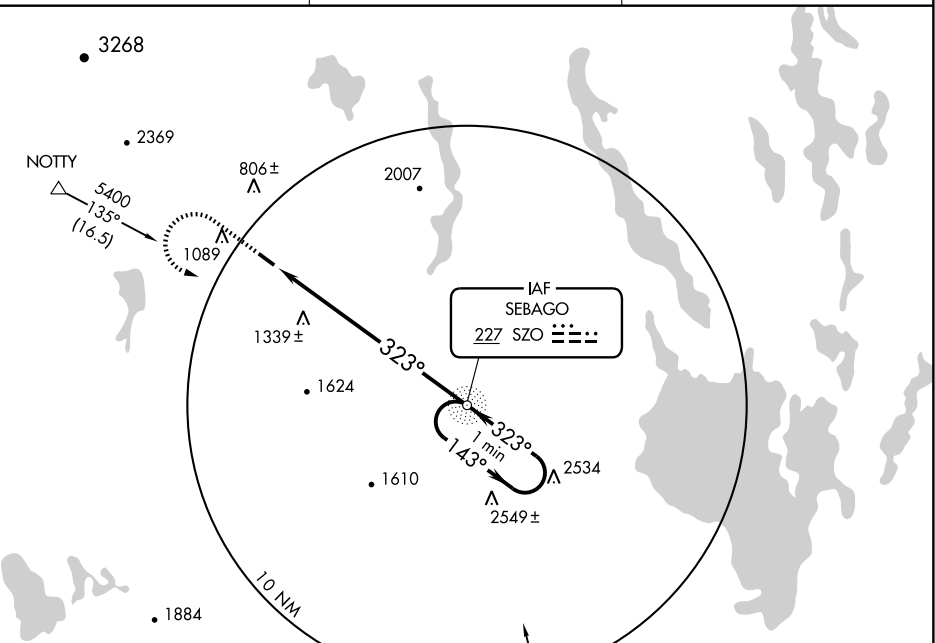
REIL Rwy 14 and 32 **0**  
MIRL Rwy 14-32 **0**

NDB SZO <b>227</b>	APP CRS <b>323°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>454</b>
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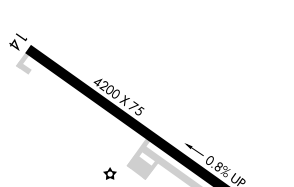
**▼** When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all MDA 100 feet.

**MISSED APPROACH:** Climb to 2200 then climbing left turn to 3600 direct SZO NDB and hold.

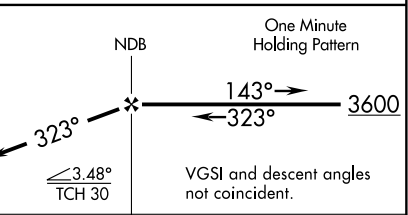
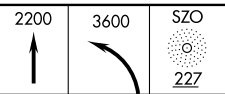
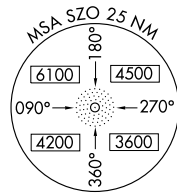
ASOS <b>135.775</b>	PORTLAND APP CON ★ <b>125.5 381.2</b>	UNICOM <b>122.8 (CTAF) ①</b>
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ELEV 454



**KENNEBUNK**  
117.1 ENE  
Chan 118



REIL Rwy 32 ①  
MIRL Rwy 14-32 ①

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	1780-1¼ 1326 (1400-1¼)	1780-1½ 1326 (1400-1½)	1780-3 1326 (1400-3)	NA

# RNAV (GPS) RWY 32

FRYBURG/ EASTERN SLOPES RGNL (IZG)

APP CRS	Rwy Idg	<b>4200</b>
<b>324°</b>	TDZE	<b>447</b>
	Apt Elev	<b>454</b>

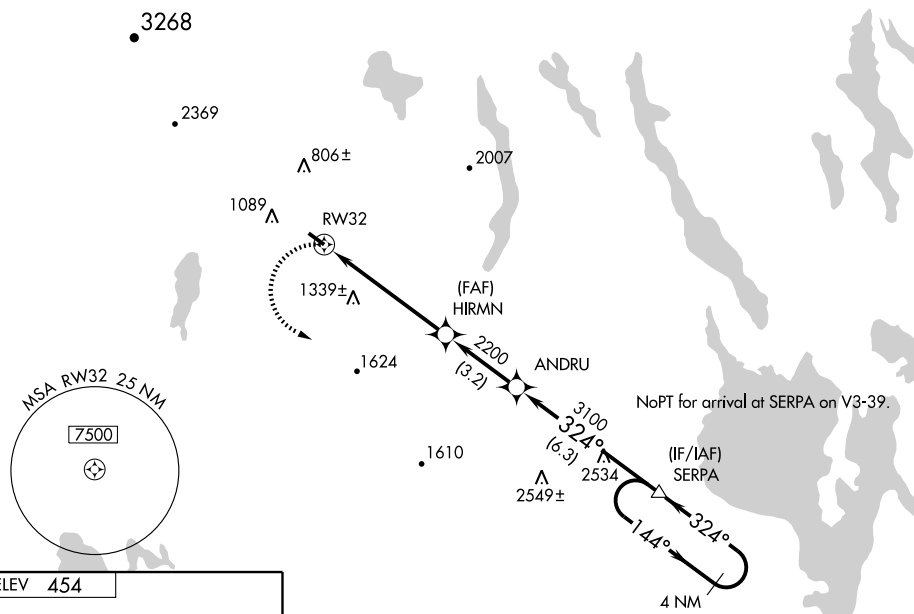
**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**△** When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 3600 direct SERPA and hold.

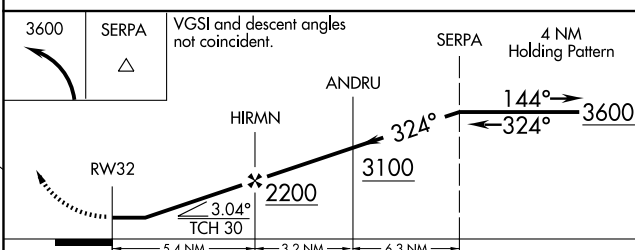
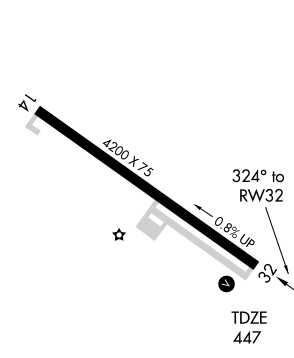
ASOS  
**135.775**

PORTLAND APP CON ★  
**125.5 381.2**

UNICOM  
**122.8 (CTAF) ①**



ELEV **454**



CATEGORY	A	B	C	D
LNAV MDA	1480-1¼ 1033 (1100-1¼)	1480-1½ 1033 (1100-1½)	1480-3 1033 (1100-3)	NA
CIRCLING	1480-1¼ 1026 (1100-1¼)	1480-1½ 1026 (1100-1½)	1480-3 1026 (1100-3)	NA

REIL Rwy 32 ①  
MRL Rwy 14-32 ①

# NDB RWY 14

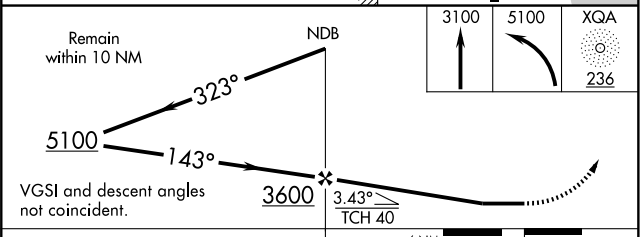
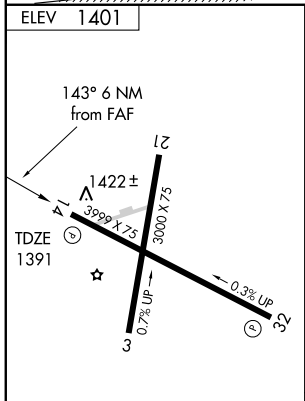
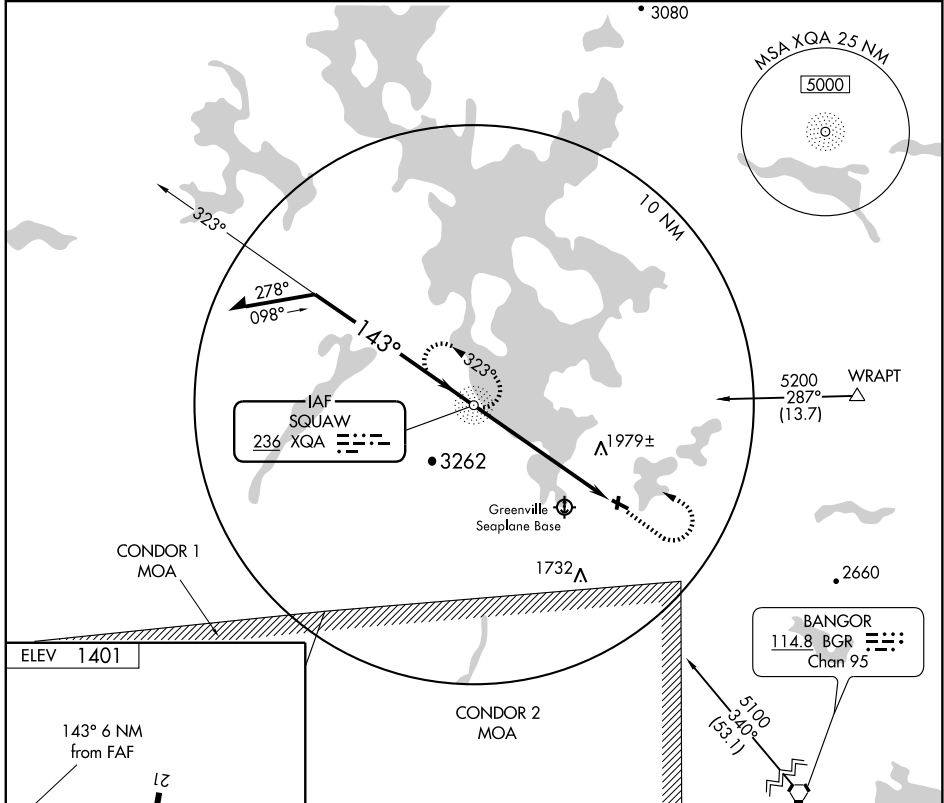
GREENVILLE MUNI (3B1)

NDB XQA <b>236</b>	APP CRS <b>143°</b>	Rwy ldg TDZE Apt Elev	<b>3999</b> <b>1391</b> <b>1401</b>
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When local altimeter setting not received, use Bangor altimeter setting and increase all MDAs 300 feet and increase Cat B and C circling visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then climbing left turn to 5100 direct XQA NDB and hold, continue climb-in-hold to 5100.

BOSTON CENTER <b>120.25 346.4</b>	CLNC DEL <b>122.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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REIL Rwy 14  
MIRL Rwy 14-32

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-14	2280-1¼ 889 (900-1¼)		2280-2¾ 889 (900-2¾)	2280-3 889 (900-3)
CIRCLING	2280-1¼ 879 (900-1¼)		2280-2¾ 879 (900-2¾)	2500-3 1099 (1100-3)

# RNAV (GPS) RWY 14

GREENVILLE MUNI (3B1)

APP CRS	Rwy Idg	<b>3999</b>
<b>138°</b>	TDZE	<b>1391</b>
	Apt Elev	<b>1401</b>

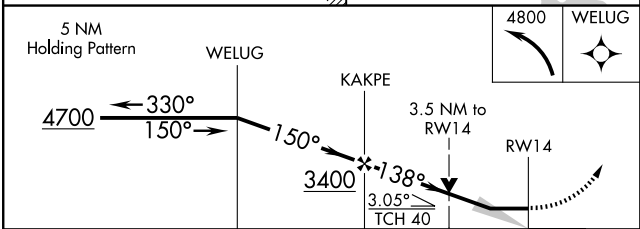
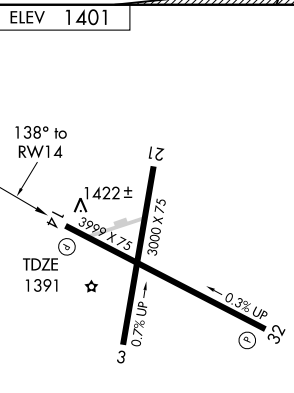
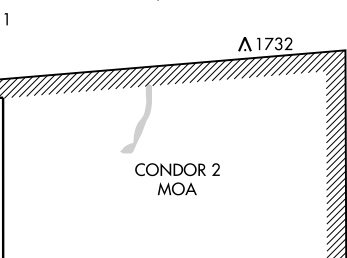
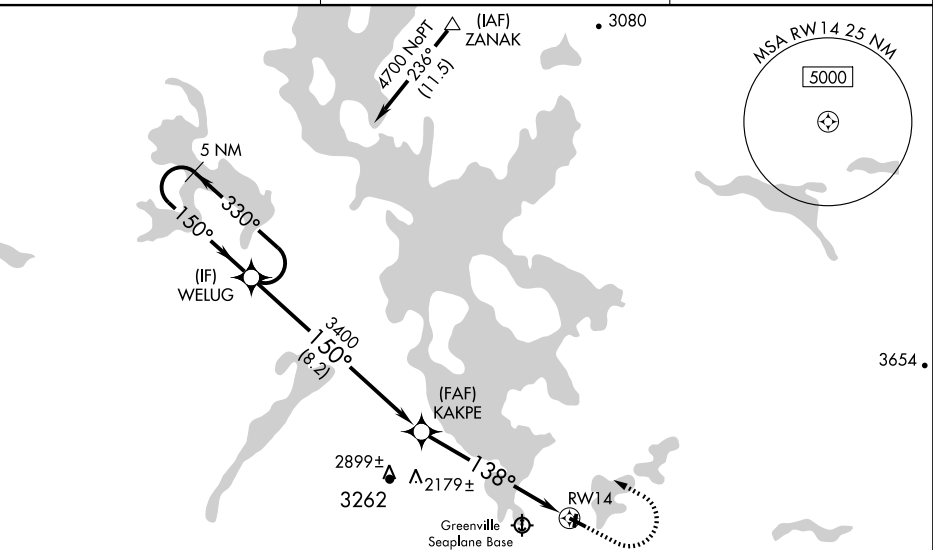
**NA** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bangor altimeter setting and increase all MDA 300 feet. VDP NA when using Bangor altimeter setting.

**MISSED APPROACH:** Climbing left turn to 4800 direct WELUG and hold.

**BOSTON CENTER**  
**120.25 346.4**

**CLNC DEL**  
**122.3**

**UNICOM**  
**122.8 (CTAF) 0**



REIL Rwy 14  
MIRL Rwy 14-32 0

CATEGORY	A	B	C	D
LNAV MDA	2520-1¼ 1129 (1200-1¼)	2520-1½ 1129 (1200-1½)	2520-3	1129 (1200-3)
CIRCLING	2520-1¼ 1119 (1200-1¼)	2520-1½ 1119 (1200-1½)	2520-3	1119 (1200-3)

NE-1, 08 APR 2010 to 06 MAY 2010

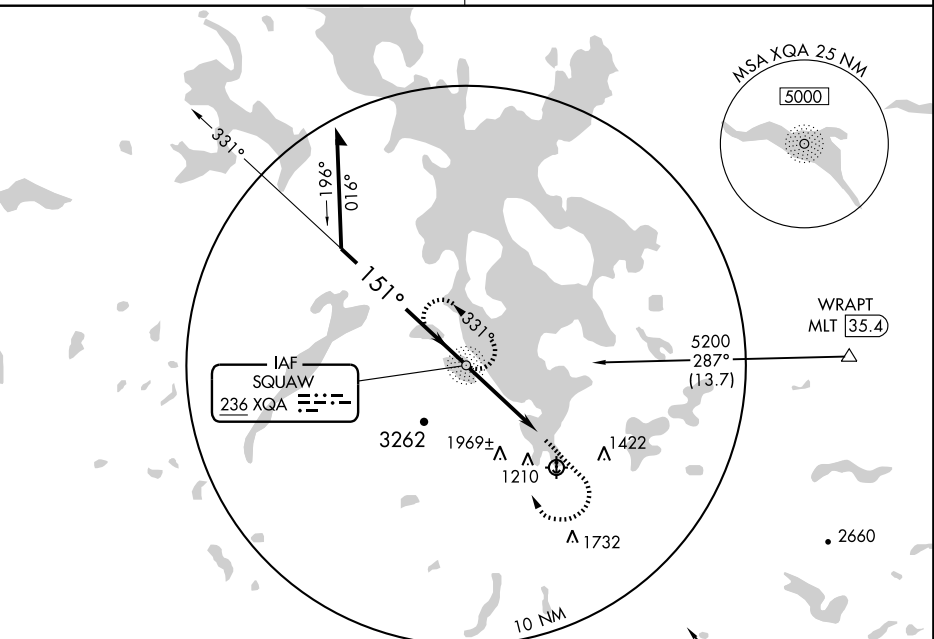
NDB XQA <b>236</b>	APP CRS <b>151°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1028</b>
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▼ Procedure NA at night.  
▲ NA Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

MISSED APPROACH: Climb to 3600 then climbing right turn to 5100 direct XQA NDB and hold.

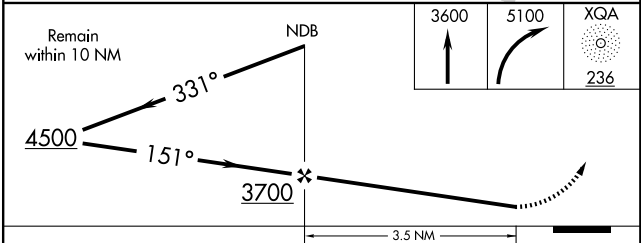
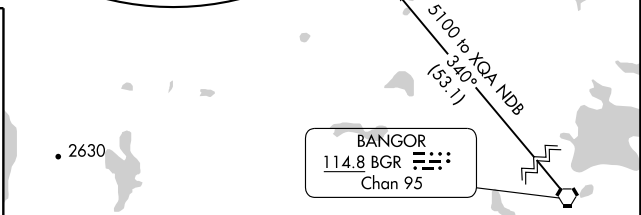
BOSTON CENTER  
**120.25 346.4**

CTAF  
**122.9**



ELEV 1028

SEE GREENVILLE SEAPLANE BASE LANDING CHART



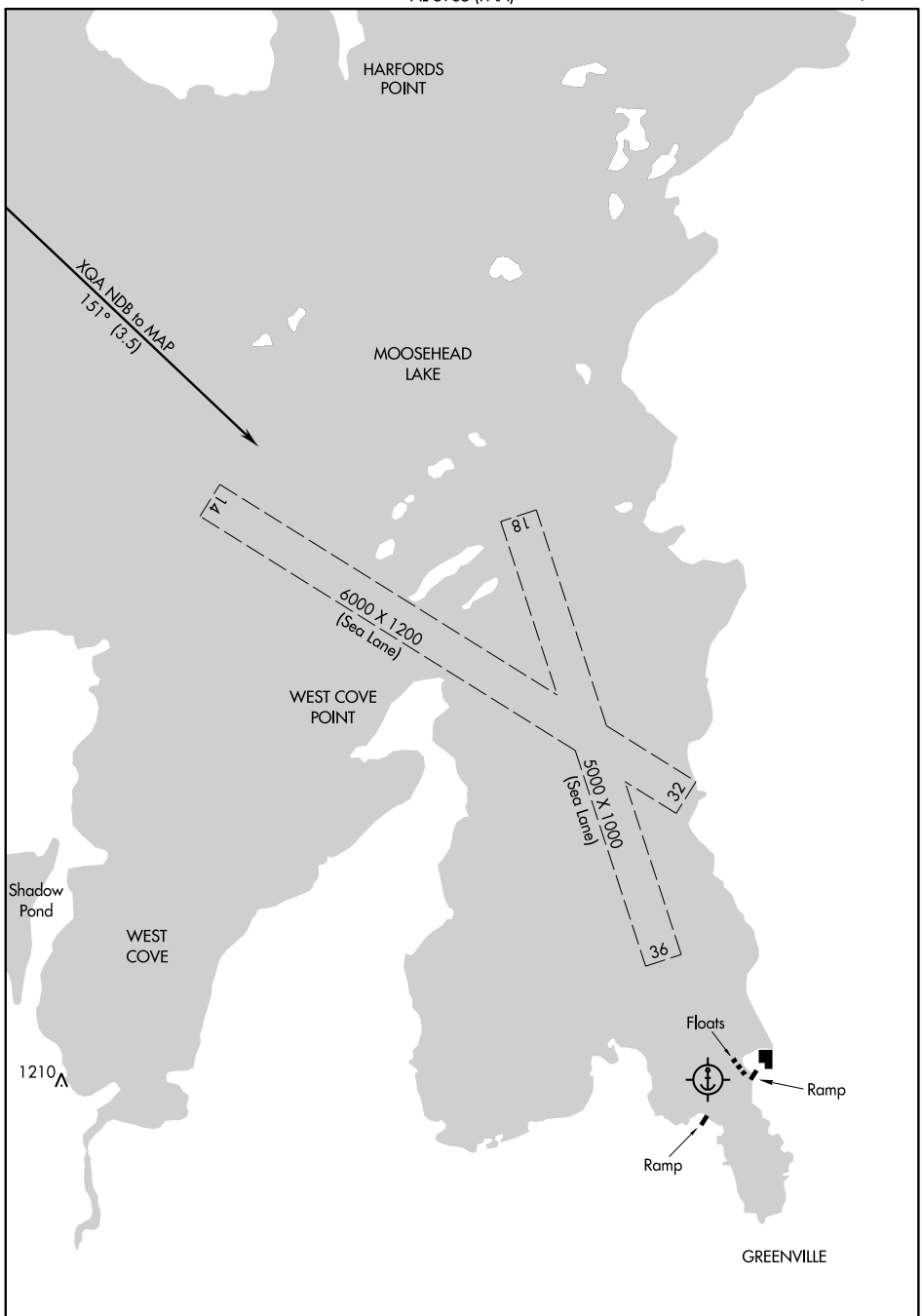
FAF to MAP 3.5 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	2380-1¼ 1352 (1400-1¼)	2380-1½ 1352 (1400-1½)	2380-3 1352 (1400-3)	NA
Min:Sec	3:30	2:20	1:45	1:24	1:10					



# NDB-A LANDING

AL-5935 (FAA)

GREENVILLE SEAPLANE BASE (52B)  
GREENVILLE, MAINE



NE-1, 08 APR 2010 to 06 MAY 2010

APP CRS <b>163°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1028</b>
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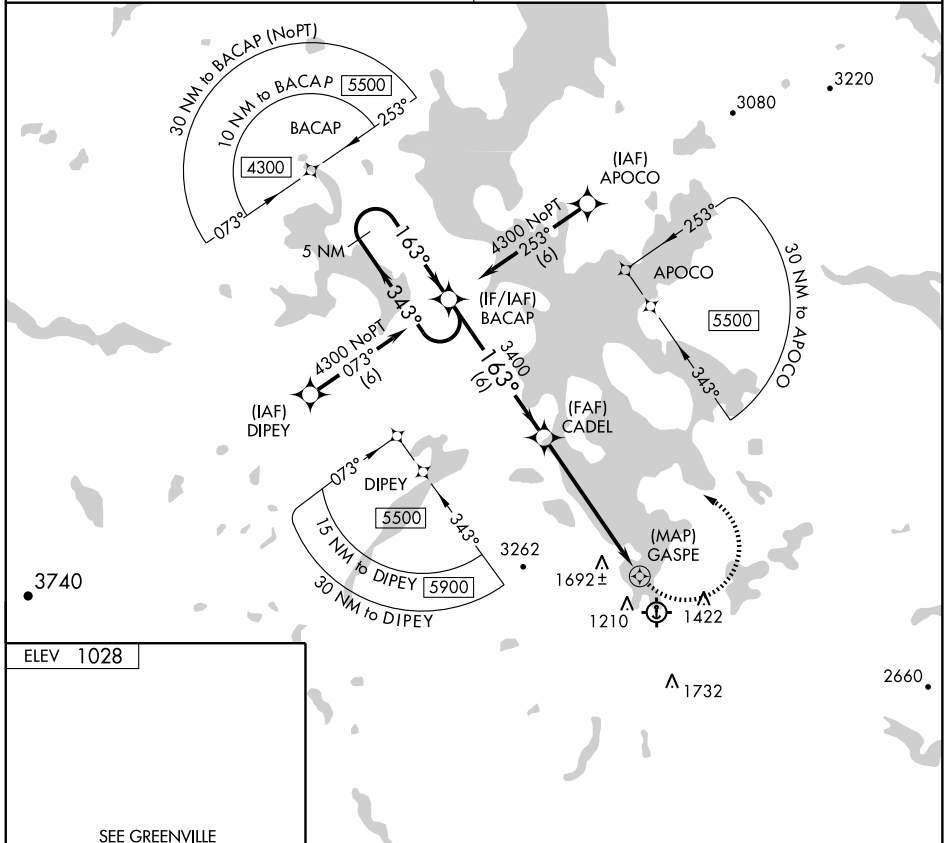
# RNAV (GPS)-B

GREENVILLE SEAPLANE BASE (52B)

**▽** DME/DME RNP-0.3 NA. Procedure NA at night.  
**△** NA Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

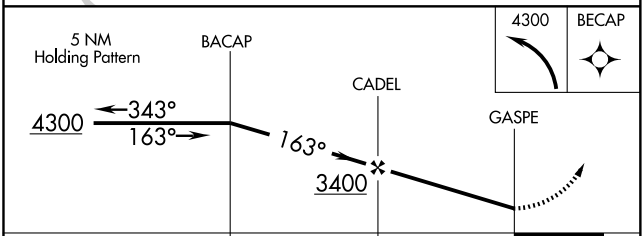
MISSED APPROACH: Climbing left turn to 4300 direct BACAP and hold.

BOSTON CENTER <b>120.25 346.4</b>	CTAF <b>122.9</b>
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ELEV 1028

SEE GREENVILLE SEAPLANE BASE LANDING CHART

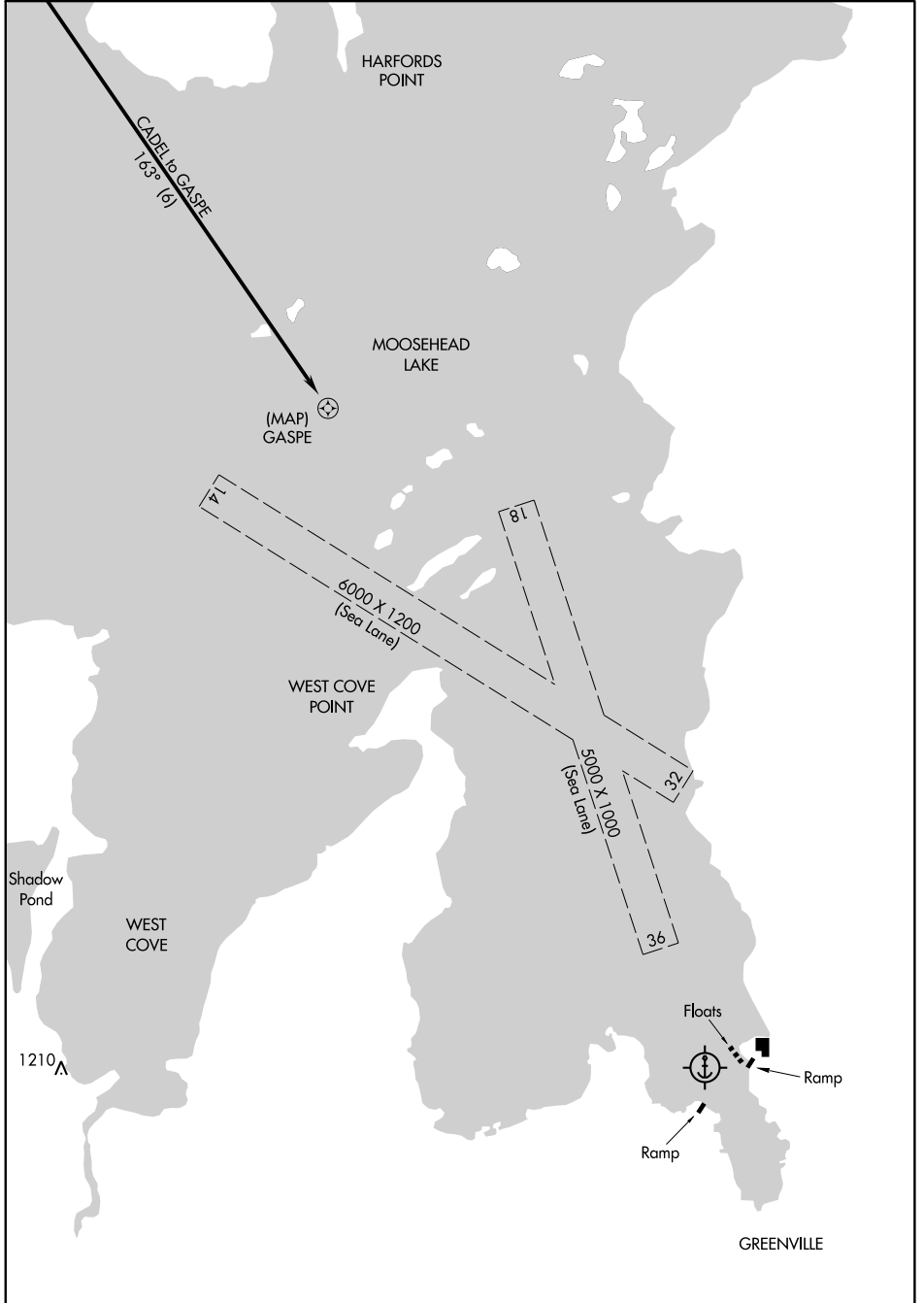


CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1112 (1200-1¼)	2280-1½ 1252 (1300-1½)	2280-3 1252 (1300-3)	NA

# RNAV (GPS)-B LANDING

AL-5935 (FAA)

GREENVILLE SEAPLANE BASE (52B)  
GREENVILLE, MAINE



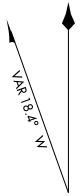
# AIRPORT DIAGRAM

AL-196 (FAA)

HOULTON INTL (HUL)  
HOULTON, MAINE

ASOS  
132.025  
CTAF/UNICOM  
122.8

46° 08' N



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° E

61  
ELEV  
478

190.3°

2700 X 60

ELEV  
474

010.3°

501.5 X 100

ELEV  
483

200  
X 100

049.0°

22

FIELD  
ELEV  
490

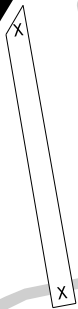
NORTH

PASSENGER  
TERMINAL

NWS

U.S. CUSTOMS  
CANADIAN CUSTOMS

RWY 5-23  
S30, D57



46° 07' N

67° 48' W

67° 47' W

☆  
Λ  
883±

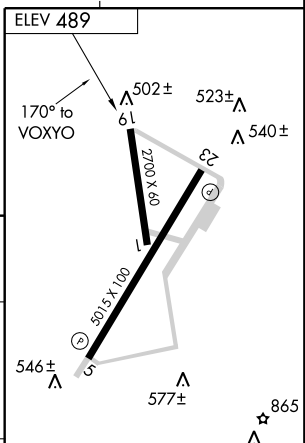
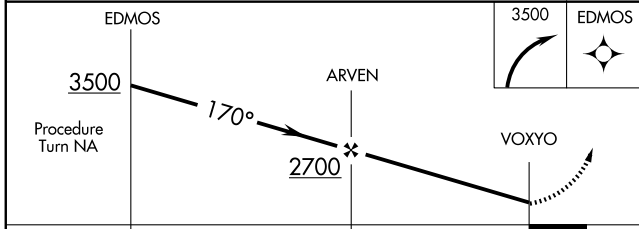
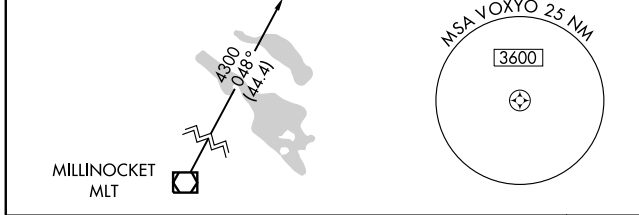
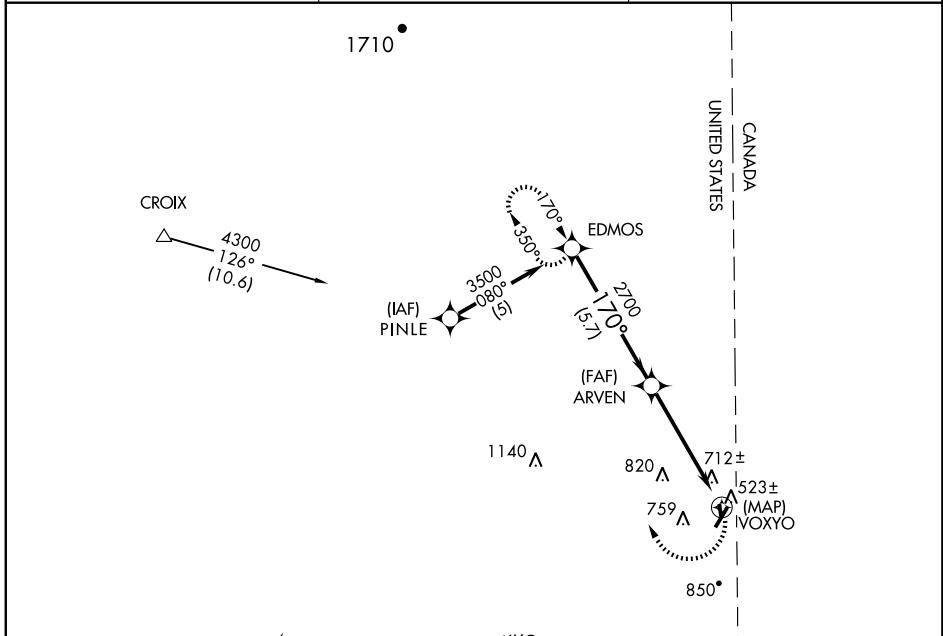
NE-1 - 08 APR 2010 to 06 MAY 2010

APP CRS <b>170°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>489</b>
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**NA** Circling NA Southeast of Rwy 5/23.

MISSED APPROACH: Climbing right turn to 3500 direct EDMOS WP and hold.

ASOS <b>132.025</b>	BOSTON CENTER <b>120.25 346.4</b>	UNICOM <b>122.8 (CTAF) 1</b>
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CATEGORY	A	B	C	D
CIRCLING	1080-1 591 (600-1)		1080-1½ 591 (600-1½)	NA

MIRL Rwy 5-23 1

REIL Rws 5 and 23 1

NE-1, 08 APR 2010 to 06 MAY 2010

# GPS RWY 5

HOULTON INTL (HUL)

APP CRS	Rwy Idg	<b>5015</b>
<b>051°</b>	TDZE	<b>493</b>
	Apt Elev	<b>493</b>

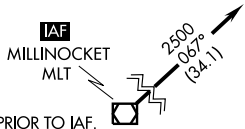
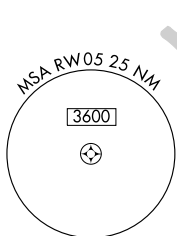
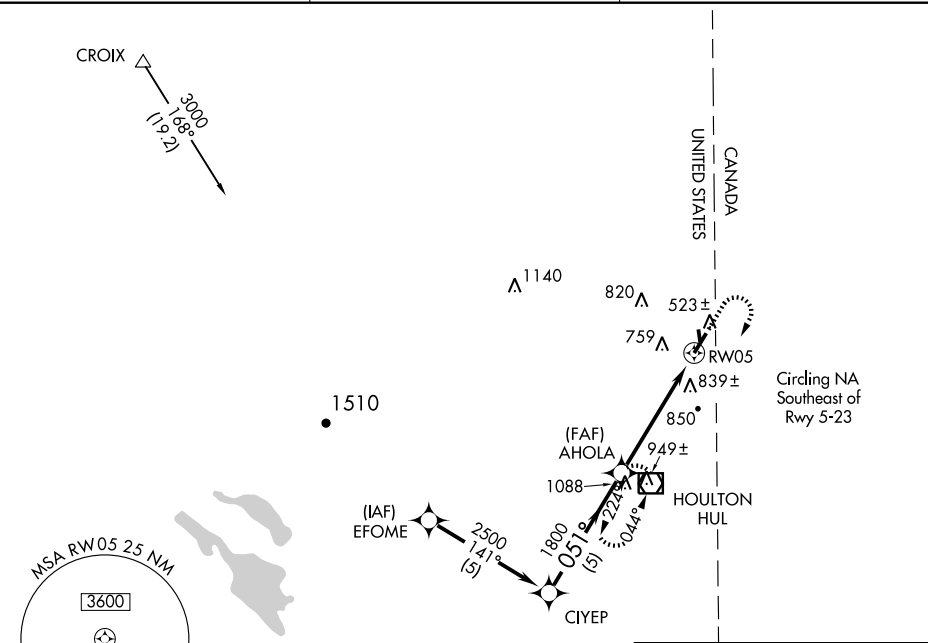
**▽**  
**△** NA

MISSED APPROACH: Climb to 1800, then climbing right turn to 2000 direct HUL VOR/DME and hold.

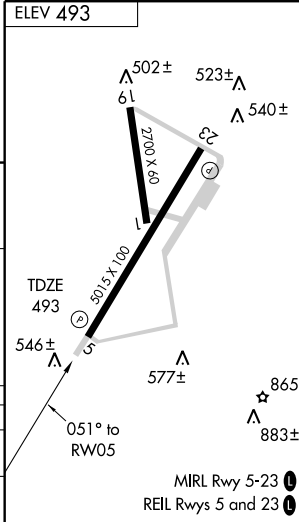
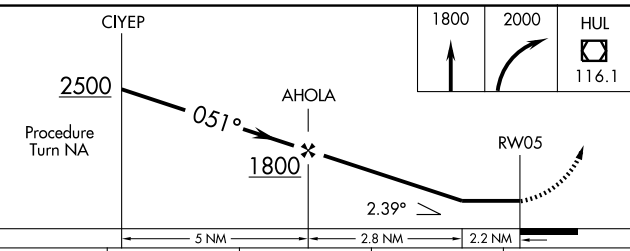
ASOS  
**132.025**

BOSTON CENTER  
**120.25 346.4**

UNICOM  
**122.8 (CTAF) ①**



IAF ARM APPROACH MODE PRIOR TO IAF.



CATEGORY	A	B	C	D
S-5	1100-1 607 (700-1)		1100-1 $\frac{3}{4}$ 607 (700-1 $\frac{3}{4}$ )	NA
CIRCLING	1100-1 607 (700-1)		1100-1 $\frac{3}{4}$ 607 (700-1 $\frac{3}{4}$ )	NA

NE-1, 08 APR 2010 to 06 MAY 2010

# VOR RWY 5

HOULTON INTL (HUL)

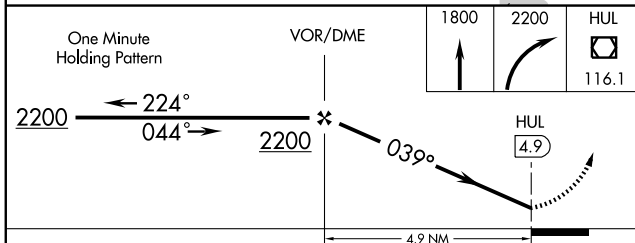
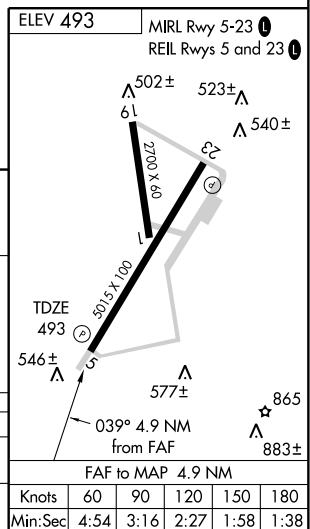
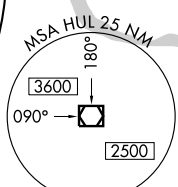
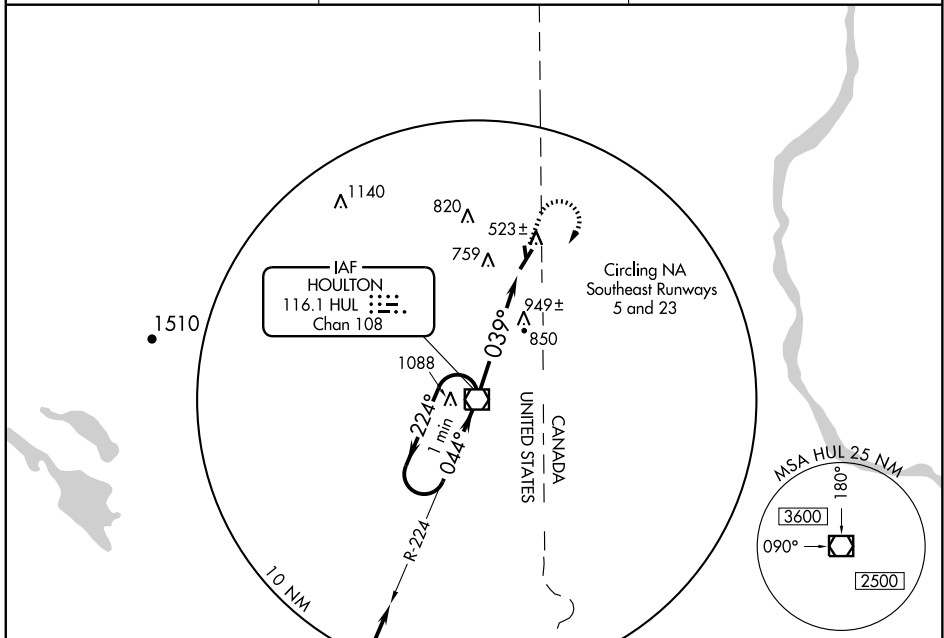
VOR/DME HUL <b>116.1</b> Chan <b>108</b>	APP CRS <b>039°</b>	Rwy Idg TDZE Apt Elev	<b>5015</b> <b>493</b> <b>493</b>
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MISSED APPROACH: Climb to 1800, then climbing right turn to 2200 direct HUL VOR/DME and hold.

ASOS  
**132.025**

BOSTON CENTER  
**120.25 346.4**

UNICOM  
**122.8 (CTAF) 1**



CATEGORY	A	B	C	D
S-5	1200-1 707 (800-1)		1200-2 707 (800-2)	NA
CIRCLING	1200-1 707 (800-1)		1200-2 707 (800-2)	NA

NDB LRG	APP CRS	Rwy Idg	<b>2804</b>
<b>216</b>	<b>182°</b>	TDZE	<b>208</b>
		Apt Elev	<b>208</b>

# NDB RWY 17

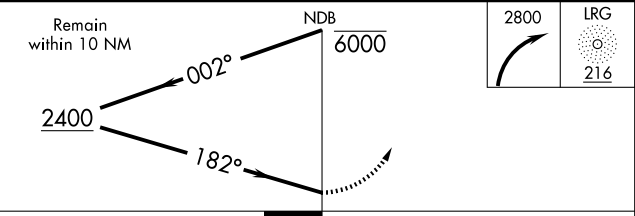
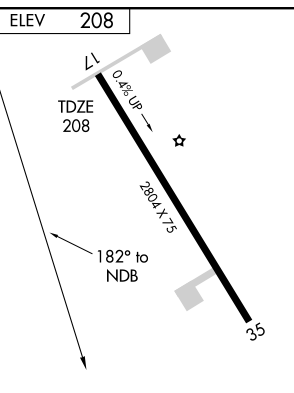
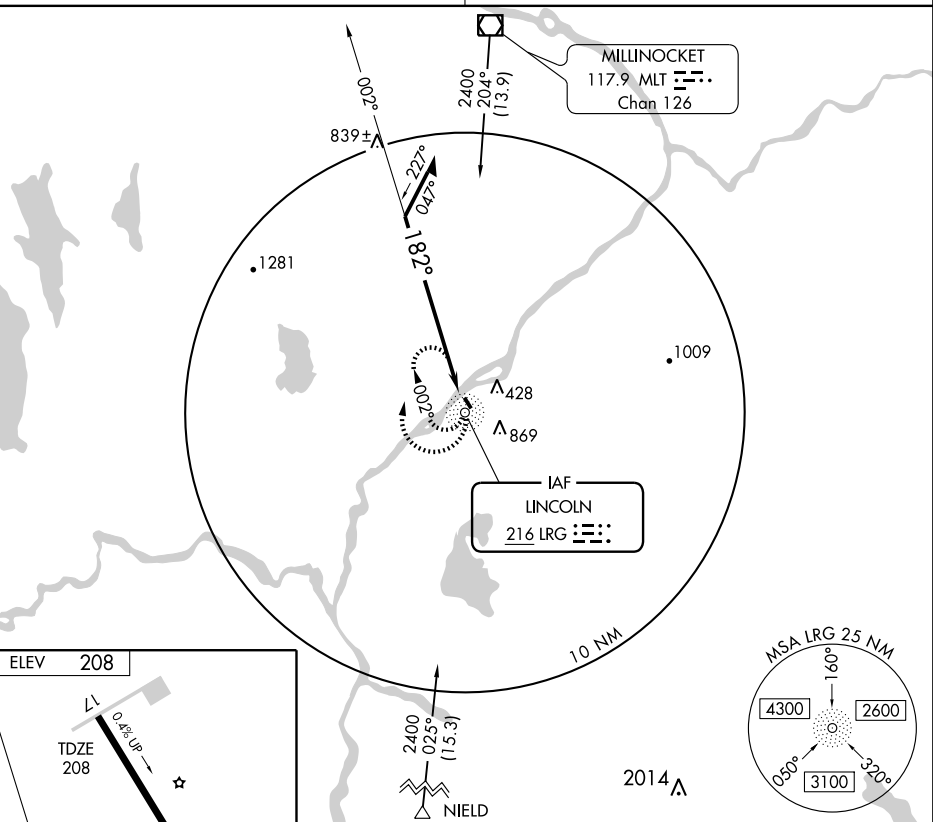
LINCOLN RGNL (LRG)

Visibility reduction by helicopters NA.  
 Use Millinocket altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2800 in LRG NDB holding pattern.

BOSTON CENTER  
**124.25 290.5**

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
S-17	1260-1¼ 1052 (1100-1¼)	1260-1½ 1052 (1100-1½)		NA
CIRCLING	1260-1¼ 1052 (1100-1¼)	1260-1½ 1052 (1100-1½)		NA

MIRL Rwy 17-35



# RNAV (GPS) RWY 17

LINCOLN RGNL (LRG)

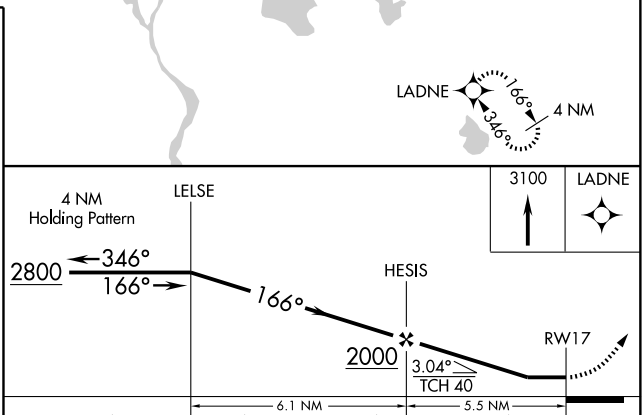
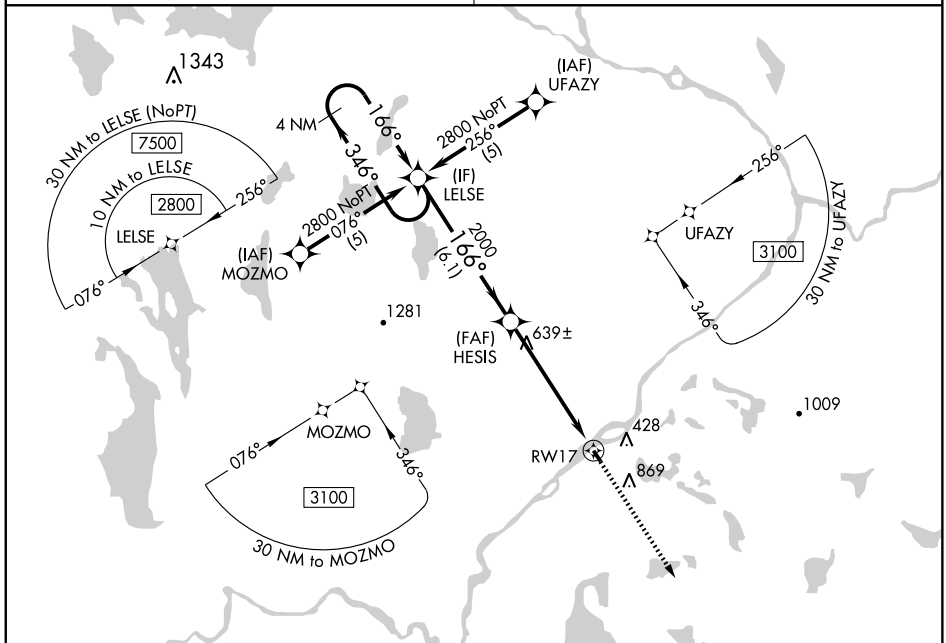
APP CRS	Rwy Idg	<b>2804</b>
<b>166°</b>	TDZE	<b>208</b>
	Apt Elev	<b>208</b>

**NA** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Millinocket Muni altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct LADNE and hold.

BOSTON CENTER  
**124.25 290.5**

UNICOM  
**122.8** (CTAF)



NE-1, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 35

LINCOLN RGNL (L.R.G.)

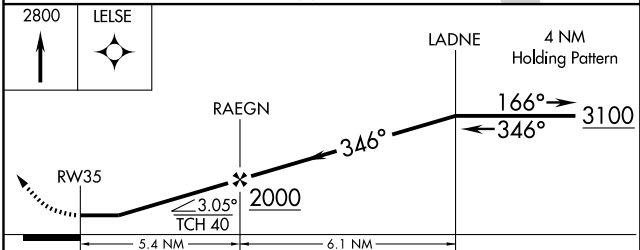
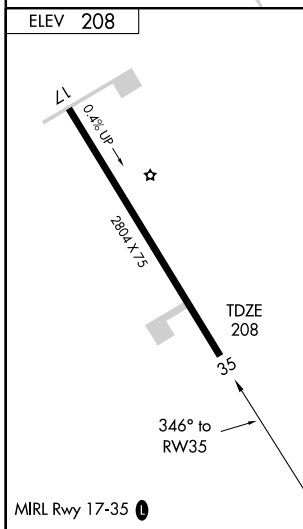
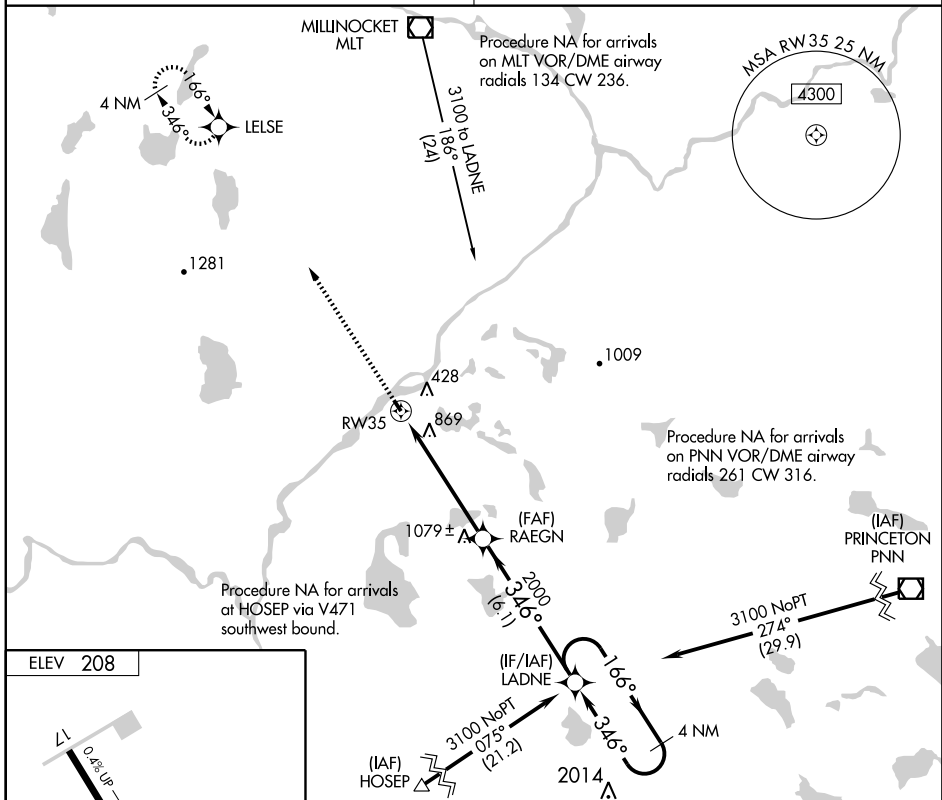
APP CRS	Rwy Idg	<b>2804</b>
<b>346°</b>	TDZE	<b>208</b>
	Apt Elev	<b>208</b>

**NA** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Millinocket altimeter setting; when not received, use Bangor Int'l altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2800 direct LELSE and hold.

BOSTON CENTER  
**124.25 290.5**

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1200-1¼ 992 (1000-1¼)	1200-1½ 992 (1000-1½)		NA
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)		NA

# VOR/DME-A

LINCOLN RGNL (LRG)

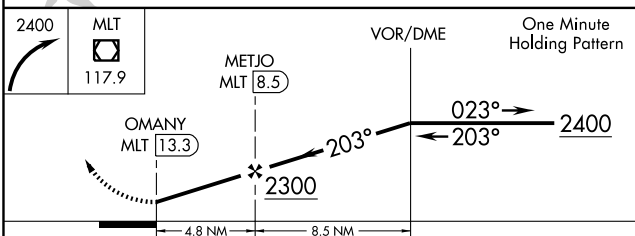
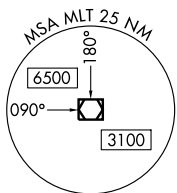
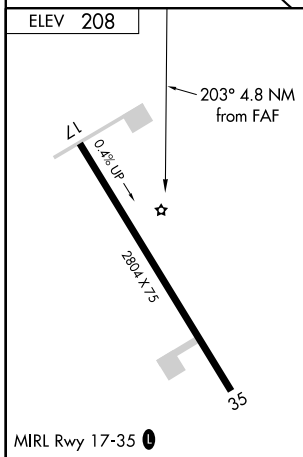
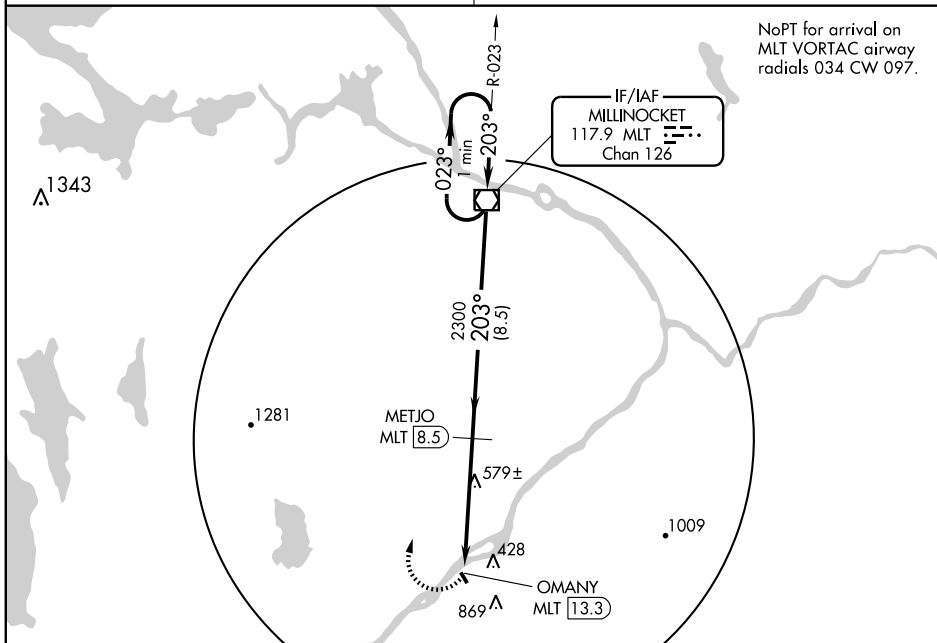
VOR/DME MLT <b>117.9</b> Chan <b>126</b>	APP CRS <b>203°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>208</b>
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MISSED APPROACH: Climbing right turn to 2400 direct MLT VOR/DME and hold.

Use Millinocket altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

BOSTON CENTER  
**124.25 290.5**

UNICOM  
**122.8** (CTAF)



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	
CIRCLING	NA			

# RNAV (GPS) RWY 36

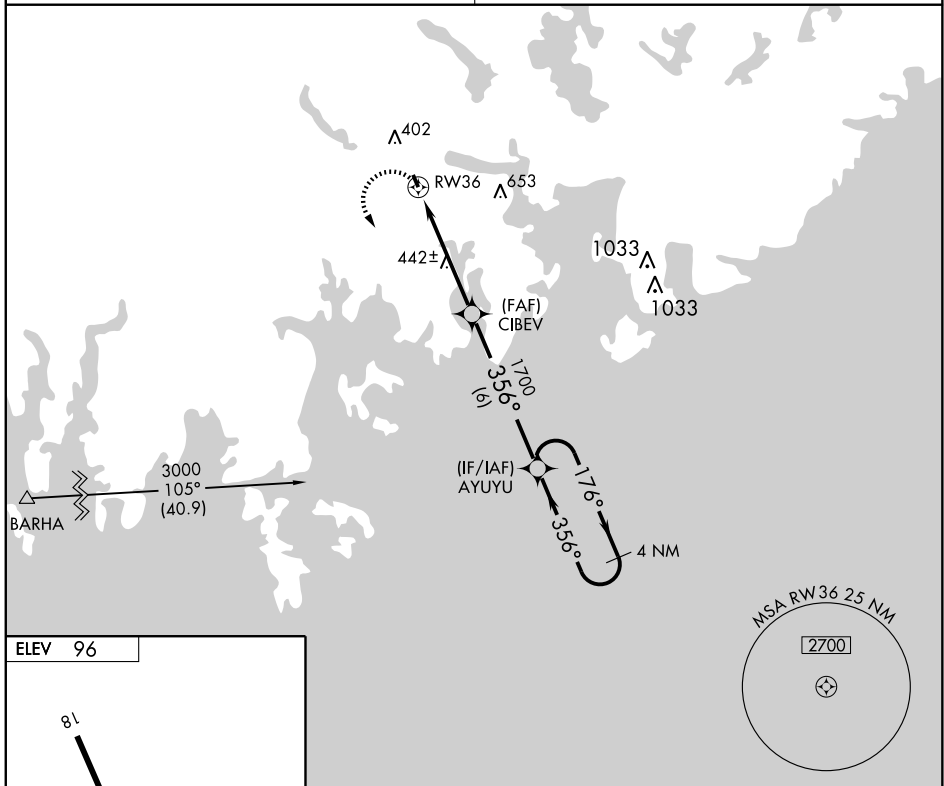
MACHIAS VALLEY (MVM)

APP CRS	Rwy Idg	<b>2909</b>
<b>356°</b>	TDZE	<b>96</b>
	Apt Elev	<b>96</b>

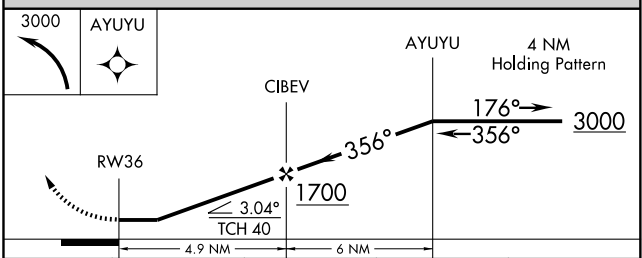
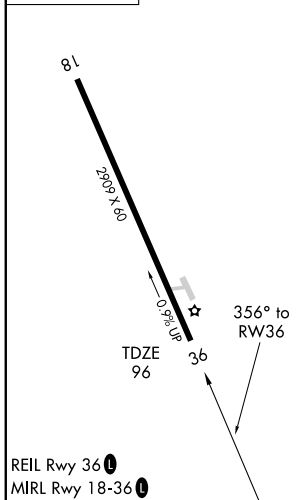
**▼** Circling NA at night to Rwy 18. DME/DME RNP-0.3 NA.  
**▲ NA** Use Bar Harbor altimeter setting, if not received, use Bangor altimeter setting and increase all MDAs 60 feet.

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

BOSTON CENTER <b>124.25 290.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 96



CATEGORY	A	B	C	D
LNNAV MDA	940-1 844 (900-1)	940-1½ 844 (900-1½)	NA	
CIRCLING	1100-1¼ 1004 (1100-1¼)	1100-1½ 1004 (1100-1½)	NA	

# NDB RWY 29

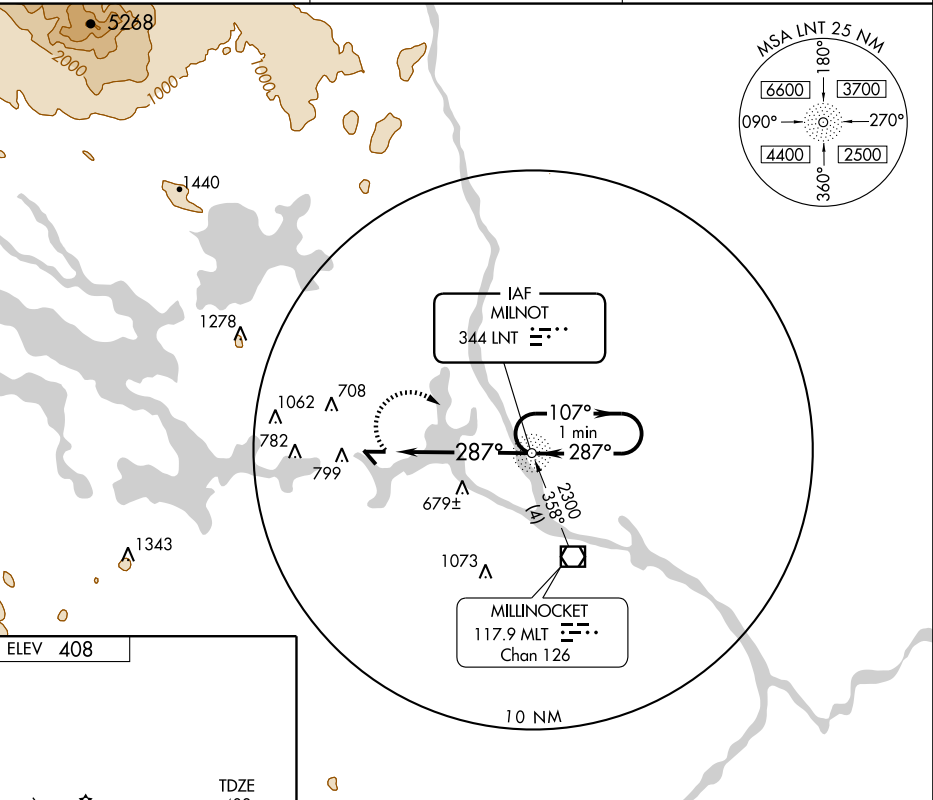
MILLINOCKET MUNI (MLT)

NDB LNT <b>344</b>	APP CRS <b>287°</b>	Rwy Idg TDZE Apt Elev	<b>4713</b> <b>408</b> <b>408</b>
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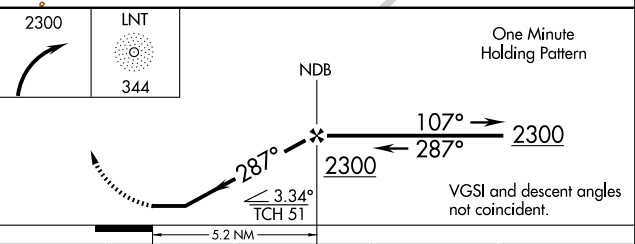
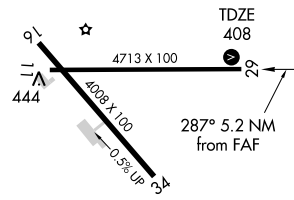
**NA** Visibility reduction by helicopters NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 Cat C and D visibility ½ mile. Circling Cat B visibility ¼ mile and Circling Cat C and D visibility ½ mile. When VGSI inop, Straight-in and Circling minimums to Rwy 29 NA at night.

**MISSED APPROACH:** Climbing right turn to 2300 direct LNT NDB and hold.

ASOS <b>135.225</b>	BOSTON CENTER <b>120.25 346.4</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 408



REIL Rwy 11  
MIRL Rwy 11-29

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
S-29	980-1 572 (600-1)		980-1½ 572 (600-1½)	980-1¾ 572 (600-1¾)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)

# RNAV (GPS) RWY 29

MILLINOCKET MUNI (MLT)

APP CRS	Rwy Idg	<b>4713</b>
<b>287°</b>	TDZE	<b>408</b>
	Apt Elev	<b>408</b>

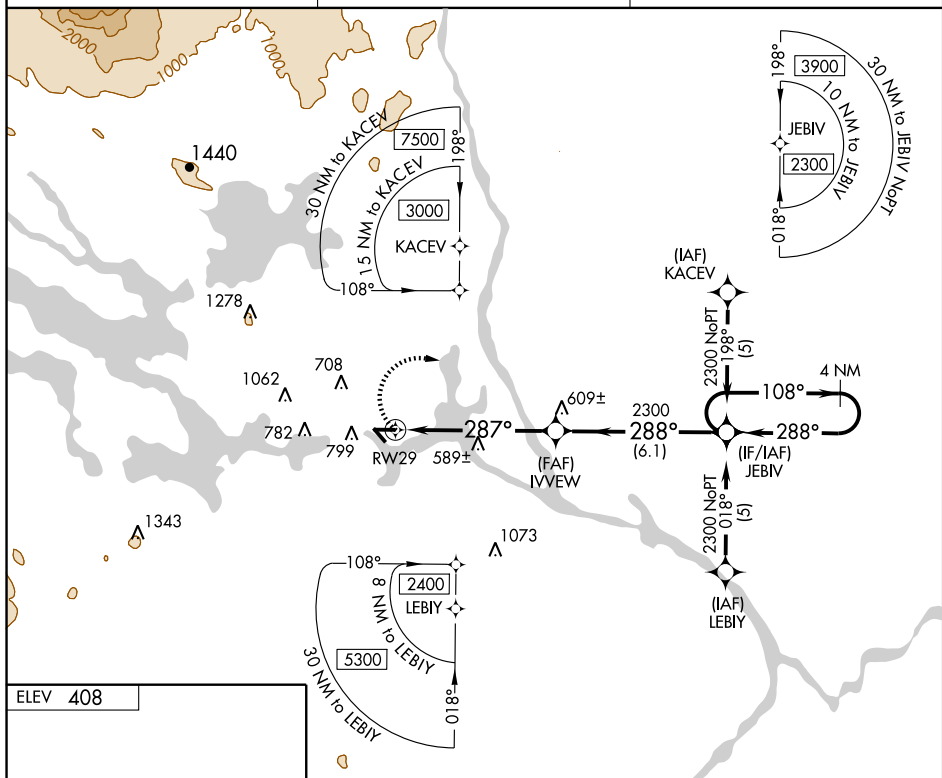
MISSED APPROACH: Climbing right turn to 2300 direct JEBIV and hold.

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase LNAV Cat C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. When VGSi Inop, Straight-in and Circling minimums to Rwy 29 NA at night.

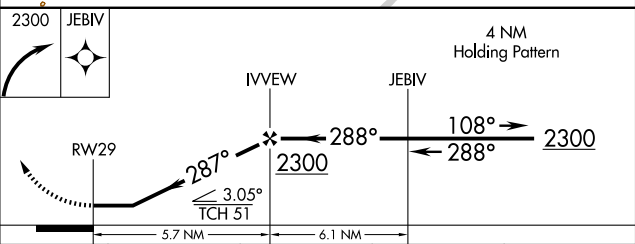
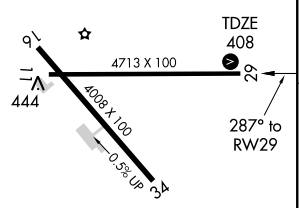
ASOS  
**135.225**

BOSTON CENTER  
**120.25 346.4**

UNICOM  
**122.8 (CTAF) 0**



ELEV 408



CATEGORY	A	B	C	D
LNAV MDA	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)	1100-2¼ 692 (700-2¼)

REIL Rwy 11 0  
MIRL Rwy 11-29 0

VOR/DME MLT	APP CRS	Rwy Idg	4713
117.9	319°	TDZE	408
Chan 126		Apt Elev	408

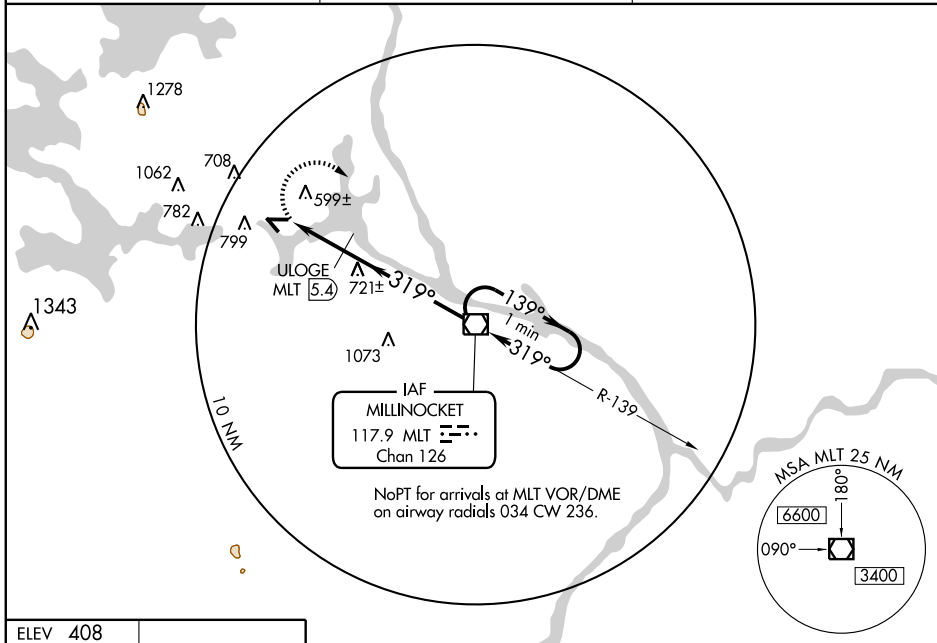
# VOR RWY 29

MILLINOCKET MUNI (MLT)

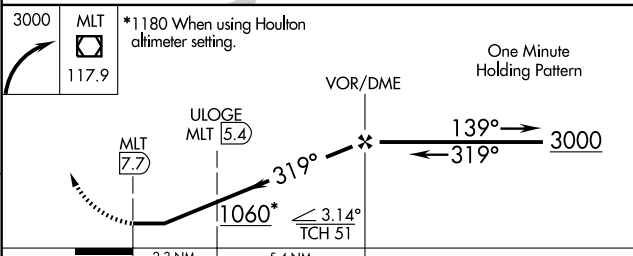
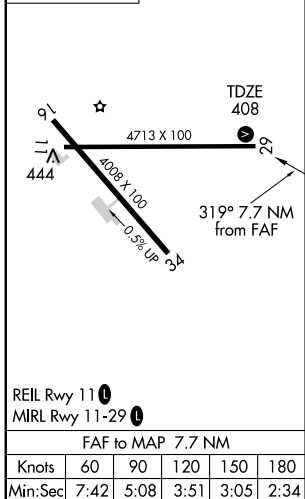
Visibility reduction by helicopters NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 and Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. ULOGE Fix Minimums: Increase S-29 Cat C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. When VGSI inop, Straight-in and Circling minimums to Rwy 29 NA at night.

**MISSED APPROACH:** Climbing right turn to 3000 direct MLT VOR/DME and hold, continue climb-in-hold to 3000.

ASOS <b>135.225</b>	BOSTON CENTER <b>120.25 346.4</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 408



CATEGORY	A	B	C	D
S-29	1060-1	652 (700-1)	1060-1¼ 652 (700-1¼)	1060-2 652 (700-2)
CIRCLING	1100-1	692 (700-1)	1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)
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)	1100-2¼ 692 (700-2¼)

REIL Rwy 11  
MIRL Rwy 11-29

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

APP CRS <b>028°</b>	Rwy Idg <b>3999</b>
	TDZE <b>268</b>
	Apt Elev <b>270</b>

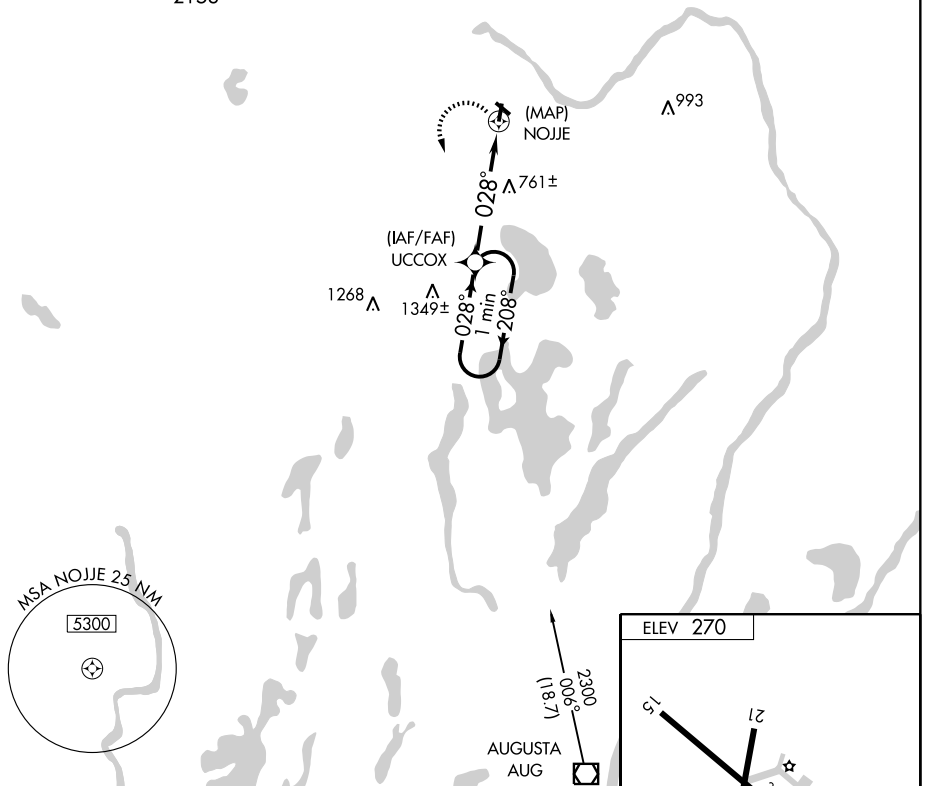
**▼** Use Augusta State altimeter setting.  
**▲ NA** Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing left turn to 2300 direct UCCOX WP and hold.

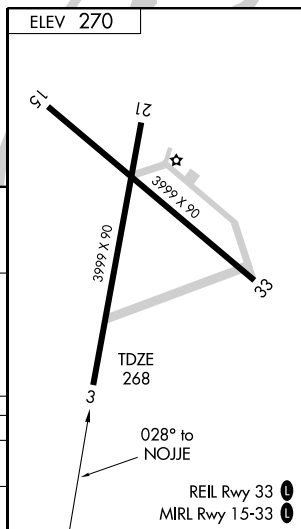
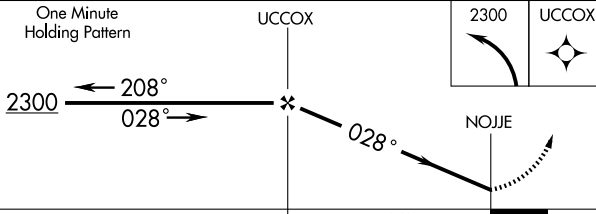
PORTLAND APP CON ★  
**128.35 299.2**

UNICOM  
**122.8 (CTAF)** **📻**

2153



One Minute Holding Pattern



CATEGORY	A	B	C	D
S-3	1080-1 812 (900-1)	1080-1¼ 812 (900-1¼)	1080-2½ 812 (900-2½)	NA
CIRCLING	1080-1 810 (900-1)	1080-1¼ 810 (900-1¼)	1080-2½ 810 (900-2½)	NA

REIL Rwy 33 **📻**  
 MRL Rwy 15-33 **📻**



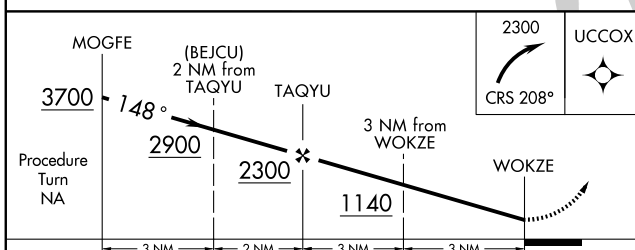
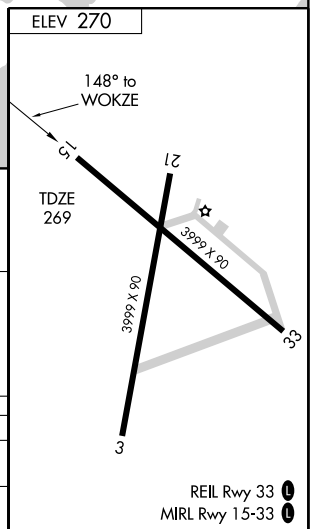
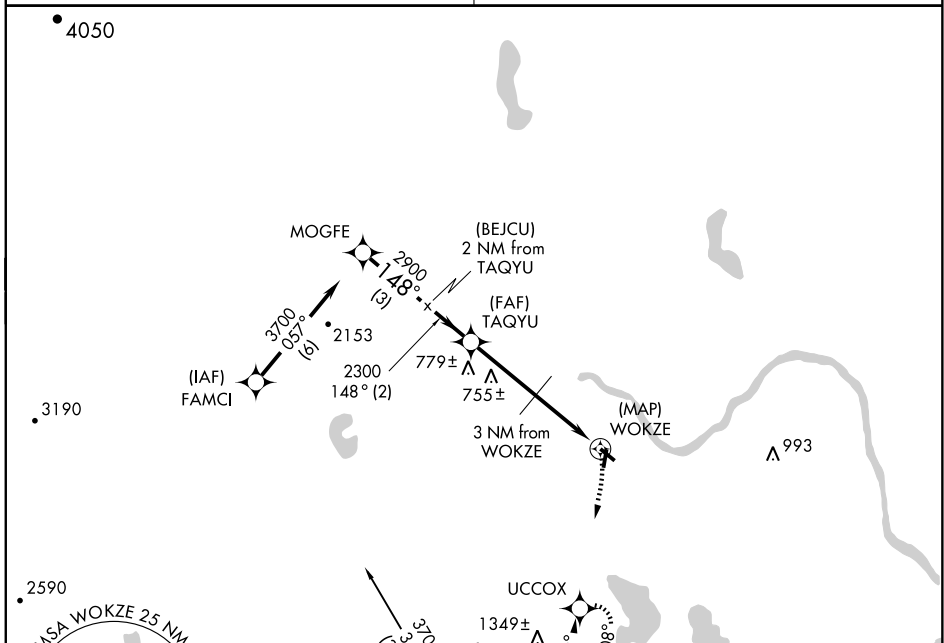
APP CRS	Rwy Idg	3999
148°	TDZE	269
	Apt Elev	270

▼  
▲NA Use Augusta State altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 via 208° course to UCCOX WP and hold.

PORTLAND APP CON ★  
128.35 299.2

UNICOM  
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-15	900-1 631 (700-1)		900-1¾ 631 (700-1¾)	NA
CIRCLING	900-1 630 (700-1)	920-1 650 (700-1)	1040-2¼ 770 (800-2¼)	NA

REIL Rwy 33 0  
MIRL Rwy 15-33 0

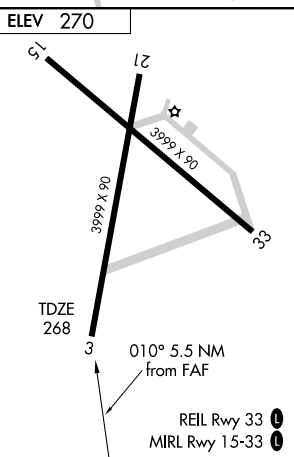
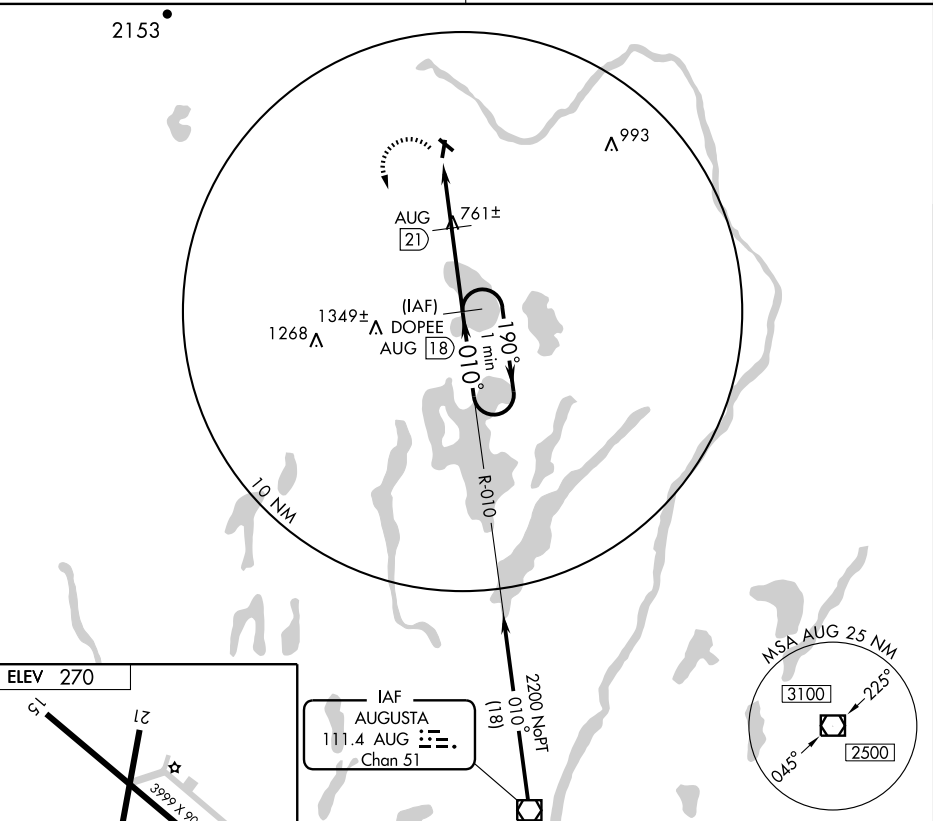
VOR/DME AUG <b>111.4</b> Chan <b>51</b>	APP CRS <b>010°</b>	Rwy Idg TDZE Apt Elev	<b>3999</b> <b>268</b> <b>270</b>
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▼ Use Augusta State altimeter setting.  
▲ NA Straight-in minimums not authorized at night.

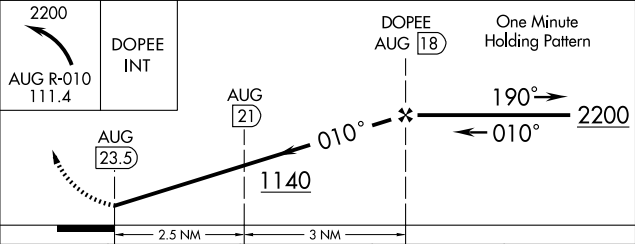
MISSED APPROACH: Climbing left turn to 2200 via AUG R-010 to DOPEE/18 DME and hold.

PORTLAND APP CON \*  
**128.35 299.2**

UNICOM  
**122.8** (CTAF) **1**



IAF  
AUGUSTA  
111.4 AUG Chan 51



CATEGORY	A	B	C	D
S-3	1080-1 812 (900-1)	1080-1¼ 812 (900-1¼)	1080-2½ 812 (900-2½)	NA
CIRCLING	1080-1 810 (900-1)	1080-1¼ 810 (900-1¼)	1080-2½ 810 (900-2½)	NA

Knots	60	90	120	150	180
Min:Sec					

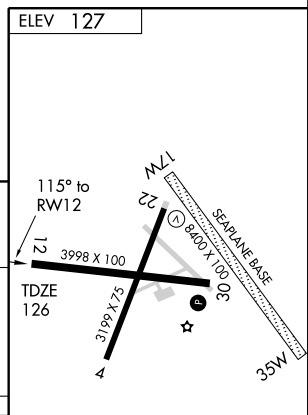
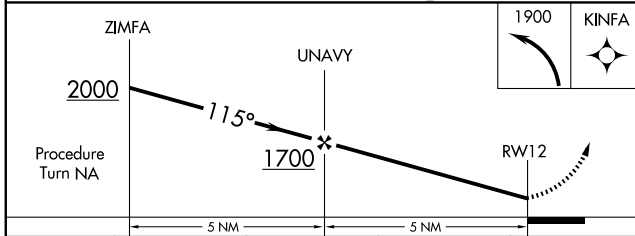
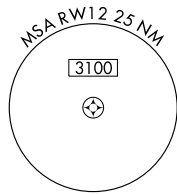
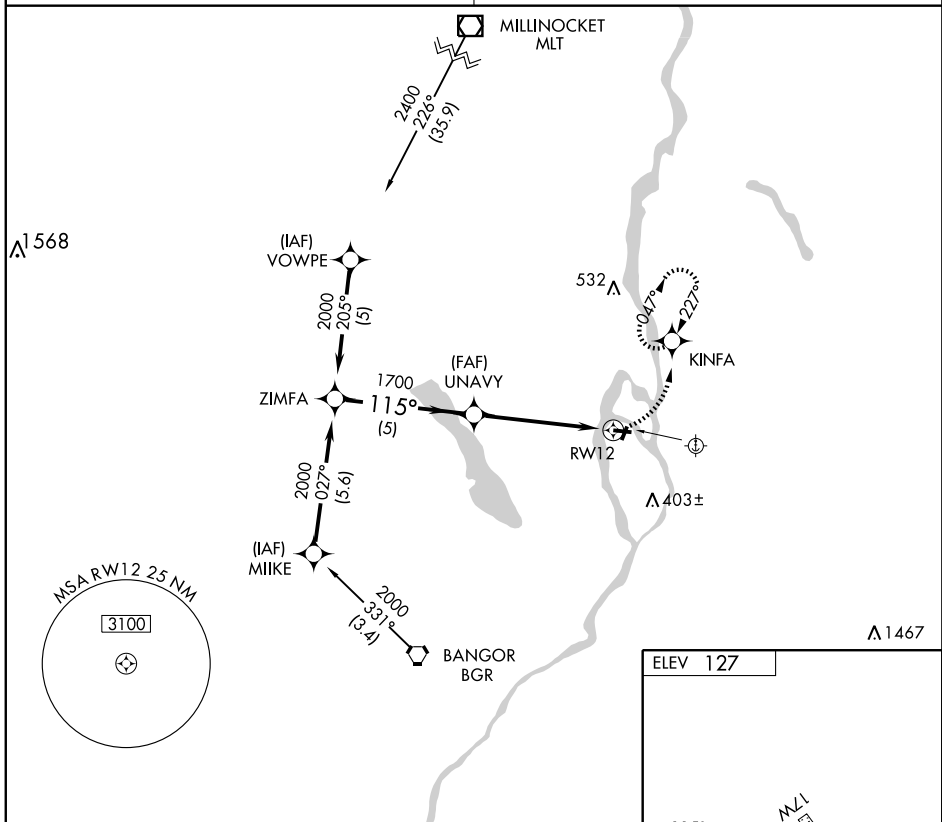
APP CRS	Rwy Idg	<b>3998</b>
<b>115°</b>	TDZE	<b>126</b>
	Apt Elev	<b>127</b>

Use Bangor Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 1900 direct KINFA WP and hold.

BANGOR APP CON  
**124.5 251.125**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-12	640-1	514 (600-1)	640-1½ 514 (600-1½)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

REIL Rwy 4  
MIRL Rwy 4-22 and 12-30

# GPS RWY 30

OLD TOWN/DEWITT FIELD OLD TOWN MUNI (OLD)

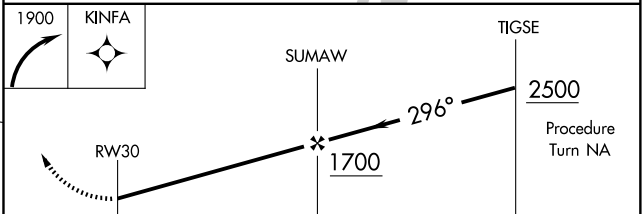
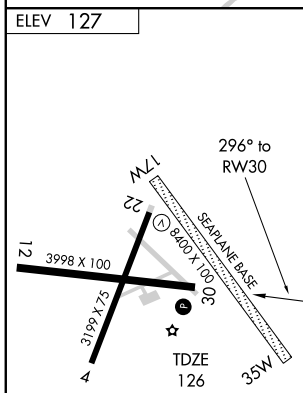
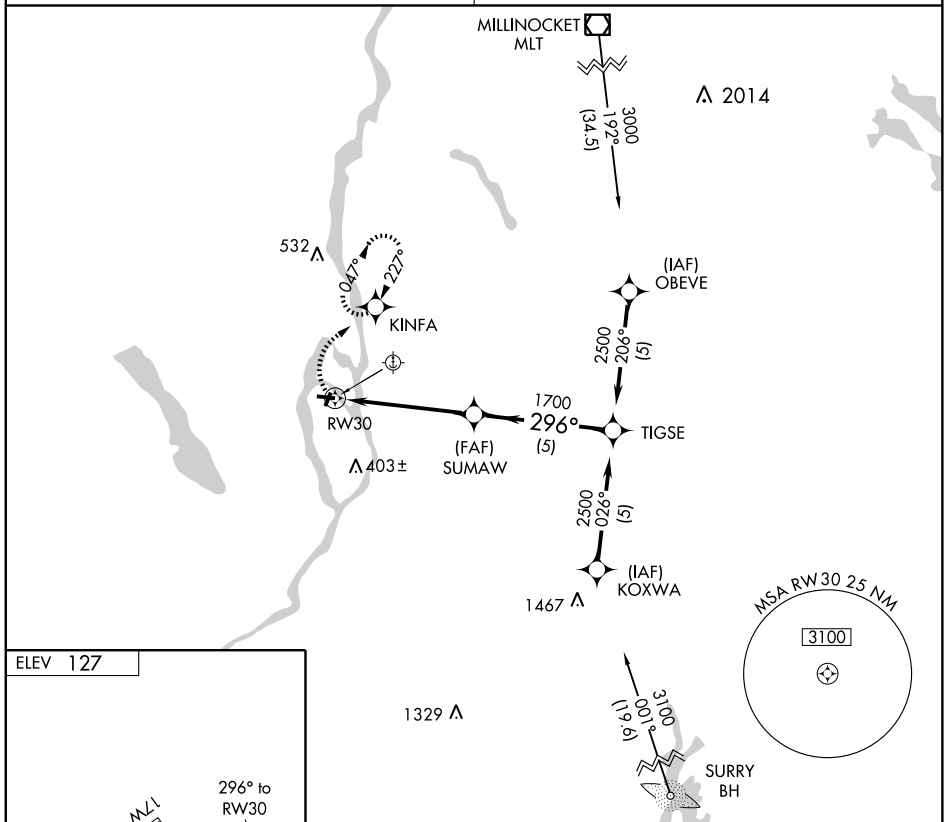
APP CRS <b>296°</b>	Rwy Idg <b>3998</b>
	TDZE <b>126</b>
	Apt Elev <b>127</b>

**NA** Use Bangor Intl atimeter setting.

**MISSED APPROACH:** Climbing right turn to 1900 direct KINFA WP and hold.

**BANGOR APP CON**  
**124.5 251.125**

**UNICOM**  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-30	620-1	494 (500-1)	620-1 1/4 494 (500-1 1/4)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

NE-1, 08 APR 2010 to 06 MAY 2010

# NDB or GPS RWY 22

OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

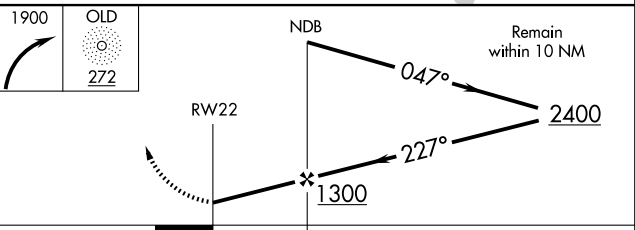
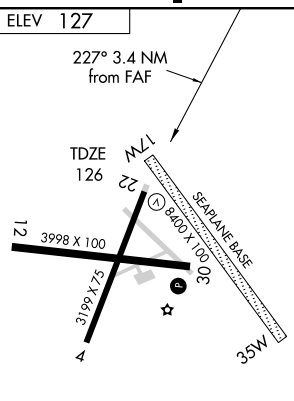
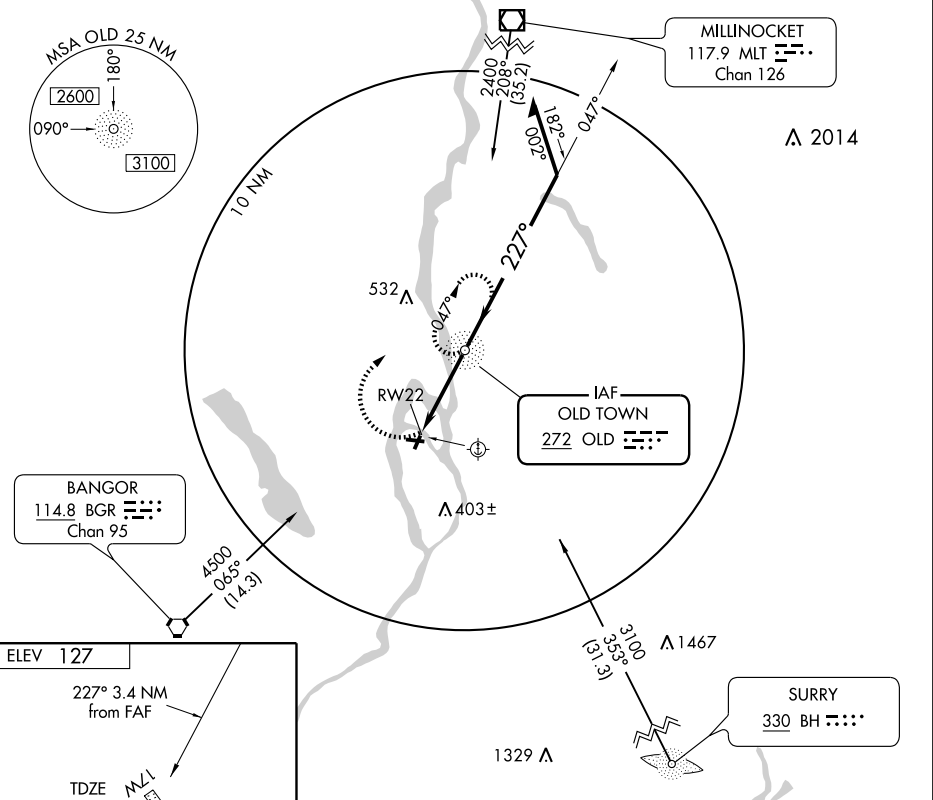
NDB OLD <b>272</b>	APP CRS <b>227°</b>	Rwy Idg TDZE Apt Elev	<b>3199</b> <b>126</b> <b>127</b>
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MISSED APPROACH: Climbing right turn to 1900 direct OLD NDB and hold.

Use Bangor Intl atimeter setting.

**BANGOR APP CON**  
**124.5 251.125**

**UNICOM**  
**122.8 (CTAF)**



REIL Rwy 4  
MIRL Rwy 4-22 and 12-30

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

CATEGORY	A	B	C	D
S-22	660-1	534 (600-1)	660-1½ 534 (600-1½)	NA
CIRCLING	660-1 533 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

NE-1, 08 APR 2010 to 06 MAY 2010

# VOR/DME RWY 22

OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

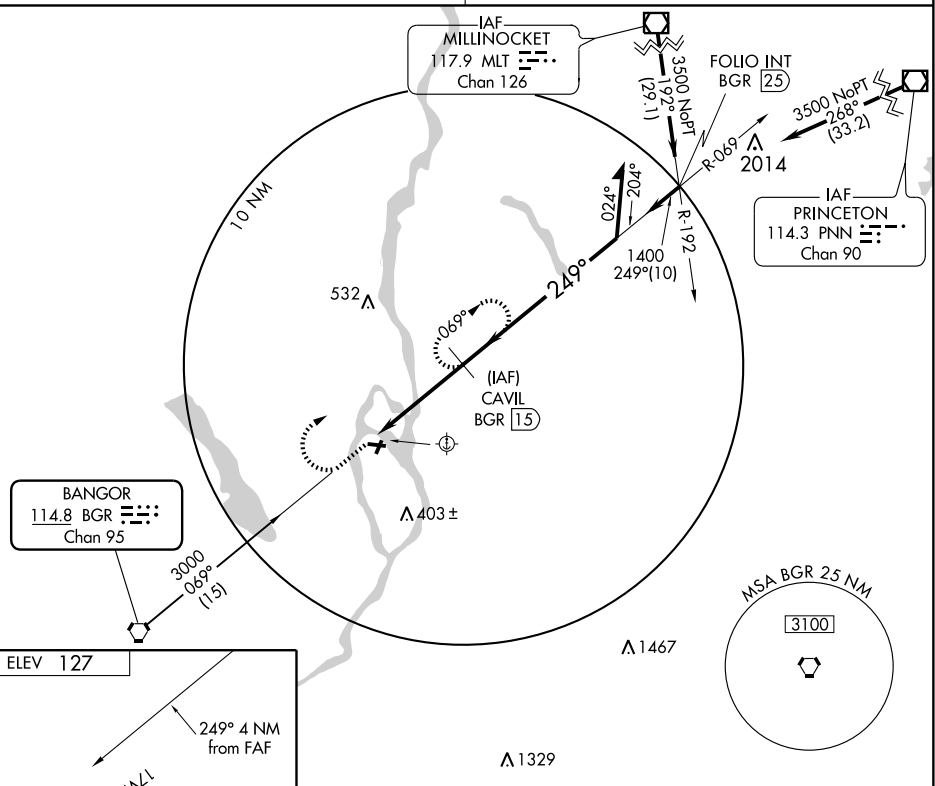
VORTAC BGR <b>114.8</b> Chan <b>95</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>3199</b> <b>126</b> <b>127</b>
--	------------------------	-----------------------------	---

▼  
▲ NA  
Use Bangor Intl altimeter setting.

BANGOR APP CON  
**124.5 251.125**

MISSED APPROACH: Climb to 3000 then climbing right turn to 3000 via BGR R-069 to CAVIL 15 DME and hold.

UNICOM  
**122.8** (CTAF) **0**



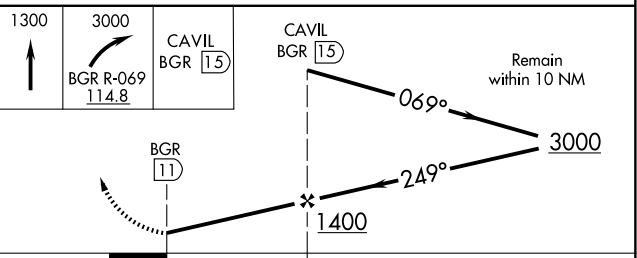
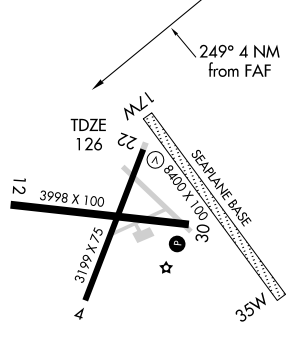
BANGOR  
**114.8** BGR  
Chan **95**

IAF  
MILLINOCKET  
117.9 MLT  
Chan 126

IAF  
PRINCETON  
114.3 PNN  
Chan 90

MSA BGR 25 NM  
**3100**

ELEV 127



CATEGORY	A	B	C	D
S-22	600-1	474 (500-1)	600-1¼ 474 (500-1¼)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

REIL Rwy 4  
MIRL Rwy 4-22 and 12-30 **0**

# GPS RWY 33

OXFORD COUNTY RGNL (81B)

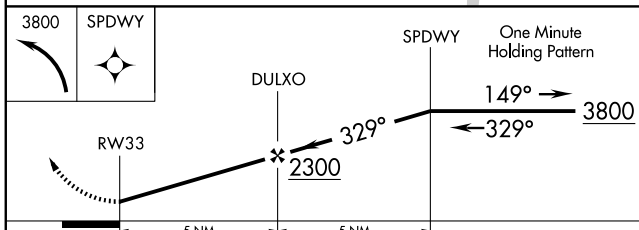
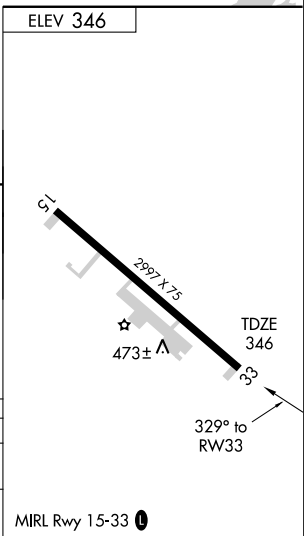
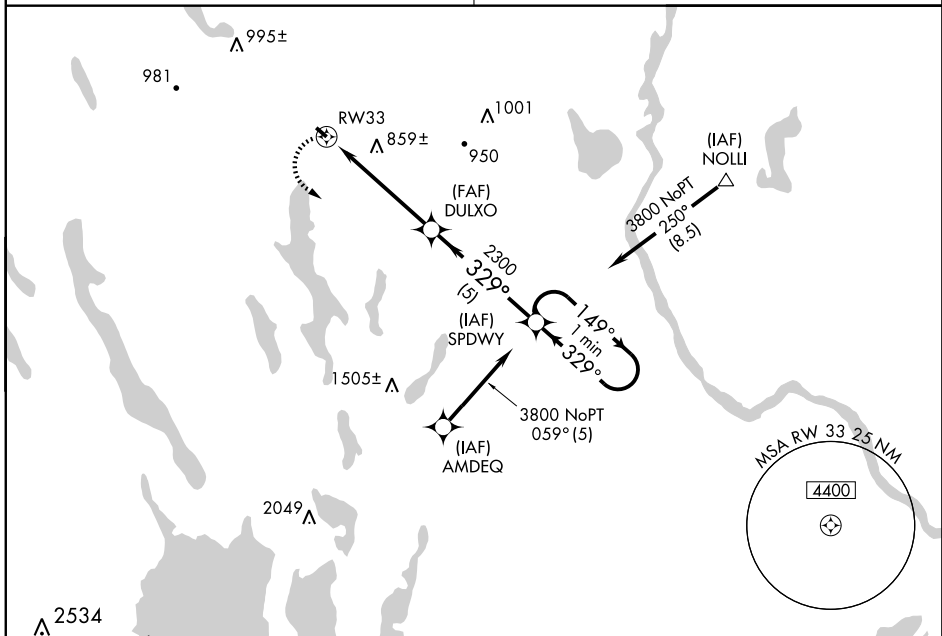
APP CRS	Rwy Idg	2997
329°	TDZE	346
	Apt Elev	346

**NA** Use Auburn-Lewiston altimeter setting.

MISSED APPROACH: Climbing left turn to 3800 direct SPDWY WP and hold.

PORTLAND APP CON ★  
**125.5 353.9**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-33	1120-1 774 (800-1)	1120-1¼ 774 (800-1¼)		NA
CIRCLING	1180-1 834 (900-1)	1180-1¼ 834 (900-1¼)		NA

NE-1, 08 APR 2010 to 06 MAY 2010

MRL Rwy 15-33 **1**

# GPS RWY 19

PITTSFIELD MUNI (2B7)

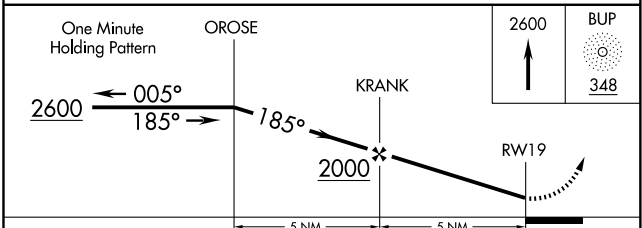
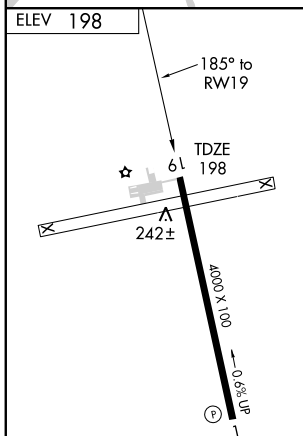
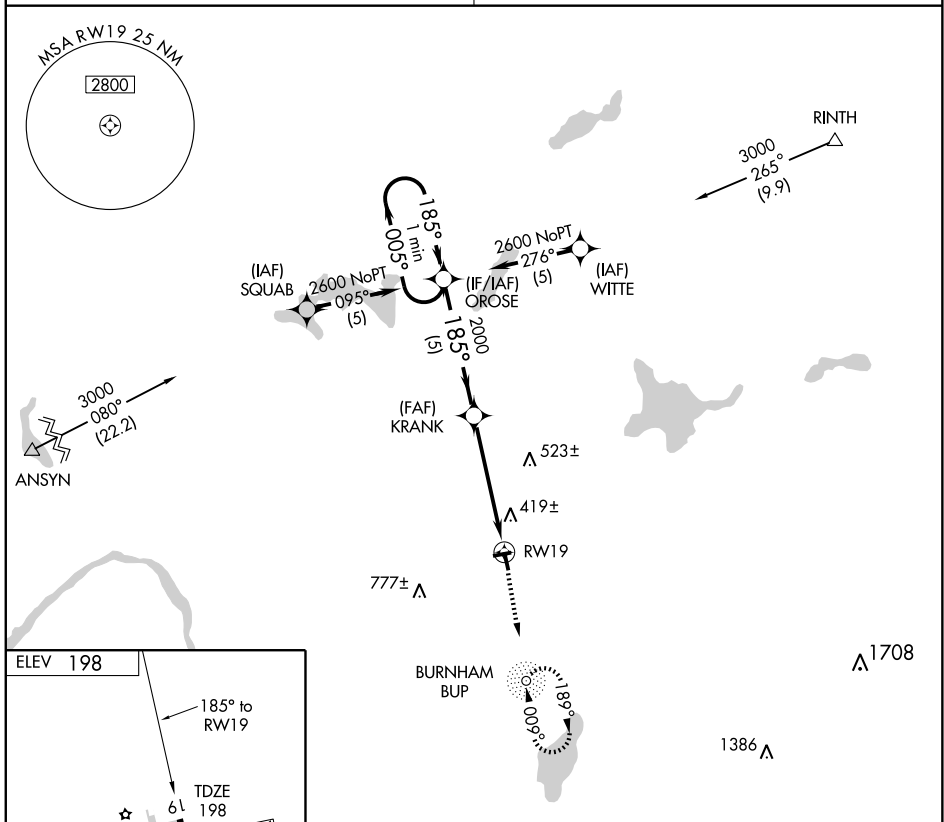
APP CRS	Rwy Idg	4000
185°	TDZE	198
	Apt Elev	198

**NA** Use Bangor altimeter setting.

**MISSED APPROACH:** Climb to 2600 direct BUP NDB and hold.

**BANGOR APP CON**  
118.925 239.3

**UNICOM**  
122.8 (CTAF)



CATEGORY	A	B	C	D
S-19	780-1	582 (600-1)	780-1½ 582 (600-1½)	NA
CIRCLING	840-1	642 (700-1)	840-1¾ 642 (700-1¾)	NA

MIRL Rwy 1-19 (L)  
REIL Rwy 1 and 19 (L)



# NDB or GPS RWY 1

PITTSFIELD MUNI (2B7)

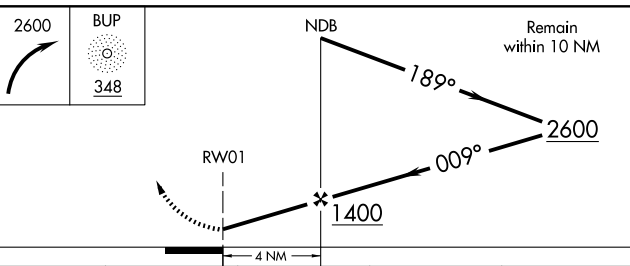
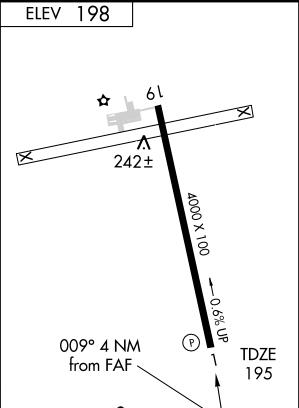
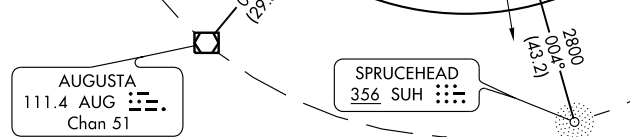
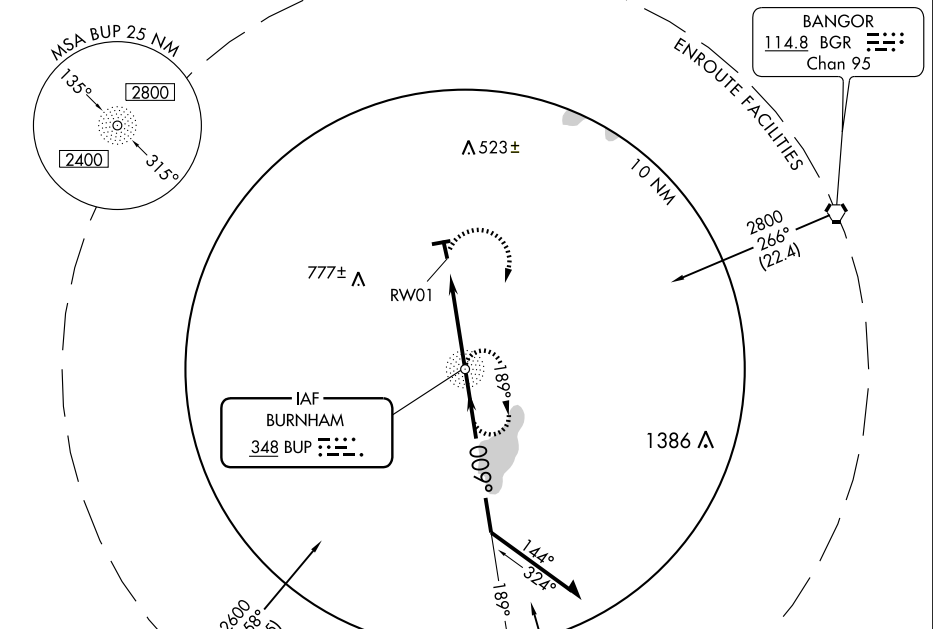
NDB	348	APP CRS	009°	Rwy Idg	4000
				TDZE	195
				Apt Elev	198

▼  
▲ NA  
Use Bangor altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct BUP NDB and hold.

BANGOR APP CON  
**118.925 239.3**

UNICOM  
**122.8 (CTAF)** ①



CATEGORY	A	B	C	D
S-1	780-1	585 (600-1)	780-1½ 585 (600-1½)	NA
CIRCLING	840-1	642 (700-1)	840-1¾ 642 (700-1¾)	NA

MIRL Rwy 1-19 ①

REIL Rwys 1 and 19 ①

FAF to MAP 4 NM

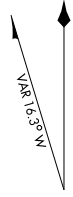
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

# AIRPORT DIAGRAM

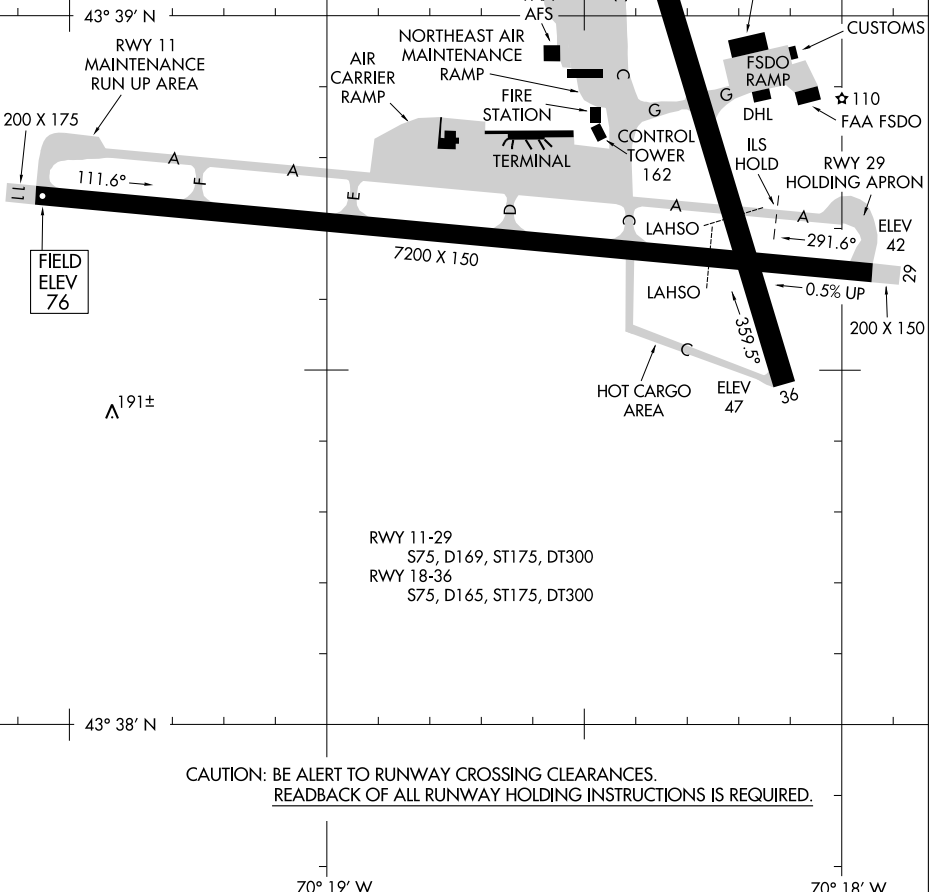
AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)  
PORTLAND, MAINE

ATIS  
119.05  
PORTLAND TOWER ★  
120.9 257.8  
GND CON  
121.9  
CLNC DEL  
121.9



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° E



FIELD  
ELEV  
76

RWY 11-29  
S75, D169, ST175, DT300  
RWY 18-36  
S75, D165, ST175, DT300

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-1 - 08 APR 2010 to 06 MAY 2010

43° 39' N

43° 38' N

70° 19' W

70° 18' W

# CASCO THREE DEPARTURE

ATIS 119.05  
GND CON 121.9  
PORTLAND TOWER \*  
120.9 (CTAF) 257.8  
BOSTON CENTER  
128.2 322.4

NORTH  
DEPARTURE FREQ  
125.5 381.2

BANGOR  
114.8 BGR  
Chan 95  
N44°50.51'-W68°52.44'  
L-32, H-11

TAKEOFF MINIMUMS:  
RWYS 18,29,36: NA NOISE ABATEMENT.  
RWY 11: STANDARD with obstacle  
climb of 250 feet per NM to 500 feet, ATC  
climb of 265 feet per NM to 500 feet.  
RWY 11, when tower closed: STANDARD  
with obstacle climb of 250 feet per NM  
to 500 feet, ATC climb of 400 feet per  
NM to 4000 feet.

BURLINGTON  
117.5 BTV  
Chan 122  
N44°23.83'-W73°10.95'  
L-32, H-11-12

AUGUSTA  
111.4 AUG  
Chan 51  
N44°19.20'-W69°47.79'  
L-32

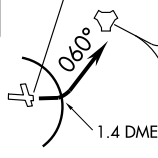
LOCALIZER 109.9  
I-PWM  
Chan 36

KENNEBUNK  
117.1 ENE  
Chan 118  
N43°25.54'-W70°36.81'  
L-32, H-11-12

BRUNSWICK  
Chan 99 NHZ  
N43°52.41'-W69°55.31'  
L-32

SYRACUSE  
117.0 SYR  
Chan 117  
N43°09.63'-W76°12.27'  
L-32, H-11-12

CONCORD  
112.9 CON  
Chan 76  
N43°13.19'-W71°34.53'  
L-32



PEASE  
116.5 PSM  
Chan 112  
N43°05.07'-W70°49.92'  
L-32-33, H-11-12

MANCHESTER  
114.4 MHT  
Chan 91  
N42°52.11'-W71°22.17'  
L-32-33

BOSTON  
112.7 BOS  
Chan 74  
N42°21.45'-W70°59.37'  
L-33-34, H-10-11-12

NOTE:  
This SID is a noise abatement  
procedure and applies only to  
turbojet aircraft and turboprop  
aircraft capable of 210 knots.

**TAKE-OFF OBSTACLES:**

Rwy 11: Trees 1,024' from DER, 721' right of centerline, 39'AGL/78'MSL.  
Bldg 6162' from DER, 1492' left of centerline, 25'AGL/224'MSL.  
Trees 1 NM from DER, 1744' left of centerline, 46'AGL/245'MSL  
Trees 1 NM from DER, 2043' left of centerline, 31'AGL/230'MSL.  
Trees 1.1 NM from DER, 1508' left of centerline, 31'AGL/231'MSL.  
Trees 1.2 NM from DER, 1471' left of centerline 63'AGL/232'MSL.

NOTE:  
All aircraft must be  
DME equipped.

NOTE: Chart not to scale.



**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RUNWAY 11:** Climb via heading 112° to I-PWM 1.4 DME, then turn left heading 060° maintain 3000 feet (5000 feet when tower closed, contact Boston Center). Expect vectors to filed route or depicted NAVAID. Expect further clearance to requested altitude/flight level 5 minutes after departure.

**LOST COMMUNICATIONS:** If radio contact not established within 2 minutes after departure, proceed on course and climb to requested altitude or 10,000 feet, whichever is lower.

NE-1, 08 APR 2010 to 06 MAY 2010


# HARBOR VISUAL RWY 29

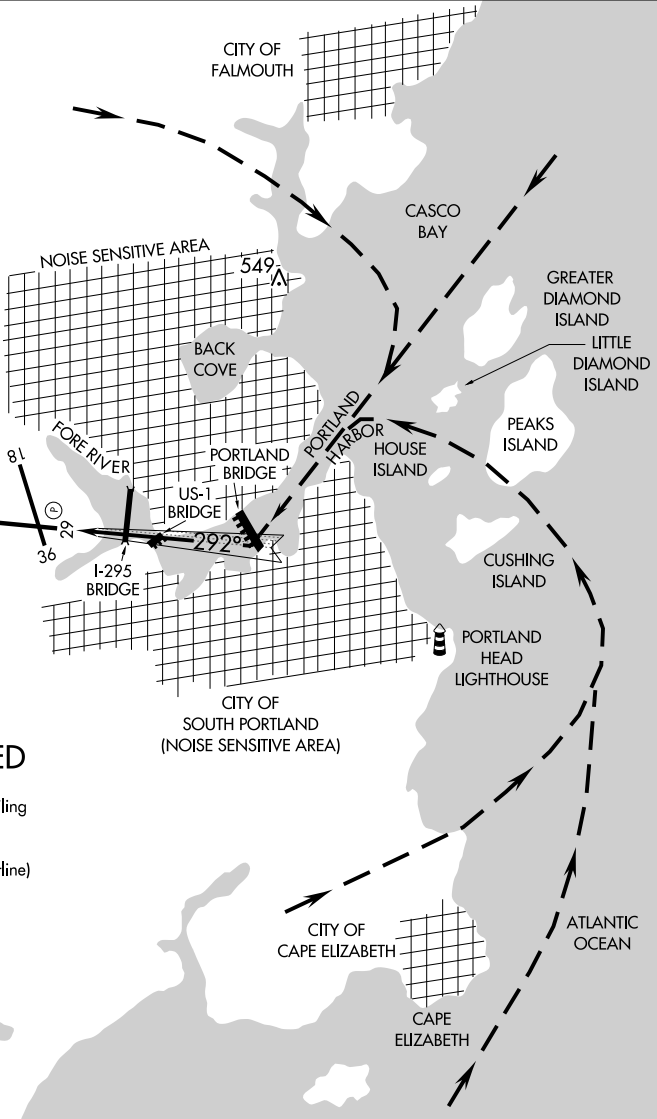
AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)  
PORTLAND, MAINE

ATIS 119.05  
 PORTLAND APP CON ★  
 119.75 381.2  
 PORTLAND TOWER ★  
 120.9 (CTAF) 257.8  
 GND CON  
 121.9  
 UNICOM 122.95

Vertical Guidance Navaid  
 and Angle:  
 LOC I-GCS GS (3.00°)

LOCALIZER 109.9  
 I-GCS   
 Chan 36



## RADAR REQUIRED

Weather minima: 3000 feet ceiling  
 and 4 mile visibility.  
 Maintain 3000 feet or higher  
 until over water. (Atlantic Coastline)

1 NM	2	3	4	5	6	7	8
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# ILS or LOC RWY 11

PORTLAND INTL JETPORT (P.W.M.)

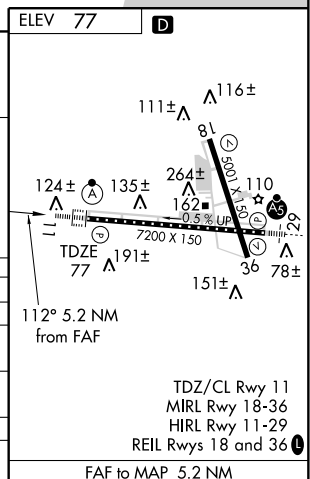
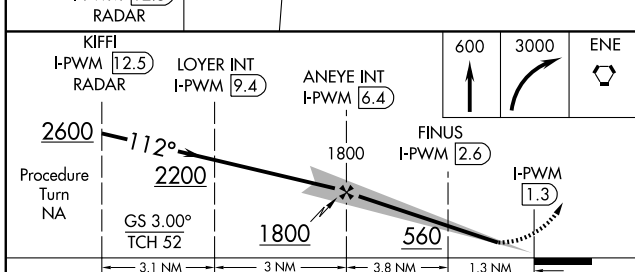
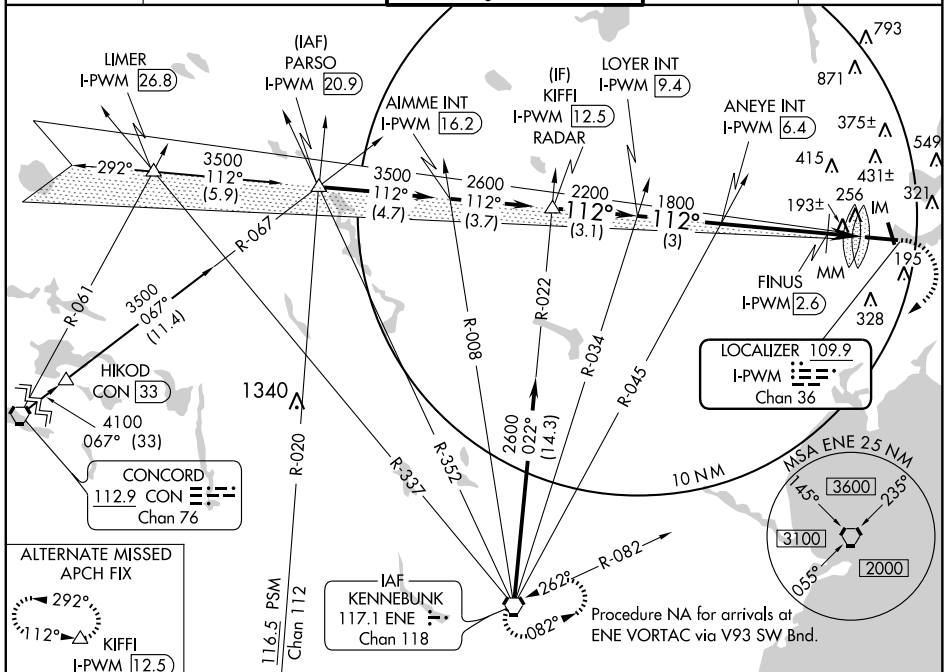
LOC/DME I-PWM <b>109.9</b> Chan <b>36</b>	APP CRS <b>112°</b>	Rwy Idg <b>6800</b> TDZE <b>77</b> Apt Elev <b>77</b>
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**⚠** CAT II and III NA when control tower closed.

**Ⓜ** ALSF-2

**⚠** MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 381.2</b>	PORTLAND TOWER ★ <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 11	277/18 200 (200-½)			
S-LOC 11	560/24	483 (500-½)	560/40 483 (500-¾)	560/50 483 (500-1)
CIRCLING	620-1	543 (600-1)	640-1½ 563 (600-1½)	740-2 663 (700-2)
FINUS FIX MINIMUMS				
S-LOC 11	460/24 383 (400-½)		460/40 383 (400-¾)	
CIRCLING	620-1	543 (600-1)	640-1½ 563 (600-1½)	740-2 663 (700-2)

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

NE-1, 08 APR 2010 to 06 MAY 2010

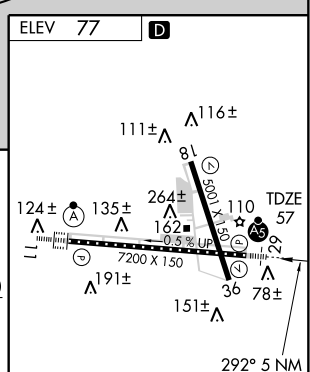
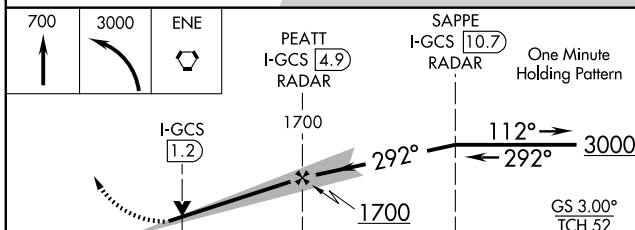
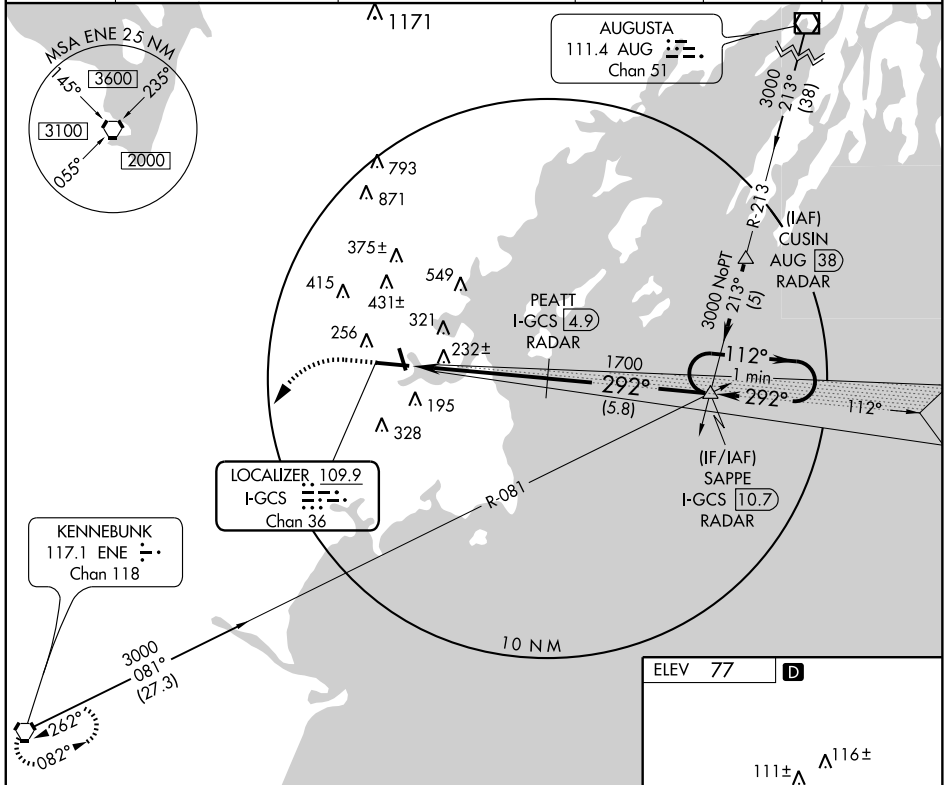
# ILS or LOC RWY 29

PORTLAND INTL JETPORT (P.WM)

LOC/DME I-GCS <b>109.9</b> Chan <b>36</b>	APP CRS <b>292°</b>	Rwy Idg <b>7200</b> TDZE <b>57</b> Apt Elev <b>77</b>
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MALSR MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct ENE VORTAC and hold.

ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 381.2</b>	PORTLAND TOWER * <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
-----------------------	---	--	-------------------------	--------------------------	-------------------------



CATEGORY	A	B	C	D
S-ILS 29		*257/24 200 (200-½)		
S-LOC 29	500/24	443 (500-½)	500/40 443 (500-¾)	500/50 443 (500-1)
CIRCLING	620-1	543 (600-1)	640-1 ½ 563 (600-1 ½)	740-2 663 (700-2)

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, 08 APR 2010 to 06 MAY 2010

# ILS RWY 11 (CAT II)

PORTLAND INTL JETPORT (PWM)

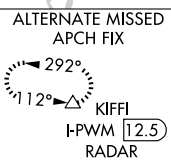
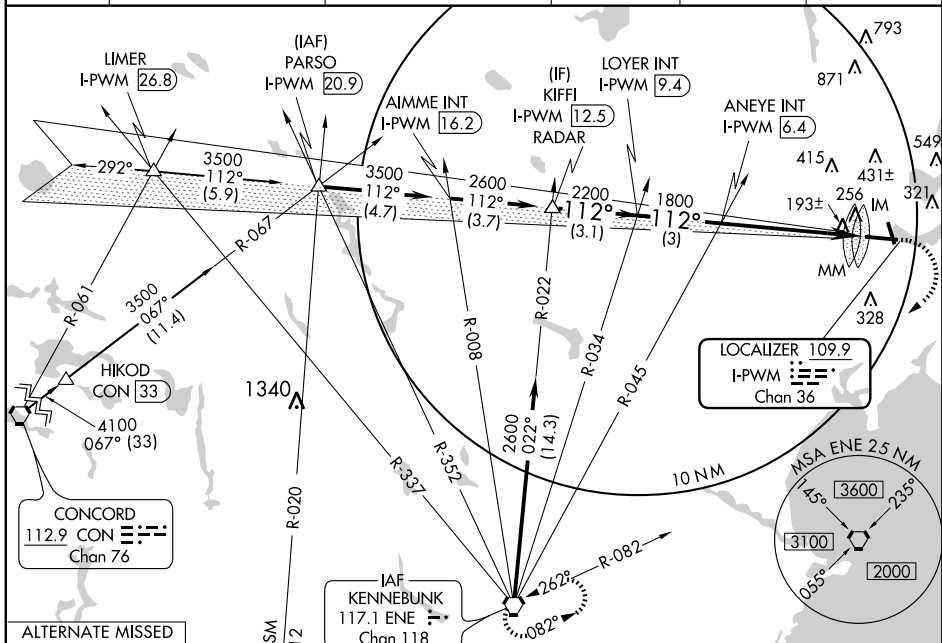
LOC/DME I-PWM <b>109.9</b> Chan <b>36</b>	APP CRS <b>112°</b>	Rwy Idg <b>6800</b> TDZE <b>77</b> Apt Elev <b>77</b>
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**▼** **▲** CAT II and III NA when control tower closed.

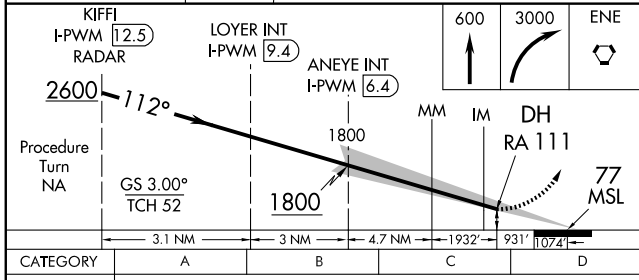
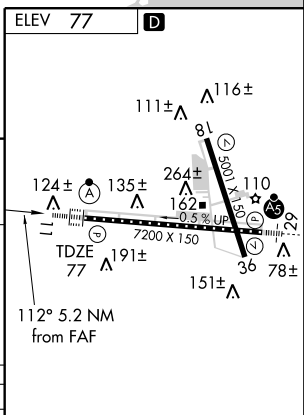


MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 381.2</b>	PORTLAND TOWER★ <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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Procedure NA for arrivals at ENE VORTAC via V93 SW Bnd.



CATEGORY	A	B	C	D
S-ILS 11	RA 111/12 100 DA 177			

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

TDZ/CL Rwy 11  
MIRL Rwy 18-36  
HIRL Rwy 11-29  
REIL Rws 18 and 36

NE-1, 08 APR 2010 to 06 MAY 2010

# ILS RWY 11 (CAT III)

PORTLAND INTL JETPORT (PWM)

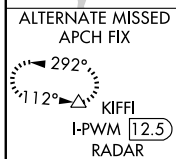
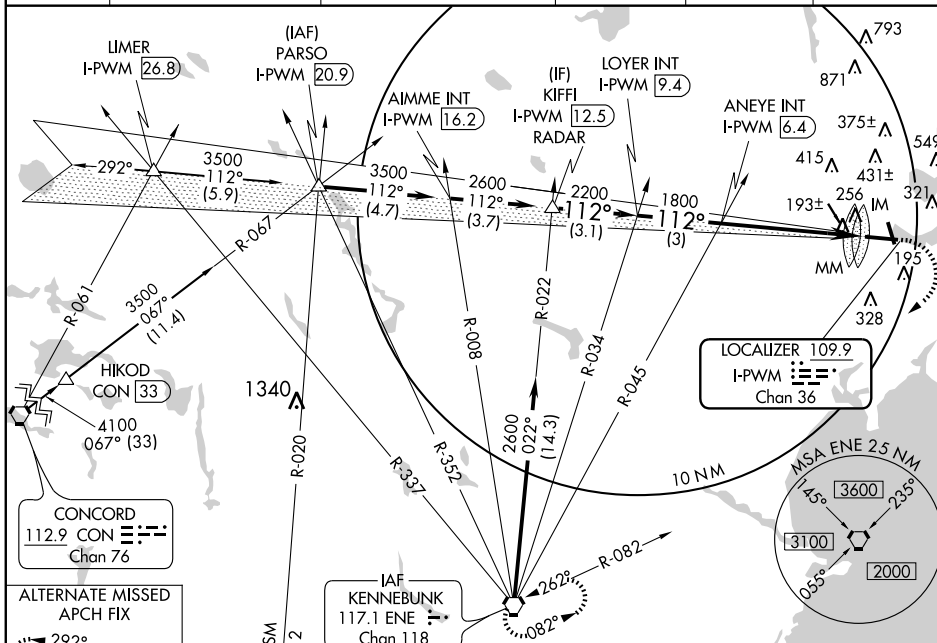
LOC/DME I-PWM <b>109.9</b> Chan <b>36</b>	APP CRS <b>112°</b>	Rwy Idg <b>6800</b> TDZE <b>77</b> Apt Elev <b>77</b>
---	------------------------	---

**▼**  
**▲** CAT II and III NA when control tower closed.

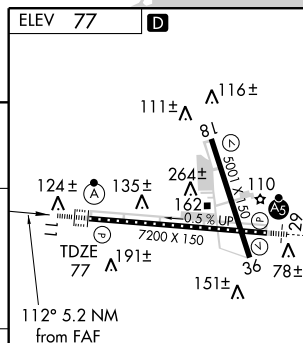
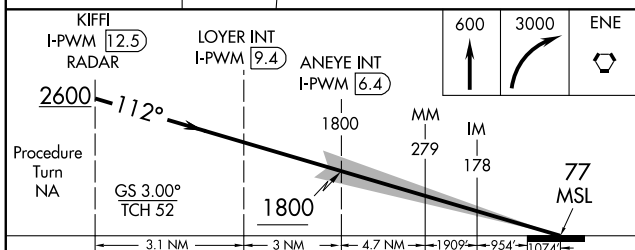


MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 381.2</b>	PORTLAND TOWER ★ <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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Procedure NA for arrivals at ENE VORTAC via V93 SW Bnd.



CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa	RVR 07	
S-ILS 11		CAT IIIb	RVR 06	
S-ILS 11		CAT IIIc	NA	

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

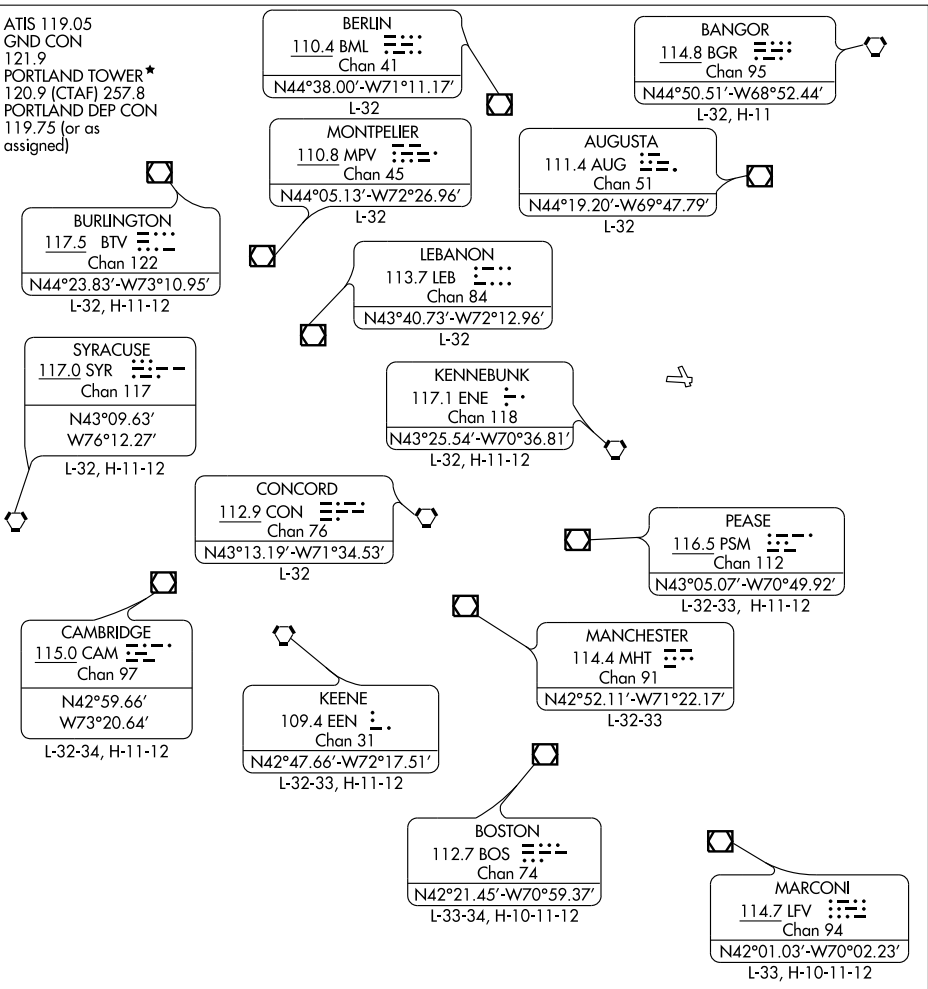
TDZ/CL Rwy 11  
MIRL Rwy 18-36  
HIRL Rwy 11-29  
REIL Rwy 18 and 36

NE-1, 08 APR 2010 to 06 MAY 2010



# PORTLAND FOUR DEPARTURE

ATIS 119.05  
 GND CON 121.9  
 PORTLAND TOWER\* 120.9 (CTAF) 257.8  
 PORTLAND DEP CON 119.75 (or as assigned)



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF ALL RWYS:** Fly runway heading, or as assigned by ATC; for radar vectors to assigned ROUTE/NAVAID/FIX. Maintain 3,000 feet or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

NE-1 - 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 11

PORTLAND INTL JETPORT (P.W.M.)

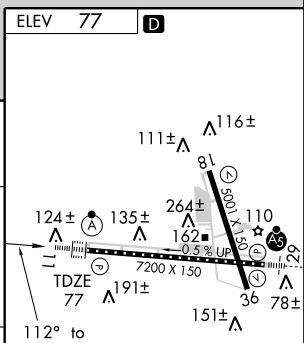
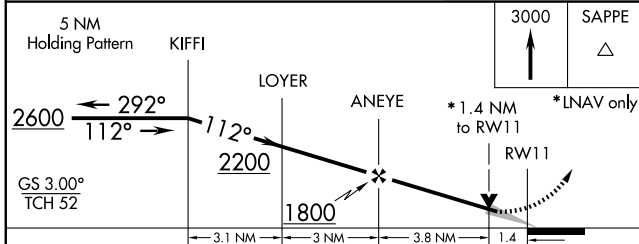
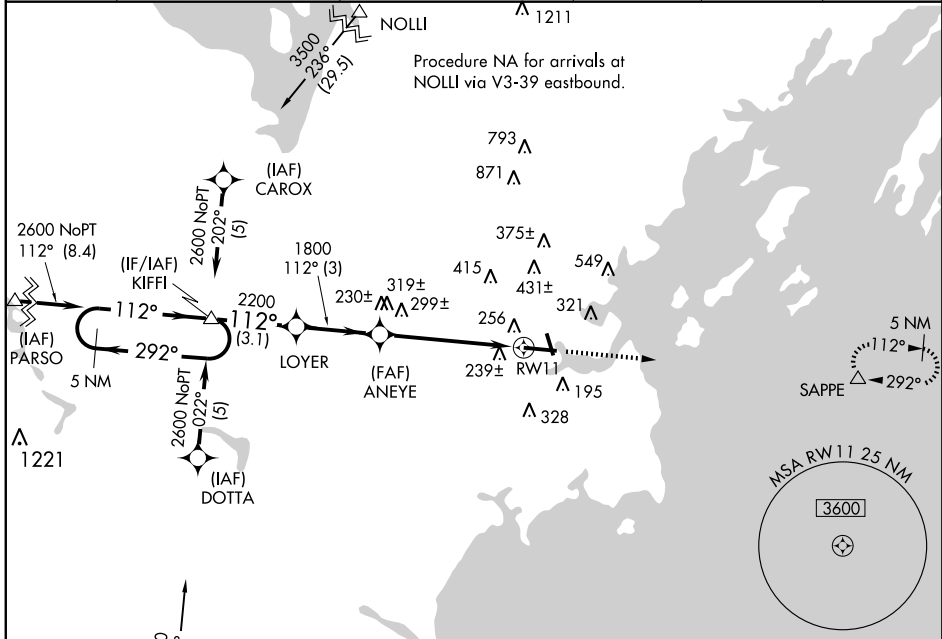
WAAS CH <b>50127</b> <b>W11A</b>	APP CRS <b>112°</b>	Rwy Idg TDZE Apt Elev	<b>6800</b> <b>77</b> <b>77</b>
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**▼** For inoperative ALSF-2, increase LPV visibility to RVR 6000 all Cats.  
Baro-VNAV NA below -15°C (5°F).  
**W** DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct SAPPE and hold.

ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 381.2</b>	PORTLAND TOWER ★ <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		416/40	339 (400-¾)	
LNAV/VNAV DA		531/50	454 (500-1)	
LNAV MDA	560/24	483 (500-½)	560/40 483 (500-¾)	560/50 483 (500-1)
CIRCLING	620-1	543 (600-1)	640-1½ 563 (600-½)	740-2 663 (700-2)

TDZ/CL Rwy 11  
MIRL Rwy 18-36  
HIRL Rwy 11-29  
REIL Rws 18 and 36

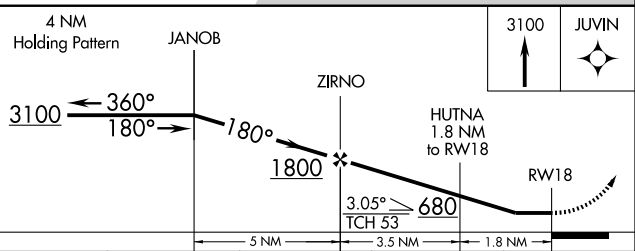
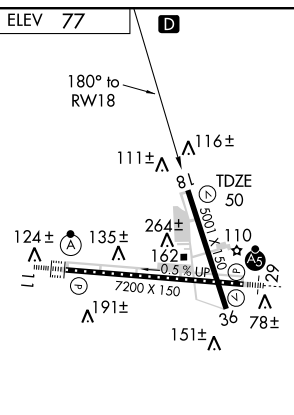
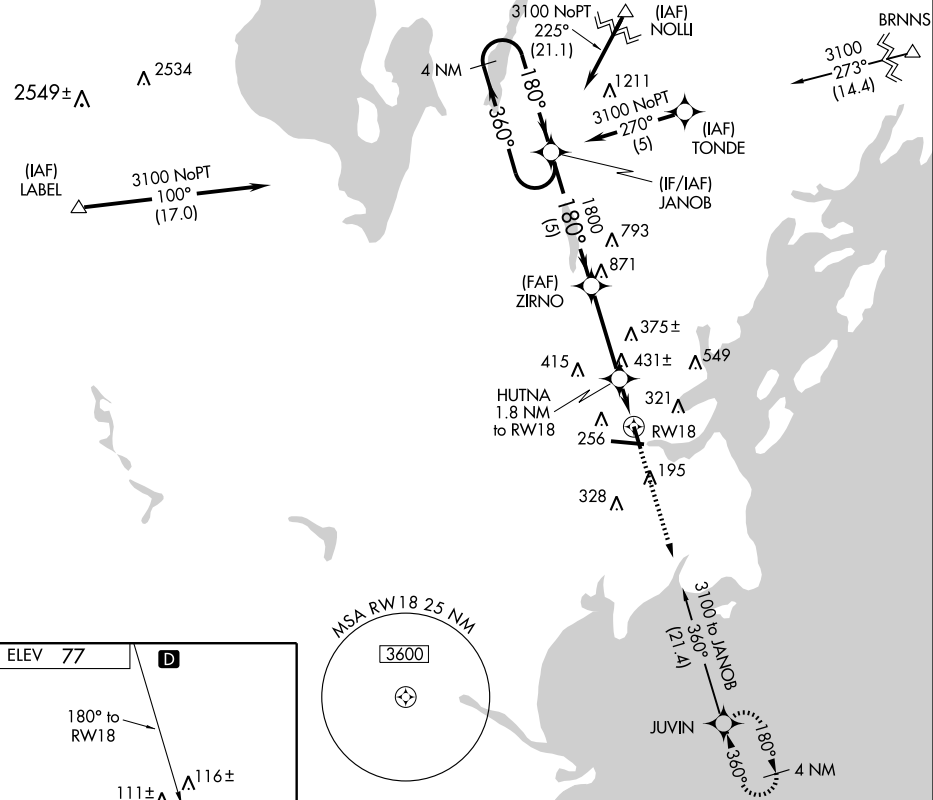
# RNAV (GPS) RWY 18

PORTLAND INTL JETPORT (P.W.M.)

APP CRS <b>180°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>50</b> <b>77</b>
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**NA** DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 3100 direct JUVIN WP and hold.

ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 381.2</b>	PORTLAND TOWER ★ <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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TDZ/CL Rwy 11  
MIRL Rwy 18-36  
HIRL Rwy 11-29  
REIL Rwy 18 and 36

CATEGORY	A	B	C	D
LNAV MDA	560-1	510 (500-1)	560-1½	510 (500-1½)
CIRCLING	620-1	543 (600-1)	640-1½ 563 (600-1½)	740-2 663 (700-2)

# RNAV (GPS) RWY 29

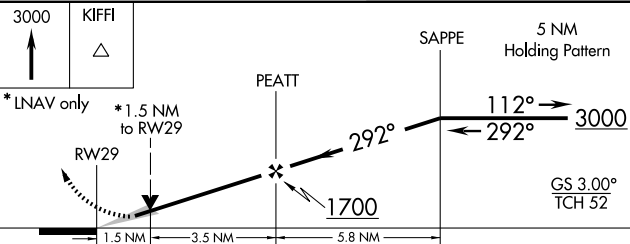
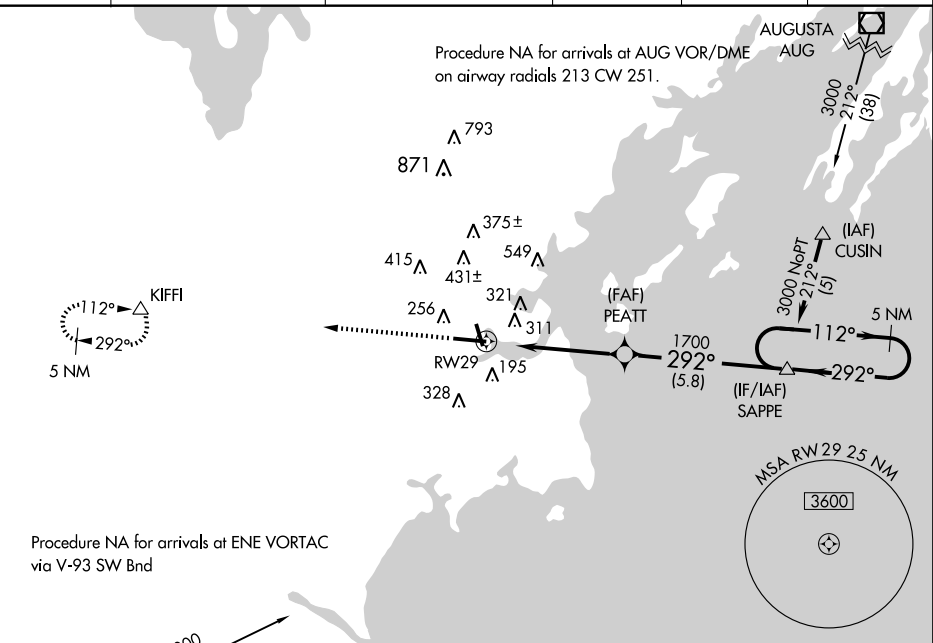
PORTLAND INTL JETPORT (P.W.M.)

WAAS CH <b>65626</b> <b>W29A</b>	APP CRS <b>292°</b>	Rwy Idg <b>7200</b> TDZE <b>57</b> Apt Elev <b>77</b>
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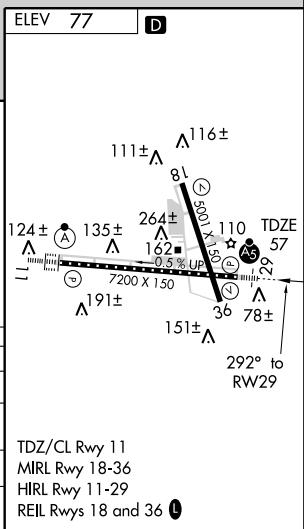
**V** DME/DME RNP -0.3 NA. Baro-VNAV NA below -15°C (5°F).  
**W** For inoperative MALSR, increase LPV visibility to RVR 5000.

**MALSR**  
 MISSED APPROACH: Climb to 3000 direct KIFFI and hold.

ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 381.2</b>	PORTLAND TOWER ★ <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	307/24 250 (300-½)			
LNAV/VNAV DA	620-1½ 563 (600-1½)			
LNAV MDA	560/24 503 (500-½)	560/50 503 (500-1)		
CIRCLING	620-2 543 (600-2)	640-2 563 (600-2)	740-2 663 (700-2)	



NE-1, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 36

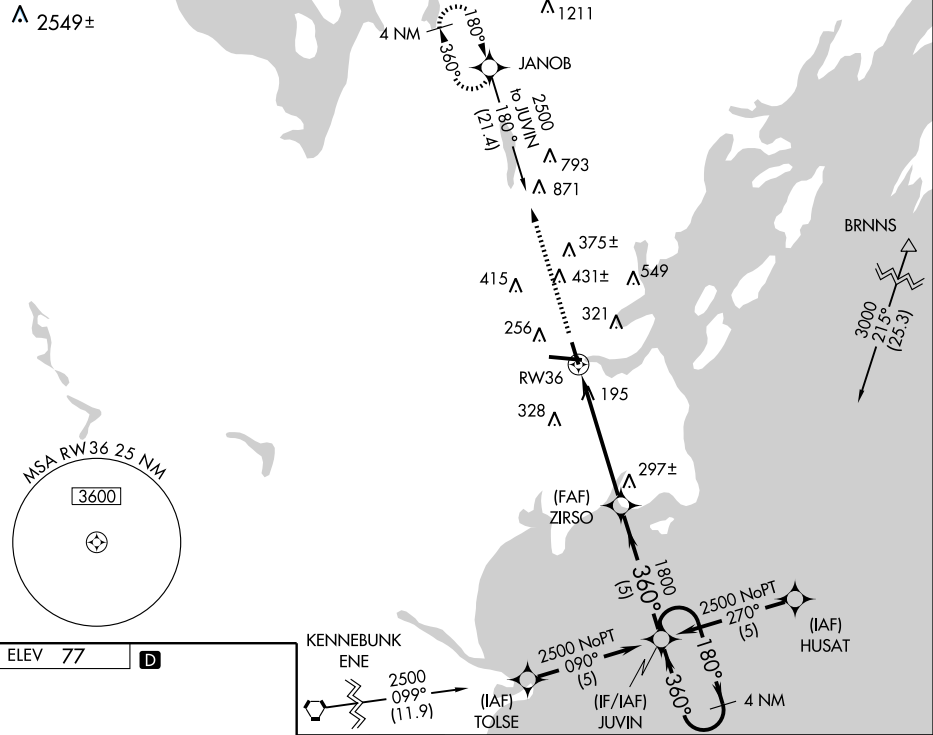
PORTLAND INTL JETPORT (P.W.M.)

APP CRS	Rwy Idg	<b>5001</b>
<b>360°</b>	TDZE	<b>49</b>
	Apt Elev	<b>77</b>

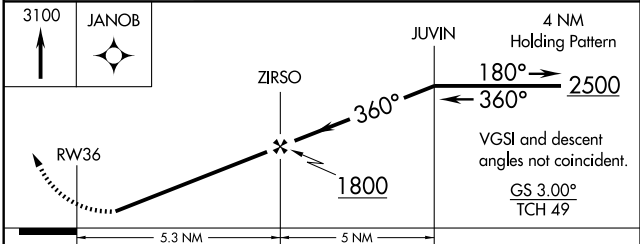
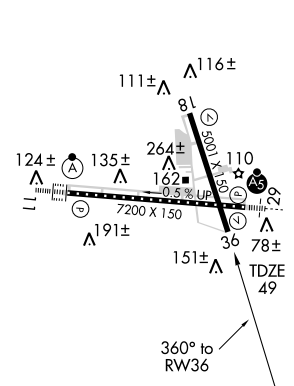
**NA**  
DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -15°C(5°F).

MISSED APPROACH: Climb to 3100  
direct JANOB WP and hold.

ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 381.2</b>	PORTLAND TOWER ★ <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 77 **D**



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420-1¼ 371 (400-1¼)			
LNAV MDA	460-1	411 (400-1)	460-1¼	411 (400-1¼)
CIRCLING	620-1¼	543 (600-1¼)	640-1½ 563 (600-1½)	740-2 663 (700-2)

# ILS or LOC RWY 1

LOC I-PQI	APP CRS	Rwy Idg	<b>7439</b>
<b>108.7</b>	<b>006°</b>	TDZE	<b>478</b>
		Apt Elev	<b>534</b>

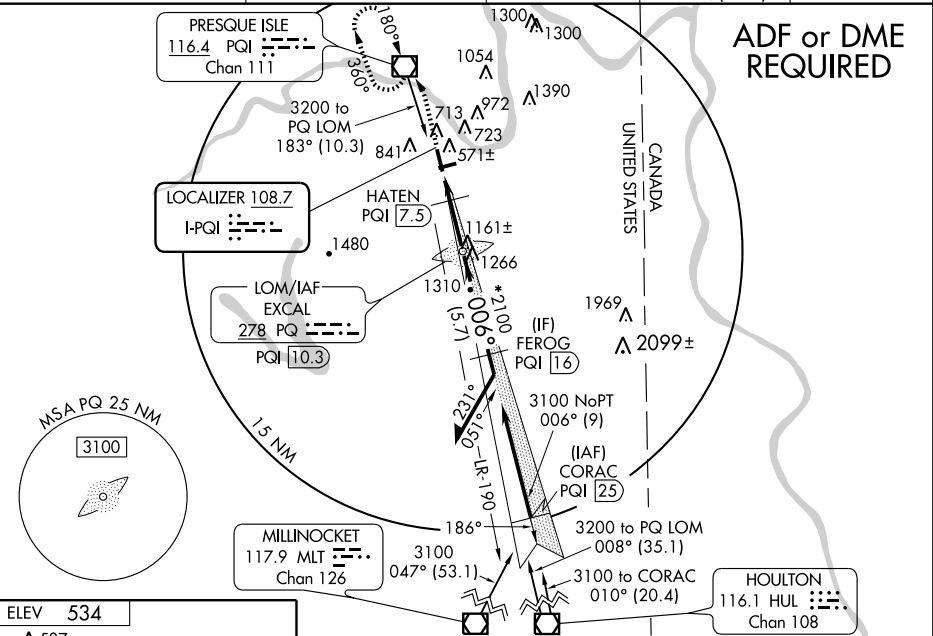
PRESQUE ISLE/  
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase S-LOC 1 Cats. C and D and Circling Cat. C visibility ¼ mile, increase Circling Cat. D visibility ½ mile, increase HATEN Fix Minimums S-LOC 1 Cat. C and Circling Cat. C visibility ¼ mile, increase S-LOC 1 Cat. D and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Houlton Intl altimeter setting, increase S-ILS-1 all Cats. visibility to 1 mile.  
\*\* LOC only, 1140 when using Houlton Intl altimeter setting.

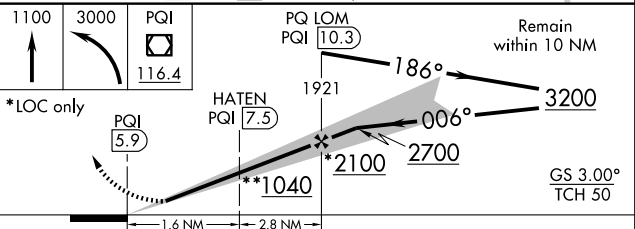
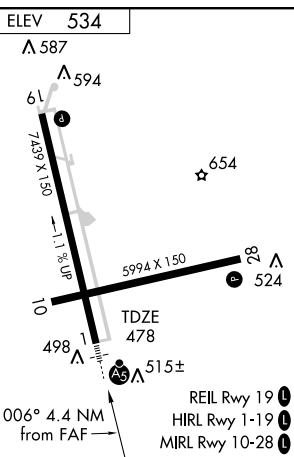
MALSR  
AS

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct PQI VOR/DME and hold, continue climb-in-hold to 3000.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	<b>122.6</b>
<b>118.025</b>	<b>124.75 239.05</b>	<b>121.6</b>	<b>122.8</b> (CTAF)	<b>122.6</b>



**ADF or DME REQUIRED**



CATEGORY	A	B	C	D
S-ILS 1	678-½ 200 (200-½)			
S-LOC 1	1040-½	562 (600-½)	1040-1 562 (600-1)	1040-1¼ 562 (600-1¼)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)
HATEN FIX MINIMUMS				
S-LOC 1	900-½	422 (500-½)	900-¾	422 (500-¾)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

# RNAV (GPS) RWY 1

PRESQUE ISLE/  
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

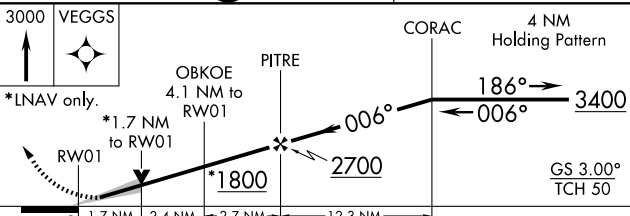
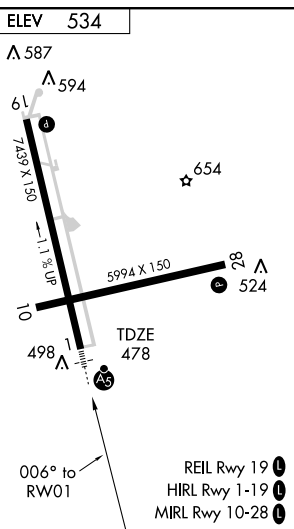
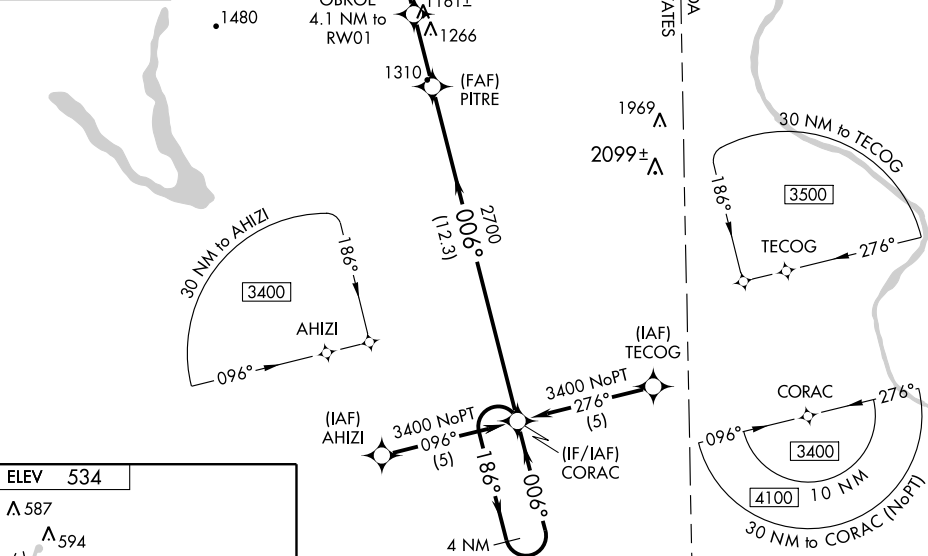
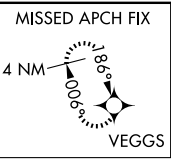
WAAS CH <b>87012</b> <b>W01A</b>	APP CRS <b>006°</b>	Rwy Idg TDZE Apt Elev	<b>7439</b> <b>478</b> <b>534</b>
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MISSED APPROACH:  
Climb to 3000 direct  
VEGGS and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C visibility ¼ mile, increase Circling Cat. D visibility ½ mile. For inoperative MALSR when using Houlton Intl altimeter setting, increase LPV all Cats. visibility to 1 mile.

AWOS-3 <b>118.025</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.6</b>
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CATEGORY	A	B	C	D
LPV DA	678-½		200 (200-½)	
LNAV/VNAV DA	1171-2		693 (700-2)	
LNAV MDA	1040-½	562 (600-½)	1040-1 562 (600-1)	1040-¼ 562 (600-¼)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-¼ 626 (700-¼)	1200-2 666 (700-2)

NE-1, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 19

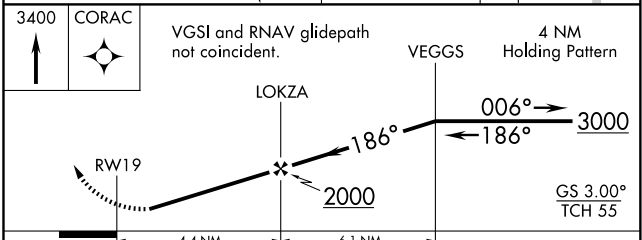
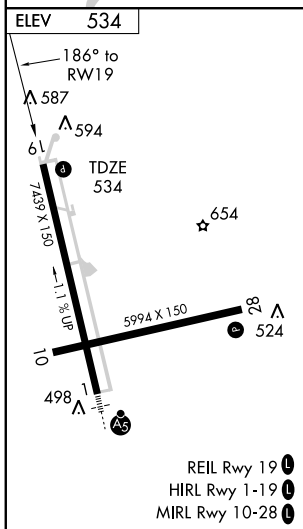
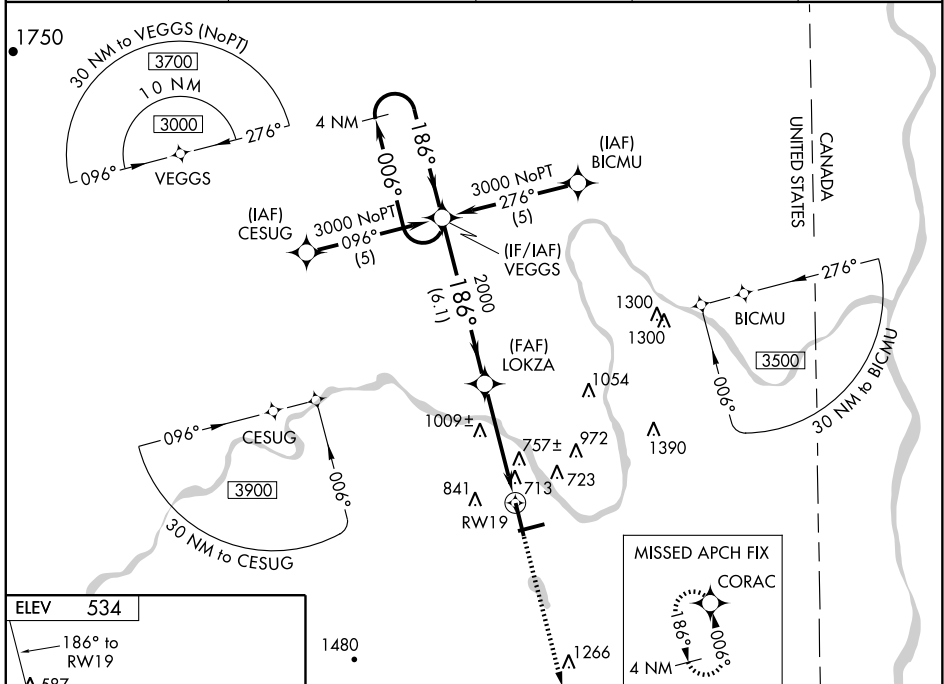
PRESQUE ISLE/  
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

WAAS CH <b>99712</b> <b>W19A</b>	APP CRS <b>186°</b>	Rwy Idg <b>7439</b> TDZE <b>534</b> Apt Elev <b>534</b>
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats., LNAV Cat. B, and Circling Cat. B visibility ¼ mile, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C and D visibility ½ mile.

MISSED APPROACH:  
Climb to 3400 direct  
CORAC and hold

AWOS-3 <b>118.025</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.6</b>
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CATEGORY	A	B	C	D
LPV DA		968-1½	434 (500-1½)	
LNAV/VNAV DA		1058-1¾	524 (600-1¾)	
LNAV MDA	1260-1	726 (800-1)	1260-2 726 (800-2)	1260-2¼ 726 (800-2¼)
CIRCLING	1260-1	726 (800-1)	1260-2 726 (800-2)	1260-2¼ 726 (800-2¼)



WAAS CH **90212** APP CRS **276°** Rwy Idg **5994**  
 TDZE **473**  
 W28A Apt Elev **534**

PRESQUE ISLE/

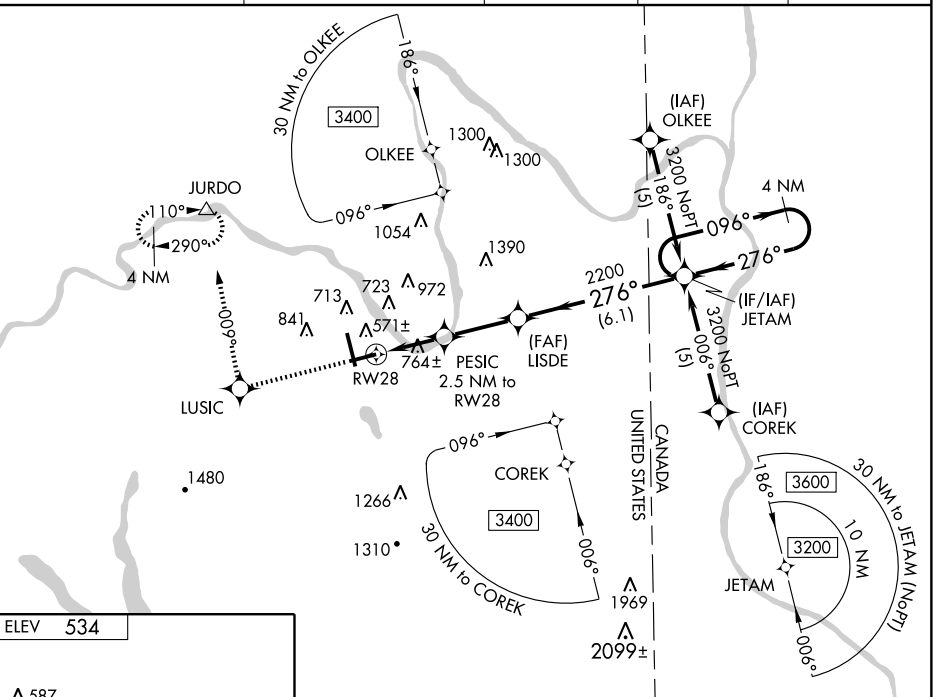
# RNAV (GPS) RWY 28

NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

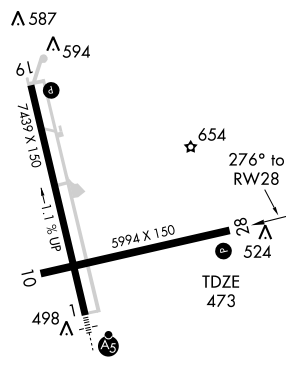
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats., LNAV/VNAV all Cats., and Circling Cat. C visibility ½ mile, increase LNAV Cats. C and D and Circling Cat. D visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climb to 3500 direct LUSIC and right turn via track 009° to JURDO and hold, continue climb-in-hold to 3500.

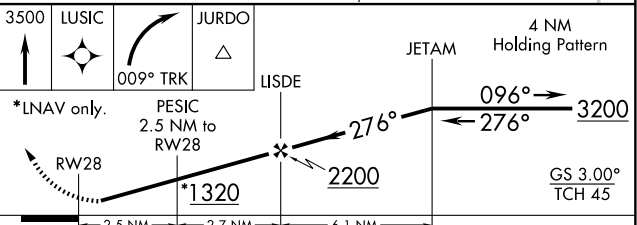
AWOS-3 **118.025** BOSTON CENTER **124.75 239.05** CLNC DEL **121.6** UNICOM **122.8** (CTAF) **122.6**



ELEV **534**



REIL Rwy 19  
 HIRL Rwy 1-19  
 MRL Rwy 10-28



CATEGORY	A	B	C	D
LPV DA	759-1		286 (300-1)	
LNAV/VNAV DA	1080-2¼		607 (600-2¼)	
LNAV MDA	1060-1	587 (600-1)	1060-1½ 587 (600-1½)	1060-1¾ 587 (600-1¾)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

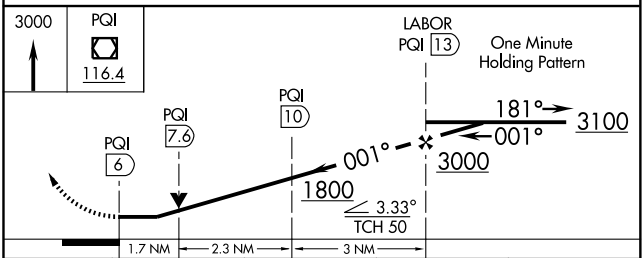
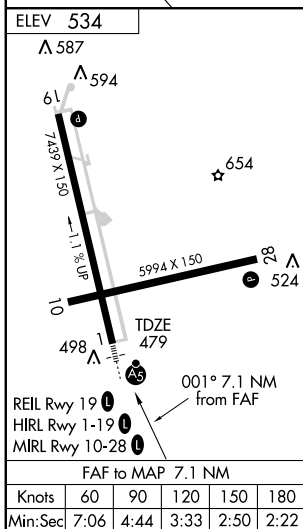
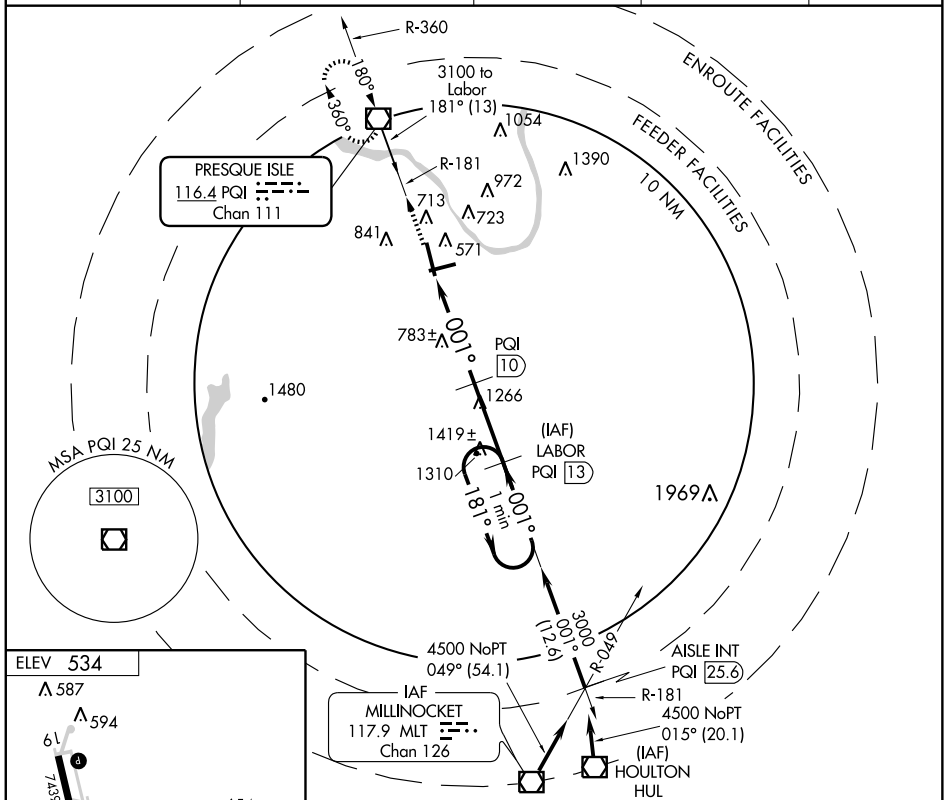
VOR/DME PQI <b>116.4</b> Chan <b>111</b>	APP CRS <b>001°</b>	Rwy Idg TDZE Apt Elev	<b>7439</b> <b>479</b> <b>534</b>
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PRESQUE ISLE/  
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

# VOR/DME RWY 1

MISSED APPROACH: Climb to 3000  
direct PQI VOR/DME and hold.

AWOS-3 <b>118.025</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.6</b>
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CATEGORY	A	B	C	D
S-1	1100-1/2 622 (600-1/2)		1100-1 1/4 622 (600-1 1/4)	1100-1 1/2 622 (600-1 1/2)
CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1160-1 3/4 626 (700-1 3/4)	1180-2 646 (700-2)

NE-1, 08 APR 2010 to 06 MAY 2010

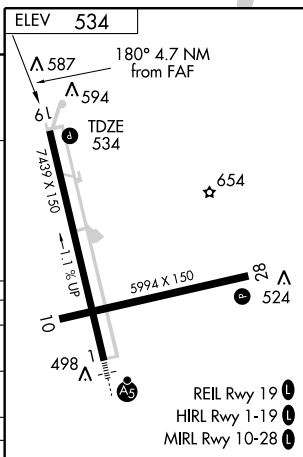
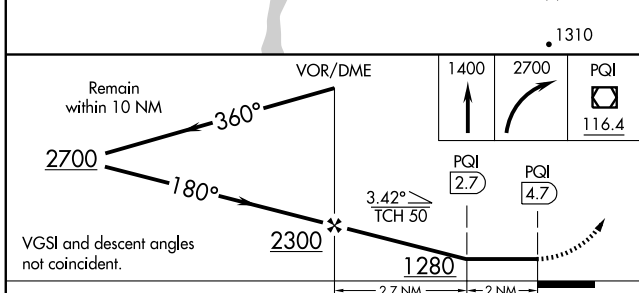
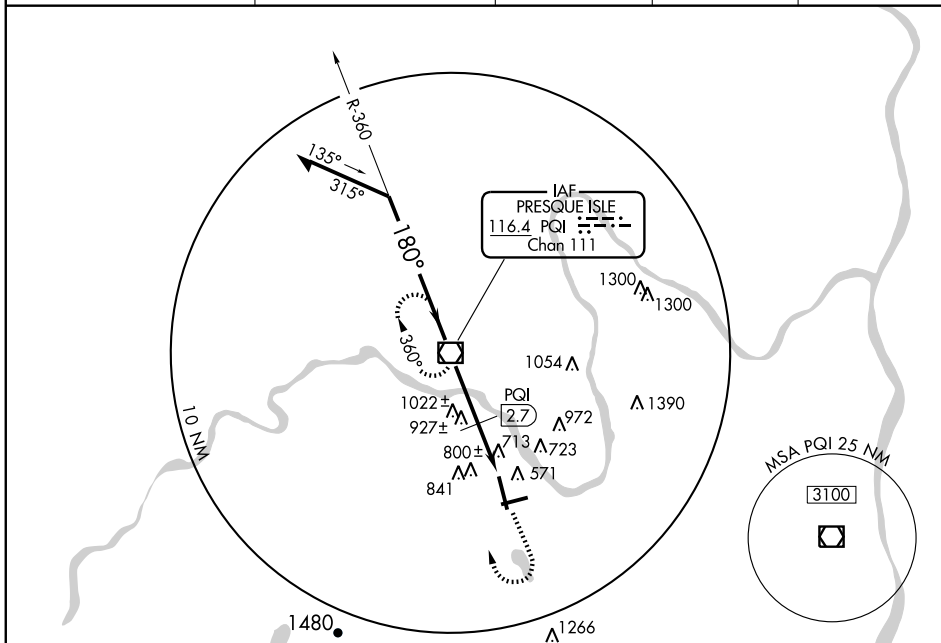
VOR/DME PQI <b>116.4</b> Chan <b>111</b>	APP CRS <b>180°</b>	Rwy Idg TDZE Apt Elev <b>7439</b> <b>534</b> <b>534</b>
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PRESQUE ISLE/  
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI) **VOR RWY 19**

▼  
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct PQI VOR/DME and hold.

AWOS-3 <b>118.025</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.6</b> 0
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CATEGORY	A	B	C	D
S-19	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
CIRCLING	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
DME MINIMUMS				
S-19	1060-1 526 (600-1)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)
CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1180-2 646 (700-2)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

APP CRS  
**152°**

Rwy Idg **4004**  
TDZE **266**  
Apt Elev **266**

# RNAV (GPS) RWY 15

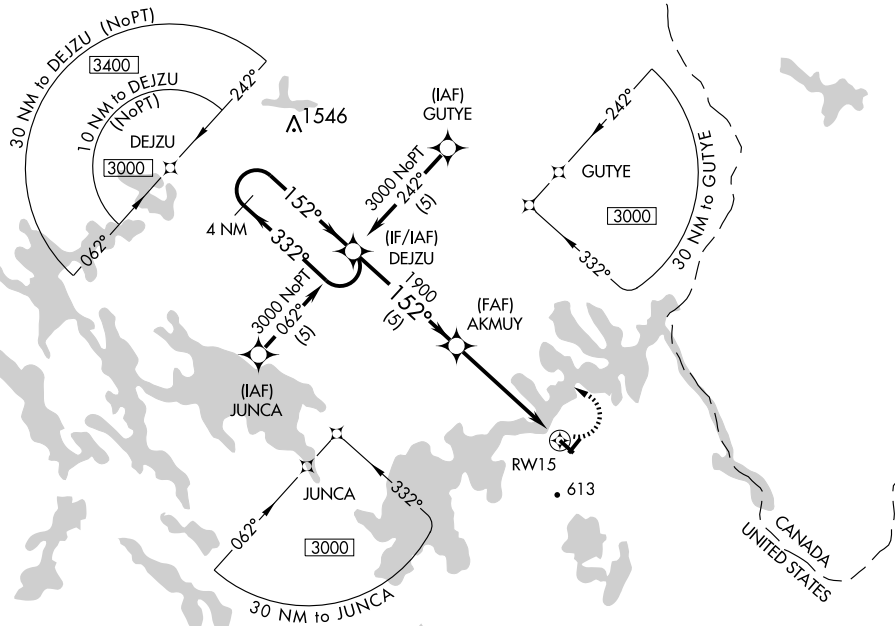
PRINCETON MUNI (PNN)

**V** Use Bangor altimeter setting.  
**Δ** NA DME/DME RNP-0.3 NA.

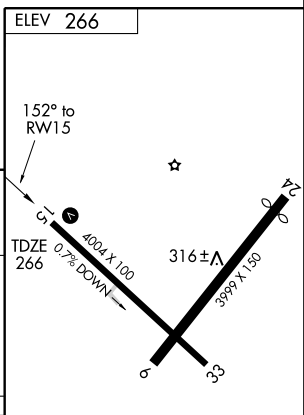
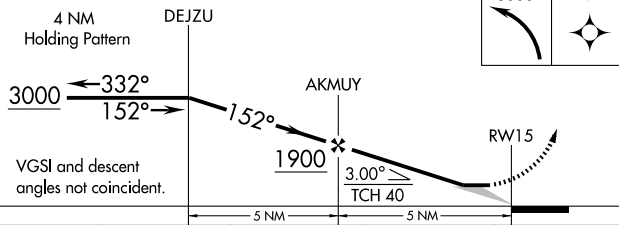
MISSED APPROACH: Climbing left turn to 3000  
direct DEJZU WP and hold.

BOSTON CENTER  
**124.25 290.5**

UNICOM  
**122.8 (CTAF)**



4 NM Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	820-1 554 (600-1)		820-1½ 554 (600-1½)	820-1¾ 554 (600-1¾)
CIRCLING	820-1 554 (600-1)		1060-2¼ 794 (800-2¼)	1160-3 894 (900-3)

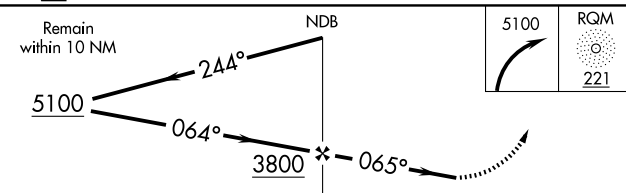
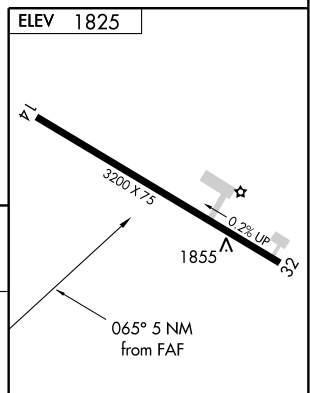
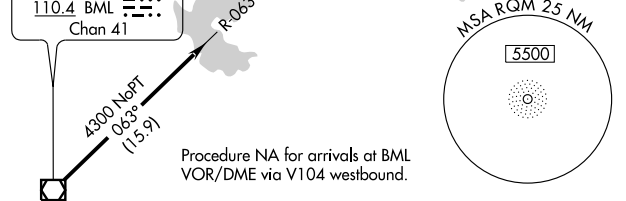
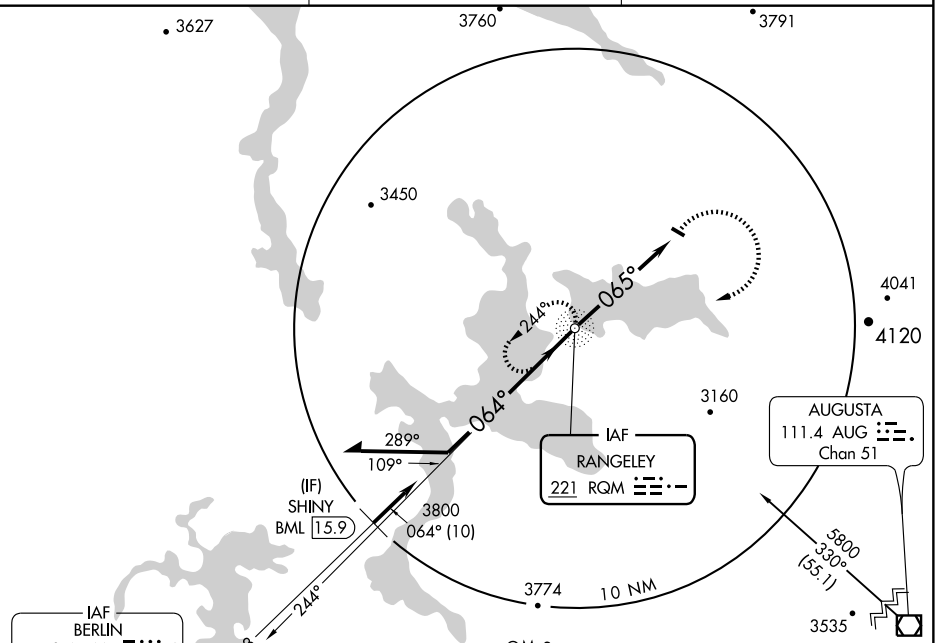
MIRL Rwy 15-33

NDB RQM	APP CRS	Rwy Idg TDZE	N/A
<b>221</b>	<b>065°</b>	Apt Elev	<b>1825</b>

▼ Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

MISSED APPROACH: Climbing right turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.

AWOS-3 <b>118.00</b>	BOSTON CENTER <b>124.25 290.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
CIRCLING	2520-1	695 (700-1)	NA	NA
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	2700-1 875 (900-1)	2700-1¼ 875 (900-1¼)	NA	NA

ELEV	1825				
REIL Rwy 32	0				
MIRL Rwy 14-32	0				
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

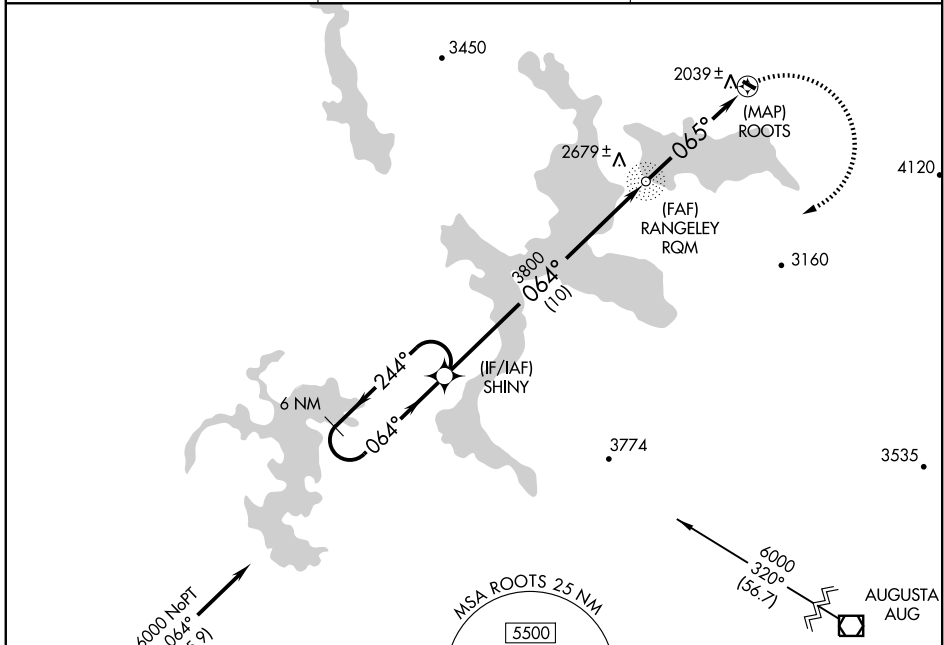
APP CRS	Rwy Idg	N/A
065°	TDZE	N/A
	Apt Elev	1825

# RNAV (GPS)-D

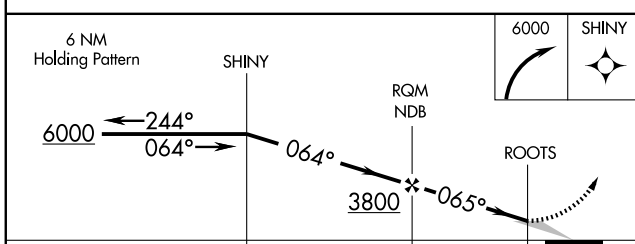
RANGELEY/ STEVEN A. BEAN MUNI (8B0)

**▽** DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.  
**▲** NA MISSED APPROACH: Climbing right turn to 6000 direct SHINY and hold, continue climb-in-hold to 6000.

AWOS-3 <b>118.00</b>	BOSTON CENTER <b>124.25 290.5</b>	UNICOM <b>122.8 (CTAF)</b>
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(IAF) BERLIN BML Procedure NA for arrivals at BML VOR/DME via V104 westbound.  
 6000 NoPT 064° (15.9)  
 3800 064° (110)  
 MSA ROOTS 25 NM 5500  
 4180



CATEGORY	A	B	C	D
CIRCLING	2380-1	555 (600-1)		NA
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	2560-1	735 (800-1)		NA

ELEV 1825

REIL Rwy 32  
 MRL Rwy 14-32

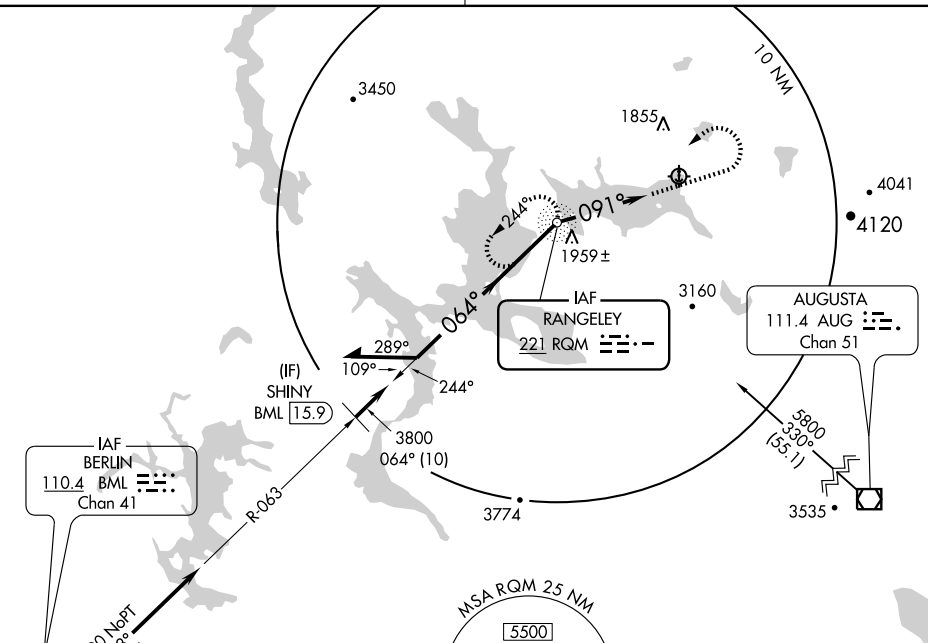
NDB RQM <b>221</b>	APP CRS <b>091°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1518</b>
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▼ Procedure NA at night.  
▲ NA Obtain local altimeter setting on CTAF;  
when not received, use Berlin altimeter setting.

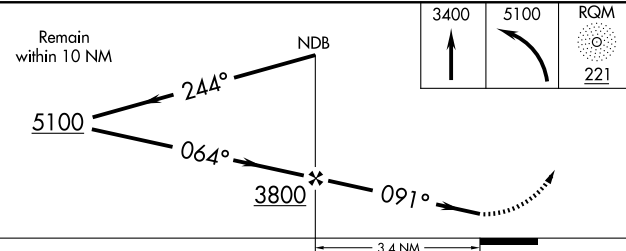
MISSED APPROACH: Climb to 3400 then climbing left turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.

BOSTON CENTER  
**124.25 290.5**

CTAF  
**122.9**



ELEV 1518

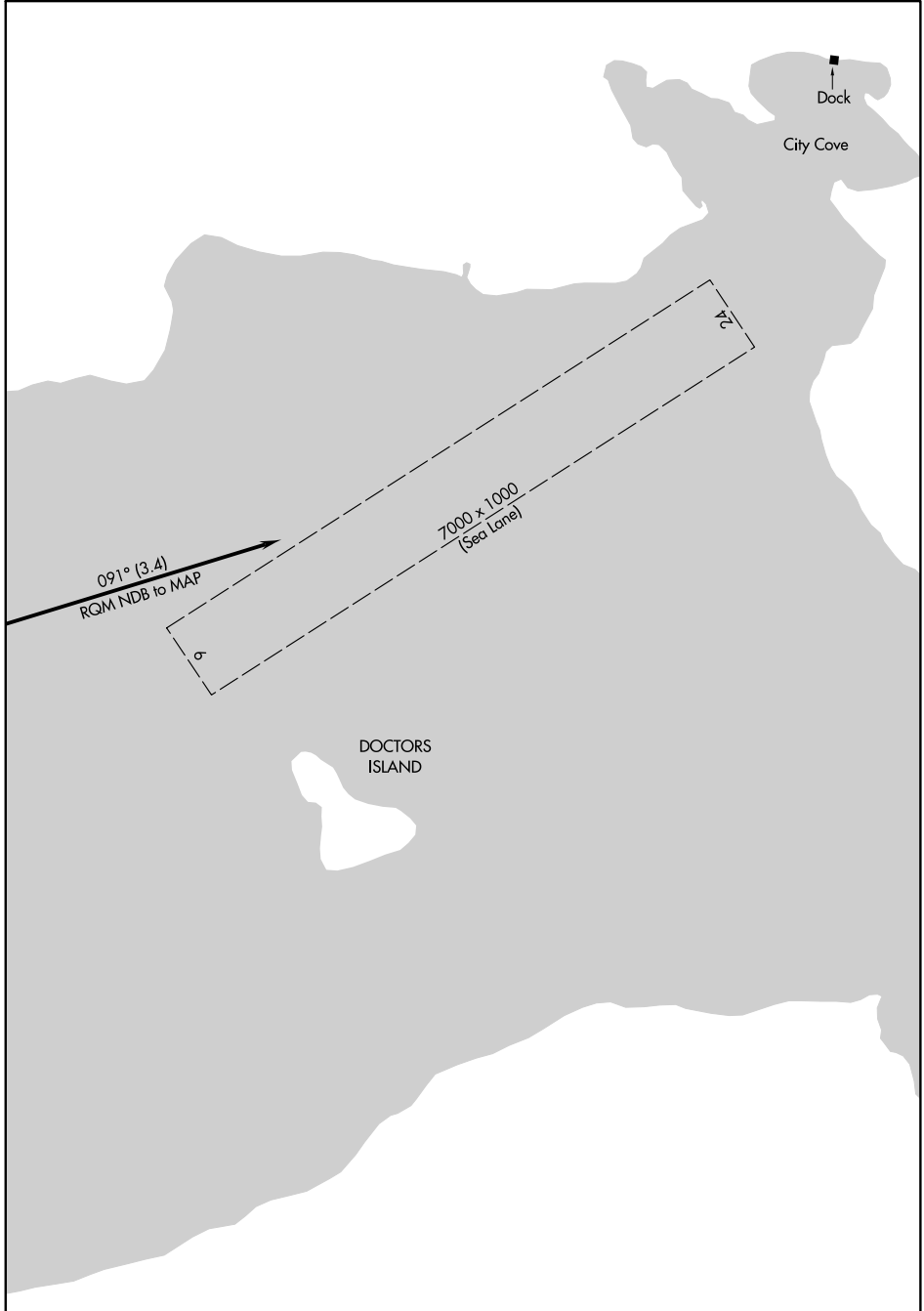


SEE RANGELEY LAKE LANDING CHART

CATEGORY	A	B	C	D
CIRCLING	2860-1¼ 1342 (1400-1¼)	2860-1½ 1342 (1400-1½)		NA
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	3000-1¼ 1482 (1500-1¼)	3000-1½ 1482 (1500-1½)		NA

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

# NDB-B LANDING



NE-1, 08 APR 2010 to 06 MAY 2010



# RNAV (GPS)-C

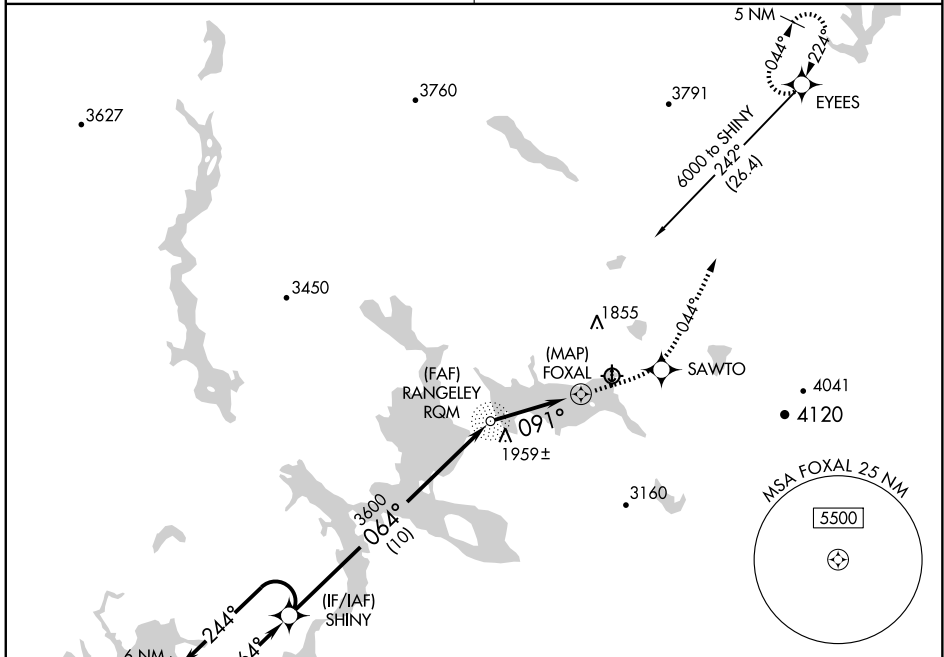
RANGELEY LAKE SEAPLANE BASE (M57)

APP CRS <b>091°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1518</b>
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**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

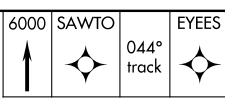
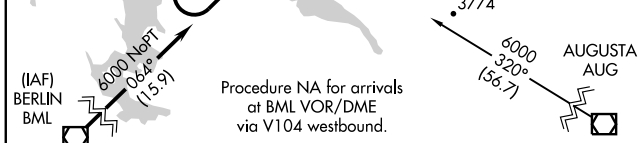
MISSED APPROACH: Climb to 6000 direct SAWTO and via 044° track to EYEEES and hold, continue climb-in-hold to 6000.

BOSTON CENTER <b>124.25 290.5</b>	CTAF <b>122.9</b>
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Procedure NA for arrivals at BML VOR/DME via V104 westbound.

ELEV 1518

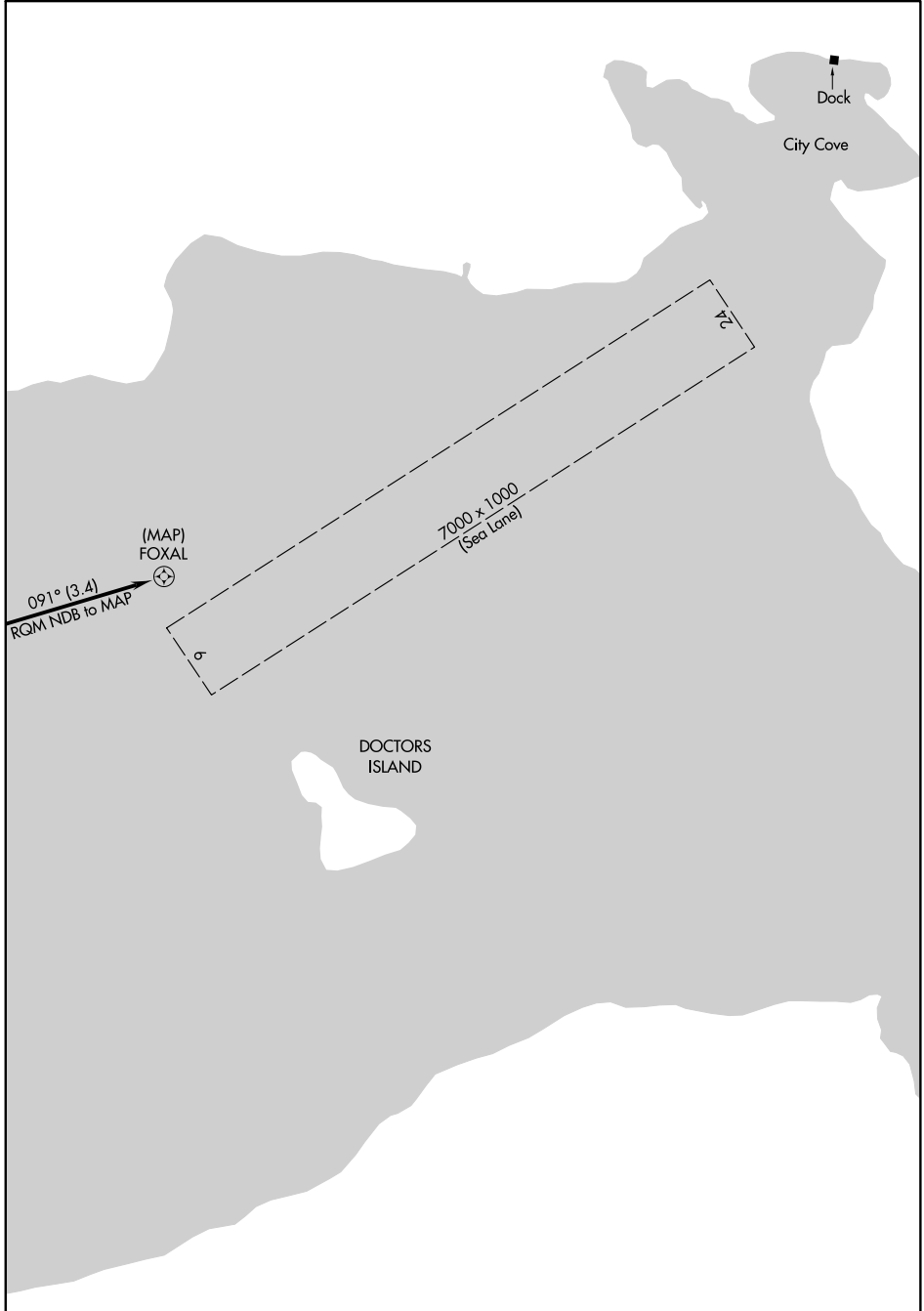


SEE RANGELEY LAKE LANDING CHART

	SHINY	RQM NDB	6000	SAWTO	EYEEES
6000	← 244°	064° →	064°	044° track	
6 NM Holding Pattern			3600		
			← 091°		
			10 NM	3.4 NM	

CATEGORY	A	B	C	D
CIRCLING	2320-1 802 (900-1)	2320-1¼ 802 (900-1¼)		NA
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	2460-1¼	942 (1000-1¼)		NA

# RNAV (GPS)-C LANDING



NE-1, 08 APR 2010 to 06 MAY 2010

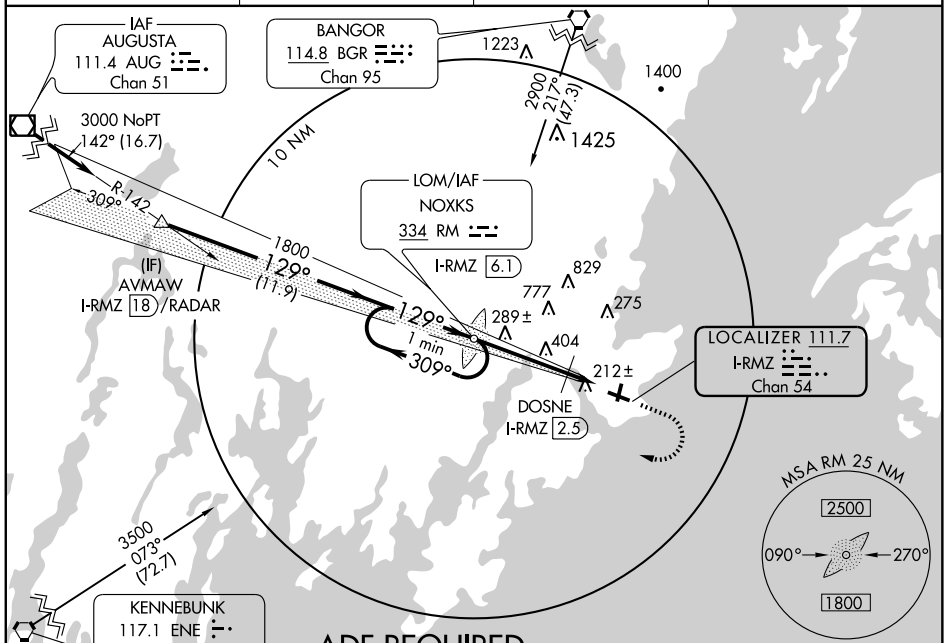
LOC/DME I-RMZ <b>111.7</b> Chan 54	APP CRS <b>129°</b>	Rwy Idg TDZE Apt Elev	<b>5007</b> <b>54</b> <b>55</b>
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# ILS or LOC RWY 13

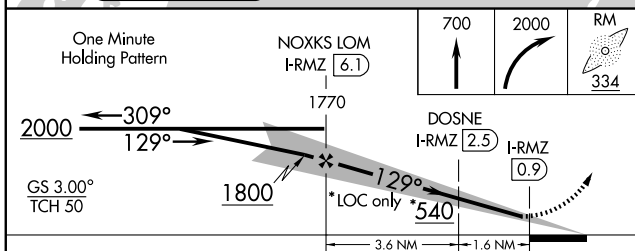
ROCKLAND/ KNOX COUNTY RGNL.(R.KKD)

<b>MALS</b> 	MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct NOXKS LOM and hold.
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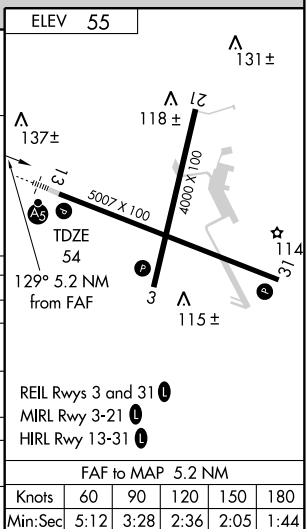
AWOS-3 <b>119.025</b>	PORTLAND APP CON* <b>128.35 299.2</b>	CLNC DEL <b>123.8</b>	UNICOM <b>123.05</b> (CTAF)
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## ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 13	254-½ 200 (200-½)			
S-LOC 13	540-½ 486 (500-½)	540-¾ 486 (500-¾)		540-1 486 (500-1)
CIRCLING	600-1 545 (600-1)	600-1½ 545 (600-1½)		620-2 565 (600-2)
DME MINIMUMS				
S-LOC 13	440-½ 386 (400-½)			440-¾ 386 (400-¾)
CIRCLING	600-1 545 (600-1)	600-1½ 545 (600-1½)		620-2 565 (600-2)



# NDB RWY 3

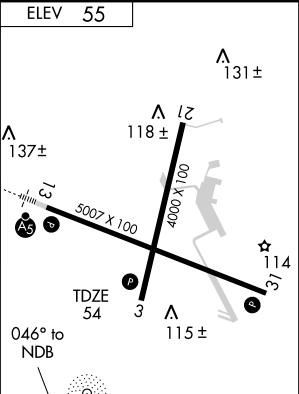
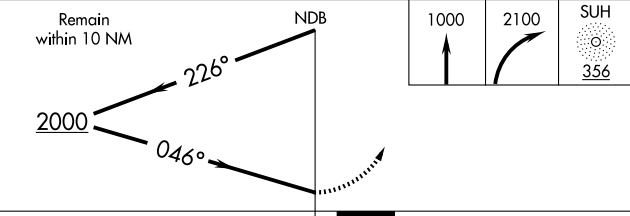
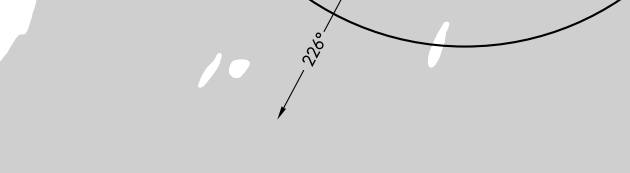
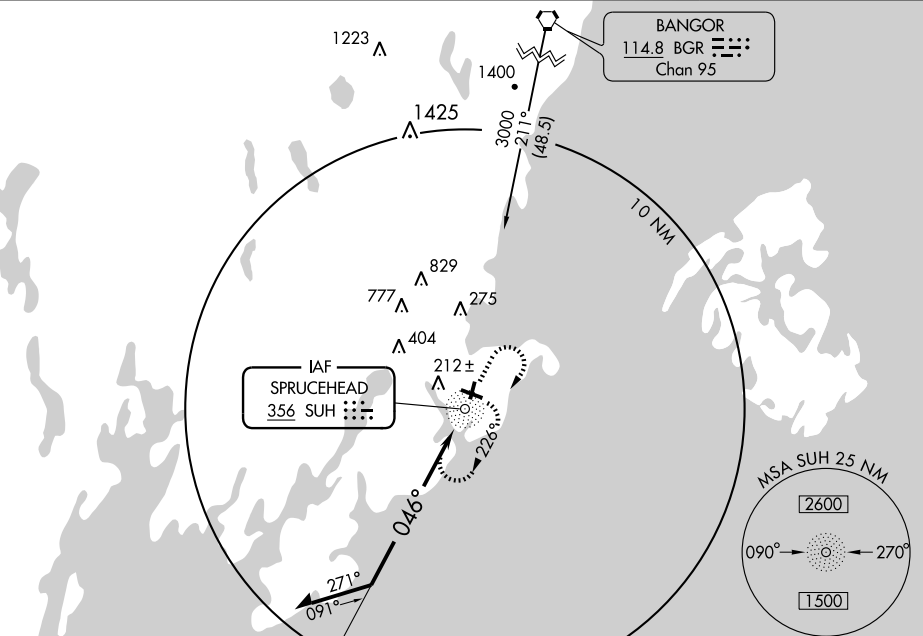
ROCKLAND/ KNOX COUNTY RGNL (R.KD)

NDB SUH	APP CRS	Rwy Idg	4000
356	046°	TDZE	54
		Apt Elev	55

▼  
▲ NA

MISSED APPROACH: Climb to 1000, then right climbing turn to 2100 direct SUH NDB and hold.

AWOS-3 119.025	PORTLAND APP CON* 128.35 299.2	CLNC DEL 123.8	UNICOM 123.05 (CTAF) 📻
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CATEGORY	A	B	C	D
S-3	580-1	526 (600-1)	580-1½ 526 (600-1½)	580-1¾ 526 (600-1¾)
CIRCLING	580-1	525 (600-1)	580-1½ 525 (600-1½)	620-2 565 (600-2)



REIL Rwy 3 and 31 📻  
MIRL Rwy 3-21 📻  
HIRL Rwy 13-31 📻

NE-1, 08 APR 2010 to 06 MAY 2010

NDB SUH	APP CRS	Rwy Idg	<b>5007</b>
<b>356</b>	<b>279°</b>	TDZE	<b>55</b>
		Apt Elev	<b>55</b>

# NDB RWY 31

ROCKLAND/KNOX COUNTY RGNL (R.KKD)



 NA Straight-In minimums not authorized at night.

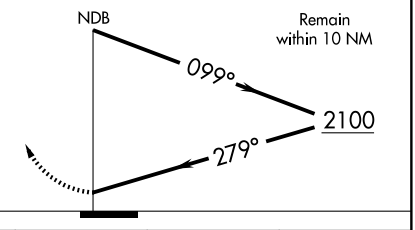
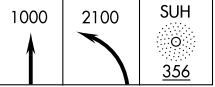
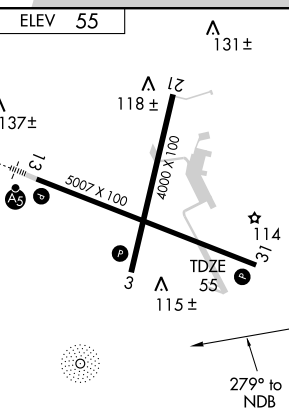
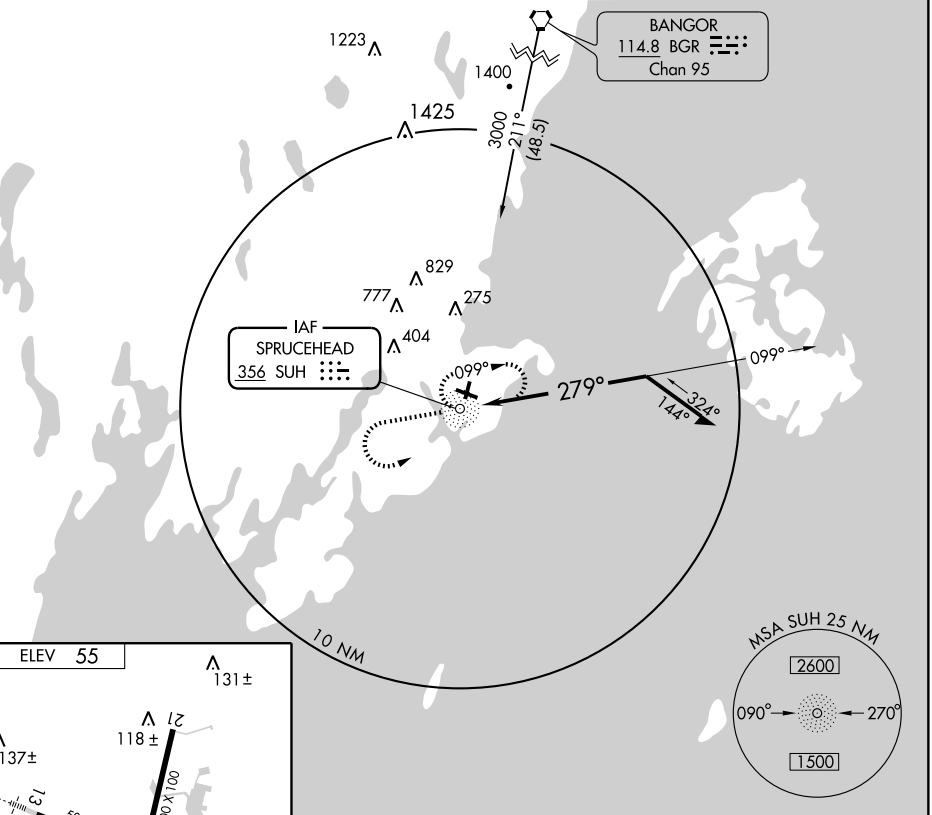
MISSED APPROACH: Climb to 1000 then left climbing turn to 2100 direct SUH NDB and hold.




AWOS-3  
**119.025**

PORTLAND APP CON\*  
**128.35 299.2**

CLNC DEL  
**123.8**

UNICOM  
**123.05** (CTAF) 



REIL Rwy 3 and 31   
 MIRL Rwy 3-21   
 HIRL Rwy 13-31 

CATEGORY	A	B	C	D
S-31	620-1 565 (600-1)		620-1½ 565 (600-1½)	620-1¼ 565 (600-1¼)
CIRCLING	620-1 565 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

# RNAV (GPS) RWY 3

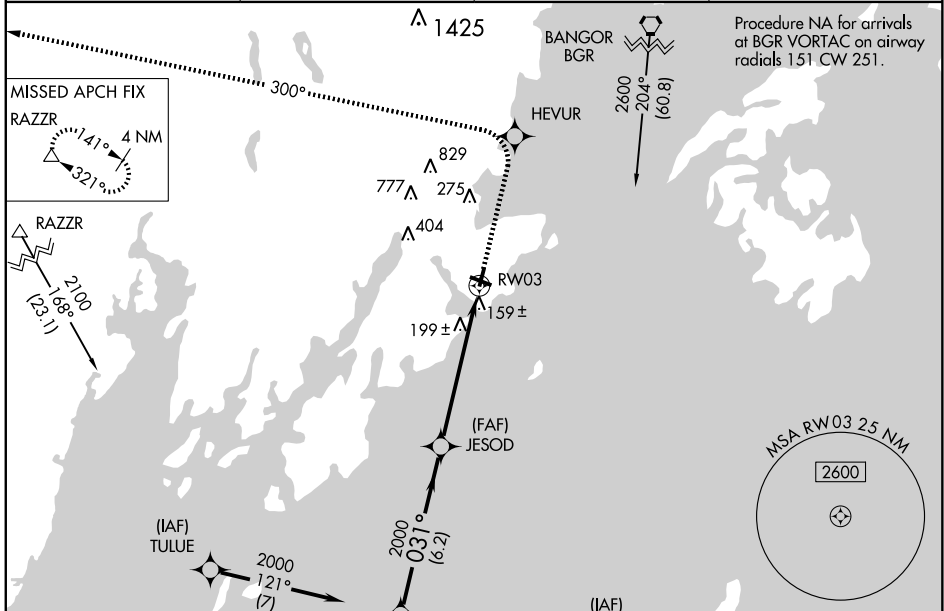
ROCKLAND/ KNOX COUNTY RGNL (R.KD)

WAAS CH <b>40210</b> <b>W03A</b>	APP CRS <b>031°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>54</b> <b>55</b>
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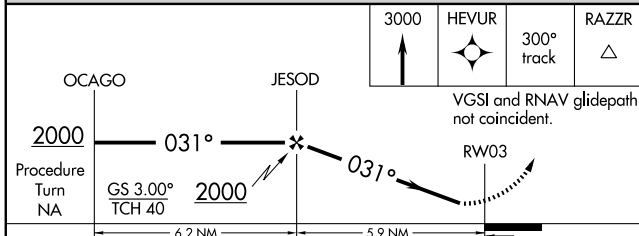
- ▼ Baro-VNAV NA when using Wiscasset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
- ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiscasset altimeter setting and increase all DA 65 feet, all MDA 80 feet, LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HEVUR and via 300° track to RAZZR and hold.

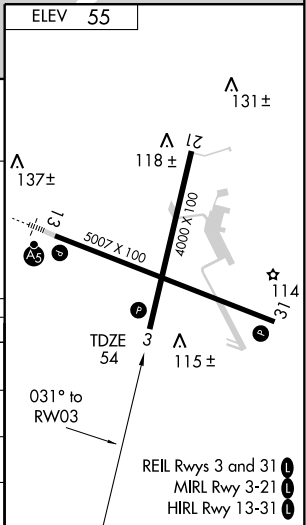
AWOS-3 <b>119.025</b>	PORTLAND APP CON ★ <b>128.35 299.2</b>	CLNC DEL <b>123.8</b>	UNICOM <b>123.05</b> (CTAF) 📞
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Procedure NA for arrivals at RAZZR via V302 northwest bound.



CATEGORY	A	B	C	D
LPV DA	374-1 ¼ 320 (400-1 ¼)			
LNAV/VNAV DA	459-1 ½ 405 (500-1 ½)			
LNAV MDA	540-1 486 (500-1)	540-1 ¼ 486 (500-1 ¼)	540-1 ½ 486 (500-1 ½)	
CIRCLING	600-1 545 (600-1)	600-1 ½ 545 (600-1 ½)	620-2	565 (600-2)



# RNAV (GPS) RWY 31

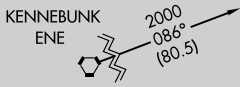
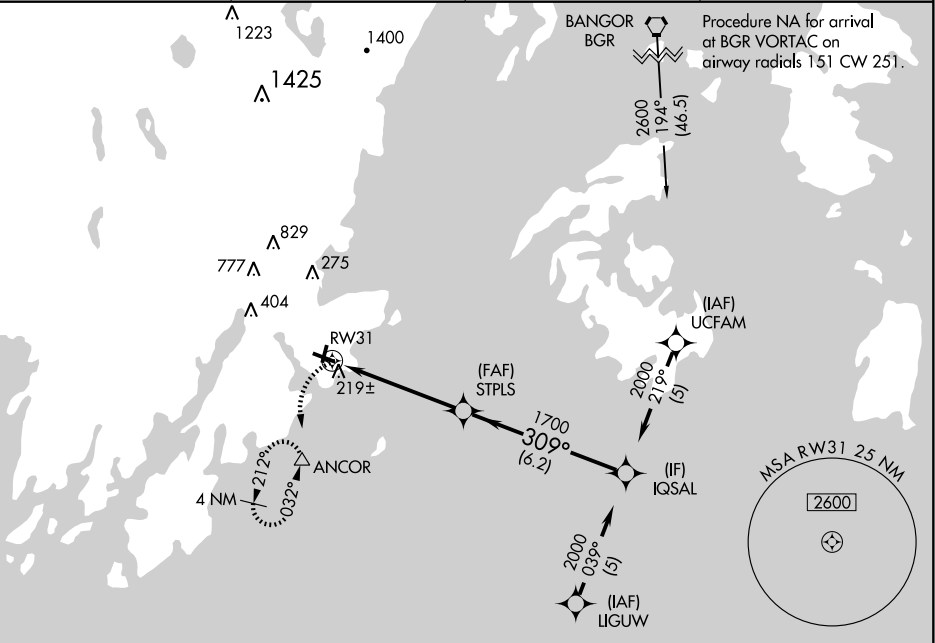
ROCKLAND/ KNOX COUNTY RGNL (R.KD)

APP CRS	Rwy ldg	<b>5007</b>
<b>309°</b>	TDZE	<b>55</b>
	Apt Elev	<b>55</b>

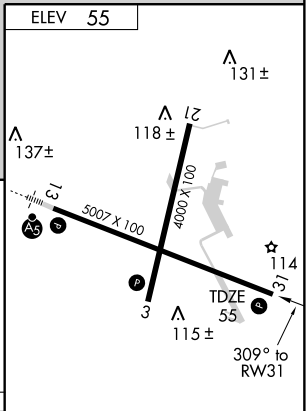
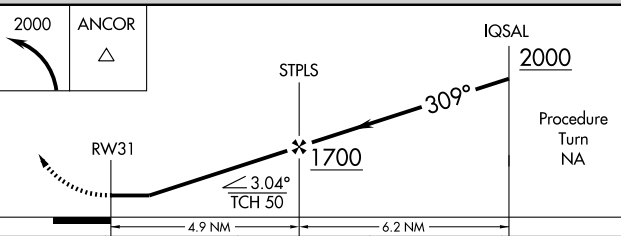
**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Wiscasset altimeter setting and increase all MDA 80 feet, LNAV Cat C and D and circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 2000 direct ANCOR and hold, continue climb-in-hold to 2000.

AWOS-3 <b>119.025</b>	PORTLAND APP CON★ <b>128.35 299.2</b>	CLNC DEL <b>123.8</b>	UNICOM <b>123.05</b> (CTAF) <b>①</b>
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Procedure NA for arrivals at ENE VORTAC via V93 southwest bound.



CATEGORY	A	B	C	D
LNAV MDA	480-1	425 (500-1)	480-1¼	425 (500-1¼)
CIRCLING	600-1	545 (600-1)	600-1½	620-2
			545 (600-1½)	565 (600-2)

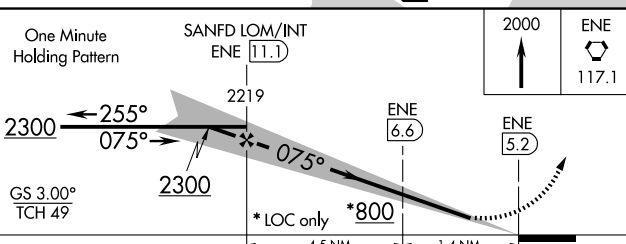
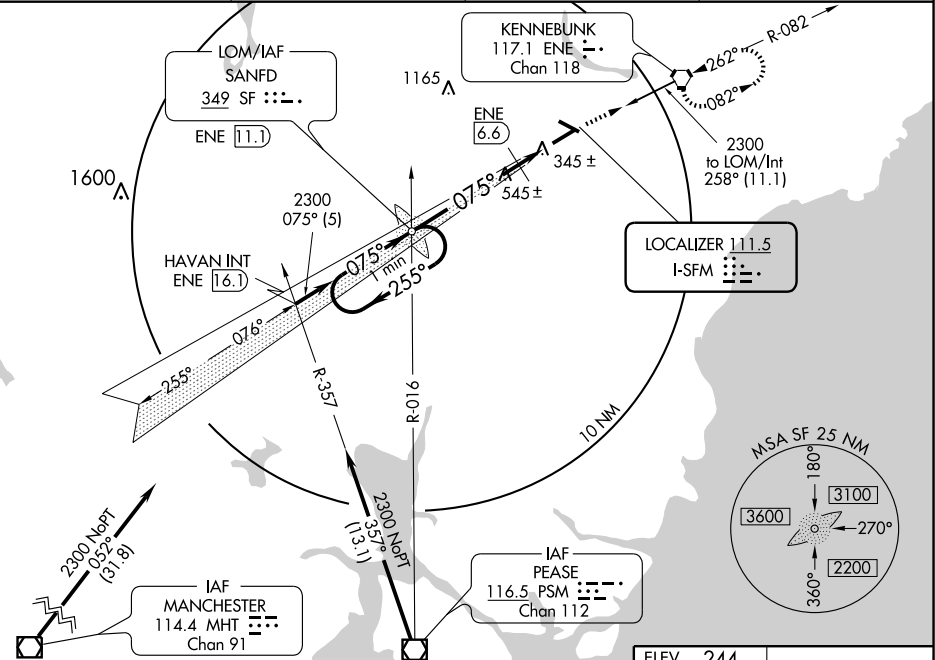
REIL Rwy 3 and 31 **①**  
 MIRL Rwy 3-21 **①**  
 HIRL Rwy 13-31 **①**

# ILS or LOC RWY 7 SANFORD RGNL (SFM)

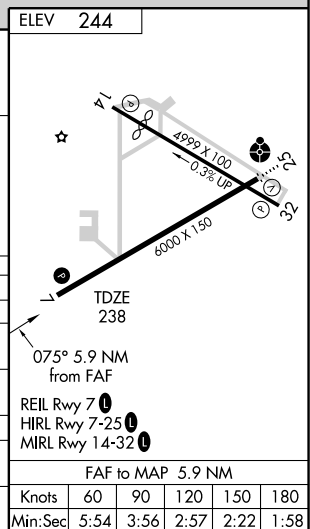
LOC I-SFM **111.5** APP CRS **075°** Rwy Idg **6000**  
 TDZE **238**  
 Apt Elev **244**

**NA** MISSED APPROACH: Climb to 2000 direct ENE VORTAC and hold.

AWOS-3 **120.025** PORTLAND APP CON \* **119.75 381.2** CLNC DEL **121.725** UNICOM **123.075 (CTAF)**



CATEGORY	A	B	C	D
S-ILS 7	438-¾ 200 (200-¾)			
S-LOC 7	800-1	562 (600-1)	800-1½ 562 (600-1½)	800-1¾ 562 (600-1¾)
CIRCLING	800-1	556 (600-1)	800-1½ 556 (600-1½)	800-2 616 (700-2)
<b>DME MINIMUMS</b>				
S-LOC 7	600-1 362 (400-1)		600-1¼ 362 (400-1¼)	
CIRCLING	740-1	496 (500-1)	740-1½ 496 (500-1½)	860-2 616 (700-2)



NE-1, 08 APR 2010 to 06 MAY 2010



APP CRS <b>316°</b>	Rwy Idg <b>4999</b>
	TDZE <b>239</b>
	Apt Elev <b>244</b>

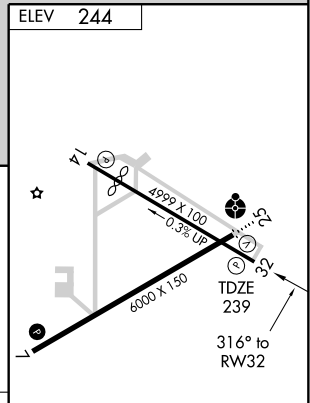
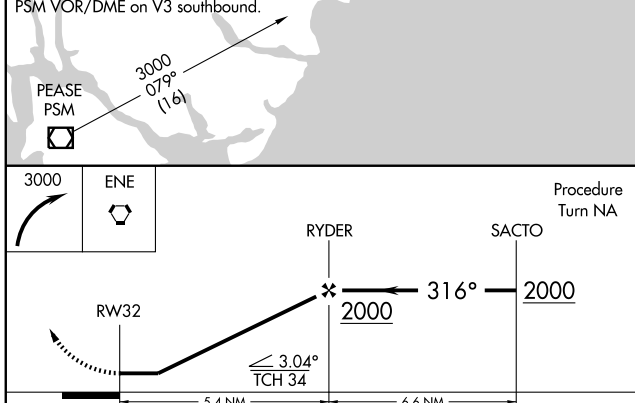
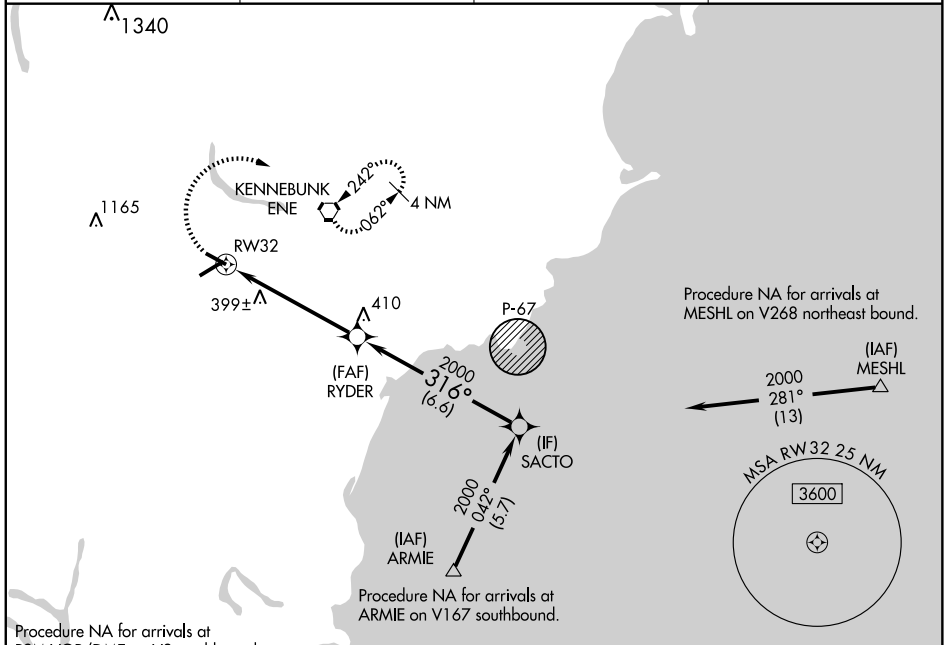
# RNAV (GPS) RWY 32

SANFORD RGNL (SFM)

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile.

**MISSED APPROACH:** Climbing right turn to 3000 direct ENE VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3 <b>120.025</b>	PORTLAND APP CON* <b>119.75 381.2</b>	CLNC DEL <b>121.725</b>	UNICOM <b>123.075 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	660-1	421 (500-1)	660-1¼	421 (500-1¼)
CIRCLING	760-1	516 (600-1)	760-1½	860-2
			516 (600-1½)	616 (700-2)

REIL Rwy 7 **0**  
 HIRL Rwy 7-25 **0**  
 MIRL Rwy 14-32 **0**

# VOR or GPS RWY 7

SANFORD RGNL (SFM)

VORTAC ENE <b>117.1</b> Chan <b>118</b>	APP CRS <b>080°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>238</b> <b>244</b>
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VOR  
 NA

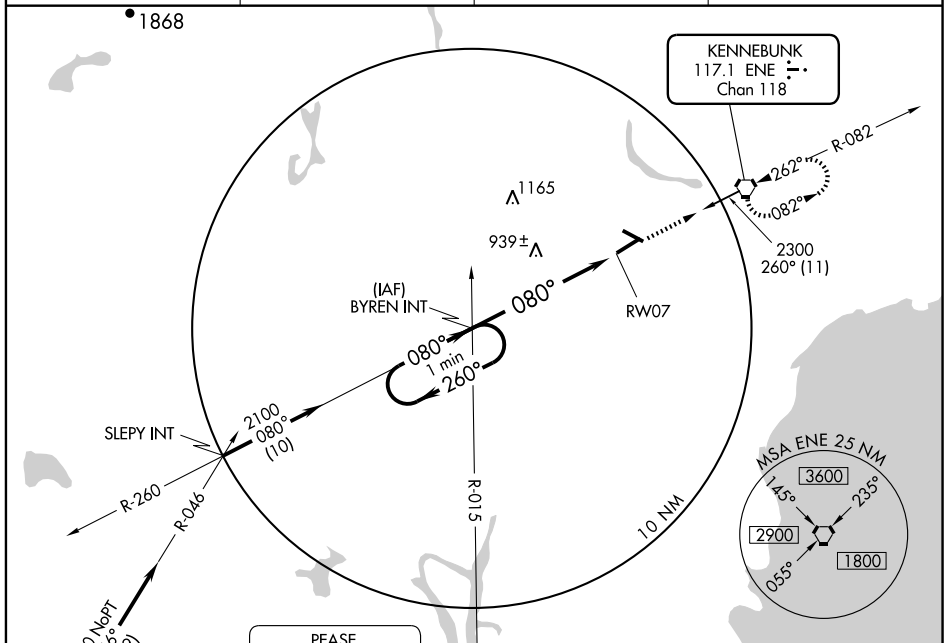
MISSED APPROACH: Climb to 2000 direct ENE VORTAC and hold.

AWOS-3  
**120.025**

PORTLAND APP CON\*  
**119.75 381.2**

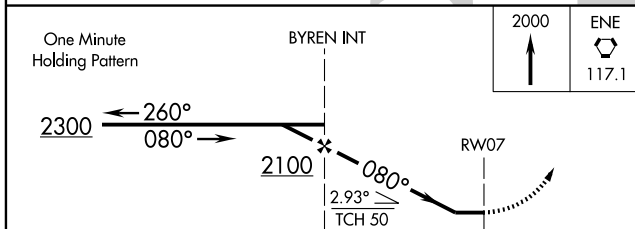
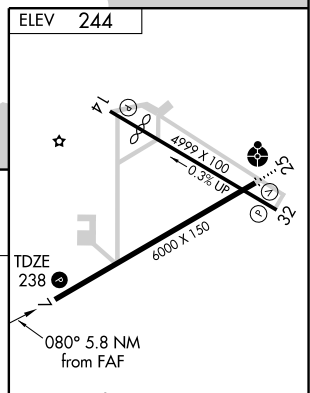
CLNC DEL  
**121.725**

UNICOM  
**123.075 (CTAF)**



PEASE  
116.5 PSM  
Chan 112

IAF  
MANCHESTER  
114.4 MHT  
Chan 91



CATEGORY	A	B	C	D
S-7	1200-1¼ 962 (1000-1¼)	1200-1½ 962 (1000-1½)	1200-3	962 (1000-3)
CIRCLING	1200-1¼ 956 (1000-1¼)	1200-1½ 956 (1000-1½)	1200-3	956 (1000-3)

REIL Rwy 7  
HIRL Rwy 7-25  
MIRL Rwy 14-32

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

# VOR RWY 25

SANFORD RGNL (SFM)

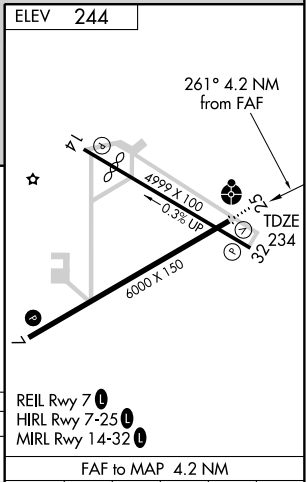
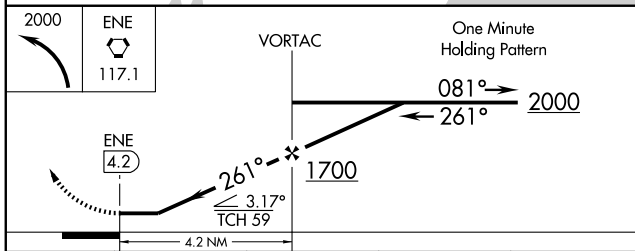
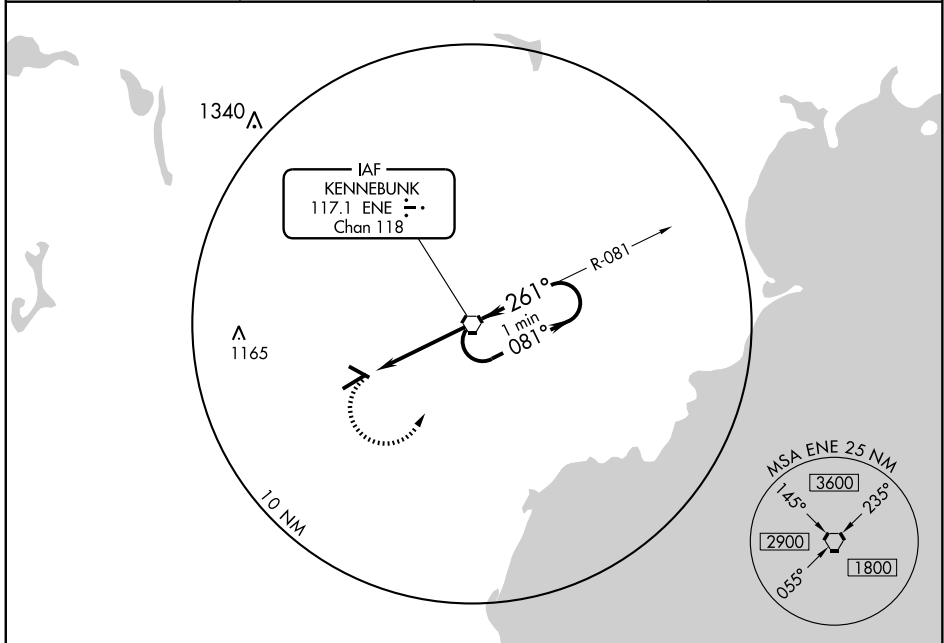
VORTAC ENE <b>117.1</b> Chan <b>118</b>	APP CRS <b>261°</b>	Rwy Idg <b>6000</b> TDZE <b>234</b> Apt Elev <b>244</b>
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**▼**  
**▲ NA**

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct ENE VORTAC and hold.

AWOS-3 <b>120.025</b>	PORTLAND APP CON* <b>119.75 381.2</b>	CLNC DEL <b>121.725</b>	UNICOM <b>123.075</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-25	600-1	366 (400-1)		600-1½ 366 (400-1½)
CIRCLING	740-1	496 (500-1)	740-1½ 496 (500-1½)	860-2 616 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

# ILS or LOC RWY 5

WATERVILLE ROBERT LAFLEUR (WVL)

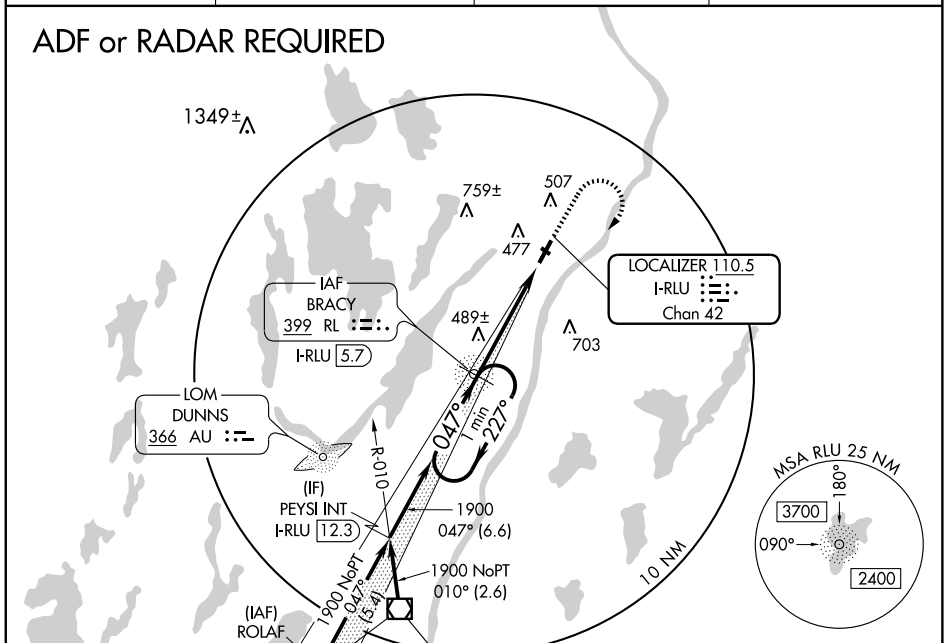
LOC/DME I-RLU <b>110.5</b> Chan <b>42</b>	APP CRS <b>047°</b>	Rwy Idg <b>5500</b> TDZE <b>309</b> Apt Elev <b>333</b>
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**NA** Inoperative table does not apply to S-LOC 5 Cat C and D.

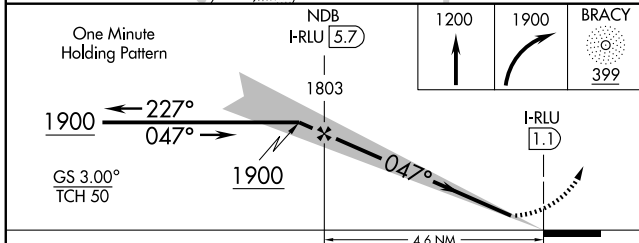
**MALSF**  
MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct BRACY NDB and hold.

AWOS-3 <b>118.375</b>	PORTLAND APP CON ★ <b>128.35 299.2</b>	CLNC DEL <b>124.6 299.2</b>	UNICOM <b>122.7</b> (CTAF)
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## ADF or RADAR REQUIRED



ELEV 333	HIRL Rwy 5-23	343
MIRL Rwy 14-32	410	
REIL Rwy 23	2301 X	
	5500 X 100	
	0.4% Up	
	1.2% Up	
	TDZE 309	
	347±	
	306±	
	047° 4.6 NM from FAF	



CATEGORY	A	B	C	D
S-ILS 5		559- <sup>3</sup> / <sub>4</sub>	250 (300- <sup>3</sup> / <sub>4</sub> )	
S-LOC 5	800- <sup>3</sup> / <sub>4</sub>	491 (500- <sup>3</sup> / <sub>4</sub> )	800-1 <sup>1</sup> / <sub>4</sub> 491 (500-1 <sup>1</sup> / <sub>4</sub> )	800-1 <sup>1</sup> / <sub>2</sub> 491 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	820-1	487 (500-1)	820-1 <sup>1</sup> / <sub>2</sub> 487 (500-1 <sup>1</sup> / <sub>2</sub> )	900-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

FAF to MAP 4.6 NM

# RNAV (GPS) RWY 23

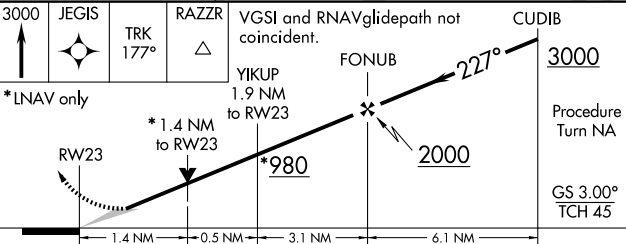
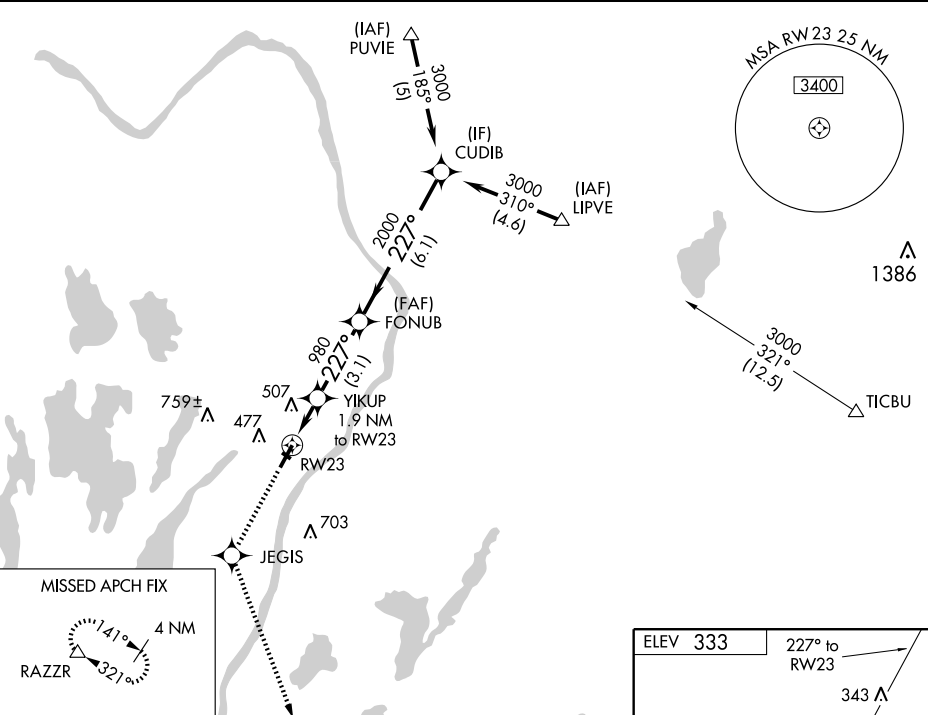
WATERVILLE ROBERT LAFLEUR (WVL)

WAAS CH <b>63100</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy ldg TDZE Apt Elev	<b>5500</b> <b>333</b> <b>333</b>
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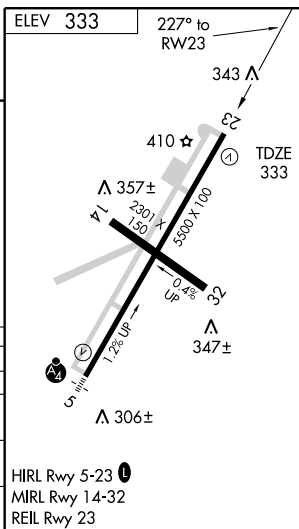
**⚠** Circling to Rwy 14 and 32 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta altimeter setting and increase LPV DA to 618 feet and all MDA 40 feet; increase LPV all Cats and LNAV Cat C visibility ¼ mile. VDP NA when using Augusta altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct JEGIS and via 177° track to RAZZR and hold.

AWOS-3 <b>118.375</b>	PORTLAND APP CON ★ <b>128.35 299.2</b>	CLNC DEL <b>124.6 299.2</b>	UNICOM <b>122.7</b> (CTAF)
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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)	860-1½ 527 (600-1½)	900-2	567 (600-2)



HIRL Rwy 5-23  
MIRL Rwy 14-32  
REIL Rwy 23

# VOR/DME or GPS RWY 5

## WATERVILLE ROBERT LAFLEUR (WVL)

VOR/DME AUG <b>111.4</b> Chan <b>51</b>	APP CRS <b>040°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>309</b> <b>333</b>
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**NA** Inoperative table does not apply.

MALSF

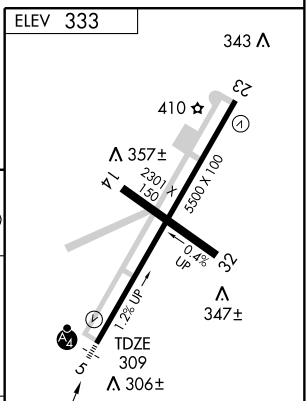
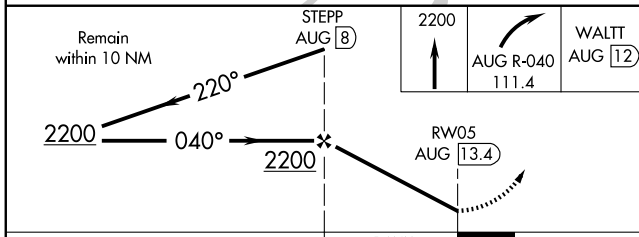
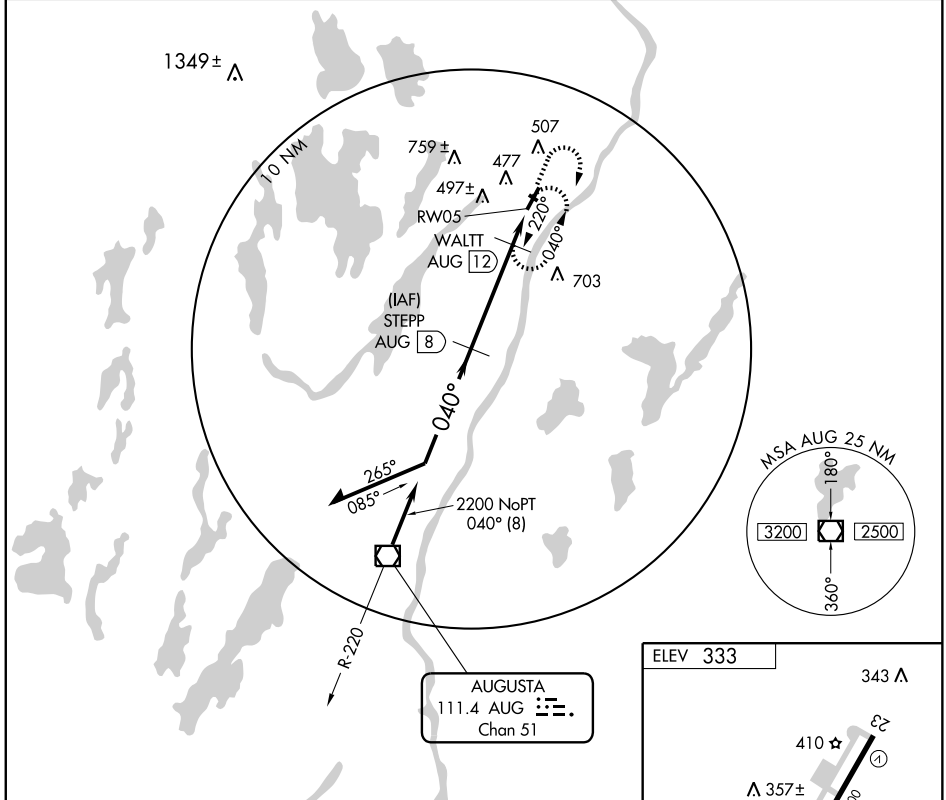
**MISSED APPROACH:** Climb to 2200 then right turn via AUG R-040 to WALT AUG 12 DME and hold.

AWOS-3  
**118.375**

PORTLAND APP CON ★  
**128.35 299.2**

CLNC DEL  
**124.6 299.2**

UNICOM  
**122.7** (CTAF)



CATEGORY	A	B	C	D
S-5	760-1 451 (500-1)		760-1¼ 451 (500-1¼)	760-1½ 451 (500-1½)
CIRCLING	820-1 487 (500-1)		820-1½ 487 (500-1½)	900-2 567 (600-2)

HIRL Rwy 5-23  
MIRL Rwy 14-32  
REIL Rwy 23

APP CRS	Rwy Idg	<b>3397</b>
<b>070°</b>	TDZE	<b>70</b>
	Apt Elev	<b>70</b>

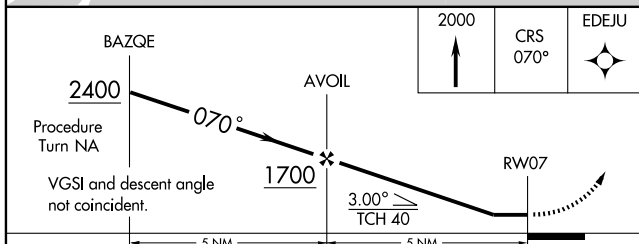
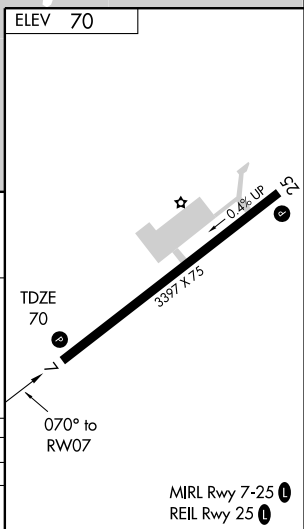
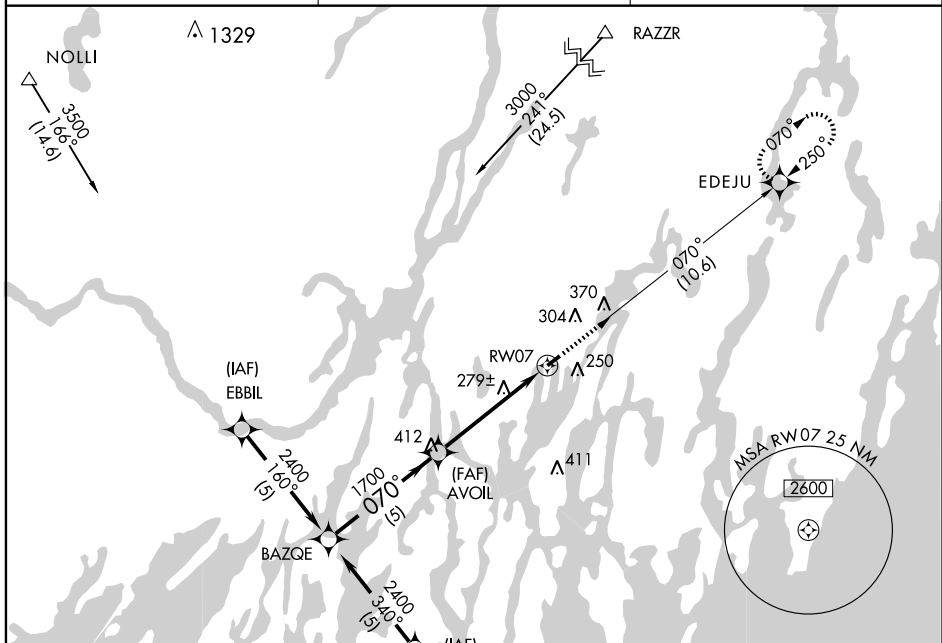
**NA** CIRCLING NA Southeast RWY 7-25

MISSED APPROACH: Climb to 2000 via 070° course to EDEJU WP and hold.

ASOS  
**135.725**

PORTLAND APP CON\*  
**128.35 299.2**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-7	580 - 1	470 (500-1)		NA
CIRCLING	580 - 1 510 (600-1)	600 - 1 530 (600-1)		NA

NE-1, 08 APR 2010 to 06 MAY 2010

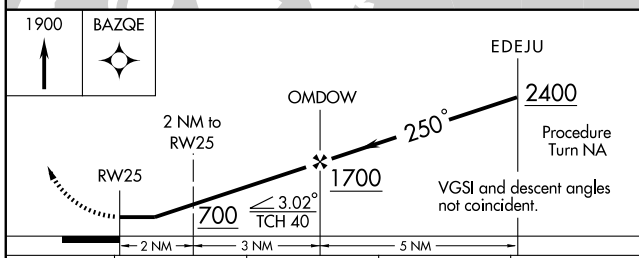
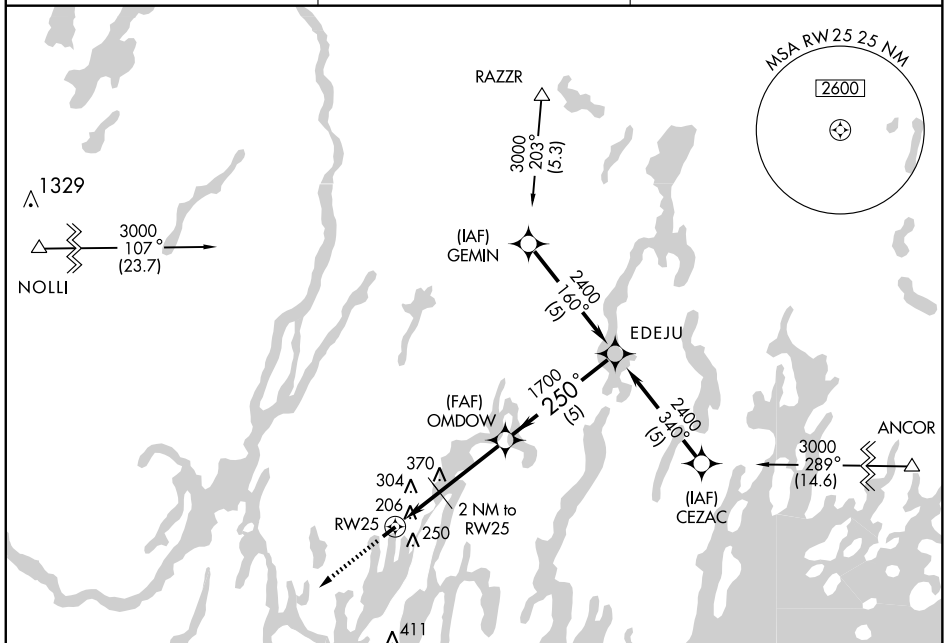
# GPS RWY 25

WISCASSET (IWI)

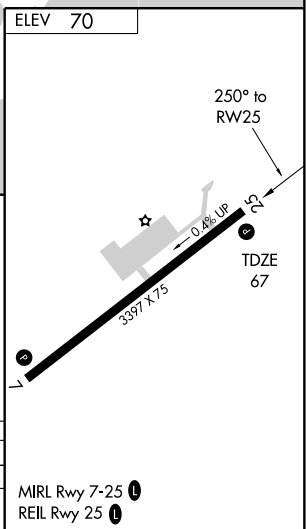
APP CRS	Rwy Idg	<b>3397</b>
<b>250°</b>	TDZE	<b>67</b>
	Apt Elev	<b>70</b>

<p>CIRCLING NA Southeast RWY 7-25</p>	<p>MISSED APPROACH: Climb to 1900 direct BAZQE WP and hold.</p>
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<p>ASOS</p> <p><b>135.725</b></p>	<p>PORTLAND APP CON *</p> <p><b>128.35 299.2</b></p>	<p>UNICOM</p> <p><b>122.8 (CTAF) 0</b></p>
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CATEGORY	A	B	C	D
S-25	560 - 1	493 (500-1)		NA
CIRCLING	580 - 1	600 - 1		NA
	510 (600-1)	530 (600-1)		



NE-1, 08 APR 2010 to 06 MAY 2010