

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 4¹**
RNAV (GPS) Rwy 4²
RNAV (GPS) Rwy 22³

¹ILS, Category C, 700-2, Category D, 800-2½; LOC, NA.

²Categories A,B,C, 800-2¼, Category D, 800-2½.

³Category D, 800-2½.

AUGUSTA, ME

AUGUSTASTATE **ILS or LOC Rwy 17¹**
RNAV (GPS)-B²
RNAV (GPS) Rwy 8²
RNAV (GPS) Rwy 35²
VOR/DME Rwy 8²

¹ILS, Categories B,C,D, 700-2.

²NA 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 17¹**
RNAV (GPS) Rwy 17²³
RNAV (GPS) Rwy 35³⁴
VOR/DME Rwy 35⁴
VOR Rwy 35⁵

¹ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.

²Category C, 800-2¼; Category D, 1400-3.

³NA when local weather not available.

⁴Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.

⁵Categories A,B, 1600-2; Categories C,D, 1600-3.

⁶Categories 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 11¹²³**
ILS or LOC Rwy 29¹³⁴
RNAV (GPS) Rwy 11³
RNAV (GPS) Rwy 23³
RNAV (GPS) Rwy 29³
VOR Rwy 23¹

¹NA when control tower closed.

²ILS, Category D, 700-2.

³NA when local weather not available.

⁴ILS, 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-B¹**
VOR/DME Rwy 18²

¹Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

²Category 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 2¹²
VOR Rwy 2³

¹Category A, 900-2; Category B, 1000-2;
Category C, 1000-3; Category D, 1200-3.

²NA when local weather not available.

³Categories A,B, 1200-2; Category C,D,
1200-3.

LACONIA, NH

LACONIA MUNI ILS or LOC Rwy 8¹
NDB Rwy 8²
RNAV (GPS) Rwy 8³
RNAV (GPS) Rwy 26³

NA when local weather not available.

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

²Category A, 1000-2; Category B, 1100-2;
Category C, 1100-3; Category D, 1700-3.

³Category A, 900-2; Category B, 1000-2;
Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ILS Rwy 5¹
NDB or GPS Rwy 5²

¹NA when control tower closed.

²Category C, 800-2¼; Category D, 800-2½.

LEBANON, NH

LEBANON MUNI ILS or LOC Rwy 18¹²
RNAV (GPS) Rwy 7³
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 25³
RNAV (GPS) Rwy 36⁴
VOR/DME Rwy 7⁵
VOR Rwy 25⁶

¹NA when control tower closed.

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

³Category A, 1100-2; Category B, 1200-2;
Category C, D, 1200-3.

⁴Categories A, B, 1200-2; Categories C, D,
1200-3.

⁵Categories A, B, 1000-2; Categories C, D,
1100-3.

⁶Categories A, B, 1100-2; Categories C, D,
1100-3.

NAME ALTERNATE MINIMUMS

MANCHESTER, NH

MANCHESTER ILS or LOC/DME Rwy 17¹²
ILS or LOC Rwy 6²
ILS or LOC Rwy 35²
RNAV (GPS) Rwy 6¹
RNAV (GPS) Rwy 35¹
RNAV (GPS) Y Rwy 17¹
VOR/DME or GPS Rwy 17³

¹NA when local weather not available.

²ILS, Categories A, B, C, D, 700-2.

³Category 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 6¹²
ILS or LOC Rwy 24¹²
NDB Rwy 24¹
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 24²
RNAV (GPS) Rwy 33²
VOR Rwy 24²

¹NA when control tower closed.

²NA when local weather not available.

NASHUA, NH

BOIRE FIELD RNAV (GPS) Rwy 32¹
VOR or GPS-A²³
VOR Rwy 32²⁴

¹NA when local weather not available.

²NA when control tower closed.

³Category D, 800-2¼.

⁴Category C, 800-2¼, Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ILS or LOC Rwy 5¹
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.

¹ILS, 700-2.

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ALTERNATE MINS



NAME ALTERNATE MINIMUMS

NEW HAVEN, CT

TWEED-NEW HAVEN ILS or LOC Rwy 2¹
RNAV (GPS) Rwy 2²
VOR-A²
VOR Rwy 2²

NA when control tower closed.

NA when local weather not available.

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

²Category 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 16¹²
RNAV (GPS) Rwy 16³
RNAV (GPS) Rwy 34³
VOR-A¹
VOR Rwy 34¹

¹NA when control tower closed.

²ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³NA 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 8¹
RNAV (GPS) Rwy 26²

NA when local weather not available.

¹Categories A, B, 1100-2; Categories C, D, 1100-3.

²Categories 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 1¹²
RNAV (GPS) Rwy 1¹
RNAV (GPS) Rwy 19¹³
RNAV (GPS) Rwy 28¹
VOR Rwy 19⁴

¹NA when local weather not available.

²Categories B, C, D, 700-2.

³Category D, 800-2½.

⁴Category 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 1¹
RNAV (GPS) Rwy 19²
VOR/DME Rwy 19³

NA when local weather not available.

¹Categories A, B, 2400-2; Category C, 2400-3.

²Categories A, B, 1500-2; Category C, 1500-3.

³Categories 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 24¹
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.

¹NA 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 20¹²
RNAV (GPS) Rwy 20¹²
VOR or TACAN Rwy 23⁴
VOR Rwy 20³⁵

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

²NA when local weather not available.

³NA when control tower closed.

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

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

WHITEFIELD, NH

MOUNT WASHINGTON
RGNL RNAV (GPS) Y Rwy 10¹²
RNAV (GPS) Z Rwy 10²

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

²NA when local weather not available.

WILLIMANTIC, CT

WINDHAM LOC Rwy 27¹
VOR-A

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

¹NA when local weather not available.

NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL ILS or LOC Rwy 6¹
ILS or LOC Rwy 24²
ILS or LOC Rwy 33²
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 15³
RNAV (GPS) Rwy 24²
RNAV (GPS) Rwy 33²
VOR or TACAN Rwy 6⁴
VOR or TACAN Rwy 15⁵
VOR or TACAN Rwy 24⁵
VOR or TACAN Rwy 33⁵

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

²Category D, 900-2 $\frac{3}{4}$.

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

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

⁵Categories A,B, 1200-2; Categories C, D, E,
1200-3.

⁶Category D, 1000-3; Category E, 1300-3.

WORCESTER, MA

WORCESTER RGNL ILS or LOC Rwy 11¹²
ILS or LOC Rwy 29¹²
NDB Rwy 11²³
RNAV (GPS) Rwy 11²³
RNAV (GPS) Rwy 29²³
VOR/DME Rwy 33³

NA when control tower closed.

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

²NA when local weather not available.

³Category 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-MONTELLIER, 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.

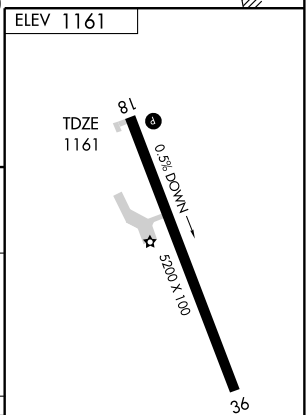
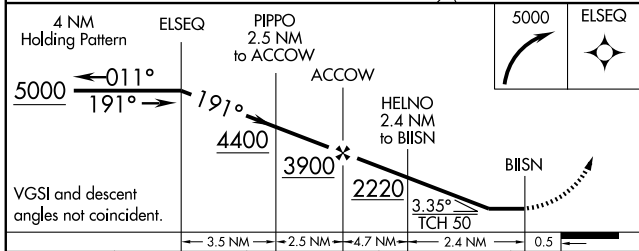
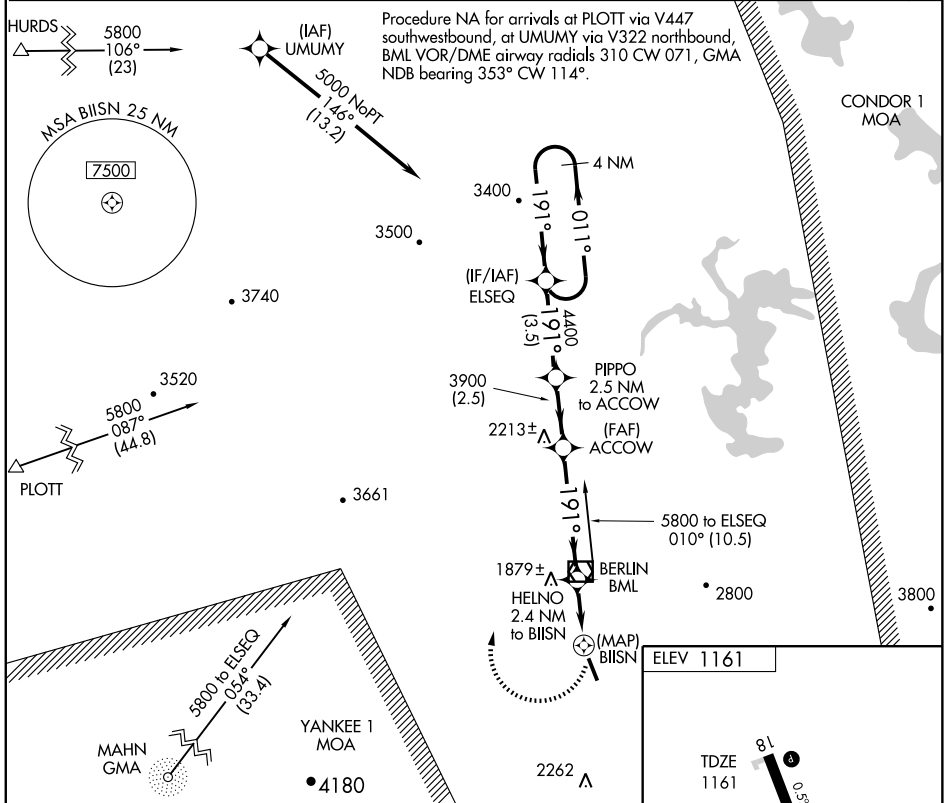
RNAV (GPS) RWY 18

BERLIN RGNL (BML)

APP CRS	Rwy Idg	5200
191°	TDZE	1161
	Apt Elev	1161

<p>▼ GPS or RNP-0.3 required.</p> <p>▲ NA DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climbing right turn to 5000 direct ELSEQ WP and hold.</p>
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<p>ASOS 135.175</p>	<p>BANGOR RADIO 122.35</p>	<p>UNICOM 122.7 (CTAF) ①</p>
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CATEGORY	A	B	C	D
LNAV MDA	2040-1 879 (900-1)	2040-1¼ 879 (900-1¼)	2040-2½ 879 (900-2½)	2040-2¾ 879 (900-2¾)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

HIRL Rwy 18-36 ①
REIL Rwy 18 and 36 ①

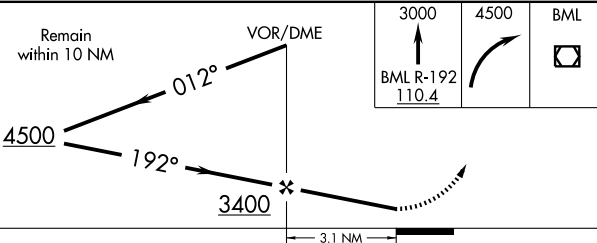
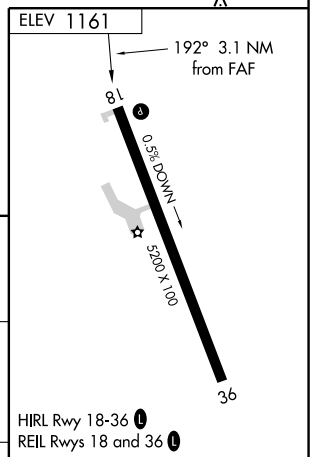
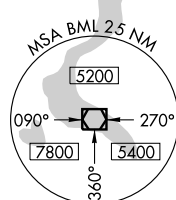
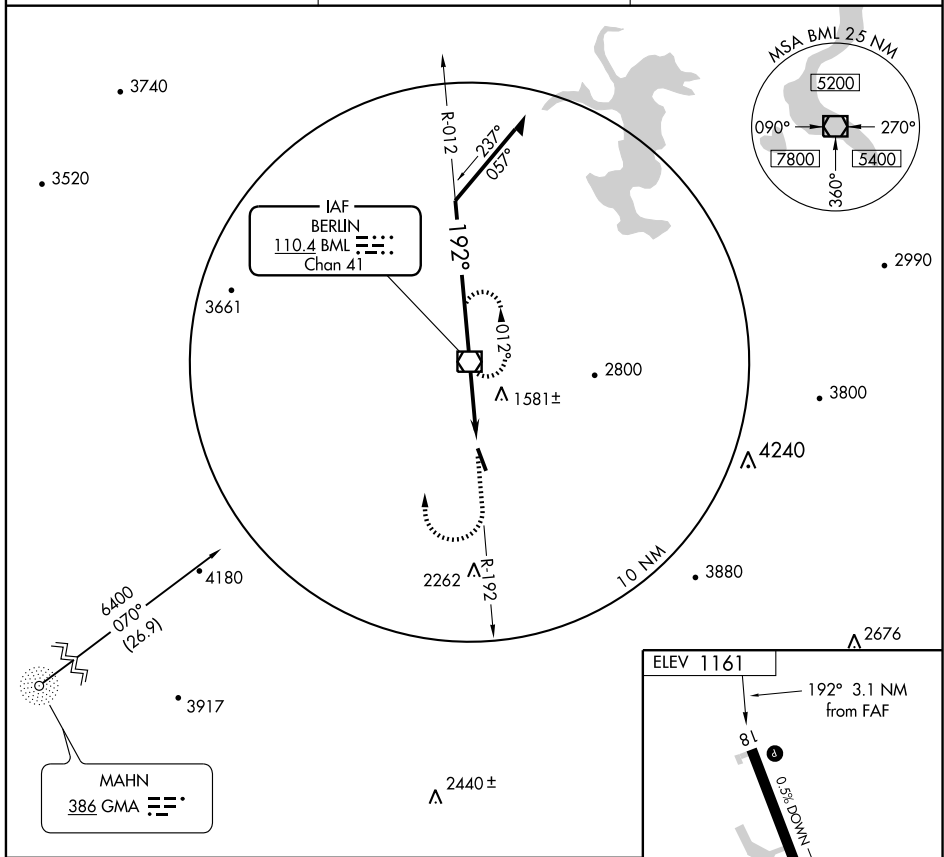
VOR/DME BML 110.4 Chan 41	APP CRS 192°	Rwy Idg TDZE Apt Elev 1161	N/A N/A 1161
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MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4500 direct BML VOR/DME and hold.

ASOS
135.175

BANGOR RADIO
122.35

UNICOM
122.7 (CTAF) 0



CATEGORY	FAF to MAP 3.1 NM				Knots					
	A	B	C	D	60	90	120	150	180	
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)	Min:Sec	3:06	2:04	1:33	1:14	1:02

VOR/DME RWY 18

BERLIN RGNL (BML)

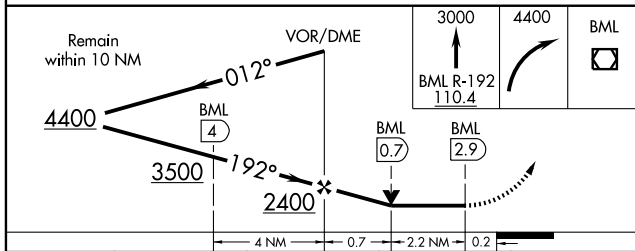
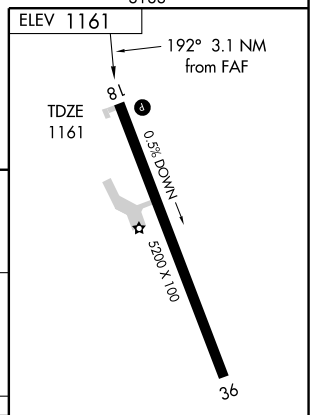
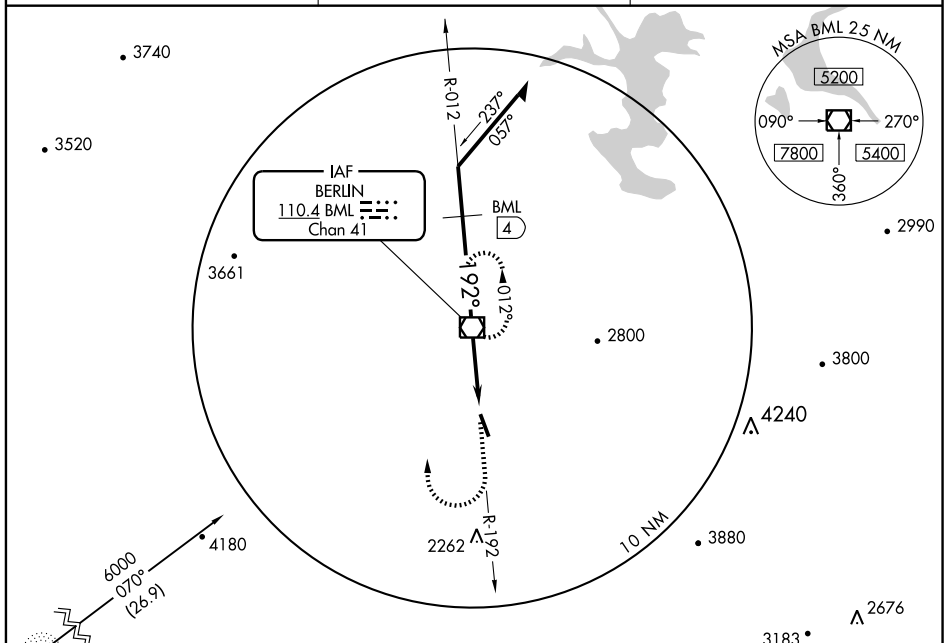
VOR/DME BML 110.4 Chan 41	APP CRS 192°	Rwy Idg 5200 TDZE 1161 Apt Elev 1161
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MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold.

ASOS
135.175

BANGOR RADIO
122.35

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-18	1940-1 779 (800-1)	1940-1¼ 779 (800-1¼)	1940-2¼ 779 (800-2¼)	1940-2½ 779 (800-2½)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

HIRL Rwy 18-36 0
REIL Rwy 18 and 36 0

NE-1, 08 APR 2010 to 06 MAY 2010

GPS RWY 29

CLAREMONT MUNI (CNH)

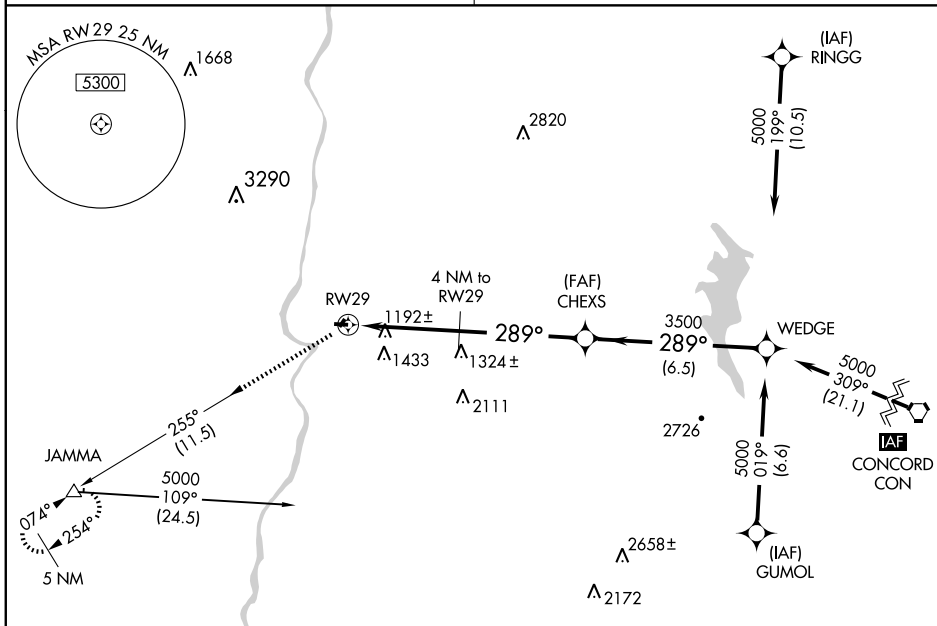
APP CRS	Rwy Idg	3100
289°	TDZE	544
	Apt Elev	545

IAF ARM APPROACH MODE PRIOR TO IAF.
 Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting.

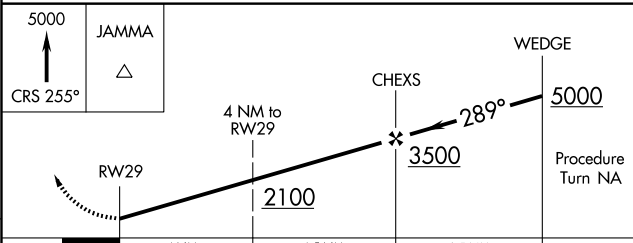
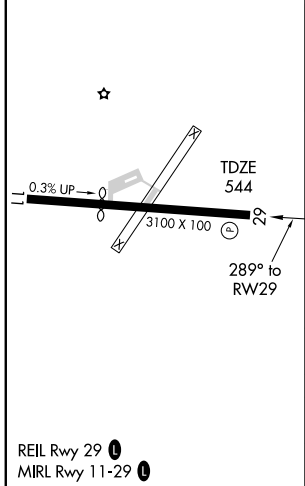
MISSED APPROACH: Climb to 5000 via course 255° to JAMMA WP and hold.

BOSTON CENTER
134.7 381.4

UNICOM
122.7 (CTAF)



ELEV 545



CATEGORY	A		B		C		D
	1560-1¼	1016 (1100-1¼)	1560-1½	1016 (1100-1½)			NA
S-29	1560-1¼	1015 (1100-1¼)	1600-1½	1055 (1100-1½)			NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS							
S-29	1580-1¼	1036 (1100-1¼)	1580-1½	1036 (1100-1½)			NA
CIRCLING	1580-1¼	1035 (1100-1¼)	1620-1½	1075 (1100-1½)			NA

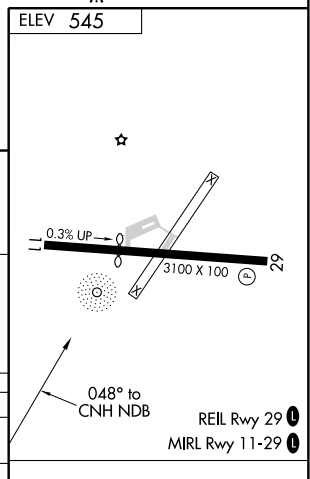
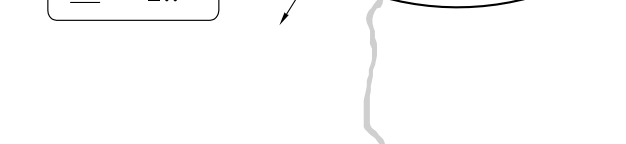
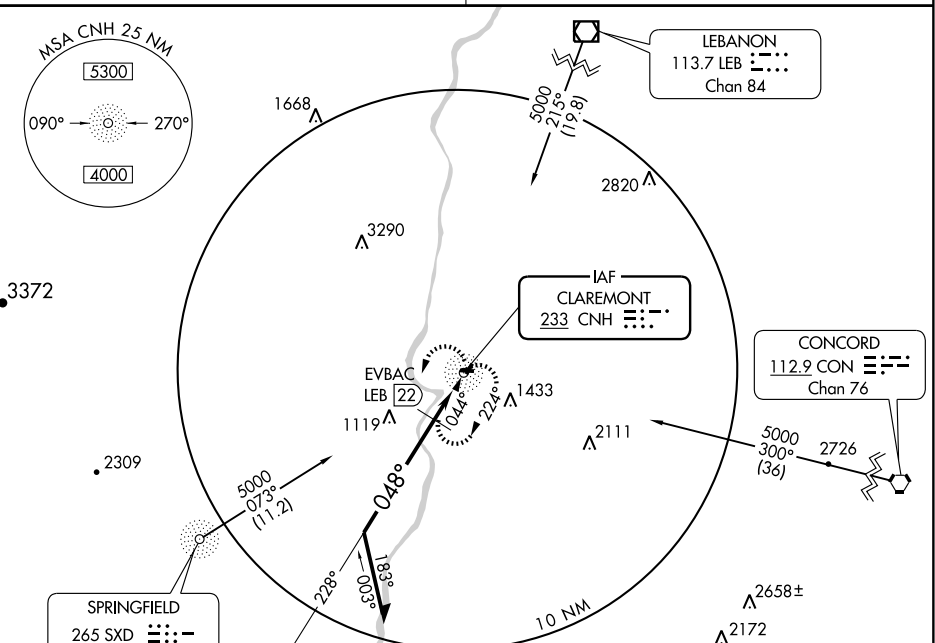
NE-1, 08 APR 2010 to 06 MAY 2010

NDB CNH 233	APP CRS 048°	Rwy Idg TDZE Apt Elev	N/A N/A 545
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▽ Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all MDAs 20 feet.

▲ NA MISSED APPROACH: Climbing left turn to 3500 via CNH NDB 228° bearing outbound, then right turn direct CNH NDB and hold.

BOSTON CENTER 134.7 381.4	UNICOM 122.7 (CTAF) ①
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Remain within 10 NM	NDB †	3500	CNH
2800	228°	CNH 228° 233	
2040*	048°		
*2060 when using Springfield altimeter setting.		† Maintain 3500 or above until established outbound for procedure turn.	
CATEGORY	A	B	C D
CIRCLING	2040-1¼ 1495 (1500-1¼)	2040-1½ 1495 (1500-1½)	NA
EVBAC DME MINIMUMS			
CIRCLING	1520-1¼ 975 (1000-1¼)	1600-1½ 1055 (1100-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

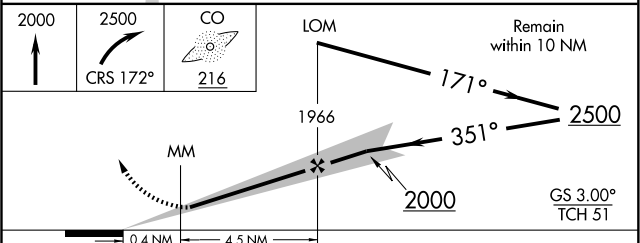
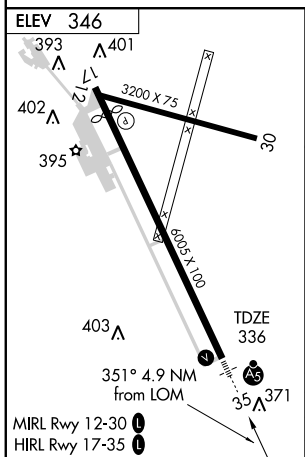
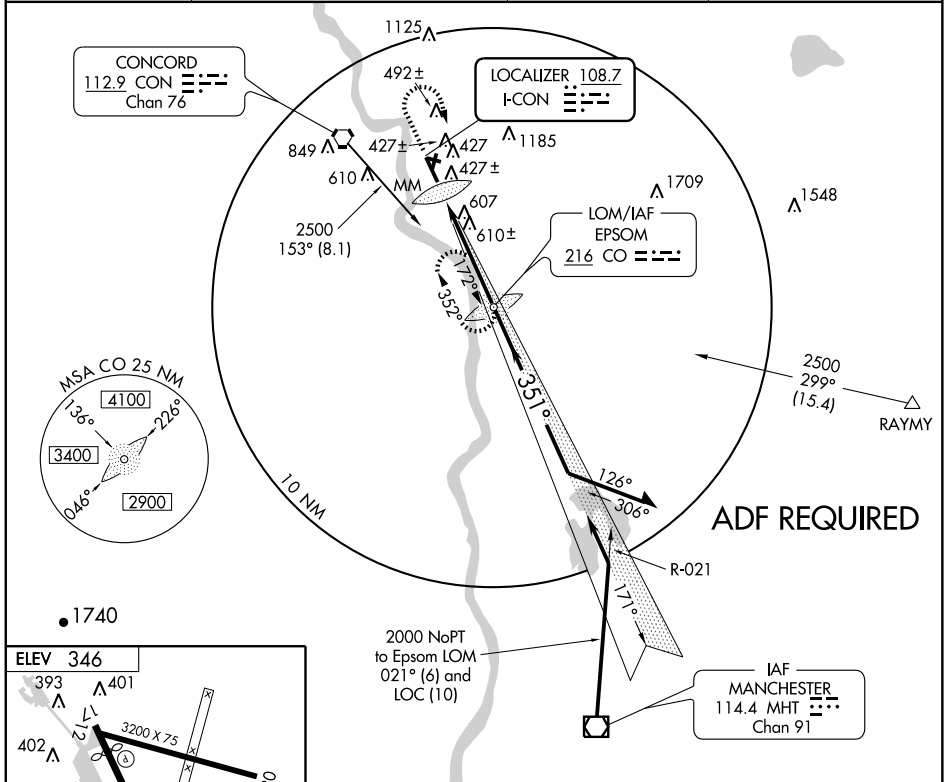
NE-1, 08 APR 2010 to 06 MAY 2010

ILS RWY 35 CONCORD MUNI (CON)

LOC I-CON 108.7	APP CRS 351°	Rwy Idg TDZE Apt Elev	6005 336 346
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<p>NA Inoperative table does not apply to S-ILS CAT A-D and S-LOC A and B.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 via CO 172° course to EPSOM LOM and hold.</p>
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ASOS 132.32	BOSTON APP CON 127.35 269.075	CLNC DEL 133.65	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 35		586-1	250 (300-1)	
S-LOC 35		860-1	524 (600-1)	860-1¼ 524 (600-1¼)
CIRCLING	920-1 574 (600-1)	1020-1 674 (700-1)	1020-2 674 (700-2)	1100-2½ 754 (800-2½)

RNAV (GPS) RWY 12

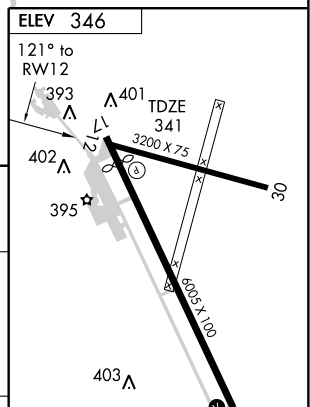
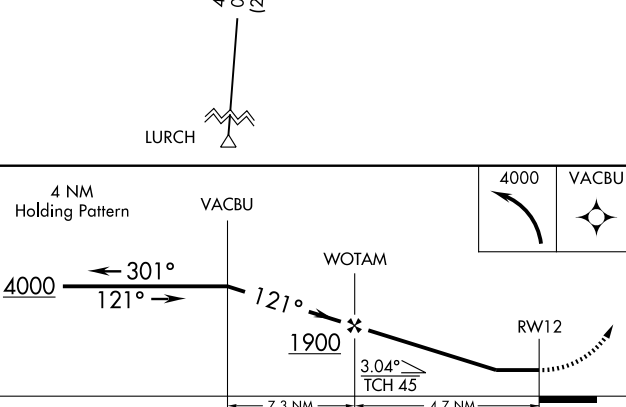
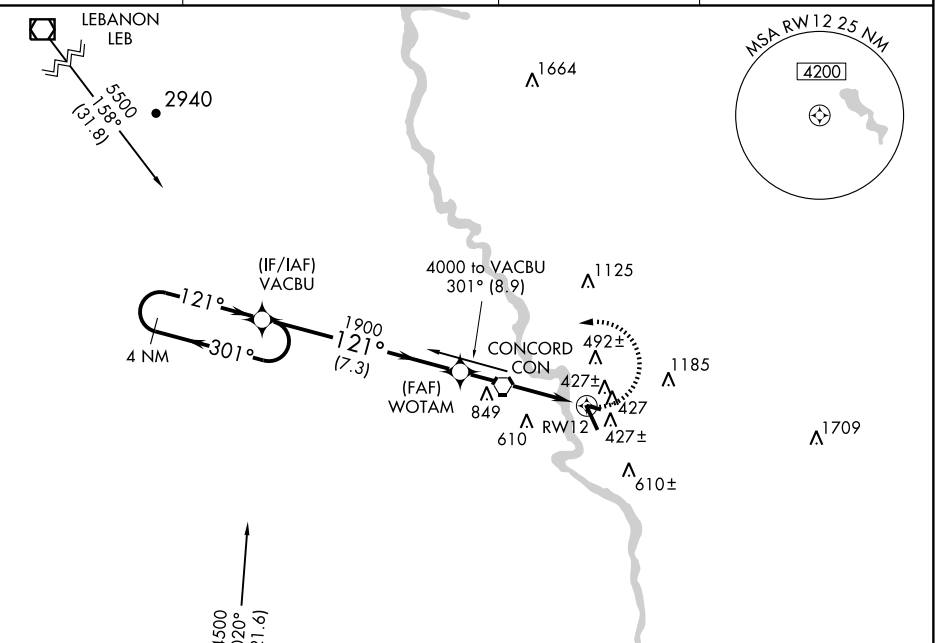
CONCORD MUNI (CON)

APP CRS	Rwy Idg	3200
121°	TDZE	341
	Apt Elev	346

▼ Straight-in/circling Rwy 12 NA at night. Circling to Rwy 17 and 30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct VACBU and hold.

ASOS 132.32	BOSTON APP CON 127.35 269.075	CLNC DEL 133.65	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LNNAV MDA	1160-1 819 (900-1)	1160-1¼ 819 (900-1¼)	1160-2½ 819 (900-2½)	1160-2¾ 819 (900-2¾)
CIRCLING	1160-1 814 (900-1)	1160-1¼ 814 (900-1¼)	1160-2½ 814 (900-2½)	1220-2¾ 874 (900-2¾)

MIRL Rwy 12-30
HIRL Rwy 17-35

APP CRS 171°	Rwy Idg TDZE Apt Elev	5355 340 346
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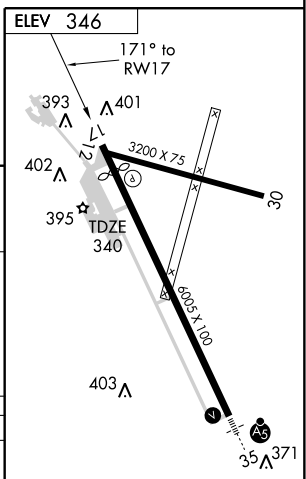
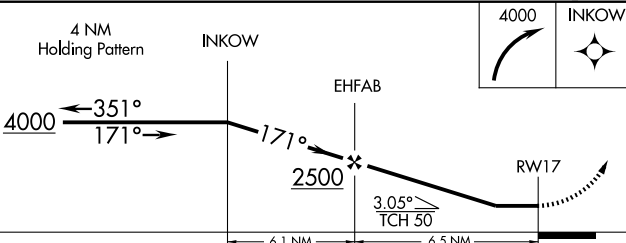
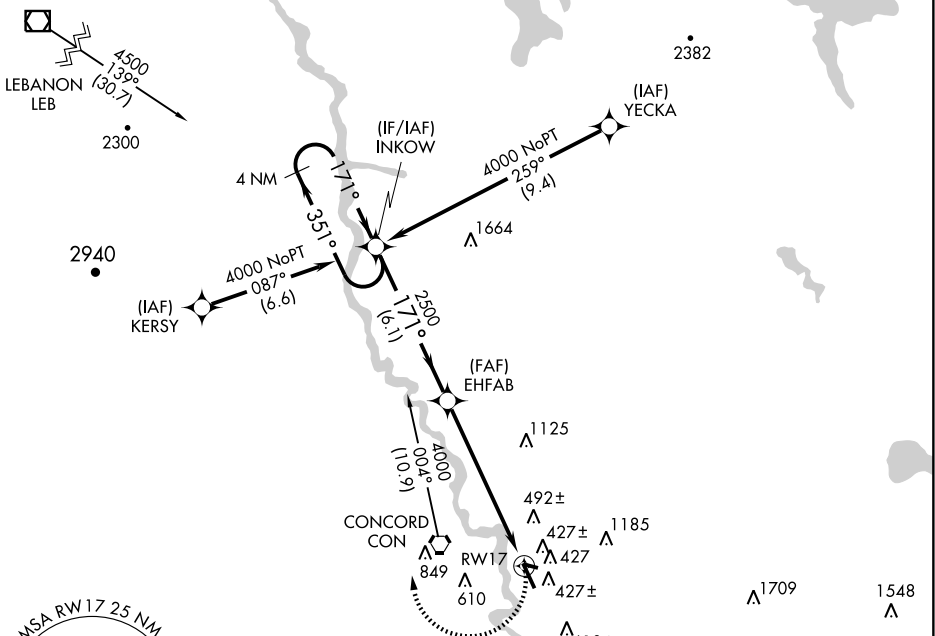
RNAV (GPS) RWY 17

CONCORD MUNI (CON)

⚠ DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

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

ASOS 132.32	BOSTON APP CON 127.35 269.075	CLNC DEL 133.65	UNICOM 122.7 (CTAF) ①
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CATEGORY	A	B	C	D
RNAV MDA	1020-1	680 (700-1)	1020-2 680 (700-2)	1020-2 1/4 680 (700-2 1/4)
CIRCLING	1020-1	674 (700-1)	1020-2 674 (700-2)	1220-2 3/4 874 (900-2 3/4)

MIRL Rwy 12-30 ①
HIRL Rwy 17-35 ①

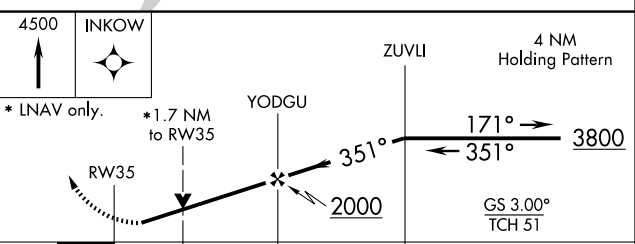
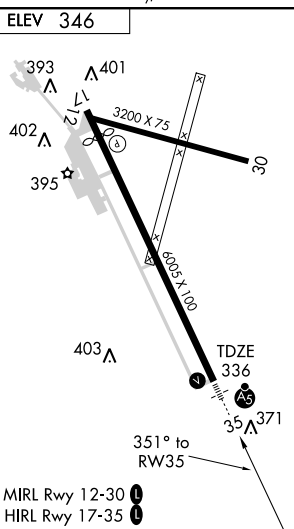
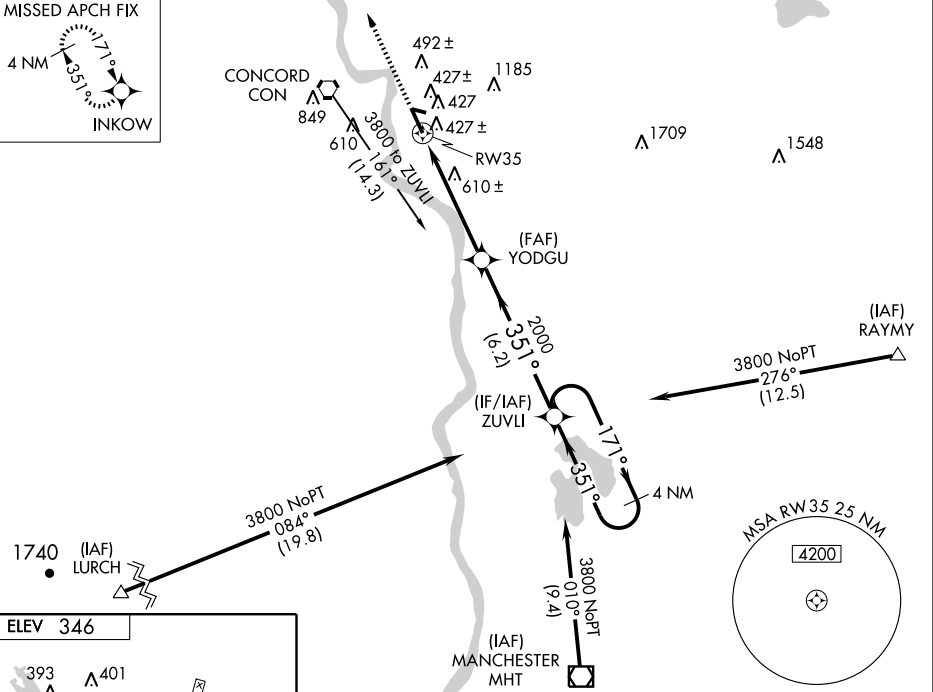
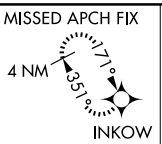
RNAV (GPS) RWY 35

CONCORD MUNI (CON)

WAAS Ch 90112 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	6005 336 346
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▼ DME/DME RNP-0.3 NA. Circling to Rwy 17 and Rwy 30 NA at night.
▲ Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV MDA Cats A, B visibility to 1.
W MALSR  MISSED APPROACH: Climb to 4500 direct INKOW and hold.

ASOS 132.32	BOSTON APP CON 127.35 269.075	CLNC DEL 133.65	UNICOM 122.7 (CTAF) 
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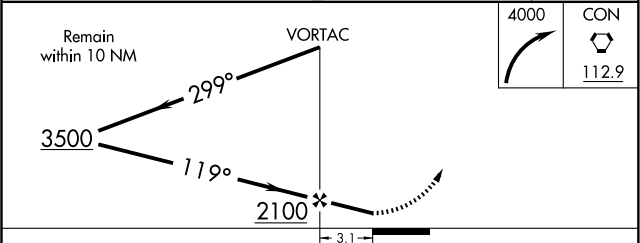
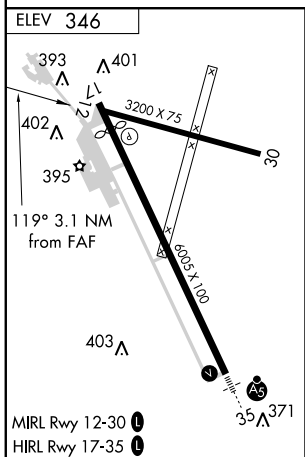
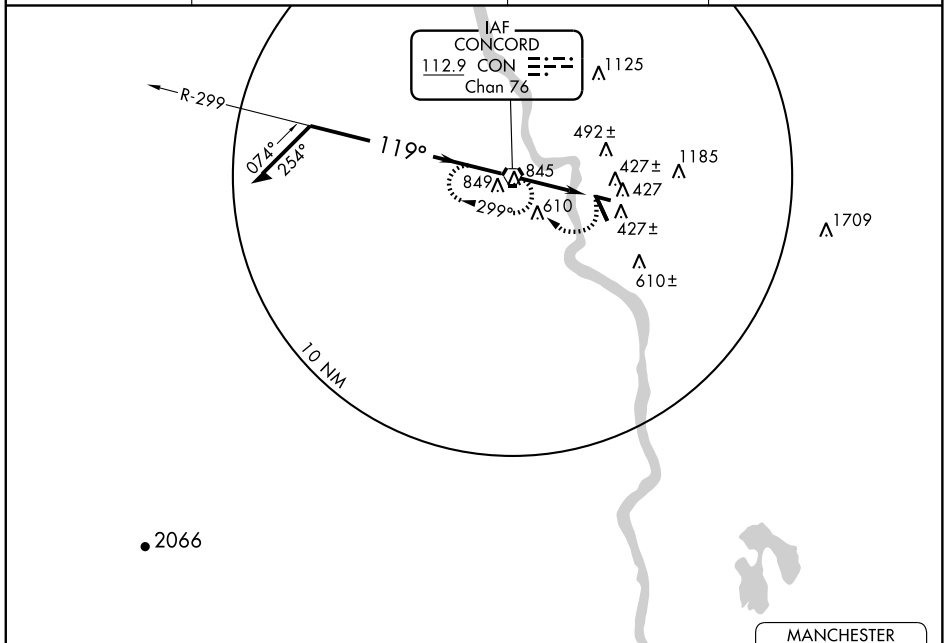
CATEGORY	A	B	C	D
LPV DA	590- ³ / ₄ 254 (300- ³ / ₄)			
LNAV/VNAV DA	NA			
LNAV MDA	940- ³ / ₄ 604 (600- ³ / ₄)	940-1 ¹ / ₄ 604 (600-1 ¹ / ₄)	940-1 ¹ / ₂ 604 (600-1 ¹ / ₂)	940-1 ¹ / ₂ 604 (600-1 ¹ / ₂)
CIRCLING	940-1 594 (600-1)	1020-1 674 (700-1)	1020-2 674 (700-2)	1220-2 ³ / ₄ 874 (900-2 ³ / ₄)

VORTAC CON 112.9 Chan 76	APP CRS 119°	Rwy Idg TDZE Apt Elev	N/A N/A 346
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VOR-A
CONCORD MUNI (CON)

▼ Circling to Rwy 12, 17, 30 NA at night.
▲ MISSED APPROACH: Climbing right turn to 4000 direct CON VORTAC and hold.

ASOS 132.32	BOSTON APP CON 127.35 269.075	CLNC DEL 133.65	UNICOM 122.7 (CTAF)
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FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02
CATEGORY	A	B	C	D	
CIRCLING	1160-1	1160-1¼	1160-2½	1220-2¾	
	814 (900-1)	814 (900-1¼)	814 (900-2½)	874 (900-2¾)	

RNAV (GPS) RWY 19

HAVERHILL/DEAN MEMORIAL (5B9)

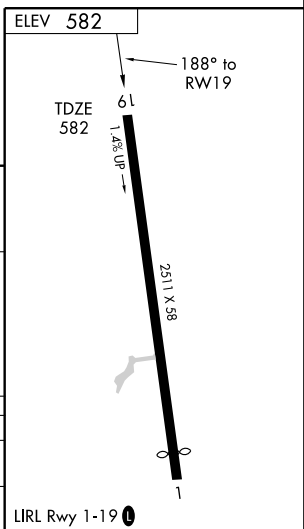
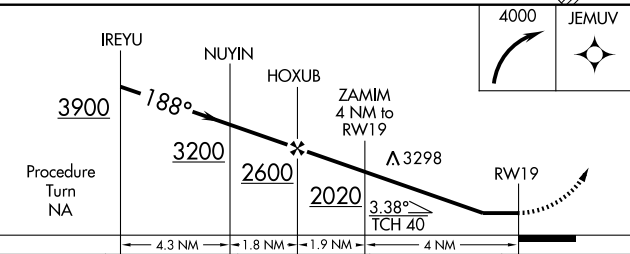
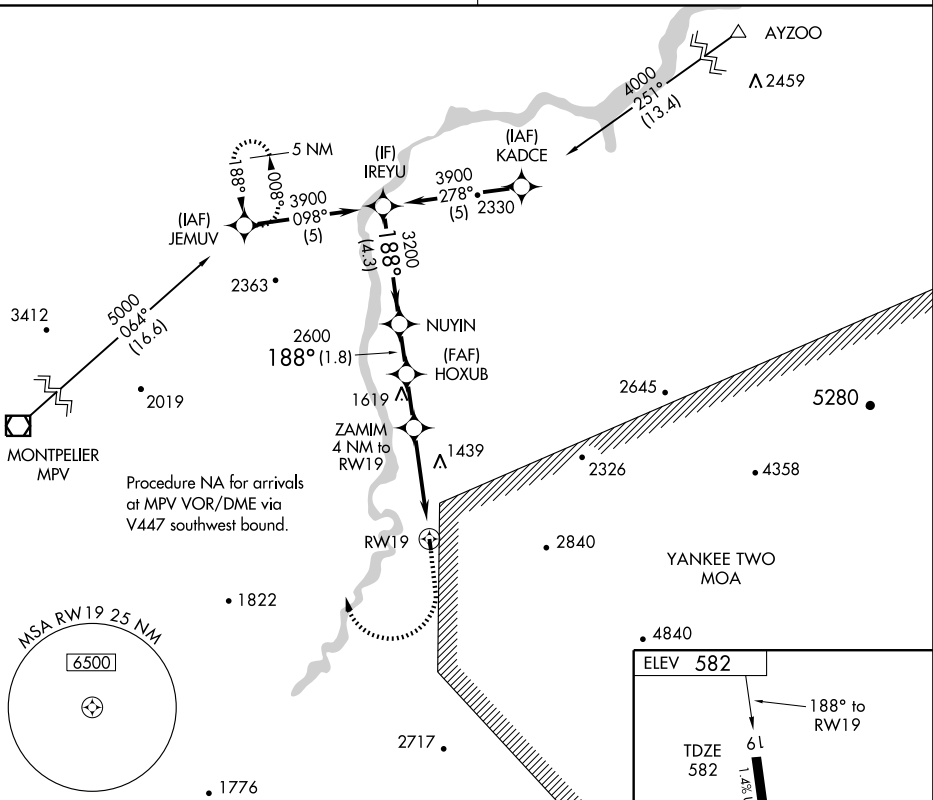
APP CRS	Rwy Idg	2511
188°	TDZE	582
	Apt Elev	582

▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Lebanon altimeter setting; if not received, use Barre-Montpelier, VT altimeter setting and increase all MDA's 80 feet.

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

LEBANON ASOS
118.65

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1780-1¼ 1198 (1200-1¼)	1780-1½ 1198 (1200-1½)		NA
CIRCLING	1780-1¼ 1198 (1200-1¼)	2060-1½ 1478 (1500-1½)		NA

NE-1, 08 APR 2010 to 06 MAY 2010

VOR/DME GDM 110.6 Chan 43	APP CRS 023°	Rwy Idg TDZE Apt Elev	N/A N/A 1040
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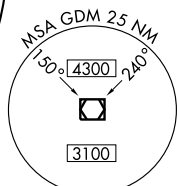
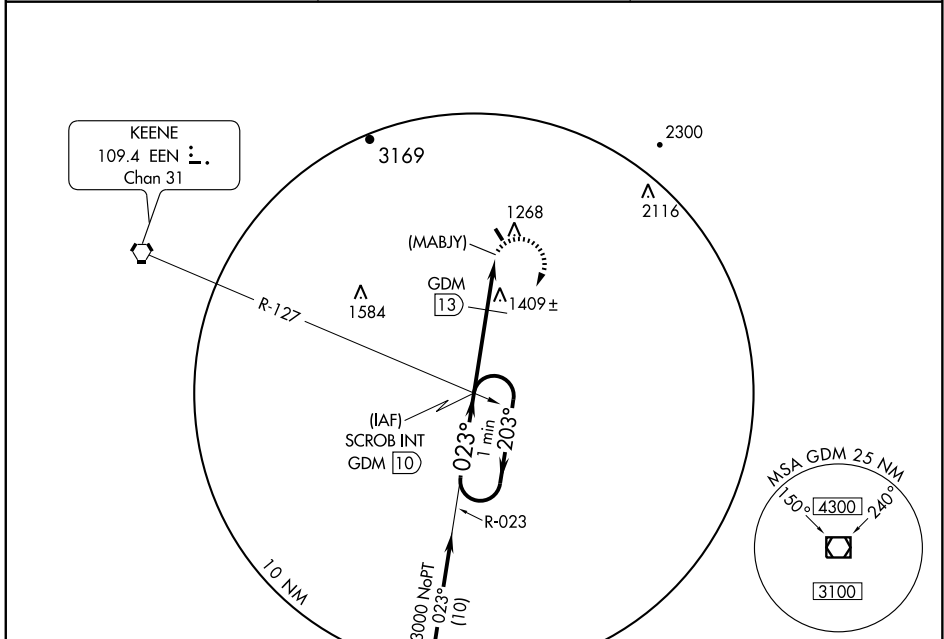
VOR or GPS-A

JAFFREY AIRPORT-SILVER RANCH (A.F.N)

Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3000 via GDM R-023 to SCROB Int/GDM 10 DME and hold.

ASOS 135.875	BOSTON CENTER 123.75 338.2	UNICOM 122.8 (CTAF)
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IAF
GARDNER
110.6 GDM
Chan 43

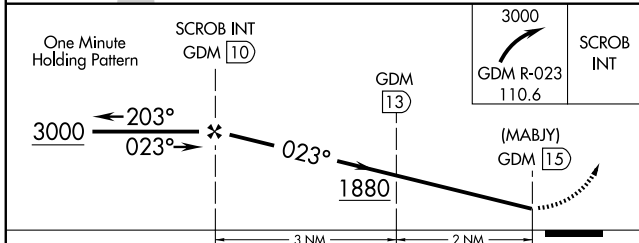
ELEV 1040	Rwy 34 Idg 2400'
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023° 5 NM from FAF

LIRL Rwy 16-34

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



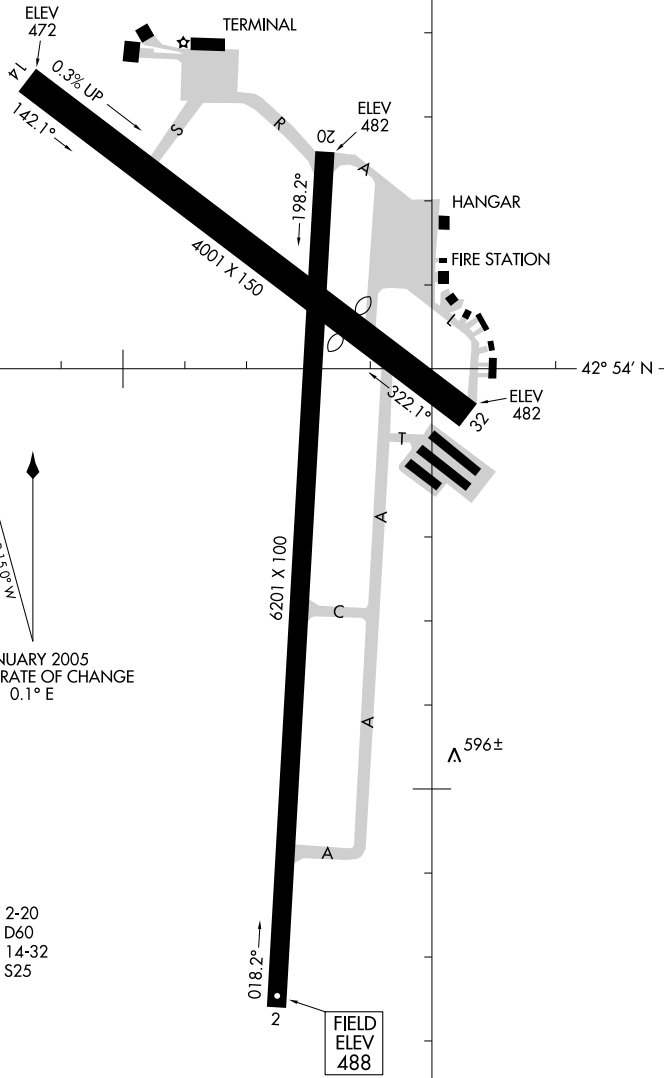
CATEGORY	A	B	C	D
CIRCLING	1880-1 840 (900-1)	1880-1¼ 840 (900-1¼)		NA
DME MINIMUMS				
CIRCLING	1720-1	680 (700-1)		NA

AIRPORT DIAGRAM

AL-868 (FAA)

KEENE / DILLANT-HOPKINS (EEN)
KEENE, NEW HAMPSHIRE

AWOS-3
119.025
CTAF/UNICOM
123.0



VAR 15.0° W
 JANUARY 2005
 ANNUAL RATE OF CHANGE
 0.1° E

RWY 2-20
 D60
 RWY 14-32
 S25

42° 54' N

42° 53' N

72° 17' W

72° 16' W

NE-1 - 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 2

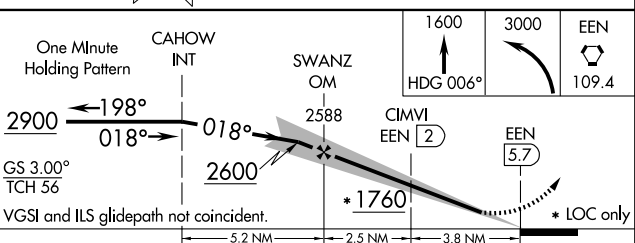
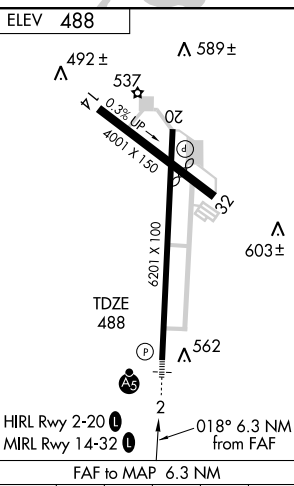
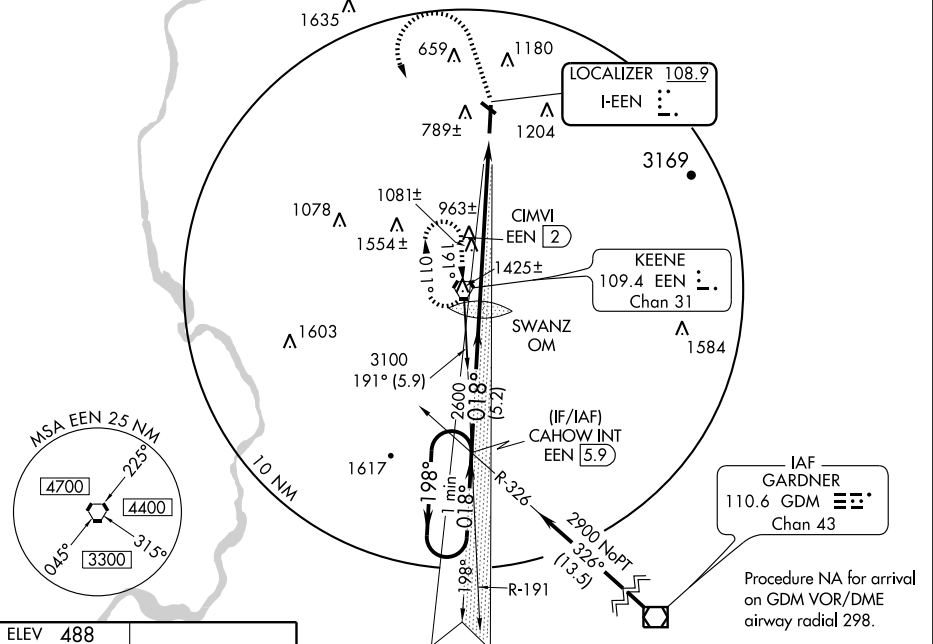
KEENE/DILLANT-HOPKINS (EEN)

LOC I-EEN 108.9	APP CRS 018°	Rwy Idg 6201
		TDZE 488
		Apt Elev 488

NA If local altimeter setting not received, use Orange Muni altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to S-LOC Cat A. For inoperative MALSR, increase S-LOC Cat B visibility to 1½. CIMVI FIX minimums: Inoperative table does not apply to S-LOC Cats A and B.

MALSR MISSED APPROACH: Climb to 1600 via heading 006° then climbing left turn to 3000 direct EEN VORTAC and hold.

AWOS-3 119.025	BOSTON CENTER 123.75 338.2	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 2	847-1 359 (400-1)			
S-LOC 2	1760-1½	1272 (1300-1½)	1760-2½	1272 (1300-2½)
CIRCLING	1760-1½ 1272 (1300-1½)	1760-1½ 1272 (1300-1½)	1760-3	1272 (1300-3)
CIMVI FIX MINIMUMS				
S-LOC 2	1060-1 572 (600-1)		1060-1½ 572 (600-1½)	
CIRCLING	1380-1½ 892 (900-1½)	1500-1½ 1012 (1100-1½)	1500-3 1012 (1100-3)	1680-3 1192 (1200-3)

RNAV (GPS) RWY 2

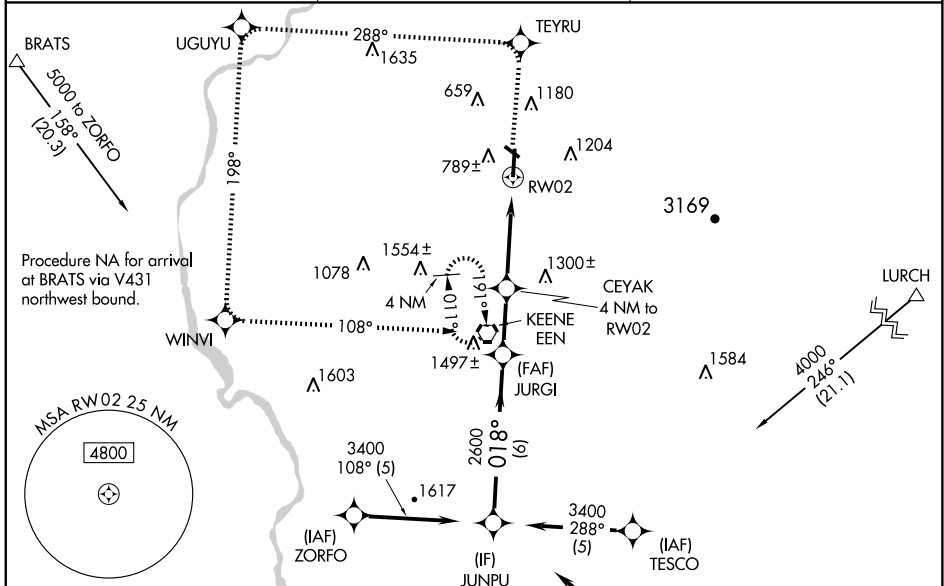
KEENE/DILLANT-HOPKINS (EEN)

WAAS CH 65708 W02A	APP CRS 018°	Rwy Idg TDZE Apt Elev	6201 488 488
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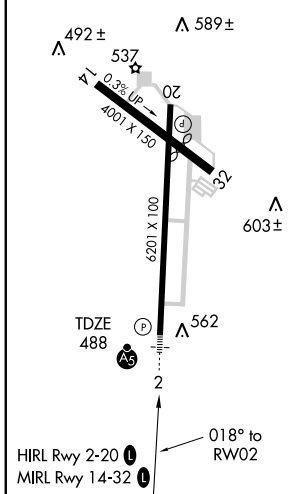
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received use Orange, MA altimeter setting and increase all DA 55 feet and all MDA 60 feet and LNAV Cat. C visibility ¼ mile. For inoperative MALS, increase LPV visibility all Cats. to 1½ mile and LNAV Cats. A and B visibilities to 1¼ mile. For inoperative MALS, when using Orange, MA altimeter setting, increase LPV visibility all Cats. to 1½ mile and LNAV Cat. A visibility to 1¼ mile.

MALS  MISSED APPROACH: Climb to 3000 direct TEYRU and via 288° track to UGUYU and via 198° track to WINVI and via 108° track to EEN VORTAC and hold.

AWOS-3 119.025	BOSTON CENTER 123.75 338.2	UNICOM 123.0 (CTAF) 0
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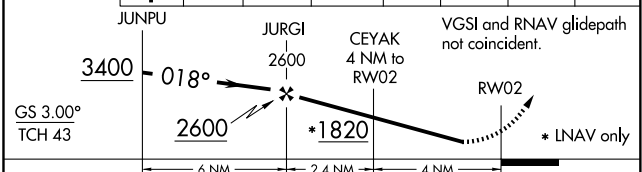


ELEV **488**



Procedure NA for arrival on GDM VOR/DME airway radials 263 CW 339.

Procedure Turn NA	3000	TEYRU	288° track	UGUYU	198° track	WINVI	108° track	EEN
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CATEGORY	A	B	C	D
LPV DA	884-1 396 (400-1)			
LNAV MDA	1380-1	892 (900-1)	1380-2¼ 892 (900-2¼)	1380-2½ 892 (900-2½)
CIRCLING	1380-1¼ 892 (900-1¼)	1480-1½ 992 (1000-1½)	1480-3 992 (1000-3)	1640-3 1152 (1200-3)

NE-1, 08 APR 2010 to 06 MAY 2010

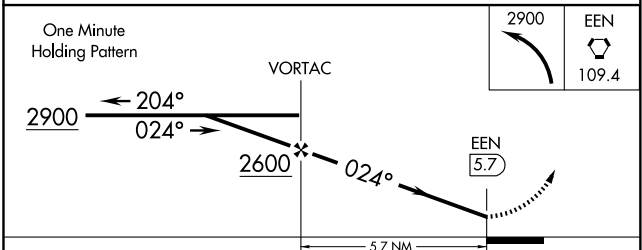
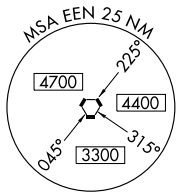
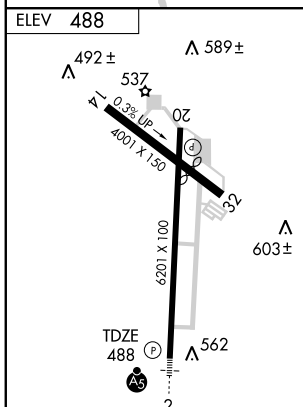
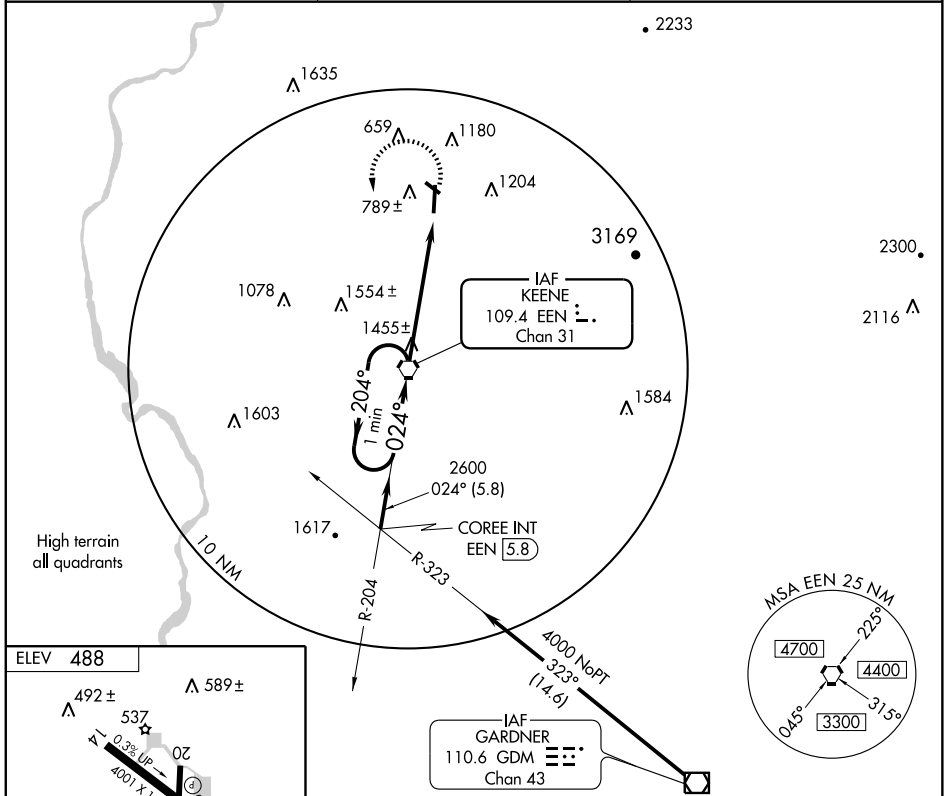
VOR RWY 2

KEENE/DILLANT-HOPKINS (EEN)

VORTAC EEN 109.4 Chan 31	APP CRS 024°	Rwy Idg TDZE Apt Elev 6201 488 488
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Inoperative table does not apply.	MALSR 	MISSED APPROACH: Climbing left turn to 2900 direct EEN VORTAC and hold.
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AWOS-3 119.025	BOSTON CENTER 123.75 338.2	UNICOM 123.0 (CTAF)
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	CATEGORY		A		B		C		D	
S-2	2100-1¼	1612 (1700-1¼)	2100-1½	1612 (1700-1½)	2100-3	1612 (1700-3)				
CIRCLING	2100-1¼	1612 (1700-1¼)	2100-1½	1612 (1700-1½)	2100-3	1612 (1700-3)				

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

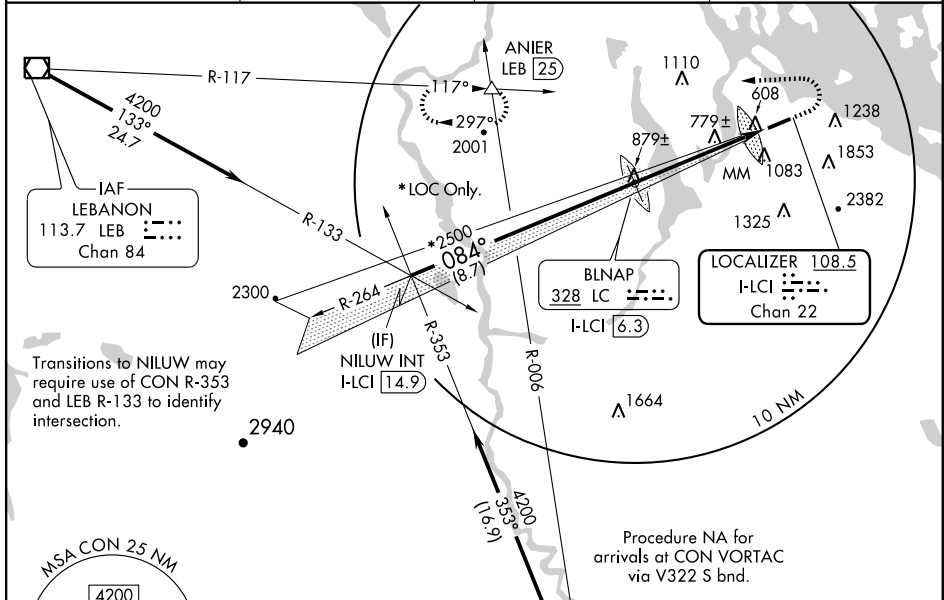
ILS or LOC RWY 8

LAACONIA MUNI (LCI)

LOC/DME I-LCI 108.5 Chan 22	APP CRS 084°	Rwy Idg TDZE 546 Apt Elev 545
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MALSRL
 MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 via heading 264° and LEB VOR/DME R-117 to ANIER Int/LEB 25 DME and hold, continue climb-in-hold to 5000.

AWOS-3 133.525	BOSTON APP CON 134.75 254.25	CLNC DEL 119.85	UNICOM 123.0 (CTAF)
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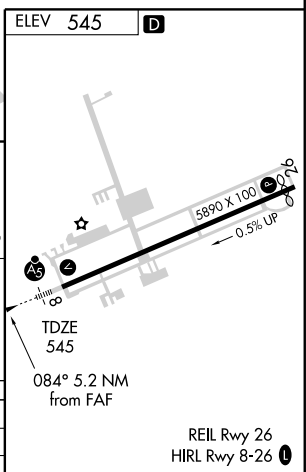
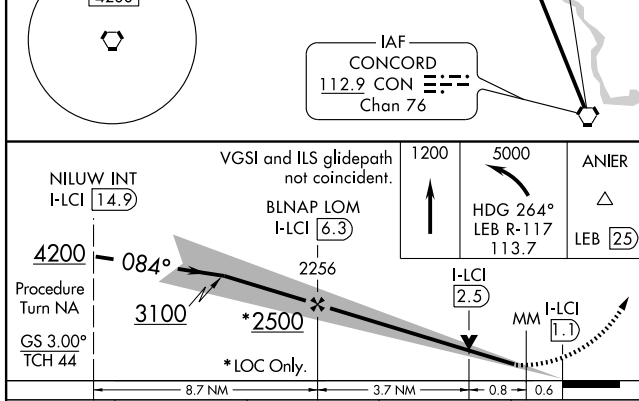


Transitions to NILUW may require use of CON R-353 and LEB R-133 to identify intersection.



IAF CONCORD
112.9 CON
Chan 76

Procedure NA for arrivals at CON VORTAC via V322 S bnd.



CATEGORY	A	B	C	D
S-ILS 8	825-1/2		280 (300-1/2)	
S-LOC 8	1040-1/2	495 (500-1/2)	1040-3/4 495 (500-3/4)	1040-1 495 (500-1)
CIRCLING	1420-1 875 (900-1)	1600-1 1/2 1055 (1100-1 1/2)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:10	3:26	2:35	2:04	1:43

NDB RWY 8

LACONIA MUNI (LCT)

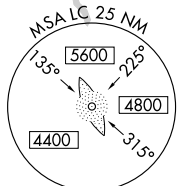
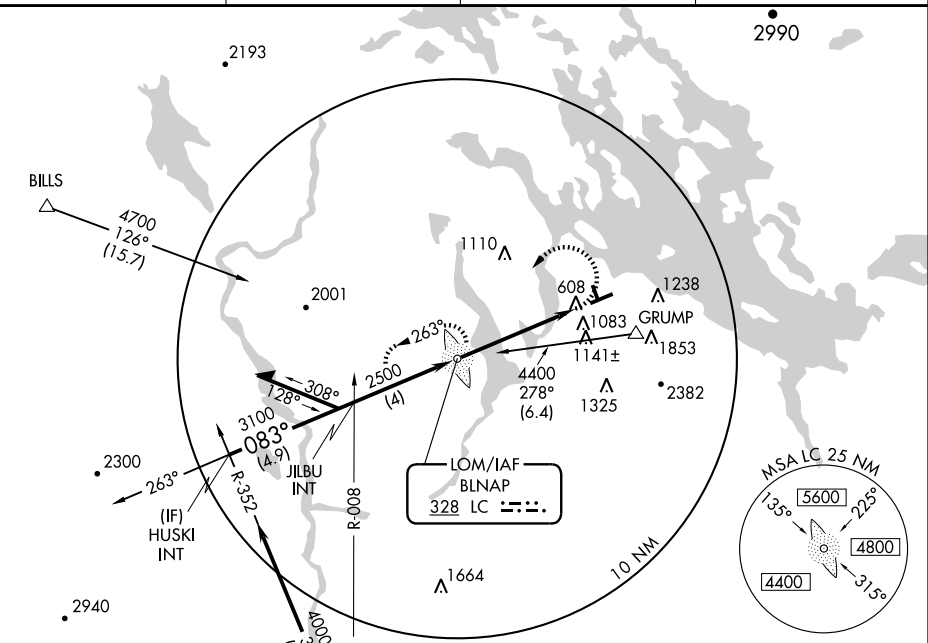
LOM LC 328	APP CRS 083°	Rwy ldg 5646
		TDZE 545
		Apt Elev 545

▽ If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. For inoperative **△** MALSR, increase S-8 Cats A/B visibility to 1¼.



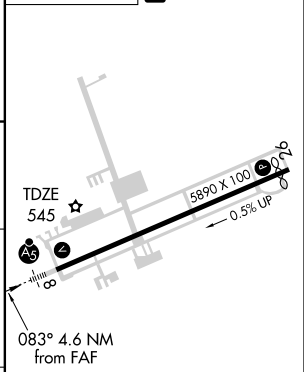
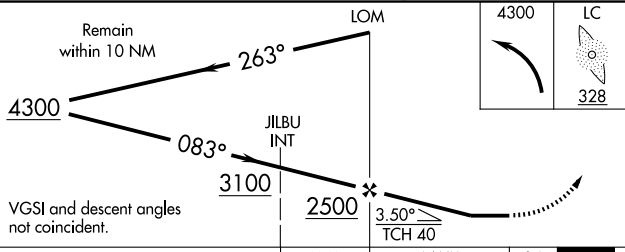
MISSED APPROACH: Climbing left turn to 4300 direct LC LOM and hold, continue climb-in-hold to 4300.

AWOS-3 133.525	BOSTON APP CON 134.75 254.25	CLNC DEL 119.85	UNICOM 123.0 (CTAF) ①
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IAF
CONCORD
112.9 CON **③③③**
Chan 76

ELEV 545	D
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CATEGORY	A	B	C	D
S-8	1460-¾ 915 (1000-¾)	1460-2¼ 915 (1000-2¼)	1460-2¾ 915 (1000-2¾)	1460-3¼ 915 (1000-3¼)
CIRCLING	1460-1¼ 915 (1000-1¼)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

HIRL Rwy 8-26 ①					
REIL Rwy 26					
FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:34	3:03	2:17	1:50	1:31

RNAV (GPS) RWY 8

LACONIA MUNI (LCI)

WAAS CH 73003 W08A	APP CRS 083°	Rwy Idg TDZE Apt Elev	5646 545 545
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▽ For inoperative MALS, increase LPV all Cats visibility to 1½ miles.
▲ If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Concord altimeter setting.

MALS



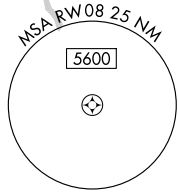
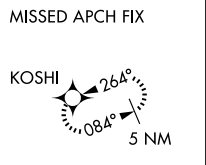
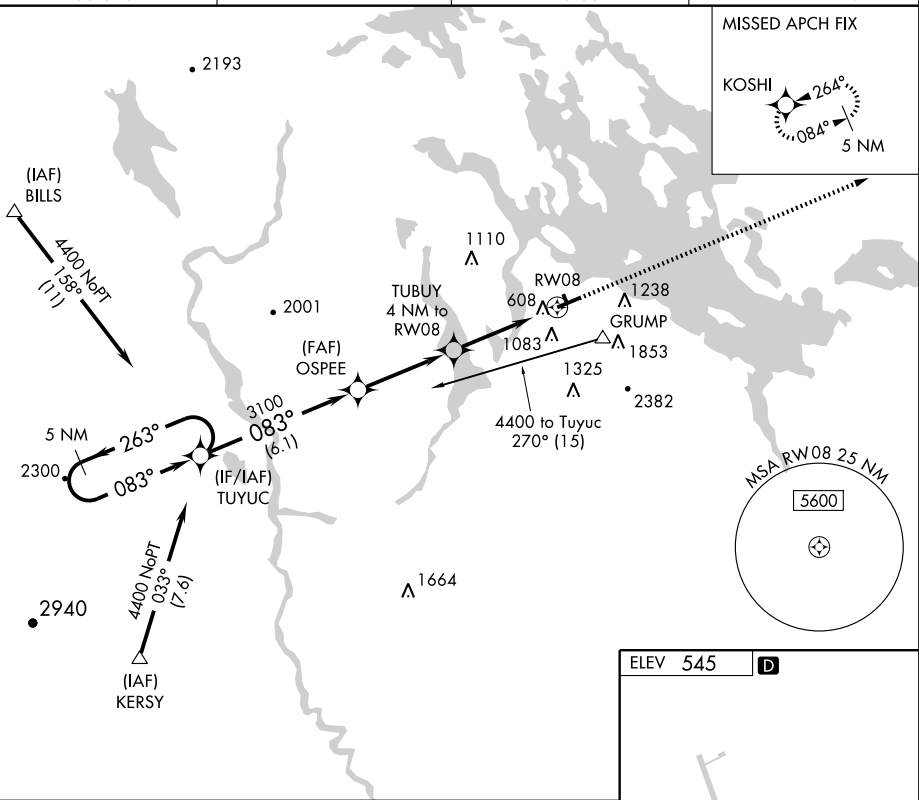
MISSED APPROACH:
Climb to 3000 direct KOSHI and hold.

AWOS-3
133.525

BOSTON APP CON
134.75 254.25

CLNC DEL
119.85

UNICOM
123.0 (CTAF)



ELEV 545	D
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TDZE 545

5890 X 100

0.5% UP

083° to RW08

REIL Rwy 26

HIRL Rwy 8-26

	TUYUC	OSPEE	TUBUY	RW08
	4400	3100	4 NM to RW08	2.5 NM to RW08
	5 NM Holding Pattern	* LNAV only.		
	GS 3.00°			
	TCH 44			
	6.1 NM	3.7 NM	1.5 NM	2.5 NM
CATEGORY	A	B	C	D
LPV DA	978-1 433 (500-1)			
LNAV MDA	1380-½ 835 (900-½)	1380-¾ 835 (900-¾)	1380-2 835 (900-2)	1380-2½ 835 (900-2½)
CIRCLING	1420-1 875 (900-1)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

NE-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 26

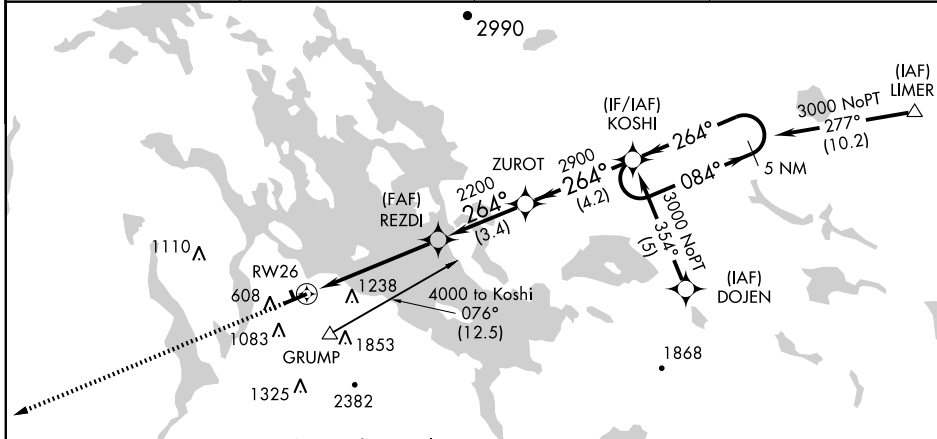
LACONIA MUNI (LCI)

APP CRS	Rwy Idg	5286
264°	TDZE	533
	Apt Elev	545

▽ If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA.

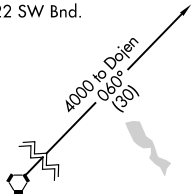
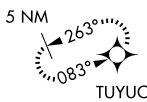
MISSED APPROACH: Climb to 4400 direct TUYUC and hold, continue climb-in-hold to 4400.

AWOS-3 133.525	BOSTON APP CON 134.75 254.25	CLNC DEL 119.85	UNICOM 123.0 (CTAF) ①
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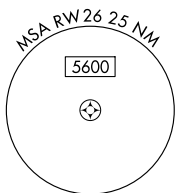


MISSED APCH FIX

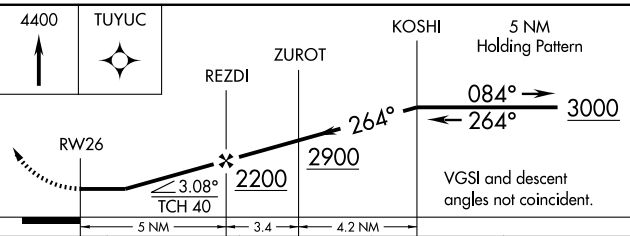
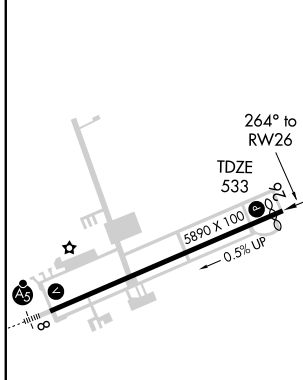
Procedure NA for arrivals at GRUMP via V496 NW Bnd and V322 SW Bnd.



Procedure NA for arrivals at CON VORTAC via V322 SW Bnd and V93 W Bnd.



ELEV 545	D
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CATEGORY	A	B	C	D
LNAV MDA	1420-1¼	887 (900-1¼)	1420-2¾ 887 (900-2¾)	1420-3 887 (900-3)
CIRCLING	1420-1¼ 875 (900-1¼)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

REIL Rwy 26
 HIRL Rwy 8-26 ①

AIRPORT DIAGRAM

AL-859 (FAA)

LEBANON MUNI (LEB)
LEBANON, NEW HAMPSHIRE

ATIS 118.65
LEBANON TOWER ★
125.95 385.5
GND CON
121.6

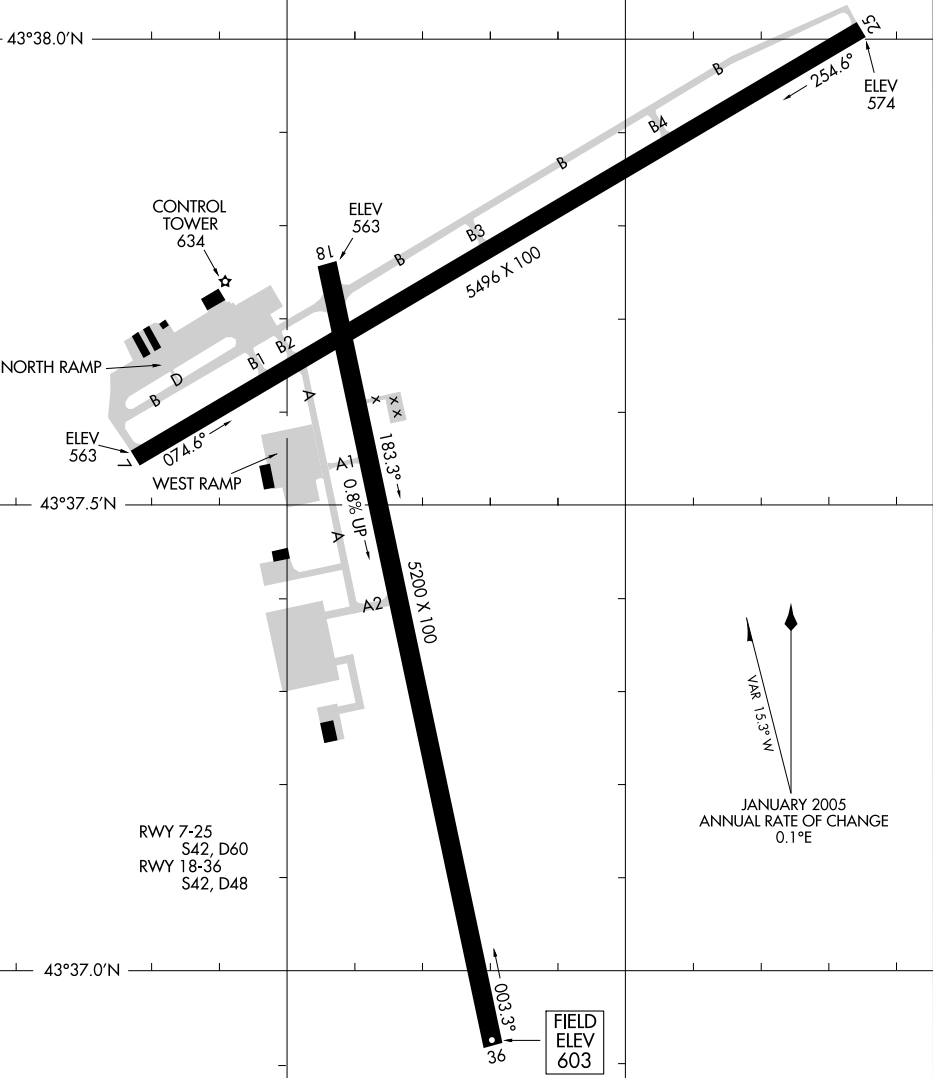
72°18.5'W

72°18.0'W

43°38.0'N

43°37.5'N

43°37.0'N



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

NE-1 - 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 18

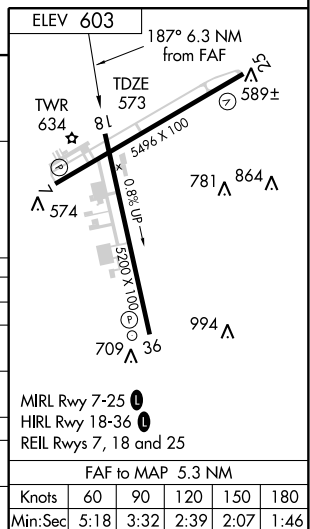
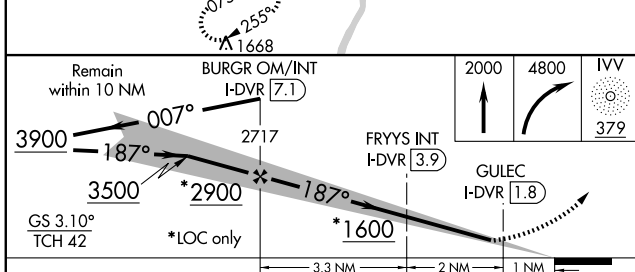
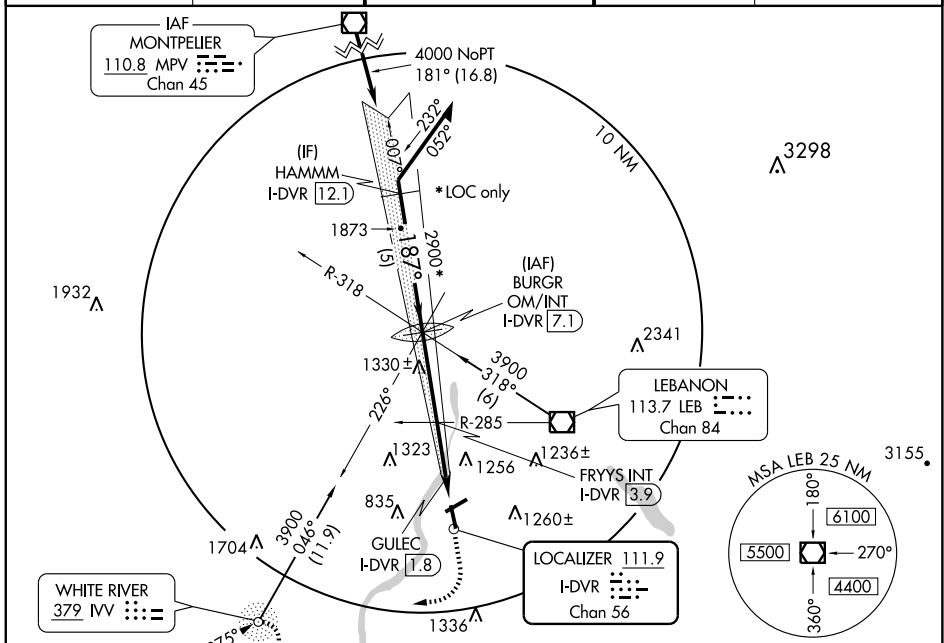
LEBANON MUNI (LEB)

LOC/DME I-DVR 111.9 Chan 56	APP CRS 187°	Rwy Idg 5200 TDZE 573 Apt Elev 603
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ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4800 direct IVV NDB and hold.

ATIS 118.65	BOSTON CENTER 134.7 381.4	LEBANON TOWER ★ 125.95 (CTAF) 235.775	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 18	955-1¼ 382 (400-1¼)			
S-LOC 18	1600-1¼ 1027 (1000-1¼)	1600-1½ 1027 (1000-1½)	1600-3	1027 (1000-3)
CIRCLING	1600-1¼ 997 (1000-1¼)	1740-1½ 1137 (1200-1½)	1880-3	1277 (1300-3)
FRYYS INT MINIMUMS				
S-LOC 18	1020-1¼ 447 (500-1¼)			1020-1½ 447 (500-1½)
CIRCLING	1580-1¼ 977 (1000-1¼)	1740-1½ 1137 (1200-1½)	1880-3	1277 (1300-3)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1, 08 APR 2010 to 06 MAY 2010

APP CRS 060°	Rwy Idg 5496
	TDZE 564
	Apt Elev 603

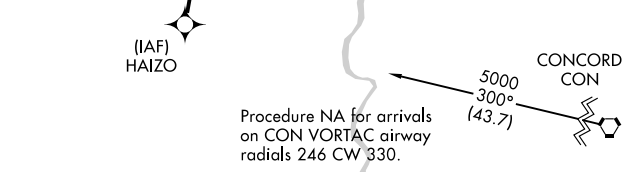
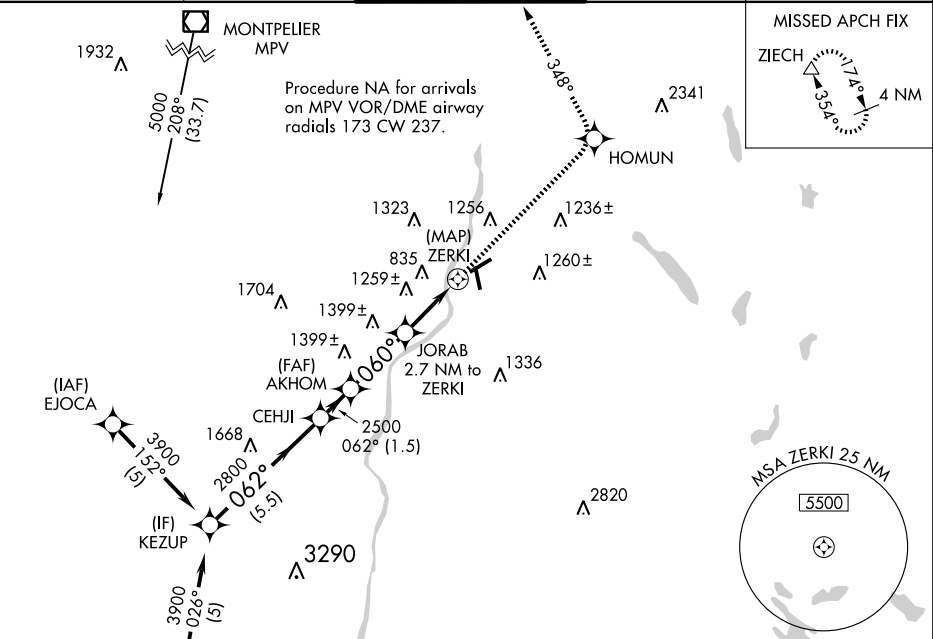
RNAV (GPS) RWY 7

LEBANON MUNI (LEB)

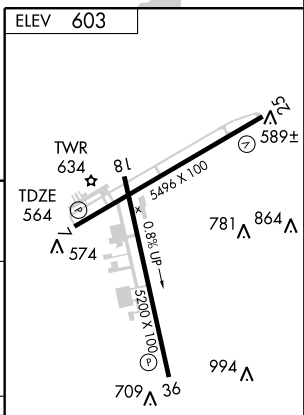
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HOMUN and via 348° track to ZIECH and hold.

ATIS 118.65	BOSTON CENTER 134.7 381.4	LEBANON TOWER ★ 125.95 (CTAF) 235.775	GND CON 121.6	UNICOM 122.95
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KEZUP	VGSI and descent angles not coincident.	4000	HOMUN	ZIECH
3900	CEHJI	↑	★	△
062°	AKHOM	JORAB 2.7 NM to ZERKI	348° TRK	
2800	2500	1620		
062°	060°	2.97° TCH 50		
5.5 NM	1.5 NM	2.8 NM	2.7 NM	0.5 NM



CATEGORY	A	B	C	D
LNAV MDA	1460-1¼	896 (900-1¼)	1460-2¾	1460-3
			896 (900-2¾)	896 (900-3)
CIRCLING	1640-1¼	1720-1½	1740-3	1137 (1200-3)
	1037 (1100-1¼)	1117 (1200-1½)		

MIRL Rwy 7-25
 HIRL Rwy 18-36
 REIL Rws 7, 18 and 25

NE-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 18

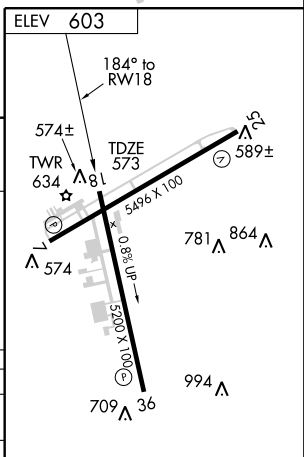
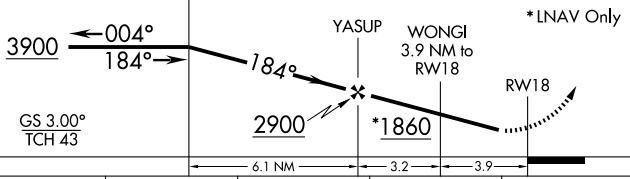
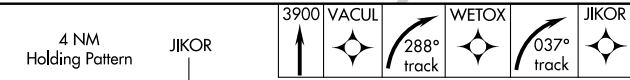
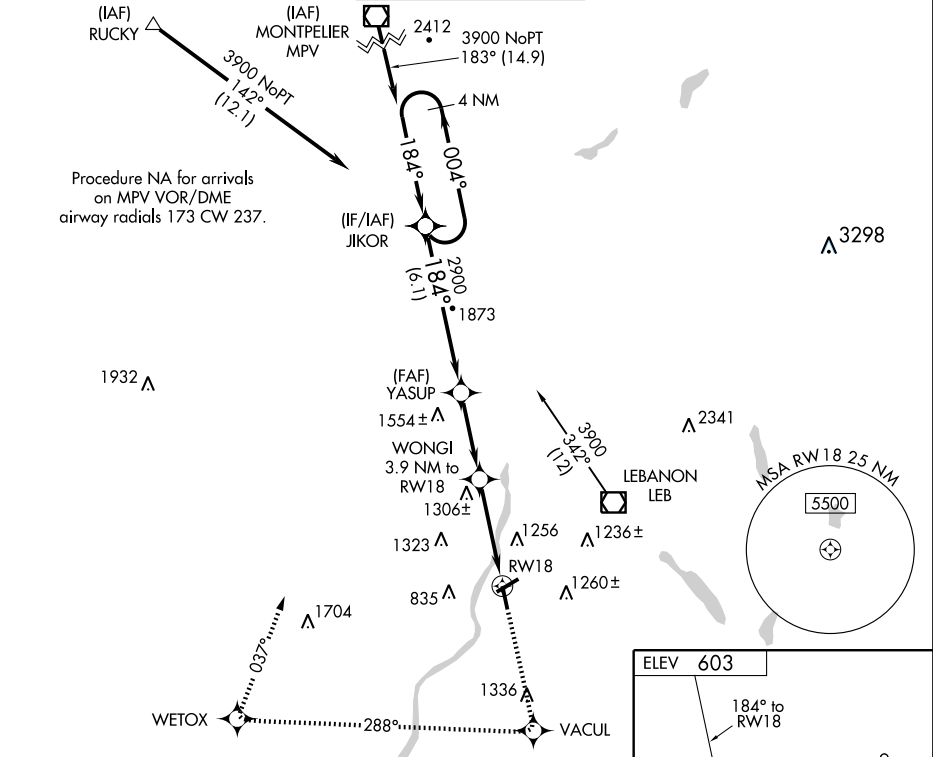
LEBANON MUNI(LEB)

WAAS CH 93710 W18A	APP CRS 184°	Rwy Idg TDZE Apt Elev	5200 573 603
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▽ DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3900 direct VACUL and right turn via 288° track to WETOX and right turn via 037° track to JIKOR and hold.

ATIS 118.65	BOSTON CENTER 134.7 381.4	LEBANON TOWER ★ 125.95 (CTAF) 0 235.775	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1006-1½		443 (500-1½)	
LNAV MDA	1620-1¼ 1047 (1100-1¼)	1620-1½ 1047 (1100-1½)	1620-3	1047 (1100-3)
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3	1137 (1200-3)

MIRL Rwy 7-25
HIRL Rwy 18-36
REL Rws 7, 18 and 25

RNAV (GPS) RWY 25

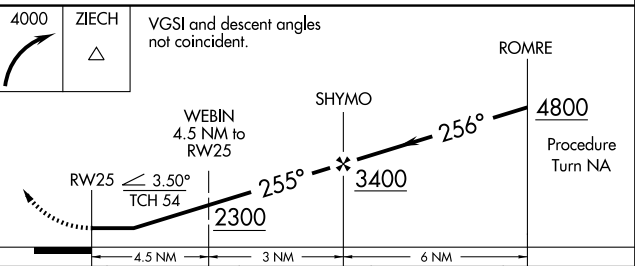
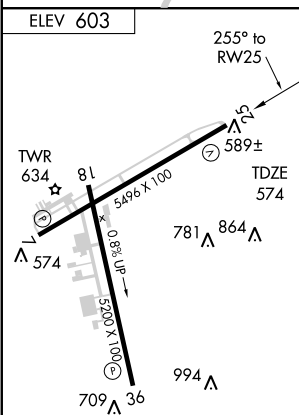
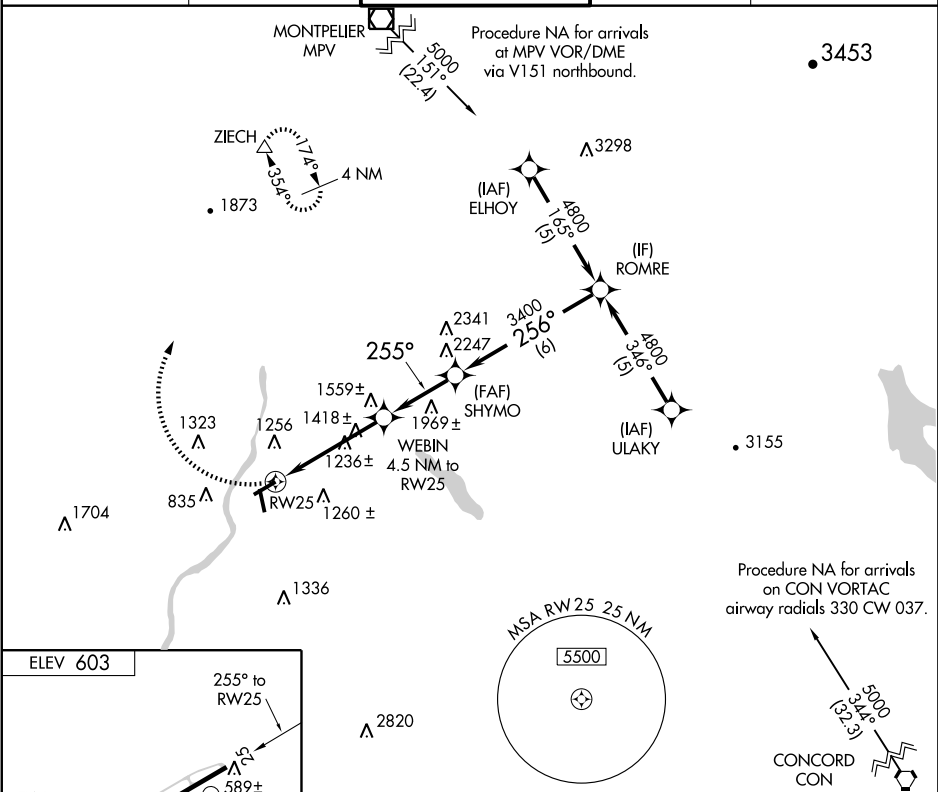
LEBANON MUNI (LEB)

APP CRS 255°	Rwy Idg TDZE Apt Elev	5496 574 603
------------------------	-----------------------------	---

▽ DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA.

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

ATIS 118.65	BOSTON CENTER 134.7 381.4	LEBANON TOWER ★ 125.95 (CTAF) 235.775	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3	1106 (1100-3)
CIRCLING	1680-1¼ 1077 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3	1137 (1200-3)

MIRL Rwy 7-25
HIRL Rwy 18-36
REIL Rwy 7, 18 and 25

RNAV (GPS) RWY 36

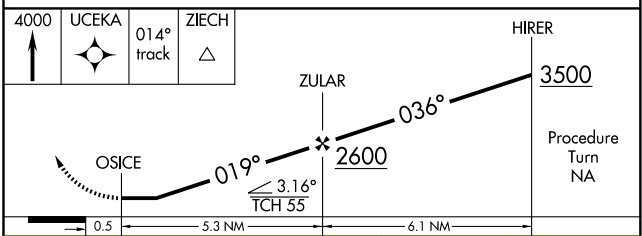
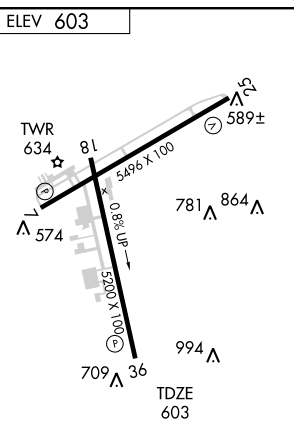
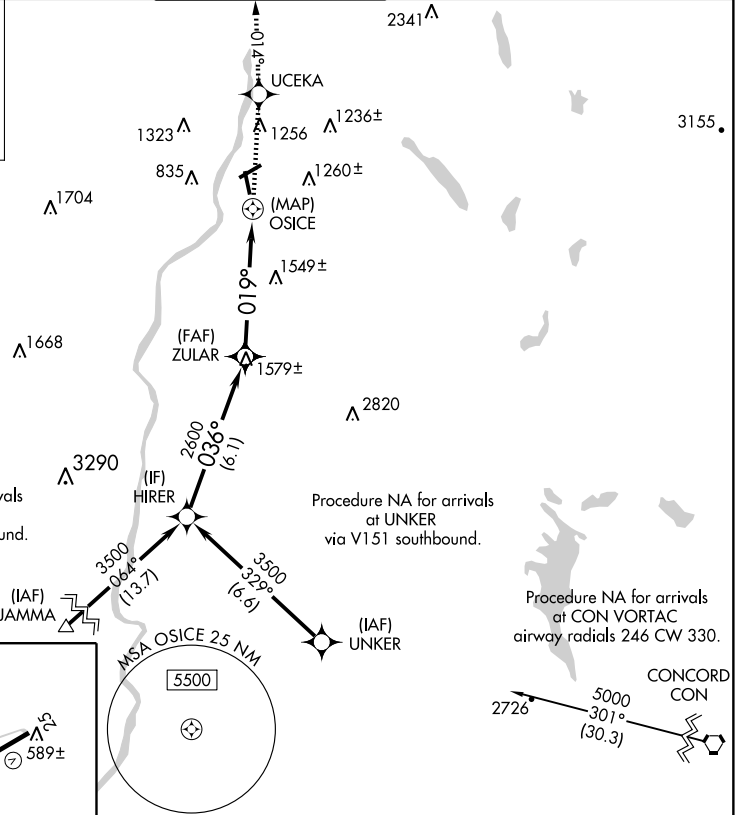
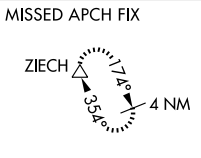
LEBANON MUNI (LEB)

APP CRS	Rwy Idg	5200
019°	TDZE	603
	Apt Elev	603

▼ DME/DME RNP-0.3 NA.
▲ Procedure NA at night.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct UCEKA and via 014° track to ZIECH and hold.

ATIS 118.65	BOSTON CENTER 134.7 381.4	LEBANON TOWER ★ 125.95 (CTAF) 235.775	GND CON 121.6	UNICOM 122.95
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MIRL Rwy 7-25
 HIRL Rwy 18-36
 REIL Rwy 7, 18 and 25

CATEGORY	A	B	C	D
LNAV MDA	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	
CIRCLING	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	

NE-1, 08 APR 2010 to 06 MAY 2010

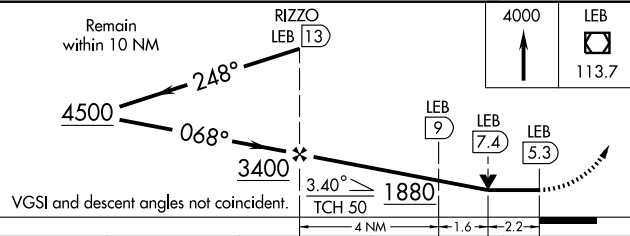
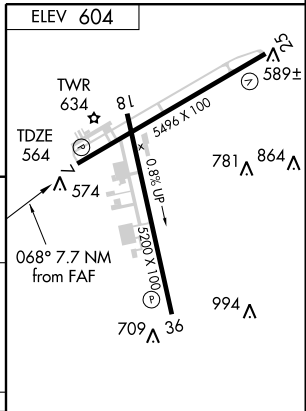
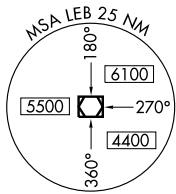
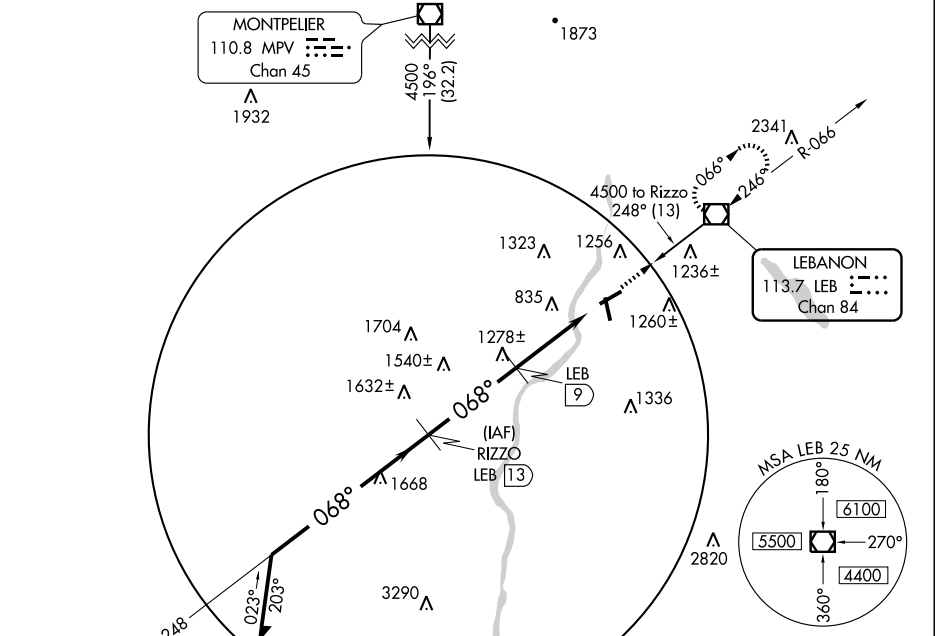
VOR/DME RWY 7

LEBANON MUNI (LEB)

VOR/DME LEB 113.7 Chan 84	APP CRS 068°	Rwy Idg 5496 TDZE 564 Apt Elev 604
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MISSED APPROACH: Climb to 4000
direct LEB VOR/DME and hold.

ATIS 118.65	BOSTON CENTER 134.7 381.4	LEBANON TOWER ★ 125.95 (CTAF) 235.775	GND CON 121.6	UNICOM 122.95
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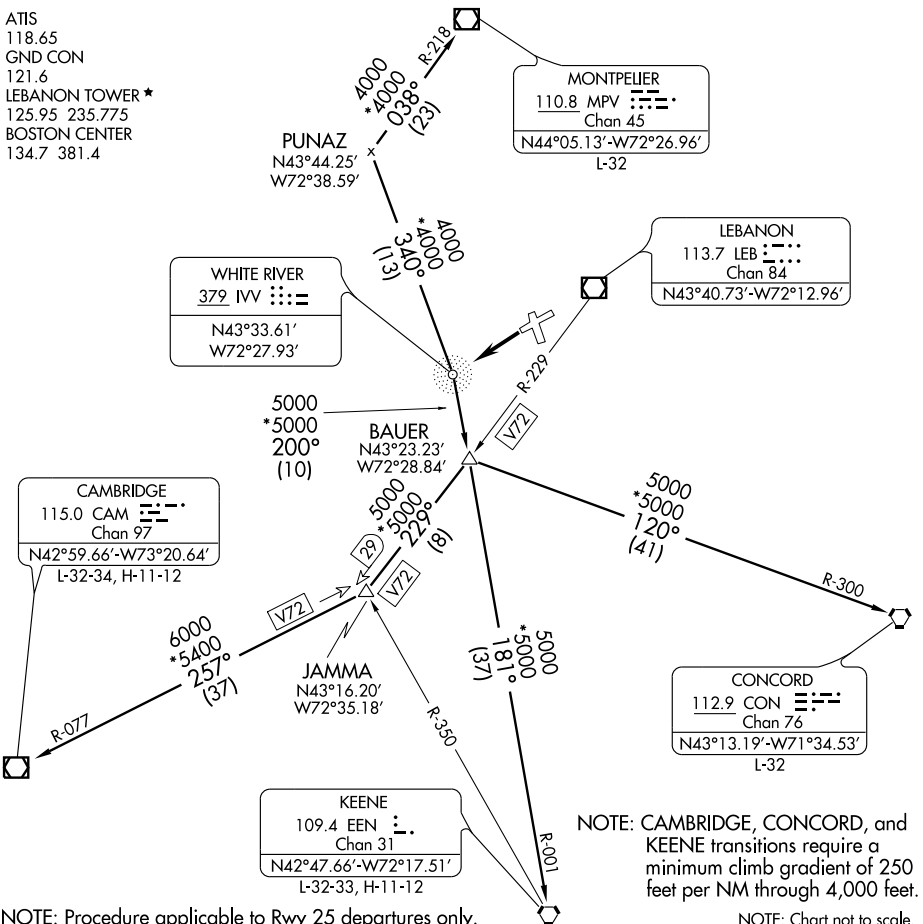


CATEGORY	A	B	C	D
S-7	1540-1¼ 976 (1000-1¼)	1540-1½ 976 (1000-1½)	1540-3	976 (1000-3)
CIRCLING	1580-1¼ 976 (1000-1¼)	1740-1½ 1136 (1200-1½)	1880-3	1276 (1300-3)

MIRL Rwy 7-25
HIRL Rwy 18-36
REIL Rws 7, 18 and 25

WHITE RIVER ONE DEPARTURE

ATIS
118.65
GND CON
121.6
LEBANON TOWER ★
125.95 235.775
BOSTON CENTER
134.7 381.4



NOTE: Procedure applicable to Rwy 25 departures only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Proceed direct to IVV NDB. Then via assigned transition.

CAMBRIDGE TRANSITION (IVV1.CAM): From over IVV NDB via IVV 200° bearing to BAUER INT then via LEB VOR/DME R-229 to JAMMA INT then via CAM R-077 to CAM VOR/DME.

CONCORD TRANSITION (IVV1.CON): From over IVV NDB via IVV 200° bearing to BAUER INT then via CON R-300 to CON VORTAC.

KEENE TRANSITION (IVV1.EEN): From over IVV NDB via IVV 200° bearing to BAUER INT then via EEN R-001 to EEN VORTAC.

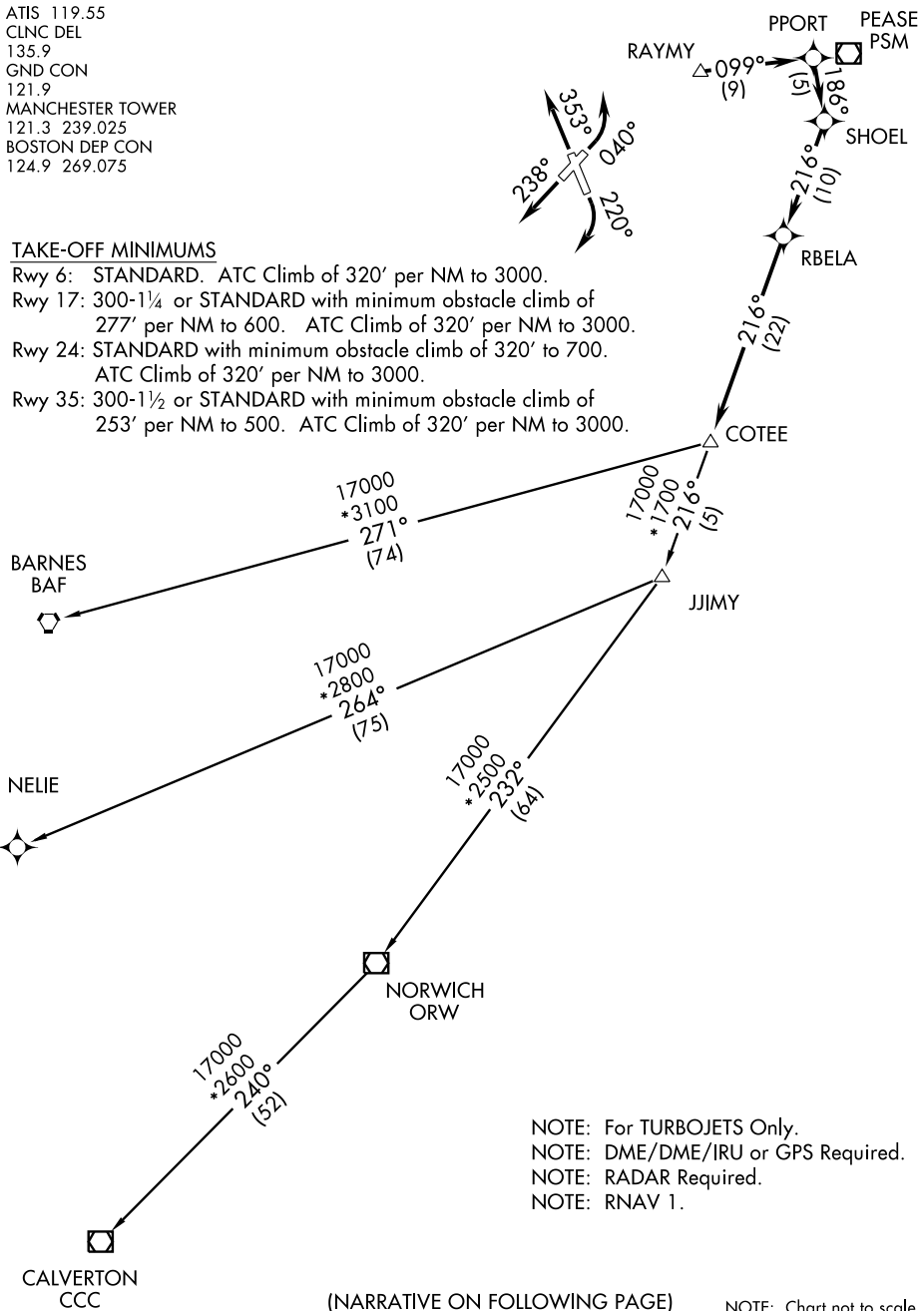
MONTPELIER TRANSITION (IVV1.MPV): From over IVV NDB via IVV 340° bearing then via MPV R-218 to MPV VOR/DME.

NE-1 - 08 APR 2010 to 06 MAY 2010

ATIS 119.55
 CLNC DEL
 135.9
 GND CON
 121.9
 MANCHESTER TOWER
 121.3 239.025
 BOSTON DEP CON
 124.9 269.075

TAKE-OFF MINIMUMS

- Rwy 6: STANDARD. ATC Climb of 320' per NM to 3000.
- Rwy 17: 300-1¼ or STANDARD with minimum obstacle climb of 277' per NM to 600. ATC Climb of 320' per NM to 3000.
- Rwy 24: STANDARD with minimum obstacle climb of 320' to 700. ATC Climb of 320' per NM to 3000.
- Rwy 35: 300-1½ or STANDARD with minimum obstacle climb of 253' per NM to 500. ATC Climb of 320' per NM to 3000.



NOTE: For TURBOJETs Only.
 NOTE: DME/DME/IRU or GPS Required.
 NOTE: RADAR Required.
 NOTE: RNAV 1.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1 - 08 APR 2010 to 06 MAY 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climbing left turn heading 040°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 17: Climbing right turn heading 220°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 238°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 35: Climb heading 353°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

. . . .maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 5 minutes after departure.

BARNES TRANSITION (COTEE2.BAF):

CALVERTON TRANSITION (COTEE2.CCC):

NELIE TRANSITION (COTEE2.NELIE):

TAKE-OFF OBSTACLES

- Rwy 6: Trees beginning 238' from DER, 266' left of centerline, up to 108' AGL/308' MSL.
Trees beginning 272' from DER, 378' right of centerline, up to 67' AGL/277' MSL.
- Rwy 17: Trees, Poles, and Buildings beginning 761' from DER, 4' right of centerline, up to 98' AGL/433' MSL.
Sign, Poles, Trees and Buildings beginning 976' from DER, 2' left of centerline, up to 108' AGL/457' MSL.
- Rwy 24: Trees beginning 810' from DER, 424' left of centerline, up to 123' AGL/293' MSL.
- Rwy 35: Tree and Poles beginning 719' from DER, 558' right of centerline, up to 51' AGL/281' MSL.
Pole and Trees beginning 891' from DER, 527' left of centerline, up to 80' AGL/414' MSL.

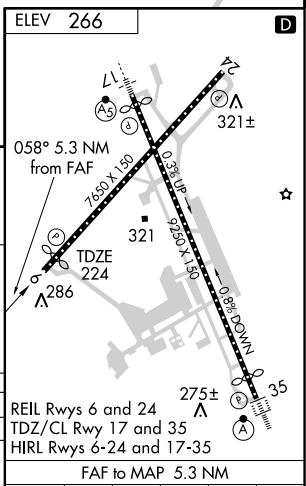
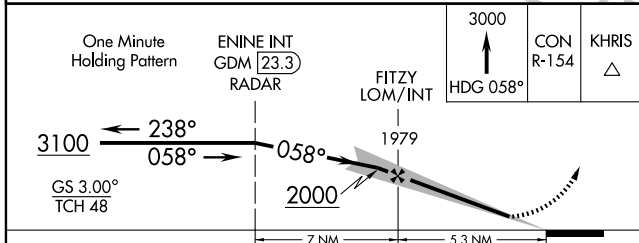
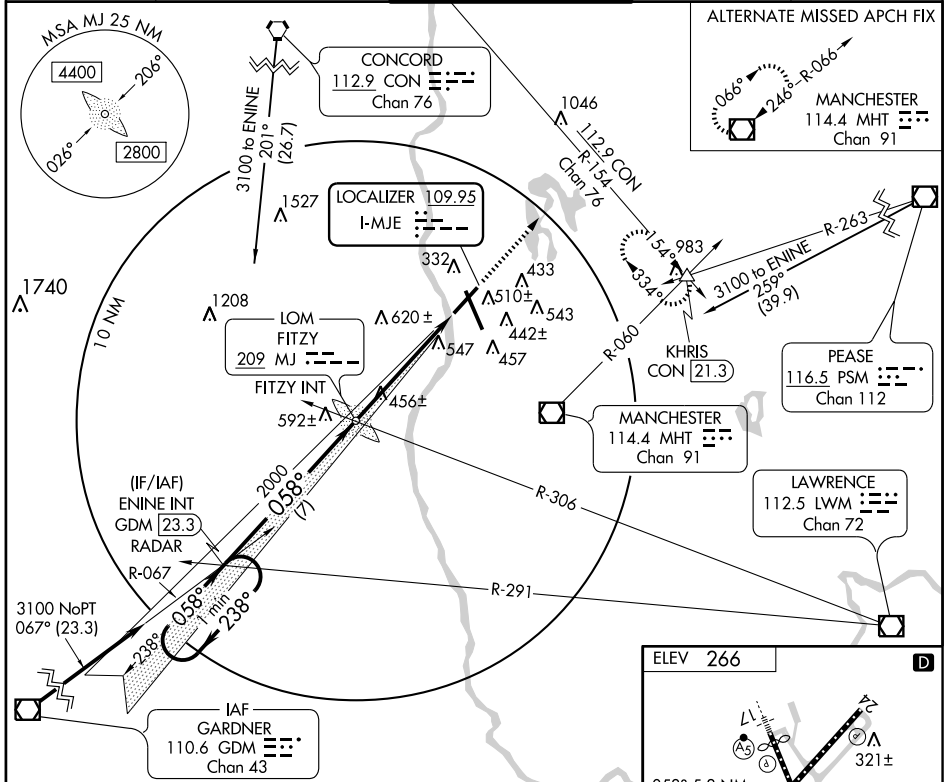
ILS or LOC RWY 6 MANCHESTER (MHT)

LOC I-MJE 109.95	APP CRS 058°	Rwy Idg TDZE Apt Elev 7208 224 266
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Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via heading 058° and CON VORTAC R-154 to KHRIS INT/CON 21.3 DME and HOLD, continue climb-in-hold to 3000.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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CATEGORY	A	B	C	D
S-ILS 6		474/40	250 (300-¾)	
S-LOC 6	820/50	596 (600-1)	820/1½ 596 (600-1½)	820-1¾ 596 (600-1¾)
CIRCLING	880-1	614 (700-1)	880-1¾ 614 (700-1¾)	880-2 614 (700-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

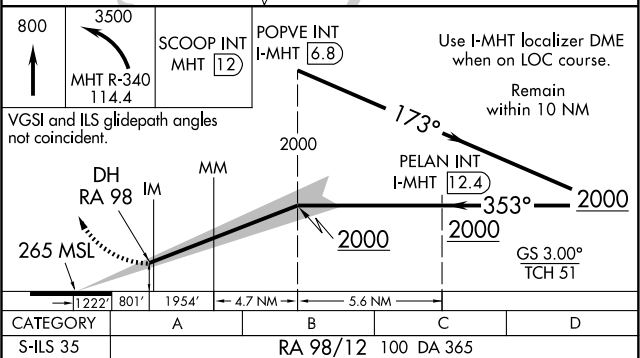
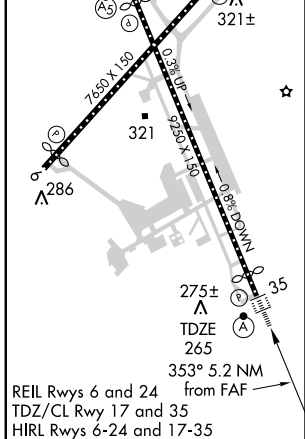
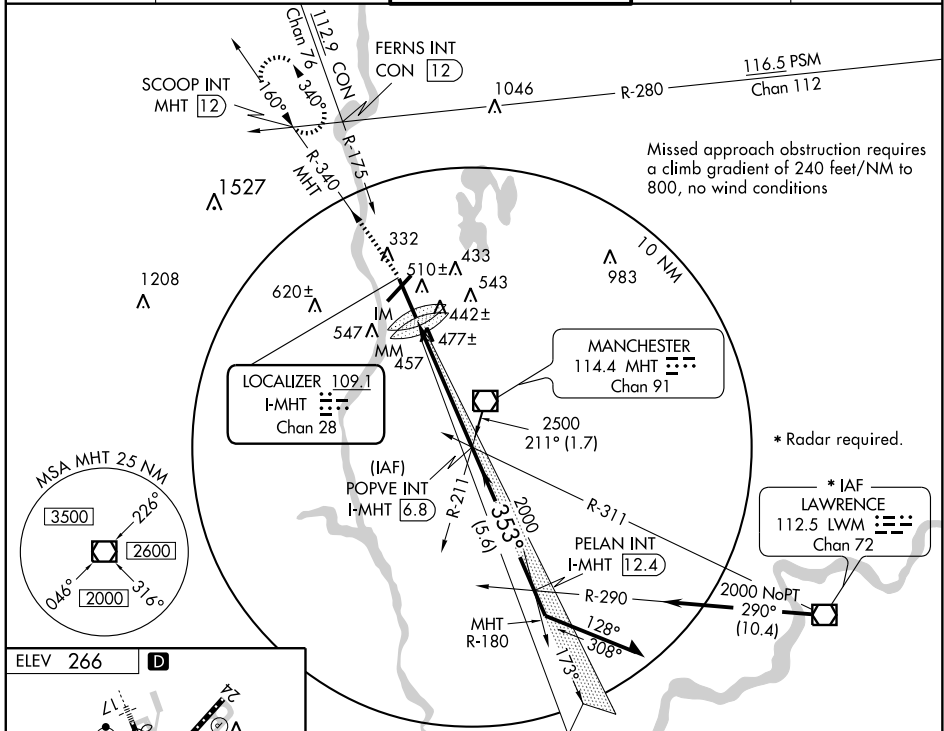
NE-1, 08 APR 2010 to 06 MAY 2010

ILS RWY 35 (CAT II) MANCHESTER (MHT)

LOC/DME I-MHT 109.1 Chan 28	APP CRS 353°	Rwy Idg TDZE Apt Elev	7650 265 266
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	MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.			

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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CATEGORY	S-ILS 35			
	A	B	C	D
	RA 98/12 100 DA 365			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 08 APR 2010 to 06 MAY 2010

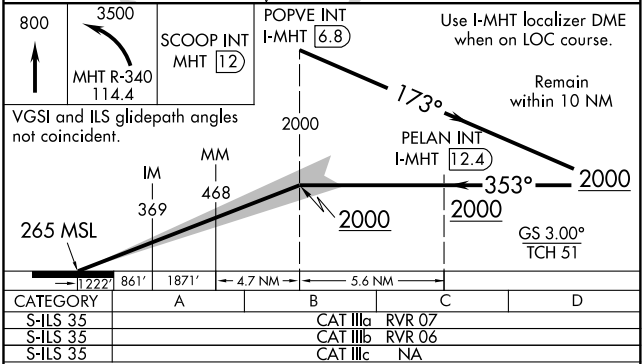
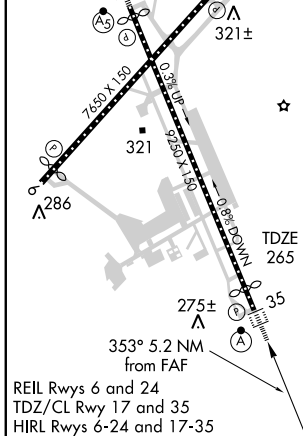
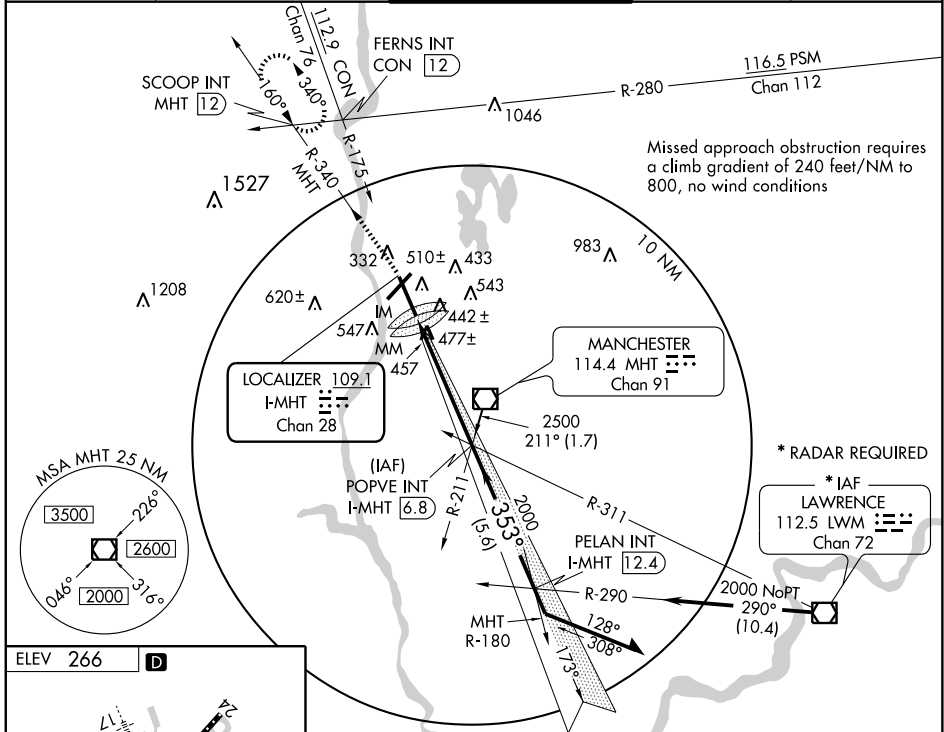
ILS RWY 35 (CAT III)

MANCHESTER (MHT)

LOC/DME I-MHT 109.1 Chan 28	APP CRS 353°	Rwy Idg TDZE Apt Elev	7650 265 266
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	MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.
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ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 08 APR 2010 TO 06 MAY 2010

MANCHESTER FIVE DEPARTURE

NOTE: Chart not to scale.

ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075

TAKE-OFF MINIMUMS:

- Rwy 6, Standard with minimum climb of 206' per NM to 1000.
- Rwy 17, 300-1/4 or Standard with minimum climb of 277' per NM to 600.
- Rwy 24, Standard with minimum climb of 320' per NM to 800.
- Rwy 35, Standard with minimum climb of 253' per NM to 2000.

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

LEBANON
113.7 LEB
Chan 84
N43°40.73'-W72°12.96'
L-32

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

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

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

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

LAWRENCE
112.5 LWM
Chan 72
N42°44.42'-W71°05.69'
L-33

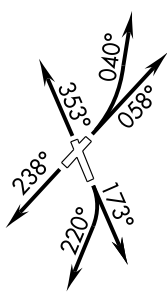
NOTE: RADAR required.

KEENE
109.4 EEN
Chan 31
N42°47.66'-W72°17.51'
L-32-33, H-11-12

GARDNER
110.6 GDM
Chan 43
N42°32.76'-W72°03.49'
L-33-34, H-11-12

BEDDS
N42°28.79'
W71°23.32'
△

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



TAKE-OFF OBSTACLES

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

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: TURBOJET AIRCRAFT - Climbing left turn heading 040°, Thence ALL OTHER AIRCRAFT - Climb heading 058° or as assigned by ATC, Thence

TAKE-OFF RWY 17: TURBOJET AIRCRAFT - Climbing right turn heading 220°, Thence ALL OTHER AIRCRAFT - Climb heading 173° or as assigned by ATC, Thence

TAKE-OFF RWY 24: Climb heading 238° or as assigned by ATC, Thence

TAKE-OFF RWY 35: Climb heading 353° or as assigned by ATC, Thence

. . . . expect radar vectors to assigned Route/Navaid/Fix. Maintain 3000 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

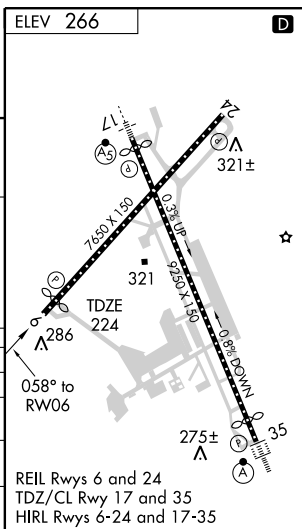
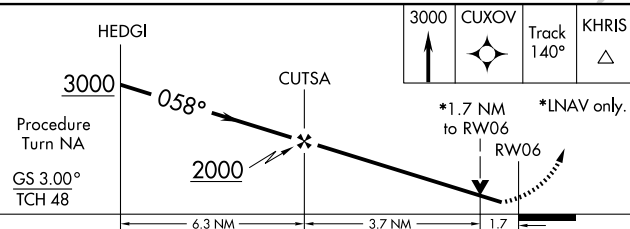
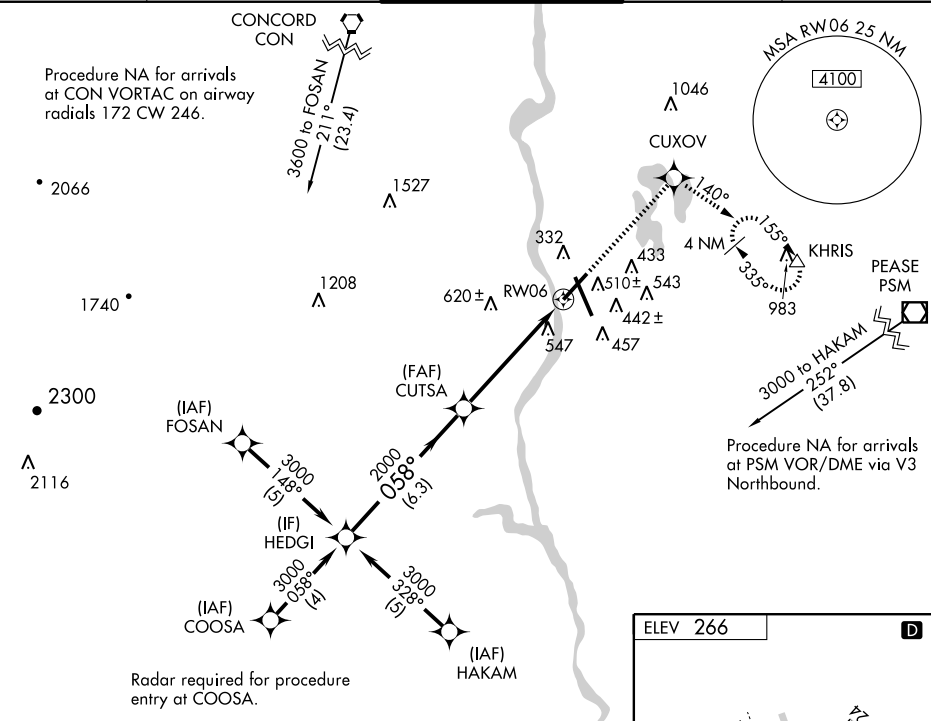
RNAV (GPS) RWY 6 MANCHESTER (MHT)

WAAS CH 58214 W06A	APP CRS 058°	Rwy Ldg TDZE Apt Elev	7208 224 266
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat. C and D visibilities ¼ mile, and Circling Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct CUXOV and via track 140° to KHRIS and hold, continue climb-in-hold to 3000.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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CATEGORY	A	B	C	D
LPV DA	493/50 269 (300-1)			
LNAV/ VNAV DA	871-2¼ 647 (700-2¼)			
LNAV MDA	800/50 576 (600-1)	800-1½ 576 (600-1½)	800-1¾ 576 (600-1¾)	
CIRCLING	880-1 614 (700-1)	880-1¾ 614 (700-1¾)	900-2 634 (700-2)	

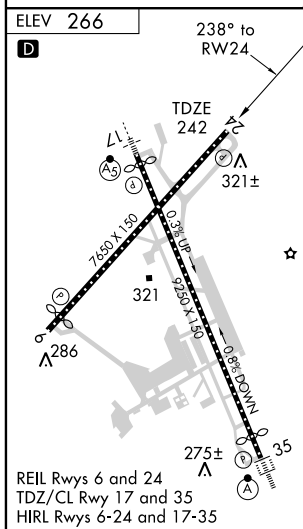
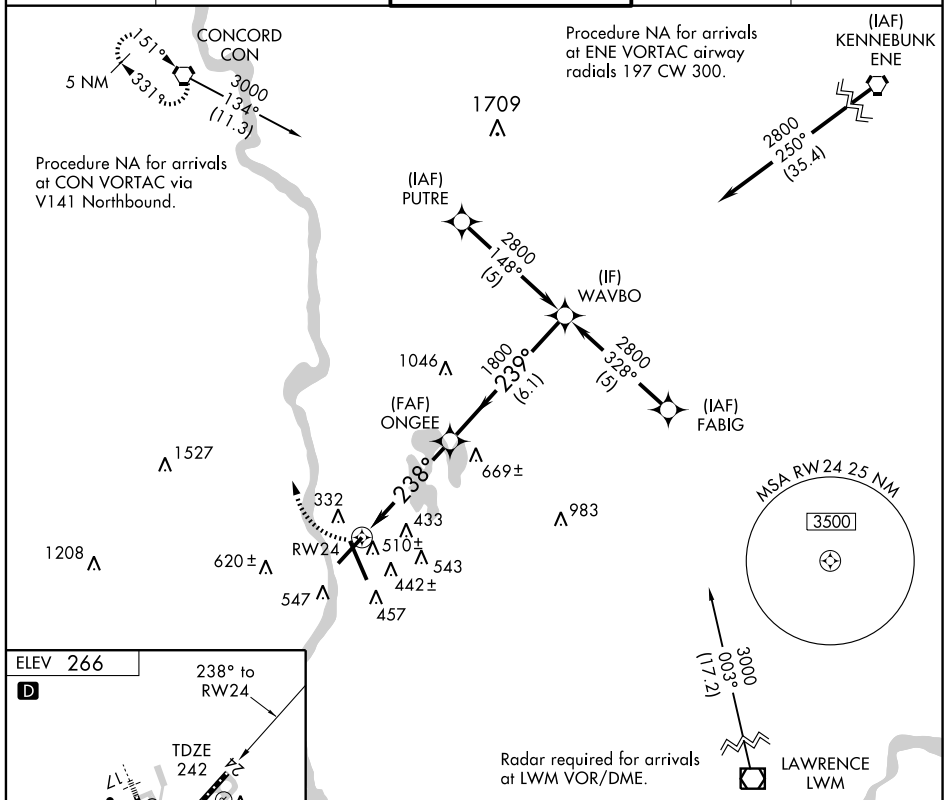
RNAV (GPS) RWY 24 MANCHESTER (MHT)

APP CRS 238°	Rwy Idg TDZE Apt Elev	6850 242 266
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▼ DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5000 direct CON VORTAC and hold, continue climb-in-hold to 5000.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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	5000	CON		WAVBO	2800
			ONGEE	239°	Procedure Turn NA
	RW24	238°	1800		
			3.04°		
	4.7 NM		6.1 NM		
CATEGORY	A	B	C	D	
LNAV MDA	880/50	638 (700-1)	880-1¼ 638 (700-1¼)	880-2 638 (700-2)	
CIRCLING	880-1	614 (700-1)	880-1¼ 614 (700-1¼)	880-2 614 (700-2)	

NE-1, 08 APR 2010 to 06 MAY 2010

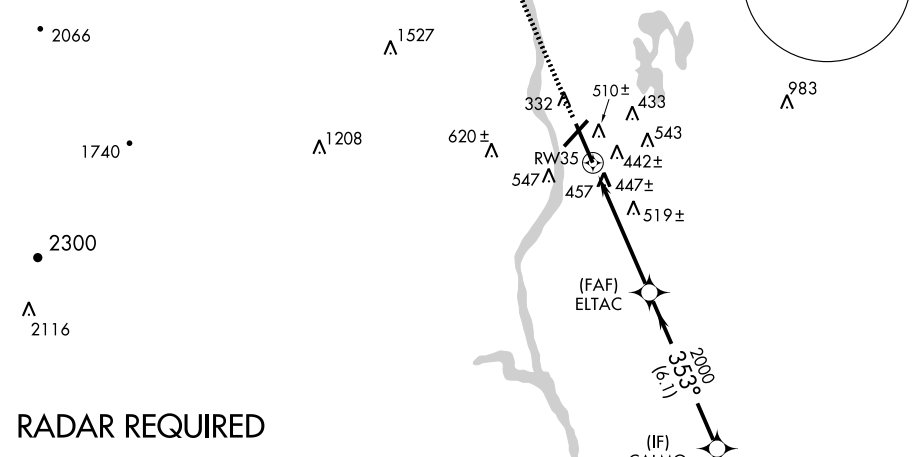
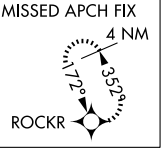
RNAV (GPS) RWY 35 MANCHESTER (MHT)

WAAS CH 99614 W35A	APP CRS 353°	Rwy ldg TDZE Apt Elev	7650 265 266
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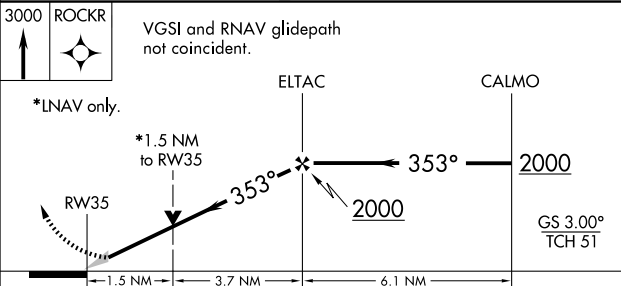
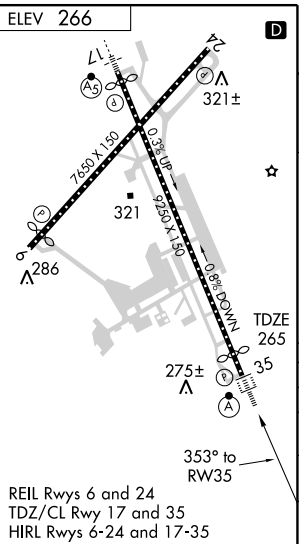
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use **▲** Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase Circling Cat. D visibility to 2¼ mile. For inoperative ALSF-2, increase LNAV Cats A, B visibility to RVR 5000. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

MISSED APPROACH:
Climb to 3000 direct ROCKR and hold.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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RADAR REQUIRED




CATEGORY	A	B	C	D
LPV DA	465/24 200 (200-1)			
LNAV/VNAV DA	739/60 474 (500-1¼)			
LNAV MDA	820/24	555 (600-½)	820/50 555 (600-1)	820/60 555 (600-1¼)
CIRCLING	880-1	614 (700-1)	880-1¾ 614 (700-1¾)	900-2 634 (700-2)

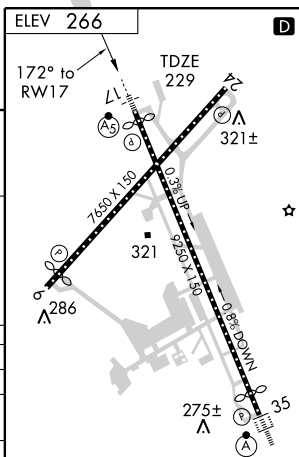
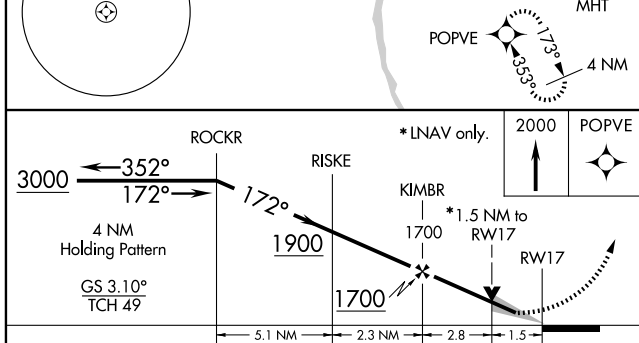
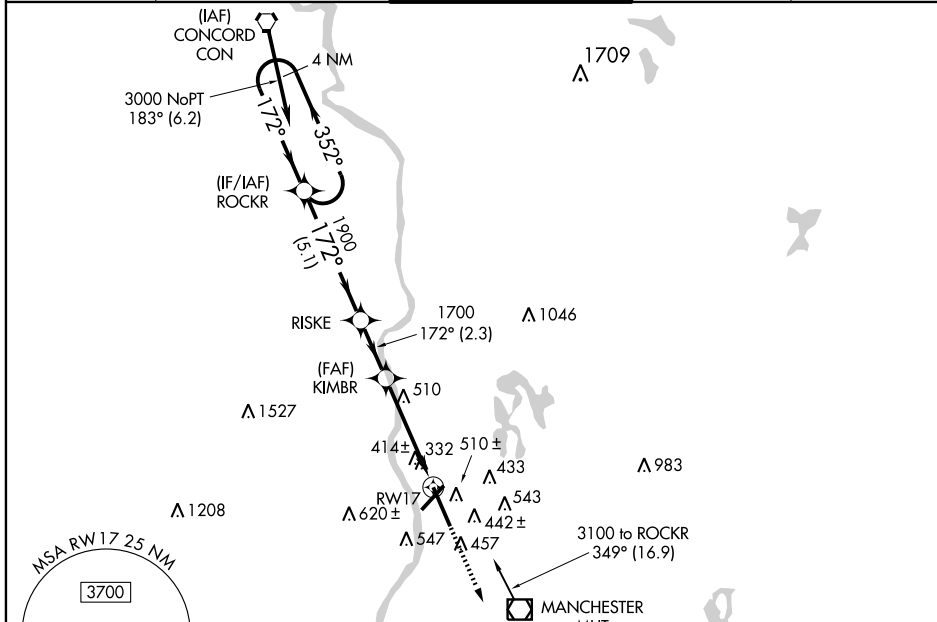
RNAV (GPS) Y RWY 17 MANCHESTER (MHT)

WAAS CH 93807	APP CRS 172°	Rwy Idg TDZE Apt Elev	8914 229 266
W17A			

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boire Field altimeter setting and increase LPV DA to 461, LNAV/VNAV DA to 804, and all MDA 40 feet. Baro-VNAV and VDP NA when using Boire Field altimeter setting.

MALSRL

MISSED APPROACH:
 Climb to 2000 direct POPVE and hold.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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CATEGORY	A	B	C	D
LPV DA		429/24	200 (200-½)	
LNAV/VNAV DA		772-1½	543 (600-1½)	
LNAV MDA	760/24	531 (500-½)	760/50 531 (500-1)	760/60 531 (500-1½)
CIRCLING	880-1	614 (700-1)	880-1¾ 614 (700-1¾)	880-2 614 (700-2)

REIL Rwy 6 and 24
 TDZ/CL Rwy 17 and 35
 HIRL Rwy 6-24 and 17-35


NE-1, 08 APR 2010 to 06 MAY 2010

RNAV (RNP) Z RWY 17

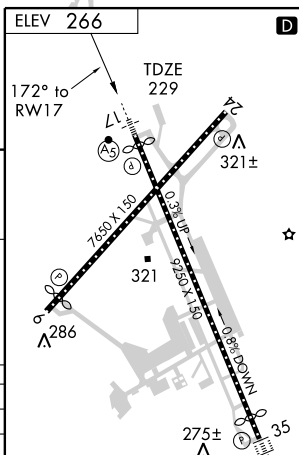
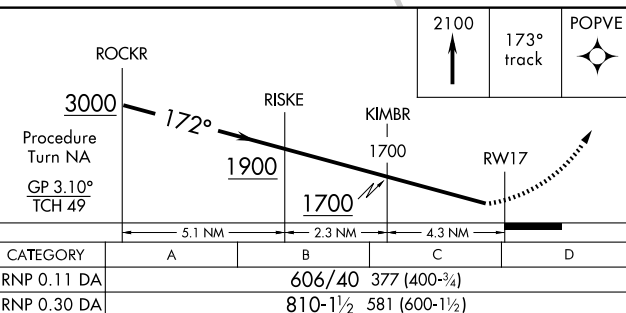
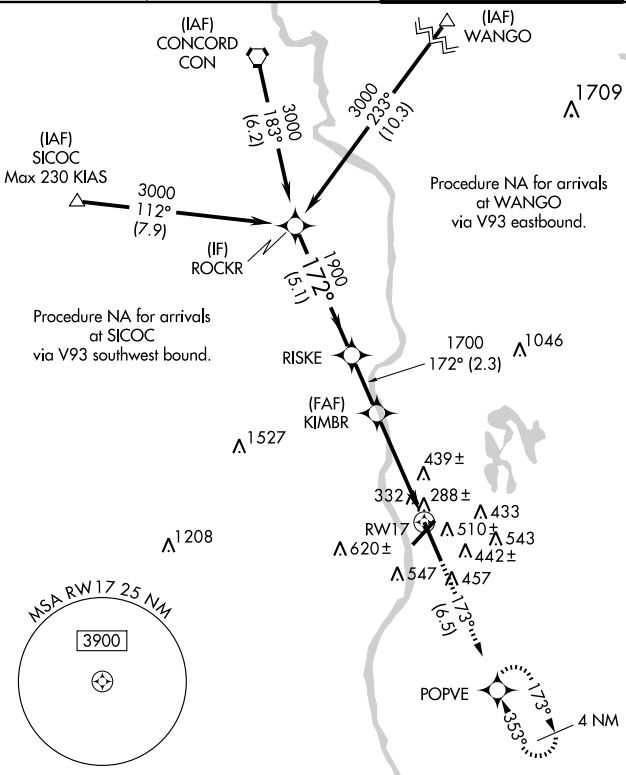
MANCHESTER (MHT)

APP CRS	Rwy Idg	8914
172°	TDZE	229
	Apt Elev	266

NA For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 38°C (100°F). GPS Required. For inoperative MALSR, increase RNP 0.11 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH:
 Climb to 2100 via 173° track to POPVE and hold.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwy 6-24 and 17-35

NE-1, 08 APR 2010 to 06 MAY 2010

VOR/DME or GPS RWY 17 MANCHESTER (MHT)

VORTAC CON 112.9 Chan 76	APP CRS 175°	Rwy Idg TDZE Apt Elev 8914 229 242
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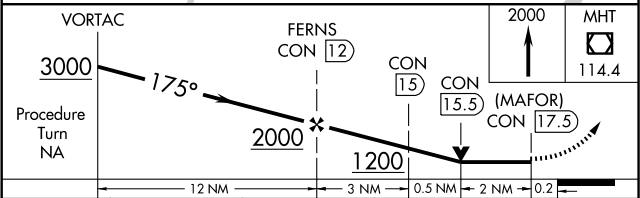
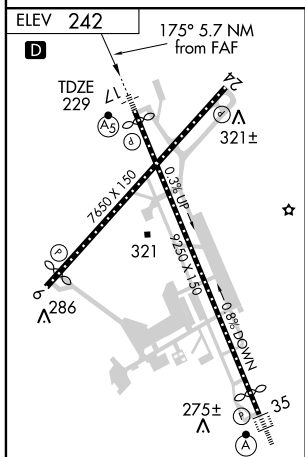
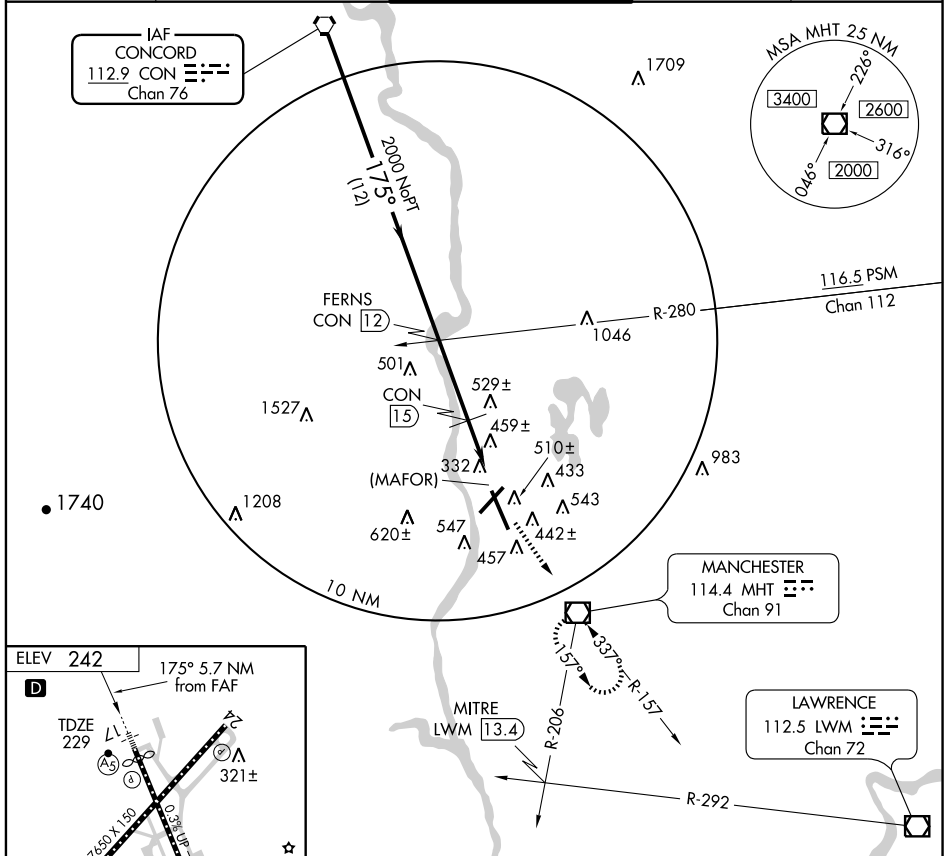
MALSR



MISSED APPROACH: Climb to 2000 direct to MHT VOR/DME and hold.

Inoperative table does not apply.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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CATEGORY	A	B	C	D
S-17	1000-50 771 (800-1)	1000-60 771 (800-1¼)	1000-2¼ 771 (800-2¼)	1000-2½ 771 (800-2½)
CIRCLING	1000-1 734 (800-1)	1000-1¼ 734 (800-1¼)	1000-2¼ 734 (800-2¼)	1000-2½ 734 (800-2½)

REIL Rws 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rws 6-24 and 17-35

VOR RWY 35 MANCHESTER (MHT)

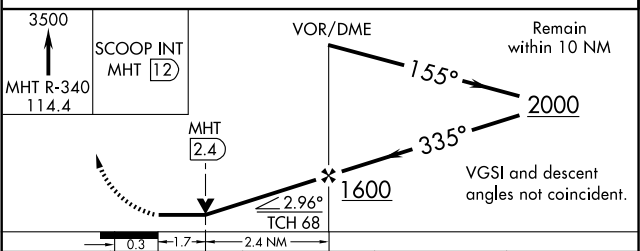
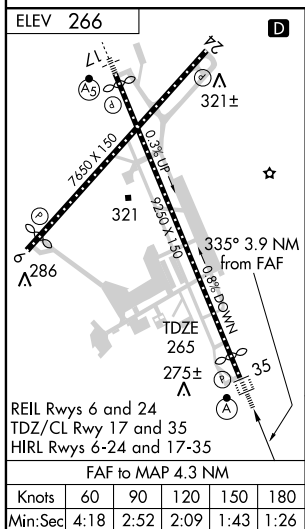
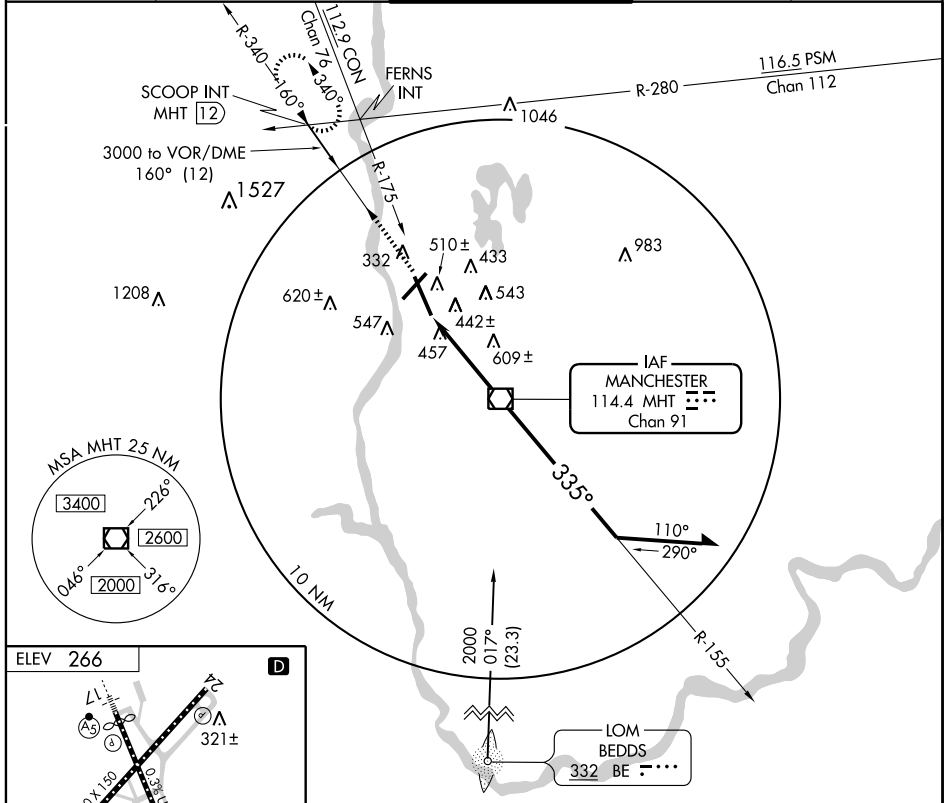
VOR/DME MHT 114.4 Chan 91	APP CRS 335°	Rwy Idg 7650 TDZE 265 Apt Elev 266
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▼ Inoperative table does not apply to CATs C and D.
Visibility reduction by helicopters NA. For inoperative ALSF-2, increase S-35 Cats A/B visibility to RVR 5000.



MISSED APPROACH: Climb to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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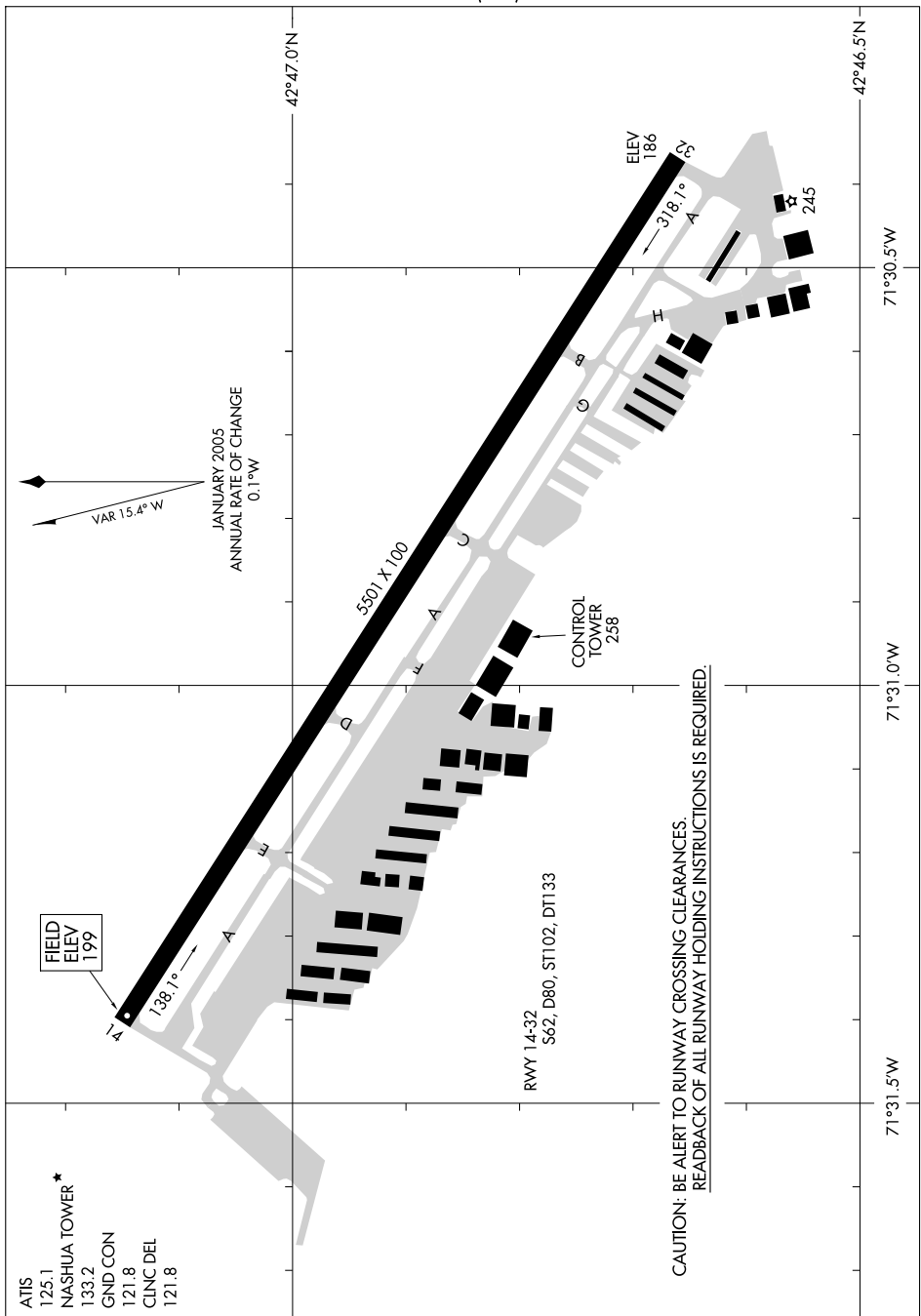
CATEGORY	A	B	C	D
S-35	860/40	595 (600-¾)	860-1½ 595 (600-1½)	860-1¾ 595 (600-1¾)
CIRCLING	880-1	614 (700-1)	880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1_08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-5036 (FAA)

NASHUA / BOIRE FIELD (ASH)
NASHUA, NEW HAMPSHIRE



VAR 15.4° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

ATIS
125.1
NASHUA TOWER *
133.2
GND CON
121.8
CLNC DEL
121.8

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

NE-1 - 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 14

NASHUA/BOIRE FIELD (ASH)

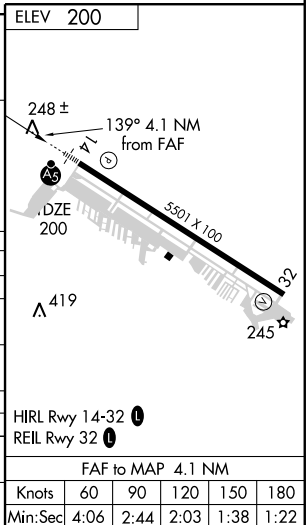
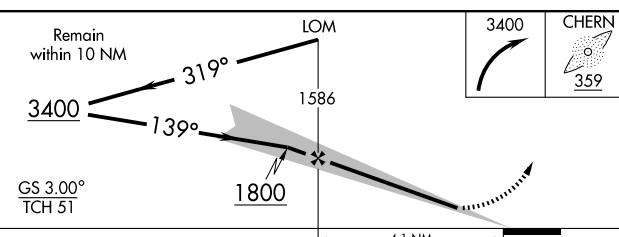
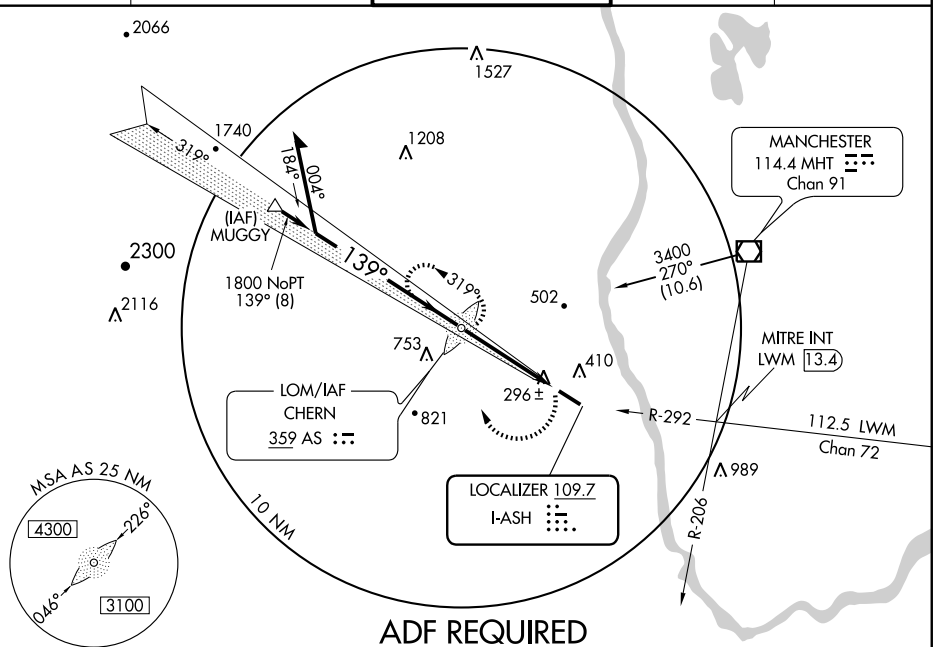
LOC I-ASH 109.7	APP CRS 139°	Rwy Idg TDZE Apt Elev	5501 200 200
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▼ When local altimeter not received, use Manchester altimeter setting.



MISSED APPROACH: Climbing right turn to 3400 direct CHERN LOM and hold.

ATIS 125.1	BOSTON APP CON 124.9 269.075	NASHUA TOWER ★ 133.2 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8
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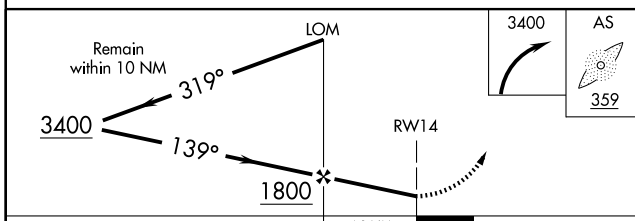
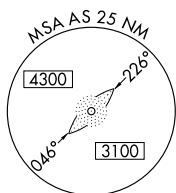
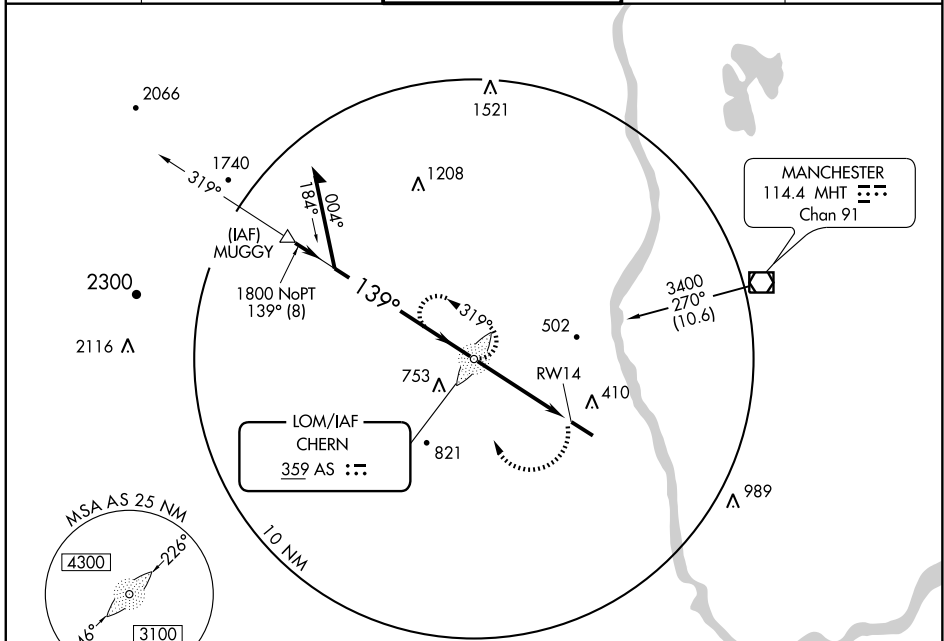
CATEGORY	A	B	C	D
S-ILS 14		400-½	200 (200-½)	
S-LOC 14		560-½	360 (400-½)	560-¾ 360 (400-¾)
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)
MANCHESTER ALTIMETER SETTINGS MINIMUMS				
S-ILS 14		428-½	228 (300-½)	
S-LOC 14		580-½	380 (400-½)	580-¾ 380 (400-¾)
CIRCLING	840-1 640 (700-1)	860-1 660 (700-1)	860-1¾ 660 (700-1¾)	860-2 660 (700-2)

NDB or GPS RWY 14

NASHUA/BOIRE FIELD (ASH)

LOM AS 359	APP CRS 139°	Rwy Idg TDZE Apt Elev	5501 200 200
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NA When local altimeter not received, use Manchester altimeter setting.	MALSR	MISSED APPROACH: Climbing right turn to 3400 direct AS LOM and hold.		
		ATIS 125.1	BOSTON APP CON 124.9 269.075	NASHUA TOWER ★ 133.2 (CTAF) 0



ELEV 200

CATEGORY	A	B	C	D
S-14	840- $\frac{3}{4}$ 640 (700- $\frac{3}{4}$)		840-1 $\frac{1}{4}$ 640 (700-1 $\frac{1}{4}$)	840-1 $\frac{3}{4}$ 640 (700-1 $\frac{3}{4}$)
CIRCLING	840-1 640 (700-1)		840-1 $\frac{3}{4}$ 640 (700-1 $\frac{3}{4}$)	840-2 640 (700-2)
MANCHESTER ALTIMETER SETTING MINIMUMS				
S-14	860- $\frac{3}{4}$ 660 (700- $\frac{3}{4}$)		860-1 $\frac{1}{4}$ 660 (700-1 $\frac{1}{4}$)	860-1 $\frac{3}{4}$ 660 (700-1 $\frac{3}{4}$)
CIRCLING	860-1 660 (700-1)		860-1 $\frac{3}{4}$ 660 (700-1 $\frac{3}{4}$)	860-2 660 (700-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 32

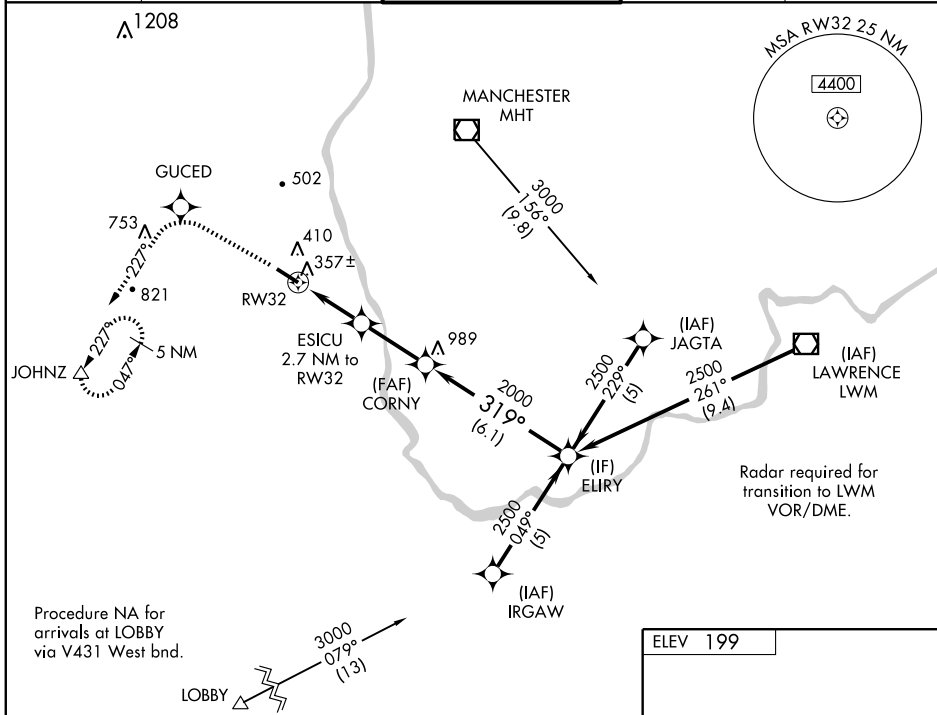
NASHUA/BOIRE FIELD (ASH)

WAAS CH 86402 W32A	APP CRS 319°	Rwy ldg TDZE Apt Elev 5501 192 199
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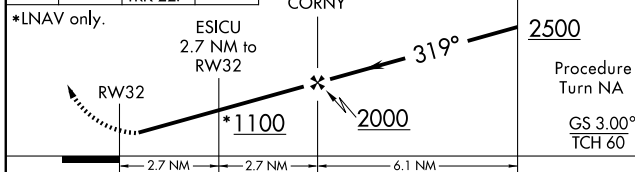
▼ Baro-VNAV NA when using Manchester altimeter setting. If local altimeter setting not received, use Manchester altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct GUCED and left turn via 227° track to JOHNZ and hold, continue climb-in-hold to 3000.

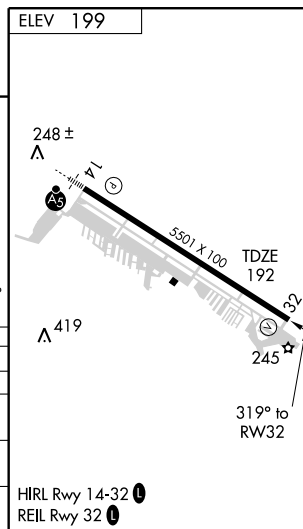
ATIS 125.1	BOSTON APP CON 124.9 269.075	NASHUA TOWER ★ 133.2 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8
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3000 ↑	GUCED ✧	JOHNZ △	VGSI and RNAV glidepath not coincident.
TRK 227°			



CATEGORY	A	B	C	D
LPV DA		528-1¼	336 (400-1¼)	
LNAV/VNAV DA		617-1½	425 (500-1½)	
LNAV MDA	660-1	468 (500-1)	660-1¼ 468 (500-1¼)	660-1½ 468 (500-1½)
CIRCLING	800-1½	601 (700-1½)	820-1¾ 621 (700-1¾)	820-2 621 (700-2)



VOR or GPS-A

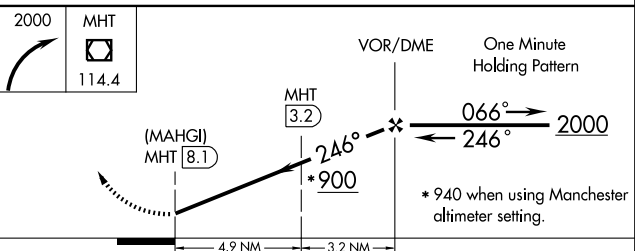
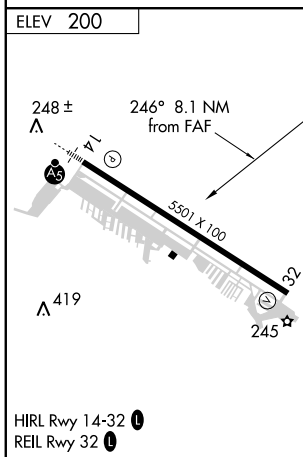
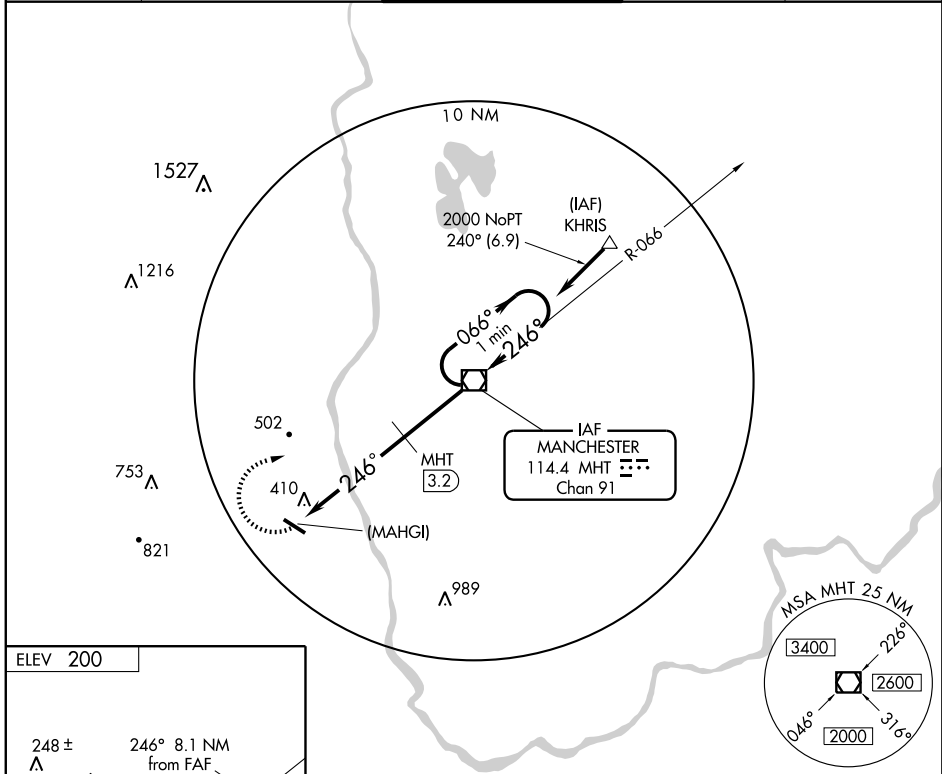
NASHUA/ BOIRE FIELD (ASH)

VOR/DME MHT 114.4 Chan 91	APP CRS 246°	Rwy Idg TDZE Apt Elev	N/A N/A 200
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▼ When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and CAT C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct MHT VOR/DME and hold.

ATIS 125.1	BOSTON APP CON 124.9 269.075	NASHUA TOWER ★ 133.2 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8
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FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

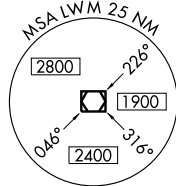
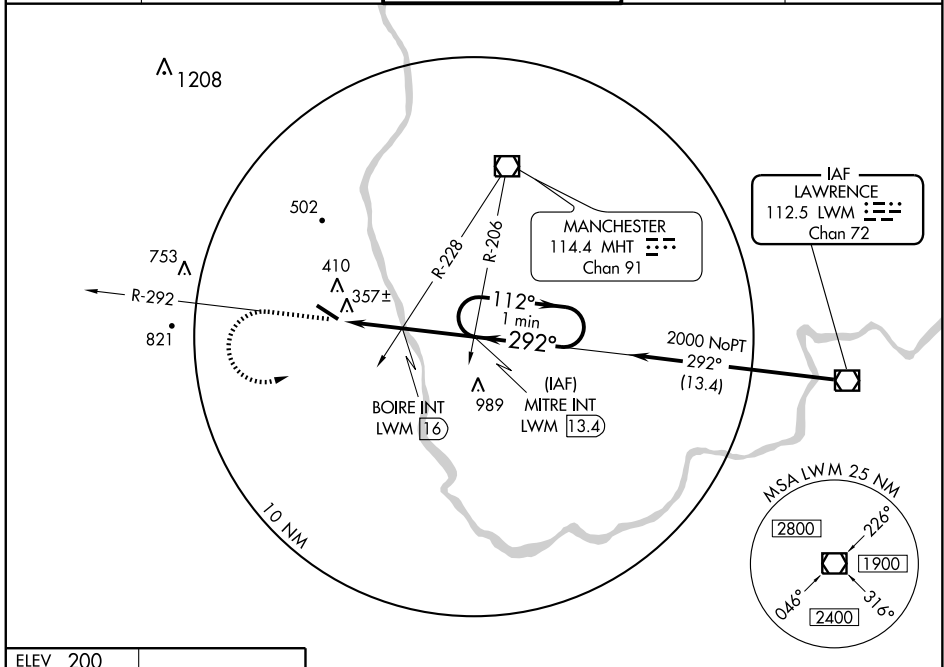
	DME MINIMUMS			
CIRCLING	800-1	840-1	840-1¾	840-2
	600 (600-1)	640 (700-1)	640 (700-1¾)	640 (700-2)

VOR/DME LWM	APP CRS	Rwy Idg TDZE	5501
112.5	292°	Apt Elev	193
Chan 72			200

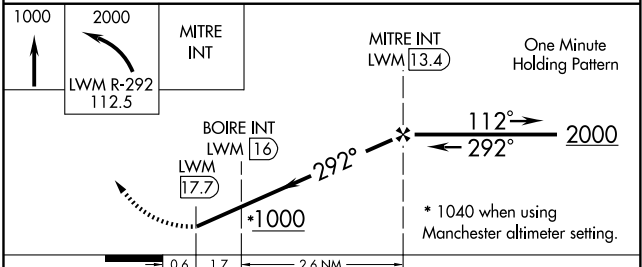
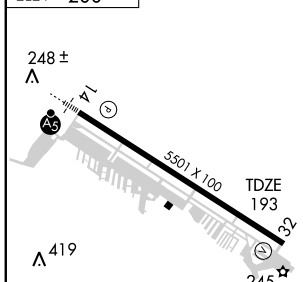
When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via LWM R-292 to MITRE Int and hold.

ATIS 125.1	BOSTON APP CON 124.9 269.075	NASHUA TOWER ★ 133.2 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8
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ELEV 200



HIRL Rwy 14-32
REIL Rwy 32

CATEGORY	A	B	C	D
S-32	1000-1 807 (800-1)	1000-1¼ 807 (800-1¼)	1000-2¼ 807 (800-2¼)	1000-2½ 807 (800-2½)
CIRCLING	1000-1 800 (800-1)	1000-1¼ 800 (800-1¼)	1000-2¼ 800 (800-2¼)	1000-2½ 800 (800-2½)

BOIRE INT MINIMUMS

	S-32	620-1 427 (500-1)	620-1¼ 427 (500-1¼)	620-1½ 427 (500-1½)
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)

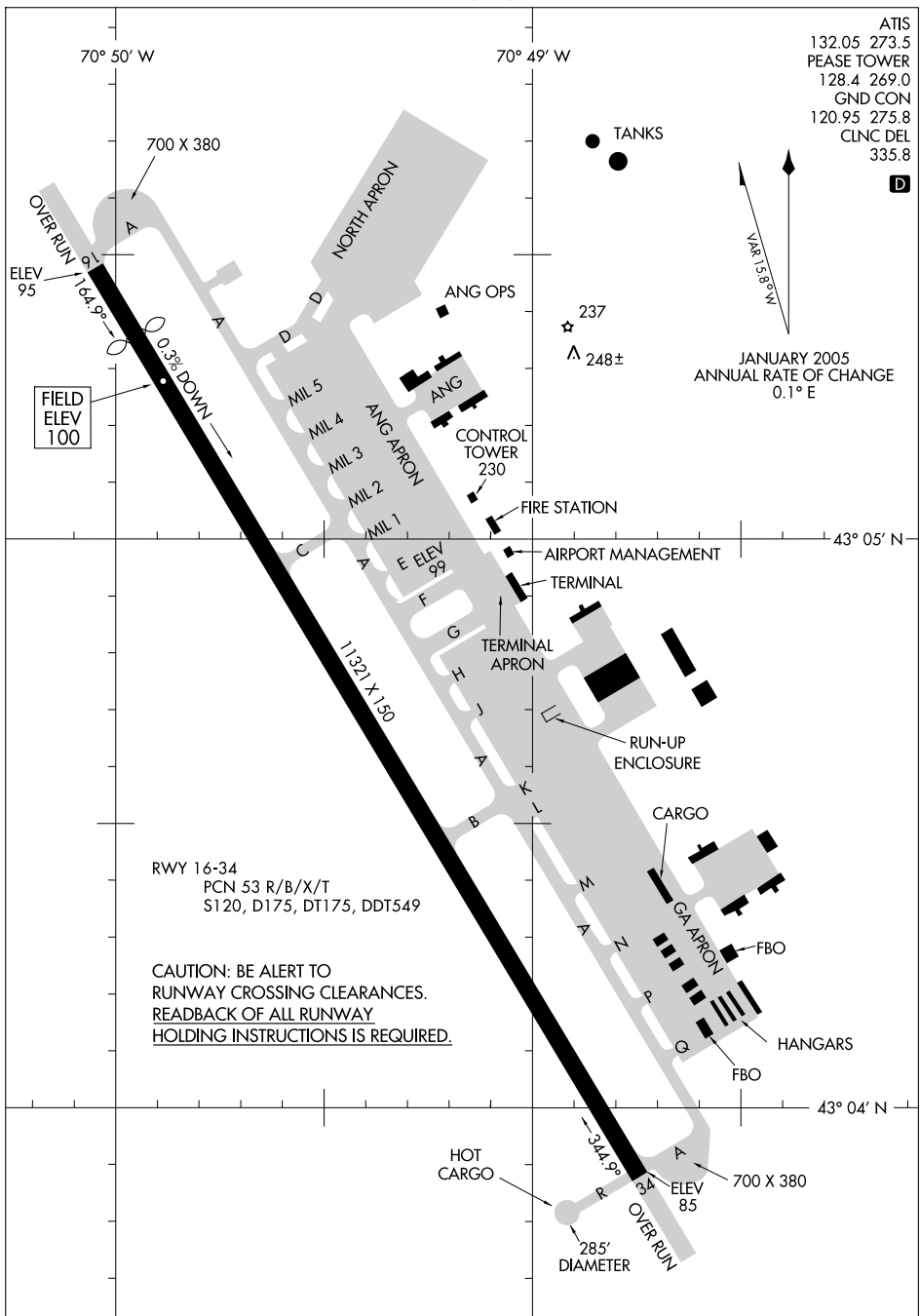
FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

AIRPORT DIAGRAM

AL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE



NE-1 - 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

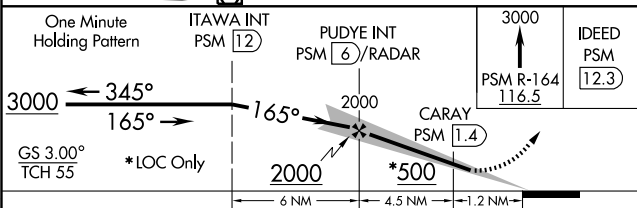
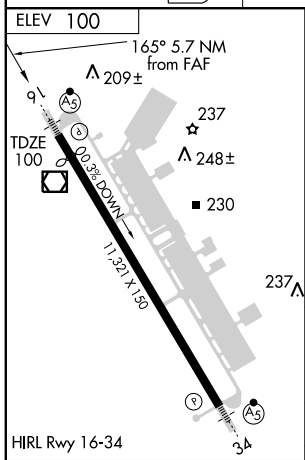
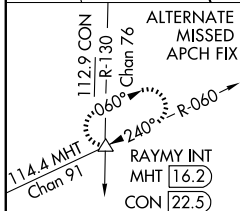
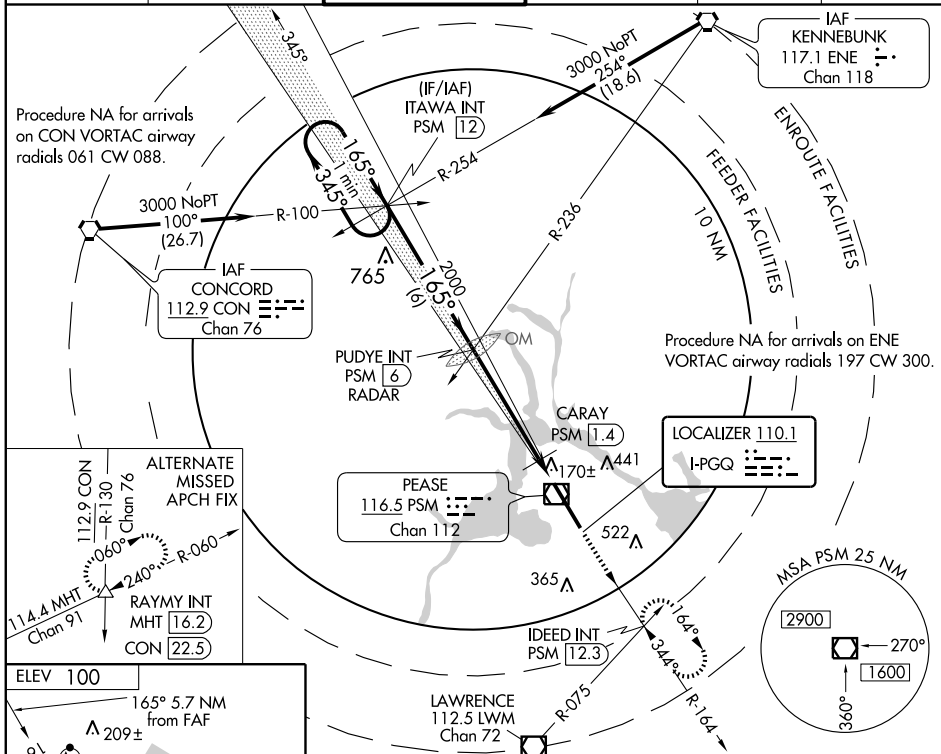
LOC I-PGQ 110.1	APP CRS 165°	Rwy Idg 10518
		TDZE 100
		Apt Elev 100

ASR Circling NA east of Rwy 16-34. For inoperative MALSR, increase S-ILS 16 Cat E visibility to RVR 4000 and S-LOC 16 Cat E visibility to 1½. CARAY FIX MINIMUMS: For inoperative MALSR, increase S-LOC 16 Cat D and E visibility to RVR 5000.



MISSED APPROACH: Climb to 3000 via PSM VOR/DME R-164 to IDEED Int/PSM 12.3 DME and hold.

ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PEASE TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 16		** 300/24 200 (200-½)			
S-LOC 16	500/24	400 (400-½)		500/40 400 (400-¾)	500/50 400 (400-1)
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2	580 (600-2)
CARAY FIX MINIMUMS					
S-LOC 16	420/24	320 (400-1½)		420/40	320 (400-¾)
CIRCLING	480-1 380 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2	580 (600-2)

ILS or LOC RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

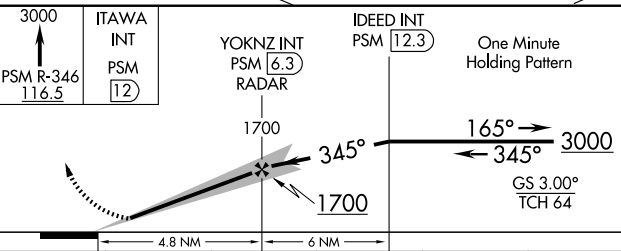
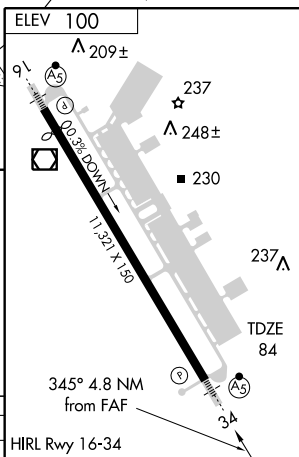
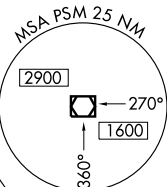
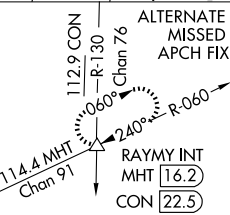
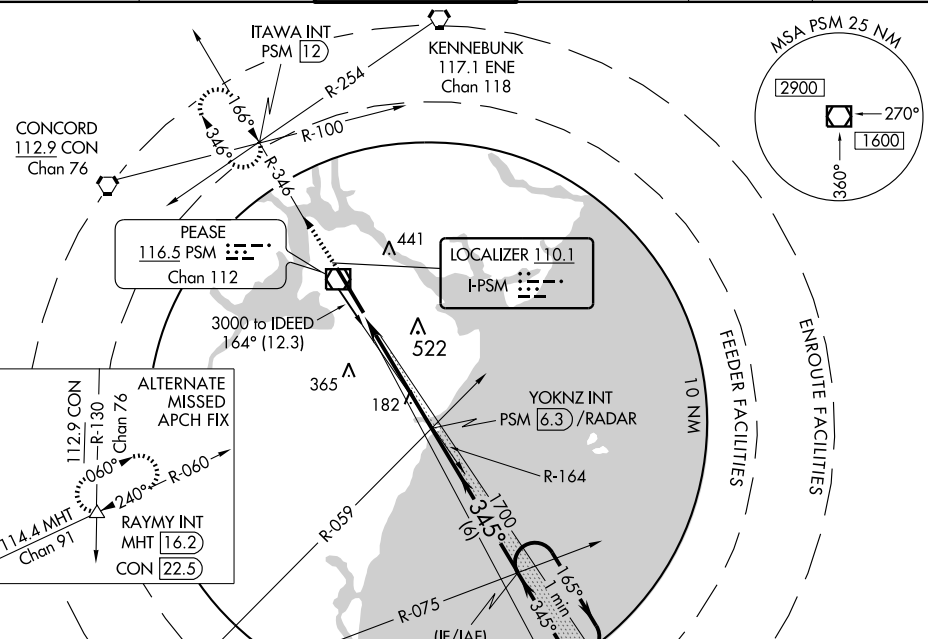
LOC I-PSM 110.1	APP CRS 345°	Rwy Idg 11321
		TDZE 84
		Apt Elev 100

ASR Circling NA east of Rwy 16-34.
For inoperative MALSR, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.

MALSR
AS

MISSED APPROACH: Climb to 3000 via PSM R-346 to ITAWA Int/PSM 12 DME and hold.

ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PEASE TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 34	284/24 200 (200-½)				
S-LOC 34	440/24 356 (400-½)		440/40 356 (400-¾)		
CIRCLING	480-1 380 (400-1)	560-1 460 (500-1)	560-1 ½ 460 (500-1 ½)	680-2	580 (600-2)

HIRL Rwy 16-34					
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36


NE-1, 08 APR 2010 to 06 MAY 2010


PEASE TWO DEPARTURE


SL-678 (FAA)


PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE


ATIS 132.05 273.5
CLNC DEL
335.8
GND CON
120.95 275.8
PEASE TOWER
128.4 269.0
BOSTON DEP CON
125.05 269.4

LEBANON
113.7 LEB 
Chan 84
N43°40.73' - W72°12.96'
L-32

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


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


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


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

PSM
1.5

GARDNER
110.6 GDM 
Chan 43
N42°32.76' - W72°03.49'
L-33-34, H-11-12

LAWRENCE
112.5 LWM 
Chan 72
N42°44.42' - W71°05.69'
L-33

SCUPP
N42°36.18'
W70°13.82' 
L-33, H-11-12

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

TAKE-OFF MINIMUMS:

Rwys 16 and 34 STANDARD.

NOTE: Rwy 16: DME Required. Turn to heading 220° is predicated on avoiding noise sensitive areas. Initiate turns as soon as practicable upon reaching 500' MSL, but no earlier than PSM 1.5 DME. PSM 1.5 DME intersects runway centerline 190' from departure end.

NOTE: Rwy 34: Cross departure end of runway at or above 10' AGL/105' MSL. Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb via 165° course, cross PSM 1.5 DME at or above 500', turn right heading 220° or as assigned by ATC for radar vectors to assigned route/navaid/fix, if unable to reach 500' or above by PSM 1.5 DME continue on 165° course, Thence

TAKE-OFF RUNWAY 34: Climb runway heading or as assigned by ATC for radar vectors to assigned route/navaid/fix, Thence

. . . . Maintain 3000' or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

NE-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

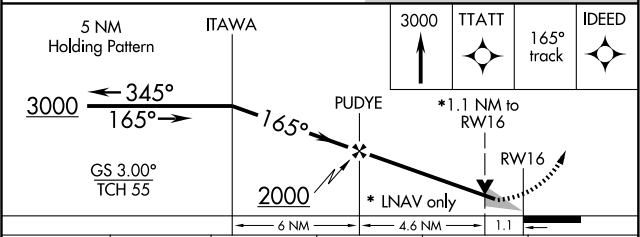
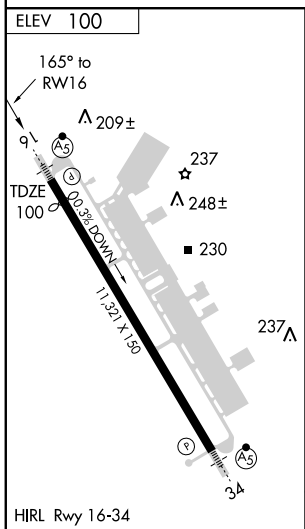
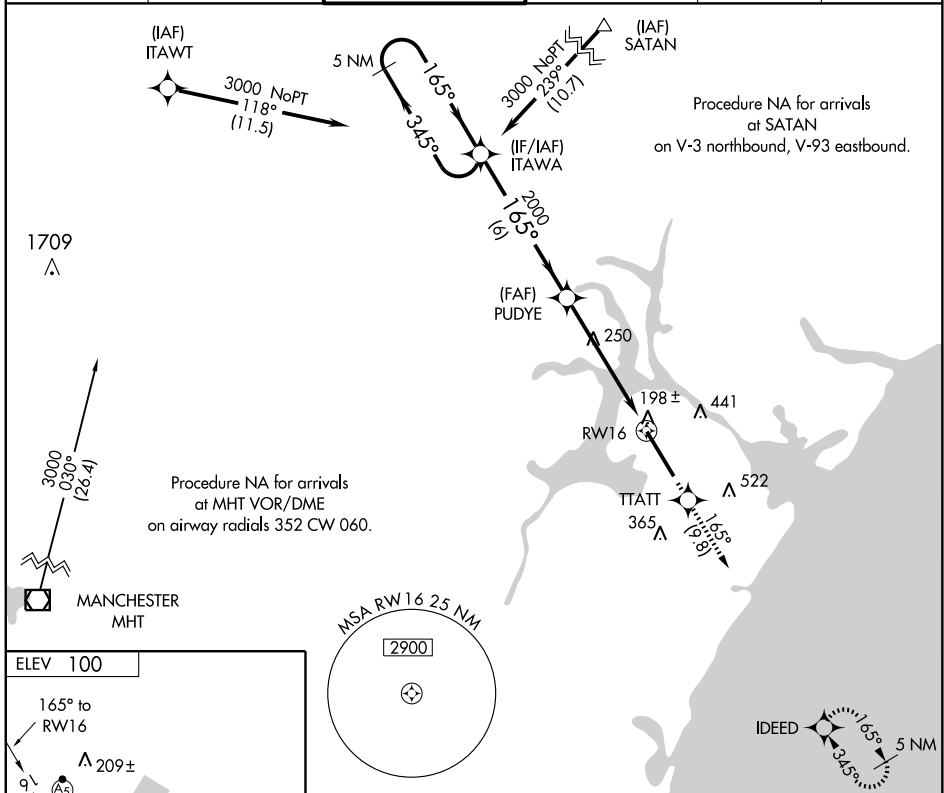
WAAS Ch 40012 W16A	APP CRS 165°	Rwy Idg TDZE Apt Elev	10518 100 100
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ASR Circling NA East of Rwy 16-34. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½. DME/DME RNP-0.3 NA. BARO-VNAV NA below -1.5C (5F).



MISSED APPROACH:
Climb to 3000 direct TTATT and via 165° track to IDEED and hold.

ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PEASE TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA		358/24		258 (300-½)	
LNAV/VNAV DA		452/40		352 (400-¾)	
LNAV MDA	500/24		400 (400-½)		500/50 400 (400-1)
CIRCLING	500-1¼	560-1¼	560-1½		
	400 (400-1¼)	460 (600-1¼)	460 (500-1½)	680-2 580 (600-2)	

RNAV (GPS) RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

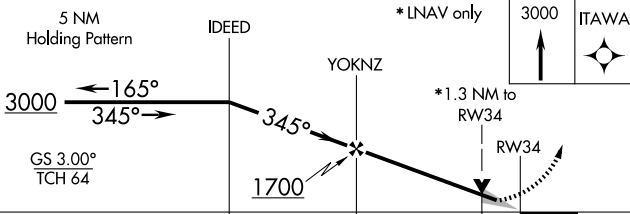
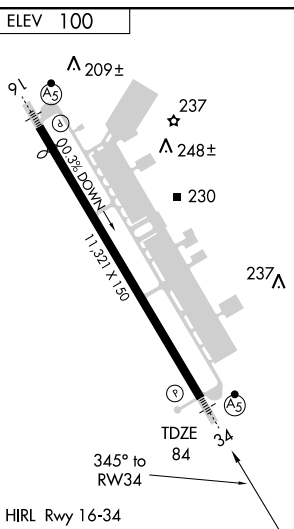
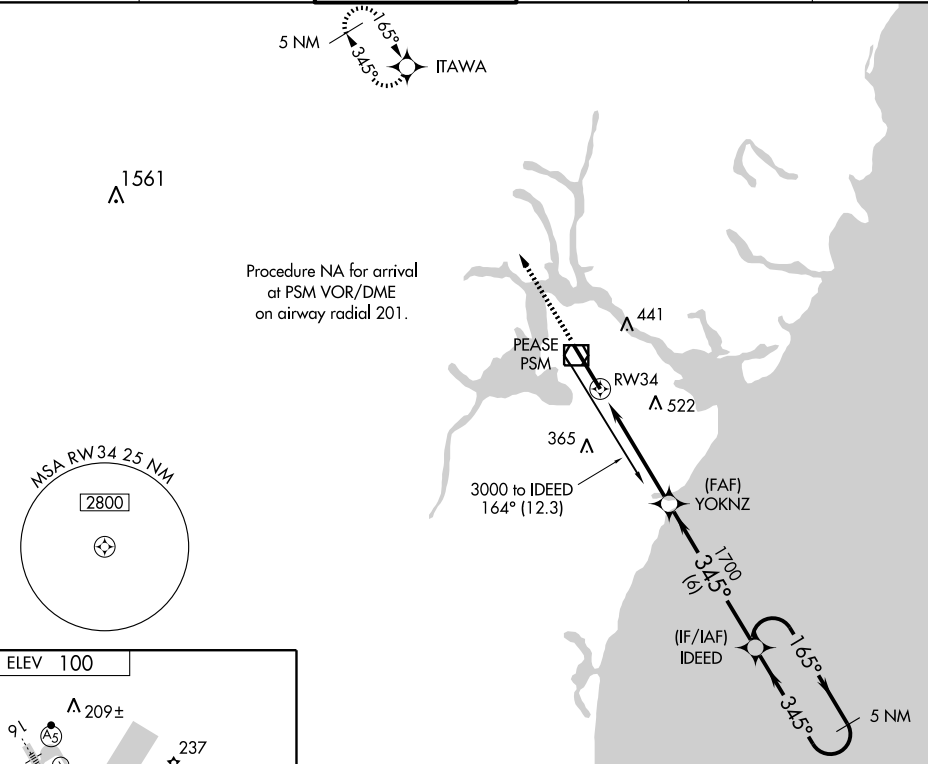
WAAS Ch 97323 W34A	APP CRS 345°	Rwy Idg TDZE Apt Elev	10518 84 100
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ASR Circling NA East of Rwy 16-34. For inoperative MALSR increase LPV visibility to 4000 all Cats, LNAV/VNAV visibility Cat E to 1½, and LNAV visibility Cat E visibility to 1¾. BARO-VNAV NA below -1.5C (5F). DME/DME RNP-0.3 NA.

MALSR
AS

MISSED APPROACH: Climb to 3000 direct ITAWA and hold.

ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PEASE TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8	UNICOM 122.95
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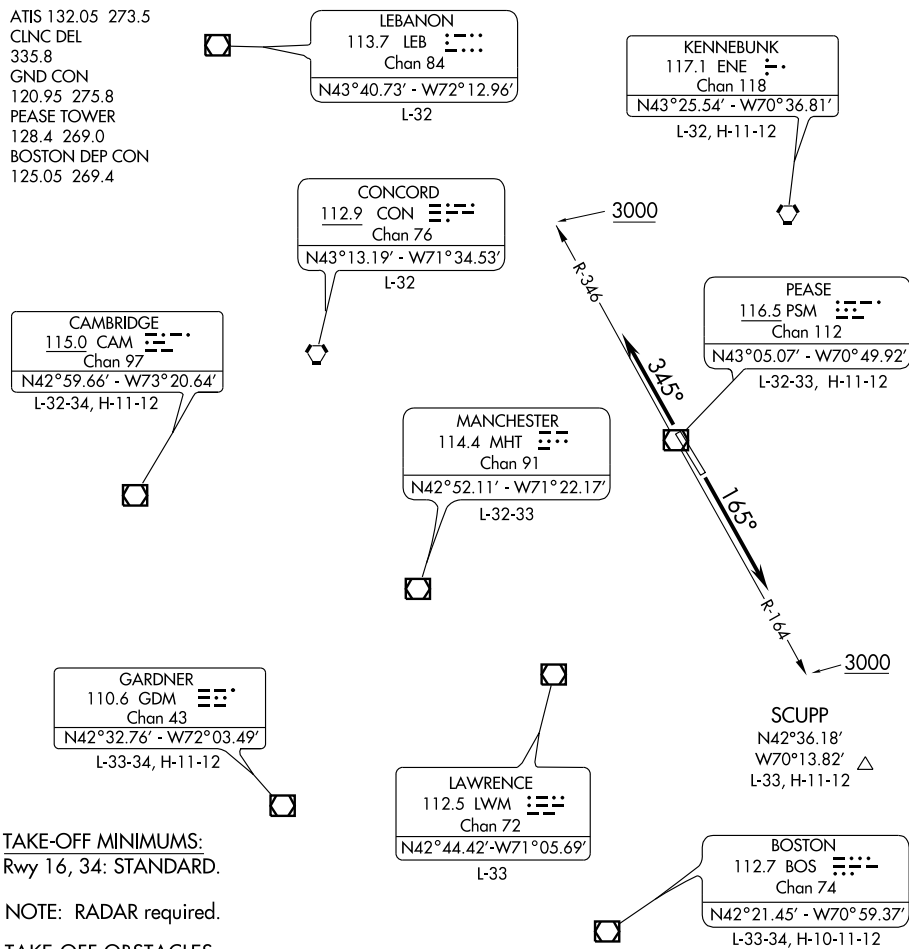
CATEGORY	A	B	C	D	E
LPV DA		349/24		265 (300-½)	
LNAV/VNAV DA		513/50		429 (500-1)	
LNAV MDA	560/24	476 (500-½)	560/40 476 (500-¾)	560/50 476 (500-1)	560/60 476 (500-1½)
CIRCLING	560-1½		460 (500-1½)		680-2 580 (600-2)

NE-1, 08 APR 2010 to 06 MAY 2010

TANKER ONE DEPARTURE

SL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE



TAKE-OFF MINIMUMS:
Rwy 16, 34: STANDARD.

NOTE: RADAR required.

TAKE-OFF OBSTACLES:
Rwy 34: Building 519' from DER, 439' right of centerline, 15' AGL/115' MSL.
Trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 165° to intercept PSM VOR/DME R-164 to 3000 or as assigned by ATC, Thence. . . .

TAKE-OFF RUNWAY 34: Climb heading 345° to intercept PSM VOR/DME R-346 to 3000 or as assigned by ATC, Thence. . . .

. . . . Expect radar vectors to assigned route/navaid/fix. Expect further clearance to filed altitude/flight level 5 minutes after departure.

NE-1, 08 APR 2010 to 06 MAY 2010

VOR/DME PSM 116.5 Chan 112	APP CRS 174°	Rwy Idg 10518 TDZE 101 Apt Elev 101
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VOR RWY 16

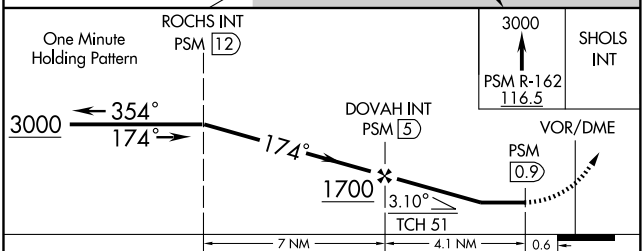
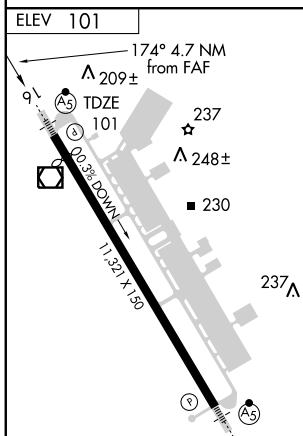
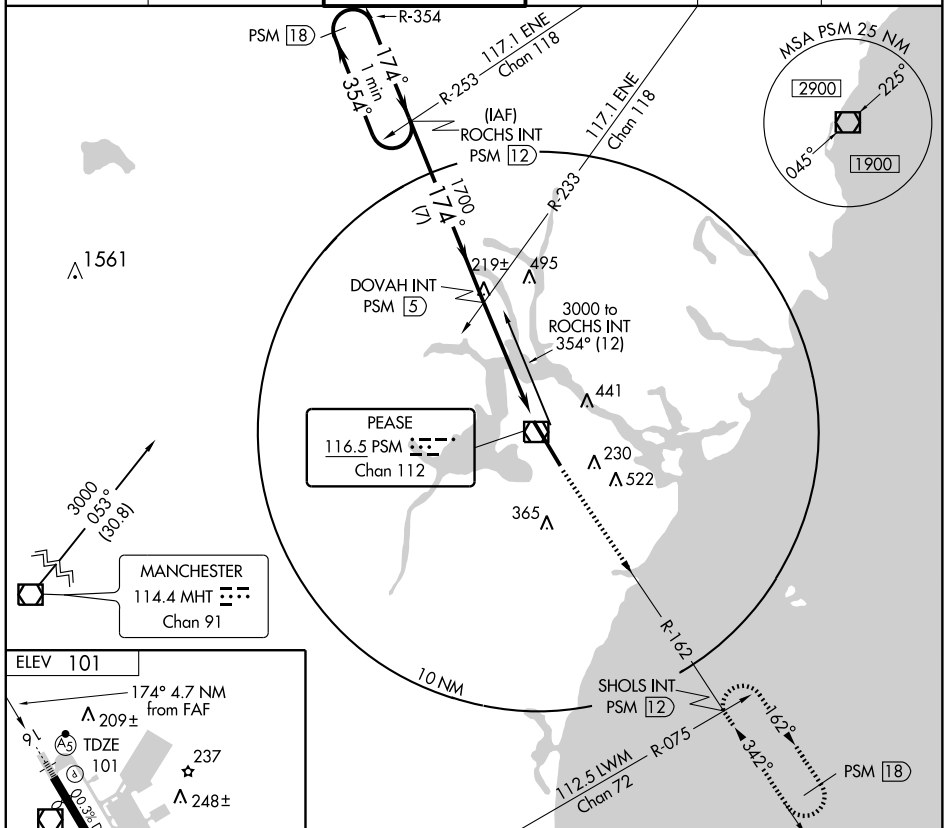
PORTSMOUTH INTL AT PEASE (PSM)

ASR Circling not authorized east of Rwy 16 and 34. For inoperative MALSRL, increase S-16 Cat D & E visibilities to 1¼.

MALSRL

MISSED APPROACH: Climb to 3000 via PSM R-162 to SHOLS Int/PSM 12 DME and hold.

ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PEASE TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8	UNICOM 122.95
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FAF to MAP 4.1 NM					
CATEGORY	A	B	C	D	E
S-16	460/24 359 (400-½)			460/50 359 (400-1)	
CIRCLING	480-1 379 (400-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	680-2 579 (600-2)	

VOR RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

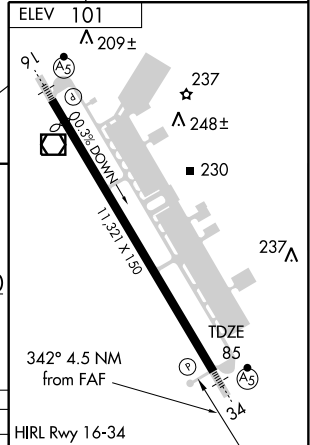
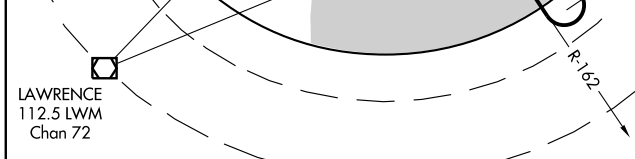
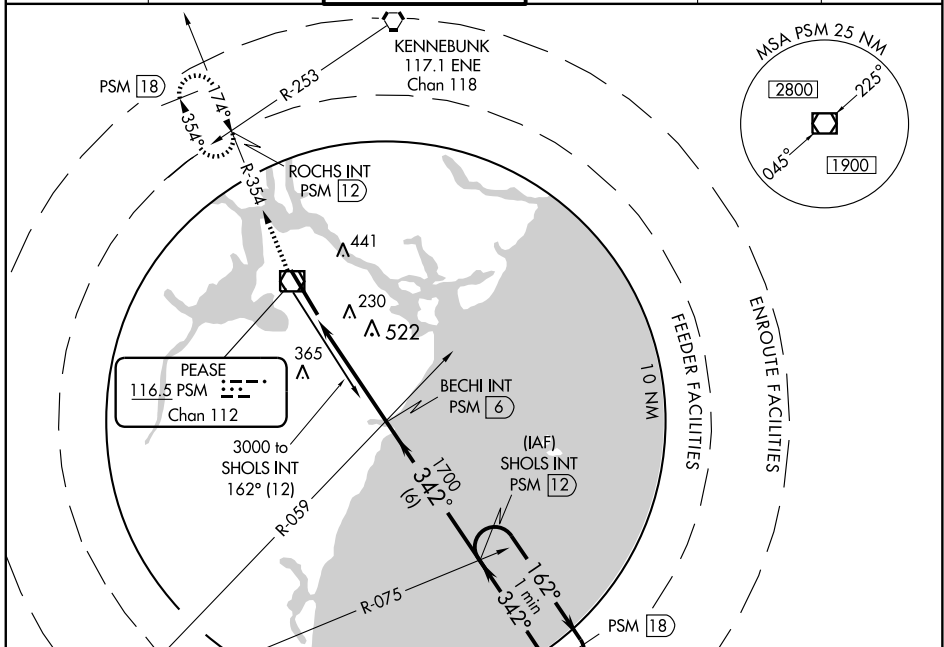
VOR/DME PSM 116.5 Chan 112	APP CRS 342°	Rwy Idg TDZE Apt Elev	11321 85 101
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ASR Circling not authorized east of Rwy 16 and 34.

MALSR (AS)

MISSED APPROACH: Climb to 3000 via PSM R-354 to ROCHS Int/PSM 12 DME and hold.

ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PEASE TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8	UNICOM 122.95
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	ROCHS INT	BECHI INT PSM 6	SHOLS INT PSM 12	One Minute Holding Pattern
3000	↑			
PSM R-354 116.5				
VOR/DME	PSM 1.5	PSM 2.9		
	1700		3000	
	1.4	3.1	6 NM	

CATEGORY	A	B	C	D	E
S-34	520/24	435 (500-½)	520/40 435 (500-¾)	520/50	435 (500-1)
CIRCLING	520-1 419 (500-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	680-2	579 (600-2)

HIRL Rwy 16-34					
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

LOM SF 349	APP CRS 251°	Rwy Idg TDZE Apt Elev	N/A N/A 322
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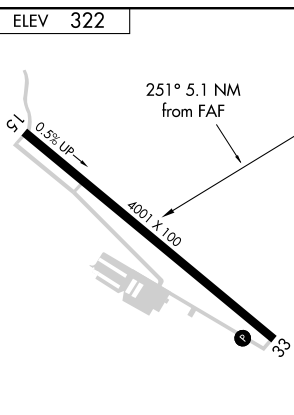
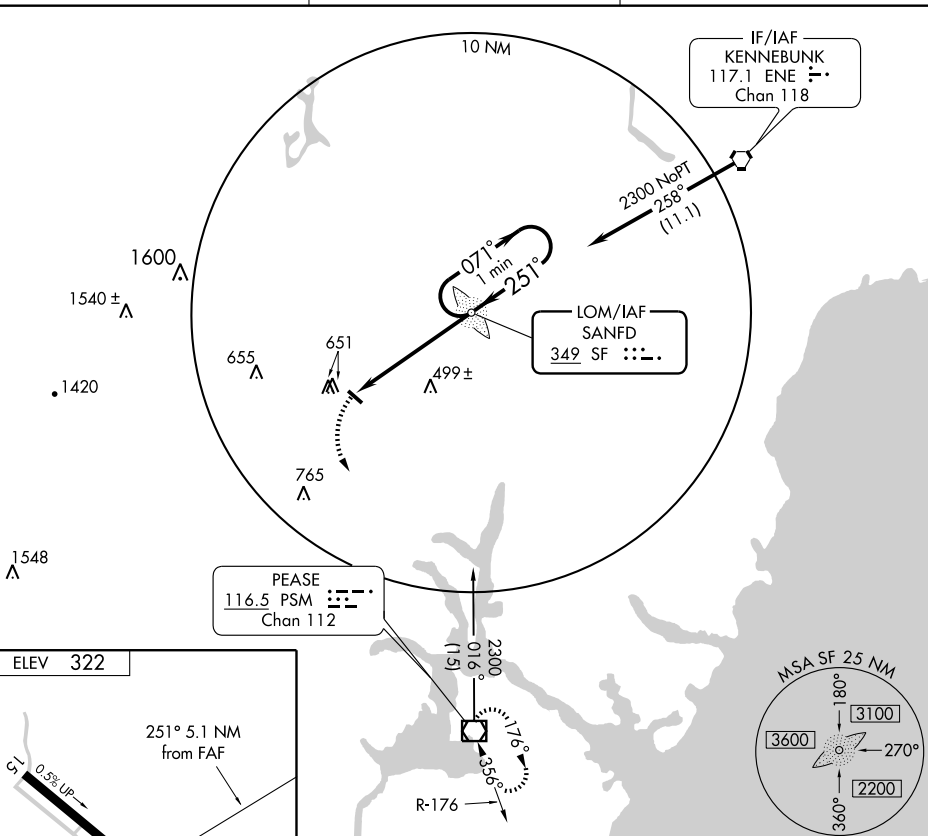
Visibility reduction by helicopters NA. When local altimeter setting not received, use Portsmouth altimeter setting and increase MDA 80 feet and visibility Cat. B/C ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct PSM VOR/DME and hold.

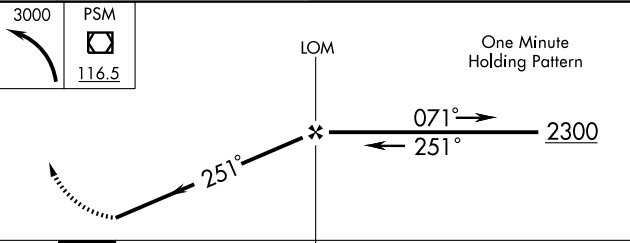
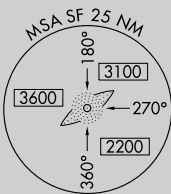
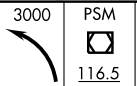
ASOS
135.275

BOSTON APP CON
125.05 269.4

UNICOM
122.7 (CTAF)



REIL Rwy 33
MIRL Rwy 15-33



FAF to MAP 5.1 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA
Min:Sec	5:06	3:24	2:33	2:02	1:42					

NDB RWY 33

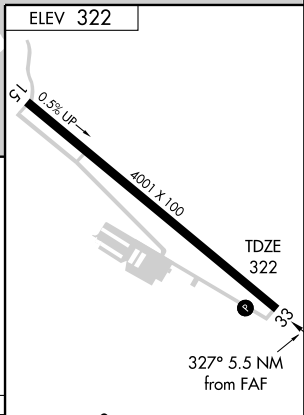
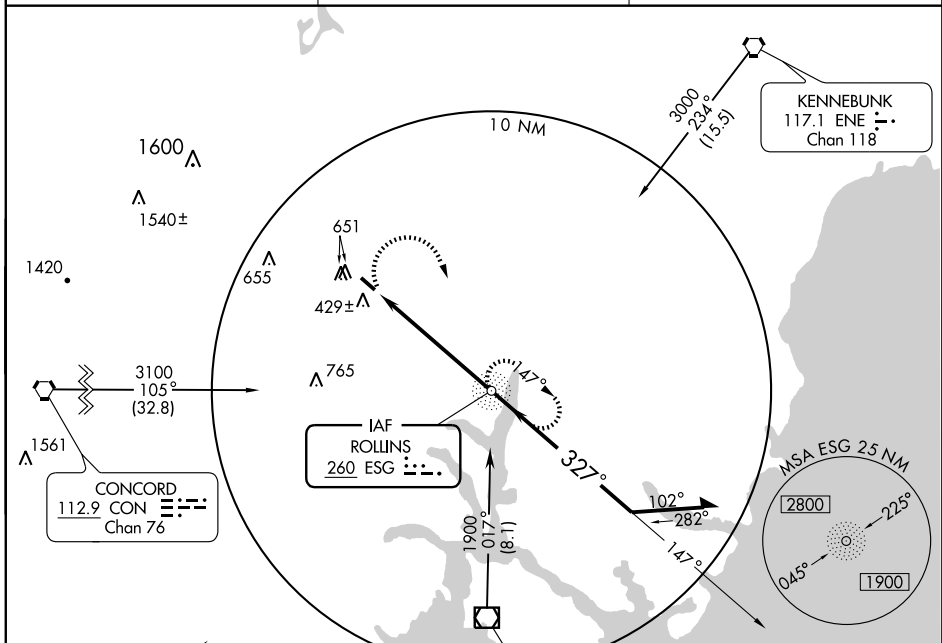
ROCHESTER/SKYHAVEN (DAW)

NDB ESG	APP CRS	Rwy Idg	4001
260	327°	TDZE	322
		Apt Elev	322

NA When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.

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

ASOS 135.275	BOSTON APP CON 125.05 269.4	UNICOM 122.7 (CTAF)
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1900	ESG	260	NDB	Remain within 10 NM
			147°	1900
			327°	1400
			5.5 NM	

CATEGORY	A	B	C	D
S-33	860-1 538 (600-1)		860-1½ 538 (600-1½)	NA
CIRCLING	1020-1 698 (700-1)		1020-2 698 (700-2)	NA

REIL Rwy 33				
MIRL Rwy 15-33				
FAF to MAP 5.5 NM				
Knots	60	90	120	150
Min:Sec	5:30	3:40	2:45	2:12
			1:50	

WAAS CH 72715 W33A	APP CRS 327°	Rwy ldg TDZE Apt Elev	4001 322 322
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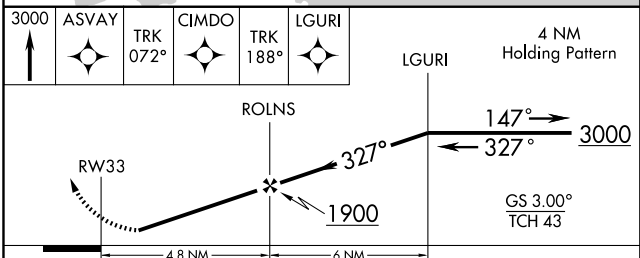
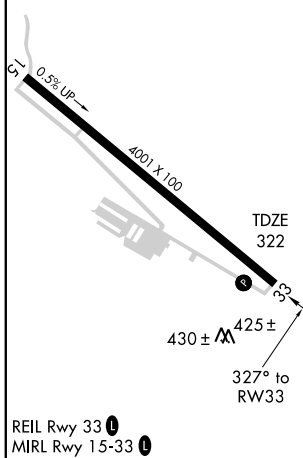
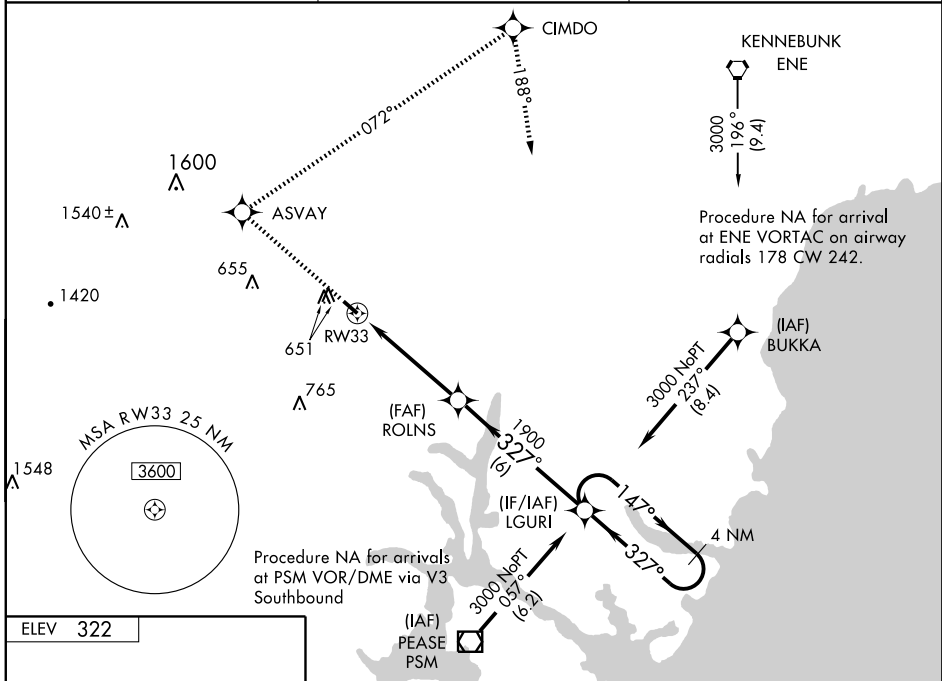
RNAV (GPS) RWY 33

ROCHESTER/ SKYHAVEN (D/W)

▼ Baro-VNAV NA when using Portsmouth altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Portsmouth altimeter setting and increase all DA 62 feet and all MDA 80 feet, and LPV all Cats, LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. B-C ¼ mile.

MISSED APPROACH: Climb to 3000 direct ASVAY and via track 072° to CIMDO and via track 188° to CIMDO and via track 188° to LGURI and hold.

ASOS 135.275	BOSTON APP CON 125.05 269.4	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	627-1 305 (400-1)			NA
LNAV/VNAV DA	695-1¼ 373 (400-1¼)			NA
LNAV MDA	860-1	538 (600-1)	860-1½ 538 (600-1½)	NA
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA

NE-1, 08 APR 2010 to 06 MAY 2010

VOR/DME PSM 116.5 Chan 112	APP CRS 356°	Rwy Idg TDZE Apt Elev N/A N/A 322
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VOR/DME-A

ROCHESTER/ SKYHAVEN (D/W)

When local altimeter not received, use Portsmouth altimeter setting and increase all MDA 80 feet, and Circling visibility Cat. B-C ¼ mile.

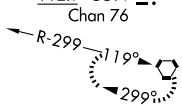
MISSED APPROACH: Climbing left turn to 3500 via heading 270° and CON VORTAC R-095 to CON VORTAC and hold.

ASOS
135,275

BOSTON APP CON
125,05 269.4

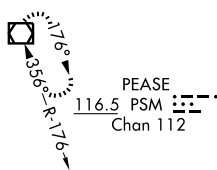
UNICOM
122.7 (CTAF)

MISSED APCH FIX
CONCORD
112.9 CON
Chan 76



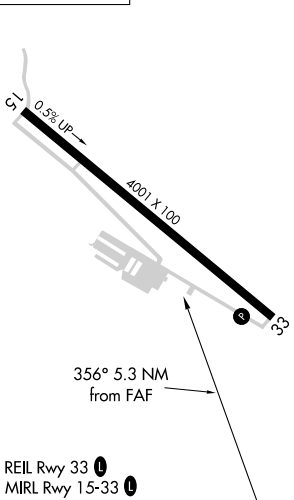
112.9 CON
Chan 76

ALTERNATE
MISSED APCH FIX

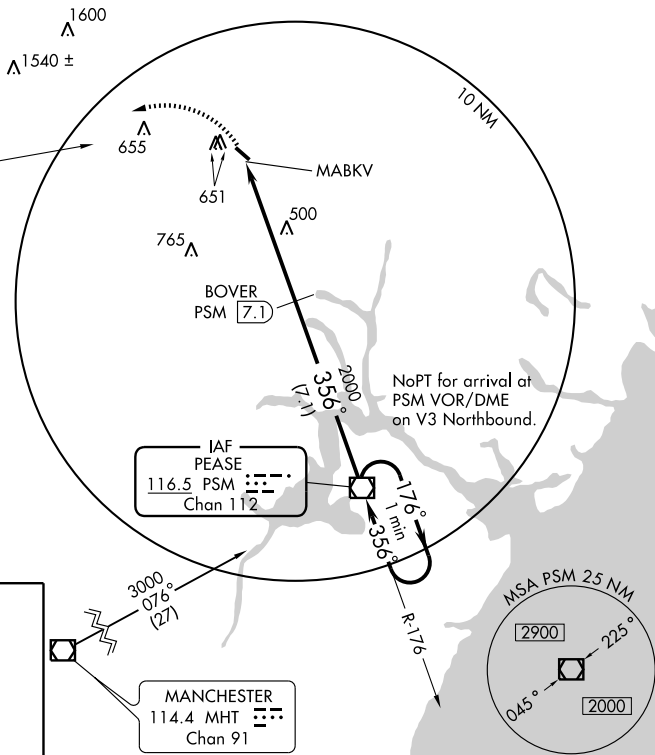


PEASE
116.5 PSM
Chan 112

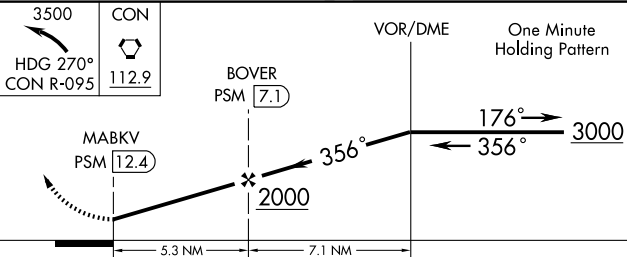
ELEV **322**



REIL Rwy 33
MIRL Rwy 15-33



NoPT for arrival at PSM VOR/DME on V3 Northbound.



CATEGORY	A	B	C	D
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA

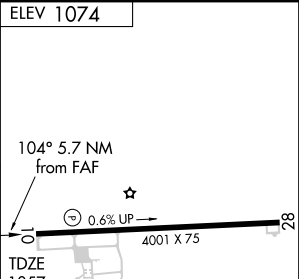
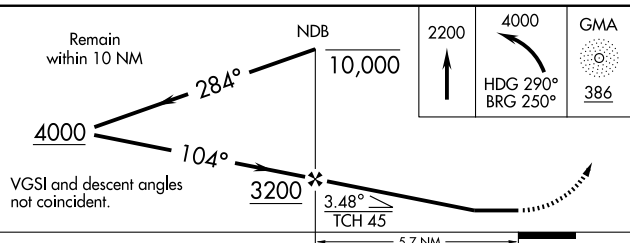
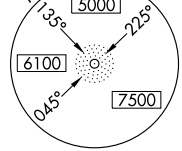
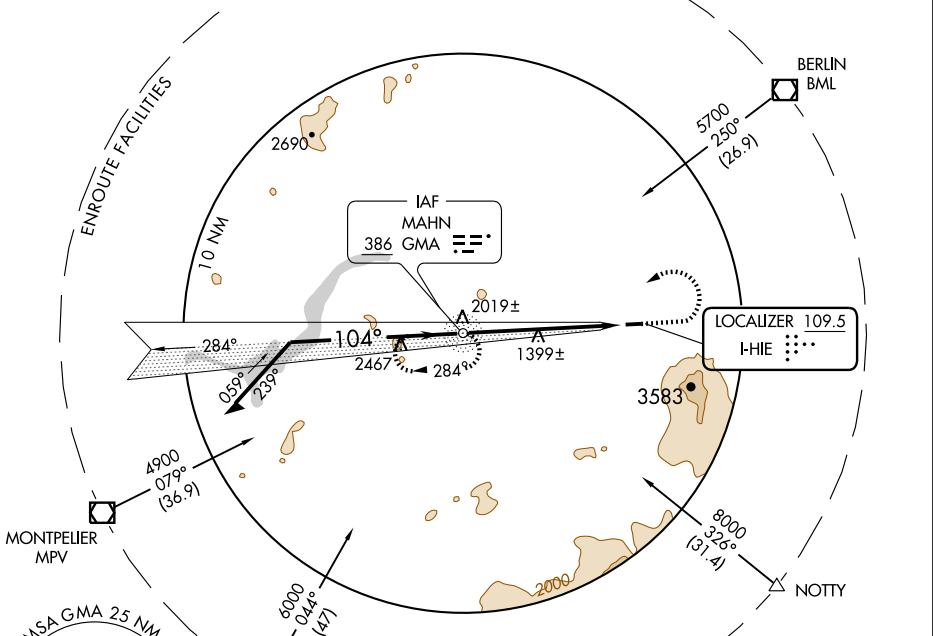
LOC/NDB RWY 10

WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

LOC I-HIE 109.5	APP CRS 104°	Rwy Idg TDZE Apt Elev 4001 1057 1074
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▼ Circling NA south of Rwy 10-28.
▲ NA MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 via heading 290° and bearing 250° to GMA NDB and hold.

ASOS 118.525	BOSTON CENTER 135.7 282.2	CLNC DEL 122.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-10	1740-1	683 (700-1)	1740-2 683 (700-2)	NA
CIRCLING	1740-1	666 (700-1)	1740-2 666 (700-2)	NA

REIL Rwy 28 0
MIRL Rwy 10-28 0

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1, 08 APR 2010 to 06 MAY 2010

APP CRS 104°	Rwy Idg TDZE Apt Elev	4001 1057 1074
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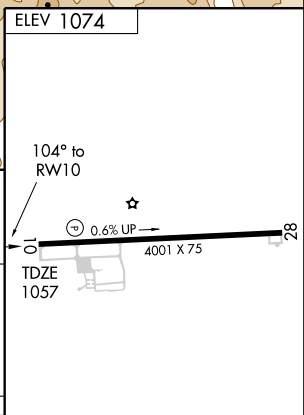
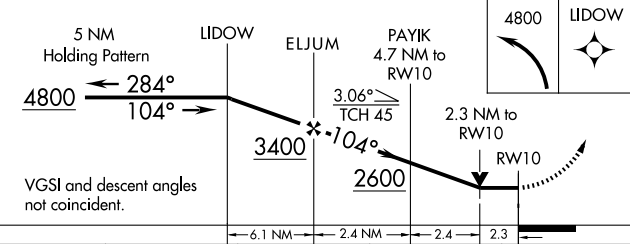
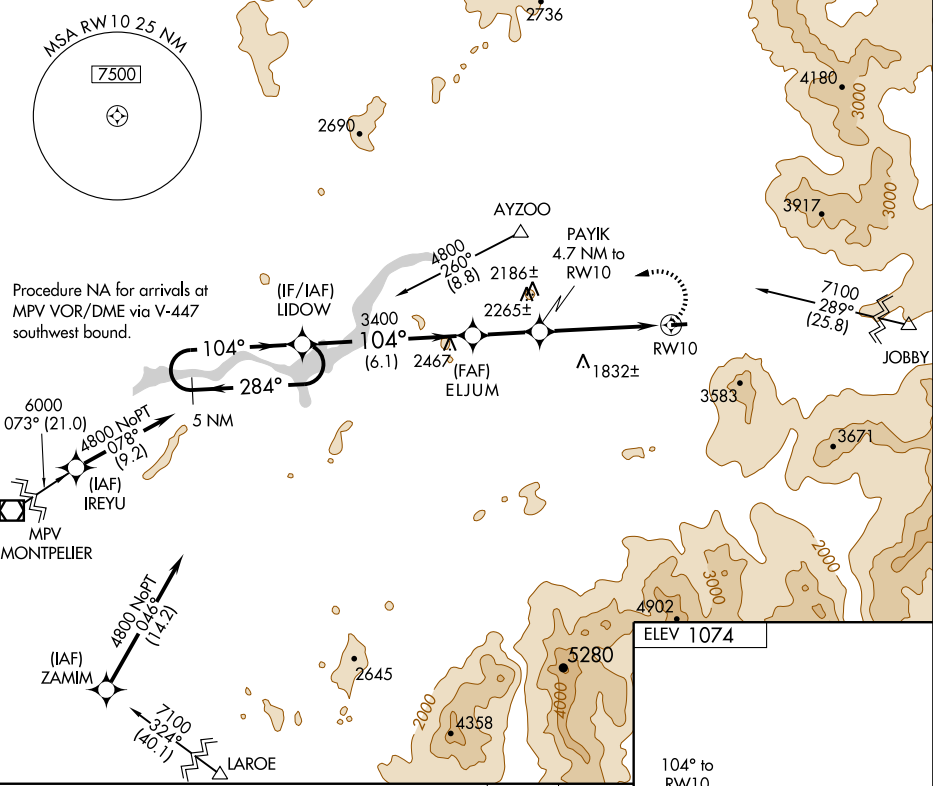
RNAV (GPS) Y RWY 10

WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

⚠ Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase all MDA 80 feet; increase LNAV and circling Cat B/C visibilities ¼ mile. VDP NA with Lyndonville altimeter setting. Circling to Rwy 28 NA at night.

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

ASOS 118.525	BOSTON CENTER 135.7 282.2	CLNC DEL 122.4	UNICOM 122.8 (CTAF) 0
------------------------	-------------------------------------	--------------------------	---------------------------------



CATEGORY	A	B	C	D
LNAV MDA	1940-1¼	883 (900-1¼)	1940-2¾ 883 (900-2¾)	NA
CIRCLING	1940-1¼	866 (900-1¼)	1940-2¾ 866 (900-2¾)	NA

REIL Rwy 28 **0**
MIRL Rwy 10-28 **0**

WAAS CH 53512 W10A	APP CRS 104°	Rwy ldg TDZE Apt Elev 4001 1057 1074
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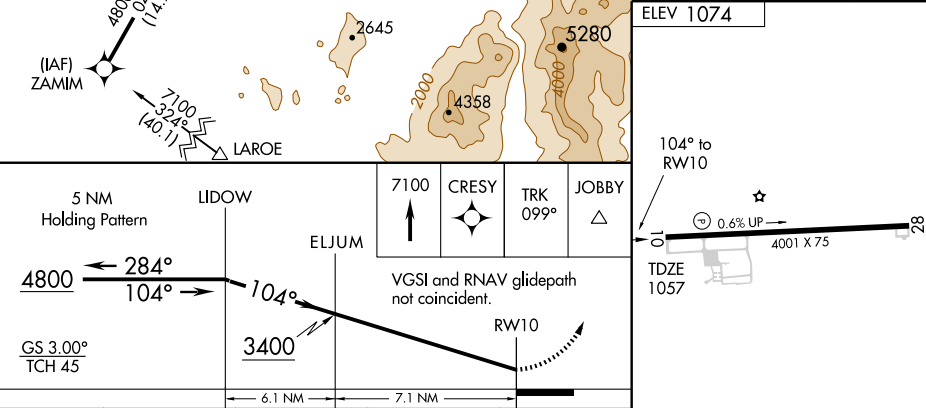
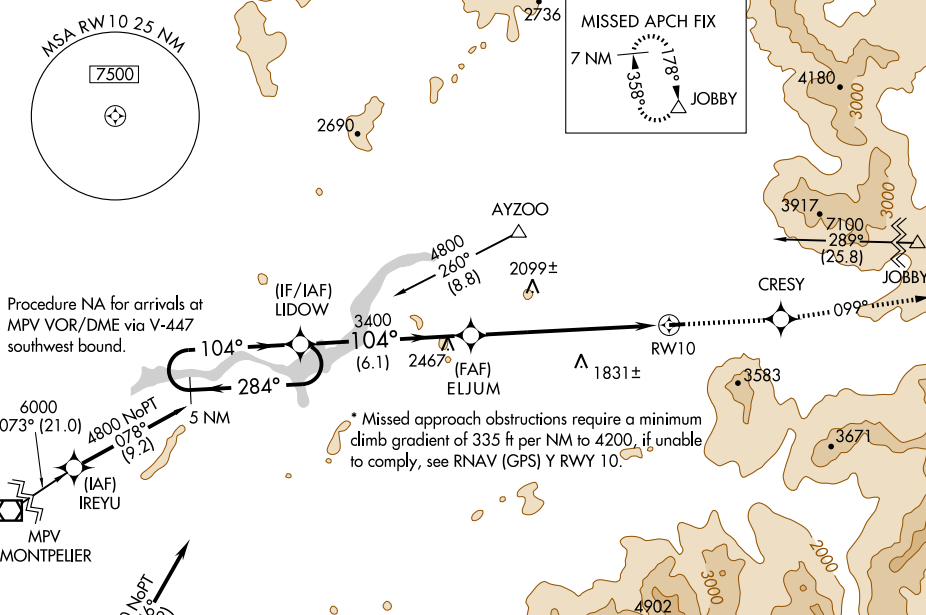
RNAV (GPS) Z RWY 10

WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

⚠ Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet, MDA 80 feet, and increase visibility all Cats ½ mile. Circling requires descent on glidepath to MDA. Circling to Rwy 28 NA at night.

MISSED APPROACH: Climb to 7100 direct CRESY and via track 099° to JOBBY and hold, continue climb-in-hold to 7100.

ASOS 118.525	BOSTON CENTER 135.7 282.2	CLNC DEL 122.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
*LPV DA	1507-1½	450 (500-1½)		NA
*CIRCLING	1600-1½	526 (600-1½)		NA

REIL Rwy 28 0
MIRL Rwy 10-28 0