

# NACOMATIC

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INSTRUMENT APPROACH PROCEDURE CHARTS

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

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

**NAME ALTERNATE MINIMUMS**

**AUBURN-LEWISTON, ME**

AUBURN-LEWISTON

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

<sup>1</sup>ILS, Category C, 700-2, Category D, 800-2½; LOC, NA.

<sup>2</sup>Categories A,B,C, 800-2¼, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

**AUGUSTA, ME**

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

<sup>1</sup>ILS, Categories B,C,D, 700-2.

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

**BANGOR, ME**

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

**BARRE-MONTPELIER, VT**

EDWARD F.

KNAPP STATE ..... **ILS or LOC Rwy 17<sup>1</sup>**  
**RNAV (GPS) Rwy 17<sup>23</sup>**  
**RNAV (GPS) Rwy 35<sup>34</sup>**  
**VOR/DME Rwy 35<sup>4</sup>**  
**VOR Rwy 35<sup>5</sup>**

<sup>1</sup>ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.

<sup>2</sup>Category C, 800-2¼; Category D, 1400-3.

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

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

<sup>5</sup>Categories A,B, 1600-2; Categories C,D, 1600-3.

<sup>6</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

**NAME ALTERNATE MINIMUMS**

**BAR HARBOR, ME**

HANCOCK COUNTY-

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

NA when local weather not available.

**BEDFORD, MA**

LAURENCE G. HANSCOM

FIELD ..... **ILS or LOC Rwy 11<sup>123</sup>**  
**ILS or LOC Rwy 29<sup>134</sup>**  
**RNAV (GPS) Rwy 11<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>3</sup>**  
**RNAV (GPS) Rwy 29<sup>3</sup>**  
**VOR Rwy 23<sup>1</sup>**

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

<sup>2</sup>ILS, Category D, 700-2.

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

<sup>4</sup>ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

**BERLIN, NH**

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

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

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

**BEVERLY, MA**

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

**BLOCK ISLAND, RI**

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

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# ALTERNATE MINS



NAME ALTERNATE MINIMUMS

## KEENE, NH

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

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

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

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

## LACONIA, NH

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

NA when local weather not available.

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

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

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

## LAWRENCE, MA

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

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

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

## LEBANON, NH

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

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

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

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

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

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

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

NAME ALTERNATE MINIMUMS

## MANCHESTER, NH

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

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

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

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

## MARSHFIELD, MA

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

NA when local weather not available.

## MILLINOCKET, ME

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

NA when local weather not available.

Category D, 800-2¼.

## NANTUCKET, MA

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

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

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

## NASHUA, NH

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

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

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

<sup>3</sup>Category D, 800-2¼.

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

## NEW BEDFORD, MA

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

NA when control tower closed.

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

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NAME ALTERNATE MINIMUMS

## NEW HAVEN, CT

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

NA when control tower closed.

NA when local weather not available.

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

<sup>2</sup>Category D, 800-2½

## NEWPORT, RI

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

NA when local weather not available.

## NORTH KINGSTOWN, RI

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

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

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

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

## NORWOOD, MA

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

## ORANGE, MA

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

## OXFORD, CT

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

## PAWTUCKET, RI

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

NA when local weather not available.

## PITTSFIELD, MA

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

NA when local weather not available.

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

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

NAME ALTERNATE MINIMUMS

## PLYMOUTH, MA

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

## PORTLAND, ME

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

## PRESQUE ISLE, ME

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

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

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

<sup>3</sup>Category D, 800-2½.

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

## PROVIDENCE, RI

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

NA when control tower closed.

## ROCHESTER, NH

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

## ROCKLAND, ME

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

## RUTLAND, VT

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

NA when local weather not available.

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

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

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

## SANFORD, ME

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

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NAME ALTERNATE MINIMUMS

## TAUNTON, MA

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

## VINEYARD HAVEN, MA

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

NA when local weather not available.

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

## WATERVILLE, ME

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

## WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... ILS or LOC Rwy 20<sup>12</sup>  
RNAV (GPS) Rwy 20<sup>12</sup>  
VOR or TACAN Rwy 23<sup>4</sup>  
VOR Rwy 20<sup>35</sup>

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

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

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

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

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

## WHITEFIELD, NH

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

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

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

## WILLIMANTIC, CT

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

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

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

NAME ALTERNATE MINIMUMS

## WINDSOR LOCKS, CT

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

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

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

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

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

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

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

## WORCESTER, MA

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

NA when control tower closed.

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

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

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

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## INSTRUMENT APPROACH PROCEDURE CHARTS

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

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

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

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

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

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

## AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

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

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

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

## AUBURN-LEWISTON MUNI (CONT.)

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

## AUBURN-LEWISTON MUNI(CON'T)

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

## AUGUSTA, ME

AUGUSTA STATE (AUG)

AMDT 2 85129 (FAA)

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

## BANGOR, ME

BANGOR INTL (BGR)

AMDT 2 09239 (FAA)

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

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)

AMDT 4 06159 (FAA)

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

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

## BARRE-MONTEPELIER, VT

EDWARD F. KNAPP STATE (MPV)

AMDT 4 96284 (FAA)

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

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

**Rwy 35**, climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)

AMDT 4 08269 (FAA)

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

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

## BELFAST, ME

BELFAST MUNI (BST)

AMDT 2 07130 (FAA)

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

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

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

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)

AMDT 1 82357 (FAA)

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

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



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

## BERLIN, NH

BERLIN RGNL (BML)  
ORIG 81260 (FAA)

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

## BEVERLY, MA

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

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

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

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

## BIDDEFORD, ME

BIDDEFORD MUNI (B19)  
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

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

## BLOCK ISLAND, RI

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

NOTE: **Rwy 10**, bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28**, buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

## BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL  
(BOS)

ADMT 12A 09127 (FAA)

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

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

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

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



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

GENERAL EDWARD LAWRENCE LOGAN INTL  
(CONT)

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

## BRIDGEPORT, CT

## IGOR I. SIKORSKY MEMORIAL (BDR)

AMDT 4 01249

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

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

## BURLINGTON, VT

## BURLINGTON INTL (BTV)

AMDT 12 08101 (FAA)

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

**Rwy 15**, std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19**, std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33**, std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15**, climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19**, climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33**, climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

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

## CARIBOU, ME

## CARIBOU MUNI (CAR)

AMDT 1 95061 (FAA)

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

## CHATHAM, MA

## CHATHAM MUNI (CQX)

ORIG 07298 (FAA)

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

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

**CLAREMONT, NH**

CLAREMONT MUNI (CNH)  
AMDT 2 05244 (FAA)

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

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

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

**CONCORD, NH**

CONCORD MUNI (CON)  
AMDT 3 99308 (FAA)

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

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

**DANBURY, CT**

DANBURY MUNI (DXR)  
AMDT 3 99196 (FAA)

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

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

**DANIELSON, CT**

DANIELSON (LZD)  
AMDT 3 93231 (FAA)

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

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

**DEXTER, ME**

DEXTER RGNL (1B0)  
ORIG 97030 (FAA)

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

**EASTPORT, ME**

EASTPORT MUNI (EPM)  
ORIG 94174 (FAA)

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

**ELIOT, ME**

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

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

**FITCHBURG, MA**

FITCHBURG MUNI (FIT)  
AMDT 5 05244 (FAA)

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

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

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

**FRENCHVILLE, ME**

NORTHERN AROOSTOOK RGNL (FVE)  
ORIG 07298 (FAA)

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

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

**FRYEBURG, ME**

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

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

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

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

**GARDNER, MA**

GARDNER MUNI (GDM)

AMDT 1 93203 (FAA)

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

WALTER J. KOLADZA (GBR)

AMDT 2 96312 (FAA)

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

GREENVILLE MUNI (3B1)

AMDT 1 94202 (FAA)

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

AMDT 2 95173 (FAA)

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

GROTON-NEW LONDON (GON)

AMDT 7 05300 (FAA)

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

HARTFORD-BRAINARD (HFD)

AMDT 4 99308 (FAA)

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

DEAN MEMORIAL (5B9)

ORIG 07074 (FAA)

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

FRANKLIN COUNTY STATE (FSO)

ORIG 04106 (FAA)

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

HOPEDALE INDUSTRIAL PARK (1B6)

AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36**, 600-1 or std. with a min. climb of 280' per NM to 1100.DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 900 before turning on course. **Rwy 36**, climb runway heading to 1100 before turning on course.

**HOULTON, ME**

HOULTON INTL (HUL)  
AMDT 1 84033 (FAA)

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

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

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/POLANDO  
FIELD (HYA)

AMDT 3A 08269 (FAA)

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

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

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

**JAFFREY, NH**

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

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

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

**KEENE, NH**

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

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

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

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

**LACONIA, NH**

LACONIA MUNI (LCI)  
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 600-1 $\frac{1}{4}$  or std. w/ min. climb of 652' per NM to 1300. **Rwy 26**, 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26**, climb heading 264° to 2500 before proceeding on course.

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

**LAWRENCE, MA**

LAWRENCE MUNI (LWM)  
AMDT 3 99252 (FAA)

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

**LEBANON, NH**

LEBANON MUNI (LEB)

AMDT 2 09015 (FAA)

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

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

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

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

**LINCOLN, ME**

LINCOLN RGNL (LRG)

AMDT 1 87099 (FAA)

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

CALEDONIA COUNTY (CDA)

AMDT 5 07018 (FAA)

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

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

**MACHIAS, ME**

MACHIAS VALLEY (MVM)

AMDT 1 04162 (FAA)

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

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

**MANCHESTER, NH**

MANCHESTER (MHT)

AMDT 9 08325 (FAA)

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

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

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

**MANSFIELD, MA**

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

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

**MARSHFIELD, MA**

MARSHFIELD MUNI-GEORGE HARLOW  
FIELD (GHG)

ORIG 07242 (FAA)

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

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

**MERIDEN, CT**

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

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

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

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

**MILLINOCKET, ME**

MILLINOCKET MUNI (MLT)  
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-3 or std. w/ min. climb of 535' per NM to 1000.

**Rwy 34**, 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11**, climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16**, climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29**, climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34**, climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...

...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11**, bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16**, vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29**, antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/678' MSL. **Rwy 34**, trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

**MONTAGUE, MA**

TURNERS FALLS (0B5)  
AMDT 1 97002 (FAA)

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

**MORRISVILLE, VT**

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

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

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



**NANTUCKET, MA**

NANTUCKET MEMORIAL (ACK)

AMDT 3 98281 (FAA)

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

BOIRE FIELD (ASH)

AMDT 2 07298 (FAA)

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

NEW BEDFORD RGNL (EWB)

AMDT 7 99028 (FAA)

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

TWEED-NEW HAVEN (HVN)

AMDT 5 10042 (FAA)

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

NEWPORT STATE (UUU)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2½ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16**, 200-1 or std. w/ min. climb of 430' per NM to 400.DEPARTURE PROCEDURE: **Rwy 4**, climb heading 039° to 1200 before proceeding on course.NOTE: **Rwy 4**, trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/459' MSL. **Rwy 16**, tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34**, terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

**NEWPORT, VT**

NEWPORT STATE (UUU)

AMDT 2 92317 (FAA)

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

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

**NORRIDGEWOCK, ME**

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

AMDT 2 98029 (FAA)

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

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

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

**NORTH KINGSTOWN, RI**

QUONSET STATE (OQU)

ORIG 99308 (FAA)

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

**NORTHAMPTON, MA**

NORTHAMPTON (7B2)

AMDT 3 97142 (FAA)

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

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

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

**NORWOOD, MA**

NORWOOD MEMORIAL (OWD)

AMDT 5 09071 (FAA)

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

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

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



**OLD TOWN, ME**

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

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

**ORANGE, MA**

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

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

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

**OXFORD, CT**

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

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

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

**OXFORD, ME**

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33**, climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

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

**PAWTUCKET, RI**

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

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

**PITTSFIELD, MA**

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

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

**Rwy 8**, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26**, 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course.

**Rwy 26**, climb runway heading to 2400 before proceeding on course.

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

**PITTSFIELD, ME**

PITTSFIELD MUNI (2B7)

ORIG 82133 (FAA)

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

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

## PLYMOUTH, MA

PLYMOUTH MUNI (PYM)

AMDT 2 98029 (FAA)

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

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

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

## PORTLAND, ME

PORTLAND INTL JETPORT (PWM)

AMDT 4 08213 (FAA)

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

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

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

## PORTSMOUTH, NH

PORTSMOUTH INTERNATIONAL AT PEASE

(PSM)

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

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

## PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT

PRESQUE ISLE (PQI)

AMDT 4 97114 (FAA)

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

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

## PRINCETON, ME

PRINCETON MUNI (PNN)

ORIG 81358 (FAA)

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

## PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)

AMDT 12 07074 (FAA)

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

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

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

## PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)

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

## RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)

ORIG 94146 (FAA)

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

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

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

## ROCHELEY, ME (CON'T)

STEVEN A. BEAN MUNI (8B0)

ORIG 92093 (FAA)

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

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

## ROCHESTER, NH

SKYHAVEN (DAW)

AMDT 6 09351 (FAA)

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

NOTE: **Rwy 15**, trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33**, trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

## ROCKLAND, ME

KNOX COUNTY RGNL (RKD)

AMDT 4 04218 (FAA)

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

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

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

## RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL

(RUT)

AMDT 3 09211 (FAA)

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

**Rwy 13**, NA-obstacles. **Rwy 19**, std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31**, std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19**, climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31**, climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

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

## SANFORD, ME

SANFORD RGNL (SFM)

AMDT 2 86128

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

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

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

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

## SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)

AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 1800 before turning right.

NOTE: **Rwy 2**, trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL.

**Rwy 20**, trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

**SPRINGFIELD, VT**

HARTNESS STATE (SPRINGFIELD) (HIE)

AMDT 2 02164 (FAA)

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

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

**STOW, MA**

MINUTE MAN AIRFIELD (6B6)

AMDT 2 98253 (FAA)

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

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

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

MARTHAS VINEYARD (MVV)

ORIG 07074 (FAA)

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

WATERVILLE ROBERT LAFLEUR (WVL)

ORIG 82133 (FAA)

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

MOUNT SNOW (4V8)

AMDT 1 05188 (FAA)

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

WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

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

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

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

WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 2 97310 (FAA)

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

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

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

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

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

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

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

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

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

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

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

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

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

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

**WINDSOR LOCKS, CT**

BRADLEY INTL (BDL)

AMDT 2 08045 (FAA)

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

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

**WISCASSET, ME**

WISCASSET (IWI)

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

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33**, 700-3 or std. with a min. climb of 394' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 29**, climb heading 289° to 1600 before turning right. **Rwy 33**, climb heading 333° to 2000 before turning right

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

# ILS or LOC RWY 17

BARRE/ EDWARD F. KNAPP STATE (MPV)

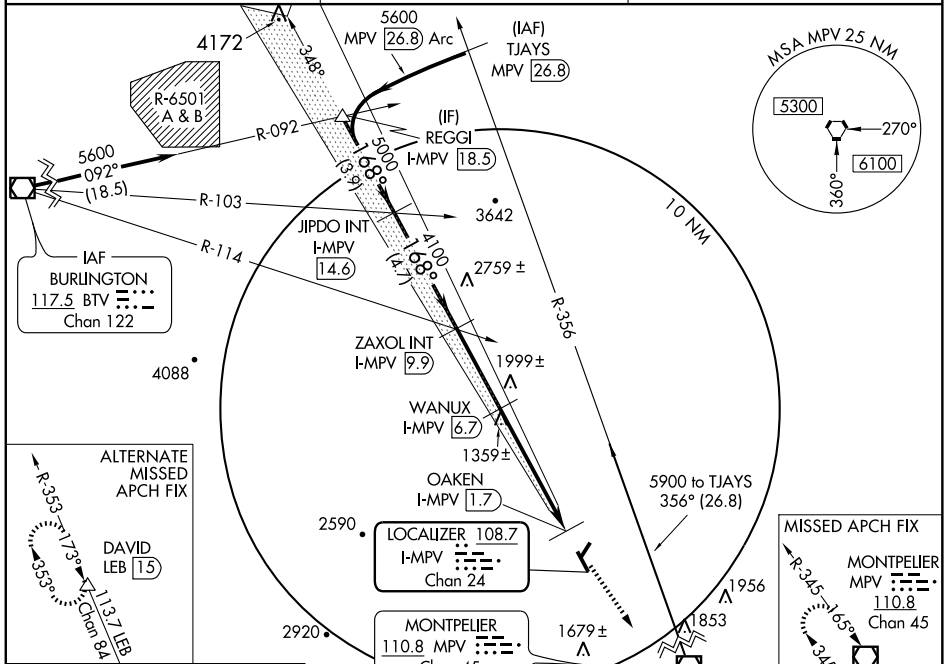
LOC/DME I-MPV <b>108.7</b> Chan 24	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev <b>5002</b> <b>1135</b> <b>1165</b>
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**⚠** Inoperative table does not apply to S-LOC 17 Cats A and B.  
**⚠** Inoperative table does not apply to WANUX Fix Minimums  
 S-LOC 17 Cats A and B. Visibility reduction by helicopters NA.

MAISR

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

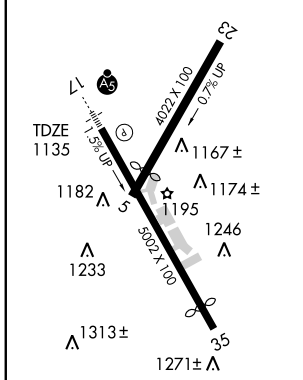
ASOS <b>132.675</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b>
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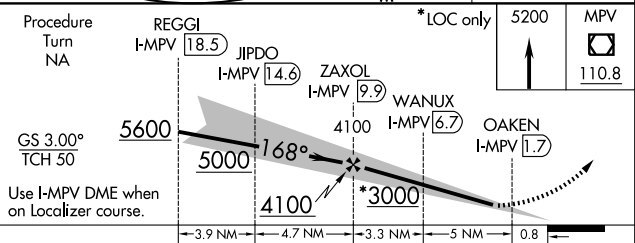
ALTERNATE MISSED APCH FIX  
 DAVID LEB **15**  
 R-353-173°-353°-113.7 LEB  
 Chan 84

MISSED APCH FIX  
 MONTEPELIER MPV **110.8**  
 Chan 45  
 R-345-165°-345°

ELEV 1166



REL Rwy 35  
 MIRL Rwy 17-35 **Ⓚ**  
 FAF to MAP 8.2 NM



CATEGORY	A	B	C	D
S-ILS 17	1435-1		300 (300-1)	
S-LOC 17	3000-1¼ 1865 (1900-1¼)	3000-1½ 1865 (1900-1½)	3000-2½	1865 (1900-2½)
CIRCLING	3000-1¼ 1834 (1900-1¼)	3000-1½ 1834 (1900-1½)	3000-3	1834 (1900-3)

WANUX FIX MINIMUMS				
S-LOC 17	1780-1	645 (700-1)	1780-1¼ 645 (700-1¼)	1780-1½ 645 (700-1½)
CIRCLING	1940-1 774 (800-1)	1940-1¼ 774 (800-1¼)	1940-2¼ 774 (800-2¼)	2480-3 1314 (1400-3)

NE-1, 08 APR 2010 to 06 MAY 2010



# RNAV (GPS) RWY 17

BARRE/EDWARD F. KNAPP STATE (MPV)

WAAS CH <b>69611</b> <b>W17A</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>1135</b> <b>1166</b>
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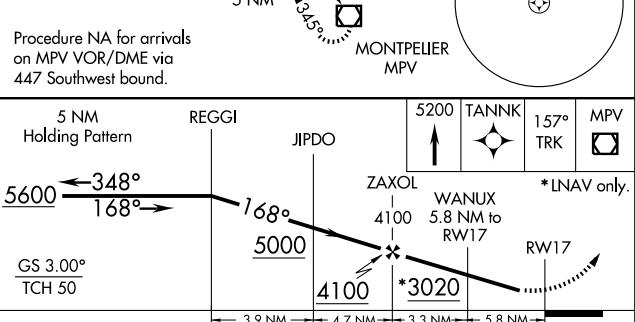
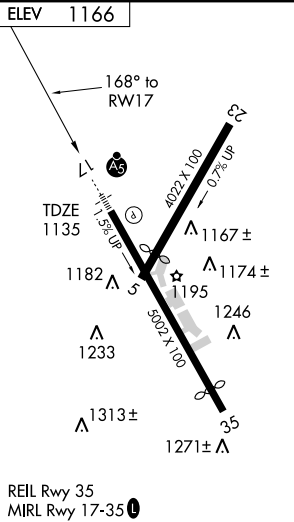
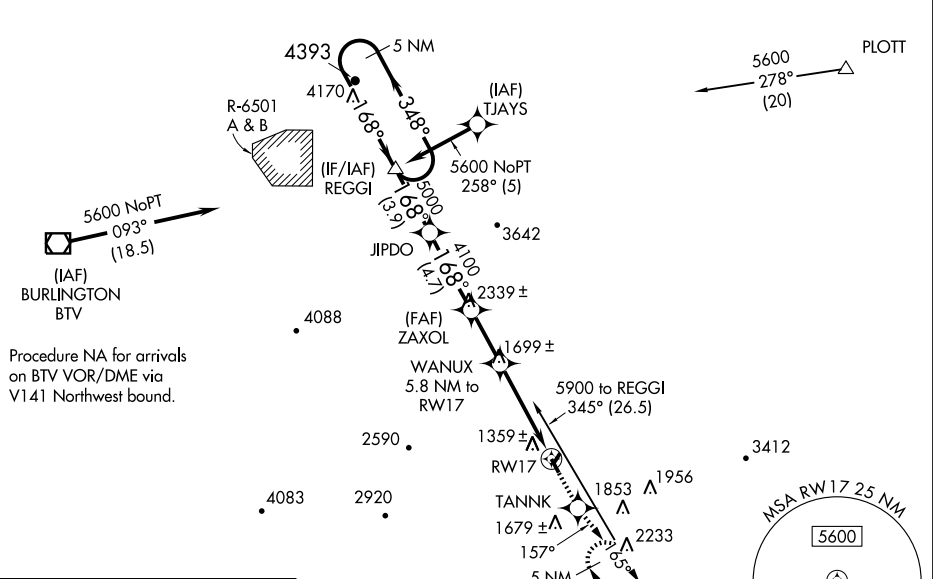
MALSRL



**MISSED APPROACH:**  
Climb to 5200 direct TANNK and via 157° track to MPV VOR/DME and hold, continue climb-in-hold to 5200.

**⚠ Inoperative table does not apply to LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSRL, when using Morrisville altimeter setting, increase LPV all Cats visibility to 3 and LNAV visibility Cat A to 1½. When local altimeter setting not received, use Morrisville altimeter setting and increase LPV DA to 1970 and all MDA 520 feet, LPV all Cats visibility 1½, LNAV Cat C 1½ and D 1½, Circling Cats A and B ¼ mile and Cat C ¾ mile. LNAV/VNAV NA.**

ASOS <b>132.675</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		1465-1	330 (300-1)	
RNAV/VNAV DA		1768-2	633 (700-2)	
RNAV MDA		1680-1	545 (600-1)	1680-1¼ 545 (600-1¼)
CIRCLING	1940-1 774 (800-1)	1940-1¼ 774 (800-1¼)	1940-2¼ 774 (800-2¼)	2480-3 1314 (1400-3)

NE-1, 08 APR 2010 to 06 MAY 2010



APP CRS	Rwy Idg	<b>4515</b>
<b>348°</b>	TDZE	<b>1158</b>
	Apt Elev	<b>1166</b>

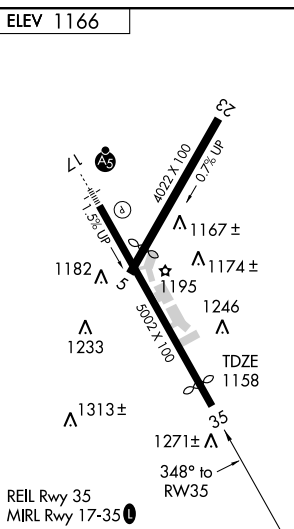
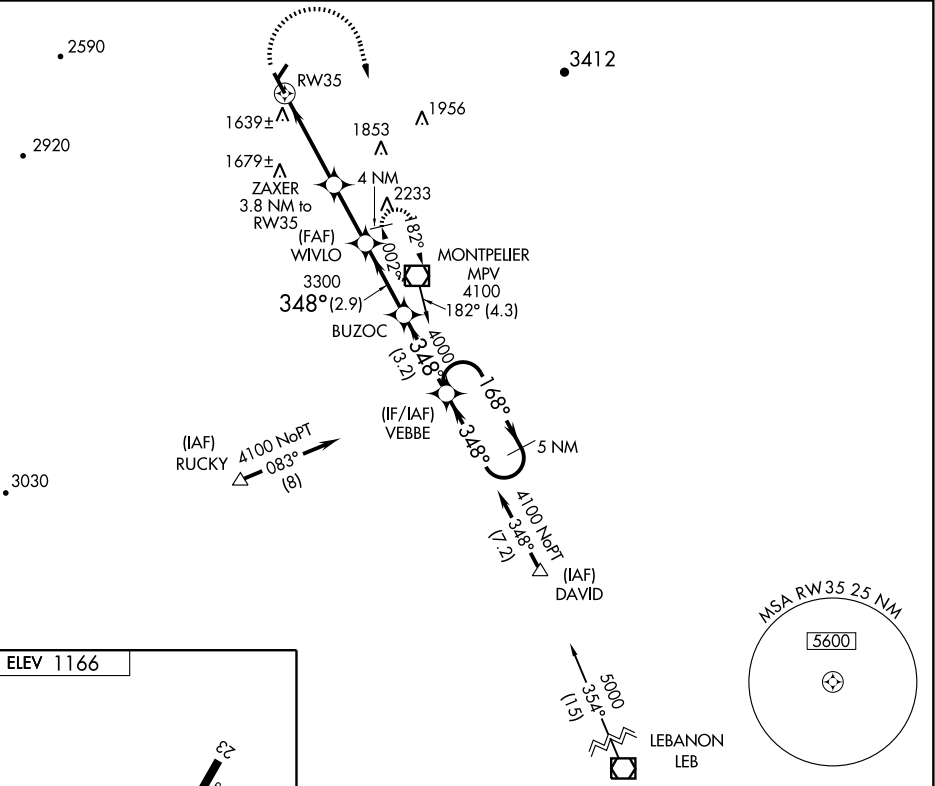
# RNAV (GPS) RWY 35

BARRE/EDWARD F. KNAPP STATE (MPV)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When using Morrisville altimeter setting straight-in minimums NA.  
**▲** When local altimeter setting not received, use Morrisville altimeter setting and increase circling MDA 520 feet, increase Cat A and B visibility ¼ mile and Cat C ½ mile.

**MISSED APPROACH:** Climbing right turn to 4100 direct MPV VOR/DME and hold.

ASOS <b>132.675</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4100	MPV 110.8	*3000 when using Morrisville altimeter setting.																																	
		BUZOC	VEBBE	5 NM Holding Pattern																															
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>LNAV MDA</td> <td>2000-1 842 (900-1)</td> <td>2000-1¼ 842 (900-1¼)</td> <td>2000-2½ 842 (900-2½)</td> <td>2000-2¾ 842 (900-2¾)</td> </tr> <tr> <td>CIRCLING</td> <td>2000-1 834 (900-1)</td> <td>2000-1¼ 834 (900-1¼)</td> <td>2000-2½ 834 (900-2½)</td> <td>2480-3 1314 (1400-3)</td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	LNAV MDA	2000-1 842 (900-1)	2000-1¼ 842 (900-1¼)	2000-2½ 842 (900-2½)	2000-2¾ 842 (900-2¾)	CIRCLING	2000-1 834 (900-1)	2000-1¼ 834 (900-1¼)	2000-2½ 834 (900-2½)	2480-3 1314 (1400-3)	<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>LNAV MDA</td> <td>2000-1 842 (900-1)</td> <td>2000-1¼ 842 (900-1¼)</td> <td>2000-2½ 842 (900-2½)</td> <td>2000-2¾ 842 (900-2¾)</td> </tr> <tr> <td>CIRCLING</td> <td>2000-1 834 (900-1)</td> <td>2000-1¼ 834 (900-1¼)</td> <td>2000-2½ 834 (900-2½)</td> <td>2480-3 1314 (1400-3)</td> </tr> </tbody> </table>					CATEGORY	A	B	C	D	LNAV MDA	2000-1 842 (900-1)	2000-1¼ 842 (900-1¼)	2000-2½ 842 (900-2½)	2000-2¾ 842 (900-2¾)	CIRCLING	2000-1 834 (900-1)	2000-1¼ 834 (900-1¼)	2000-2½ 834 (900-2½)	2480-3 1314 (1400-3)
CATEGORY	A	B	C	D																															
LNAV MDA	2000-1 842 (900-1)	2000-1¼ 842 (900-1¼)	2000-2½ 842 (900-2½)	2000-2¾ 842 (900-2¾)																															
CIRCLING	2000-1 834 (900-1)	2000-1¼ 834 (900-1¼)	2000-2½ 834 (900-2½)	2480-3 1314 (1400-3)																															
CATEGORY	A	B	C	D																															
LNAV MDA	2000-1 842 (900-1)	2000-1¼ 842 (900-1¼)	2000-2½ 842 (900-2½)	2000-2¾ 842 (900-2¾)																															
CIRCLING	2000-1 834 (900-1)	2000-1¼ 834 (900-1¼)	2000-2½ 834 (900-2½)	2480-3 1314 (1400-3)																															

NE-1, 08 APR 2010 to 06 MAY 2010

# VOR/DME RWY 35

BARRE/EDWARD F. KNAPP STATE (MPV)

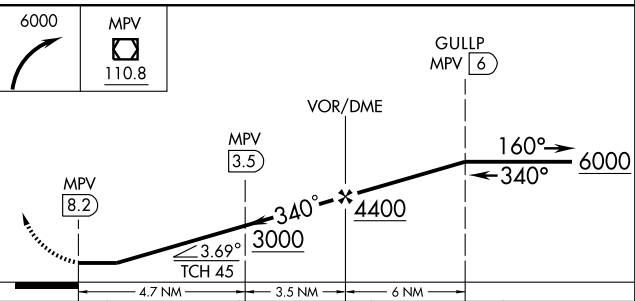
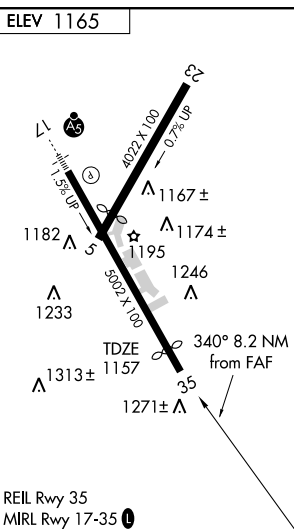
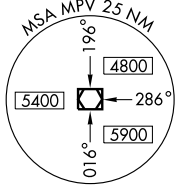
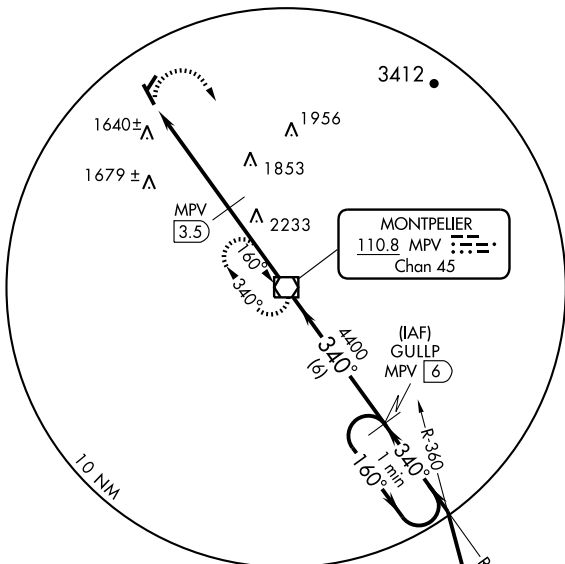
VOR/DME MPV <b>110.8</b> Chan <b>45</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev <b>4515</b> <b>1157</b> <b>1165</b>
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MISSED APPROACH: Climbing right turn to 6000 direct MPV VOR/DME and hold.

ASOS  
**132.675**

BOSTON CENTER  
**135.7 282.2**

UNICOM  
**122.8** (CTAF) **①**



CATEGORY	A	B	C	D
S-35	2000-1 843 (900-1)	2000-1¼ 843 (900-1¼)	2000-2½ 843 (900-2½)	2000-2¾ 843 (900-2¾)
CIRCLING	2000-1 835 (900-1)	2000-1¼ 835 (900-1¼)	2000-2½ 835 (900-2½)	2480-3 1315 (1400-3)

REIL Rwy 35  
MIRL Rwy 17-35 **①**

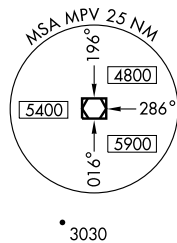
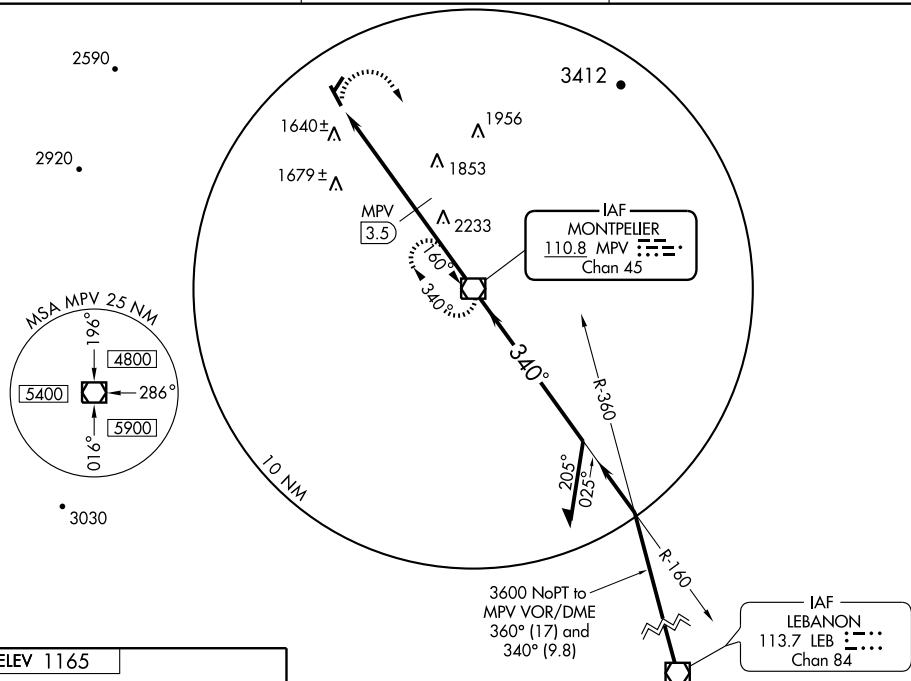
VOR/DME MPV <b>110.8</b> Chan <b>45</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev <b>4515</b> <b>1157</b> <b>1165</b>
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MISSED APPROACH: Climbing right turn to 4000 direct MPV VOR/DME and hold.

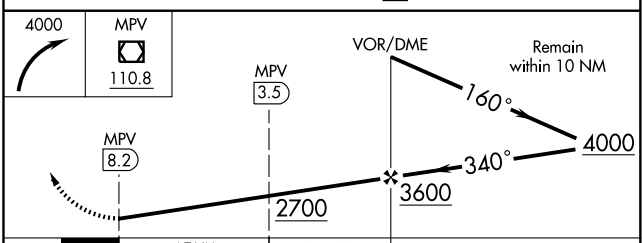
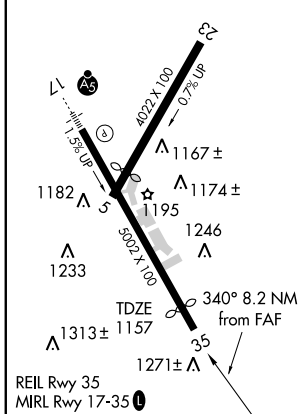
ASOS  
**132.675**

BOSTON CENTER  
**135.7 282.2**

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



ELEV 1165



CATEGORY	A		B		C		D	
	S-35	2700-1¼	1543 (1600-1¼)	2700-1½	1543 (1600-1½)	2700-3	1543 (1600-3)	
CIRCLING	2700-1¼	1535 (1600-1¼)	2700-1½	1535 (1600-1½)	2700-3	1535 (1600-3)		
DME MINIMUMS								
S-35	2000-1	843 (900-1)	2000-1¼	843 (900-1¼)	2000-2½	843 (900-2½)	2000-2¾	843 (900-2¾)
CIRCLING	2000-1	835 (900-1)	2000-1¼	835 (900-1¼)	2000-2½	835 (900-2½)	2480-3	1315 (1400-3)

FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

# RNAV (GPS) RWY 13

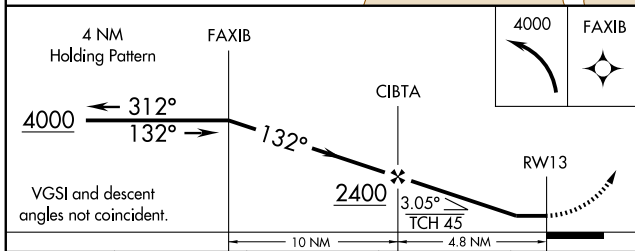
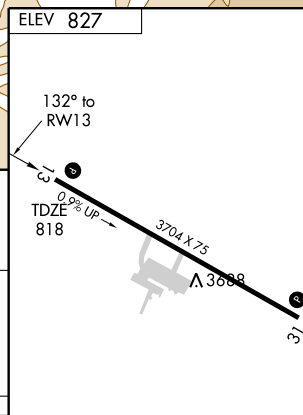
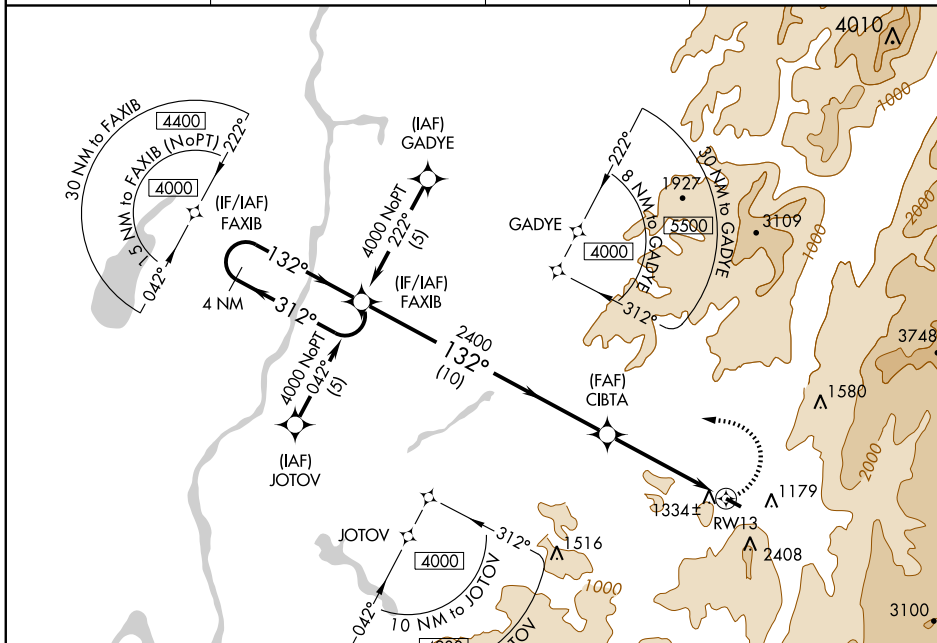
BENNINGTON / WILLIAM H. MORSE STATE (DDH)

APP CRS	Rwy Idg	<b>3704</b>
<b>132°</b>	TDZE	<b>818</b>
	Apt Elev	<b>827</b>

**⚠** DME/DME RNP-0.3 NA. Circling not authorized southwest of Rwy 13-31.  
**⚠** NA If local altimeter setting not received, use North Adams, MA altimeter setting and increase all MDAs 60 feet.

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

ASOS <b>135.925</b>	ALBANY APP CON <b>132.825 307.2</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
RNAV MDA	2040-1 ¼ 1222 (1300-1 ¼)	2040-1 ½ 1222 (1300-1 ½)	2040-3 1222 (1300-3)	NA
CIRCLING	2040-1 ¼ 1213 (1300-1 ¼)	2040-1 ½ 1213 (1300-1 ½)	2040-3 1213 (1300-3)	NA

REIL Rwy 13 and 31 **0**  
 MRL Rwy 13-31 **0**

# VOR RWY 13

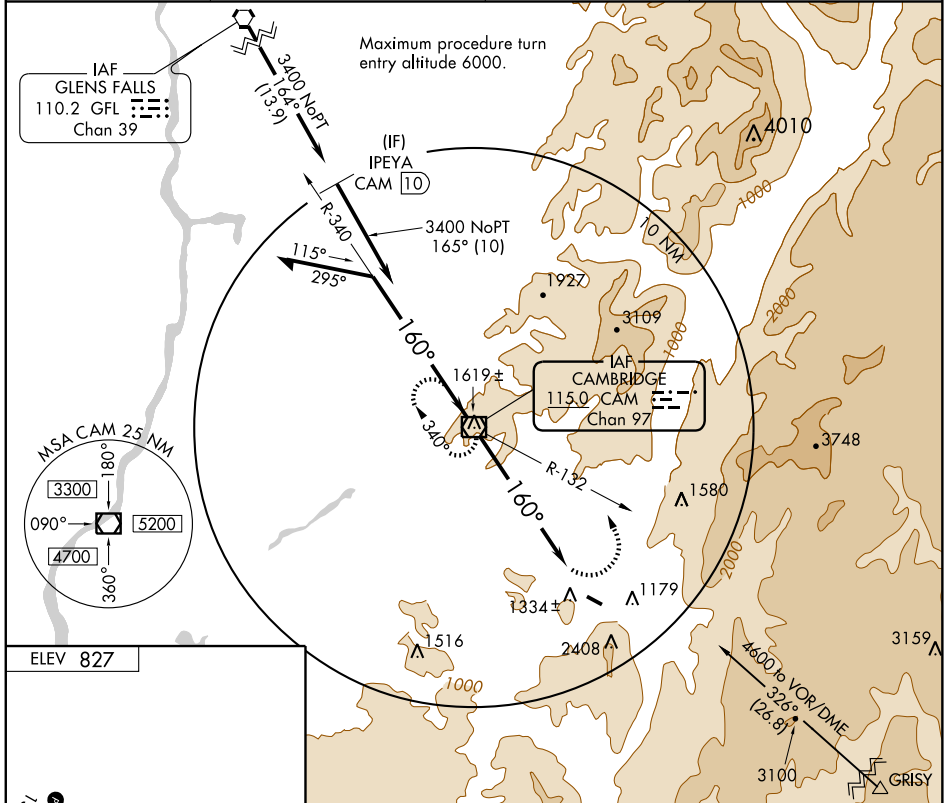
BENNINGTON / WILLIAM H. MORSE STATE (DDH)

VOR/DME CAM <b>115.0</b> Chan <b>97</b>	APP CRS <b>160°</b>	Rwy Idg TDZE Apt Elev	<b>3704</b> <b>818</b> <b>827</b>
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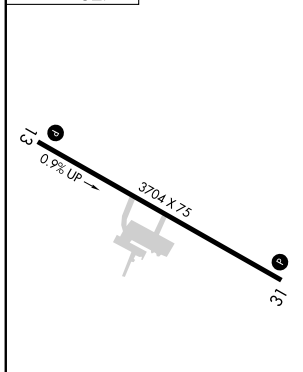
**NA** Circling not authorized southwest of Rwy 13-31.  
If local altimeter setting not received, use North Adams, MA altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 3400 via CAM R-132 to CAM VOR/DME and hold.

ASOS <b>135.925</b>	ALBANY APP CON <b>132.825 307.2</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF)</b>
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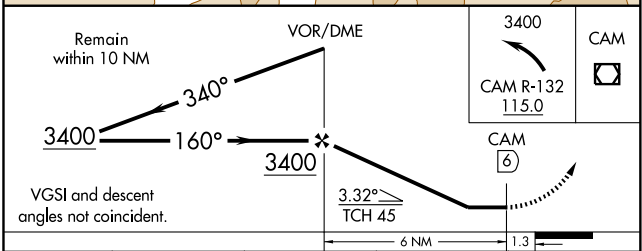
ELEV 827



REIL Rws 13 and 31  
MIRL Rwy 13-31

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

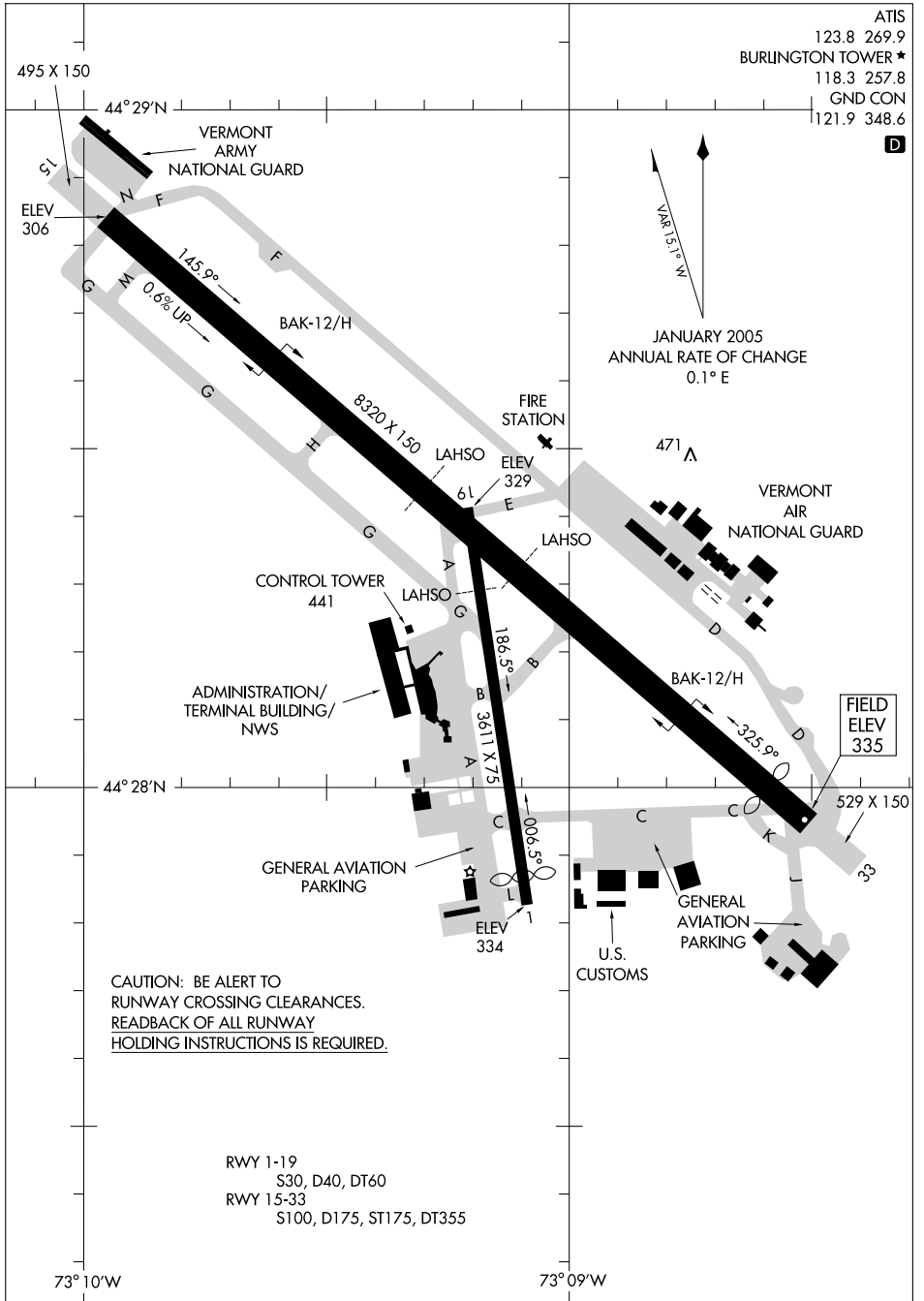


CATEGORY	A	B	C	D
S-13	1880-1½	1062 (1100-1½)	1880-3 1062 (1100-3)	NA
CIRCLING	1880-1½	1053 (1100-1½)	1880-3 1053 (1100-3)	NA

# AIRPORT DIAGRAM

AL-70 (FAA)

BURLINGTON INTL (BTW)  
BURLINGTON, VERMONT



NE-1 - 08 APR 2010 to 06 MAY 2010

# BURLINGTON FIVE DEPARTURE

ATIS 123.8 269.9  
 BURLINGTON GND CON  
 121.9 348.6  
 BURLINGTON TOWER ★  
 118.3 257.8  
 BURLINGTON DEP CON  
 121.1 278.8  
 BURLINGTON RADIO  
 122.6 255.4

ST JEAN  
 115.8 YJN  
 Chan 105  
 N45°15.35'-W73°19.28'  
 L-32, H-11-12

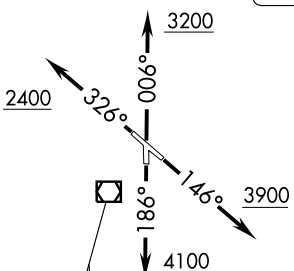
SHERBROOKE  
 113.2 YSC  
 Chan 79  
 N45°18.99'-W71°47.29'  
 L-32, H-11

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

BERLIN  
 110.4 BML  
 Chan 41  
 N44°38.00'  
 W71°11.17'  
 L-32

PLATTSBURGH  
 116.9 PLB  
 Chan 116  
 N44°41.10'-W73°31.36'  
 L-32, H-11-12

MASSENA  
 114.1 MSS  
 Chan 88  
 N44°54.86'  
 W74°43.36'  
 L-32, H-11-12



SARANAC LAKE  
 109.2 SLK  
 Chan 29  
 N44°23.07'  
 W74°12.27'  
 L-32

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

MONTPELIER  
 110.8 MPV  
 Chan 45  
 N44°05.13'-W72°26.96'  
 L-32

WATERTOWN  
 109.8 ART  
 Chan 35  
 N43°57.12'  
 W76°03.88'  
 L-32, H-11-12

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

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

GLEN FALLS  
 110.2 GFL  
 Chan 39  
 N43°20.50'  
 W73°36.71'  
 L-25-26

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

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

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

### TAKE-OFF MINIMUMS:

- Rwy 1: Standard with minimum climb of 288' per NM to 3200.
- Rwy 15: Standard with minimum climb of 447' per NM to 4800.
- Rwy 19: Standard with minimum climb of 377' per NM to 4100.
- Rwy 33: Standard with minimum climb of 210' per NM to 2400.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.  
 NOTE: Chart not to scale

NE-1 - 08 APR 2010 to 06 MAY 2010



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 006° to 3200, thence. . . .

TAKE-OFF RUNWAY 15: Climb heading 146° to 3900, thence. . . .

TAKE-OFF RUNWAY 19: Climb heading 186° to 4100, thence. . . .

TAKE-OFF RUNWAY 33: Climb heading 326° to 2400, thence. . . .

. . . .climb on assigned heading to 10000 or assigned lower altitude. All aircraft expect vectors to appropriate navaid, fix or airway. Expect further clearance to higher requested altitude ten minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 1: Trees beginning 575' from DER, 75' left of centerline, up to 61' AGL/380' MSL.

Trees beginning 1396' from DER, 216' right of centerline, up to 45' AGL/384' MSL.

Rwy 15: Bush 318' from DER, 292' left of centerline, 4' AGL/343' MSL.

Trees beginning 1400' from DER, 358' right of centerline, up to 88' AGL/1173' MSL.

Trees beginning 1801' from DER, 377' left of centerline, up to 88' AGL/1197' MSL.

Hopper 2029' from DER, 524' left of centerline, 61' AGL/400' MSL.

Building 3411' from DER, 1117' left of centerline, 110' AGL/430' MSL.

Rwy 19: Trees beginning 168' from DER, 24' right of centerline, up to 87' AGL/436' MSL.

Trees beginning 172' from DER, 75' left of centerline, up to 74' AGL/413' MSL.

Rwy 33: Trees beginning 190' from DER, 225' right of centerline, up to 50' AGL/356' MSL.

Pole 971' from DER, 755' left of centerline, 58' AGL/338' MSL.

Trees beginning 1843' from DER, 866' left of centerline, up to 78' AGL/357' MSL.



LOC I-VOE <b>110.3</b>	APCH CRS <b>326°</b>	Rwy ldg TDZE Arprt Elev <b>7820</b> <b>335</b> <b>335</b>
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JAL-70 [USAF]

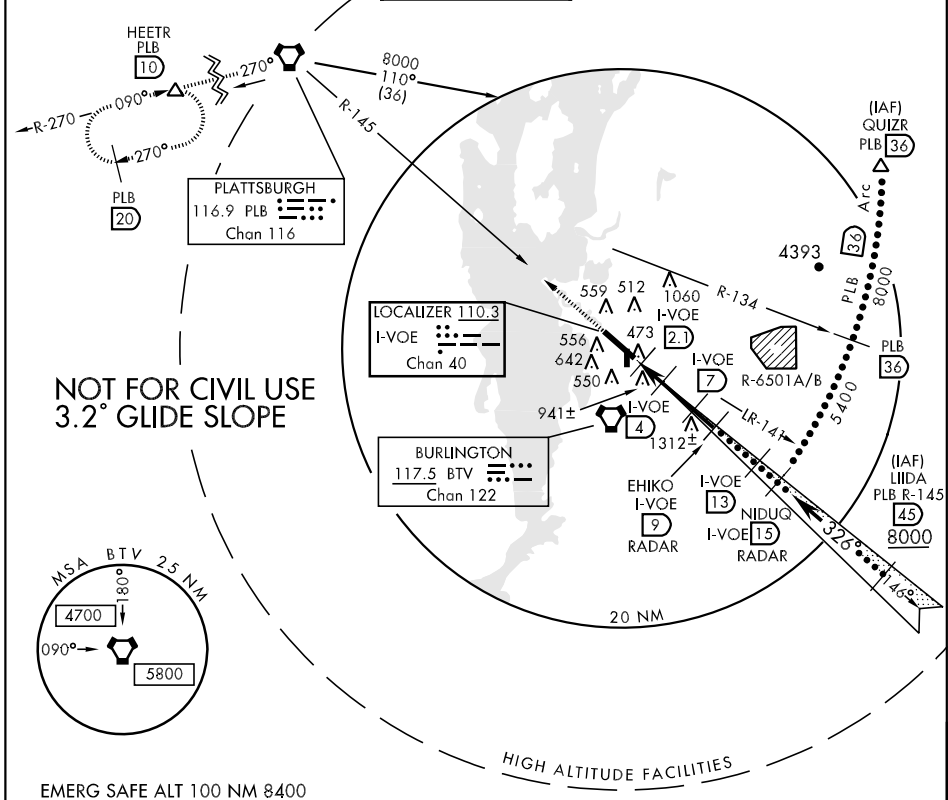
BURLINGTON INTL (KBTV)

**▼** Procedure NA when control tower closed.



MISSED APPROACH: Climb to 8000 direct PLB VORTAC, (TACAN aircraft continue via PLB R-270 to HEETR/PLB 10 DME and hold).

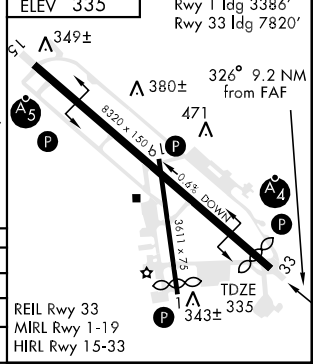
ATIS <b>123.8 269.9</b>	BURLINGTON APP CON EAST <b>121.1 278.8</b> WEST <b>126.3 360.8</b>	BURLINGTON TOWER ★ <b>118.3</b> (CTAF) <b>0257.8</b>	GND CON <b>121.9 348.6</b>	ASOS
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NE-1, 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 8400

8000	PLB	*LOC ONLY	NIDUQ	
↑			EHIKO	I-VOE 13
			RADAR	RADAR
			3576	4800
			2900	5400
			3700	
			1200	
			1800	
			2900	
			3700	
			4800	
			5400	
			2.3 NM	1.9 NM
			3 NM	2 NM
			4 NM	2 NM
CATEGORY	C	D	E	
S-ILS 33	535/40 200 (200-34)			
S-LOC 33	740/60	405 (500-1½)	740-1½ 405 (500-1½)	
CIRCLING	860-1½ 525 (600-1½)	1000-2 665 (700-2)	1300-3 965 (1000-3)	



LOC I-BTV <b>110.3</b>	APCH CRS <b>146°</b>	Rwy Idg TDZE Arprt Elev <b>8320</b> <b>326</b> <b>335</b>
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JAL-10 [USAF]

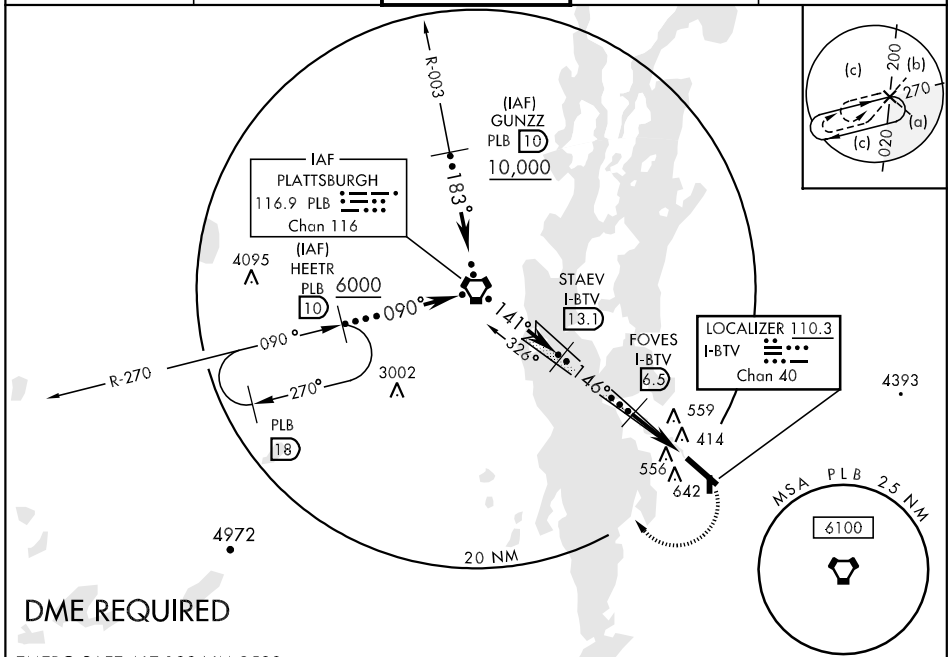
BURLINGTON INTL (KBTW)

▼ \*When ALS inop, increase CAT E RVR to 50 and vis to 1 mile.  
 \*\* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.  
 \*\*\* Circling to Rwy 1 NA at night.



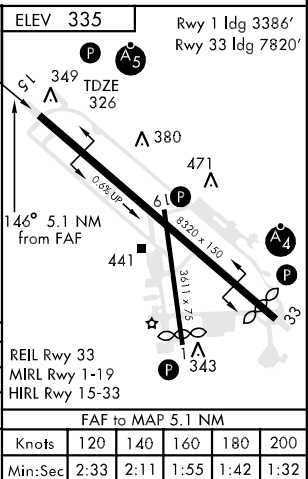
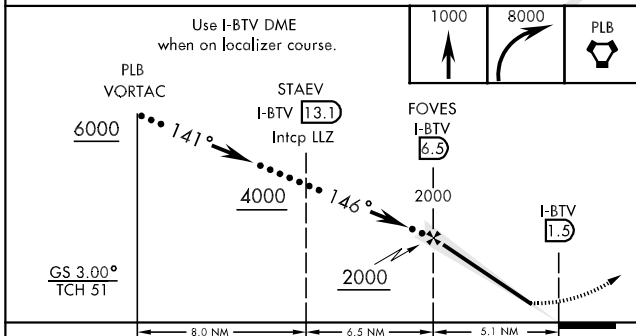
MISSED APPROACH: Climb to 1000, then climbing right turn to 8000 direct PLB VORTAC (TACAN aircraft continue via PLB R-270 to HEETR/PLB 10 DME and hold).

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON EAST <b>121.1 278.8</b> WEST <b>126.3 360.8</b>	BURLINGTON TOWER * <b>118.3 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	ASOS
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**DME REQUIRED**

EMERG SAFE ALT 100 NM 8500



CATEGORY	C	D	E
S-ILS 15 *	576/40	250 (300-¾)	
S-LOC 15 **	680/40	354 (400-¾)	
CIRCLING ***	860-1 ½ 525 (600-1½)	1000-2 665 (700-2)	1280-3 945 (1000-3)

REIL Rwy 33					
MIRL Rwy 1-19					
HIRL Rwy 15-33					
FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

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VORTAC PLB <b>116.9</b> Chan <b>116</b>	APCH CRS <b>144°</b>	Rwy Idg TDZE Arpt Elev <b>8320</b> <b>326</b> <b>335</b>
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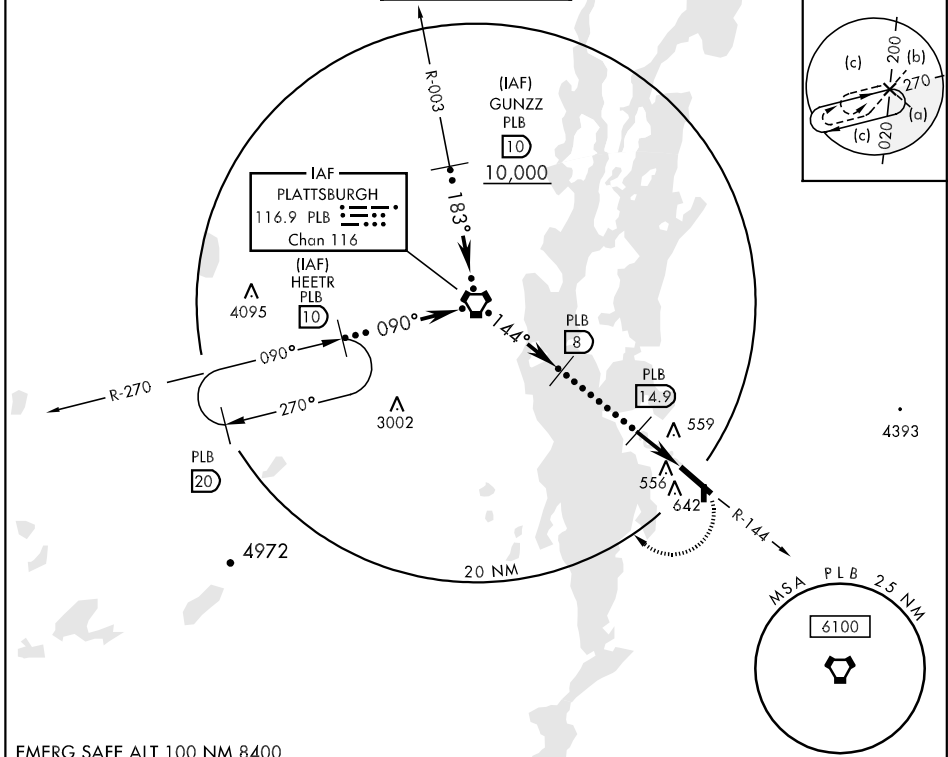
JAL-70 [USAF]

BURLINGTON INTL (KBTV)

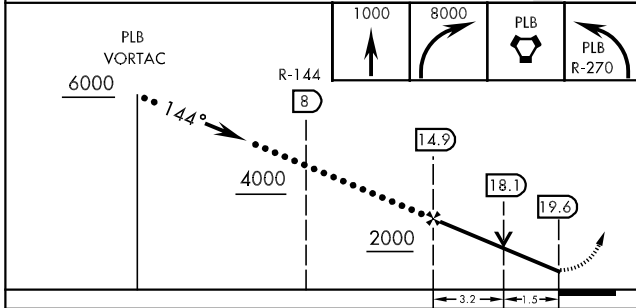
**MALSR**  
A5

**MISSED APPROACH:** Climb to 1000, then climbing right turn to 8000 direct PLB VORTAC, then via PLB R-270 to HEETR/PLB 10 DME and hold.

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON EAST <b>121.1 278.8</b> WEST <b>126.3 360.8</b>	BURLINGTON TOWER ★ <b>118.3 (CTAF) 0257.8</b>	GND CON <b>121.9 348.6</b>	ASOS
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EMERG SAFE ALT 100 NM 8400



ELEV 335	Rwy 1 Idg 3386'	Rwy 33 Idg 7820'
TDZE 326	A5	
349	A380	471
144° 4.7 NM from 14.9 DME	8220 x 150 ft	441
	3611 x 75	343
	33	
	1	

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

CATEGORY	C	D	E
S-15	900/50 574 (600-1)	900/60 574 (600-1½)	900-1½ 574 (600-1½)
CIRCLING	900-1½ 565 (600-1½)	1000-2 665 (700-2)	1300-3 965 (1000-3)

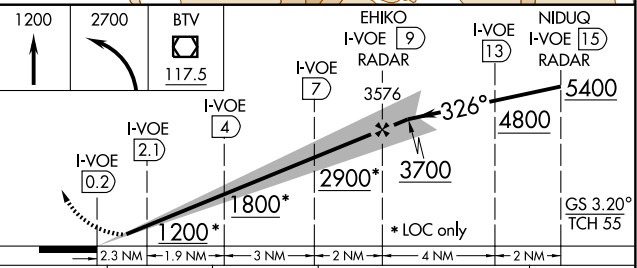
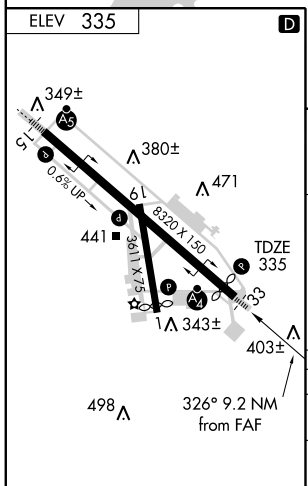
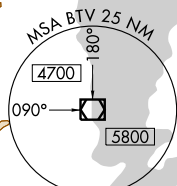
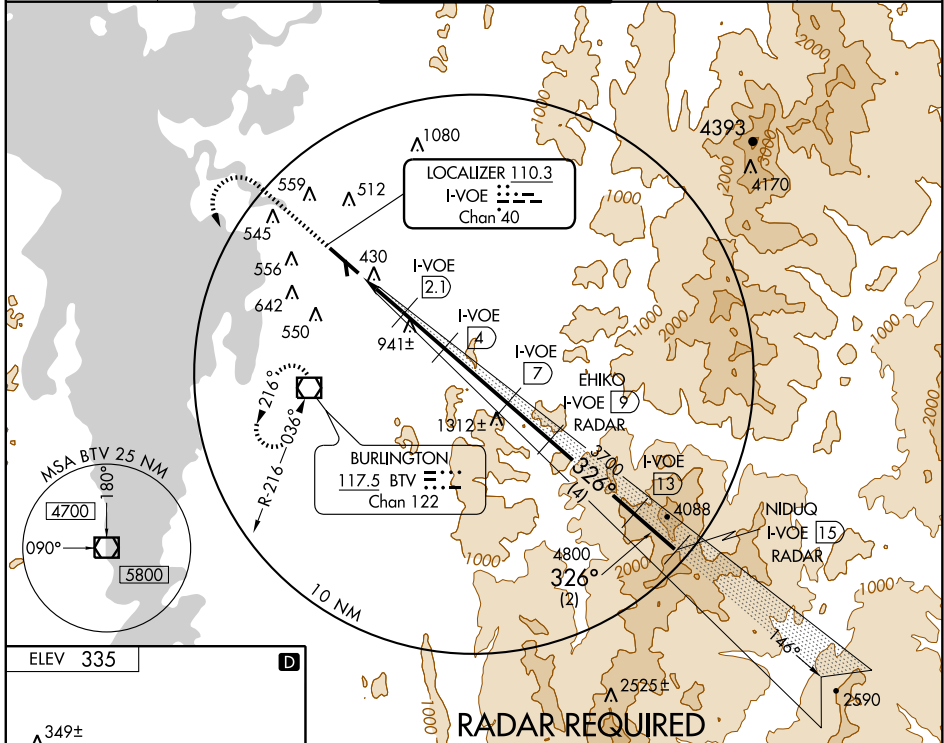
NE-1, 08 APR 2010 to 06 MAY 2010

# ILS/DME RWY 33

BURLINGTON INTL (BTV)

LOC/DME I-VOE <b>110.3</b> Chan <b>40</b>	APP CRS <b>326°</b>	Rwy Idg TDZE Apt Elev	<b>7820</b> <b>335</b> <b>335</b>
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<p><b>Procedure NA when control tower closed.</b></p>	<p>MALSF -<b>≡</b></p>	<p>MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct BTV VOR/DME and hold.</p>		
<p>ATIS <b>123.8 269.9</b></p>	<p>BURLINGTON APP CON ★ <b>121.1 278.8</b></p>	<p>BURLINGTON TOWER ★ <b>118.3 (CTAF) 257.8</b></p>	<p>BURLINGTON RADIO <b>122.6 255.4</b></p>	<p>GND CON <b>121.9 348.6</b></p>



CATEGORY	A	B	C	D	E
S-ILS 33	535/40 200 (200-¾)		585/50 250 (300-1)		NA
S-LOC 33	820/50 485 (500-1)		820/60 485 (500-1½)	820-1½ 485 (500-1½)	820-1¾ 485 (500-1¾)
CIRCLING	860-1 525 (600-1)		860-1½ 525 (600-1½)	1000-2 665 (700-2)	1300-3 965 (1000-3)


MIRL Rwy 1-19  
HIRL Rwy 15-33

# ILS or LOC/DME RWY 15

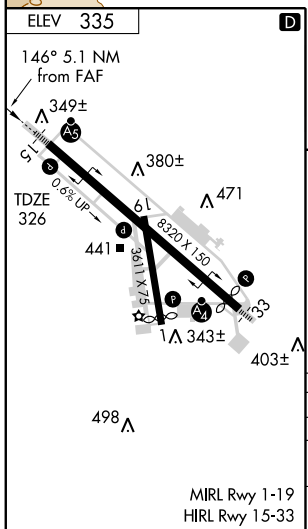
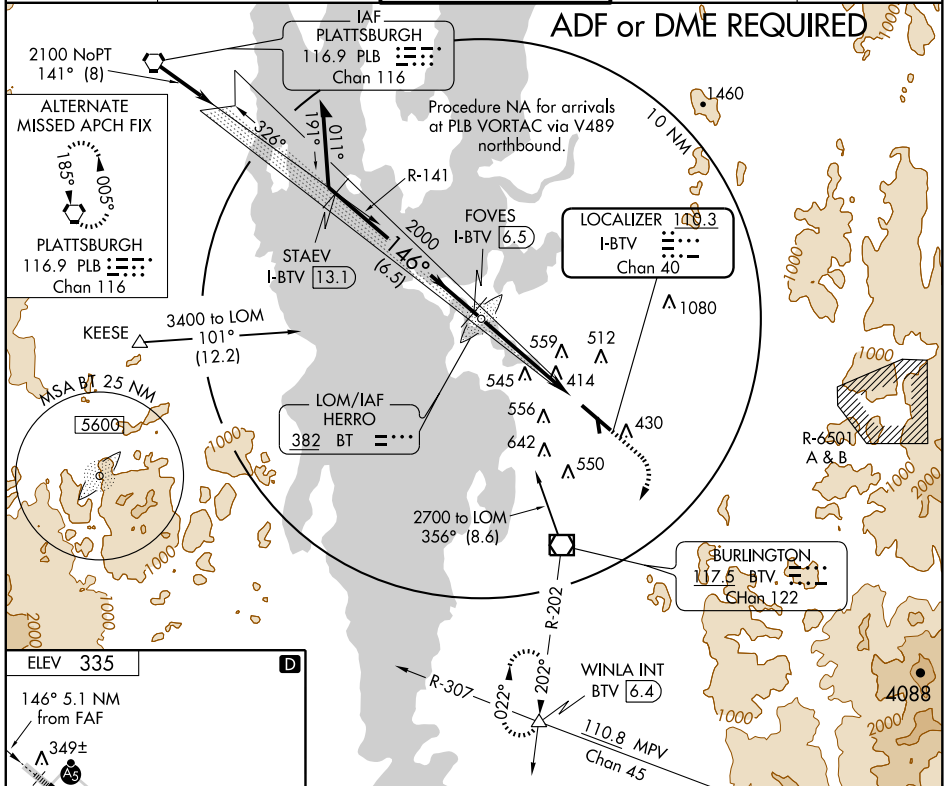
BURLINGTON INTL (BTV)

LOC/DME I-BTV <b>110.3</b> Chan <b>40</b>	APP CRS <b>146°</b>	Rwy Ldg TDZE Apt Elev	<b>7820</b> <b>326</b> <b>335</b>
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**V** \* RVR 1800 authorized with the use of flight director or autopilot or HUD to DA.  
**A**

**MALSR**  
 MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct BTV VOR/DME and R-202 to WINLA Int/BTV 6.4 DME and hold.

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON * <b>121.1 278.8</b>	BURLINGTON TOWER * <b>118.3 (CTAF) 257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>	GND CON <b>121.9 348.6</b>
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Remain within 10 NM	LOM 2400	800	3000	BTV 117.5	BTV R-202	WINLA
	FOVES I-BTV 6.5			I-BTV 2.5	I-BTV 1.5	
	2200	326°	146°	2000		
	GS 3.00° TCH 51			4.1 NM	1 NM	
CATEGORY	A	B	C	D		
S-ILS 15	* 526/24 200 (200-½)					
S-LOC 15	680/24 354 (400-½)			680/40 354 (400-½)		
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)		

NE-1, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 1

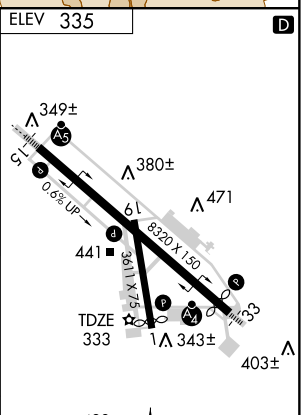
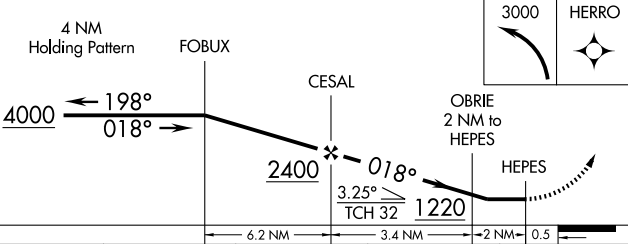
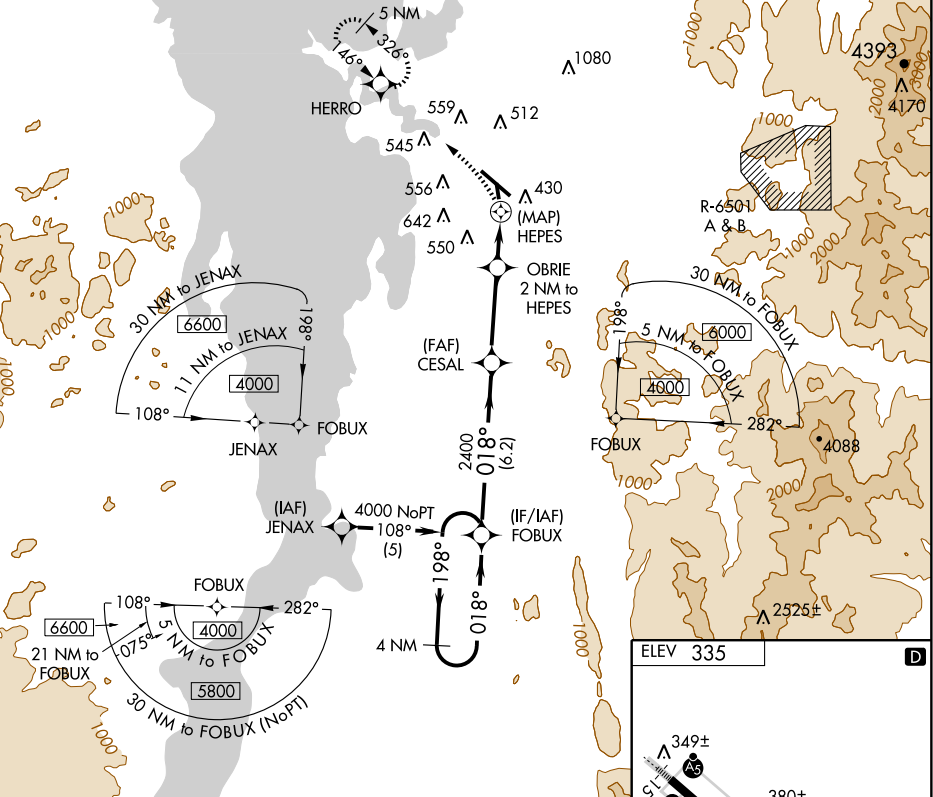
BURLINGTON INTL (BTV)

APP CRS	Rwy Idg	<b>3386</b>
<b>018°</b>	TDZE	<b>333</b>
	Apt Elev	<b>335</b>

**Procedure NA at night**  
**GPS or RNP -0.3 required.**  
**DME/DME RNP -0.3 NA**

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

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON * <b>121.1 278.8</b>	BURLINGTON TOWER * <b>118.3 (CTAF) 257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>	GND CON <b>121.9 348.6</b>
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CATEGORY	A	B	C	D
RNAV MDA	760-1	426 (500-1)	760-1½ 426 (500-1½)	NA
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)

MIRL Rwy 1-19  
 HIRL Rwy 15-33

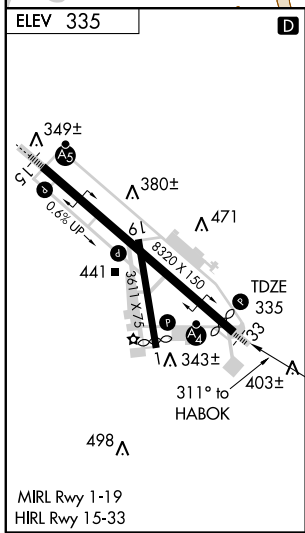
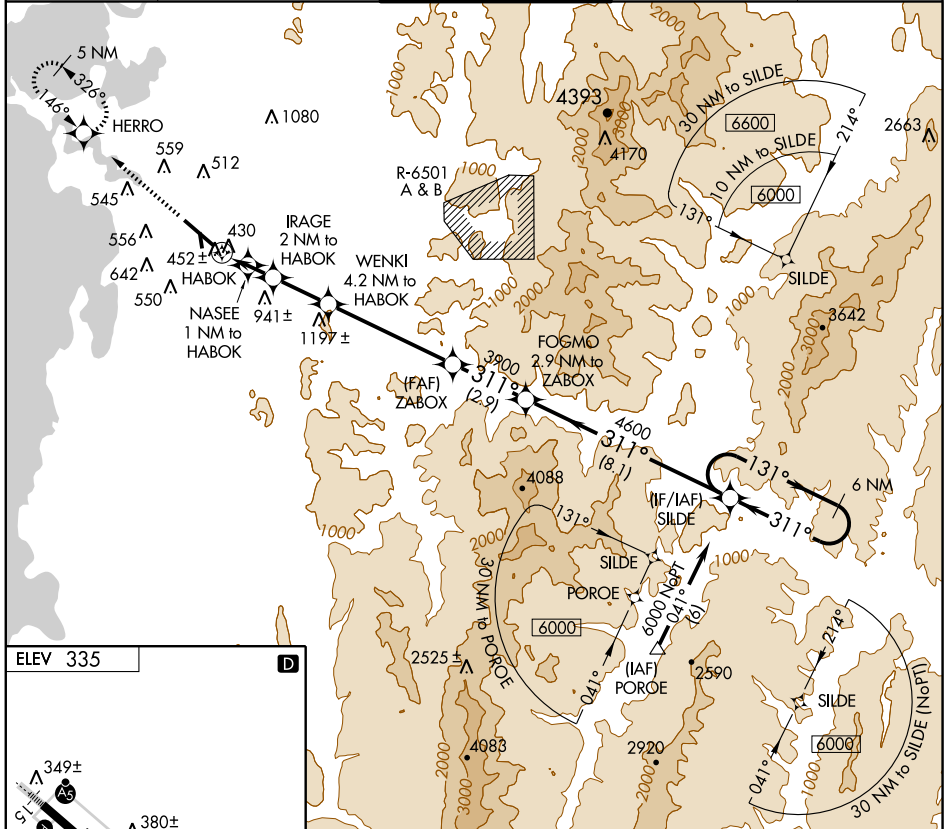
# RNAV (GPS) RWY 33

BURLINGTON INTL (BTV)

APP CRS	Rwy Idg	<b>7820</b>
<b>311°</b>	TDZE	<b>335</b>
	Apt Elev	<b>335</b>

NA	Circling to Rwy 1 NA at night GPS or RNP -0.3 required. DME/DME RNP -0.3 NA	MALSF 	MISSED APPROACH: Climb to 2200 direct HERRO WP and hold.

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON * <b>121.1 278.8</b>	BURLINGTON TOWER * <b>118.3 (CTAF) 257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>	GND CON <b>121.9 348.6</b>
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2200 	HERRO 	FOGMO 2.9 NM to ZABOX	SILDE 6 NM Holding Pattern
IRAGE 2 NM to HABOK WENKI 4.2 NM to HABOK ZABOX		311° → 6000 ← 311°	4600
NASEE 1 NM to HABOK HABOK		2100 3900	VGSI and descent angles not coincident.
940 1300 3.43° TCH 55		0.5 -1 NM -1 NM -2.2 -4.9 NM -2.9 -8.1	
CATEGORY A 0.5	B	C	D
LNAV MDA 720/50 385 (400-1)			
CIRCLING 840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)
1280-3 945 (1000-3)			

APP CRS	Rwy Idg	<b>7820</b>
<b>146°</b>	TDZE	<b>326</b>
	Apt Elev	<b>335</b>

# RNAV (GPS) Y RWY 15

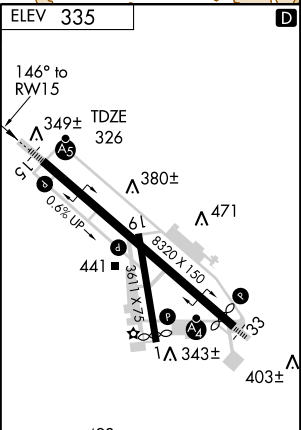
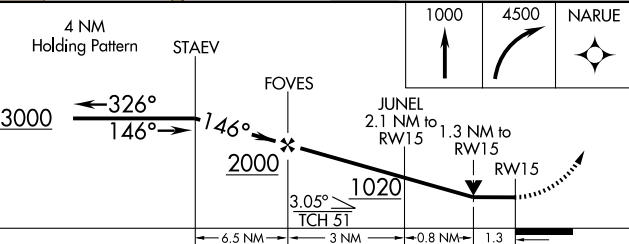
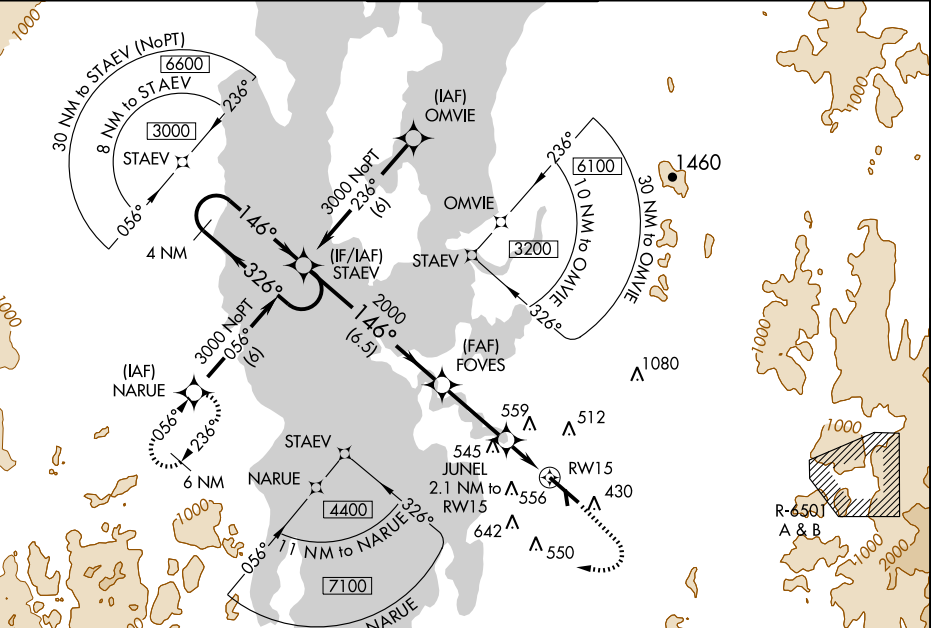
BURLINGTON INTL (BTV)

**▼** For Inoperative MALS, increase LNAV CAT A and B visibility to RVR 5000 and CAT E visibility to 1½. Circling to Rwy 1 NA at night.  
**▲** NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.



**MISSED APPROACH:** Climb to 1000 then climbing right turn to 4500 direct NARUE WP and hold.

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON * <b>121.1 278.8</b>	BURLINGTON TOWER * <b>118.3 (CTAF) 257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>	GND CON <b>121.9 348.6</b>
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CATEGORY	A	B	C	D	E
LNAV MDA	760/40		434 (500-¾)	760/50	434 (500-1)
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)	1280-3 945 (1000-3)

MIRL Rwy 1-19  
HIRL Rwy 15-33



# RNAV (GPS) Z RWY 15

BURLINGTON INTL (BTV)

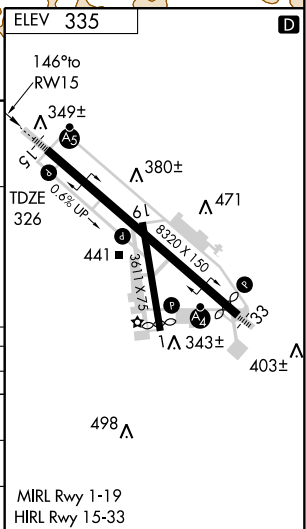
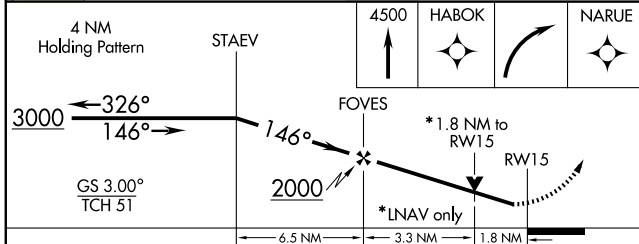
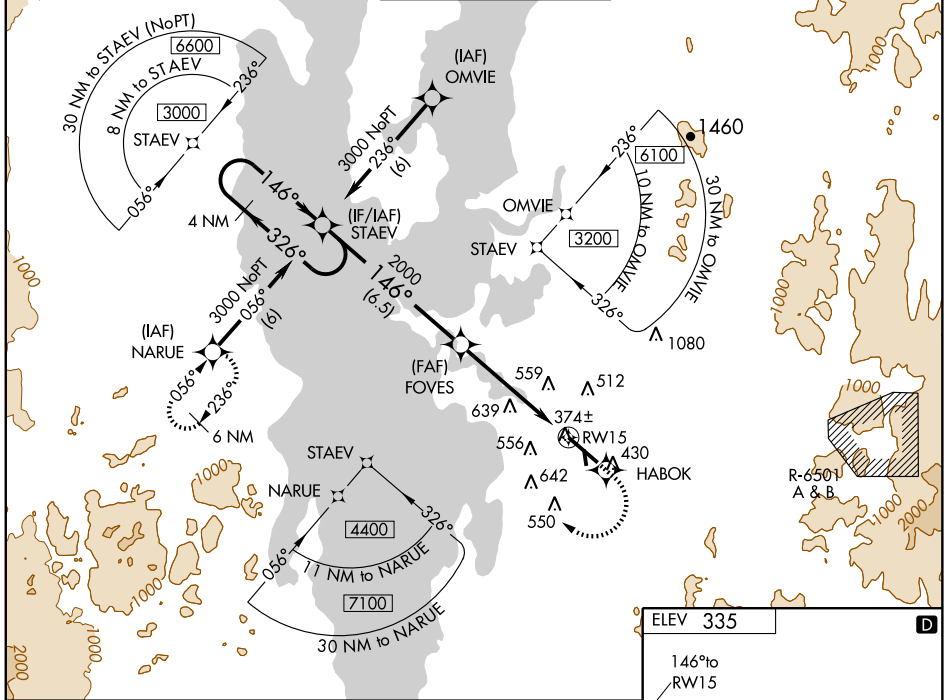
APP CRS	Rwy Idg	<b>7820</b>
<b>146°</b>	TDZE	<b>326</b>
	Apt Elev	<b>335</b>

For Inoperative MALSR, increase LNAV/VNAV CAT E visibility to RVR 6000 and LNAV CAT A and B visibility to RVR 5000 and CAT E to 2 1/4.  
 Baro-VNAV NA below -15°C (5°F)  
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA  
 Circling to Rwy 1 NA at night

MALSR

MISSED APPROACH: Climb to 4500 direct HABOK WP and via right turn direct NARUE WP and hold.

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON * <b>121.1 278.8</b>	BURLINGTON TOWER * <b>118.3 (CTAF) 0 257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>	GND CON <b>121.9 348.6</b>
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CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	660/40 334 (400-3/4)				
LNAV MDA	940/40 614 (700-3/4)	940/60 614 (700-1 1/2)	940/1 1/2 614 (700-1 1/2)	940-1 1/4 614 (700-1 1/4)	
CIRCLING	940-1 1/4 605 (700-1 1/4)	940-1 3/4 605 (700-1 3/4)	1000-2 665 (700-2)	1280-3 945 (1000-3)	

MIRL Rwy 1-19  
 HIRL Rwy 15-33

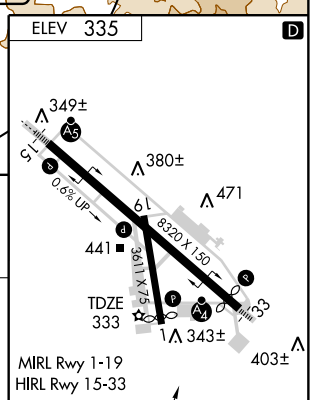
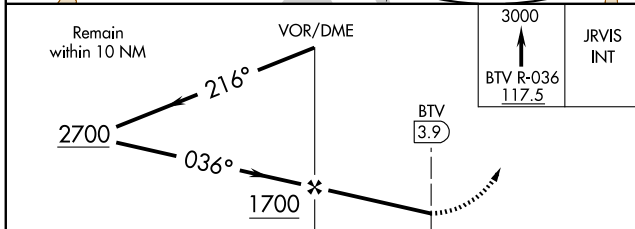
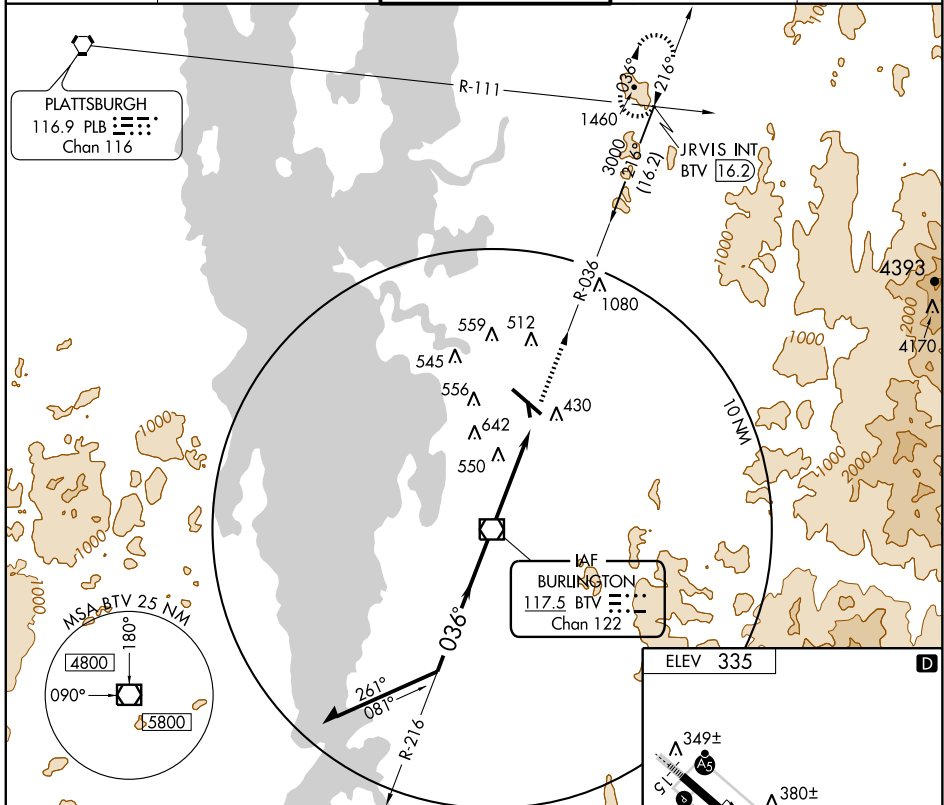
# VOR RWY 1

BURLINGTON INTL (BTV)

VOR/DME BTV	APP CRS	Rwy Idg	<b>3386</b>
<b>117.5</b>	<b>036°</b>	TDZE	<b>333</b>
Chan <b>122</b>		Apt Elev	<b>335</b>

MISSED APPROACH: Climb to 3000 via BTV R-036 to JRVIS Int and hold.

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON ★ <b>121.1 278.8</b>	BURLINGTON TOWER ★ <b>118.3 (CTAF) 257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>	GND CON <b>121.9 348.6</b>
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CATEGORY	A	B	C	D	FAF to MAP 3.9 NM					
S-1	820-1	487 (500-1)	820-1¼ 487 (500-1¼)	NA	Knots	60	90	120	150	180
CIRCLING	860-1	525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)	Min:Sec	3:54	2:36	1:57	1:34	1:18

# RNAV (GPS) RWY 1

HIGHGATE / FRANKLIN COUNTY STATE (F'SO)

WAAS CH <b>48900</b> W01A	APP CRS <b>005°</b>	Rwy Idg TDZE <b>228</b> Apt Elev <b>228</b>	<b>3000</b>
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DME/DME RNP-0.3 NA. If local altimeter setting not received, use Clinton County, Plattsburgh, NY altimeter setting and increase all DAs/MDAs 80 feet.

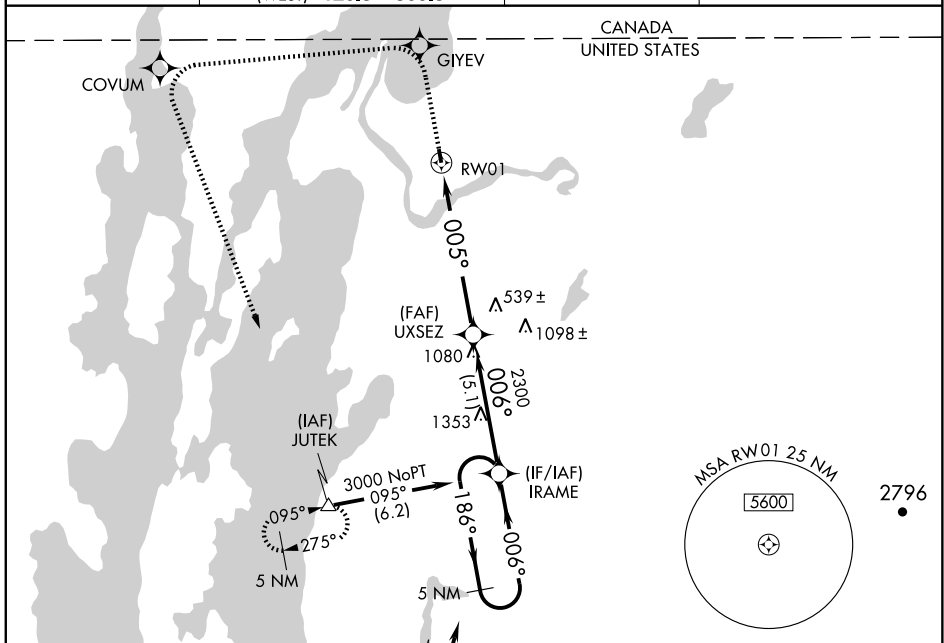
MISSED APPROACH: Climb to 3000 direct GIYEV and left turn via 281° track to COVUM then via 175° track to JUTEK and hold.

AWOS-3  
**119.025**

BURLINGTON APP CON\*  
(EAST) **121.1 278.8**  
(WEST) **126.3 360.8**

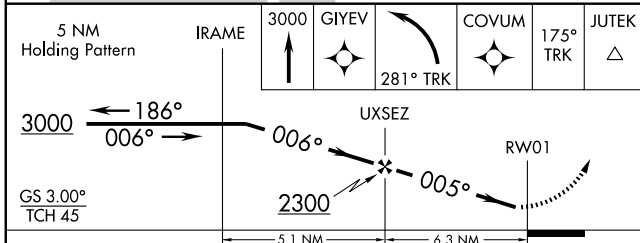
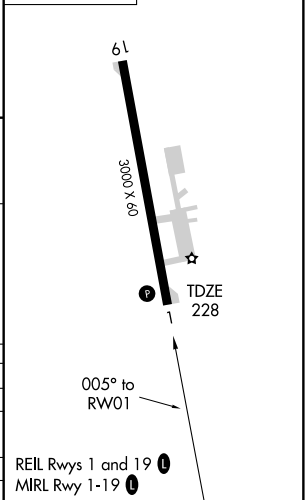
GCO  
**121.725**

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



Procedure NA for arrival at BTV VOR/DME via V91-104 southeastbound.

ELEV	<b>228</b>
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CATEGORY	A	B	C	D
LPV DA	529-1	301 (400-1)		NA
LNAV/VNAV DA	NA			
LNAV MDA	820-1	592 (600-1)		NA
CIRCLING	820-1	592 (600-1)		NA

# RNAV (GPS) RWY 19

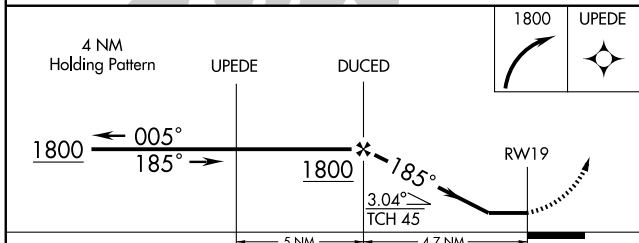
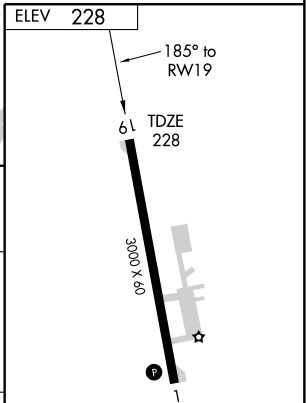
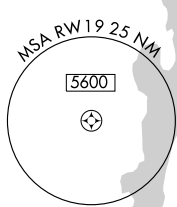
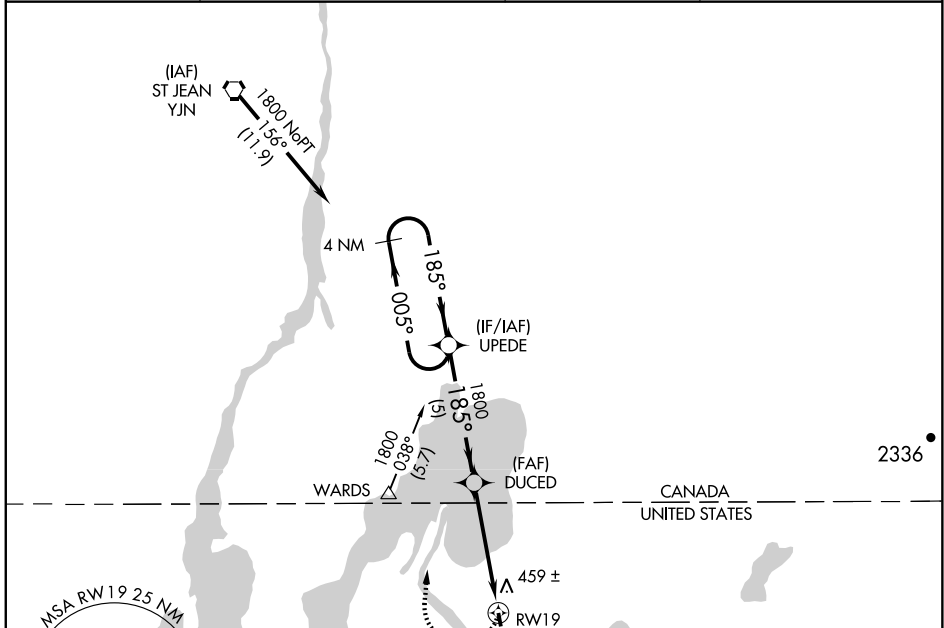
HIGHGATE / FRANKLIN COUNTY STATE (F'SO)

APP CRS	Rwy Idg	<b>3000</b>
<b>185°</b>	TDZE	<b>228</b>
	Apt Elev	<b>228</b>

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
 If local altimeter setting not received, use Clinton Co, Plattsburgh, NY altimeter setting and increase all MDAs 200 feet.  
 Procedure NA at night.

MISSED APPROACH: Climbing right turn to 1800 direct UPEDE and hold.

AWOS-3 <b>119.025</b>	BURLINGTON APP CON* (EAST) <b>121.1 278.8</b> (WEST) <b>126.3 360.8</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LNAV MDA	840-1	612 (700-1)		NA
CIRCLING	840-1	612 (700-1)		NA

REIL Rwy 1 and 19  
 MIRL Rwy 1-19

# VOR/DME RWY 19

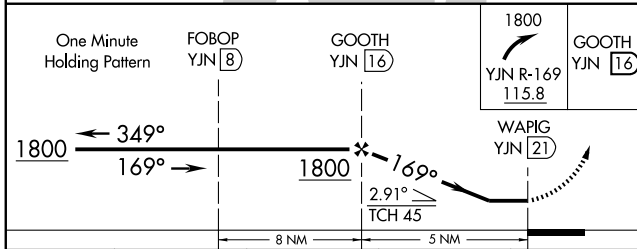
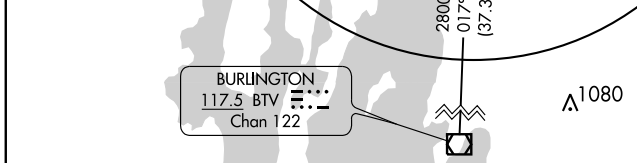
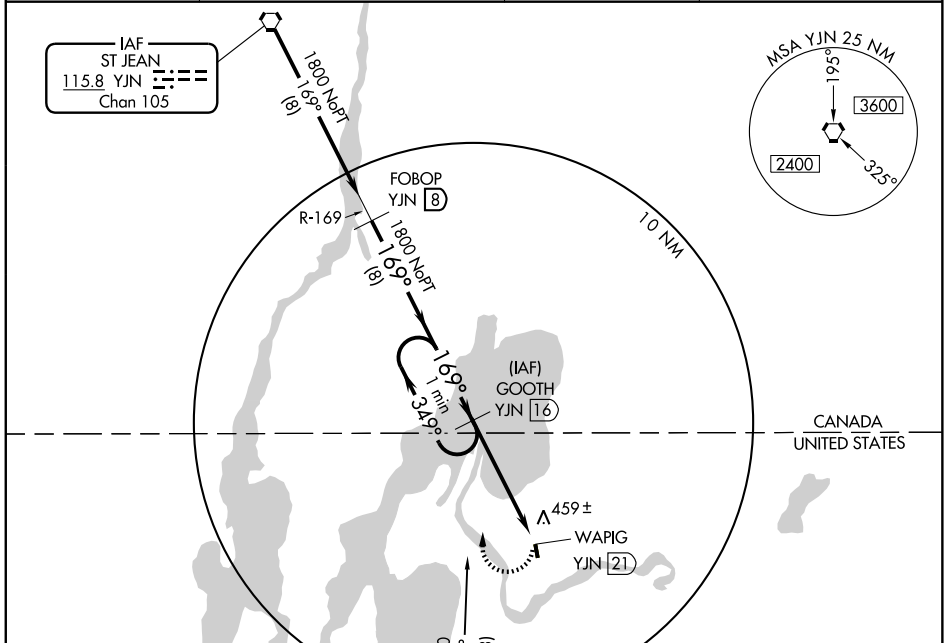
HIGHGATE / FRANKLIN COUNTY STATE (F'SO)

VORTAC YJN <b>115.8</b> Chan <b>105</b>	APP CRS <b>169°</b>	Rwy Idg <b>3000</b> TDZE <b>228</b> Apt Elev <b>228</b>
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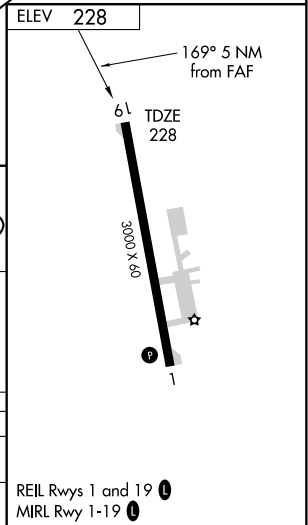
**▼** If local altimeter setting not received, use Clinton Co, Plattsburgh,  
**▲ NA** NY altimeter setting and increase all MDAs 200 feet.

**MISSED APPROACH:** Climbing right turn to 1800  
 via YJN R-169 to GOOTH/YJN 16 DME and hold.

AWOS-3 <b>119.025</b>	BURLINGTON APP CON* (EAST) <b>121.1 278.8</b> (WEST) <b>126.3 360.8</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-19	840-1 612 (700-1)	840-1¼ 612 (700-1¼)		NA
CIRCLING	840-1 612 (700-1)	860-1¼ 632 (700-1¼)		NA



REIL Rwy 1 and 19 **0**  
 MRL Rwy 1-19 **0**

# NDB RWY 2

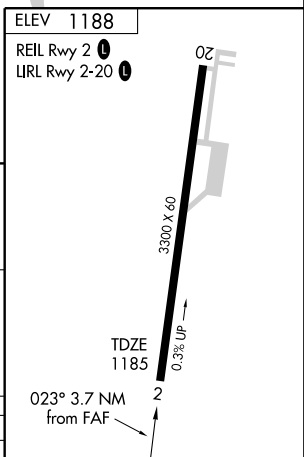
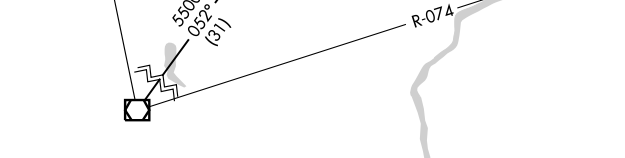
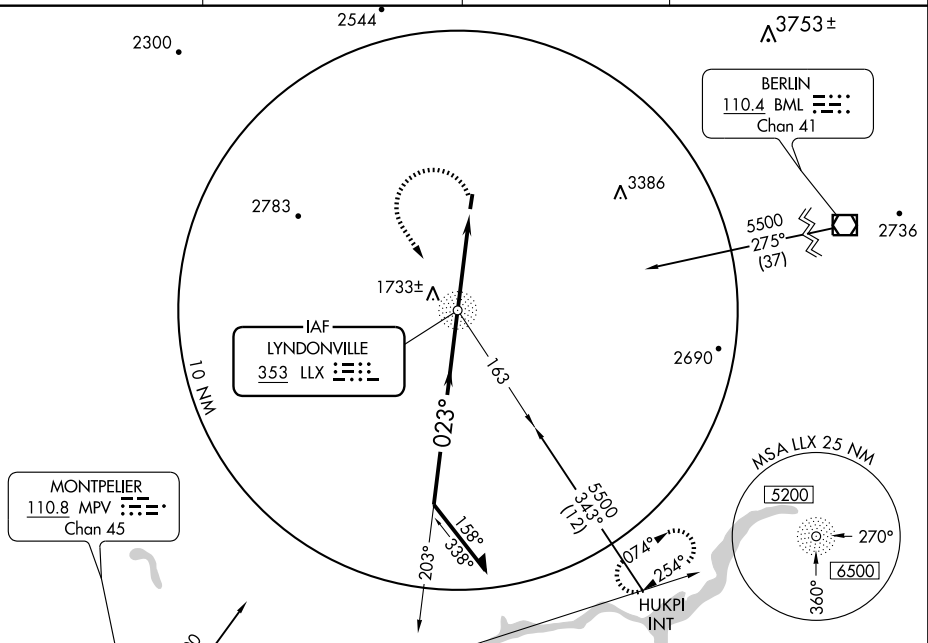
LYNDONVILLE / CALEDONIA COUNTY (CDA)

NDB LLX <b>353</b>	APP CRS <b>023°</b>	Rwy Idg TDZE Apt Elev	<b>3300</b> <b>1185</b> <b>1188</b>
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**▽** If local altimeter setting not received, use Whitefield, NH altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. Procedure NA at night.

**MISSED APPROACH:** Climbing left turn to 5500 direct LLX NDB, then via LLX NDB 163° bearing to HUKPI Int and hold, continue climb in hold to 5500.

AWOS-3 <b>119.275</b>	BOSTON CENTER <b>135.7 282.2</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	Remain within 10 NM			
	A	B	C	D
S-2	2040-1 855 (900-1)	2040-1¼ 855 (900-1¼)	2040-2½ 855 (900-2½)	NA
CIRCLING	2040-1 852 (900-1)	2040-1¼ 852 (900-1¼)	2040-2½ 852 (900-2½)	NA

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-1, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 2

LYNDONVILLE / CALEDONIA COUNTY (CDA)

APP CRS **024°**  
 Rwy Idg **3300**  
 TDZE **1185**  
 Apt Elev **1188**

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

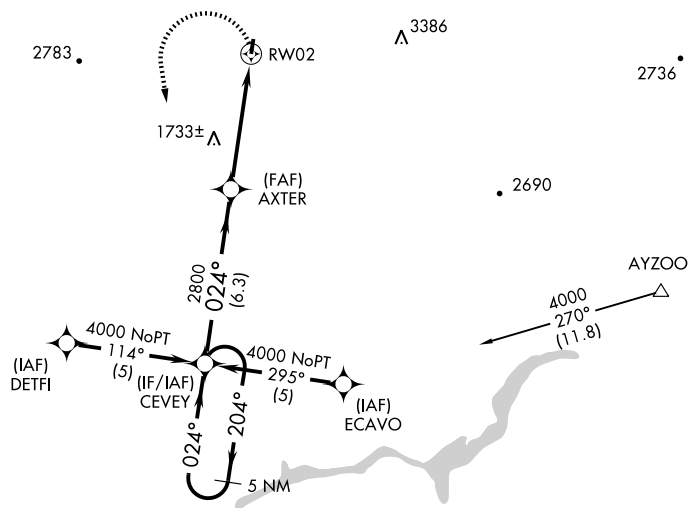
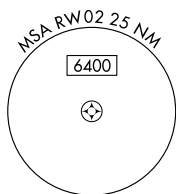
MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

AWOS-3  
**119.275**

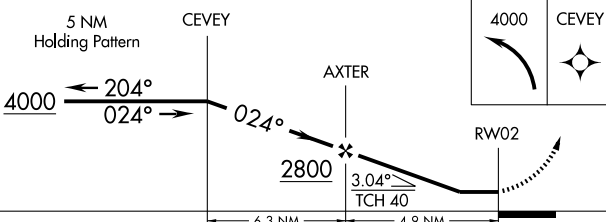
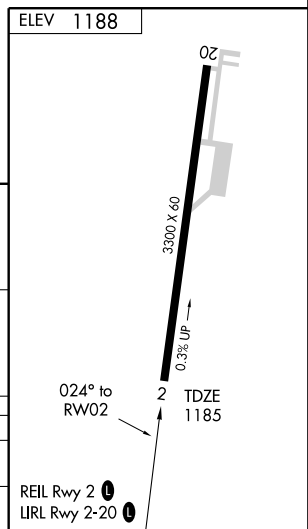
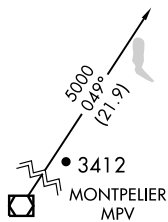
BOSTON CENTER  
**135.7 282.2**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrivals at MPV VOR/DME via V447 southwest bound.



CATEGORY	A	B	C	D
LNAV	2000-1 815 (900-1)	2000-1¼ 815 (900-1¼)	2000-2½ 815 (900-2½)	NA
CIRCLING	2000-1 812 (900-1)	2000-1¼ 812 (900-1¼)	2000-2½ 812 (900-2½)	NA

REIL Rwy 2 0  
 LURL Rwy 2-20 0

# GPS RWY 19

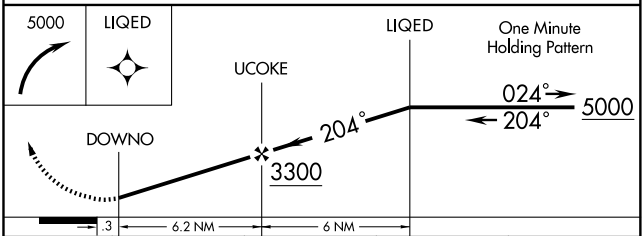
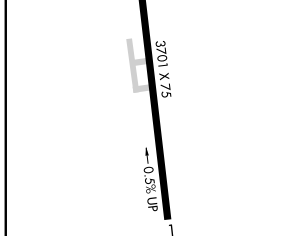
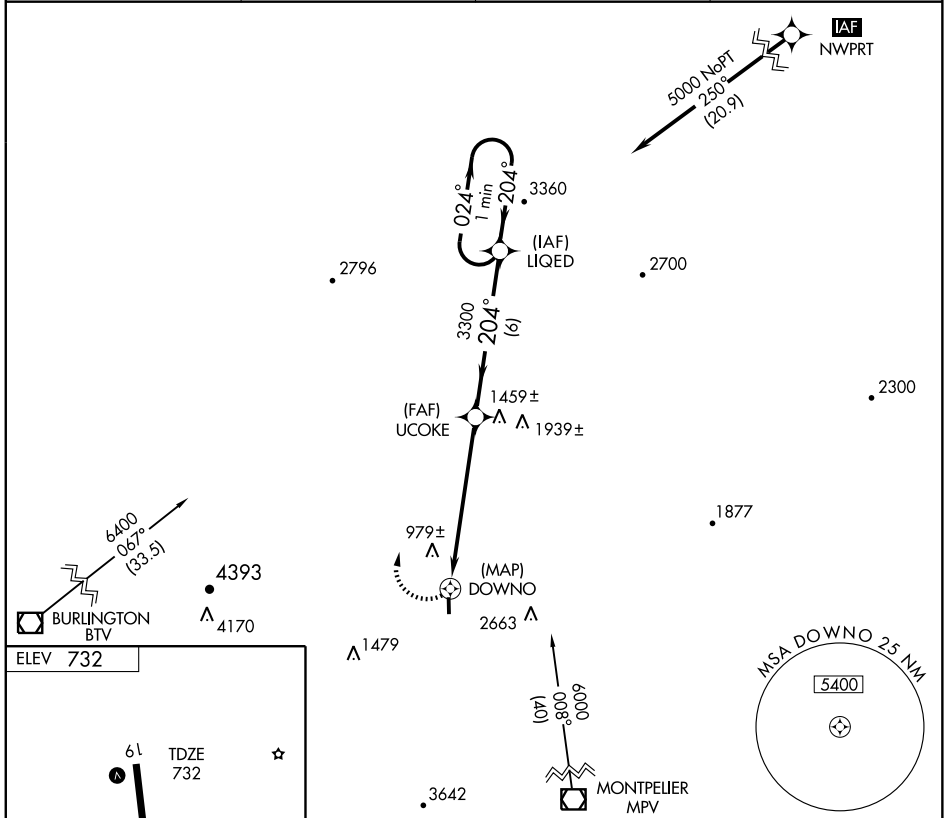
MORRISVILLE-STOWE STATE (MVL)

APP CRS	Rwy Idg	<b>3701</b>
<b>204°</b>	TDZE	<b>732</b>
	Apt Elev	<b>732</b>

**IAF** ARM APPROACH MODE PRIOR TO IAF.  
**NA** When local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 5000 direct LIQED WP and hold.

ASOS <b>135.625</b>	BOSTON CENTER <b>135.7 282.2</b>	GCO <b>135.075</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-19	1560-1 828 (900-1)	1560-1¼ 828 (900-1¼)	NA	
CIRCLING	1600-1 868 (900-1)	1600-1¼ 868 (900-1¼)	NA	

MIRL Rwy 1-19 **0**  
 REIL Rwy 1 and 19 **0**

NE-1, 08 APR 2010 to 06 MAY 2010



# NDB or GPS-B

MORRISVILLE-STOWE STATE (MVL)

NDB JRV <b>375</b>	APP CRS <b>223°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>732</b>
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When local altimeter setting not received, procedure NA.

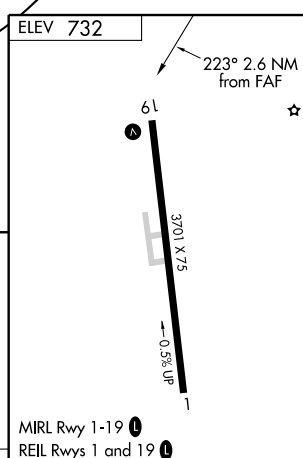
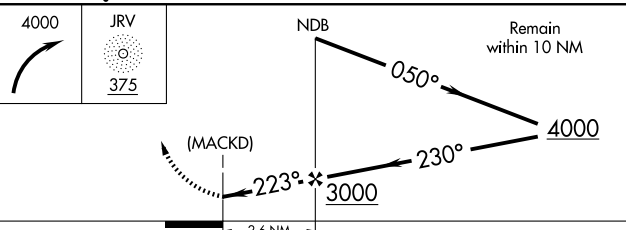
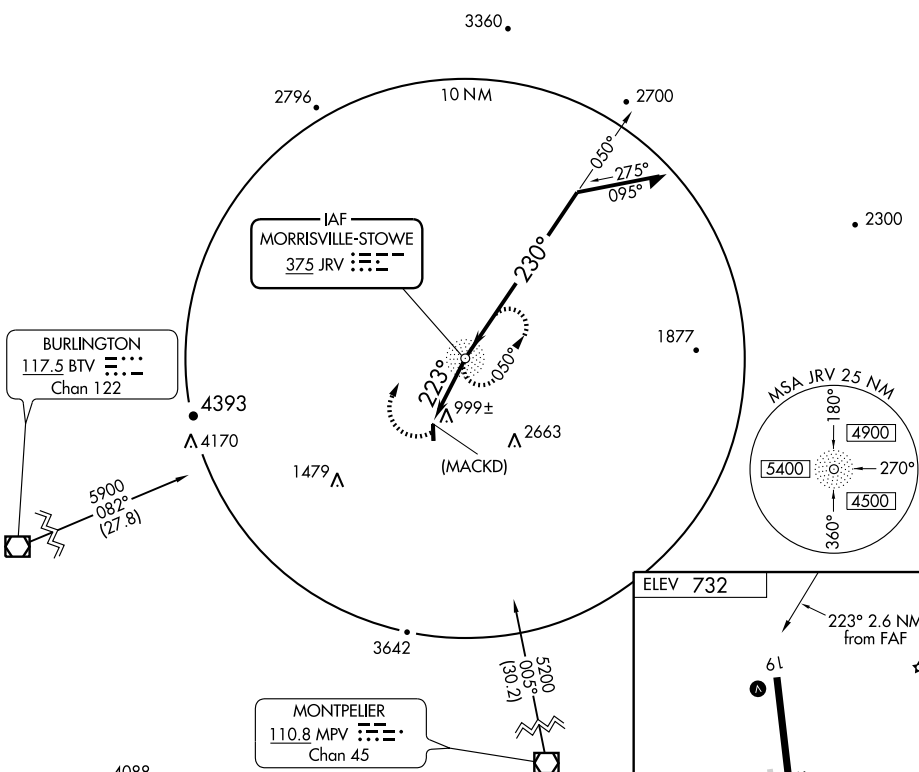
MISSED APPROACH: Climbing right turn to 4000 direct JRV NDB and hold.

ASOS  
**135.625**

BOSTON CENTER  
**135.7 282.2**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A		B		C	D	FAF to MAP 2.6 NM					
	2000-1¼ 1268 (1300-1¼)	2000-1½ 1268 (1300-1½)										
CIRCLING					NA		Knots	60	90	120	150	180
							Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-1, 08 APR 2010 to 06 MAY 2010

# GPS RWY 36

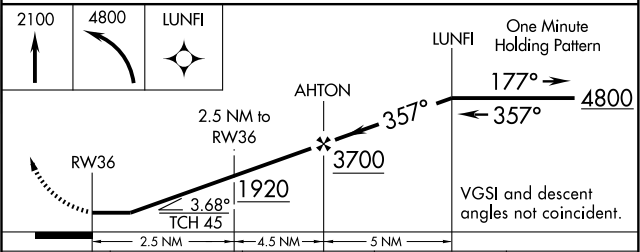
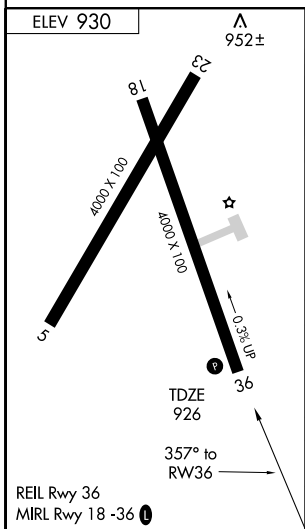
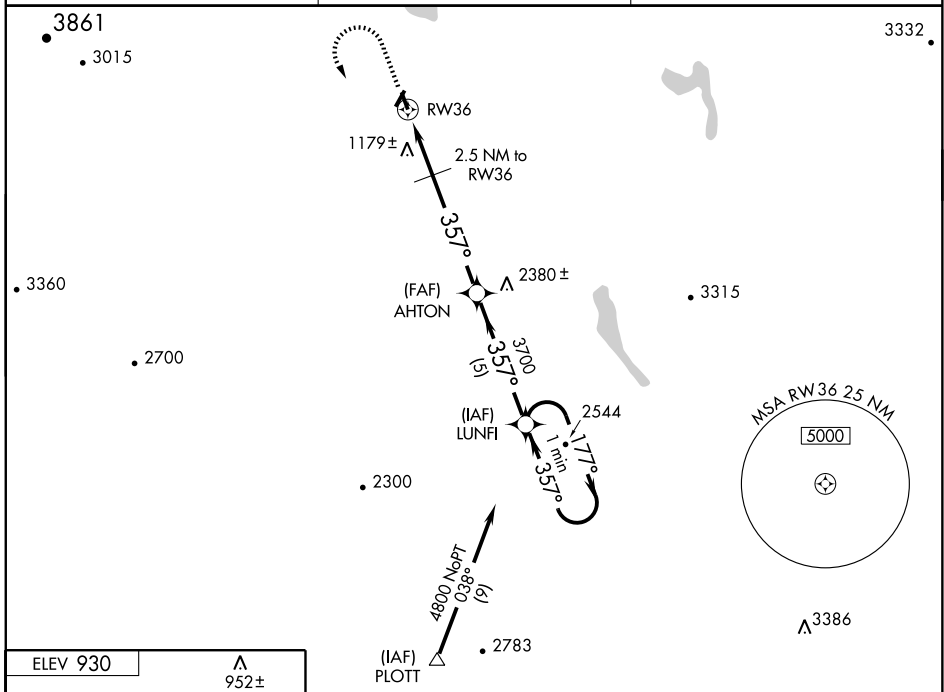
NEWPORT STATE (EFK)

APP CRS	Rwy Idg	<b>4000</b>
<b>357°</b>	TDZE	<b>926</b>
	Apt Elev	<b>930</b>

**▽** Obtain local altimeter setting on CTAF, when not received, use Morrisville-Stowe State altimeter setting.

**△** NA MISSED APPROACH: Climb to 2100, then climbing left turn to 4800 direct LUNFI WP and hold.

AWOS-3 <b>118.275</b>	BURLINGTON RADIO <b>122.5 255.4</b>	UNICOM <b>122.8 (CTAF)</b> <b>①</b>
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CATEGORY	A		B		C		D
	S-36	1440-1	514 (600-1)	1440-1½	514 (600-1½)		
CIRCLING	1460-1	530 (600-1)	1560-1¾	630 (700-1¾)			NA
MORRISVILLE-STOWE STATE ALTIMETER SETTING MINIMUMS							
S-36	1520-1	594 (600-1)	1520-1½	594 (600-1½)			NA
CIRCLING	1560-1	630 (700-1)	1660-2	730 (800-2)			NA

NE-1, 08 APR 2010 to 06 MAY 2010

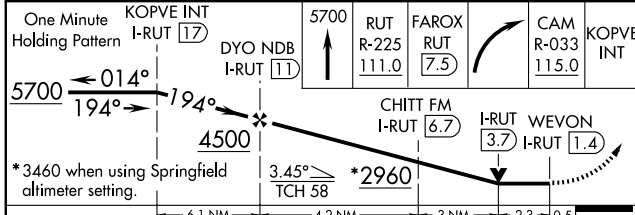
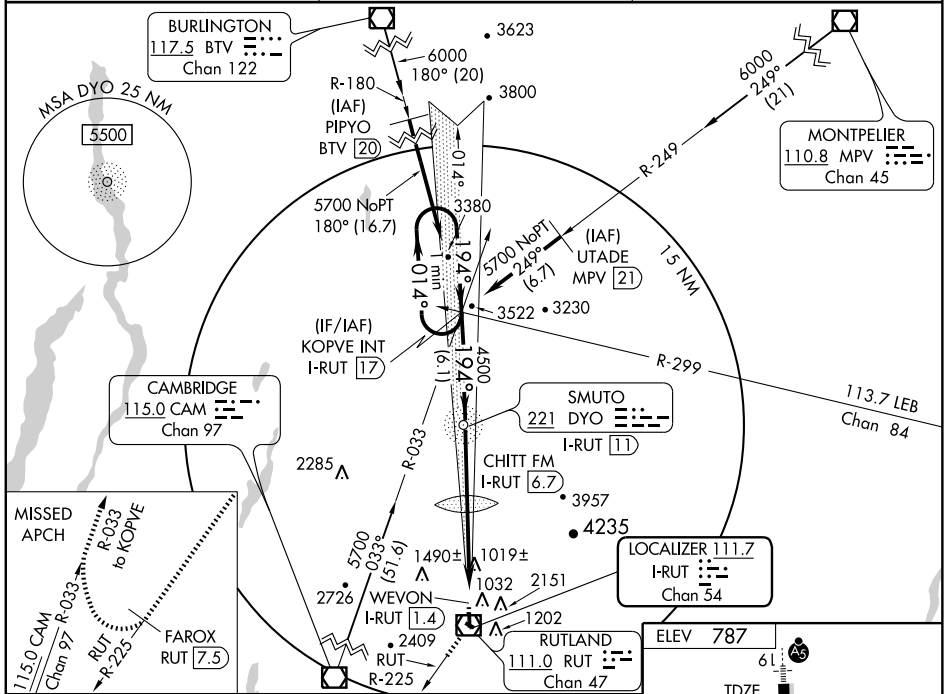
LOC/DME I-RUT	APP CRS	Rwy Idg	5000
111.7	194°	TDZE	787
Chan 54		Apt Elev	787

# LOC Y RWY 19

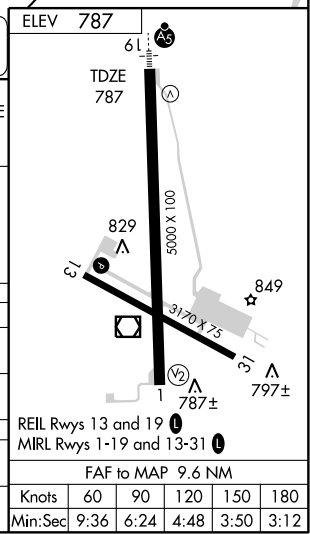
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

<p><b>NA</b></p> <p>⚠ Circling NA east of Rwy 19 and 31. DME Required. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting. CHIT FIX Straight-In Minima NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 Cat A and B.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 5700 via RUT VOR/DME and RUT VOR/DME R-225 to FAROX/RUT 7.5 DME and right turn via CAM VOR/DME R-033 to KOPVE INT/I-RUT 17 DME and hold.</p>

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-19	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-2½ 2173 (2200-2½)	NA
CIRCLING	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-3 2173 (2200-3)	NA
CHIT FIX MINIMUMS				
S-19	1880-¾ 1093 (1100-¾)	1880-1 1093 (1100-1)	1880-2½ 1093 (1100-2½)	NA
CIRCLING	1900-1¼ 1113 (1200-1¼)	1900-1½ 1113 (1200-1½)	1960-3 1173 (1200-3)	NA



# LOC Z RWY 19

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

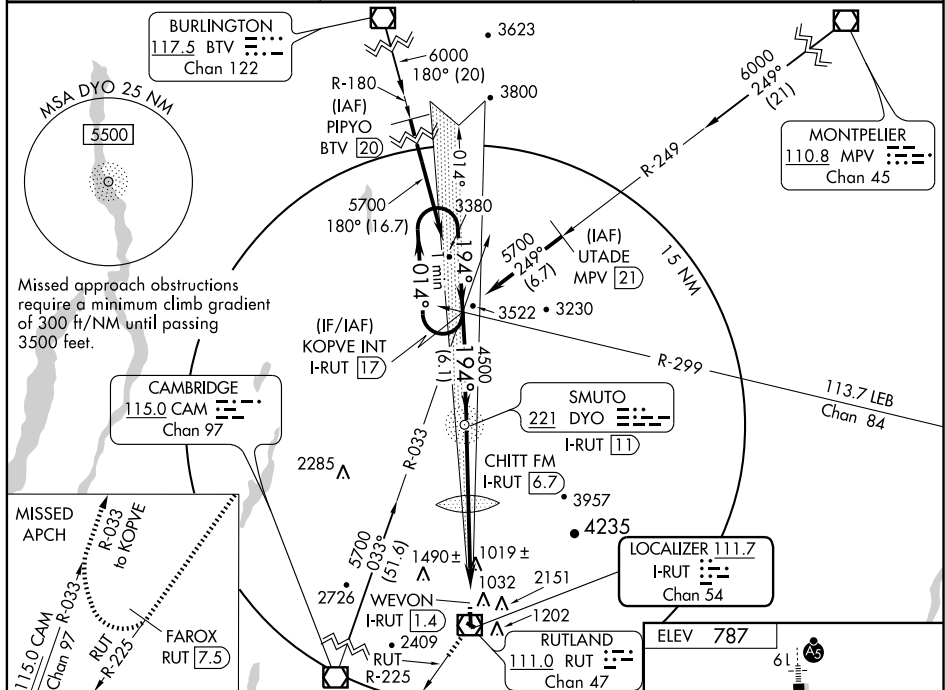
LOC/DME I-RUT	APP CRS	Rwy Idg	5000
111.7	194°	TDZE	787
Chan 54		Apt Elev	787

⚠ Circling NA east of Rwy 19 and 31. DME Required. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. CHITT FIX Straight-in Minimums NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 Cat A and B. For inoperative MALSR, increase CHITT FIX Minimums S-19 Cat A and B visibility ¼ mile. VDP NA when using Springfield altimeter setting.

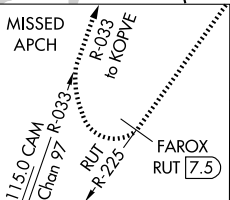
MALSR  
AS

MISSED APPROACH: Climb to 5700 via RUT VOR/DME and RUT VOR/DME R-225 to FAROX/RUT 7.5 DME and right turn via CAM VOR/DME R-033 to KOPVE INT/I-RUT 17 DME and hold.

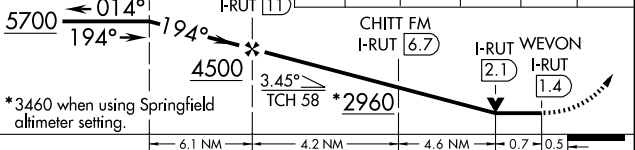
AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF)



Missed approach obstructions require a minimum climb gradient of 300 ft/NM until passing 3500 feet.



One Minute Holding Pattern	KOPVE INT I-RUT 17	5700	RUT R-225 111.0	FAROX RUT 7.5	CAM R-033 115.0	KOPVE INT
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CATEGORY	A	B	C	D
S-19	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-2½ 2173 (2200-2½)	NA
CIRCLING	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-3 2173 (2200-3)	NA
<b>CHITT FIX MINIMUMS</b>				
S-19	1280-¾ 493 (500-¾)			NA
CIRCLING	1900-1¼ 1113 (1200-1¼)	1900-1½ 1113 (1200-1½)	1960-3 1173 (1200-3)	NA

ELEV 787

Diagram showing the intersection of Runway 19 and Runway 13. The localizer for Runway 19 is 111.7 (Chan 34). Obstacles are shown at 829 ft and 849 ft. Dimensions of 5000 x 100 and 3170 x 75 are indicated.

REIL Rws 13 and 19	MRLL Rws 1-19 and 13-31				
FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

NE-1.08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	<b>5000</b>
<b>014°</b>	TDZE	<b>787</b>
	Apt Elev	<b>787</b>

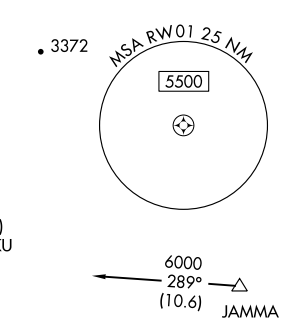
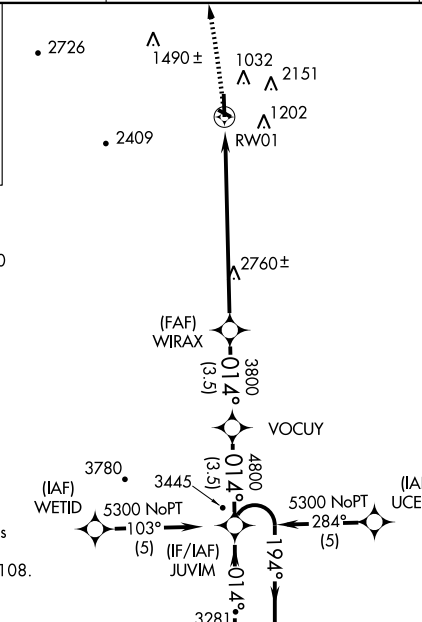
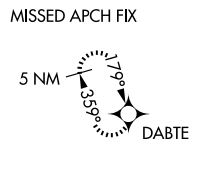
# RNAV (GPS) RWY 1

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

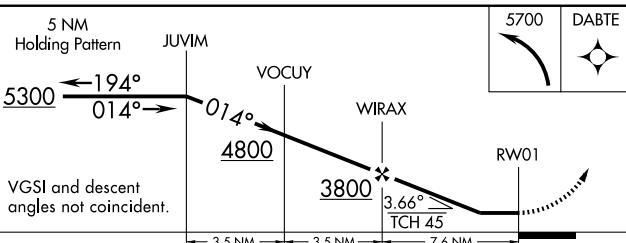
**Procedure NA at night. Circling NA east of Rwy 19 and 31.**  
**DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.**  
 When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.

**MISSED APPROACH:** Climbing left turn to 5700 direct DABTE and hold.

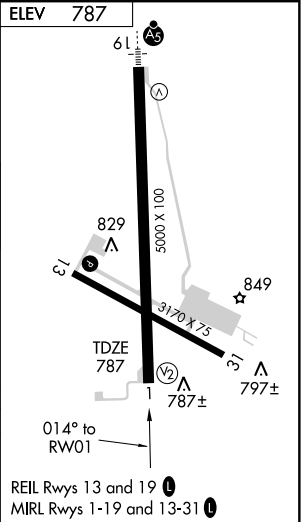
AWOS-3 <b>118.375</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure NA for arrivals at CAM VOR/DME on airway radials 016 CW 108.



CATEGORY	A	B	C	D
LNNAV MDA	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3 2313 (2400-3)	NA
CIRCLING	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3 2313 (2400-3)	NA



NE-1, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 19

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

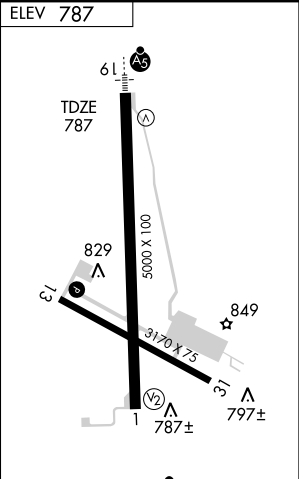
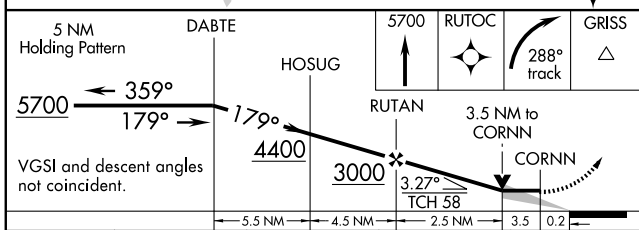
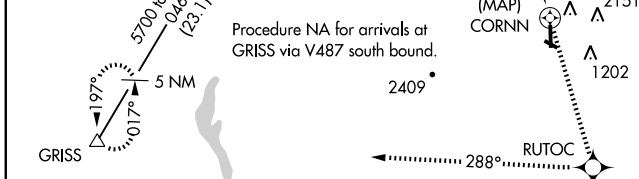
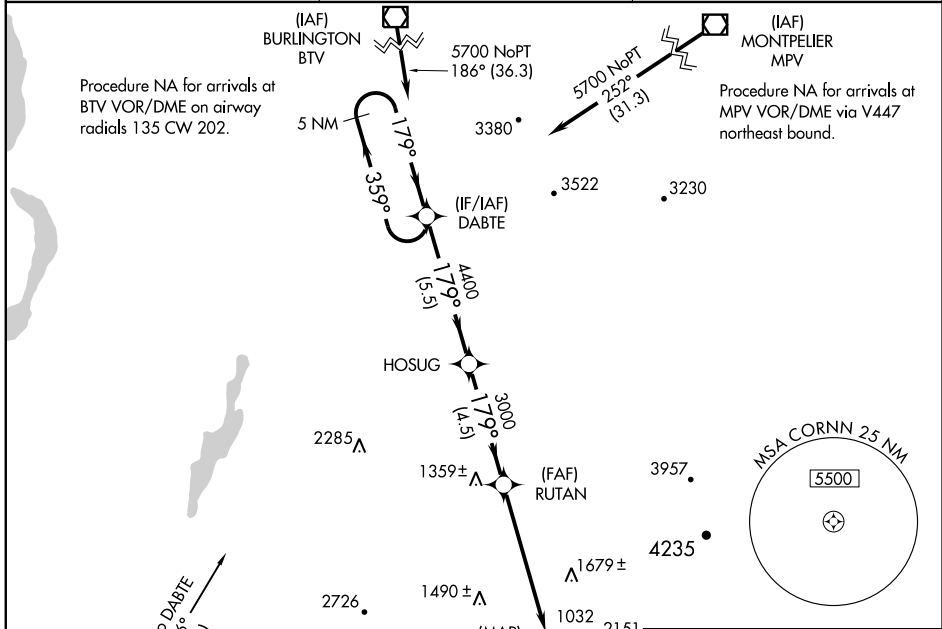
APP CRS	Rwy Idg	<b>5000</b>
<b>179°</b>	TDZE	<b>787</b>
	Apt Elev	<b>787</b>

**⚠** Inoperative table does not apply. Circling NA east of Rwy 19 and 31.  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.  
 VDP NA when using Springfield altimeter setting.

MALSR

MISSED APPROACH: Climb to 5700 direct RUTOC and right turn via 288° track to GRISS and hold, continue climb-in-hold to 5700.

AWOS-3 <b>118.375</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LNNAV MDA	2220-1¼ 1433 (1500-1¼)	2220-1½ 1433 (1500-1½)	2220-3 1433 (1500-3)	NA
CIRCLING	2220-1¼ 1433 (1500-1¼)	2220-1½ 1433 (1500-1½)	2220-3 1433 (1500-3)	NA

REIL Rwy 13 and 19   
 MRL Rwy 1-19 and 13-31

NE-1, 08 APR 2010 to 06 MAY 2010

VOR/DME RUT <b>111.0</b> Chan 47	APP CRS <b>017°</b>	Rwy Idg <b>5000</b> TDZE <b>787</b> Apt Elev <b>787</b>
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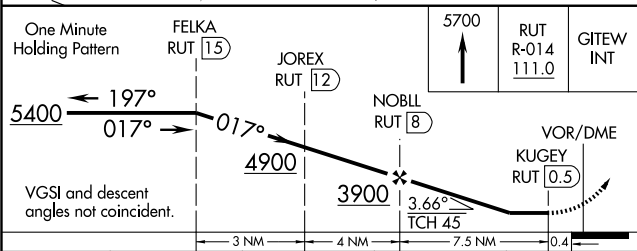
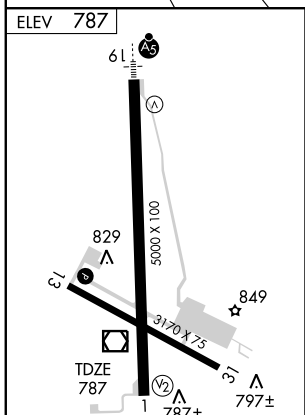
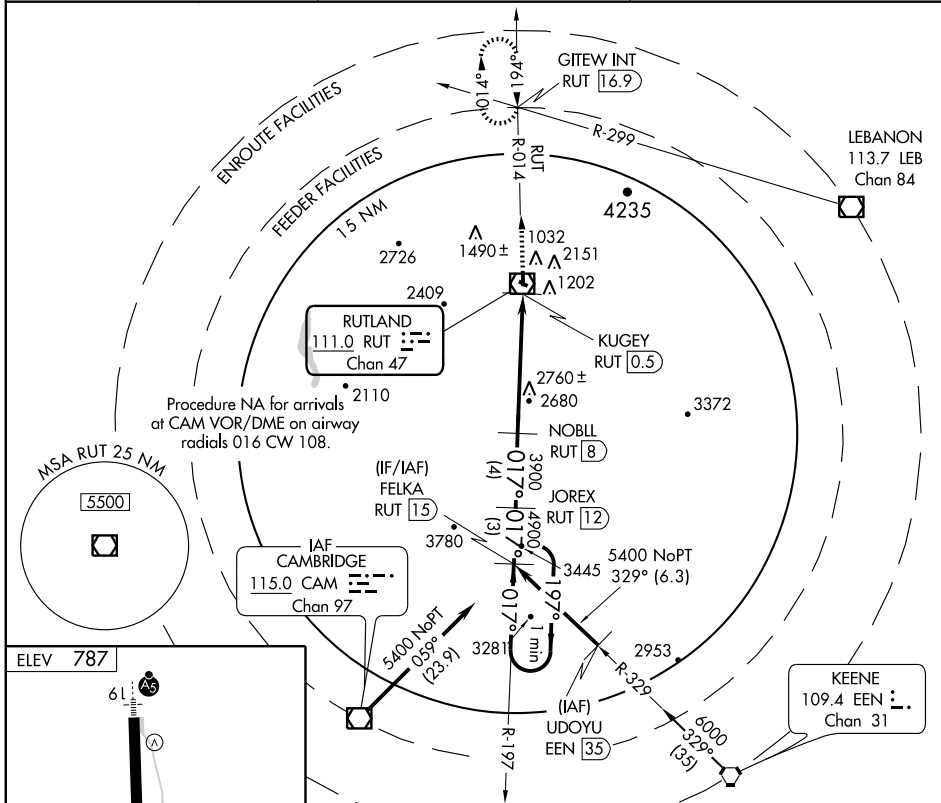
# VOR/DME RWY 1

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

**NA** Procedure NA at night. Circling NA east of Rwy 19 and 31. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.

MISSED APPROACH: Climb to 5700 via RUT VOR/DME R-014 to GITEW INT/ RUT 16.9 DME and hold.

AWOS-3 <b>118.375</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-1	3120 - 1 1/4 2333 (2400-1/4)	3120 - 1 1/2 2333 (2400-1/2)	3120 - 3 2333 (2400-3)	NA
CIRCLING	3120 - 1 1/4 2333 (2400-1/4)	3120 - 1 1/2 2333 (2400-1/2)	3120 - 3 2333 (2400-3)	NA

REIL Rwy 13 and 19  
MIRL Rwy 1-19 and 13-31

NE-1, 08 APR 2010 to 06 MAY 2010

# VOR/DME RWY 19

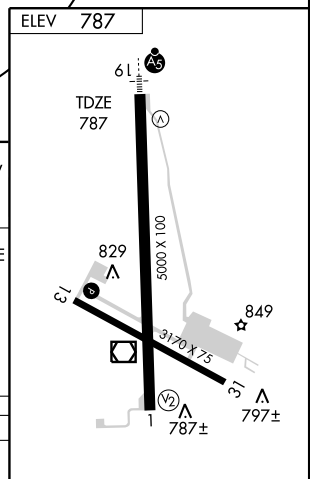
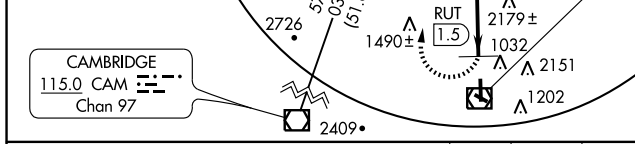
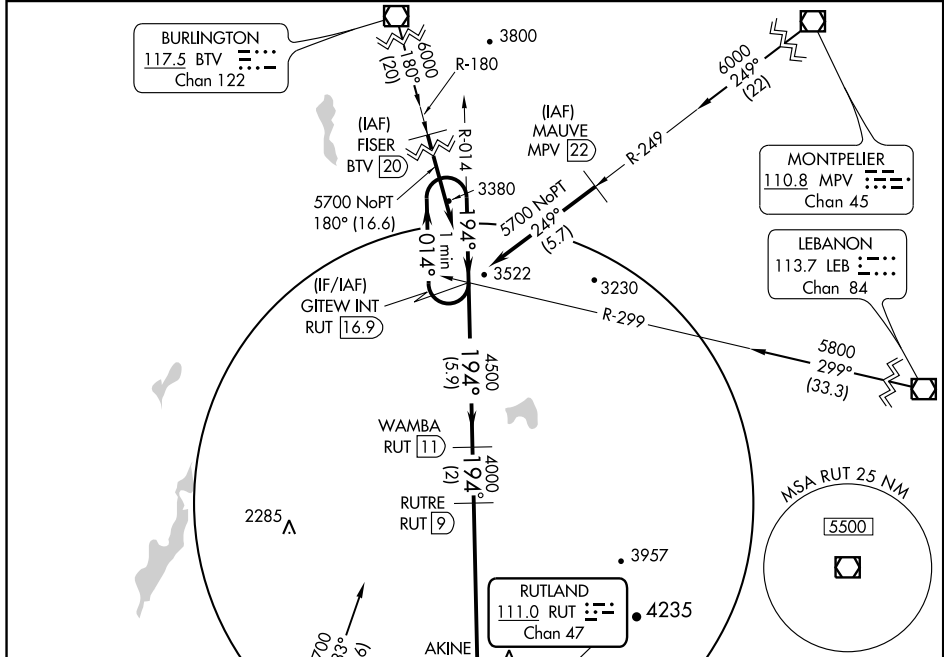
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

VOR/DME RUT	APP CRS	Rwy Idg	5000
111.0	194°	TDZE	787
Chan 47		Apt Elev	787

**MALS R**  
 MISSED APPROACH: Climbing right turn to 5700 via heading 040° and via RUT VOR/DME R-014 to GITEW INT/RUT 16.9 DME and hold.

**⚠** Circling NA east of Rwy 19 and 31. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 A and B.

AWOS-3 <b>118.375</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b>
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	5.9 NM	2 NM	3.6 NM	3.9 NM	0.8 NM
WAMBA RUT 11	RUTRE RUT 9	RUT 5.4	AKINE RUT 1.5		
GITEW RUT 16.9					

CATEGORY	A	B	C	D
S-19	2560-1¼ 1773 (1800-1¼)	2560-1½ 1773 (1800-1½)	2560-2½ 1773 (1800-2½)	NA
CIRCLING	2560-1¼ 1773 (1800-1¼)	2560-1½ 1773 (1800-1½)	2560-3 1773 (1800-3)	NA

REIL Rwy 13 and 19  
 MRL Rwy 1-19 and 13-31



LOC/DME I-VSF <b>111.3</b> Chan <b>50</b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev <b>5498</b> <b>575</b> <b>577</b>
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# LOC/DME RWY 5

SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (VSP<sup>F</sup>)

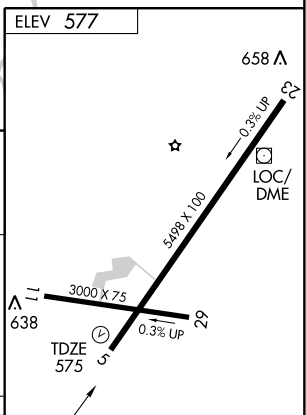
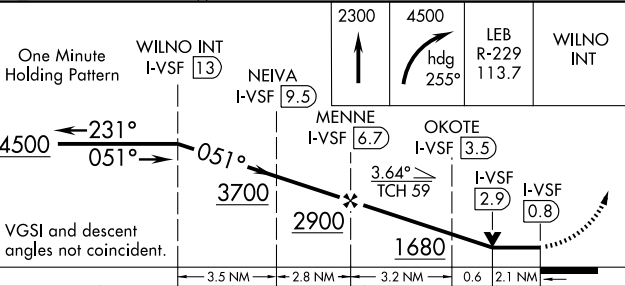
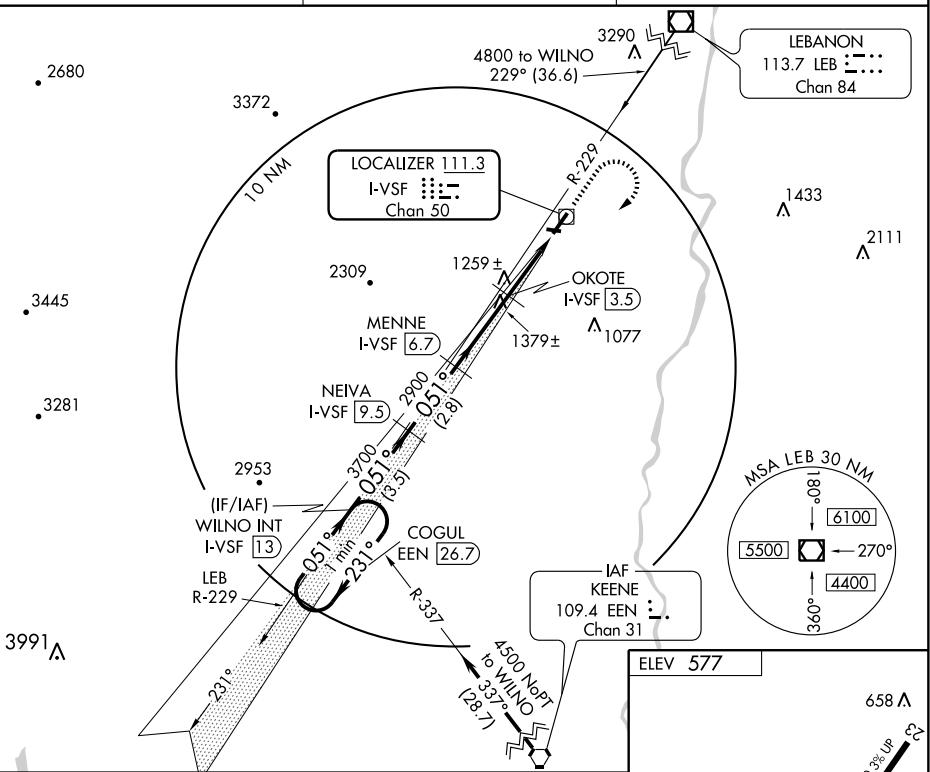
▼  
▲ NA

MISSED APPROACH: Climb to 2300 then climbing right turn to 4500 via heading 255° and LEB VOR/DME R-229 to WILNO INT/I-VSF 13 DME and hold, continue climb-in-hold to 4500.

ASOS  
**121.425**

BOSTON CENTER  
**134.7 381.4**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-5	1540-1¼ 965 (1000-1¼)	1540-1½ 965 (1000-1½)	1540-3	965 (1000-3)
CIRCLING	1560-1¼ 983 (1000-1¼)	1720-1½ 1143 (1200-1½)	1720-3 1143 (1200-3)	2400-3 1823 (1900-3)

ELEV 577

REIL Rwy 5  
MIRL Rwy 5-23 and 11-29

NE-1, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 5

SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (VSP<sup>T</sup>)

APP CRS	Rwy Idg	<b>5498</b>
<b>050°</b>	TDZE	<b>575</b>
	Apt Elev	<b>577</b>

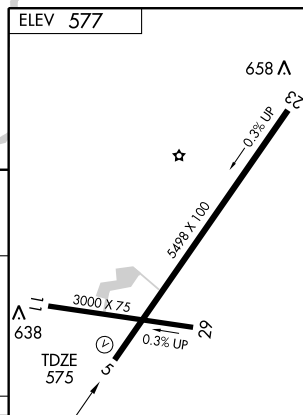
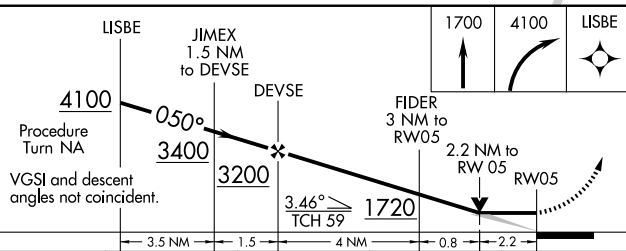
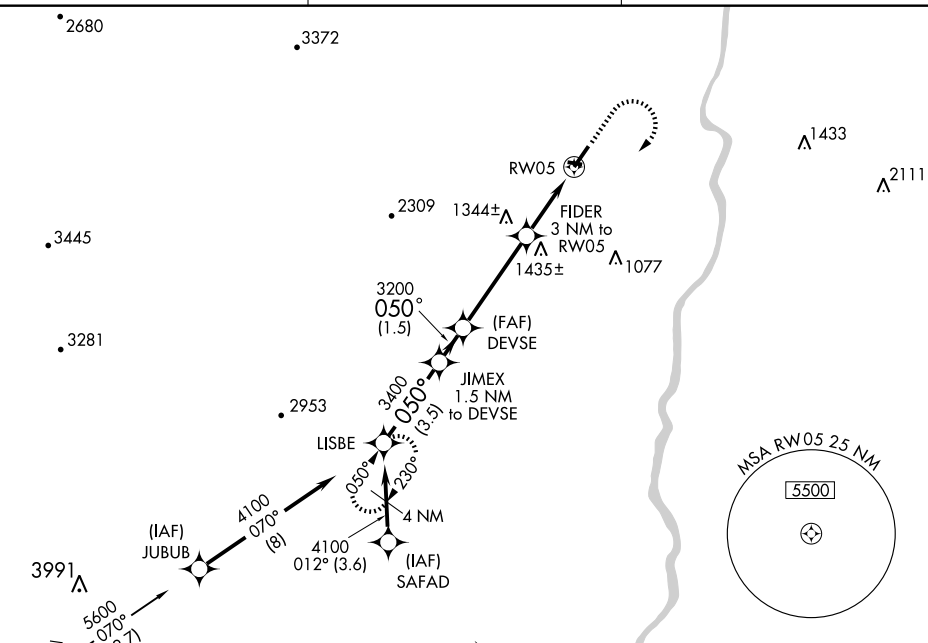
GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4100 direct LISBE WP and hold.

ASOS  
**121.425**

BOSTON CENTER  
**134.7 381.4**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LNNAV MDA	1560-1¼ 985 (1000-1¼)	1560-1½ 985 (1000-1½)	1560-3	985 (1000-3)
CIRCLING	1560-1¼ 983 (1000-1¼)	1700-1½ 1123 (1200-1½)	1700-3 1123 (1200-3)	2400-3 1823 (1900-3)

REIL Rwy 5  
MIRL Rwy 5-23 and 11-29

VWD NDB <b>224</b>	APP CRS <b>011°</b>	Rwy Idg TDZE Apt Elev	<b>2650</b> <b>1953</b> <b>1953</b>
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# NDB RWY 1

WEST DOVER/MOUNT SNOW (4V8)

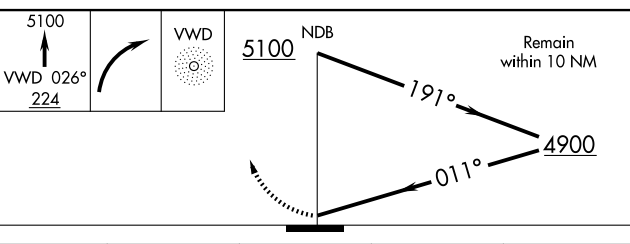
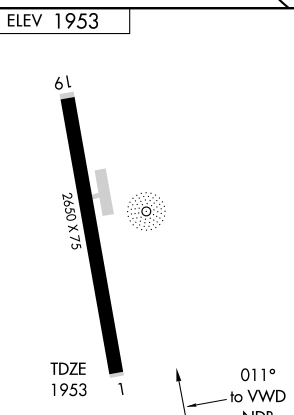
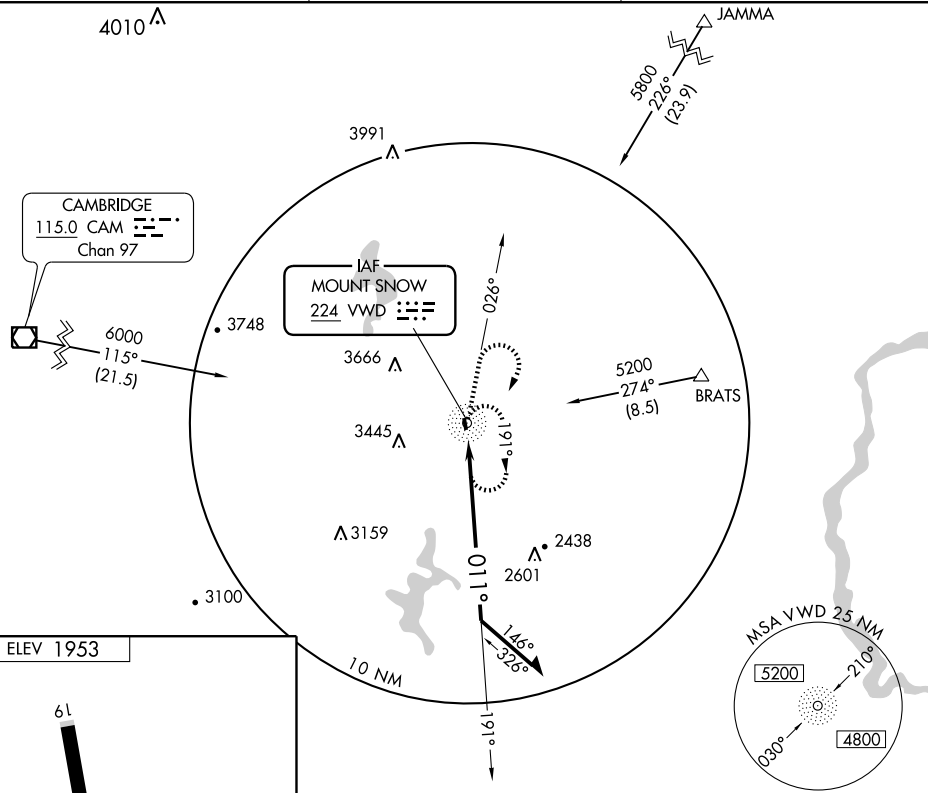
**▼** Use Bennington altimeter setting; if not received, use Keene altimeter setting and increase all MDAs 40 feet.  
**▲ NA** Procedure NA 0200 local to dawn.  
 Circling to Rwy 19 NA at night.

**MISSED APPROACH:** Climb to 5100 via 026° bearing from VWD NDB then right turn direct VWD NDB and hold.

BENNINGTON ASOS  
**135.925**

BOSTON CENTER  
**123.75 338.2**

UNICOM  
**122.8** (CTAF)



IIRL Rwy 1-19

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-1	3480-1¼ 1527 (1600-1¼)	3480-1½ 1527 (1600-1½)		NA
CIRCLING	3480-1¼ 1527 (1600-1¼)	3480-1½ 1527 (1600-1½)		NA

NE-1, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 1

WEST DOVER/MOUNT SNOW (4V8)

APP CRS **020°**  
 Rwy Idg **2650**  
 TDZE **1953**  
 Apt Elev **1953**

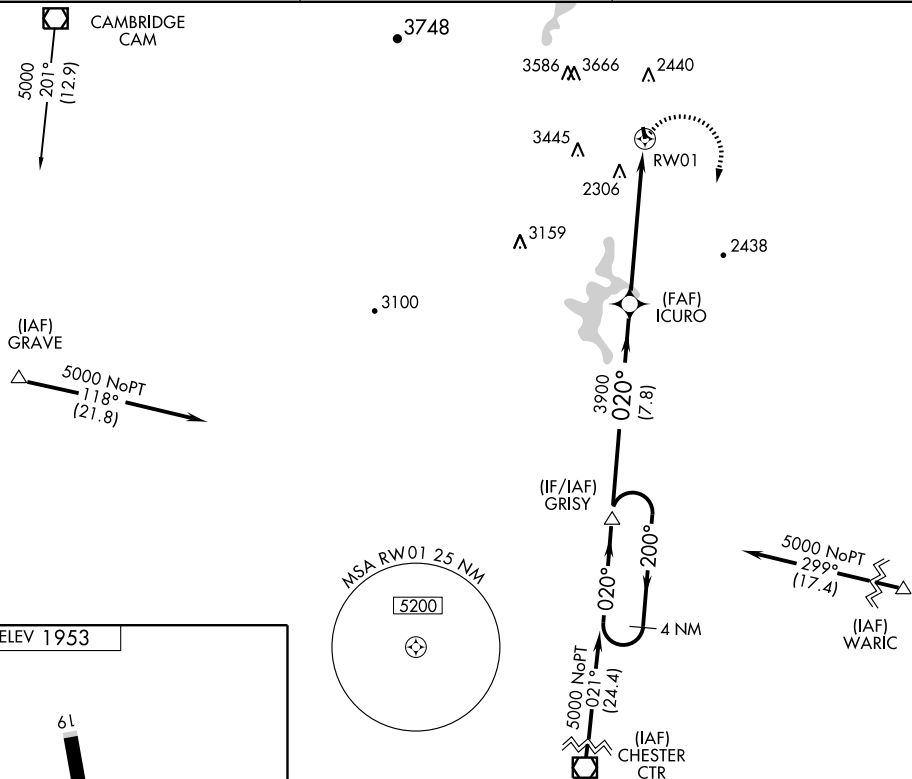
Use Bennington altimeter setting; if not received, use Keene altimeter setting and increase all MDAs 40 feet.  
 Circling to Rwy 19 NA at night.  
 DME/DME RNP-0.3 NA.  
 Procedure NA 0200 local to dawn.

MISSED APPROACH: Climbing right turn to 5000 direct GRISY and hold.

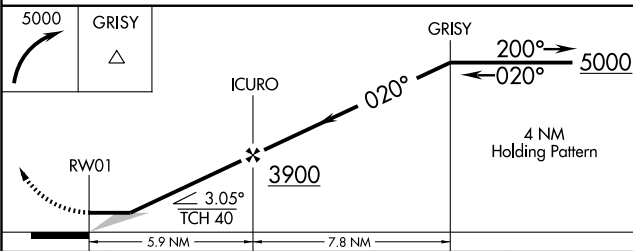
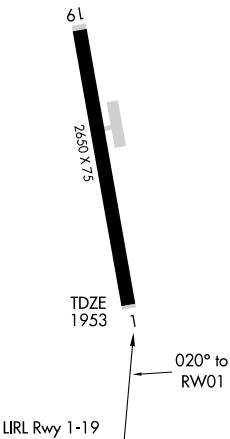
BENNINGTON ASOS  
**135.925**

BOSTON CENTER  
**123.75 338.2**

UNICOM  
**122.8 (CTAF)**



ELEV 1953



CATEGORY	A	B	C	D
LNAV MDA	3140-1¼ 1187 (1200-1¼)	3140-1½ 1187 (1200-1½)		NA
CIRCLING	3160-1¼ 1207 (1300-1¼)	3400-1½ 1447 (1500-1½)		NA