



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Northeast (NE) Vol 1 of 4

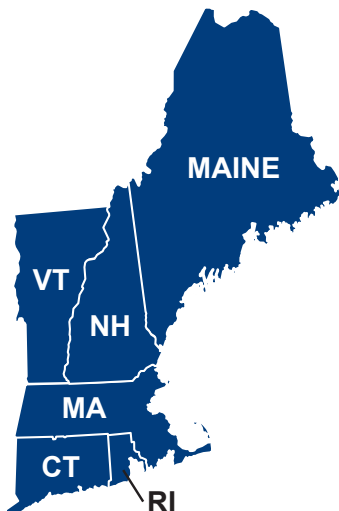
Effective: 0901Z

03 SEP 2026

to: 0901Z

29 OCT 2026

Consult the Change Notice
(CN) effective 01 OCT 2026 for
revised Instrument Procedure
Charts for this volume



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CHARTING ALERTS/NOTICES, INQUIRIES, OR TO OBTAIN DIGITAL PRODUCTS

For safety alerts, charting notices, and data product notices, please visit our website at:
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For inquiries regarding military charts, please contact:
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Request for the creation or revisions to Airport Diagrams should be in accordance with
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INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

DA

Visibility
(RVR 100's of feet)

Aircraft Approach Category

HAT

CATEGORY	A	B	C	D
S-ILS 27	1352/24		200	(200-½)
S-LOC 27	1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

MDA

HAA

Visibility in Statute Miles

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

All weather minimums in parentheses not applicable to Civil Pilots.

Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude.

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

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

Comparable Values of RVR and Visibility

The following table may be used for converting RVR to ground or flight visibility. For RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1200	¼	2200	½	3200*	¾	5000*	1
1600*	¼	2400*	½	3500	¾	5500	1
1800	½	2600	½	4000*	¾	6000*	1¼
2000	½	3000	¾	4500*	¾		

*Values repeated from 14 CFR 91.175 and shall be used for takeoff or landing minima.

If a visibility adjustment is required for a procedure with an RVR value, the RVR value should first be converted to visibility using this table. The visibility should then be increased by the adjustment value, and then may be converted back to the highest RVR value associated with that visibility. For example, if a procedure with 2000 RVR requires a ¼ mile adjustment, first convert 2000 RVR to ½ SM. Adding ¼ SM results in ¾ SM, which may then be converted to 3500 RVR.

RADAR MINIMA

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

Radar Minima: All minima in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

- (E) VHF and UHF emergency frequencies monitored
- (V) VHF emergency frequency (121.5) monitored
- (U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

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

TERMS/LANDING MINIMA DATA

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GENERAL INFORMATION

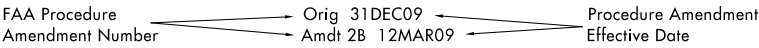
This publication is issued every 56 days and includes the following instrument flight procedures (IFPs): Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), Diverse Vector Areas (DVAs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). For Textual ODPs and DVAs the organization is identified in parentheses after the Julian Date. SIAPs and ODPs with the (FAA) and (FAA-O) designation are regulated under 14 CFR, part 97. IFPs with the (FAA-O) designation have been developed by a service provider authorized by the FAA. See 14 CFR, part 91.175 (a) and the AIM for further details on civil airport operations. See 14 CFR, part 91.175 (g) and the Special Notices section of the Chart Supplement for information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) and Military (DoD) SIAPs, "RADAR REQUIRED" in the planview or the pilot briefing strip of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. In the event ATC radar must be available for a specific portion(s) of the procedure, the portion(s) will be specified in the pilot briefing strip with the statement "RADAR required".
- Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
- Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

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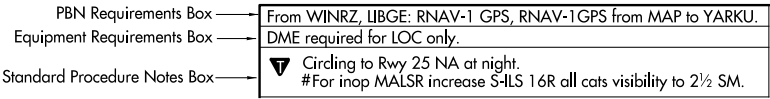
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

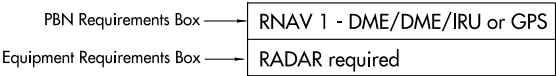
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box



RNAV STAR and DP PBN/Equipment Requirements Notes Box



PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g.,  

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

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

KEY MIKE

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

FUNCTION

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

ABBREVIATIONS

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

ABBREVIATIONS

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ABBREVIATIONS

IFR	Instrument Flight Rules	MSL	Mean Sea Level
ILS	Instrument Landing System	MSPEC	Management Specification
IM	Inner Marker	MUNI	Municipal
INC	Incorporated	N/A	Not Applicable
Inop	Inoperative	NA	Not Authorized
INT	Intersection	NAAS	Naval Auxiliary Air Station
INTCNTL	Intercontinental	NAF	Naval Air Facility
INTL	International	NALF	Naval Auxiliary Landing Field
JNGB	Joint National Guard Base	NAS	Naval Air Station
JRB	Joint Reserve Base	NDB	Nondirectional Radio Beacon
K	Knots	NM	Nautical Mile
KIAS	Knots Indicated Airspeed	NOLF	Naval Outlying Field
LAAS	Local Area Augmentation System	NoPT	No Procedure Turn
LDA	Localizer Type Directional Aid	NOTAM	Notice to Airmen
Ldg	Landing	NS	Naval Station
LIRL	Low Intensity Runway Lights	NTL	National
LNAV	Lateral Navigation	ODALS	Omnidirectional Approach Lighting System
LOA	Letter of Agreement/Authorization	ODP	Obstacle Departure Procedures
LOC	Localizer	OM	Outer Marker
LOM	Locator Outer Marker	OPSPEC	Operations Specification
LP	Localizer Performance	PAR	Precision Approach Radar
LPV	Localizer Performance with Vertical Guidance	PCL	Pilot Controlled Lighting
LR	Lead Radial	PDC	Pre-Departure Clearance
LRRS	Long Range RADAR Station	PRM	Precision Runway Monitor
MAA	Maximum Authorized Altitude	Pvt	Private
MALS	Medium Intensity Approach Lighting System	R	Radial
MALSF	Medium Approach Lighting System with Sequenced Flashers	RA	Radio Altimeter setting height
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RAIL	Runway Alignment Indicator Lights
MAP	Missed Approach Point	RCLS	Runway Centerline Light System
MCAF	Marine Corps Air Facility	REIL	Runway End Identifier Lights
MCALF	Marine Corps Auxiliary Landing Field	RF	Radius to Fix
MCAS	Marine Corps Air Station	RGNL	Regional
MCB	Marine Corps Base	RLLS	Runway Lead-in Light System
MCOLF	Marine Corps Outlying Field	RNAV	Area Navigation
MDA	Minimum Descent Altitude	RNP	Required Navigation Performance
MEA	Minimum Enroute Altitude	RPI	Runway Point of Interception
MEML	Memorial	RVR	Runway Visual Range
METRO	Metropolitan	RWY	Runway
MIRL	Medium Intensity Runway Lights	S	Straight-in
MM	Middle Marker	SALS	Simplified Short Approach Lighting System
MOCA	Minimum Obstruction Clearance Altitude	SALSF	Short Approach Lighting System with Sequenced Flashing Lights
MRA	Minimum Reception Altitude	SFB	Space Force Base

ABBREVIATIONS

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ABBREVIATIONS

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SID	Standard Instrument Departure
SM	Statute Mile
SR-SS	Sunrise-Sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashing Lights
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
ST	Saint
STE	Sainte
STAR	Standard Terminal Arrival
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigation
TCH	Threshold Crossing Height
TDZ	Touchdown Zone
TDZE	Touchdown Zone Elevation
TDZ/CL	Touchdown Zone and Runway Centerline Lighting
TDZL/RCLS	Touchdown Zone Lights and Runway Centerline Lighting Systems
TDZL	Touchdown Zone Lights
THR	Threshold
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
tr	Track
TRML	Terminal
TWR	Tower
UNICOM	Universal Communications Station
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USMC	United States Marine Corps
USN	United States Navy
USSF	United States Space Force
VASI	Visual Approach Slope Indicator
VCOA	Visual Climb Over Airport
VDA	Vertical Descent Angle
VDP	Visual Descent Point
VFR	Visual Flight Rules
VGf	Visual Guidance Fix
VGSI	Visual Glide Slope Indicator
VNAV	Vertical Navigation
VOR	Very High Frequency Omni-Directional Range
VORTAC	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS	Wide Area Augmentation System
WP/WPT	Waypoint

ABBREVIATIONS

26246

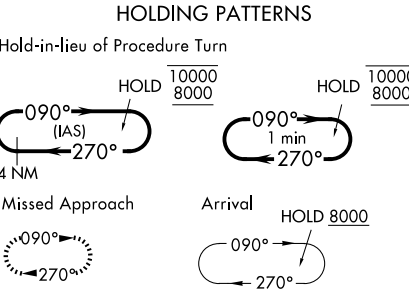
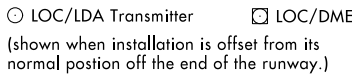
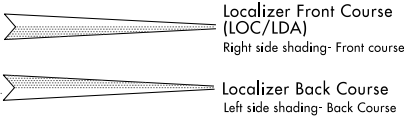
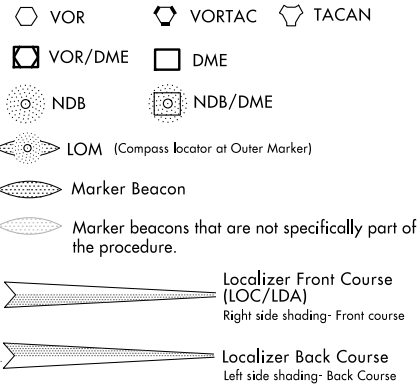
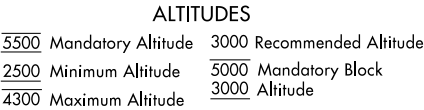
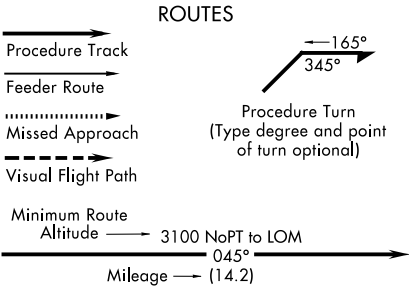
NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

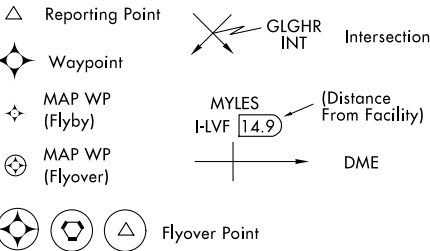
PLANVIEW SYMBOLS



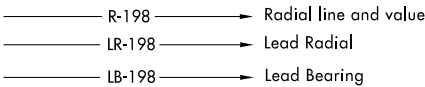
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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

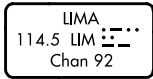
FIXES/ATC REPORTING REQUIREMENTS



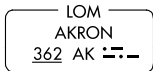
x Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



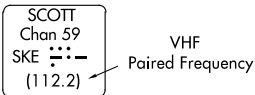
Primary NAVAID



Secondary NAVAID



TACAN or DME NAVAID

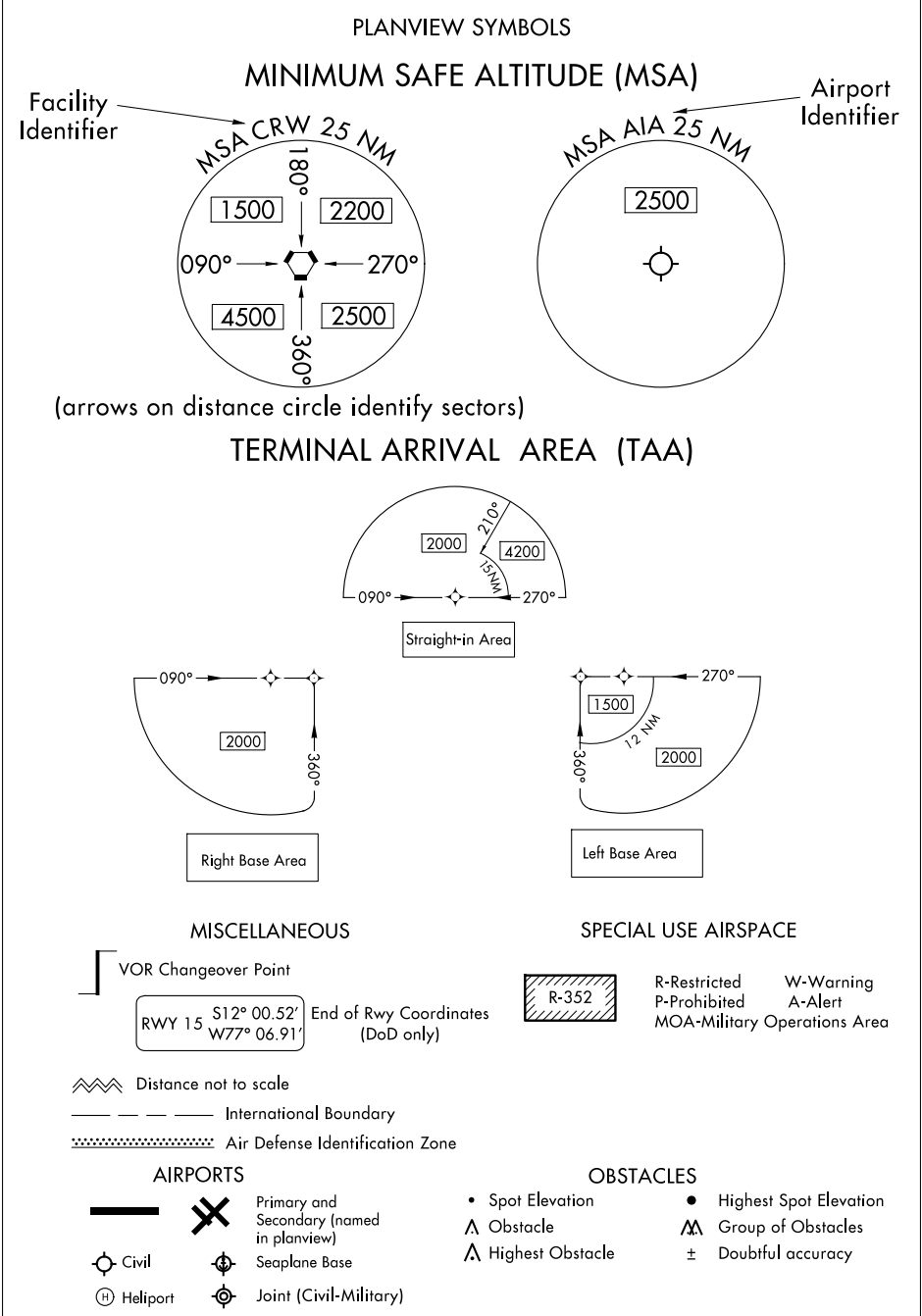


LEGEND

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

23110



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LEGEND

23110

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

26246

PROFILE VIEW

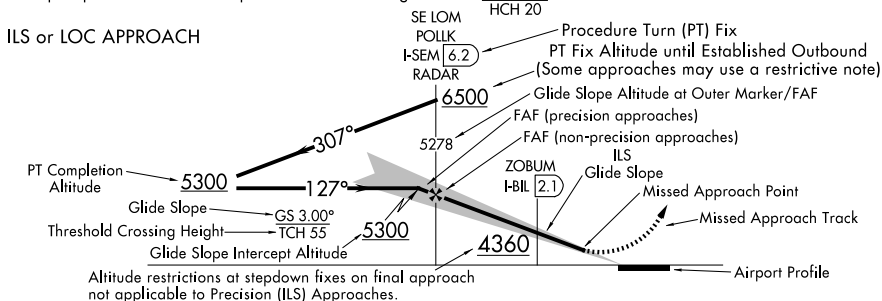
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

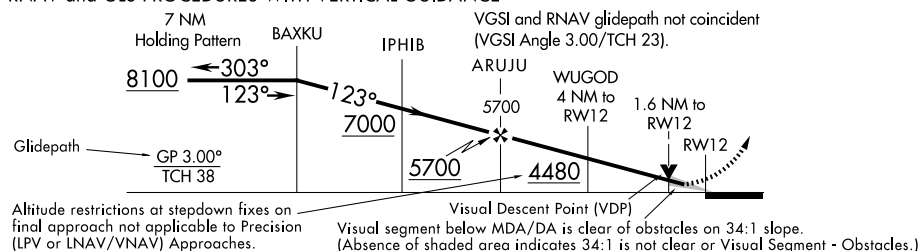
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

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

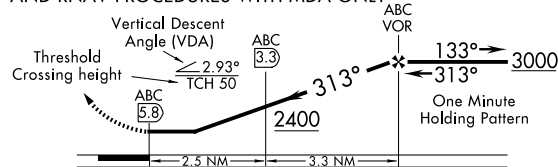
ILS or LOC APPROACH



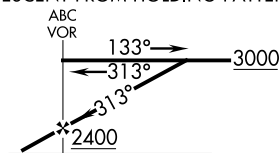
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



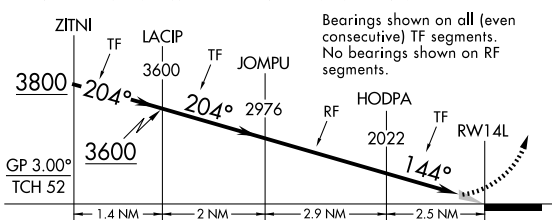
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



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

PROFILE SYMBOLS

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path

LEGEND

26246

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS

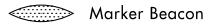
23334

RADIO AIDS TO NAVIGATION

Compulsory:



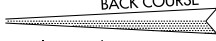
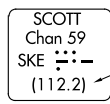
Non-Compulsory:

LOM
(Compass Locator
at outer marker)

Marker Beacon

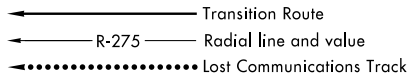


Localizer Front Course

Localizer Back Course
(Shading on left)(T) indicates frequency
protection rangeUnderline indicates
no voice transmitted
on this frequencyTACAN or DME
NAVAID BoxVHF Paired
Frequency(Y) TACAN must be placed
in "Y" mode to receive
distance information

ROUTES

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



V12 J80 Airway/Jet Route Identification

Holding
PatternLost Comm
Holding
Pattern

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

SPECIAL USE AIRSPACE



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

ALTITUDES

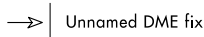
5500 2300 4800
Mandatory Altitude Minimum Altitude Maximum Altitude
(Cross at) (Cross at or above) (Cross at or below)



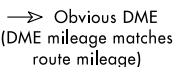
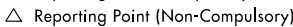
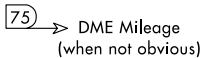
Block Altitude

Altitude change at other
than Radio Aids to
Navigation

FIXES/ATC REPORTING REQUIREMENTS



Unnamed DME fix

Obvious DME
(DME mileage matches
route mileage)DME Mileage
(when not obvious)Waypoint
(Compulsory)Waypoint
(Non-Compulsory)

Flyover Point

x Computer Navigation Fix
(CNF) - No ATC Function

AIRPORTS



Civil



Military

Joint
(Civil-Military)Airports not served by the procedure
shown in screened color

Civil



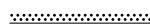
Military

Joint
(Civil-Military)

MISCELLANEOUS



Changeover Point



Air Defense Identification Zone

N

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

Ldg KLAS and KHND

Ldg Rws 16L/C/R

Terminus
identifier

LEGEND

23334

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

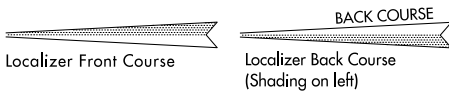
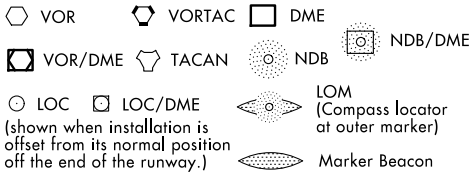
26190

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:

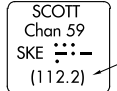


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVIAID Box



VHF Paired Frequency

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

FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

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

Waypoint (Compulsory) (star symbol) Waypoint (Non-Compulsory) (star symbol with dot)

Flyover Point (circle with dot)

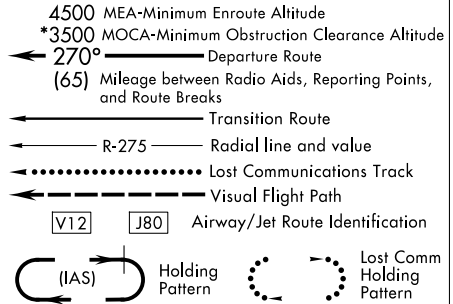
x Computer Navigation Fix (CNF) - No ATC Function (CFTSP)

MISCELLANEOUS



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

ROUTES



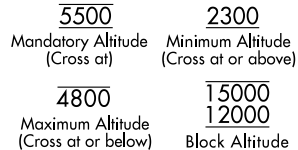
Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



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

ALTITUDES

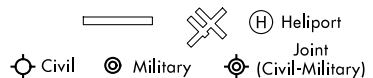


TOP ALTITUDE: 5000 Top altitude restriction

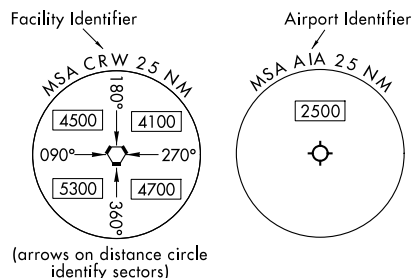
INDICATED AIRSPEED



AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



LEGEND

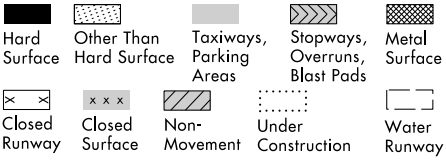
26190

LEGEND

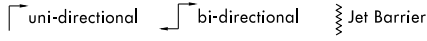
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

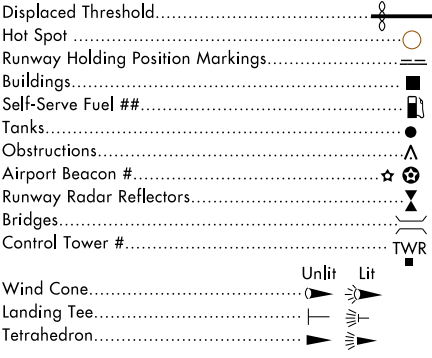


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM [] (EMAS)

REFERENCE FEATURES



When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas [H] [H] [H] [H] [H]

Negative Symbols used to identify Copter Procedures landing point. [H] [H] [H] [H] [H]

NOTE: Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope.....0.3% Down.....0.8% UP (shown when rounded runway slope is $\geq 0.3\%$)

NOTE: Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

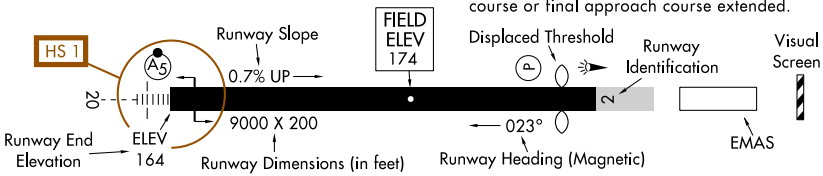
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A [D] symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE: All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

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



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

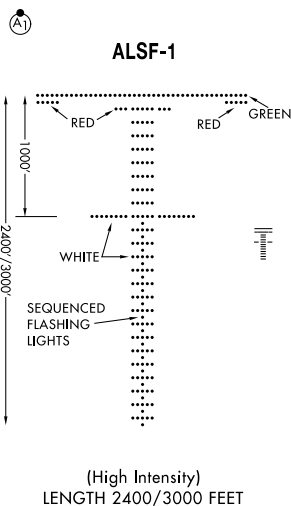
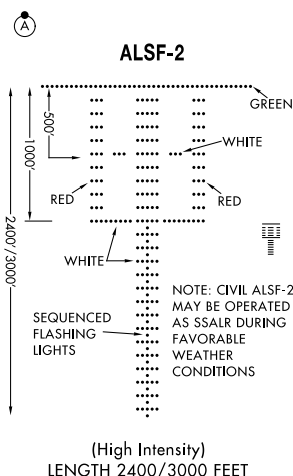
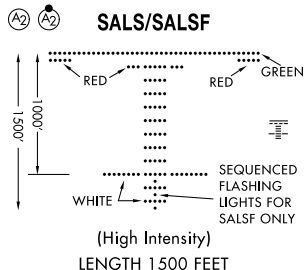
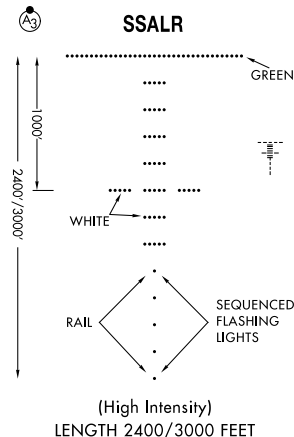
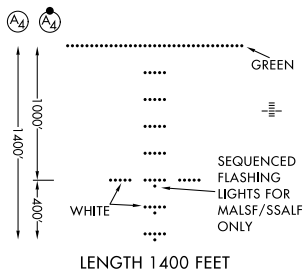
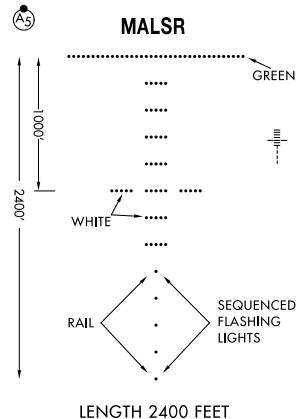
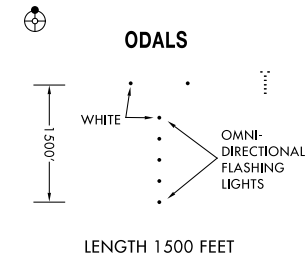
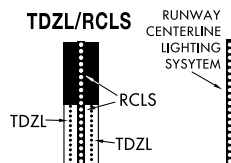
LEGEND

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

25331

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

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (A2) indicates Pilot Controlled Lighting (PCL).

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

AVAILABILITY OF TDZL/RCLS will be shown by NOTE in SKETCH, e.g. "TDZL/RCLS Rwy 15".

LEGEND

25331

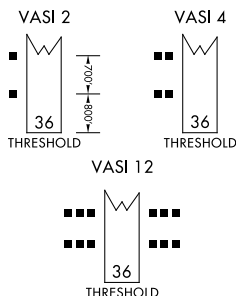
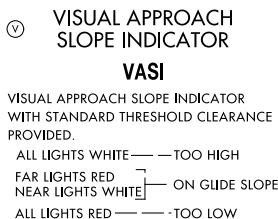
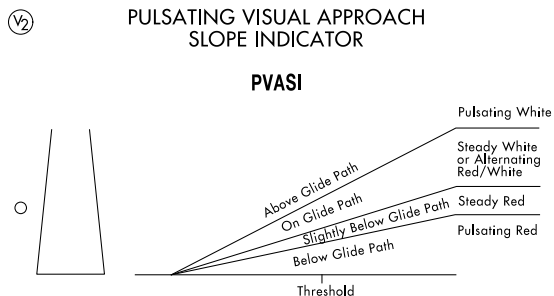
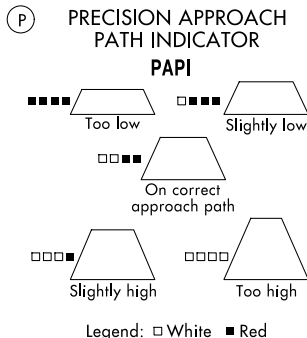
LEGEND

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

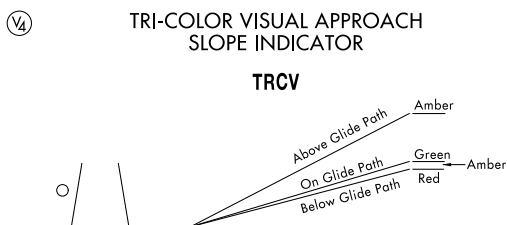
22195

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

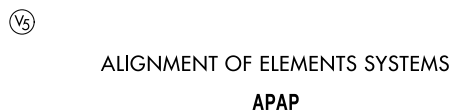
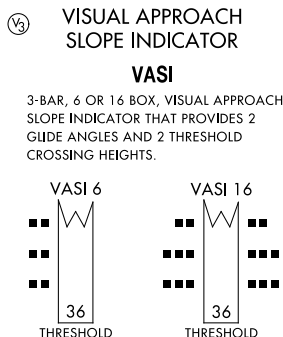
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).



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



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



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

LEGEND

22195

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES

25107

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

SUPPLEMENTAL TABLES

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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

SUPPLEMENTAL TABLES

25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE
(ft per min)

The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

SUPPLEMENTAL TABLES

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
AUBURN/LEWISTON, ME			BEDFORD, MA		
AUBURN/LEWISTON MUNI(LEW)			LAURENCE G HANSCOM FLD(BED)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC RWY 04	1		LAHSO	O	
RNAV (GPS) RWY 04	2		HOT SPOT	P	
RNAV (GPS) RWY 22	3		STARS ... DREEM THREE (RNAV)	Z6	
AIRPORT DIAGRAM	4		ZELKA TWO (RNAV)	Z29	
AUGUSTA, ME			IAPS ILS OR LOC RWY 11	23	
AUGUSTA STATE(AUG)			ILS OR LOC RWY 29	24	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 11	25	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 23	26	
IAPS ILS OR LOC RWY 17	5		RNAV (GPS) RWY 29	27	
RNAV (GPS) RWY 17	6		AIRPORT DIAGRAM	28	
RNAV (GPS) RWY 35	7		DPS HANSCOM FIVE	29	
AIRPORT DIAGRAM	8		BELFAST, ME		
BANGOR, ME			BELFAST MUNI(BST)		
BANGOR INTL(BGR)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 15	31	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 33	32	
RADAR MINIMUMS	N		BENNINGTON, VT		
IAPS ILS OR LOC RWY 33	9		WILLIAM H MORSE STATE(DDH)		
ILS Y OR LOC Y RWY 15	10		TAKEOFF MINIMUMS	L	
ILS RWY 33 (SA CAT I - II)	11		ALTERNATE MINIMUMS	M	
ILS Y RWY 15 (CAT II - III)	12		IAPS RNAV (GPS) RWY 13	33	
RNAV (GPS) RWY 15	13		BERLIN, NH		
RNAV (GPS) RWY 33	14		BERLIN RGNL(BML)		
AIRPORT DIAGRAM	15		TAKEOFF MINIMUMS	L	
DPS BANGOR FIVE	16		ALTERNATE MINIMUMS	M	
BAR HARBOR, ME			IAPS RNAV (GPS) RWY 18	34	
HANCOCK COUNTY/BAR HARBOR(BHB)			BETHEL, ME		
TAKEOFF MINIMUMS	L		BETHEL RGNL(0B1)		
ALTERNATE MINIMUMS	M		TAKEOFF MINIMUMS	L	
IAPS ILS OR LOC RWY 22	17		IAPS RNAV (GPS) Z RWY 32	35	
RNAV (GPS) RWY 04	18		BEVERLY, MA		
RNAV (GPS) RWY 22	19		BEVERLY RGNL(BVY)		
BARRE/MONTPELIER, VT			TAKEOFF MINIMUMS	L	
EDWARD F KNAAPP STATE(MPV)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		LAHSO	O	
ALTERNATE MINIMUMS	M		HOT SPOT	P	
IAPS ILS OR LOC RWY 17	20		STARS ... DREEM THREE (RNAV)	Z6	
RNAV (GPS) RWY 17	21		ZELKA TWO (RNAV)	Z29	
RNAV (GPS) RWY 35	22		IAPS RNAV (GPS) RWY 09	36	
INDEX			RNAV (GPS) RWY 16	37	
26246			RNAV (GPS) RWY 27	38	
			RNAV (GPS) RWY 34	39	
			AIRPORT DIAGRAM	40	
			DPS BEVERLY THREE	41	
			BIDDEFORD, ME		
			BIDDEFORD MUNI(B19)		
			TAKEOFF MINIMUMS	L	
			IAPS RNAV (GPS) RWY 06	43	

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
BLOCK ISLAND, RI			BRIDGEPORT, CT		
BLOCK ISLAND STATE(BID)			BRIDGEPORT/SIKORSKY(BDR)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 10	44		LAHSO	O	
RNAV (GPS) RWY 28	45		STARS DENNA ONE (RNAV)	Z5	
VOR/DME RWY 10	46		SARDI ONE (RNAV)	Z21	
BOIRE FLD			IAPS ILS OR LOC RWY 06	86	
---SEE NASHUA, NH			RNAV (GPS) RWY 06	87	
BOSTON, MA			RNAV (GPS) RWY 24	88	
GENERAL EDWARD LAWRENCE LOGAN			RNAV (GPS) RWY 29	89	
INTL(BOS)			AIRPORT DIAGRAM	90	
TAKEOFF MINIMUMS	L		DPS BRIDGEHAVEN ONE	91	
DIVERSE VECTOR AREA	L		BRUNSWICK, ME		
ALTERNATE MINIMUMS	M		BRUNSWICK EXEC(BXM)		
LAHSO	O		TAKEOFF MINIMUMS	L	
HOT SPOT	P		ALTERNATE MINIMUMS	M	
STARS JFUND TWO (RNAV)	Z9		IAPS ILS OR LOC RWY 01R	92	
OOSHN FIVE (RNAV)	Z14		RNAV (GPS) RWY 01R	93	
ROBUC THREE (RNAV)	Z16		RNAV (GPS) RWY 19L	94	
WOONS TWO	Z28		BURLINGTON, VT		
IAPS ILS OR LOC RWY 04R	47		PATRICK LEAHY BURLINGTON INTL(BTV)		
ILS OR LOC RWY 15R	48		TAKEOFF MINIMUMS	L	
ILS OR LOC RWY 22L	49		ALTERNATE MINIMUMS	M	
ILS OR LOC RWY 27	50		LAHSO	O	
ILS OR LOC RWY 33L	51		HOT SPOT	P	
ILS RWY 04R (SA CAT I)	52		IAPS ILS OR LOC RWY 15	95	
ILS RWY 33L (SA CAT I)	53		ILS OR LOC RWY 33	96	
ILS RWY 04R (CAT II - III)	54		RNAV (GPS) RWY 01	97	
ILS RWY 33L (CAT II - III)	55		RNAV (GPS) RWY 15	98	
RNAV (RNP) X RWY 33L	56		RNAV (GPS) Y RWY 33	99	
RNAV (GPS) RWY 04L	57		RNAV (GPS) Z RWY 33	100	
RNAV (GPS) RWY 04R	58		VOR RWY 01	101	
RNAV (GPS) RWY 15R	59		AIRPORT DIAGRAM	102	
RNAV (GPS) RWY 27	60		DPS BURLINGTON ONE	103	
RNAV (GPS) RWY 32	61		CALEDONIA COUNTY		
RNAV (GPS) X RWY 22L	62		---SEE LYNDONVILLE, VT		
RNAV (GPS) Y RWY 22L	63		CAPE COD COAST GUARD AIR STATION		
RNAV (GPS) Z RWY 33L	64		---SEE FALMOUTH, MA		
LIGHT VISUAL RWY 33L	65		CAPE COD GATEWAY		
AIRPORT DIAGRAM	66		---SEE HYANNIS, MA		
DPS BLZZR SIX (RNAV)	67		CARIBOU, ME		
BRUWN SEVEN (RNAV)	69		CARIBOU MUNI(CAR)		
CELTK SEVEN (RNAV)	71		TAKEOFF MINIMUMS	L	
HYLND SEVEN (RNAV)	73		ALTERNATE MINIMUMS	M	
LBSTA EIGHT (RNAV)	75		IAPS RNAV (GPS) RWY 01	104	
LOGAN FOUR	77		RNAV (GPS) RWY 19	105	
PATSS SEVEN (RNAV)	79		CARRABASSETT, ME		
REVSS SIX (RNAV)	81		SUGARLOAF RGNL(B21)		
SSOXS SEVEN (RNAV)	83		TAKEOFF MINIMUMS	L	
WYLYY FIVE (RNAV)	85		IAPS RNAV (GPS)-A	106	
BRADLEY INTL			CENTRAL MAINE/NORRIDGEWOCK		
---SEE WINDSOR LOCKS, CT			---SEE NORRIDGEWOCK, ME		

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
CHATHAM, MA			DEXTER, ME		
CHATHAM MUNI(CQX)			DEXTER RGNL(1B0)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS	RNAV (GPS) RWY 16	127
IAPS	RNAV (GPS)-B	107		RNAV (GPS) RWY 34	128
	NDB-A	108			
CHESTER, CT			DILLANT/HOPKINS		
CHESTER(SNC)			--SEE KEENE, NH		
TAKEOFF MINIMUMS	L		EASTPORT, ME		
ALTERNATE MINIMUMS	M		EASTPORT MUNI(EPM)		
STARS	SARDI ONE (RNAV)	Z21	TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS) RWY 17	109	IAPS	RNAV (GPS) RWY 14	129
	RNAV (GPS) RWY 35	110		RNAV (GPS) RWY 32	130
CLAREMONT, NH			EDWARD F KNAPP STATE		
CLAREMONT MUNI(CNH)			--SEE BARRE/MONTPELIER, VT		
TAKEOFF MINIMUMS	L		FALMOUTH, MA		
IAPS	RNAV (GPS) RWY 29	111	CAPE COD COAST GUARD AIR STATION(FMH)		
CONCORD, NH			TAKEOFF MINIMUMS	L	
CONCORD MUNI(CON)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS	ILS Z OR LOC Z RWY 23	131
ALTERNATE MINIMUMS	M			ILS Z OR LOC Z RWY 32	132
IAPS	ILS OR LOC RWY 35	112		RNAV (GPS) RWY 05	133
	RNAV (GPS) RWY 12	113		RNAV (GPS) RWY 14	134
	RNAV (GPS) RWY 17	114		RNAV (GPS) RWY 23	135
	RNAV (GPS) RWY 35	115		RNAV (GPS) RWY 32	136
	VOR-A	116		COPTER ILS Y OR LOC Y RWY 23	137
AIRPORT DIAGRAM		117		COPTER ILS Y OR LOC Y RWY 32	138
DANBURY, CT			AIRPORT DIAGRAM		139
DANBURY MUNI(DXR)			FALMOUTH AIRPARK(5B6)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS	RNAV (GPS) RWY 07	140
HOT SPOT	P			RNAV (GPS) RWY 25	141
STARS	EGOR ONE (RNAV)	Z8	AIRPORT DIAGRAM		142
	NOBBI ONE (RNAV)	Z13	FITCHBURG, MA		
	VALRE ONE (RNAV)	Z26	FITCHBURG MUNI(FIT)		
IAPS	RNAV (GPS) RWY 26	118	TAKEOFF MINIMUMS	L	
	RNAV (GPS) Y RWY 08	119	ALTERNATE MINIMUMS	M	
	RNAV (GPS) Z RWY 08	120	IAPS	RNAV (GPS) RWY 14	143
	RNAV (GPS)-A	121		RNAV (GPS) RWY 32	144
	LOC RWY 08	122	FRANKLIN COUNTY STATE		
AIRPORT DIAGRAM		123	--SEE HIGHGATE, VT		
DANIELSON, CT			FRENCHVILLE, ME		
DANIELSON(LZD)			NORTHERN AROOSTOOK RGNL(FVE)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS	VOR-A	124	ALTERNATE MINIMUMS	M	
DEAN MEML			IAPS	RNAV (GPS) RWY 14	145
--SEE HAVERHILL, NH				RNAV (GPS) RWY 32	146
DEBLOIS, ME			FRYEBURG, ME		
DEBLOIS FLIGHT STRIP(43B)			WHITE MOUNTAIN RGNL(IZG)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS)-A	125	ALTERNATE MINIMUMS	M	
DPS	DEBLOIS TWO (OBSTACLE)	126	IAPS	RNAV (GPS) RWY 32	147
DEWITT FLD/OLD TOWN MUNI					
--SEE OLD TOWN, ME					

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
GARDNER, MA					
GARDNER MUNI(GDM)					
TAKEOFF MINIMUMS		L	HAVERHILL, NH		
IAPS	RNAV (GPS)-B	148	DEAN MEML(5B9)		
VOR-A		149	TAKEOFF MINIMUMS		L
GENERAL EDWARD LAWRENCE LOGAN INTL					
---SEE BOSTON, MA					
GREAT BARRINGTON, MA					
GREAT BARRINGTON(GBR)					
TAKEOFF MINIMUMS		L	HIGHGATE, VT		
IAPS	RNAV (GPS) RWY 11	150	FRANKLIN COUNTY STATE(FSO)		
RNAV (GPS)-B		151	TAKEOFF MINIMUMS		L
GREENVILLE, ME					
GREENVILLE MUNI(3B1)					
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 14	152	IAPS	RNAV (GPS) RWY 18	170
RNAV (GPS) RWY 32		153	RNAV (GPS) RWY 36		171
MOOSEHEAD AERO MARINE(52B)					
TAKEOFF MINIMUMS		L	AIRPORT DIAGRAM		172
IAPS	RNAV (GPS)-B	154	HOPEDALE, MA		
GROTON (NEW LONDON), CT					
GROTON-NEW LONDON(GON)					
TAKEOFF MINIMUMS		L	HOPEDALE INDUSTRIAL PARK(1B6)		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
HOT SPOT		P	IAPS	RNAV (GPS)-A	173
STARS	SARDI ONE (RNAV)	Z21	HOULTON, ME		
IAPS	ILS OR LOC RWY 05	156	HOULTON INTL(HUL)		
RNAV (GPS) RWY 05		157	TAKEOFF MINIMUMS		L
RNAV (GPS) RWY 23		158	ALTERNATE MINIMUMS		M
RNAV (GPS) RWY 33		159	IAPS	RNAV (GPS) RWY 05	174
VOR RWY 05		160	RNAV (GPS) RWY 23		175
VOR RWY 23		161	AIRPORT DIAGRAM		176
AIRPORT DIAGRAM		162	HYANNIS, MA		
HANCOCK COUNTY/BAR HARBOR					
---SEE BAR HARBOR, ME					
HARRIMAN-AND-WEST					
---SEE NORTH ADAMS, MA					
HARTFORD, CT					
HARTFORD-BRAINARD(HFD)					
TAKEOFF MINIMUMS		L	CAPE COD GATEWAY(HYA)		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
HOT SPOT		P	ALTERNATE MINIMUMS		M
STARS	STELA ONE (RNAV)	Z25	LAHSO		O
IAPS	RNAV (GPS) RWY 02	163	IAPS	ILS OR LOC RWY 15	177
LDA RWY 02		164	ILS OR LOC RWY 24		178
VOR-A		165	RNAV (GPS) RWY 06		179
RIVER VISUAL RWY 02		166	RNAV (GPS) RWY 15		180
AIRPORT DIAGRAM		167	RNAV (GPS) RWY 24		181
DPS	THUMB ONE (RNAV)	168	RNAV (GPS) RWY 33		182
HARTNESS STATE (SPRINGFIELD)					
---SEE SPRINGFIELD, VT					
JAFFREY, NH					
JAFFREY AIRFIELD SILVER RANCH(AFN)					
TAKEOFF MINIMUMS		L	KEENE, NH		
ALTERNATE MINIMUMS		M	DILLANT/HOPKINS(EEN)		
IAPS	RNAV (GPS)-B	187	TAKEOFF MINIMUMS		L
RNAV (GPS)-C		188	ALTERNATE MINIMUMS		M
KEENE, NH					
DILLANT/HOPKINS(EEN)					
TAKEOFF MINIMUMS		L	IAPS	ILS OR LOC RWY 02	189
ALTERNATE MINIMUMS		M	RNAV (GPS) RWY 02		190
IAPS	ILS OR LOC RWY 02	189	AIRPORT DIAGRAM		191
RNAV (GPS) RWY 02		190			
AIRPORT DIAGRAM		191			

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
KNOX COUNTY RGNL ---SEE ROCKLAND, ME			MANCHESTER, NH MANCHESTER BOSTON RGNL(MHT)		
LACONIA, NH LACONIA MUNI(LCI)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
ALTERNATE MINIMUMS	M		STARS ROZZE TWO (RNAV)	Z19	
IAPS ILS OR LOC RWY 08	192		IAPS ILS OR LOC RWY 06	213	
RNAV (GPS) RWY 08	193		ILS OR LOC RWY 17	214	
RNAV (GPS) RWY 26	194		ILS OR LOC RWY 35	215	
LAURENCE G HANSCOM FLD ---SEE BEDFORD, MA			ILS RWY 35 (SA CAT I)	216	
LAWRENCE, MA LAWRENCE MUNI(LWM)			ILS RWY 35 (CAT II - III)	217	
TAKEOFF MINIMUMS	L		RNAV (RNP) Z RWY 17	218	
ALTERNATE MINIMUMS	M		RNAV (RNP) Z RWY 35	219	
HOT SPOT	P		RNAV (GPS) RWY 06	220	
STARS DREEM THREE (RNAV)	Z6		RNAV (GPS) RWY 24	221	
ZELKA TWO (RNAV)	Z29		RNAV (GPS) Y RWY 17	222	
IAPS ILS OR LOC RWY 05	195		RNAV (GPS) Y RWY 35	223	
RNAV (GPS) RWY 05	196		AIRPORT DIAGRAM	224	
RNAV (GPS) RWY 14	197		DPS MANCHESTER ONE	225	
RNAV (GPS) RWY 23	198		PPOINT FOUR (RNAV)	226	
RNAV (GPS) RWY 32	199				
AIRPORT DIAGRAM	200				
DPS LAWRENCE TWO	201				
LEBANON, NH LEBANON MUNI(LEB)			MANSFIELD, MA MANSFIELD MUNI(1B9)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
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IFR TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

Civil Airports and Selected Military Airports

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

The FAA redefined the initial climb area (ICA) criteria used to evaluate and identify the obstacles that penetrate the 40:1 OCS. The takeoff obstacle notes are published in a different manner and an additional minimums option is added for the departure. To ensure the pilot knows which evaluation was accomplished, the charting will be different by bolding certain headers and runway information to indicate the new ICA criteria has been used as indicated in (1) and (2) below. Until the FAA can amend all departures, the legacy obstacle notes will still be published.

(1) For textual departures, the headers Takeoff Minimums, Departure Procedure, and Takeoff Obstacle Notes will be bolded and underlined. The specific runway entries under each header will continue to be bolded.

(2) For graphic departure procedures, the headers Takeoff Minimums and Takeoff Obstacle Notes will be bolded and continue to be underlined. The specific runway entries for these headers will be bolded. In the Departure Route Description section of the graphic departure, the heading will be bolded and underlined, and the runway information will be bolded.

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

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

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

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

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

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

AUBURN/LEWISTON, ME

AUBURN/LEWISTON MUNI (LEW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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AUBURN/LEWISTON, ME (CON'T)

AUBURN/LEWISTON MUNI (CON'T)

Rwy 17 (CON'T), tree 1.6 NM from DER, 2410' left of centerline, 60' AGL/549' MSL.
Trees beginning 1.7 NM from DER, 246' left of centerline, up to 60' AGL/579' MSL.
Rwy 22, trees beginning 3000' from DER, 501' right of centerline, up to 61' AGL/363' MSL.
Terrain 3890' from DER, 811' right of centerline, 375' MSL.
Trees beginning 4228' from DER, 1109' right of centerline, up to 95' AGL/439' MSL.
Tree 4971' from DER, 614' left of centerline, 58' AGL/414' MSL.
Tree 5547' from DER, 634' right of centerline, 60' AGL/428' MSL.
Rwy 35, trees, pole beginning 105' from DER, 9' left of centerline, up to 60' AGL/307' MSL.
Trees 129' from DER, 386' right of centerline, 60' AGL/300' MSL.
Trees, pole beginning 246' from DER, 14' right of centerline, up to 60' AGL/303' MSL.
Trees, pole beginning 869' from DER, 104' right of centerline, up to 72' AGL/312' MSL.
Tree 1877' from DER, 356' left of centerline, 104' AGL/344' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 23FEB23 (23054) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

BANGOR, ME

BANGOR INTL (BGR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27APR17 (17117) (FAA)

TAKEOFF OBSTACLE NOTES:

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

BAR HARBOR, ME

HANCOCK COUNTY/BAR HARBOR (BHB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 07MAR13 (21336) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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



26246





26246

**BARRE/MONTPELIER, VT****EDWARD F KNAPP STATE (MPV)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 5 13NOV14 (22195) (FAA)****TAKEOFF MINIMUMS:****Rwy 17**, 500-2 w/min. climb of 270' per NM to 2700 or 1900-3 for climb in visual conditions.**Rwy 23**, 1900-3 for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 5**, climb heading 048° to 2100 then climbing left turn to 3900 direct MPV VOR/DME before proceeding on course.**Rwy 17**, climb heading 168° to 2600 then climbing left turn to 3500 direct MPV VOR/DME before proceeding on course.**Rwy 35**, climbing right turn to 3900 direct MPV VOR/DME before proceeding on course.**Rwys 17, 23**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Edward F Knapp state airport at or above 2900' MSL.**TAKEOFF OBSTACLE NOTES:****Rwy 5**, vehicles on road beginning 0.69' from DER, crossing centerline, up to 15' AGL/1133' MSL.

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

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

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

Trees beginning 139' from DER, 409' right of centerline, up to 100' AGL/1243' MSL.

Navaid 141' from DER, up to 5' AGL/1171' MSL.

Navaid 199' from DER, up to 7' AGL/1172' MSL.

Pole 257' from DER, 165' left of centerline, up to 27' AGL/1178' MSL.

Trees 297' from DER, crossing centerline, up to 100' AGL/1193' MSL.

Trees 667' from DER, crossing centerline, up to 100' AGL/1259' MSL.

Building 1318' from DER, 254' left of centerline, up to 43' AGL/1221' MSL.

Tower 1318' from DER, 669' left of centerline, up to 38' AGL/1208' MSL.

Trees 1498' from DER, crossing centerline, up to 100' AGL/1309' MSL.

Pole 1703' from DER, 41' right of centerline, up to 33' AGL/1243' MSL.

Trees 1898' from DER, 726' right of centerline, up to 100' AGL/1387' MSL.

Pole 1970' from DER, 539' right of centerline, up to 27' AGL/1334' MSL.

Trees 2088' from DER, crossing centerline, up to 100' AGL/1384' MSL.

Trees 4872' from DER, crossing centerline, up to 100' AGL/1579' MSL.

Rwy 23, poles beginning 2' from DER, 335' left of centerline, up to 39' AGL/1167' MSL.

Fence 49' from DER, 276' left of centerline, up to 7' AGL/1127' MSL.

Tower 561' from DER, 573' left of centerline, up to 88' AGL/1215' MSL.

Building 603' from DER, 426' left of centerline, up to 37' AGL/1159' MSL.

Tower 615' from DER, 580' left of centerline, up to 68' AGL/1195' MSL.

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

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

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

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

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

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

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

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

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

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

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

Rwy 35, bush 74' from DER, 288' left of centerline, up to 10' AGL/1097' MSL.

Building 81' from DER, 488' right of centerline, up to 6' AGL/1094' MSL.

Trees beginning 411' from DER, crossing centerline, up to 100' AGL/1132' MSL.

NE-1, 03 SEP 2026 to 29 OCT 2026



26246





26246

**BEDFORD, MA****LAURENCE G HANSCOM FLD (BED)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 6A 19MAY22 (22139) (FAA)****TAKEOFF MINIMUMS:****Rwy 11**, 300-1 or std. w/min. climb of 258' per NM to 400.**Rwy 23**, 300-1½ or std. w/min. climb of 439' per NM to 400.**TAKEOFF OBSTACLE NOTES:****Rwy 5**, trees, vegetation, building beginning 44' from DER, 309' left of centerline, up to 30' AGL/166' MSL.

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

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

Tree 857' from DER, 203' right of centerline, 31' AGL/157' MSL.

Tree 964' from DER, 113' right of centerline, 34' AGL/161' MSL.

Trees, poles beginning 1153' from DER, 386' right of centerline, up to 197' MSL.

Trees beginning 1195' from DER, 11' left of centerline, up to 46' AGL/173' MSL.

Tree 1443' from DER, 433' left of centerline, 176' MSL.

Tree 1648' from DER, 402' left of centerline, 184' MSL.

Tree 1680' from DER, 213' left of centerline, 198' MSL.

Trees, pole beginning 1681' from DER, 117' right of centerline, up to 201' MSL.

Trees beginning 1761' from DER, 57' left of centerline, up to 202' MSL.

Trees beginning 2049' from DER, 56' left of centerline, up to 210' MSL.

Trees beginning 2400' from DER, 263' right of centerline, up to 209' MSL.

Trees beginning 2475' from DER, 515' right of centerline, up to 221' MSL.

Trees beginning 2594' from DER, 133' right of centerline, up to 229' MSL.

Trees beginning 2663' from DER, 84' left of centerline, up to 91' AGL/214' MSL.

Trees beginning 2838' from DER, 10' left of centerline, up to 224' MSL.

Tree 2859' from DER, 415' right of centerline, 230' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Vehicles on road beginning 534' from DER, 4' right of centerline, up to 152' MSL.

Building 614' from DER, 620' left of centerline, 22' AGL/151' MSL.

Tree 855' from DER, 696' left of centerline, 166' MSL.

Terrain 982' from DER, 338' right of centerline, 162' MSL.

Pole, tree beginning 1052' from DER, 378' left of centerline, up to 41' AGL/180' MSL.

Trees, pole beginning 1090' from DER, 558' left of centerline, up to 188' MSL.

Tree, pole beginning 1241' from DER, 573' left of centerline, up to 48' AGL/197' MSL.

Tree 1281' from DER, 741' left of centerline, 221' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CON'T

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



26246





26246



BEDFORD, MA (CON'T)

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

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

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

Trees, buildings beginning 1 NM from DER, 6' right of centerline, up to 361' MSL.

Trees, buildings, tower beginning 1 NM from DER, 69' left of centerline, up to 70' AGL/364' MSL.

Trees beginning 1.1 NM from DER, 94' left of centerline, up to 373' MSL.

Trees beginning 1.4 NM from DER, 741' left of centerline, up to 81' AGL/379' MSL.

Tree 1.5 NM from DER, 509' left of centerline, 366' MSL.

Rwy 29, sign 12' from DER, 274' right of centerline, 8' AGL/135' MSL.

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

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

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

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

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

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

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

BELFAST, ME

BELFAST MUNI (BST)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/min. climb of 645' per NM to 4000 or 2600-3 for climb in visual conditions.

Rwy 31, 400-1 w/min. climb of 300' per NM to 4200 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 13, climbing left turn direct CAM VOR/DME, continue climb-in-hold (North, right turns, 160° inbound) to 4400 before proceeding on course or...

Rwy 31, climbing right turn direct CAM VOR/DME, continue climb-in-hold (North, right turns, 160° inbound) to 4400 before proceeding on course or...

... For climb in visual conditions: cross William H. Morse State Airport at or above 3300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 13, rising terrain beginning 100' from DER, right to left of centerline, up to 868' MSL.

Poles beginning 195' from DER, 229' right of centerline, up to 30' AGL/858' MSL.

Trees beginning 358' from DER, left and right of centerline, up to 95' AGL/1279' MSL.

Rwy 31, multiple trees beginning 116' from DER, right and left of centerline, up to 95' AGL/1139' MSL.



26246





26246

**BERLIN, NH**

BERLIN RGNL (BML)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19MAY22 (22139) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 18, climbing on heading 175° to 4200 before proceeding on course.**Rwy 36**, climbing on heading 355° to 3900 before proceeding on course.

VCOA:

Rwys 18, 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Berlin Rgnl airport at or above 4400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 19' from DER, 190' right of centerline, up to 56' AGL/1158' MSL.

Utility lines 44' from DER, 361' left of centerline, 16' AGL/1143' MSL.

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

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

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

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

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

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

Tree 1987' from DER, 220' left of centerline, 79' AGL/1218' MSL.

Tree 2030' from DER, 327' right of centerline, 58' AGL/1192' MSL.

Trees beginning 2141' from DER, 278' right of centerline, up to 86' AGL/1216' MSL.

Tree 2416' from DER, 226' left of centerline, 60' AGL/1221' MSL.

Trees beginning 2542' from DER, 3' left of centerline, up to 85' AGL/1237' MSL.

Tree 3061' from DER, 193' right of centerline, 83' AGL/1227' MSL.

Tree 3176' from DER, 333' right of centerline, 100' AGL/1243' MSL.

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

Tree 3778' from DER, 175' right of centerline, 58' AGL/1267' MSL.

Tree 3953' from DER, 449' right of centerline, 42' AGL/1302' MSL.

Tree 4057' from DER, 28' left of centerline, 58' AGL/1281' MSL.

Tree 4326' from DER, 461' left of centerline, 60' AGL/1287' MSL.

Tree 4380' from DER, 381' right of centerline, 56' AGL/1340' MSL.

Tower, trees beginning 4455' from DER, 58' right of centerline, up to 59' AGL/1379' MSL.

Tree 4707' from DER, 26' left of centerline, 81' AGL/1326' MSL.

Trees beginning 4894' from DER, 8' left of centerline, up to 80' AGL/1334' MSL.

Trees beginning 5004' from DER, 208' right of centerline, up to 50' AGL/1388' MSL.

Tree 5111' from DER, 260' left of centerline, 91' AGL/1337' MSL.

Trees beginning 5175' from DER, 134' right of centerline, up to 76' AGL/1391' MSL.

Trees beginning 5264' from DER, 78' left of centerline, up to 98' AGL/1365' MSL.

Trees beginning 5302' from DER, 18' right of centerline, up to 83' AGL/1393' MSL.

Rwy 36, trees beginning 9' from DER, 153' left of centerline, up to 33' AGL/1193' MSL.

Trees beginning 27' from DER, 114' right of centerline, up to 73' AGL/1209' MSL.

Trees beginning 149' from DER, 122' left of centerline, up to 54' AGL/1212' MSL.

Tree 1069' from DER, 680' left of centerline, 80' AGL/1222' MSL.

Trees beginning 1071' from DER, 350' left of centerline, up to 80' AGL/1224' MSL.

Trees beginning 2350' from DER, 436' right of centerline, up to 80' AGL/1298' MSL.

Trees beginning 1.5 NM from DER, 1451' right of centerline, up to 89' AGL/1415' MSL.

Trees beginning 2.3 NM from DER, 3911' right of centerline, up to 1639' MSL.

BETHEL, ME

BETHEL RGNL (0B1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, std. w/min. climb of 405' per NM to 3700 or 3400-3 for climb in visual conditions.**Rwy 32**, 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 14, climb heading 143° to 3000 before proceeding on course.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bethel Rgnl airport at or above 3900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 1' from DER, 264' left of centerline, up to 676' MSL.

Building 23' from DER, 367' right of centerline, 26' AGL/671' MSL.

Transmission line and pole beginning 180' from DER, 513' right of centerline, up to 48' AGL/690' MSL.

Trees beginning 202' from DER, 283' left of centerline, up to 731' MSL.

Tree 292' from DER, 527' right of centerline, 766' MSL.

Trees beginning 419' from DER, 18' right of centerline, up to 769' MSL.

Tree 556' from DER, 538' left of centerline, 733' MSL.

Trees beginning 717' from DER, 252' left of centerline, up to 736' MSL.

Tree 1194' from DER, 729' left of centerline, 743' MSL.

CON'T



26246



BETHEL, ME (CON'T)**BETHEL RGNL (0B1) (CON'T)**

Rwy 14 (CON'T), tree 1273' from DER, 519' left of centerline, 744' MSL.
 Trees and building beginning 1322' from DER, 10' left of centerline, up to 765' MSL.
 Tree 1.2 NM from DER, 2402' right of centerline, 860' MSL.
 Tree 1.3 NM from DER, 2738' right of centerline, 869' MSL.
 Tree 1.4 NM from DER, 2309' right of centerline, 871' MSL.
 Tree 1.4 NM from DER, 2421' right of centerline, 877' MSL.
 Trees beginning 1.4 NM from DER, 2440' right of centerline, up to 882' MSL.
 Tree 1.4 NM from DER, 2657' right of centerline, 885' MSL.
 Tree 1.4 NM from DER, 2497' right of centerline, 887' MSL.
 Tree 1.5 NM from DER, 2635' right of centerline, 891' MSL.
 Tree 1.5 NM from DER, 2714' right of centerline, 894' MSL.
 Tree 1.6 NM from DER, 2969' right of centerline, 909' MSL.
 Tree 1.7 NM from DER, 3141' right of centerline, 926' MSL.
 Trees beginning 1.7 NM from DER, 3098' right of centerline, up to 942' MSL.
 Tree 1.8 nm from DER, 3343' right of centerline, 948' MSL.
 Trees beginning 1.8 NM from DER, 3392' right of centerline, up to 956' MSL.
 Tree 1.9 NM from DER, 3580' right of centerline, 962' MSL.
 Tree 1.9 NM from DER, 3667' right of centerline, 985' MSL.
Rwy 32, tree 75' from DER, 311' left of centerline, 746' MSL.
 Trees beginning 90' from DER, 10' left of centerline, up to 769' MSL.
 Trees beginning 464' from DER, 463' right of centerline, up to 725' MSL.
 Tree 783' from DER, 565' right of centerline, 730' MSL.
 Trees beginning 935' from DER, 235' right of centerline, up to 734' MSL.
 Trees beginning 1145' from DER, 250' right of centerline, up to 736' MSL.
 Trees beginning 1252' from DER, 328' right of centerline, up to 737' MSL.
 Trees beginning 1454' from DER, 110' right of centerline, up to 739' MSL.
 Trees beginning 1501' from DER, 70' right of centerline, up to 750' MSL.
 Trees beginning 1605' from DER, 61' right of centerline, up to 756' MSL.
 Trees beginning 1834' from DER, 31' right of centerline, up to 759' MSL.
 Trees beginning 3615' from DER, 328' left of centerline, up to 800' MSL.
 Trees beginning 3945' from DER, 96' left of centerline, up to 805' MSL.
 Trees beginning 4062' from DER, 140' right of centerline, up to 784' MSL.
 Tree 4191' from DER, 166' right of centerline, 787' MSL.
 Trees beginning 4225' from DER, 115' left of centerline, up to 837' MSL.
 Tree 4236' from DER, 1621' right of centerline, 791' MSL.
 Trees beginning 4351' from DER, 20' right of centerline, up to 807' MSL.
 Tree 4466' from DER, 232' right of centerline, 813' MSL.
 Tree 4471' from DER, 472' right of centerline, 821' MSL.
 Tree 4673' from DER, 480' left of centerline, 848' MSL.
 Trees beginning 4677' from DER, 121' left of centerline, up to 868' MSL.
 Trees beginning 4721' from DER, 78' right of centerline, up to 829' MSL.
 Tree 5059' from DER, 654' left of centerline, 891' MSL.
 Trees beginning 5069' from DER, 140' right of centerline, up to 848' MSL.
 Trees beginning 5121' from DER, 391' left of centerline, up to 895' MSL.
 Trees beginning 5153' from DER, 271' right of centerline, up to 870' MSL.
 Trees beginning 5389' from DER, 60' right of centerline, up to 907' MSL.
 Trees beginning 5411' from DER, 217' left of centerline, up to 924' MSL.
 Trees beginning 5456' from DER, 533' left of centerline, up to 937' MSL.
 Trees beginning 5651' from DER, 197' left of centerline, up to 938' MSL.
 Trees beginning 5722' from DER, 350' left of centerline, up to 941' MSL.
 Tree 5756' from DER, 295' right of centerline, 908' MSL.
 Tree 5823' from DER, 1929' right of centerline, 909' MSL.
 Trees beginning 5857' from DER, 150' right of centerline, up to 938' MSL.
 Tree 5908' from DER, 278' left of centerline, 967' MSL.
 Trees beginning 5962' from DER, 31' left of centerline, up to 981' MSL.
 Tree 5999' from DER, 10' right of centerline, 951' MSL.
 Tree 1 NM from DER, 372' left of centerline, 1004' MSL.
 Tree 1 NM from DER, 786' left of centerline, 1010' MSL.
 Trees beginning 1 NM from DER, 60' left of centerline, up to 1021' MSL.
 Trees beginning 1 NM from DER, 825' right of centerline, up to 984' MSL.
 Tree 1.1 NM from DER, 1254' right of centerline, 988' MSL.
 Trees beginning 1.1 NM from DER, 390' left of centerline, up to 1073' MSL.
 Tree 1.1 NM from DER, 252' right of centerline, 1023' MSL.
 Trees beginning 1.1 NM from DER, 784' right of centerline, up to 1045' MSL.
 Tree 1.1 NM from DER, 1718' right of centerline, 1047' MSL.
 Trees beginning 1.1 NM from DER, 112' left of centerline, up to 1131' MSL.
 Tree 1.2 NM from DER, 1400' right of centerline, 1133' MSL.
 Trees beginning 1.2 NM from DER, 160' right of centerline, up to 1179' MSL.
 Tree 1.2 nm from DER, 2150' right of centerline, 1213' MSL.
 Tree 1.2 NM from DER, 2584' right of centerline, 1238' MSL.
 Trees beginning 1.3 NM from DER, 281' left of centerline, up to 1136' MSL.
 Tree 1.3 NM from DER, 1633' right of centerline, 1322' MSL.
 Tree 1.3 NM from DER, 1010' right of centerline, 1374' MSL.

CON'T



26246



BETHEL, ME (CON'T)

BETHEL RGNL (0B1) (CON'T)

Rwy 32 (CON'T), trees beginning 1.3 NM from DER, 468' right of centerline, up to 1505' MSL.
 Tree 1.3 NM from DER, 821' left of centerline, 1165' MSL.
 Trees beginning 1.3 NM from DER, 22' left of centerline, up to 1263' MSL.
 Tree 1.4 NM from DER, 2307' right of centerline, 1782' MSL.
 Trees beginning 1.4 NM from DER, 320' right of centerline, up to 1788' MSL.
 Trees beginning 1.4 NM from DER, 17' left of centerline, up to 1344' MSL.
 Trees beginning 1.4 NM from DER, 820' right of centerline, up to 1791' MSL.
 Trees beginning 1.5 NM from DER, 182' right of centerline, up to 1840' MSL.
 Trees beginning 2 NM from DER, 886' left of centerline, up to 1432' MSL.
 Trees beginning 2.1 NM from DER, 243' left of centerline, up to 1618' MSL.
 Trees and vehicles on road beginning 2.1 NM from DER, 999' left of centerline, up to 1637' MSL.
 Tree Trees beginning 2.2 NM from DER, 188' right of centerline, up to 1914' MSL.
 Trees beginning 2.2 NM from DER, 420' left of centerline, up to 1902' MSL.
 Trees beginning 2.3 NM from DER, 35' left of centerline, up to 1937' MSL.
 Trees beginning 2.3 NM from DER, 588' right of centerline, up to 2106' MSL.
 Trees beginning 2.4 NM from DER, 1510' right of centerline, up to 2248' MSL.
 Trees beginning 2.4 NM from DER, 880' right of centerline, up to 2269' MSL.
 Trees beginning 2.5 NM from DER, 1659' right of centerline, up to 2373' MSL.
 Trees beginning 2.5 NM from DER, 2081' right of centerline, up to 2397' MSL.
 Trees beginning 2.5 NM from DER, 462' right of centerline, up to 2431' MSL.
 Trees beginning 2.5 NM from DER, 782' right of centerline, up to 2488' MSL.

BEVERLY, MA

BEVERLY RGNL (BVY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 01MAR18 (18060) (FAA)

DEPARTURE PROCEDURE:

Rwy 27, climb heading 270° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, bush 15' from DER, 407' right of centerline, 55' AGL/119' MSL.
 Bush beginning 76' from DER, 377' right of centerline, up to 50' AGL/120' MSL.
 Tree 127' from DER, 247' left of centerline, 29' AGL/112' MSL.
 Bush beginning 135' from DER, 248' left of centerline, up to 27' AGL/103' MSL.
 Bush 228' from DER, 532' left of centerline, 59' AGL/125' MSL.
 Bush 273' from DER, 515' left of centerline, 73' AGL/138' MSL.
 trees beginning 303' from DER, 227' right of centerline, up to 19' AGL/106' MSL.
 Bush beginning 390' from DER, 113' right of centerline, up to 23' AGL/104' MSL.
 Tree 520' from DER, 342' left of centerline, 77' AGL/138' MSL.
 Bush beginning 552' from DER, 22' right of centerline, up to 45' AGL/108' MSL.
 Tree 997' from DER, 394' right of centerline, 84' AGL/133' MSL.
 Bush 1046' from DER, 141' left of centerline, 81' AGL/130' MSL.
 Tree 1064' from DER, 539' right of centerline, 86' AGL/134' MSL.
 Tree 1070' from DER, 619' left of centerline, 90' AGL/149' MSL.
 Bush beginning 1077' from DER, 43' right of centerline, up to 84' AGL/138' MSL.
 Tree 1176' from DER, 414' left of centerline, 99' AGL/155' MSL.
 Bush beginning 1184' from DER, 252' left of centerline, up to 76' AGL/130' MSL.
 Tree 1204' from DER, 385' right of centerline, 78' AGL/126' MSL.
 Bush beginning 1301' from DER, 61' left of centerline, up to 81' AGL/131' MSL.
 Bush 2414' from DER, 1027' left of centerline, 94' AGL/188' MSL.
 Bush beginning 2438' from DER, 822' left of centerline, up to 106' AGL/197' MSL.
 Trees beginning 2538' from DER, 633' left of centerline, up to 93' AGL/189' MSL.
 Bush 2566' from DER, 647' left of centerline, 103' AGL/207' MSL.
 Bush beginning 2598' from DER, 545' left of centerline, up to 85' AGL/212' MSL.
 Tree 2661' from DER, 695' left of centerline, 112' AGL/228' MSL.
 Tree 2662' from DER, 787' left of centerline, 113' AGL/232' MSL.
 Bush beginning 2678' from DER, 226' left of centerline, up to 116' AGL/236' MSL.
 Tree 2797' from DER, 543' left of centerline, 99' AGL/227' MSL.
 Bush 2799' from DER, 330' right of centerline, 106' AGL/182' MSL.
 Tree 2847' from DER, 141' left of centerline, 101' AGL/214' MSL.
 Bush beginning 2851' from DER, 23' left of centerline, up to 83' AGL/223' MSL.
 Tree beginning 2886' from DER, 70' left of centerline, up to 100' AGL/193' MSL.
 Bush 2927' from DER, 259' right of centerline, 101' AGL/195' MSL.
 Trees beginning 2930' from DER, 74' left of centerline, up to 101' AGL/214' MSL.
 Bush beginning 2936' from DER, 66' right of centerline, up to 91' AGL/201' MSL.
 Tree 2999' from DER, 464' right of centerline, 101' AGL/180' MSL.
 Bush 3009' from DER, 235' left of centerline, 63' AGL/181' MSL.
 Tree 3043' from DER, 537' right of centerline, 101' AGL/175' MSL.
 Bush beginning 3047' from DER, 35' left of centerline, up to 64' AGL/180' MSL..
Rwy 16, grd 15' from DER, 417' left of centerline, 87' MSL.
 Rwy sign 17' from DER, 198' left of centerline, 3' AGL/85' MSL.
 Nt Rwy It 28' from DER, 82' left of centerline, 2' AGL/83' MSL.
 Grd 100' from DER, 426' right of centerline, 89' MSL.

CON'T



26246





26246

**BEVERLY, MA (CON'T)****BEVERLY RGNL (BVY) (CON'T)**

Rwy 16 (CON'T), bush beginning 113' from DER, 228' right of centerline, up to 27' AGL/125' MSL.

Bush beginning 212' from DER, 454' right of centerline, up to 72' AGL/136' MSL.

Bldg beginning 247' from DER, 451' right of centerline, up to 83' AGL/139' MSL.

Bush 268' from DER, 442' left of centerline, 70' AGL/133' MSL.

Vehicle in parking lot 289' from DER, 520' right of centerline, 115' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Vehicle in parking lot 667' from DER, 673' right of centerline, 130' MSL.

Ground 669' from DER, 482' right of centerline, 130' MSL.

Vehicle in parking lot 679' from DER, 456' right of centerline, 127' MSL.

Bush 692' from DER, 422' left of centerline, 76' AGL/132' MSL.

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

Pole 723' from DER, 403' right of centerline, 43' AGL/159' MSL.

Bush 744' from DER, 404' left of centerline, 77' AGL/132' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Bush beginning 1144' from DER, 164' right of centerline, up to 17' AGL/145' MSL.

Grd beginning 1200' from DER, 280' right of centerline, up to 129' MSL.

Bush beginning 1253' from DER, 183' left of centerline, up to 19' AGL/146' MSL.

Pole 1407' from DER, 480' right of centerline, 16' AGL/149' MSL.

Grd 1414' from DER, 597' right of centerline, 126' MSL.

Trail beginning 1438' from DER, 333' right of centerline, up to 135' MSL.

Bush beginning 1484' from DER, 281' right of centerline, up to 52' AGL/184' MSL.

Grd beginning 1553' from DER, 429' right of centerline, up to 124' MSL.

Bush beginning 1643' from DER, 243' right of centerline, up to 76' AGL/126' MSL.

Bush beginning 1702' from DER, 587' right of centerline, up to 57' AGL/192' MSL.

Tree 1711' from DER, 692' right of centerline, 73' AGL/193' MSL.

Bush 1732' from DER, 721' left of centerline, 75' AGL/126' MSL.

Grd beginning 1763' from DER, 448' right of centerline, up to 137' MSL.

Bush beginning 1776' from DER, 305' right of centerline, up to 5' AGL/132' MSL.

Lt pole 1821' from DER, 192' right of centerline, 31' AGL/139' MSL.

Bush beginning 1898' from DER, 92' right of centerline, up to 30' AGL/138' MSL.

Lt pole beginning 1949' from DER, 65' right of centerline, up to 31' AGL/139' MSL.

Bldg 2021' from DER, 427' right of centerline, 24' AGL/133' MSL.

Lt pole, beginning 2036' from DER, 44' left of centerline, up to 31' AGL/139' MSL.

Bldg 2098' from DER, 381' right of centerline, 39' AGL/148' MSL.

Lt pole 2129' from DER, 8' left of centerline, 31' AGL/136' MSL.

Bldg beginning 2182' from DER, 241' right of centerline, up to 42' AGL/151' MSL.

Smoke stk 2497' from DER, 356' right of centerline, 53' AGL/162' MSL.

Bldg beginning 2533' from DER, 354' right of centerline, up to 58' AGL/165' MSL.

Bush beginning 2860' from DER, 613' right of centerline, up to 61' AGL/162' MSL.

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

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

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

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

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

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

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

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

CON'T



26246





26246

**BEVERLY, MA (CON'T)****BEVERLY RGNL (BVY) (CON'T)**

Rwy 27 (CON'T), bush 455' from DER, 463' left of centerline, 62' AGL/100' MSL.
 Trees beginning 456' from DER, 109' right of centerline, up to 55' AGL/99' MSL.
 Bushes beginning 500' from DER, 46' right of centerline, up to 53' AGL/96' MSL.
 Trees beginning 535' from DER, 249' right of centerline, up to 62' AGL/110' MSL.
 Bushes beginning 547' from DER, 26' right of centerline, up to 56' AGL/92' MSL.
 Tree 1170' from DER, 587' left of centerline, 82' AGL/111' MSL.
 Bushes beginning 1202' from DER, 248' left of centerline, up to 85' AGL/114' MSL.
 Bushes 2376' from DER, 653' right of centerline, 85' AGL/136' MSL.
 Bush beginning 2394' from DER, 451' right of centerline, up to 86' AGL/137' MSL.
 Bush beginning 2563' from DER, 1037' right of centerline, up to 85' AGL/140' MSL.
 Bush beginning 2953' from DER, 958' right of centerline, up to 82' AGL/168' MSL.
 Tree beginning 3041' from DER, 762' right of centerline, up to 103' AGL/160' MSL.
 Bush beginning 3194' from DER, 1165' right of centerline, up to 91' AGL/190' MSL.
 Tree 3232' from DER, 723' right of centerline, 97' AGL/157' MSL.
 Bush beginning 3321' from DER, 1083' right of centerline, up to 89' AGL/185' MSL.
 Bushes beginning 4347' from DER, 954' left of centerline, up to 82' AGL/201' MSL.
 Bushes 4628' from DER, 1523' left of centerline, 86' AGL/202' MSL.
 Bushes beginning 4659' from DER, 924' left of centerline, up to 82' AGL/208' MSL.
 Bldgs beginning 5490' from DER, 530' left of centerline, up to 108' AGL/217' MSL.
Rwy 34, Nt MALS 11' from DER, on centerline, 2' AGL/109' MSL.
 Bush 41' from DER, 270' right of centerline, 18' AGL/119' MSL.
 Bush beginning 108' from DER, 399' right of centerline, up to 41' AGL/128' MSL.
 Bush 276' from DER, 518' right of centerline, 66' AGL/145' MSL.
 Bush 405' from DER, 452' right of centerline, 68' AGL/148' MSL.
 Tree 431' from DER, 580' left of centerline, 58' AGL/152' MSL.
 Tree 460' from DER, 582' left of centerline, 63' AGL/156' MSL.
 Bush beginning 461' from DER, 526' left of centerline, up to 63' AGL/154' MSL.
 Tree 695' from DER, 338' left of centerline, 40' AGL/142' MSL.
 Bush beginning 698' from DER, 282' left of centerline, up to 50' AGL/153' MSL.
 Tree 905' from DER, 222' left of centerline, 39' AGL/141' MSL.
 Bush beginning 940' from DER, 214' left of centerline, up to 34' AGL/135' MSL.
 Tree 1032' from DER, 700' right of centerline, 86' AGL/174' MSL.
 Bush beginning 1034' from DER, 89' right of centerline, up to 91' AGL/173' MSL.
 Bush beginning 1238' from DER, 300' right of centerline, up to 96' AGL/182' MSL.
 Pole, beginning 1309' from DER, 1' right of centerline, up to 9' AGL/158' MSL.
 Tree 1622' from DER, 214' right of centerline, 78' AGL/167' MSL.
 Bush beginning 1662' from DER, 458' right of centerline, up to 81' AGL/153' MSL.
 Tree 1682' from DER, 499' left of centerline, 80' AGL/165' MSL.
 Bush beginning 1686' from DER, 50' left of centerline, up to 71' AGL/166' MSL.
 Tree 1911' from DER, 427' left of centerline, 79' AGL/164' MSL.
 Bush beginning 1923' from DER, 22' left of centerline, up to 83' AGL/160' MSL.

BIDDEFORD, ME**BIDDEFORD MUNI (B19)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

BLOCK ISLAND, RI**BLOCK ISLAND STATE (BID)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

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



26246





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**BOSTON, MA****GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)****DIVERSE VECTOR AREA (RADAR VECTORS)****ORIG 28APR16 (16119) (FAA)****Rwy 14**, heading as assigned by ATC; requires min. climb of 240' per NM to 1100.**Rwy 22L**, heading as assigned by ATC; requires min. climb of 330' per NM to 1200.**Rwy 22R**, heading as assigned by ATC; requires min. climb of 310' per NM to 500.**Rwy 33L**, heading as assigned by ATC; requires min. climb of 300' per NM to 1200.**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 15 07OCT21 (21280) (FAA)****TAKEOFF MINIMUMS:****Rwys 32, 33R**, NA-Environmental.**Rwy 4L**, 300-1 or std. w/min. climb of 369' per NM to 300.**Rwy 9**, 300-1½ or std. w/min. climb of 266' per NM to 300.**Rwy 14L**, std. w/min. climb of 233' per NM to 1100.**Rwy 22L**, 300-1 or std. if tower reports no tall vessels in the departure area.**Rwy 22R**, 300-1½ or std. w/min. climb of 320' per NM to 300.**Rwy 27**, std. w/min. climb of 487' per NM to 1000.**Rwy 33L**, 300-1½ or std. w/min. climb of 232' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100 feet prior to DER.**DEPARTURE PROCEDURE:****Rwys 4L/R**, climb on heading 035° to 500 before turning left.**Rwy 22L**, climb on heading 215° to 800 before turning right.**Rwy 22R**, climb on heading 215° to 900 before turning right.**Rwy 33L**, climb on heading 330° to 700 before turning left.**TAKEOFF OBSTACLE NOTES:****Rwy 4L**, ships beginning 693' from DER, on centerline, up to 50' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 1992' from DER, 380' left of centerline, up to 74' MSL.

Trees beginning 2282' from DER, 691' left of centerline, up to 57' AGL/77' MSL.

Rwy 9, lighting 11' from DER, 150' right of centerline, 17' MSL.

Lighting 11' from DER, 149' left of centerline, 16' MSL.

Ships beginning 761' from DER, on centerline, up to 65' MSL.

Tank 5904' from DER, 1456' left of centerline, 114' AGL/211' MSL.

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

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

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

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

Antenna 480' from DER, 321' left of centerline, 68' MSL.

NAVAID 497' from DER, 317' left of centerline, 71' MSL.

Ship rig 5439' from DER, 1822' right of centerline, 176' MSL.

Rwy 15L, sign 8' from DER, 281' right of centerline, 5' AGL/17' MSL.**Rwy 15R**, lighting 1' from DER, on centerline, 16' MSL.**Rwy 22L**, lighting 40' from DER, 253' right of centerline, 20' MSL.

Pole 395' from DER, on centerline, 15' AGL/31' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

CONT

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BOSTON, MA (CON'T)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS) (CON'T)

Rwy 27 (CON'T), building 1.2 NM from DER, 1178' left of centerline, 238' MSL.
 Building 1.2 NM from DER, 988' left of centerline, 240' MSL.
 Building 1.2 NM from DER, 971' left of centerline, 230' AGL/242' MSL.
 Buildings beginning 1.2 NM from DER, 1040' left of centerline, up to 243' MSL.
 Buildings beginning 1.2 NM from DER, 533' left of centerline, up to 248' MSL.
 Buildings, stack beginning 1.3 NM from DER, 501' left of centerline, up to 250' MSL.
 Buildings beginning 1.3 NM from DER, 137' right of centerline, up to 250' AGL/260' MSL.
 Building 1.3 NM from DER, 185' left of centerline, 252' MSL.
 Buildings beginning 1.3 NM from DER, 112' left of centerline, up to 251' AGL/261' MSL.
 Building 1.3 NM from DER, 95' right of centerline, 259' AGL/269' MSL.
 Buildings beginning 1.3 NM from DER, 118' left of centerline, up to 259' AGL/269' MSL.
 Cranes, buildings beginning 1.4 NM from DER, 62' right of centerline, up to 411' MSL.
 Building 1.4 NM from DER, 106' left of centerline, 261' AGL/271' MSL.
 Building 1.5 NM from DER, 207' left of centerline, 267' AGL/278' MSL.
 Antenna, buildings beginning 1.6 NM from DER, 2984' right of centerline, up to 414' MSL.
 Buildings beginning 1.6 NM from DER, 2511' right of centerline, up to 484' MSL.
 Building 1.6 NM from DER, 2655' right of centerline, 548' AGL/560' MSL.
 Building 1.6 NM from DER, 2468' right of centerline, 635' MSL.
 Buildings, antennas, stack, building tower beginning 1.6 NM from DER, 1533' right of centerline, up to 615' AGL/639' MSL.
 Buildings, poles, antennas beginning 1.8 NM from DER, 1114' right of centerline, up to 677' AGL/690' MSL.
 Buildings, antenna beginning 1.9 NM from DER, 1507' right of centerline, up to 701' AGL/720' MSL.
 Building tower, buildings, crane beginning 2 NM from DER, 1775' right of centerline, up to 698' AGL/730' MSL.
 Crane 2.2 NM from DER, 1690' right of centerline, 512' MSL.
Rwy 33L, tree 248' from DER, 377' right of centerline, 16' AGL/27' MSL.
 Building 1346' from DER, 705' right of centerline, 41' AGL/51' MSL.
 Tanks beginning 1677' from DER, 925' left of centerline, up to 51' AGL/67' MSL.
 Building 1933' from DER, 862' left of centerline, 70' MSL.
 Buildings beginning 1946' from DER, 602' left of centerline, up to 58' AGL/73' MSL.
 Trees beginning 2119' from DER, 52' right of centerline, up to 82' MSL.
 Trees beginning 2214' from DER, 43' right of centerline, up to 72' AGL/84' MSL.
 Trees beginning 2328' from DER, 35' right of centerline, up to 85' MSL.
 Tree 2437' from DER, 1033' right of centerline, 96' MSL.
 Tree 2448' from DER, 928' right of centerline, 99' MSL.
 Signs, tank beginning 3015' from DER, 860' right of centerline, up to 73' AGL/101' MSL.
 Tree 3969' from DER, 567' left of centerline, 63' AGL/118' MSL.
 Tree 3987' from DER, 594' left of centerline, 122' MSL.
 Building 4364' from DER, 1080' left of centerline, 64' AGL/129' MSL.
 Trees beginning 4511' from DER, 1142' left of centerline, up to 134' MSL.
 Building, stack beginning 4925' from DER, 1491' left of centerline, up to 151' MSL.
 Bridge 1.3 NM from DER, 2564' left of centerline, 262' AGL/262' MSL.

BRIDGEPORT, CT

BRIDGEPORT/SIKORSKY (BDR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 21MAR24 (24081) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 600-2¾ or std w/min climb of 300'/NM to 700.

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence 14' from DER, 95' left of centerline, 17' AGL/18' MSL.
 Traverse way 114' from DER, 438' left of centerline, 23' MSL.
 Electrical system 131' from DER, 289' right of centerline, 6' AGL/13' MSL.
 Traverse way 196' from DER, 345' left of centerline, 24' MSL.
 Traverse ways, sign beginning 202' from DER, 149' right of centerline, up to 23' MSL.
 Pole, traverse way, fence, sign beginning 252' from DER, 196' left of centerline, up to 20' AGL/25' MSL.
 Traverse ways, sign beginning 313' from DER, 38' left of centerline, up to 26' MSL.
 Traverse ways beginning 404' from DER, on and right of centerline, up to 24' MSL.
 Tree 819' from DER, 236' right of centerline, 36' MSL.
 Tree 850' from DER, 246' right of centerline, 46' MSL.
 Tree 869' from DER, 232' right of centerline, 51' MSL.
 Trees beginning 873' from DER, 34' right of centerline, up to 73' MSL.
 Trees beginning 983' from DER, 4' left of centerline, up to 76' MSL.
 Trees beginning 1883' from DER, 8' right of centerline, up to 94' MSL.
Rwy 11, traverse way 50' from DER, 342' left of centerline, 23' MSL.
 Vegetation 57' from DER, 301' right of centerline, 18' MSL.
 Pole 96' from DER, 451' right of centerline, 17' AGL/35' MSL.
 Traverse way, fence, sign beginning 108' from DER, 133' left of centerline, up to 25' MSL.
 Pole, traverse way, fences beginning 152' from DER, 3' left of centerline, up to 17' AGL/29' MSL.
 Tree, signs, poles, fences, traverse ways beginning 163' from DER, on centerline, up to 38' MSL.
 Tree 191' from DER, 330' left of centerline, 30' AGL/32' MSL.
 Tree, traverse way beginning 196' from DER, 114' left of centerline, up to 38' MSL.
 Trees, signs, pipeline, fences, vegetation, traverse ways, terrain beginning 219' from DER, 61' left of centerline, up to 46' MSL.

CON'T



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BRIDGEPORT, CT (CON'T)

BRIDGEPORT/SIKORSKY (BDR) (CON'T)

Rwy 11 (CON'T), building, terrain, trees, pole beginning 396' from DER, 10' right of centerline, up to 42' AGL/51' MSL.
 Trees, terrain, traverse way beginning 727' from DER, 96' left of centerline, up to 54' MSL.
 Trees, terrain beginning 792' from DER, 23' right of centerline, up to 53' MSL.
 Trees, terrain, vegetation beginning 893' from DER, 39' left of centerline, up to 68' MSL.
 Trees, pole beginning 1060' from DER, 222' right of centerline, up to 61' AGL/61' MSL.
 Pole 1631' from DER, 497' right of centerline, 73' AGL/73' MSL.
 Tree, pole beginning 1667' from DER, 715' right of centerline, up to 94' MSL.
Rwy 24, light poles 9' from DER, 90' right of centerline, 2' AGL/8' MSL.
 Vegetation 61' from DER, 292' left of centerline, 11' MSL.
 Trees, vegetation, traverse ways beginning 164' from DER, 245' right of centerline, up to 31' MSL.
 Trees beginning 255' from DER, 261' left of centerline, up to 30' MSL.
Rwy 29, light poles 10' from DER, 113' left of centerline, 3' AGL/10' MSL.
 Tree 110' from DER, 359' right of centerline, 18' MSL.
 Trees beginning 162' from DER, 87' right of centerline, up to 54' MSL.
 Building 539' from DER, 644' right of centerline, 58' AGL/64' MSL.
 Trees, building beginning 543' from DER, 77' right of centerline, up to 75' MSL.
 Trees beginning 779' from DER, 314' right of centerline, up to 80' MSL.
 Trees, pole beginning 1355' from DER, 68' right of centerline, up to 94' MSL.
 Smokestack 2.2 NM from DER, 273' left of centerline, 497' AGL/511' MSL.
 Smokestack 2.2 NM from DER, 230' left of centerline, 509' MSL.

BRUNSWICK, ME

BRUNSWICK EXEC (BXM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28JUL11 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1L, tree 2018' from DER, 943' right of centerline, 100' AGL/159' MSL.
 Trees beginning 2272' from DER, 335' left of centerline, up to 100' AGL/159' MSL.
Rwy 1R, tree 1985' from DER, 345' right of centerline, 100' AGL/156' MSL.
 Tree 2823' from DER, 1045' left of centerline, 100' AGL/159' MSL.
Rwy 19L, trees beginning 2170' from DER, 457' left of centerline, up to 100' AGL/179' MSL.
 Tree 2136' from DER, 498' right of centerline, 100' AGL/169' MSL.
Rwy 19R, trees beginning 2137' from DER, 201' left of centerline, up to 100' AGL/179' MSL.

BURLINGTON, VT

PATRICK LEAHY BURLINGTON INTL (BTV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 13 29JUL10 (23278) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std w/min climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions.
Rwy 15, std w/min climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions.
Rwy 19, std w/min climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions.
Rwy 33, std w/min climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 1, climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.
Rwy 15, for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.
Rwy 19, climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.
Rwy 33, climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Patrick Leahy Burlington Intl airport at or above 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL.
Rwy 15, bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL.
 Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL.
 Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL.
 Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL.
Rwy 19, trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL.
 Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL.
Rwy 33, pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL.
 Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

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CARIBOU, ME

CARIBOU MUNI (CAR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees, poles, transmission lines, vehicles on roads, buildings beginning 405' from DER, 7' right of centerline, up to 100' AGL/727' MSL.

Trees, vehicles on road, poles, transmission lines, sign, buildings beginning 431' from DER, 10' left of centerline, up to 100' AGL/737' MSL.

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

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

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

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

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

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

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

CARRABASSETT, ME

SUGARLOAF RGNL (B21)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 1200-3 w/min. climb of 530' per NM to 4700 or 3800-3 for climb in visual conditions.

Rwy 35, 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 173° to 4700 before proceeding on course.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sugarloaf Rgnl airport at or above 4500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees and terrain beginning 30' from DER, left and right of centerline, up to 100' AGL/970' MSL.

Trees and terrain beginning 468' from DER, 19' right of centerline, up to 100' AGL/980' MSL.

Trees and terrain beginning 2171' from DER, left and right of centerline, up to 100' AGL/1039' MSL.

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

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

Trees and terrain beginning 1.6 NM from DER, left and right of centerline, up to 100' AGL/1861' MSL.

Trees and terrain beginning 2.75 NM from DER, 2831' left of centerline, up to 100' AGL/2020' MSL.

Trees and terrain beginning 3 NM from DER, 1192' left of centerline, up to 100' AGL/1900' MSL.

Rwy 35, trees and terrain beginning 38' from DER, left and right of course, up to 100' AGL/890' MSL.

Trees and terrain beginning 495' from DER, 388' right of centerline, up to 100' AGL/909' MSL.

Trees and terrain beginning 1128' from DER, 140' right of centerline, up to 100' AGL/1086' MSL.

Trees and terrain beginning 4065' from DER, left and right of centerline, up to 100' AGL/1126' MSL.

Trees and terrain beginning 4435' from DER, 44' left of centerline, up to 100' AGL/1319' MSL.

Trees and terrain beginning 1 NM from DER, left and right of centerline, up to 100' AGL/1355' MSL.

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

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

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

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

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

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**CHATHAM, MA****CHATHAM MUNI (CQX)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 25OCT07 (07298) (FAA)****TAKEOFF MINIMUMS:****Rwy 6**, 300-1 or std. w/ min. climb of 462' per NM to 300.**Rwy 24**, 400-2 or std. w/ min. climb of 248' per NM to 500.**TAKEOFF OBSTACLE NOTES:****Rwy 6**, multiple trees beginning 26' from DER, 158' left of centerline, up to 100' AGL/169' MSL.

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

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

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

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

CHESTER, CT**CHESTER (SNC)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 18NOV10 (10322) (FAA)****TAKEOFF MINIMUMS:****Rwy 35**, 300-3 or std. w/ min. climb of 285' per NM to 900.**TAKEOFF OBSTACLE NOTES:****Rwy 17**, trees beginning at DER, 350' left of centerline CW to 250' right of centerline, up to 100' AGL/449' MSL.**Rwy 35**, tree 6015' from DER, 586' right of centerline 100' AGL/609' MSL.

Tree 1.7 NM from DER, 847' right of centerline 200' AGL/709' MSL.

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

CLAREMONT, NH**CLAREMONT MUNI (CNH)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3 05DEC19 (19339) (FAA)****TAKEOFF MINIMUMS:****Rwys 11, 29**, 3100-3 for climb in visual conditions.**VCOA:****Rwys 11, 29**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Claremont Muni at or above 3500 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 11**, terrain 10' from DER, 8' right of centerline, 543' MSL.

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

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

Tree 1835' from DER, 63' left of centerline, 602' MSL.

Tree 1923' from DER, 16' left of centerline, 619' MSL.

Trees beginning 1965' from DER, 14' right of centerline, up to 619' MSL.

Trees beginning 2250' from DER, 123' right of centerline, up to 636' MSL.

Trees beginning 2294' from DER, 16' right of centerline, up to 642' MSL.

Trees beginning 2946' from DER, 35' left of centerline, up to 640' MSL.

Trees beginning 2954' from DER, 29' right of centerline, up to 645' MSL.

Trees beginning 3362' from DER, 285' right of centerline, up to 660' MSL.

Tree 1.4 NM from DER, 2369' right of centerline, 768' MSL.

Trees beginning 1.4 NM from DER, 1996' right of centerline, up to 832' MSL.

Trees beginning 1.5 NM from DER, 1803' right of centerline, up to 943' MSL.

Tree 1.6 NM from DER, 2488' left of centerline, 802' MSL.

Trees beginning 1.6 NM from DER, 2880' left of centerline, up to 838' MSL.

Tree 1.8 NM from DER, 3005' left of centerline, 855' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CON'T

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CLAREMONT, NH (CON'T)**CLAREMONT MUNI (CNH) (CON'T)**

Rwy 29 (CON'T), tree 2220' from DER, 89' right of centerline, 663' MSL.
 Tree 2224' from DER, 199' left of centerline, 652' MSL.
 Tree 2236' from DER, 309' right of centerline, 686' MSL.
 Trees beginning 2238' from DER, 96' left of centerline, up to 665' MSL.
 Trees beginning 2304' from DER, 18' left of centerline, up to 668' MSL.
 Tree 2334' from DER, 214' right of centerline, 695' MSL.
 Trees beginning 2338' from DER, 112' left of centerline, up to 675' MSL.
 Tree 2344' from DER, 356' right of centerline, 713' MSL.
 Trees beginning 2359' from DER, 9' right of centerline, up to 719' MSL.
 Tree 2427' from DER, 222' left of centerline, 678' MSL.
 Trees beginning 2465' from DER, 101' left of centerline, up to 684' MSL.
 Trees beginning 2570' from DER, 15' left of centerline, up to 705' MSL.
 Trees beginning 3525' from DER, 2' right of centerline, up to 720' MSL.
 Trees beginning 3582' from DER, 129' left of centerline, up to 712' MSL.
 Tree 3601' from DER, 443' right of centerline, 737' MSL.
 Trees beginning 3640' from DER, 145' right of centerline, up to 738' MSL.
 Trees beginning 3667' from DER, 17' left of centerline, up to 720' MSL.
 Trees beginning 3710' from DER, 149' right of centerline, up to 753' MSL.
 Trees beginning 3813' from DER, 19' right of centerline, up to 761' MSL.
 Trees and agricultural equipment beginning 3928' from DER, 75' right of centerline, up to 778' MSL.
 Trees beginning 4019' from DER, 53' left of centerline, up to 724' MSL.
 Tree 4028' from DER, 436' right of centerline, 781' MSL.
 Trees beginning 4032' from DER, 46' right of centerline, up to 789' MSL.
 Trees beginning 4122' from DER, 4' left of centerline, up to 734' MSL.
 Trees beginning 4583' from DER, 9' right of centerline, up to 807' MSL.
 Tree 4804' from DER, 128' left of centerline, 744' MSL.
 Trees beginning 4824' from DER, 24' left of centerline, up to 745' MSL.
 Trees beginning 4927' from DER, 63' left of centerline, up to 749' MSL.
 Trees beginning 5041' from DER, 15' right of centerline, up to 840' MSL.
 Trees beginning 5067' from DER, 84' left of centerline, up to 752' MSL.
 Trees beginning 5168' from DER, 92' left of centerline, up to 754' MSL.
 Trees beginning 5320' from DER, 145' left of centerline, up to 758' MSL.
 Trees beginning 5394' from DER, 308' left of centerline, up to 774' MSL.
 Trees beginning 5403' from DER, 7' left of centerline, up to 776' MSL.
 Trees beginning 5567' from DER, 278' left of centerline, up to 799' MSL.
 Trees beginning 5593' from DER, 6' left of centerline, up to 832' MSL.
 Trees beginning 5769' from DER, 10' right of centerline, up to 850' MSL.
 Tree 5771' from DER, 351' left of centerline, 833' MSL.
 Trees beginning 5772' from DER, 79' left of centerline, up to 838' MSL.
 Tree 5872' from DER, 427' left of centerline, 842' MSL.
 Tree 5879' from DER, 557' left of centerline, 861' MSL.
 Trees beginning 5898' from DER, 102' left of centerline, up to 872' MSL.
 Trees beginning 5995' from DER, 188' left of centerline, up to 893' MSL.
 Trees beginning 1 NM from DER, 384' right of centerline, up to 866' MSL.
 Tree 1 NM from DER, 1318' left of centerline, 929' MSL.
 Tree 1 NM from DER, 949' left of centerline, 946' MSL.
 Trees beginning 1 NM from DER, 4' left of centerline, up to 953' MSL.
 Tree 1.1 NM from DER, 1254' right of centerline, 871' MSL.
 Tree 1.1 NM from DER, 596' right of centerline, 879' MSL.
 Tree 1.1 NM from DER, 1381' right of centerline, 917' MSL.
 Tree 1.1 NM from DER, 2054' right of centerline, 929' MSL.
 Trees beginning 1.1 NM from DER, 1018' right of centerline, up to 1000' MSL.
 Tree 1.2 NM from DER, 1112' right of centerline, 1013' MSL.
 Trees beginning 1.2 NM from DER, 1' right of centerline, up to 1017' MSL.
 Trees beginning 2.3 NM from DER, 969' right of centerline, up to 1024' MSL.
 Trees beginning 2.4 NM from DER, 454' right of centerline, up to 1031' MSL.
 Tree and rising terrain beginning 2.4 NM from DER, 968' right of centerline, up to 1031' MSL.
 Tree 2.4 NM from DER, 3881' left of centerline, 959' MSL.
 Trees beginning 2.5 NM from DER, 938' left of centerline, up to 967' MSL.
 Tree 2.5 NM from DER, 3781' right of centerline, 1087' MSL.
 Trees beginning 2.5 NM from DER, 215' right of centerline, up to 1088' MSL.
 Trees beginning 2.5 NM from DER, 227' left of centerline, up to 1078' MSL.



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**CONCORD, NH****CONCORD MUNI (CON)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 5 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

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

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

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

DEPARTURE PROCEDURE:

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

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees, vegetation beginning at DER, 7' left of centerline, up to 16' AGL/361' MSL.

Trees, vegetation, pole beginning 5' from DER, 100' right of centerline, up to 54' AGL/396' MSL.

Trees beginning 623' from DER, 297' left of centerline, up to 64' AGL/391' MSL.

Trees beginning 1032' from DER, 131' left of centerline, up to 86' AGL/421' MSL.

Tree 1075' from DER, 552' right of centerline, 54' AGL/397' MSL.

Trees beginning 1417' from DER, 207' right of centerline, up to 97' AGL/431' MSL.

Tree 1 NM from DER, 2143' right of centerline, 107' AGL/513' MSL.

Tree 1.4 NM from DER, 2160' left of centerline, 76' AGL/622' MSL.

Trees beginning 1.6 NM from DER, 1010' left of centerline, up to 78' AGL/639' MSL.

Tree 1.6 NM from DER, 331' left of centerline, 66' AGL/655' MSL.

Tree 1.6 NM from DER, 154' right of centerline, 97' AGL/662' MSL.

Tree 1.8 NM from DER, 699' left of centerline, 78' AGL/768' MSL.

Trees, vegetation beginning 1.9 NM from DER, 245' left of centerline, up to 82' AGL/789' MSL.

Trees beginning 1.9 NM from DER, 298' right of centerline, up to 89' AGL/777' MSL.

Trees beginning 2.2 NM from DER, 1068' left of centerline, up to 100' AGL/832' MSL.

Trees, building, vegetation beginning 2.3 NM from DER, 1898' left of centerline, up to 100' AGL/862' MSL.

Rwy 17, trees beginning 96' from DER, 285' left of centerline, up to 35' AGL/350' MSL.

Trees beginning 497' from DER, 523' left of centerline, up to 88' AGL/367' MSL.

Trees beginning 791' from DER, 591' left of centerline, up to 79' AGL/378' MSL.

Tree 984' from DER, 601' right of centerline, 49' AGL/379' MSL.

Trees beginning 1093' from DER, 509' right of centerline, up to 77' AGL/406' MSL.

Tree 1.2 NM from DER, 1048' left of centerline, 92' AGL/529' MSL.

Trees beginning 1.3 NM from DER, 1282' left of centerline, up to 84' AGL/606' MSL.

Trees, tower 1.5 NM from DER, 1881' left of centerline, up to 90' AGL/618' MSL.

Rwy 30, tree 554' from DER, 563' right of centerline, 18' AGL/360' MSL.

Tower, pole beginning 612' from DER, 580' left of centerline, up to 38' AGL/378' MSL.

Building 626' from DER, 185' right of centerline, 21' AGL/362' MSL.

Tree, pole beginning 845' from DER, 484' right of centerline, up to 55' AGL/396' MSL.

Trees beginning 938' from DER, 607' right of centerline, up to 56' AGL/397' MSL.

Trees, pole, building beginning 997' from DER, 522' right of centerline, up to 59' AGL/400' MSL.

Trees, tower, building beginning 1132' from DER, 381' left of centerline, up to 93' AGL/425' MSL.

Trees beginning 1429' from DER, 126' left of centerline, up to 98' AGL/430' MSL.

Tree 2108' from DER, 140' right of centerline, 78' AGL/412' MSL.

Tree 2186' from DER, 351' left of centerline, 104' AGL/434' MSL.

Tree 2241' from DER, 369' left of centerline, 106' AGL/436' MSL.

Tree 2260' from DER, 599' left of centerline, 106' AGL/438' MSL.

Tree 2266' from DER, 321' left of centerline, 111' AGL/440' MSL.

Trees beginning 2303' from DER, 271' left of centerline, up to 112' AGL/442' MSL.

Trees beginning 2403' from DER, 47' right of centerline, up to 105' AGL/437' MSL.

Rwy 35, fence 259' from DER, 491' left of centerline, 8' AGL/348' MSL.

Vehicle on road 277' from DER, 506' left of centerline, 356' MSL.

Buildings, tree, vehicle on road beginning 297' from DER, 90' left of centerline, up to 21' AGL/362' MSL.

Tree 540' from DER, 42' right of centerline, 18' AGL/360' MSL.

Trees, pole beginning 564' from DER, 171' right of centerline, up to 57' AGL/400' MSL.

Trees, pole beginning 646' from DER, 51' right of centerline, up to 72' AGL/415' MSL.

Pole 704' from DER, 276' left of centerline, 31' AGL/372' MSL.

Trees beginning 713' from DER, 191' left of centerline, up to 55' AGL/396' MSL.

Trees, pole beginning 882' from DER, 154' left of centerline, up to 59' AGL/400' MSL.

Trees beginning 1429' from DER, 47' left of centerline, up to 70' AGL/412' MSL.

Tree 1875' from DER, 421' right of centerline, 75' AGL/418' MSL.

Trees beginning 1951' from DER, 40' right of centerline, up to 86' AGL/430' MSL.

Trees beginning 2065' from DER, 20' left of centerline, up to 73' AGL/415' MSL.

Tree 2202' from DER, 906' left of centerline, 85' AGL/424' MSL.

Trees beginning 3015' from DER, 38' left of centerline, up to 95' AGL/436' MSL.

Trees beginning 3433' from DER, 543' left of centerline, up to 102' AGL/440' MSL.

NE-1, 03 SEP 2026 to 29 OCT 2026

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26246





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**DANBURY, CT****DANBURY MUNI (DXR)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 5 11JUL24 (24193) (FAA)****TAKEOFF MINIMUMS:****Rwy 17, NA - Obstacles.****Rwy 8, 600-134.****Rwy 26, 500-3.****Rwy 35, std w/min climb of 475'/NM to 1100, or 1200-3 for VCOA.****DEPARTURE PROCEDURE:****Rwy 8, climb on heading 084° to 1200 before proceeding on course.****Rwy 26, climb on heading 264° to 1300 before proceeding on course.****VCOA:**

Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danbury Muni airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 8, vegetation and sign beginning 25' from DER, 261' left of centerline, up to 6' AGL/457' MSL.**

Vegetation and fence beginning 33' from DER, 96' left of centerline, up to 17' AGL/464' MSL.

Vehicle on road beginning 33' from DER, 235' right of centerline, up to 479' MSL.

Building 85' from DER, 180' left of centerline, 10' AGL/466' MSL.

Pole 95' from DER, 100' left of centerline, 10' AGL/467' MSL.

Trees, vehicle on road, terrain, poles, fence and signs beginning 97' from DER, 29' right of centerline, up to 60' AGL/528' MSL.

Pole 178' from DER, 235' left of centerline, 16' AGL/476' MSL.

Tree 194' from DER, 128' left of centerline, 477' MSL.

Pole, terrain and fence beginning 218' from DER, 130' left of centerline, up to 20' AGL/478' MSL.

Tree 239' from DER, 210' left of centerline, 18' AGL/481' MSL.

Building, pole and tree beginning 251' from DER, 70' left of centerline, up to 22' AGL/484' MSL.

Building and poles beginning 302' from DER, 65' left of centerline, up to 23' AGL/487' MSL.

Buildings, poles, fence, vehicle on road and tree beginning 319' from DER, 4' left of centerline, up to 29' AGL/492' MSL.

Tree and vehicle on road beginning 436' from DER, 58' right of centerline, up to 532' MSL.

Trees, terrain, poles, vehicle on road, signs and fence beginning 449' from DER, 1' right of centerline, up to 56' AGL/542' MSL.

Trees, poles, buildings and vehicle on road beginning 475' from DER, 38' left of centerline, up to 500' MSL.

Poles, antenna, fence, vehicle on road and tree beginning 567' from DER, 68' left of centerline, up to 32' AGL/512' MSL.

Poles, trees, vehicle on road, building and fence beginning 679' from DER, 5' left of centerline, up to 28' AGL/515' MSL.

Pole and tree beginning 818' from DER, 81' left of centerline, up to 29' AGL/527' MSL.

Pole and trees beginning 834' from DER, 33' left of centerline, up to 35' AGL/530' MSL.

Pole and trees beginning 884' from DER, 162' left of centerline, up to 62' AGL/532' MSL.

Pole 974' from DER, 552' left of centerline, 40' AGL/544' MSL.

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

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

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

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

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

Trees, vegetation, pole and terrain beginning 1190' from DER, 3' right of centerline, up to 84' AGL/590' MSL.

Trees and vegetation beginning 1260' from DER, 19' left of centerline, up to 89' AGL/618' MSL.

Trees, terrain and vegetation beginning 1358' from DER, 22' left of centerline, up to 69' AGL/621' MSL.

Trees and terrain beginning 1378' from DER, 29' right of centerline, up to 73' AGL/601' MSL.

Tree and terrain beginning 1531' from DER, 267' right of centerline, up to 62' AGL/615' MSL.

Tree and terrain beginning 1544' from DER, 45' right of centerline, up to 626' MSL.

Trees, terrain, poles and transmission line beginning 1581' from DER, 8' right of centerline, up to 79' AGL/638' MSL.

Tree 1583' from DER, 478' left of centerline, 92' AGL/635' MSL.

Building, trees, terrain and vegetation beginning 1588' from DER, 39' left of centerline, up to 60' AGL/641' MSL.

Tree and terrain beginning 1658' from DER, 149' left of centerline, up to 68' AGL/659' MSL.

Trees, terrain and buildings beginning 1703' from DER, 9' left of centerline, up to 86' AGL/676' MSL.

Trees, vehicle on road, poles, terrain, transmission lines and electrical systems beginning 1770' from DER, 8' right of centerline, up to 60' AGL/640' MSL.

Trees and terrain beginning 1916' from DER, 130' left of centerline, up to 89' AGL/704' MSL.

Poles, terrain and catenary wires beginning 1927' from DER, 29' right of centerline, up to 33' AGL/645' MSL.

Trees, terrain and building beginning 1951' from DER, 6' left of centerline, up to 96' AGL/713' MSL.

Poles, tower, buildings, terrain, vehicle on road, fence, trees, catenary wires, electrical systems and wall beginning 2017' from DER, 5' right of centerline, up to 96' AGL/701' MSL.

Trees and terrain beginning 2146' from DER, 127' left of centerline, up to 726' MSL.

Trees, terrain, vegetation, buildings, poles, vehicle on road, fence, electrical systems and signs beginning 2165' from DER, 2' left of centerline, up to 110' AGL/736' MSL.

Tree 2798' from DER, 128' right of centerline, 83' AGL/705' MSL.

Trees beginning 2814' from DER, 80' right of centerline, up to 77' AGL/711' MSL.

Trees beginning 2823' from DER, 20' right of centerline, up to 92' AGL/718' MSL.

Trees beginning 2897' from DER, 169' right of centerline, up to 68' AGL/722' MSL.

Trees, buildings and poles beginning 2904' from DER, 33' right of centerline, up to 105' AGL/725' MSL.

Tree 3028' from DER, 568' right of centerline, 67' AGL/729' MSL.

Trees, catenary wires, electrical system, building and sign beginning 3029' from DER, 52' right of centerline, up to 66' AGL/732' MSL.

CON'T

NE-1, 03 SEP 2026 to 29 OCT 2026

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26246





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**DANBURY, CT (CON'T)****DANBURY MUNI (DXR) (CON'T)**

Rwy 8 (CON'T), trees, pole, buildings, catenary wires and electrical system beginning 3087' from DER, 126' right of centerline, up to 63' AGL/734' MSL.
 Trees, poles, electrical system and building beginning 3123' from DER, 6' right of centerline, up to 63' AGL/742' MSL.
 Trees, buildings, poles, vehicle on road, catenary wires, fence, terrain, water tower and tank beginning 3173' from DER, 4' right of centerline, up to 79' AGL/755' MSL.
 Trees beginning 1.1 NM from DER, 541' right of centerline, up to 759' MSL.
 Trees, building, antenna and tower beginning 1.2 NM from DER, 275' right of centerline, up to 271' AGL/1013' MSL.
 Trees beginning 1.4 NM from DER, 2639' right of centerline, up to 78' AGL/685' MSL.
Rwy 26, tree 4' from DER, 232' right of centerline, 506' MSL.
 Tree 20' from DER, 277' right of centerline, 62' AGL/518' MSL.
 Trees beginning 59' from DER, 297' left of centerline, up to 505' MSL.
 Tree 72' from DER, 371' right of centerline, 92' AGL/549' MSL.
 Trees, fence, vegetation, vehicle on road, building and sign beginning 108' from DER, 6' left of centerline, up to 46' AGL/513' MSL.
 Trees, fence, buildings, poles and vehicle on road beginning 123' from DER, 5' right of centerline, up to 103' AGL/560' MSL.
 Trees beginning 483' from DER, 146' left of centerline, up to 82' AGL/556' MSL.
 Trees, vehicle on road, electrical system, catenary wires and poles beginning 579' from DER, 108' right of centerline, up to 102' AGL/564' MSL.
 Trees and building beginning 729' from DER, 16' left of centerline, up to 80' AGL/567' MSL.
 Trees, poles, electrical systems and catenary wires beginning 743' from DER, 86' right of centerline, up to 84' AGL/571' MSL.
 Tree and catenary wires beginning 949' from DER, 133' right of centerline, up to 575' MSL.
 Trees, poles, electrical systems and catenary wires beginning 973' from DER, 60' right of centerline, up to 87' AGL/583' MSL.
 Trees beginning 993' from DER, 237' left of centerline, up to 95' AGL/601' MSL.
 Trees and pole beginning 1051' from DER, 195' left of centerline, up to 97' AGL/613' MSL.
 Trees, catenary wires, poles and buildings beginning 1149' from DER, 7' right of centerline, up to 93' AGL/588' MSL.
 Trees beginning 1212' from DER, 517' left of centerline, up to 79' AGL/623' MSL.
 Trees, terrain, building and vegetation beginning 1237' from DER, 130' left of centerline, up to 625' MSL.
 Trees, building and fence beginning 1394' from DER, 60' left of centerline, up to 95' AGL/660' MSL.
 Trees, fence, vegetation and building beginning 1542' from DER, 60' left of centerline, up to 75' AGL/683' MSL.
 Antenna, trees, tower, poles and buildings beginning 1653' from DER, 4' left of centerline, up to 84' AGL/712' MSL.
 Trees beginning 1760' from DER, 90' right of centerline, up to 617' MSL.
 Trees beginning 1879' from DER, 112' right of centerline, up to 102' AGL/638' MSL.
 Trees beginning 1908' from DER, 7' right of centerline, up to 644' MSL.
 Trees beginning 2197' from DER, 50' right of centerline, up to 97' AGL/664' MSL.
 Trees beginning 2387' from DER, 122' right of centerline, up to 94' AGL/681' MSL.
 Trees beginning 2427' from DER, 32' right of centerline, up to 706' MSL.
 Trees beginning 2620' from DER, 20' right of centerline, up to 720' MSL.
 Trees, buildings, poles, electrical systems and terrain beginning 2637' from DER, on and right of centerline, up to 93' AGL/759' MSL.
 Tree 4573' from DER, 1245' left of centerline, 746' MSL.
 Trees beginning 4586' from DER, 1187' left of centerline, up to 67' AGL/752' MSL.
 Trees beginning 4602' from DER, 995' left of centerline, up to 41' AGL/761' MSL.
 Trees beginning 4685' from DER, 499' left of centerline, up to 774' MSL.
 Trees beginning 4736' from DER, 352' left of centerline, up to 61' AGL/782' MSL.
 Tree 4766' from DER, 1632' left of centerline, 799' MSL.
 Tree 4768' from DER, 1588' left of centerline, 48' AGL/800' MSL.
 Trees, buildings, antenna, pole and fence beginning 4820' from DER, on and left of centerline, up to 52' AGL/817' MSL.
 Trees beginning 1.4 NM from DER, 105' left of centerline, up to 105' AGL/851' MSL.
 Trees, building and terrain beginning 1.5 NM from DER, 38' left of centerline, up to 121' AGL/888' MSL.
 Trees, terrain, poles, fence, vehicle on road and buildings beginning 1.6 NM from DER, 29' left of centerline, up to 114' AGL/903' MSL.
 Trees beginning 1.7 NM from DER, 65' right of centerline, up to 95' AGL/763' MSL.
 Trees beginning 1.8 NM from DER, 339' right of centerline, up to 94' AGL/774' MSL.
 Trees beginning 1.9 NM from DER, 2846' right of centerline, up to 88' AGL/795' MSL.
 Trees and building beginning 2 NM from DER, 1958' left of centerline, up to 97' AGL/931' MSL.
 Trees beginning 2.1 NM from DER, 2193' left of centerline, up to 100' AGL/940' MSL.
 Tree 2.4 NM from DER, 4307' left of centerline, 100' AGL/842' MSL.
Rwy 35, pole, fence and vehicle on road beginning 24' from DER, 15' left of centerline, up to 34' AGL/484' MSL.
 Vegetation 66' from DER, 245' right of centerline, 3' AGL/456' MSL.
 Vegetation 70' from DER, 445' right of centerline, 5' AGL/458' MSL.
 Vehicle on road 91' from DER, 13' right of centerline, 465' MSL.
 Vehicle on road 93' from DER, 53' right of centerline, 467' MSL.
 Vehicle on road beginning 97' from DER, 141' right of centerline, up to 468' MSL.
 Vehicle on road and vegetation beginning 105' from DER, 4' right of centerline, up to 469' MSL.
 Poles, vegetation, trees and vehicle on road beginning 115' from DER, 10' left of centerline, up to 34' AGL/485' MSL.
 Tree and vegetation beginning 144' from DER, 122' right of centerline, up to 26' AGL/472' MSL.
 Trees and vehicle on road beginning 152' from DER, 180' right of centerline, up to 22' AGL/474' MSL.
 Poles, vehicle on road and tree beginning 232' from DER, 30' right of centerline, up to 34' AGL/483' MSL.
 Poles, trees and vehicle on road beginning 342' from DER, 9' right of centerline, up to 55' AGL/509' MSL.
 Trees, vehicle on road and poles beginning 388' from DER, 5' left of centerline, up to 49' AGL/496' MSL.
 Buildings, poles and trees beginning 733' from DER, 62' right of centerline, up to 44' AGL/517' MSL.

CON'T

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NE-1

NE-1, 03 SEP 2026 to 29 OCT 2026

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DANBURY, CT (CON'T)

DANBURY MUNI (DXR) (CON'T)

Rwy 35 (CON'T), building, trees and poles beginning 885' from DER, 3' right of centerline, up to 63' AGL/518' MSL.

Buildings, trees and poles beginning 916' from DER, 63' right of centerline, up to 95' AGL/521' MSL.

Trees beginning 944' from DER, 12' left of centerline, up to 66' AGL/513' MSL.

Trees beginning 2292' from DER, 795' right of centerline, up to 77' AGL/526' MSL.

Tree 2444' from DER, 663' right of centerline, 81' AGL/528' MSL.

Tree 2455' from DER, 643' right of centerline, 532' MSL.

Trees beginning 2566' from DER, 255' right of centerline, up to 84' AGL/533' MSL.

Tree 2706' from DER, 626' left of centerline, 84' AGL/534' MSL.

Trees beginning 2801' from DER, 386' left of centerline, up to 87' AGL/540' MSL.

Trees beginning 2878' from DER, 309' left of centerline, up to 89' AGL/543' MSL.

Trees beginning 3007' from DER, 422' left of centerline, up to 105' AGL/563' MSL.

Trees beginning 3009' from DER, 86' right of centerline, up to 544' MSL.

Tree 3198' from DER, 1336' right of centerline, 608' MSL.

Tree 3209' from DER, 1279' right of centerline, 69' AGL/611' MSL.

Trees beginning 3277' from DER, 1208' right of centerline, up to 59' AGL/619' MSL.

Trees beginning 3708' from DER, 1223' right of centerline, up to 83' AGL/624' MSL.

Trees beginning 3890' from DER, 1167' right of centerline, up to 82' AGL/635' MSL.

Pole and tree beginning 4034' from DER, 1012' right of centerline, up to 69' AGL/637' MSL.

Trees and terrain beginning 4060' from DER, 9' right of centerline, up to 96' AGL/653' MSL.

Tree 4298' from DER, 72' left of centerline, 71' AGL/565' MSL.

Tree 4313' from DER, 105' left of centerline, 78' AGL/577' MSL.

Tree 4330' from DER, 124' left of centerline, 74' AGL/578' MSL.

Tree 4345' from DER, 89' left of centerline, 75' AGL/583' MSL.

Trees beginning 4362' from DER, 82' left of centerline, up to 65' AGL/584' MSL.

Trees beginning 4383' from DER, 33' left of centerline, up to 64' AGL/593' MSL.

Trees beginning 4431' from DER, 65' left of centerline, up to 63' AGL/594' MSL.

Trees beginning 4468' from DER, 145' left of centerline, up to 69' AGL/595' MSL.

Tree 4478' from DER, 5' left of centerline, 76' AGL/610' MSL.

Trees beginning 4495' from DER, 9' left of centerline, up to 85' AGL/618' MSL.

Trees and poles beginning 4579' from DER, 45' right of centerline, up to 76' AGL/655' MSL.

Trees, poles and buildings beginning 4890' from DER, 18' right of centerline, up to 85' AGL/673' MSL.

Trees beginning 4962' from DER, 6' left of centerline, up to 76' AGL/620' MSL.

Trees beginning 5197' from DER, 15' left of centerline, up to 92' AGL/622' MSL.

Trees beginning 5254' from DER, 27' left of centerline, up to 104' AGL/630' MSL.

Trees and poles beginning 5273' from DER, 22' right of centerline, up to 86' AGL/680' MSL.

Trees beginning 5391' from DER, 28' right of centerline, up to 90' AGL/686' MSL.

Tree 5423' from DER, 88' left of centerline, 88' AGL/633' MSL.

Trees beginning 5435' from DER, 23' left of centerline, up to 99' AGL/648' MSL.

Trees and building beginning 5493' from DER, 73' right of centerline, up to 692' MSL.

Trees and pole beginning 5537' from DER, 3' right of centerline, up to 79' AGL/703' MSL.

Tree 5563' from DER, 80' left of centerline, 82' AGL/652' MSL.

Trees beginning 5574' from DER, 50' left of centerline, up to 79' AGL/657' MSL.

Trees and vehicle on road beginning 5602' from DER, 33' right of centerline, up to 102' AGL/709' MSL.

Trees beginning 5619' from DER, 7' left of centerline, up to 83' AGL/671' MSL.

Trees beginning 5645' from DER, 14' left of centerline, up to 83' AGL/676' MSL.

Trees beginning 5681' from DER, 20' right of centerline, up to 106' AGL/712' MSL.

Trees and pole beginning 5743' from DER, 3' right of centerline, up to 82' AGL/737' MSL.

Trees beginning 5758' from DER, 56' left of centerline, up to 93' AGL/680' MSL.

Trees beginning 5813' from DER, 63' left of centerline, up to 110' AGL/685' MSL.

Trees, buildings and poles beginning 5852' from DER, on and right of centerline, up to 86' AGL/754' MSL.

Trees beginning 5871' from DER, 128' left of centerline, up to 99' AGL/687' MSL.

Trees beginning 5892' from DER, 32' left of centerline, up to 96' AGL/692' MSL.

Trees beginning 5943' from DER, 18' left of centerline, up to 99' AGL/708' MSL.

Trees, poles, buildings, terrain, tower and antenna beginning 1 NM from DER, left and right of centerline, up to 114' AGL/832' MSL.

Trees beginning 1.1 NM from DER, 142' left of centerline, up to 97' AGL/754' MSL.

Trees beginning 1.2 NM from DER, 68' left of centerline, up to 107' AGL/765' MSL.

Trees and buildings beginning 1.3 NM from DER, 127' left of centerline, up to 107' AGL/808' MSL.

Trees and buildings beginning 1.4 NM from DER, 127' left of centerline, up to 115' AGL/852' MSL.

Trees beginning 2 NM from DER, 1655' right of centerline, up to 77' AGL/879' MSL.

Trees beginning 2.1 NM from DER, 2471' right of centerline, up to 113' AGL/908' MSL.

Trees beginning 2.2 NM from DER, 1335' right of centerline, up to 100' AGL/964' MSL.

Trees and building beginning 2.3 NM from DER, 415' right of centerline, up to 100' AGL/1009' MSL.

Trees beginning 2.4 NM from DER, 944' right of centerline, up to 100' AGL/1013' MSL.

NE-1, 03 SEP 2026 to 29 OCT 2026

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26246





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**DANIELSON, CT****DANIELSON (LZD)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:**Rwy 13**, std. w/min. climb of 340' per NM to 900 or 1100-3 for VCOA.**Rwy 31**, 400-3 w/min. climb of 270' per NM to 800 or std. w/min. climb of 470 to 500 or 1100-3 for VCOA.

VCOA:

Rwy 13, 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danielson Airport at or above 1200 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 13**, terrain 14' from DER, 315' left of centerline, 234' MSL.

NAVAID 25' from DER, 78' left of centerline, 4' AGL/235' MSL.

Trees, poles, fences, buildings, traverse ways beginning 40' from DER, 180' left of centerline, up to 304' MSL.

Tree 87' from DER, 176' right of centerline, 284' MSL.

Trees beginning 157' from DER, 209' right of centerline, up to 338' MSL.

Tree 333' from DER, 410' right of centerline, 342' MSL.

Trees, traverse ways, fences, poles, buildings beginning 342' from DER, 3' right of centerline, up to 346' MSL.

Trees, poles beginning 1040' from DER, 235' left of centerline, up to 343' MSL.

Trees, poles beginning 1285' from DER, 16' left of centerline, up to 347' MSL.

Trees beginning 5565' from DER, 1611' left of centerline, up to 403' MSL.

Spire 5604' from DER, 1482' right of centerline, 161' AGL/397' MSL.

Tree 5730' from DER, 1713' left of centerline, 407' MSL.

Trees beginning 5794' from DER, 1091' left of centerline, up to 413' MSL.

Trees beginning 6023' from DER, 1156' left of centerline, up to 420' MSL.

Tree 1 NM from DER, 1808' left of centerline, 423' MSL.

Trees beginning 1 NM from DER, 1204' left of centerline, up to 425' MSL.

Trees beginning 1 NM from DER, 799' left of centerline, up to 433' MSL.

Tower, tree beginning 1 NM from DER, 191' right of centerline, up to 160' AGL/436' MSL.

Trees beginning 1 NM from DER, 691' left of centerline, up to 448' MSL.

Trees beginning 1.1 NM from DER, 1360' left of centerline, up to 453' MSL.

Tree 1.1 NM from DER, 2180' left of centerline, 456' MSL.

Trees beginning 1.1 NM from DER, 944' left of centerline, up to 457' MSL.

Trees beginning 1.1 nm from DER, 972' left of centerline, up to 466' MSL.

Trees beginning 1.1 NM from DER, 777' left of centerline, up to 469' MSL.

Tree 1.1 NM from DER, 2073' left of centerline, 473' MSL.

Trees beginning 1.1 NM from DER, 1340' left of centerline, up to 484' MSL.

Trees beginning 1.2 NM from DER, 1031' left of centerline, up to 486' MSL.

Trees beginning 1.2 NM from DER, 1339' left of centerline, up to 490' MSL.

Trees beginning 1.2 NM from DER, 275' left of centerline, up to 491' MSL.

Trees beginning 1.2 NM from DER, 38' right of centerline, up to 440' MSL.

Trees beginning 1.2 NM from DER, 165' left of centerline, up to 506' MSL.

Trees beginning 1.3 NM from DER, 40' left of centerline, up to 508' MSL.

Trees, building beginning 1.3 NM from DER, 242' left of centerline, up to 521' MSL.

Trees beginning 1.3 NM from DER, 368' right of centerline, up to 461' MSL.

Trees beginning 1.3 NM from DER, 85' right of centerline, up to 513' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 1.5 NM from DER, 121' left of centerline, up to 590' MSL.

Trees, terrain beginning 1.5 NM from DER, 471' right of centerline, up to 617' MSL.

Tree 1.5 NM from DER, 719' right of centerline, 620' MSL.

Trees beginning 1.5 NM from DER, 282' right of centerline, up to 625' MSL.

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

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

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

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

CONT

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DANIELSON, CT (CON'T)

DANIELSON (LZD) (CON'T)

Rwy 13 (CON'T), trees, pole beginning 1.6 nm from DER, 444' right of centerline, up to 635' MSL.
 Trees, building, terrain beginning 1.6 NM from DER, 10' right of centerline, up to 638' MSL.
 Trees, terrain beginning 1.6 NM from DER, 18' right of centerline, up to 641' MSL.
 Trees beginning 1.7 NM from DER, 277' right of centerline, up to 661' MSL.
Rwy 31, terrain 40' from DER, 477' right of centerline, 245' MSL.
 Trees beginning 54' from DER, 199' left of centerline, up to 309' MSL.
 Trees beginning 81' from DER, 11' left of centerline, up to 311' MSL.
 Trees, terrain beginning 108' from DER, 175' right of centerline, up to 286' MSL.
 Trees beginning 269' from DER, 25' right of centerline, up to 294' MSL.
 Trees beginning 469' from DER, 52' right of centerline, up to 302' MSL.
 Trees beginning 567' from DER, 67' right of centerline, up to 327' MSL.
 Trees beginning 1884' from DER, 117' right of centerline, up to 330' MSL.
 Trees beginning 2057' from DER, 9' right of centerline, up to 338' MSL.
 Trees beginning 2603' from DER, 240' right of centerline, up to 339' MSL.
 Tree, transmission line beginning 2659' from DER, 46' left of centerline, up to 316' MSL.
 Trees beginning 2884' from DER, 539' right of centerline, up to 345' MSL.
 Trees beginning 2898' from DER, 682' left of centerline, up to 319' MSL.
 Trees, pole, transmission line beginning 2947' from DER, 29' right of centerline, up to 349' MSL.
 Trees, transmission line, pole beginning 3013' from DER, 72' left of centerline, up to 329' MSL.
 Tree 3102' from DER, 524' right of centerline, 366' MSL.
 Transmission line 3135' from DER, 109' left of centerline, 82' AGL/338' MSL.
 Trees beginning 3141' from DER, 469' left of centerline, up to 347' MSL.
 Tree 3146' from DER, 635' right of centerline, 370' MSL.
 Tree 3159' from DER, 823' right of centerline, 384' MSL.
 Trees, transmission line, pole beginning 3231' from DER, 662' right of centerline, up to 399' MSL.
 Tree 3264' from DER, 274' left of centerline, 363' MSL.
 Trees, transmission lines, pole beginning 3290' from DER, 160' right of centerline, up to 418' MSL.
 Trees beginning 3332' from DER, 67' left of centerline, up to 376' MSL.
 Trees, transmission lines, terrain beginning 3466' from DER, 4' right of centerline, up to 434' MSL.
 Trees beginning 3493' from DER, 169' left of centerline, up to 388' MSL.
 Trees beginning 3645' from DER, 506' left of centerline, up to 390' MSL.
 Trees beginning 3739' from DER, 51' left of centerline, up to 408' MSL.
 Trees beginning 4057' from DER, 3' left of centerline, up to 418' MSL.
 Trees, terrain beginning 4771' from DER, 317' right of centerline, up to 458' MSL.
 Trees, buildings beginning 4865' from DER, 146' right of centerline, up to 461' MSL.
 Trees beginning 4964' from DER, 180' left of centerline, up to 420' MSL.
 Trees, terrain, poles beginning 5109' from DER, 7' right of centerline, up to 469' MSL.
 Trees, buildings beginning 5280' from DER, 282' left of centerline, up to 423' MSL.
 Tree 5391' from DER, 301' left of centerline, 425' MSL.
 Trees beginning 5450' from DER, 14' left of centerline, up to 426' MSL.
 Trees beginning 5607' from DER, 3' left of centerline, up to 432' MSL.
 Tree 1.4 NM from DER, 2700' left of centerline, 464' MSL.
 Trees beginning 1.4 NM from DER, 2183' left of centerline, up to 493' MSL.
 Trees beginning 1.4 NM from DER, 2103' left of centerline, up to 503' MSL.
 Trees beginning 1.5 NM from DER, 1800' left of centerline, up to 510' MSL.
 Trees beginning 1.5 NM from DER, 1803' left of centerline, up to 518' MSL.
 Trees beginning 1.5 NM from DER, 2256' left of centerline, up to 538' MSL.
 Trees beginning 1.7 NM from DER, 2715' left of centerline, up to 552' MSL.
 Tree 1.7 NM from DER, 1878' right of centerline, 513' MSL.
 Tree 1.7 NM from DER, 2415' right of centerline, 518' MSL.
 Trees beginning 1.7 NM from DER, 3132' left of centerline, up to 558' MSL.
 Trees beginning 1.8 NM from DER, 2020' right of centerline, up to 525' MSL.
 Tree 1.9 NM from DER, 2660' right of centerline, 531' MSL.
 Tree 1.9 NM from DER, 2137' right of centerline, 574' MSL.
 Trees, building beginning 2 NM from DER, 1846' right of centerline, up to 626' MSL.
 Trees beginning 2.1 NM from DER, 2523' left of centerline, up to 570' MSL.
 Tree 2.2 NM from DER, 3232' left of centerline, 579' MSL.
 Tree 2.2 NM from DER, 3506' left of centerline, 585' MSL.
 Trees beginning 2.2 NM from DER, 3519' left of centerline, up to 597' MSL.
 Tree 2.3 NM from DER, 3950' left of centerline, 595' MSL.

DEBLOIS, ME

DEBLOIS FLIGHT STRIP (43B)
 TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
 AMDT 1 19MAR26 (26078) (FAA)
 DEPARTURE PROCEDURE:
 Use DEBLOIS DEPARTURE.



26246



NE-1



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**DEXTER, ME**

DEXTER RGNL (1B0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, NA, Turf.**Rwy 34**, 600-2½ or std. w/min. climb of 355' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 157° to 1200 before turning northeast bound.**Rwy 34**, climb heading 337° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees, power lines, vehicles, and buildings beginning 105' from DER, left and right of centerline, up to 100' AGL/629' MSL.**Rwy 34**, trees beginning 53' from DER, left and right of centerline, up to 100' AGL/619' MSL.**EASTPORT, ME**

EASTPORT MUNI (EPM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05SEP24 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FALMOUTH, MA

CAPE COD COAST GUARD AIR STATION (FMH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 25FEB21 (21056) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, pole 5' from DER, 8' right of centerline, 1' AGL/127' MSL.

Traverse way 5' from DER, 2' left of centerline, 1' AGL/127' MSL.

Tree 1265' from DER, 694' right of centerline, 164' MSL.

Trees beginning 1422' from DER, 732' right of centerline, up to 171' MSL.

Tree 1562' from DER, 726' left of centerline, 170' MSL.

Tree 1826' from DER, 258' right of centerline, 173' MSL.

Tree 1882' from DER, 234' left of centerline, 174' MSL.

Tree 2029' from DER, 261' left of centerline, 177' MSL.

Tree 2392' from DER, 293' right of centerline, 189' MSL.

Tree 2420' from DER, 268' left of centerline, 189' MSL.

Tree 3144' from DER, 302' left of centerline, 209' MSL.

Tree 3446' from DER, 393' left of centerline, 213' MSL.

Trees beginning 3572' from DER, 243' left of centerline, up to 221' MSL.

Tree 3976' from DER, 63' right of centerline, 225' MSL.

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

CON'T



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FALMOUTH, MA (CON'T)

CAPE COD COAST GUARD AIR STATION (FMH) (CON'T)

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

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

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

Rwy 23, sign 16' from DER, 236' left of centerline, 3' AGL/111' MSL.

Tree 1061' from DER, 635' right of centerline, 151' MSL.

Rwy 32, terrain 23' from DER, 25' left of centerline, 131' MSL.

Terrain beginning 45' from DER, 448' right of centerline, up to 137' MSL.

Terrain 264' from DER, 543' right of centerline, 138' MSL.

Tree 1947' from DER, 373' right of centerline, 180' MSL.

Tree 1973' from DER, 300' right of centerline, 184' MSL.

Tree 2021' from DER, 560' right of centerline, 185' MSL.

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

FALMOUTH AIRPARK (5B6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24MAR22 (22307) (FAA)

TAKEOFF MINIMUMS:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

Rwy 25, tree 10' from DER, 217' right of centerline, 80' AGL/119' MSL.

Multiple trees beginning 166' from DER, 6' right of centerline, up to 80' AGL/123' MSL.

Multiple trees beginning 188' from DER, 81' left of centerline, up to 80' AGL/113' MSL.

Tree 230' from DER, 550' right of centerline, 80' AGL/129' MSL.

Multiple trees beginning 344' from DER, 12' right of centerline, up to 80' AGL/136' MSL.

Multiple trees beginning 912' from DER, 34' left of centerline, up to 80' AGL/120' MSL.

FITCHBURG, MA

FITCHBURG MUNI (FIT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, NA - Obstacles.

Rwy 32, std w/min climb of 360'/NM to 2600, or 1900-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 32, climb on heading 325° to 1100 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

Trees, stack beginning 3368' from DER, 152' right of centerline, up to 449' MSL.

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

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

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

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

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

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

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

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

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

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL (FVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 300-1½ or std. w/ min. climb of 503' per NM to 1300.

CON'T



26246





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**FRENCHVILLE, ME (CON'T)****NORTHERN AROOSTOOK RGNL (FVE) (CON'T)****TAKEOFF OBSTACLE NOTES:****Rwy 14**, trees beginning 101' from DER, 348' right of centerline, up to 80' AGL/1079' MSL.**Rwy 32**, trees beginning 3128' from DER, 952' left of centerline, up to 80' AGL/1179' MSL.

Trees beginning 1608' from DER, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME**WHITE MOUNTAIN RGNL (IZG)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 5 05OCT23 (25331) (FAA)****TAKEOFF MINIMUMS:****Rwy 14**, std w/min climb of 285'/NM to 3400, or 3600-3 for VCOA.**Rwy 32**, 700-1¼ w/min climb of 460'/NM to 6600 or std w/min climb of 904'/NM to 4900, or 3600-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 14**, climb on heading 143° to 2900 before turning.**Rwy 32**, climb on heading 323° to 1300 before turning left.**VCOA:****All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross White Mountain Rgnl airport at or above 3900 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 14**, trees beginning 2' from DER, 237' left of centerline, up to 443' MSL.

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

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

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

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

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

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

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

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

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

Trees beginning 1.8 NM from DER, 3046' right of centerline, up to 699' MSL.

Building 1.9 NM from DER, 3712' right of centerline, 28' AGL/806' MSL.

Trees beginning 2 NM from DER, 3413' right of centerline, up to 819' MSL.

Rwy 32, trees beginning 27' from DER, 318' left of centerline, up to 465' MSL.

Tree 56' from DER, 348' right of centerline, 492' MSL.

Trees beginning 99' from DER, 360' right of centerline, up to 496' MSL.

Tree 146' from DER, 406' left of centerline, 470' MSL.

Tree 197' from DER, 474' left of centerline, 490' MSL.

Trees beginning 336' from DER, 150' left of centerline, up to 493' MSL.

Trees beginning 417' from DER, 61' right of centerline, up to 505' MSL.

Trees beginning 428' from DER, 219' left of centerline, up to 511' MSL.

Trees beginning 512' from DER, 44' right of centerline, up to 511' MSL.

Trees beginning 530' from DER, 326' left of centerline, up to 516' MSL.

Trees beginning 558' from DER, 13' right of centerline, up to 521' MSL.

Trees beginning 633' from DER, 55' left of centerline, up to 527' MSL.

Trees beginning 965' from DER, 259' right of centerline, up to 529' MSL.

Trees beginning 1219' from DER, 249' right of centerline, up to 548' MSL.

Trees beginning 1366' from DER, 132' right of centerline, up to 575' MSL.

Trees beginning 1521' from DER, 99' right of centerline, up to 599' MSL.

Trees beginning 1562' from DER, 101' left of centerline, up to 531' MSL.

Trees beginning 1569' from DER, 205' left of centerline, up to 534' MSL.

Trees beginning 1632' from DER, 98' right of centerline, up to 621' MSL.

Trees beginning 1699' from DER, 45' left of centerline, up to 540' MSL.

Trees beginning 1801' from DER, 161' left of centerline, up to 545' MSL.

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

Trees beginning 1896' from DER, 526' right of centerline, up to 631' MSL.

Trees beginning 1984' from DER, 63' right of centerline, up to 679' MSL.

Trees beginning 1988' from DER, 15' left of centerline, up to 550' MSL.

Trees beginning 2195' from DER, 61' left of centerline, up to 551' MSL.

Trees beginning 5928' from DER, 1908' left of centerline, up to 629' MSL.

Trees beginning 1 NM from DER, 1714' left of centerline, up to 630' MSL.

Trees beginning 1.1 NM from DER, 1562' left of centerline, up to 723' MSL.

Trees beginning 1.2 NM from DER, 1342' left of centerline, up to 938' MSL.

Trees beginning 1.3 NM from DER, 1336' left of centerline, up to 1054' MSL.

Trees beginning 1.5 NM from DER, 2796' left of centerline, up to 700' MSL.

GARDNER, MA**GARDNER MUNI (GDM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3 10JAN13 (13010) (FAA)****TAKEOFF MINIMUMS:****Rwys 18, 36**, 1000-2½ for climb in visual conditions.**CON'T**

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26246



GARDNER, MA (CON'T)

GARDNER MUNI (GDM) (CON'T)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 3' from DER, 470' right of centerline, up to 100' AGL/1183' MSL.

Trees beginning 58' from DER, 172' left of centerline, up to 100' AGL/1183' MSL.

Trees beginning 1.0 NM from DER, 1579' left of centerline, up to 100' AGL/1229' MSL.

Trees beginning 1.3 NM from DER, 2535' right of centerline, up to 100' AGL/1163' MSL.

Rwy 36, trees beginning 130' from DER, 260' right of centerline, up to 100' AGL/1091' MSL.

Trees beginning 159' from DER, 436' left of centerline, up to 100' AGL/1104' MSL.

GREAT BARRINGTON, MA

GREAT BARRINGTON (GBR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 02MAY13 (26022) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

Rwy 11, climb heading 110° to 2500 before proceeding on course or for climb in visual conditions: cross Great Barrington airport at or above 2900 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 29, climb heading 290° to 2600 before proceeding on course or for climb in visual conditions: cross Great Barrington airport at or above 2900 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 11, vehicles beginning 5' from DER, from 253' left to 531' right of centerline, up to 15' AGL/740' MSL.

Trees beginning 55' from DER, from 282' left of centerline to 898' left of centerline, up to 100' AGL/ 854' MSL.

Trees beginning 505' from DER, 496' right of centerline, up to 100' AGL/ 854' MSL.

Trees beginning 1337' from DER, 91' right of centerline, up to 100' AGL/ 874' MSL.

Vehicles beginning at 1635' from DER, from 951' left to 926' right of centerline, up to 15' AGL/ 740' MSL.

Rwy 29, vehicles beginning 16' from DER, 471' left of centerline to 1815' right of centerline, up to 15' AGL/ 864' MSL.

Trees beginning 19' from DER, from 249' to 1532' right of centerline, up to 100' AGL/ 844' MSL.

Trees beginning 19' from DER, from 495' to 2608' left of centerline, up to 100' AGL/ 844' MSL.

Trees beginning 496' from DER, 495' left of centerline, up to 100' AGL/844' MSL.

Trees beginning 250' from DER, 249' right of centerline, up to 100' AGL/844' MSL.

Trees beginning 429' from DER, 17' left of centerline, up to 100' AGL/ 834' MSL.

Vehicles beginning at 1562' from DER, from 897' left to 826' right of centerline, up to 15' AGL/759' MSL.

Trees beginning 1650' from DER, 154' right of centerline, up to 100' AGL/844' MSL.

GREENVILLE, ME

GREENVILLE MUNI (3B1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 900-2% w/min. climb of 340' per NM to 3800, or 2000-3 for VCOA.

Rwy 14, std. w/min. climb of 300' per NM to 3500, or 2000-3 for VCOA.

Rwy 21, 300-1 w/min. climb of 330' per NM to 3600, or 2000-3 for VCOA.

Rwy 32, std. w/min. climb of 430' per NM to 4200, or 2000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 3, climb on heading 027° to 4000 before proceeding on course.

Rwy 14, climb on heading 135° to 3000 before proceeding on course.

Rwy 32, climb on heading 315° to 2300 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on road 293' from DER, across centerline, 15' AGL/1415' MSL.

Trees beginning 1.3 NM from DER, 1611' left of centerline, up to 1620' MSL.

Trees beginning 1.4 NM from DER, 1279' left of centerline, up to 1689' MSL.

Trees beginning 1.4 NM from DER, 1230' left of centerline, up to 1699' MSL.

Tree 1.5 NM from DER, 1977' left of centerline, 1760' MSL.

Trees beginning 1.5 NM from DER, 1569' left of centerline, up to 1785' MSL.

Trees beginning 1.6 NM from DER, 2067' left of centerline, up to 1839' MSL.

Tree 1.6 NM from DER, 2646' left of centerline, 1863' MSL.

Tree 1.7 NM from DER, 1548' left of centerline, 1867' MSL.

Trees beginning 1.7 NM from DER, 793' left of centerline, up to 1887' MSL.

Trees beginning 1.8 NM from DER, 345' left of centerline, up to 1946' MSL.

Trees beginning 1.8 NM from DER, 465' left of centerline, up to 1965' MSL.

Trees beginning 1.9 NM from DER, 1005' left of centerline, up to 2022' MSL.

Trees beginning 1.9 NM from DER, 303' right of centerline, up to 1762' MSL.

Trees beginning 2 NM from DER, 349' left of centerline, up to 2059' MSL.

Tree 2 NM from DER, 1336' left of centerline, 2125' MSL.

CON'T



26246





26246



GREENVILLE, ME (CON'T)

GREENVILLE MUNI (3B1) (CON'T)

Rwy 3 (CON'T), tree beginning 2 NM from DER, 29' left of centerline, up to 100' AGL/2174' MSL.

Tree 2.1 NM from DER, 464' right of centerline, 1862' MSL.

Tree 2.1 NM from DER, 1189' left of centerline, 100' AGL/2213' MSL.

Tree 2.2 NM from DER, 227' left of centerline, 100' AGL/1980' MSL.

Rwy 14, trees beginning 909' from DER, 3' right of centerline, up to 100' AGL/1508' MSL.

Trees beginning 1428' from DER, 76' right of centerline, up to 100' AGL/1511' MSL.

Rwy 21, trees beginning 801' from DER, 699' left of centerline, 100' AGL/1541' MSL.

Trees beginning 836' from DER, 3' left of centerline, up to 100' AGL/1551' MSL.

Trees beginning 1136' from DER, 537' left of centerline, up to 100' AGL/1534' MSL.

Rwy 32, vehicles on road 43' from DER, 488' right of centerline, 1394' MSL.

Trees beginning 62' from DER, 337' left of centerline, up to 1423' MSL.

Tower 70' from DER, 337' right of centerline, 42' AGL/1422' MSL.

Tree 135' from DER, 533' right of centerline, 1427' MSL.

Tree, vehicles on road beginning 178' from DER, 316' right of centerline, up to 1437' MSL.

Trees beginning 185' from DER, 348' left of centerline, up to 1428' MSL.

MOOSEHEAD AERO MARINE (52B)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

Sea Lane 14, std. w/min. climb of 849' per NM to 2200 or 500-2½ w/min. climb of 280' per NM to 2600 or 3900-3 for VCOA.

Sea Lane 18, std. w/min. climb of 378' per NM to 2800 or 3900-3 for VCOA.

Sea Lane 32, std. w/min. climb of 685' per NM to 2500 or 700-1½ w/min. climb of 300' per NM to 4000 or 3900-3 for VCOA.

Sea Lane 36, std. w/min. climb of 270' per NM to 3300 or 3900-3 for VCOA.

DEPARTURE PROCEDURE:

Sea Lane 14, climb on heading 140° to 3300 before proceeding on course.

Sea Lane 18, climb on heading 180° to 2800 before proceeding on course.

Sea Lane 32, climb on heading 335° to 4000 before proceeding on course.

Sea Lane 36, climb on heading 360° to 3600 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Sea Lane 14, trees beginning 4116' prior to DER, 296' left of centerline, up to 80' AGL/1119' MSL.

Trees beginning 3063' prior to DER, 191' right of centerline, up to 80' AGL/1159' MSL.

Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL.

Trees beginning 2' from DER, 167' left of centerline, up to 80' AGL/1179' MSL.

Sea Lane 18, trees beginning 2274' prior to DER, 370' left of centerline, up to 80' AGL/1119' MSL.

Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL.

Trees beginning 711' from DER, 621' right of centerline, up to 80' AGL/1179' MSL.

Trees beginning 1212' from DER, 783' left of centerline, up to 80' AGL/1139' MSL.

Sea Lane 32, trees beginning 3390' prior to DER, 191' left of centerline, up to 80' AGL/1159' MSL.

Trees beginning 2976' prior to DER, 296' right of centerline, up to 80' AGL/1119' MSL.

Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL.

Trees beginning 2328' from DER, 1082' right of centerline, up to 80' AGL/1179ft MSL.

Sea Lane 36, trees beginning 2755' prior to DER, 370' right of centerline, up to 80' AGL/1119' MSL.

Trees beginning 571' prior to DER, 290' left of centerline, up to 80' AGL/1119' MSL.

Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL.

Trees beginning 694' from DER, 381' left of centerline, up to 80' AGL/1179' MSL.

Trees beginning 2440' from DER, 650' right of centerline, up to 80' AGL/1119' MSL.

GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-2 or std w/min climb of 267'/NM to 400.

Rwy 15, 300-1 or std w/min climb of 430'/NM to 300.

Rwy 33, 300-1½ or std w/min climb of 390'/NM to 300.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

CON'T



26246



NE-1



26246



GROTON (NEW LONDON), CT (CON'T)

GROTON-NEW LONDON (GON) (CON'T)

Rwy 5 (CON'T), tree 3240' from DER, 1032' left of centerline, 98' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

Rwy 23, vegetation 569' from DER, 490' right of centerline, 12' AGL/21' MSL.

Tree 2769' from DER, 698' left of centerline, 76' MSL.

Trees beginning 4894' from DER, 1717' right of centerline, up to 100' AGL/139' MSL.

Tree 5076' from DER, 1810' right of centerline, 100' AGL/149' MSL.

Rwy 33, trees, pole, vehicle on road beginning 160' from DER, 80' left of centerline, up to 36' AGL/42' MSL.

Pole, trees beginning 196' from DER, 88' right of centerline, up to 24' AGL/30' MSL.

Trees beginning 244' from DER, 143' right of centerline, up to 38' MSL.

Trees beginning 327' from DER, 220' right of centerline, up to 66' MSL.

Tree 421' from DER, 516' left of centerline, 43' MSL.

Trees, poles beginning 424' from DER, 43' right of centerline, up to 67' MSL.

Trees beginning 438' from DER, 172' left of centerline, up to 40' AGL/48' MSL.

Trees beginning 509' from DER, 387' left of centerline, up to 50' MSL.

Trees beginning 540' from DER, 18' left of centerline, up to 51' MSL.

Trees beginning 597' from DER, 145' left of centerline, up to 52' MSL.

Trees beginning 672' from DER, 45' left of centerline, up to 52' AGL/59' MSL.

Trees beginning 779' from DER, 102' left of centerline, up to 55' AGL/61' MSL.

Trees beginning 1026' from DER, 103' left of centerline, up to 71' MSL.

Trees beginning 1041' from DER, 1' left of centerline, up to 77' MSL.

Trees beginning 1122' from DER, 16' right of centerline, up to 67' AGL/73' MSL.

Trees beginning 1406' from DER, 22' left of centerline, up to 83' MSL.

Trees beginning 1486' from DER, 130' left of centerline, up to 87' MSL.

Trees beginning 1507' from DER, 23' left of centerline, up to 94' MSL.

Trees beginning 1711' from DER, 101' right of centerline, up to 84' MSL.

Trees beginning 1828' from DER, 278' right of centerline, up to 80' AGL/86' MSL.

Trees beginning 1854' from DER, 7' right of centerline, up to 96' MSL.

Trees beginning 2207' from DER, 45' right of centerline, up to 104' MSL.

Trees beginning 2287' from DER, 590' left of centerline, up to 96' MSL.

Trees beginning 2527' from DER, 171' left of centerline, up to 119' MSL.

Trees beginning 2836' from DER, 178' left of centerline, up to 138' MSL.

Trees beginning 3041' from DER, 177' left of centerline, up to 143' MSL.

Trees beginning 3412' from DER, 255' left of centerline, up to 144' MSL.

Trees beginning 3682' from DER, 82' left of centerline, up to 145' MSL.

Trees, poles beginning 3884' from DER, 7' left of centerline, up to 160' MSL.

Tree 4658' from DER, 1663' right of centerline, 138' MSL.

Trees beginning 4697' from DER, 223' right of centerline, up to 139' MSL.

Trees beginning 4798' from DER, 148' right of centerline, up to 144' MSL.

Trees beginning 4855' from DER, 42' right of centerline, up to 156' MSL.

Trees beginning 5134' from DER, 46' right of centerline, up to 160' MSL.

HARTFORD, CT

HARTFORD-BRAINARD (HFD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA - Environmental.

Rwy 20, 200-1% or std. w/min. climb of 220' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 024° to 900 before turning left.

Rwy 20, climbing left turn heading 175° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

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

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

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

Tree 1073' from DER, 172' left of centerline, 93' AGL/98' MSL.

Tree 1483' from DER, 594' left of centerline, 95' AGL/124' MSL.

Building and trees beginning 2047' from DER, 476' right of centerline, up to 79' AGL/119' MSL.

Tree 2386' from DER, 47' right of centerline, 96' AGL/124' MSL.

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

CON'T



26246



NE-1



26246



HARTFORD, CT (CON'T)

HARTFORD-BRAINARD (HFD) (CON'T)

Rwy 2 (CON'T), tree 2458' from DER, 59' left of centerline, 116' AGL/133' MSL.
 Tree 2544' from DER, 193' left of centerline, 122' AGL/134' MSL.
Rwy 20, poles beginning 196' from DER, 400' right of centerline, up to 12' AGL/42' MSL.
 Tree 365' from DER, 423' left of centerline, 49' AGL/85' MSL.
 Dam, vegetation, and trees beginning 582' from DER, 52' left of centerline, up to 62' AGL/89' MSL.
 Building 649' from DER, 665' right of centerline, 45' AGL/58' MSL.
 Trees beginning 798' from DER, 395' right of centerline, up to 23' AGL/65' MSL.
 Tree 1137' from DER, 228' right of centerline, 37' AGL/85' MSL.
 Tree 1292' from DER, 494' right of centerline, 59' AGL/103' MSL.
 Trees beginning 1322' from DER, 207' right of centerline, up to 67' AGL/119' MSL.
 Tree 1836' from DER, 172' left of centerline, 97' AGL/97' MSL.
 Trees beginning 2505' from DER, 28' right of centerline, up to 119' AGL/138' MSL.
 Tree 3953' from DER, 200' left of centerline, 50' AGL/119' MSL.
 Tree 4639' from DER, 136' right of centerline, 69' AGL/142' MSL.
 Spire 1.1 NM from DER, 431' left of centerline, 150' AGL/195' MSL.

HAVERHILL, NH

DEAN MEML (5B9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17JUN21 (21364) (FAA)

TAKEOFF MINIMUMS:

Rwy 19, NA-Terrain.

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicles on road 22' from DER, 439' right of centerline, 15' AGL/555' MSL.
 Transmission lines beginning 176' from DER, 178' right of centerline, up to 37' AGL/582' MSL.
 Buildings 279' from DER, 291' left of centerline, 24' AGL/563' MSL.
 Transmission lines 417' from DER, 151' left of centerline, 37' AGL/573' MSL.
 Trees beginning 868' from DER, 329' right of centerline, up to 100' AGL/640' MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19MAR26 (26078) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-2¼ or std w/min climb of 241'/NM to 700.

DEPARTURE PROCEDURE:

Rwy 18, climbing right turn heading 238° to 2100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 9' from DER, 438' left of centerline, 11' AGL/243' MSL.
 Fences beginning 32' from DER, 348' right of centerline, up to 6' AGL/230' MSL.
 Trees beginning 87' from DER, 397' right of centerline, up to 303' MSL.
 Trees beginning 119' from DER, 491' right of centerline, up to 313' MSL.
 Building 228' from DER, 484' left of centerline, 18' AGL/251' MSL.
 Trees beginning 232' from DER, 2' right of centerline, up to 317' MSL.
 Tree, buildings, pole beginning 238' from DER, 463' left of centerline, up to 267' MSL.
 Poles, tree beginning 1709' from DER, 283' left of centerline, up to 47' AGL/282' MSL.
 Trees beginning 2018' from DER, 244' left of centerline, up to 283' MSL.
 Tree 2105' from DER, 266' left of centerline, 67' AGL/290' MSL.
 Trees beginning 2136' from DER, 55' left of centerline, up to 311' MSL.
 Trees beginning 2202' from DER, 21' left of centerline, up to 94' AGL/316' MSL.
 Tree 2585' from DER, 1171' left of centerline, 317' MSL.
 Tree 2679' from DER, 1175' left of centerline, 323' MSL.
 Trees beginning 2755' from DER, 380' left of centerline, up to 324' MSL.
 Trees beginning 2825' from DER, 32' left of centerline, up to 330' MSL.
 Trees beginning 2932' from DER, 49' left of centerline, up to 331' MSL.
 Tree 1.3 NM from DER, 2603' left of centerline, 443' MSL.
 Trees beginning 1.4 NM from DER, 1557' left of centerline, up to 455' MSL.
 Trees beginning 1.5 NM from DER, 1739' left of centerline, up to 502' MSL.
 Trees beginning 1.6 NM from DER, 2406' left of centerline, up to 523' MSL.
 Tree 1.7 NM from DER, 2454' left of centerline, 493' MSL.
Rwy 36, light poles, terrain beginning 0' from DER, 147' right of centerline, up to 229' MSL.
 Vegetation 4' from DER, 79' left of centerline, 228' MSL.
 Light poles 9' from DER, 62' left of centerline, 2' AGL/230' MSL.
 Light poles, terrain beginning 9' from DER, 17' right of centerline, up to 4' AGL/231' MSL.
 Light poles 10' from DER, 17' left of centerline, 3' AGL/231' MSL.

CON'T



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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



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HIGHGATE, VT (CON'T)

FRANKLIN COUNTY STATE (FSO) (CON'T)

Rwy 36 (CON'T), tree 46' from DER, 489' left of centerline, 254' MSL.
 Trees beginning 68' from DER, 314' left of centerline, up to 262' MSL.
 Tree 173' from DER, 378' right of centerline, 252' MSL.
 Tree, terrain, vegetation, fence beginning 174' from DER, 361' right of centerline, up to 50' AGL/268' MSL.
 Trees, fence beginning 196' from DER, 383' right of centerline, up to 273' MSL.
 Trees, fence beginning 345' from DER, 204' right of centerline, up to 90' AGL/301' MSL.
 Trees beginning 358' from DER, 294' right of centerline, up to 305' MSL.
 Trees, fence beginning 375' from DER, 15' right of centerline, up to 308' MSL.
 Trees beginning 1156' from DER, 366' left of centerline, up to 264' MSL.
 Trees beginning 1196' from DER, 395' left of centerline, up to 270' MSL.
 Tree 1393' from DER, 432' left of centerline, 288' MSL.
 Trees beginning 1420' from DER, 398' left of centerline, up to 293' MSL.
 Trees beginning 1623' from DER, 52' left of centerline, up to 303' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK (1B6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07DEC95 (95341) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1 or std w/min climb of 320' per NM to 900.
Rwy 36, 600-1 or std w/min climb of 280' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 18, climb runway heading to 900 before turning on course.
Rwy 36, climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL (HUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1% or std w/min climb of 385' per NM to 800.
Rwy 5, 400-2 or std w/min climb of 355' per NM to 900.
Rwy 19, 400-2½ w/min climb of 225' per NM to 1100 or 1100-2½ for VCOA.
Rwy 23, 300-1% or std w/min climb of 315' per NM to 900.

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees and poles beginning 166' from DER, 34' right of centerline, up to 564' MSL.
 Vehicles on road 487' from DER, left and right of centerline, 15' AGL/514' MSL.
 Poles beginning 700' from DER, 105' left of centerline, up to 34' AGL/512' MSL.
 Tree 2706' from DER, 516' left of centerline, 74' AGL/597' MSL.
 Tree 3455' from DER, 970' left of centerline, 643' MSL.
 Tree 3928' from DER, 410' left of centerline, 657' MSL.
 Trees beginning 4441' from DER, 61' right of centerline, up to 658' MSL.
 Tree 4497' from DER, 661' left of centerline, 688' MSL.
 Trees beginning 4537' from DER, 731' left of centerline, up to 692' MSL.
 Trees beginning 5553' from DER, 270' right of centerline, up to 687' MSL.
 Tree 1.1 NM from DER, 165' right of centerline, 648' MSL.
Rwy 5, sign 25' from DER, 113' left of centerline, 491' MSL.
 Sign 25' from DER, 111' right of centerline, 491' MSL.
 Terrain 35' from DER, 384' right of centerline, 497' MSL.
 Trees beginning 80' from DER, 253' left of centerline, up to 500' MSL.
 Terrain 89' from DER, 495' right of centerline, 498' MSL.
 Trees and terrain beginning 110' from DER, 146' right of centerline, up to 19' AGL/510' MSL.
 Trees and terrain beginning 266' from DER, 115' right of centerline, up to 527' MSL.
 Trees and traverse ways beginning 646' from DER, 168' right of centerline, up to 567' MSL.
 Trees beginning 769' from DER, 451' left of centerline, up to 523' MSL.
 Trees beginning 872' from DER, 194' left of centerline, up to 524' MSL.
 Trees beginning 915' from DER, 47' left of centerline, up to 55' AGL/532' MSL.
 Trees, traverse way beginning 1070' from DER, 150' right of centerline, up to 571' MSL.
 Trees, building, traverse way, and electrical system beginning 1175' from DER, 120' right of centerline, up to 592' MSL.
 Trees beginning 1577' from DER, 248' right of centerline, up to 602' MSL.
 Trees, pole, and terrain beginning 1800' from DER, 148' right of centerline, up to 618' MSL.
 Pole 2028' from DER, 116' left of centerline, 84' AGL/547' MSL.
 Pole 2316' from DER, 229' left of centerline, 85' AGL/549' MSL.

CON'T



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HOULTON, ME (CON'T)

HOULTON INTL (HUL) (CON'T)

Rwy 5 (CON'T), trees and terrain beginning 2347' from DER, 443' right of centerline, up to 620' MSL.
 Trees, terrain, traverse ways, and pole beginning 2606' from DER, 280' right of centerline, up to 636' MSL.
 Tree 3056' from DER, 759' left of centerline, 566' MSL.
 Tree 3399' from DER, 483' left of centerline, 87' AGL/575' MSL.
 Trees beginning 4464' from DER, 1240' right of centerline, up to 660' MSL.
 Trees beginning 4593' from DER, 1155' right of centerline, up to 664' MSL.
 Trees beginning 5147' from DER, 1511' right of centerline, up to 685' MSL.
 Trees and traverse way beginning 5253' from DER, 1386' right of centerline, up to 686' MSL.
 Trees beginning 5480' from DER, 1409' right of centerline, up to 692' MSL.
 Pole and tree beginning 5828' from DER, 1749' right of centerline, up to 696' MSL.
 Trees beginning 5865' from DER, 1586' right of centerline, up to 697' MSL.
 Trees beginning 5934' from DER, 1462' right of centerline, up to 712' MSL.
 Trees beginning 6070' from DER, 1386' right of centerline, up to 713' MSL.
 Pole, trees, terrain, and building beginning 1 NM from DER, 1343' right of centerline, up to 765' MSL.
 Trees and terrain beginning 1.1 NM from DER, 1333' right of centerline, up to 788' MSL.
 Trees and terrain beginning 1.2 NM from DER, 1464' right of centerline, up to 800' MSL.
Rwy 19, sign and terrain beginning 19' from DER, 300' left of centerline, up to 481' MSL.
 Tree 31' from DER, 405' right of centerline, 508' MSL.
 Trees beginning 149' from DER, 281' right of centerline, up to 517' MSL.
 Terrain 445' from DER, 471' left of centerline, 485' MSL.
 Fence 641' from DER, 500' left of centerline, 492' MSL.
 Traverse way 764' from DER, 605' left of centerline, 15' AGL/504' MSL.
 Traverse ways beginning 903' from DER, 600' left of centerline, up to 15' AGL/506' MSL.
 Tree 2407' from DER, 501' right of centerline, 544' MSL.
 Trees beginning 2423' from DER, 413' right of centerline, up to 548' MSL.
 Trees beginning 2424' from DER, 347' left of centerline, up to 582' MSL.
 Trees beginning 2898' from DER, 133' right of centerline, up to 75' AGL/562' MSL.
 Tree 3223' from DER, 468' left of centerline, 626' MSL.
 Tree 3358' from DER, 1015' left of centerline, 673' MSL.
 Trees beginning 3838' from DER, 273' left of centerline, up to 703' MSL.
 Trees beginning 4177' from DER, 1150' left of centerline, up to 760' MSL.
 Trees beginning 4469' from DER, 133' left of centerline, up to 72' AGL/829' MSL.
 Tree 5117' from DER, 36' right of centerline, 608' MSL.
 Tree 1 NM from DER, 13' right of centerline, 641' MSL.
 Trees beginning 1.6 NM from DER, 2274' right of centerline, up to 772' MSL.
 Tree 1.7 NM from DER, 2831' right of centerline, 792' MSL.
 Tree 1.8 NM from DER, 2939' right of centerline, 794' MSL.
 Trees beginning 1.9 NM from DER, 1822' right of centerline, up to 77' AGL/798' MSL.
 Trees beginning 2 NM from DER, 1571' right of centerline, up to 823' MSL.
 Trees beginning 2.1 NM from DER, 1607' right of centerline, up to 75' AGL/873' MSL.
 Trees beginning 2.2 NM from DER, 2186' right of centerline, up to 61' AGL/880' MSL.
 Tree 2.4 NM from DER, 4335' left of centerline, 851' MSL.
 Tree 2.5 NM from DER, 2356' left of centerline, 875' MSL.
Rwy 23, electrical system 54' from DER, 210' left of centerline, 485' MSL.
 Trees beginning 132' from DER, 486' left of centerline, up to 512' MSL.
 Trees beginning 264' from DER, 267' left of centerline, up to 522' MSL.
 Tree 639' from DER, 449' right of centerline, 501' MSL.
 Trees beginning 644' from DER, 110' right of centerline, up to 565' MSL.
 Trees beginning 651' from DER, 372' left of centerline, up to 526' MSL.
 Trees beginning 721' from DER, 2' left of centerline, up to 544' MSL.
 Trees and terrain beginning 883' from DER, 1' right of centerline, up to 569' MSL.
 Trees and terrain beginning 1230' from DER, on centerline, up to 594' MSL.
 Trees beginning 1270' from DER, 1' left of centerline, up to 558' MSL.
 Trees beginning 1536' from DER, 5' right of centerline, up to 601' MSL.
 Trees beginning 1725' from DER, 7' right of centerline, up to 606' MSL.
 Trees and poles beginning 1740' from DER, 3' left of centerline, up to 572' MSL.
 Trees, antenna, buildings, tank, stack, poles beginning 2253' from DER, 1' right of centerline, up to 622' MSL.
 Trees and poles beginning 2561' from DER, 1' left of centerline, up to 67' AGL/585' MSL.
 Trees beginning 3318' from DER, 1' left of centerline, up to 70' AGL/602' MSL.
 Tree 4535' from DER, 680' left of centerline, 605' MSL.
 Tree 4892' from DER, 1324' left of centerline, 609' MSL.
 Trees beginning 4914' from DER, 1105' left of centerline, up to 610' MSL.
 Tree 4986' from DER, 1198' left of centerline, 612' MSL.
 Tree 5002' from DER, 1311' left of centerline, 619' MSL.
 Trees beginning 5010' from DER, 1018' left of centerline, up to 621' MSL.
 Trees beginning 5070' from DER, 1043' left of centerline, up to 629' MSL.
 Trees beginning 5145' from DER, 1153' left of centerline, up to 634' MSL.
 Trees beginning 5251' from DER, 975' left of centerline, up to 644' MSL.
 Trees beginning 5356' from DER, 1019' left of centerline, up to 647' MSL.
 Trees beginning 5609' from DER, 950' left of centerline, up to 663' MSL.
 Trees beginning 5728' from DER, 1386' left of centerline, up to 674' MSL.
 Trees beginning 5917' from DER, 1819' left of centerline, up to 690' MSL.
 Trees beginning 5972' from DER, 1160' left of centerline, up to 691' MSL.

CON'T



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HOULTON, ME (CON'T)**HOULTON INTL (HUL) (CON'T)**

Rwy 23 (CON'T), trees beginning 1 NM from DER, 1562' left of centerline, up to 729' MSL.

Trees beginning 1.1 NM from DER, 1541' left of centerline, up to 759' MSL.

HYANNIS, MA**CAPE COD GATEWAY (HYA)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4 25JAN24 (24025) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees, buildings, traverse ways, poles beginning 9' from DER, 322' right of centerline, up to 34' AGL/68' MSL.

Pole, trees, traverse way beginning 227' from DER, 316' right of centerline, up to 35' AGL/70' MSL.

Tree, traverse way beginning 260' from DER, 288' right of centerline, up to 41' AGL/74' MSL.

Trees, traverse way beginning 271' from DER, 276' right of centerline, up to 44' AGL/77' MSL.

Trees, traverse way beginning 361' from DER, 240' right of centerline, up to 52' AGL/85' MSL.

Trees, traverse way, pole beginning 407' from DER, 103' right of centerline, up to 55' AGL/89' MSL.

Trees beginning 482' from DER, 618' left of centerline, up to 34' AGL/66' MSL.

Trees 816' from DER, 718' left of centerline, 40' AGL/72' MSL.

Trees beginning 1558' from DER, 442' left of centerline, up to 45' AGL/80' MSL.

Trees beginning 1572' from DER, 528' left of centerline, up to 46' AGL/81' MSL.

Trees beginning 1583' from DER, 301' left of centerline, up to 48' AGL/83' MSL.

Trees beginning 1599' from DER, 323' left of centerline, up to 50' AGL/85' MSL.

Trees beginning 1610' from DER, 771' right of centerline, up to 62' AGL/90' MSL.

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

Trees beginning 1650' from DER, 315' left of centerline, up to 52' AGL/88' MSL.

Trees beginning 1682' from DER, 251' left of centerline, up to 54' AGL/90' MSL.

Trees beginning 1730' from DER, 805' right of centerline, up to 64' AGL/92' MSL.

Trees beginning 1833' from DER, 647' right of centerline, up to 67' AGL/96' MSL.

Trees beginning 1945' from DER, 751' left of centerline, up to 60' AGL/92' MSL.

Trees beginning 1973' from DER, 571' left of centerline, up to 60' AGL/93' MSL.

Trees beginning 2161' from DER, 854' left of centerline, up to 61' AGL/95' MSL.

Trees beginning 2186' from DER, 528' right of centerline, up to 68' AGL/97' MSL.

Trees beginning 2225' from DER, 835' left of centerline, up to 66' AGL/100' MSL.

Trees beginning 2274' from DER, 869' left of centerline, up to 72' AGL/108' MSL.

Tree 3182' from DER, 206' left of centerline, 82' AGL/120' MSL.

Rwy 15, buildings, poles, fences beginning 7' from DER, 302' left of centerline, up to 31' AGL/72' MSL.

Fences beginning 33' from DER, 468' right of centerline, up to 8' AGL/48' MSL.

Buildings, fences beginning 104' from DER, 396' right of centerline, up to 24' AGL/64' MSL.

Tree, fence, pole beginning 164' from DER, 388' right of centerline, up to 37' AGL/76' MSL.

Pole, traverse way, tree beginning 282' from DER, 521' right of centerline, up to 40' AGL/78' MSL.

Pole 398' from DER, 522' left of centerline, 36' AGL/76' MSL.

Poles, traverse ways, fence beginning 412' from DER, 370' left of centerline, up to 40' AGL/81' MSL.

Building, pole beginning 463' from DER, 501' right of centerline, up to 42' AGL/79' MSL.

Buildings, trees, poles beginning 512' from DER, 140' right of centerline, up to 49' AGL/87' MSL.

Trees, poles beginning 958' from DER, 18' left of centerline, up to 56' AGL/93' MSL.

Trees beginning 1250' from DER, 114' left of centerline, up to 58' AGL/94' MSL.

Trees beginning 1329' from DER, 703' left of centerline, up to 63' AGL/97' MSL.

Trees beginning 1336' from DER, 130' left of centerline, up to 65' AGL/98' MSL.

Tree 1836' from DER, 374' right of centerline, 56' AGL/91' MSL.

Tree 1837' from DER, 331' right of centerline, 57' AGL/92' MSL.

Tree 1845' from DER, 814' right of centerline, 63' AGL/97' MSL.

Trees beginning 1858' from DER, 835' right of centerline, up to 64' AGL/98' MSL.

Rwy 24, pole, building, fence beginning 117' from DER, 487' left of centerline, up to 33' AGL/74' MSL.

Vegetation 229' from DER, 485' right of centerline, 7' AGL/52' MSL.

Trees, traverse ways, buildings, poles beginning 231' from DER, 47' left of centerline, up to 35' AGL/76' MSL.

Fences beginning 263' from DER, 548' right of centerline, up to 8' AGL/55' MSL.

Building, traverse ways beginning 446' from DER, 10' right of centerline, up to 16' AGL/60' MSL.

Poles, buildings beginning 515' from DER, 194' left of centerline, up to 39' AGL/81' MSL.

Pole, traverse way beginning 572' from DER, 316' right of centerline, up to 15' AGL/61' MSL.

Tree 607' from DER, 224' right of centerline, 21' AGL/64' MSL.

Tree 617' from DER, 253' right of centerline, 21' AGL/65' MSL.

Pole, trees beginning 618' from DER, 207' right of centerline, up to 23' AGL/66' MSL.

Poles, trees beginning 644' from DER, 42' right of centerline, up to 28' AGL/69' MSL.

Poles, trees, buildings beginning 669' from DER, 107' right of centerline, up to 31' AGL/76' MSL.

Tree, pole beginning 713' from DER, 577' left of centerline, up to 43' AGL/84' MSL.

Trees, building, poles beginning 734' from DER, 64' left of centerline, up to 52' AGL/93' MSL.

Trees beginning 823' from DER, 556' left of centerline, up to 53' AGL/95' MSL.

Trees, poles beginning 847' from DER, 27' right of centerline, up to 38' AGL/86' MSL.

Trees, poles, building beginning 850' from DER, 3' left of centerline, up to 57' AGL/99' MSL.

Trees, poles, buildings beginning 891' from DER, 4' right of centerline, up to 57' AGL/98' MSL.

CON'T



26246





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HYANNIS, MA (CON'T) CAPE COD GATEWAY (HYA) (CON'T)

Rwy 24 (CON'T), trees beginning 1394' from DER, 357' right of centerline, up to 54' AGL/99' MSL.

Trees beginning 1434' from DER, 274' right of centerline, up to 57' AGL/100' MSL.

Trees beginning 1457' from DER, 210' right of centerline, up to 58' AGL/103' MSL.

Trees beginning 1492' from DER, 6' left of centerline, up to 59' AGL/100' MSL.

Trees beginning 1515' from DER, 84' right of centerline, up to 59' AGL/105' MSL.

Trees beginning 1604' from DER, 82' right of centerline, up to 59' AGL/106' MSL.

Tree 1687' from DER, 428' left of centerline, 64' AGL/106' MSL.

Trees beginning 1701' from DER, 3' left of centerline, up to 66' AGL/109' MSL.

Trees beginning 1716' from DER, 145' right of centerline, up to 65' AGL/111' MSL.

Trees beginning 1786' from DER, 85' right of centerline, up to 69' AGL/116' MSL.

Tree 1858' from DER, 665' left of centerline, 74' AGL/115' MSL.

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

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

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

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

Trees beginning 709' from DER, 504' left of centerline, up to 21' AGL/80' MSL.

Trees beginning 757' from DER, 508' left of centerline, up to 19' AGL/81' MSL.

Trees beginning 807' from DER, 517' left of centerline, up to 22' AGL/84' MSL.

Trees beginning 837' from DER, 524' left of centerline, up to 25' AGL/86' MSL.

Trees beginning 862' from DER, 522' left of centerline, up to 27' AGL/87' MSL.

Trees beginning 885' from DER, 532' left of centerline, up to 30' AGL/89' MSL.

Trees beginning 1006' from DER, 605' left of centerline, up to 32' AGL/92' MSL.

Tree 1138' from DER, 797' right of centerline, 54' AGL/100' MSL.

Trees beginning 1175' from DER, 781' right of centerline, up to 57' AGL/105' MSL.

Trees beginning 1208' from DER, 747' right of centerline, up to 53' AGL/107' MSL.

Trees beginning 1273' from DER, 592' left of centerline, up to 31' AGL/93' MSL.

Trees beginning 1282' from DER, 746' right of centerline, up to 52' AGL/112' MSL.

Trees beginning 1312' from DER, 747' right of centerline, up to 54' AGL/116' MSL.

Trees beginning 1356' from DER, 646' left of centerline, up to 43' AGL/106' MSL.

Trees beginning 1543' from DER, 776' right of centerline, up to 54' AGL/118' MSL.

Trees beginning 1584' from DER, 664' right of centerline, up to 58' AGL/123' MSL.

Trees beginning 1729' from DER, 560' left of centerline, up to 48' AGL/114' MSL.

Tree 2361' from DER, 431' left of centerline, 49' AGL/115' MSL.

Tree 2927' from DER, 1142' right of centerline, 55' AGL/128' MSL.

Tree 2971' from DER, 1023' right of centerline, 53' AGL/129' MSL.

Trees beginning 2971' from DER, 973' right of centerline, up to 65' AGL/134' MSL.

Trees beginning 3007' from DER, 1076' right of centerline, up to 54' AGL/141' MSL.

Trees beginning 3069' from DER, 1031' right of centerline, up to 54' AGL/143' MSL.

Trees beginning 3122' from DER, 939' right of centerline, up to 54' AGL/145' MSL.

Trees beginning 3161' from DER, 966' right of centerline, up to 48' AGL/149' MSL.

Tree 3179' from DER, 1053' right of centerline, 52' AGL/150' MSL.

Trees beginning 3181' from DER, 905' right of centerline, up to 47' AGL/151' MSL.

Trees beginning 3211' from DER, 964' right of centerline, up to 50' AGL/156' MSL.

Trees beginning 3222' from DER, 833' right of centerline, up to 50' AGL/157' MSL.

Trees beginning 3247' from DER, 833' right of centerline, up to 51' AGL/161' MSL.

Tree 3325' from DER, 1213' right of centerline, 48' AGL/162' MSL.

Tree 3341' from DER, 1361' right of centerline, 42' AGL/163' MSL.

Tree 3348' from DER, 1256' right of centerline, 53' AGL/164' MSL.

Trees beginning 3348' from DER, 1229' right of centerline, up to 53' AGL/165' MSL.

Trees beginning 3366' from DER, 1085' right of centerline, up to 54' AGL/167' MSL.

Trees, building beginning 3386' from DER, 1108' right of centerline, up to 50' AGL/171' MSL.

Trees, building, pole beginning 3535' from DER, 953' right of centerline, up to 45' AGL/172' MSL.

Trees beginning 3593' from DER, 1189' right of centerline, up to 54' AGL/176' MSL.

Tree 3619' from DER, 1356' right of centerline, 53' AGL/178' MSL.

Trees, buildings, pole beginning 3635' from DER, 918' right of centerline, up to 48' AGL/182' MSL.

Trees beginning 3872' from DER, 1177' right of centerline, up to 52' AGL/189' MSL.

Transmission lines, trees, poles, tower, catenary wires beginning 3957' from DER, 958' right of centerline, up to 97' AGL/235' MSL.

Catenary wires, trees, transmission lines, poles beginning 4470' from DER, 381' right of centerline, up to 105' AGL/220' MSL.

Transmission line 4656' from DER, 1528' left of centerline, 91' AGL/171' MSL.

Transmission line, tower beginning 4689' from DER, 334' left of centerline, up to 95' AGL/181' MSL.

Transmission line 5116' from DER, 798' left of centerline, 91' AGL/183' MSL.

Transmission line 5119' from DER, 184' left of centerline, 86' AGL/194' MSL.

Transmission line 5161' from DER, 184' left of centerline, 95' AGL/200' MSL.

NE-1, 03 SEP 2026 to 29 OCT 2026



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JACKMAN, ME

NEWTON FLD (59B)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 13, vegetation 9' from DER, 174' right of centerline, 10' AGL/1179' MSL.

Vegetation beginning 11' from DER, 196' right of centerline, up to 11' AGL/1184' MSL.

Vegetation 32' from DER, 96' left of centerline, 8' AGL/1175' MSL.

Trees beginning 97' from DER, 285' left of centerline, up to 1200' MSL.

Trees beginning 174' from DER, 121' right of centerline, up to 17' AGL/1191' MSL.

Tree 188' from DER, 440' left of centerline, 46' AGL/1209' MSL.

Trees beginning 223' from DER, 351' left of centerline, up to 50' AGL/1212' MSL.

Trees beginning 260' from DER, 302' right of centerline, up to 65' AGL/1237' MSL.

Trees beginning 454' from DER, 257' left of centerline, up to 50' AGL/1217' MSL.

Trees beginning 584' from DER, 366' right of centerline, up to 63' AGL/1238' MSL.

Tree, pole beginning 806' from DER, 1' left of centerline, up to 72' AGL/1232' MSL.

Trees beginning 864' from DER, 328' right of centerline, up to 71' AGL/1248' MSL.

Trees beginning 1019' from DER, 467' right of centerline, up to 72' AGL/1253' MSL.

Tree, vehicles on roadway beginning 1374' from DER, 111' right of centerline, up to 77' AGL/1260' MSL.

Trees beginning 1636' from DER, 10' right of centerline, up to 92' AGL/1274' MSL.

Trees beginning 1654' from DER, on centerline, up to 1234' MSL.

Trees beginning 1741' from DER, 8' left of centerline, up to 1235' MSL.

Trees beginning 1783' from DER, 27' left of centerline, up to 72' AGL/1241' MSL.

Trees beginning 1834' from DER, 1' right of centerline, up to 98' AGL/1277' MSL.

Trees beginning 1876' from DER, 1' left of centerline, up to 75' AGL/1245' MSL.

Trees beginning 2129' from DER, 26' right of centerline, up to 94' AGL/1281' MSL.

Trees beginning 2223' from DER, 92' right of centerline, up to 104' AGL/1296' MSL.

Trees beginning 2287' from DER, 195' left of centerline, up to 79' AGL/1248' MSL.

Trees beginning 2371' from DER, 348' left of centerline, up to 82' AGL/1249' MSL.

Trees beginning 2600' from DER, 801' left of centerline, up to 85' AGL/1254' MSL.

Rwy 31, electrical system, pole, vegetation, tree, vehicles on roadway beginning 14' from DER, 135' left of centerline, up to 1208' MSL.

Tree 22' from DER, 410' right of centerline, 62' AGL/1229' MSL.

Tree, vehicles on roadway beginning 42' from DER, 235' right of centerline, up to 1232' MSL.

Tree, pole, vegetation beginning 240' from DER, 353' left of centerline, up to 37' AGL/1215' MSL.

Tree, pole beginning 484' from DER, 366' left of centerline, up to 64' AGL/1241' MSL.

Tree, pole beginning 678' from DER, 378' left of centerline, up to 71' AGL/1249' MSL.

Trees beginning 730' from DER, 39' right of centerline, up to 1239' MSL.

Trees beginning 793' from DER, 597' left of centerline, up to 1235' MSL.

Trees beginning 860' from DER, 102' right of centerline, up to 1245' MSL.

Trees beginning 867' from DER, 494' left of centerline, up to 1257' MSL.

Trees beginning 917' from DER, 375' right of centerline, up to 74' AGL/1250' MSL.

Trees beginning 986' from DER, 14' right of centerline, up to 80' AGL/1254' MSL.

Tree, pole, electrical system beginning 1429' from DER, on centerline, up to 90' AGL/1277' MSL.

Tree 3944' from DER, 1346' right of centerline, 1282' MSL.

Tree 4206' from DER, 1063' right of centerline, 104' AGL/1284' MSL.

Tree 5354' from DER, 1845' left of centerline, 75' AGL/1314' MSL.

Tree 5462' from DER, 1860' left of centerline, 93' AGL/1325' MSL.

JAFFREY, NH

JAFFREY AIRFIELD SILVER RANCH (AFN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwys 16, 34, 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 16, 34, for climb in visual conditions: cross Jaffrey Airfield Silver Ranch at or above 1900, then via the GDM VOR/ DME R-023 to GDM. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 126' from DER, 140' left of centerline, up to 100' AGL/1209' MSL.

Trees beginning 189' from DER, 120' right of centerline, up to 100' AGL/1520' MSL.

Rwy 34, trees beginning 8263' from DER, 613' left of centerline, up to 100' AGL/1441' MSL.

Trees beginning 13' from DER, 69' right of centerline, up to 100' AGL/1322' MSL.



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**KEENE, NH****DILLANT/HOPKINS (EEN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 6 17JUN21 (22027) (FAA)

TAKEOFF MINIMUMS:**Rwy 2**, std. w/min. climb of 360' per NM to 2100 or 2800-3 for VCOA.**Rwy 14**, 900-3 w/min. climb of 450' per NM to 4000 or 2800-3 for VCOA.**Rwy 20**, 300-1 w/min. climb of 340' per NM to 4300 or 2800-3 for VCOA.**Rwy 32**, 700-2½ w/min. climb of 280' per NM to 2700 or 2800-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 2**, climbing left turn heading 353° to 2100 before proceeding on course.**Rwy 14**, climb on heading 142° to 4200 before proceeding on course.**Rwy 20**, climb on heading 198° to 2000 before turning left.**Rwy 32**, climbing right turn heading 350° to 2100 before proceeding on course.**VCOA:**

Rwys 2, 14, 20, 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dillant/Hopkins airport at or above 3100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 2**, bushes, beginning 472' from DER, 75' right of centerline, up to 88' AGL/582' MSL.

Trees beginning 603' from DER, 57' right of centerline, up to 93' AGL/586' MSL.

Pole 1062' from DER, 23' right of centerline, up to 53' AGL/545' MSL.

Trees beginning 1097' from DER, 182' left of centerline, up to 69' AGL/559' MSL.

Trees beginning 1576' from DER, 10' left of centerline, up to 109' AGL/593' MSL.

Trees beginning 1774' from DER, left and right of centerline, up to 100' AGL/579' MSL.

Trees 1.4 NM from DER, 2838' right of centerline, up to 100' AGL/1099' MSL.

Rwy 14, building, beginning abeam DER, 108' right of centerline, up to 21' AGL/495' MSL.

Pole, trees beginning 129' from DER, 133' left of centerline, up to 56' AGL/534' MSL.

Vehicle on road beginning 229' from DER, left and right of centerline, up to 494' AGL.

Trees 494' from DER, 125' left of centerline, up to 100' AGL/573' MSL.

Trees beginning 604' from DER, 81' right of centerline, up to 45' AGL/518' MSL.

Trees beginning 1039' from DER, left and right of centerline, up to 100' AGL/573' MSL.

Pole, trees 1083' from DER, 67' right of centerline, up to 82' AGL/561' MSL.

Pole, trees 1189' from DER, 94' left of centerline, up to 89' AGL/566' MSL.

Trees beginning 1326' from DER, 54' right of centerline, up to 96' AGL/577' MSL.

Trees beginning 1469' from DER, left and right of centerline, up to 108' AGL/588' MSL.

Trees beginning 1746' from DER, left and right of centerline, up to 117' AGL/603' MSL.

Pole, trees beginning 4667' from DER, 1' left of centerline, up to 67' AGL/729' MSL.

Pole, trees beginning 1.3 NM from DER, 4' left of centerline, up to 61' AGL/1050' MSL.

Tree 2.1 NM from DER, 3816' left of centerline, 100' AGL/1319' MSL.

Rwy 20, trees 45' from DER, 411' right of centerline, up to 25' AGL/497' MSL.

Trees beginning 556' from DER, 629' right of centerline, up to 94' AGL/556' MSL.

Poles beginning 1024' from DER, 646' left of centerline, up to 36' AGL/529' MSL.

Trees, pole beginning 1761' from DER, 369' left of centerline, up to 104' AGL/614' MSL.

Trees 2099' from DER, 745' left of centerline, up to 103' AGL/622' MSL.

Pole, trees beginning 2326' from DER, 345' left of centerline, up to 103' AGL/623' MSL.

Trees beginning 2553' from DER, 768' right of centerline, up to 88' AGL/583' MSL.

Trees beginning 2763' from DER, 704' left of centerline, up to 104' AGL/646' MSL.

Trees beginning 2950' from DER, 1014' right of centerline, up to 98' AGL/594' MSL.

Trees beginning 3127' from DER, 543' left of centerline, up to 106' AGL/665' MSL.

Vegetation beginning 3504' from DER, 1034' left of centerline, up to 114' AGL/665'.

Transmission lines 4780' from DER, left and right of centerline, up to 52' AGL/630' MSL.

Rwy 32, trees beginning 212' from DER, 232' right of centerline, up to 24' AGL/493' MSL.

Trees 357' from DER, 264' left of centerline, 26' AGL/493' MSL.

Trees beginning 685' from DER, 293' left of centerline, up to 32' AGL/499' MSL.

Trees beginning 741' from DER, 43' right of centerline, up to 89' AGL/560' MSL.

Vehicle on road 788' from DER, left and right of centerline, 492' MSL.

Trees beginning 1551' from DER, 403' left of centerline, up to 64' AGL/531' MSL.

Trees beginning 1785' from DER, 263' left of centerline, up to 64' AGL/533' MSL.

Trees beginning 2005' from DER, 28' left of centerline, up to 90' AGL/559' MSL.

Transmission line, trees beginning 2066' from DER, left and right of centerline, up to 70' AGL/543' MSL.

LACONIA, NH**LACONIA MUNI (LCI)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4 07MAY09 (09127) (FAA)

TAKEOFF MINIMUMS:**Rwy 8**, 600-1½ or std. w/min. climb of 652' per NM to 1300.**Rwy 26**, 300-1 or std. w/min. climb of 421' per NM to 900.**DEPARTURE PROCEDURE:****Rwy 8**, climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course.**Rwy 26**, climb heading 264° to 2500 before proceeding on course.**CON'T**

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**LACONIA, NH (CON'T)****LACONIA MUNI (LCI) (CON'T)****TAKEOFF OBSTACLE NOTES:**

Rwy 8, trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL.

Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL.

Rwy 26, trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL.

Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA**LAWRENCE MUNI (LWM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 5 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1½ or std. w/min. climb of 435' per NM to 500.

Rwy 14, 300-1 or std. w/min. climb of 625' per NM to 600.

Rwy 23, 300-1 or std. w/min. climb of 350' per NM to 400.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 053° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vegetation 174' from DER, 529' right of centerline, 25' AGL/143' MSL.

Tree 387' from DER, 388' left of centerline, 69' AGL/150' MSL.

Tree 591' from DER, 546' left of centerline, 92' AGL/154' MSL.

Tree 598' from DER, 561' left of centerline, 100' AGL/162' MSL.

Tree 644' from DER, 566' right of centerline, 54' AGL/186' MSL.

Trees beginning 689' from DER, 403' right of centerline, up to 63' AGL/198' MSL.

Tree 1660' from DER, 849' right of centerline, 65' AGL/225' MSL.

Trees beginning 1668' from DER, 257' right of centerline, up to 68' AGL/228' MSL.

Tree 1683' from DER, 269' left of centerline, 60' AGL/180' MSL.

Tree 1694' from DER, 345' left of centerline, 67' AGL/181' MSL.

Tree 1720' from DER, 303' left of centerline, 54' AGL/182' MSL.

Tree 1832' from DER, 207' left of centerline, 54' AGL/184' MSL.

Tree 2240' from DER, 551' left of centerline, 89' AGL/194' MSL.

Tree 2288' from DER, 637' left of centerline, 98' AGL/198' MSL.

Trees beginning 2339' from DER, 342' left of centerline, up to 104' AGL/199' MSL.

Antenna 2927' from DER, 182' left of centerline, 101' AGL/211' MSL.

Trees beginning 3562' from DER, 413' right of centerline, up to 89' AGL/327' MSL.

Trees beginning 3831' from DER, 340' right of centerline, up to 93' AGL/331' MSL.

Tree, pole beginning 4026' from DER, 5' right of centerline, up to 95' AGL/335' MSL.

Tree 4417' from DER, 176' left of centerline, 94' AGL/247' MSL.

Trees beginning 4421' from DER, 49' left of centerline, up to 108' AGL/264' MSL.

Trees beginning 4614' from DER, 96' left of centerline, up to 93' AGL/276' MSL.

Trees beginning 4727' from DER, 155' left of centerline, up to 93' AGL/280' MSL.

Trees beginning 4745' from DER, 45' left of centerline, up to 85' AGL/282' MSL.

Trees beginning 4864' from DER, 42' left of centerline, up to 84' AGL/289' MSL.

Trees beginning 1.2 NM from DER, 351' left of centerline, up to 81' AGL/336' MSL.

Tree 1.2 NM from DER, 40' right of centerline, 90' AGL/354' MSL.

Tree 1.2 NM from DER, 13' left of centerline, 85' AGL/349' MSL.

Tree 1.2 NM from DER, 225' right of centerline, 87' AGL/352' MSL.

Rwy 14, vegetation 102' from DER, 105' right of centerline, 6' AGL/155' MSL.

Tree, vegetation, pole beginning 150' from DER, 9' left of centerline, up to 57' AGL/184' MSL.

Tree, building, pole beginning 197' from DER, 20' right of centerline, up to 50' AGL/198' MSL.

Tree 938' from DER, 294' left of centerline, 64' AGL/186' MSL.

Tree 3188' from DER, 482' right of centerline, 107' AGL/290' MSL.

Tree 3313' from DER, 644' right of centerline, 105' AGL/322' MSL.

Pole 3473' from DER, 1391' right of centerline, 80' AGL/417' MSL.

Rwy 23, vegetation 16' from DER, 183' right of centerline, 17' AGL/140' MSL.

Vegetation 75' from DER, 478' left of centerline, 26' AGL/146' MSL.

Antenna, tree beginning 272' from DER, 557' left of centerline, up to 72' AGL/173' MSL.

Stack beginning 3667' from DER, 1310' right of centerline, up to 260' AGL/294' MSL.

Rwy 32, tree 120' from DER, 155' right of centerline, 29' AGL/143' MSL.

Tree 159' from DER, 198' left of centerline, 50' AGL/141' MSL.

LEBANON, NH**LEBANON MUNI (LEB)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, std. w/min. climb of 365' per NM to 1900, or 2100-3 for VCOA.

Rwy 18, 500-2½ w/min. climb of 380' per NM to 3800, or 2100-3 for VCOA.

Rwy 7, 600-2¼ w/min. climb of 385' per NM to 3100, or 2100-3 for VCOA.

Rwy 25, 700-3 w/min. climb of 380' per NM to 3400, or 2100-3 for VCOA.

CON'T

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LEBANON, NH (CON'T)

LEBANON MUNI (LEB) (CON'T)

DEPARTURE PROCEDURE:

Rwy 36, climb on heading 004° to 1900 before proceeding on course.

Rwy 18, climb on heading 184° to 2100 before proceeding on course.

Rwy 7, climb on heading 075° to 2100 before proceeding on course.

Rwy 25, climb on heading 255° to 2100 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lebanon Muni airport at or above 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 36, lighting 10' from DER, 100' left of centerline, 565' MSL.

Fence, pole, tree beginning 81' from DER, 475' left of centerline, up to 569' MSL.

Tree 358' from DER, 511' right of centerline, 64' AGL/583' MSL.

Rwy 18, poles beginning 137' from DER, 506' left of centerline, up to 54' AGL/670' MSL.

Poles, terrain, vegetation, trees beginning 139' from DER, 472' right of centerline, up to 48' AGL/676' MSL.

Trees, poles beginning 762' from DER, 181' left of centerline, up to 733' MSL.

Trees, poles, terrain beginning 1133' from DER, 106' right of centerline, up to 738' MSL.

Trees, poles beginning 1909' from DER, 33' left of centerline, up to 752' MSL.

Trees, terrain beginning 3990' from DER, 66' left of centerline, up to 743' MSL.

Trees beginning 4001' from DER, 14' right of centerline, up to 781' MSL.

Tree 1.2 NM from DER, 1902' left of centerline, 903' MSL.

Trees, terrain beginning 1.2 NM from DER, 103' left of centerline, up to 891' MSL.

Trees, terrain beginning 1.4 NM from DER, 964' left of centerline, up to 1007' MSL.

Tree 1.6 NM from DER, 3048' left of centerline, 1055' MSL.

Trees, terrain beginning 1.6 NM from DER, 787' left of centerline, up to 951' MSL.

Trees, terrain, transmission lines beginning 1.6 NM from DER, 2776' right of centerline, up to 879' MSL.

Rwy 7, tree, NAVAID beginning 13' from DER, 125' left of centerline, up to 20' AGL/581' MSL.

Trees, transmission line, pole beginning 20' from DER, 390' right of centerline, up to 715' MSL.

Trees, pole beginning 29' from DER, 255' right of centerline, up to 20' AGL/642' MSL.

Trees, poles, transmission lines, building beginning 524' from DER, 326' right of centerline, up to 100' AGL/729' MSL.

Tree 1958' from DER, 1010' right of centerline, 98' AGL/752' MSL.

Transmission lines, poles, trees beginning 1974' from DER, 778' right of centerline, up to 37' AGL/678' MSL.

Trees, transmission line beginning 2575' from DER, 317' right of centerline, up to 763' MSL.

Trees beginning 1.4 NM from DER, 167' right of centerline, up to 808' MSL.

Trees beginning 1.5 NM from DER, 1549' left of centerline, up to 827' MSL.

Tree 2 NM from DER, 2487' left of centerline, 1134' MSL.

Trees beginning 2 NM from DER, 1839' left of centerline, up to 1053' MSL.

Tree 2.2 NM from DER, 3877' left of centerline, 962' MSL.

Rwy 25, trees, building beginning 198' from DER, 453' left of centerline, up to 593' MSL.

Tree 382' from DER, 503' right of centerline, 92' AGL/581' MSL.

Trees, pole beginning 1082' from DER, 399' left of centerline, up to 42' AGL/606' MSL.

Tree 2.8 NM from DER, 3002' right of centerline, 1232' MSL.

Tree 2.9 NM from DER, 3201' right of centerline, 1013' MSL.

LINCOLN, ME

LINCOLN RGNL (LRG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMD'T 4 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 700-2¼ w/min climb of 225'/NM to 1300, or 1000-3 for VCOA.

Rwy 34, 300-2 or std w/min climb of 305'/NM to 500.

DEPARTURE PROCEDURE:

Rwy 16, climb on heading 166° to 1100 before proceeding on course.

VCOA:

Rwy 16, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lincoln Rgnl airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, tree 4' from DER, 302' right of centerline, 19' AGL/215' MSL.

Trees beginning 11' from DER, 258' left of centerline, up to 55' AGL/256' MSL.

Tree 66' from DER, 145' right of centerline, 22' AGL/223' MSL.

Trees beginning 89' from DER, 162' right of centerline, up to 49' AGL/249' MSL.

Trees beginning 108' from DER, 270' left of centerline, up to 63' AGL/272' MSL.

Tree 320' from DER, 377' right of centerline, 62' AGL/255' MSL.

Trees beginning 320' from DER, 323' left of centerline, up to 67' AGL/276' MSL.

Trees, terrain, building beginning 320' from DER, 24' right of centerline, up to 61' AGL/264' MSL.

Trees beginning 438' from DER, 28' left of centerline, up to 73' AGL/279' MSL.

Trees beginning 636' from DER, 14' left of centerline, up to 65' AGL/281' MSL.

Trees beginning 725' from DER, 251' left of centerline, up to 83' AGL/291' MSL.

Trees beginning 746' from DER, 51' left of centerline, up to 82' AGL/301' MSL.

Trees, poles, buildings, sign beginning 946' from DER, 113' right of centerline, up to 62' AGL/287' MSL.

Trees, poles, sign, building beginning 1263' from DER, 29' left of centerline, up to 85' AGL/305' MSL.

Trees beginning 1791' from DER, 8' right of centerline, up to 86' AGL/306' MSL.

Trees beginning 2256' from DER, 35' left of centerline, up to 82' AGL/316' MSL.

CON'T



26246



LINCOLN, ME (CON'T)**LINCOLN RGNL (LRG) (CON'T)**

Rwy 16 (CON'T), trees beginning 2394' from DER, 20' left of centerline, up to 82' AGL/321' MSL.
 Trees beginning 2528' from DER, 40' left of centerline, up to 82' AGL/324' MSL.
 Trees beginning 2625' from DER, 41' right of centerline, up to 52' AGL/307' MSL.
 Trees beginning 2634' from DER, 9' left of centerline, up to 82' AGL/335' MSL.
 Trees beginning 2731' from DER, 15' right of centerline, up to 56' AGL/309' MSL.
 trees, electrical systems beginning 2793' from DER, 19' left of centerline, up to 78' AGL/341' MSL.
 Trees beginning 2875' from DER, 37' right of centerline, up to 66' AGL/312' MSL.
 Trees, pole, electrical system beginning 2886' from DER, 35' left of centerline, up to 74' AGL/345' MSL.
 Tree 2933' from DER, 58' right of centerline, 73' AGL/319' MSL.
 Trees, electrical system beginning 2934' from DER, 34' right of centerline, up to 81' AGL/325' MSL.
 Trees beginning 2981' from DER, 19' left of centerline, up to 77' AGL/351' MSL.
 Trees, electrical systems, pole beginning 3087' from DER, 4' right of centerline, up to 88' AGL/334' MSL.
 Trees, vehicle on road beginning 3118' from DER, 120' left of centerline, up to 70' AGL/354' MSL.
 Trees, vehicle on road beginning 3227' from DER, 175' left of centerline, up to 74' AGL/355' MSL.
 Trees, electrical system, pole beginning 3274' from DER, 4' right of centerline, up to 78' AGL/335' MSL.
 Tree 3295' from DER, 380' left of centerline, 92' AGL/356' MSL.
 Trees beginning 3297' from DER, 235' left of centerline, up to 95' AGL/362' MSL.
 Trees beginning 3395' from DER, 751' right of centerline, up to 84' AGL/340' MSL.
 Trees, electrical systems, pole beginning 3397' from DER, 22' left of centerline, up to 92' AGL/366' MSL.
 Trees beginning 3412' from DER, 164' right of centerline, up to 84' AGL/343' MSL.
 Trees beginning 3533' from DER, 53' right of centerline, up to 76' AGL/348' MSL.
 Trees, pole beginning 3538' from DER, 95' left of centerline, up to 92' AGL/371' MSL.
 Trees beginning 3576' from DER, 112' right of centerline, up to 82' AGL/352' MSL.
 Trees, buildings, poles, vehicle on road beginning 3578' from DER, 10' left of centerline, up to 95' AGL/375' MSL.
 Trees beginning 3603' from DER, 4' right of centerline, up to 91' AGL/361' MSL.
 Trees, buildings beginning 3659' from DER, 2' right of centerline, up to 87' AGL/366' MSL.
 Trees beginning 3724' from DER, 71' right of centerline, up to 83' AGL/367' MSL.
 Trees, building beginning 3761' from DER, 69' right of centerline, up to 96' AGL/374' MSL.
 Trees beginning 3858' from DER, 25' right of centerline, up to 92' AGL/379' MSL.
 Trees beginning 3863' from DER, 50' right of centerline, up to 96' AGL/385' MSL.
 Trees, building, pole, vehicle on road beginning 3915' from DER, 14' right of centerline, up to 107' AGL/396' MSL.
 Trees beginning 3974' from DER, 59' left of centerline, up to 86' AGL/377' MSL.
 Trees, vehicle on road beginning 3986' from DER, 101' left of centerline, up to 84' AGL/378' MSL.
 Trees beginning 4054' from DER, 7' left of centerline, up to 86' AGL/381' MSL.
 Trees, vehicles on roads beginning 4056' from DER, 18' left of centerline, up to 85' AGL/382' MSL.
 Trees beginning 4222' from DER, on and left of centerline, up to 81' AGL/385' MSL.
 Trees beginning 4233' from DER, 57' right of centerline, up to 102' AGL/404' MSL.
 Trees, building beginning 4355' from DER, 6' right of centerline, up to 107' AGL/411' MSL.
 Trees, vehicle on road beginning 4372' from DER, 11' left of centerline, up to 72' AGL/386' MSL.
 Trees beginning 4399' from DER, 317' left of centerline, up to 84' AGL/393' MSL.
 Tree 4424' from DER, 1369' left of centerline, 76' AGL/394' MSL.
 Trees beginning 4431' from DER, 5' left of centerline, up to 84' AGL/395' MSL.
 Tree 4509' from DER, 353' left of centerline, 83' AGL/398' MSL.
 Trees, pole beginning 4510' from DER, 42' left of centerline, up to 82' AGL/406' MSL.
 Trees beginning 4602' from DER, 5' left of centerline, up to 104' AGL/438' MSL.
 Trees beginning 4631' from DER, 21' right of centerline, up to 93' AGL/417' MSL.
 Trees, terrain, buildings, pole, vehicles on roads beginning 4812' from DER, 13' left of centerline, up to 84' AGL/441' MSL.
 Trees, terrain, building, tank beginning 4867' from DER, 25' right of centerline, up to 88' AGL/422' MSL.
 Trees, terrain, buildings beginning 5020' from DER, 7' right of centerline, up to 86' AGL/431' MSL.
 Trees, terrain, buildings, vehicle on road beginning 5133' from DER, 20' right of centerline, up to 75' AGL/434' MSL.
 Trees, terrain, vehicles on roads, electrical systems, building beginning 5139' from DER, 28' left of centerline, up to 55' AGL/442' MSL.
 Trees, terrain beginning 5233' from DER, 70' left of centerline, up to 81' AGL/473' MSL.
 Tree 5240' from DER, 1180' right of centerline, 80' AGL/437' MSL.
 Trees, vehicles on roads beginning 5240' from DER, 55' right of centerline, up to 85' AGL/439' MSL.
 Trees, vegetation, buildings beginning 5256' from DER, 2' left of centerline, up to 78' AGL/478' MSL.
 Trees, vehicle on road beginning 5314' from DER, 361' right of centerline, up to 75' AGL/448' MSL.
 Trees, fence, poles, electrical system, buildings, terrain beginning 5319' from DER, 37' right of centerline, up to 87' AGL/459' MSL.
 Trees, terrain, building, antenna beginning 5356' from DER, 7' left of centerline, up to 83' AGL/485' MSL.
 Trees, terrain beginning 5513' from DER, 6' right of centerline, up to 86' AGL/470' MSL.
 Trees beginning 5517' from DER, 36' left of centerline, up to 95' AGL/511' MSL.
 Trees beginning 5583' from DER, 88' left of centerline, up to 83' AGL/512' MSL.
 Trees beginning 5651' from DER, 35' left of centerline, up to 87' AGL/516' MSL.
 Trees beginning 5781' from DER, 40' left of centerline, up to 90' AGL/535' MSL.
 Trees, building beginning 5961' from DER, 12' left of centerline, up to 95' AGL/556' MSL.
 Trees beginning 6021' from DER, 97' right of centerline, up to 83' AGL/485' MSL.
 Trees, terrain beginning 1 NM from DER, 70' left of centerline, up to 88' AGL/629' MSL.
 Trees, pole beginning 1 NM from DER, 6' right of centerline, up to 85' AGL/492' MSL.
 Trees beginning 1.1 NM from DER, 2' right of centerline, up to 95' AGL/501' MSL.
 Trees beginning 1.1 NM from DER, 47' left of centerline, up to 93' AGL/732' MSL.
 Towers, trees beginning 1.2 NM from DER, 25' left of centerline, up to 137' AGL/815' MSL.
 Trees, terrain beginning 1.2 NM from DER, 46' right of centerline, up to 55' AGL/507' MSL.

CON'T



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**LINCOLN, ME (CON'T)****LINCOLN RGNL (LRG) (CON'T)**

Rwy 16 (CON'T), towers, trees, terrain, fence, building, pole beginning 1.3 NM from DER, 4' left of centerline, up to 173' AGL/827' MSL.

Trees, terrain beginning 1.3 NM from DER, 3' right of centerline, up to 66' AGL/534' MSL.

Trees beginning 1.5 NM from DER, 438' right of centerline, up to 85' AGL/540' MSL.

Trees beginning 1.6 NM from DER, 31' right of centerline, up to 200' AGL/690' MSL.

Trees, building beginning 1.7 NM from DER, 539' right of centerline, up to 200' AGL/750' MSL.

Rwy 34, tree 6' from DER, 413' right of centerline, 23' AGL/220' MSL.

Building 20' from DER, 404' left of centerline, 26' AGL/217' MSL.

Building, terrain beginning 90' from DER, 357' right of centerline, up to 29' AGL/229' MSL.

Tree 173' from DER, 486' left of centerline, 54' AGL/231' MSL.

Trees beginning 174' from DER, 314' left of centerline, up to 59' AGL/246' MSL.

Tree 394' from DER, 375' right of centerline, 53' AGL/260' MSL.

Trees beginning 427' from DER, on and right of centerline, up to 71' AGL/279' MSL.

Trees beginning 1229' from DER, 151' left of centerline, up to 81' AGL/247' MSL.

Trees beginning 1347' from DER, 80' left of centerline, up to 80' AGL/248' MSL.

Trees beginning 1386' from DER, 34' left of centerline, up to 85' AGL/252' MSL.

Trees beginning 1473' from DER, 18' left of centerline, up to 76' AGL/261' MSL.

Trees beginning 1541' from DER, 6' left of centerline, up to 95' AGL/267' MSL.

Trees beginning 2624' from DER, 451' left of centerline, up to 86' AGL/295' MSL.

Trees beginning 2716' from DER, 4' left of centerline, up to 70' AGL/300' MSL.

Trees beginning 3059' from DER, 213' right of centerline, up to 57' AGL/329' MSL.

Trees beginning 3119' from DER, 42' right of centerline, up to 43' AGL/296' MSL.

Tree 3286' from DER, 433' right of centerline, 25' AGL/300' MSL.

Trees beginning 3286' from DER, 80' left of centerline, up to 74' AGL/303' MSL.

Trees beginning 3290' from DER, 251' right of centerline, up to 40' AGL/306' MSL.

Trees beginning 3348' from DER, 183' right of centerline, up to 57' AGL/326' MSL.

Trees beginning 3488' from DER, 169' right of centerline, up to 39' AGL/329' MSL.

Trees beginning 3505' from DER, 194' right of centerline, up to 40' AGL/337' MSL.

Trees beginning 3622' from DER, 11' right of centerline, up to 43' AGL/343' MSL.

Trees beginning 3901' from DER, 113' left of centerline, up to 72' AGL/306' MSL.

Trees beginning 4018' from DER, 248' left of centerline, up to 37' AGL/308' MSL.

Trees beginning 4042' from DER, 26' left of centerline, up to 69' AGL/326' MSL.

Trees beginning 4120' from DER, 72' left of centerline, up to 40' AGL/327' MSL.

Trees beginning 4137' from DER, 8' left of centerline, up to 55' AGL/336' MSL.

Trees beginning 4380' from DER, 25' left of centerline, up to 59' AGL/345' MSL.

Trees beginning 4397' from DER, 6' right of centerline, up to 73' AGL/364' MSL.

Trees beginning 4440' from DER, 3' left of centerline, up to 67' AGL/355' MSL.

Trees beginning 4736' from DER, 1' right of centerline, up to 73' AGL/366' MSL.

Trees beginning 4932' from DER, 13' left of centerline, up to 50' AGL/362' MSL.

Trees beginning 4973' from DER, 22' left of centerline, up to 60' AGL/364' MSL.

Trees beginning 5028' from DER, 15' left of centerline, up to 76' AGL/377' MSL.

Trees beginning 5191' from DER, 16' left of centerline, up to 87' AGL/380' MSL.

Trees, transmission lines beginning 5261' from DER, 7' left of centerline, up to 93' AGL/387' MSL.

Trees beginning 5845' from DER, 29' right of centerline, up to 85' AGL/368' MSL.

Trees beginning 5927' from DER, 12' right of centerline, up to 85' AGL/370' MSL.

Trees beginning 6050' from DER, 43' right of centerline, up to 87' AGL/371' MSL.

Trees beginning 1 NM from DER, 14' right of centerline, up to 99' AGL/383' MSL.

LINDONVILLE, VT**CALEDONIA COUNTY (CDA)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 6 12NOV15 (15316) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 500-2 w min. climb of 255' per NM to 3600, or 2600-3 for climb in visual conditions.

Rwy 20, std. w/min. climb of 270' per NM to 2100, or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 024° to 3500 before proceeding on course or for climb in visual conditions, cross Caledonia County airport at or above 3600. When executing the VCOA, notify ATC prior to departure.

Rwy 20, climb heading 204° to 3300 before proceeding on course or for climb in visual conditions to cross Caledonia County airport at or above 3600. When executing the VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 1068' from DER, 721' left of centerline, up to 80' AGL/1359' MSL.

Terrain beginning 1327' from DER, 29' left of centerline, 1319' MSL.

Trees beginning 2510' from DER, 568' left of centerline, up to 80' AGL/1359' MSL.

Terrain beginning 2529' from DER, 74' left of centerline, 1339' MSL.

Trees beginning 2919' from DER, 554' left of centerline, up to 80' AGL/1395' MSL.

Terrain beginning 2989' from DER, 51' right of centerline, 1322' MSL.

Trees beginning 4533' from DER, 1636' left of centerline, up to 80' AGL/1419' MSL.

Terrain beginning 1.1 NM from DER, 61' left of centerline, 1446' MSL.

Trees beginning 1.1 NM from DER, 276' left of centerline, up to 80' AGL/1477' MSL.

Terrain beginning 1.5 NM from DER, 454' left of centerline, 1466' MSL.

Trees beginning 1.6 NM from DER, 648' left of centerline, up to 80' AGL/1558' MSL.

CON'T



26246





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**LYNDONVILLE, VT (CON'T)****CALEDONIA COUNTY (CDA)(CON'T)**

Rwy 2 (CON'T), rising terrain beginning 9.2 NM from DER, 1.9 NM left of centerline, up to 2773' MSL.

Rwy 20, terrain beginning 115' from DER, left and right of centerline, up to 1198' MSL.

Trees beginning 578' from DER, 107' right of centerline, up to 80' AGL/1257' MSL.

Rising terrain beginning 3.3 NM from DER, 4397' right of centerline, up to 1659' MSL.

MACHIAS, ME**MACHIAS VALLEY (MVM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 02OCT25 (25275) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1 or std w/min climb of 440'/NM to 300.

Rwy 36, 400-2% or std w/min climb of 308'/NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicles on road 42' from DER, 252' left of centerline, 84' MSL.

Trees, vehicles on road beginning 63' from DER, 249' left of centerline, up to 89' MSL.

Tree 68' from DER, 481' right of centerline, 121' MSL.

Tree 177' from DER, 449' right of centerline, 71' AGL/126' MSL.

Pole, vehicles on road, tree beginning 178' from DER, 257' left of centerline, up to 96' MSL.

Tree 213' from DER, 366' right of centerline, 127' MSL.

Trees beginning 218' from DER, 393' right of centerline, up to 137' MSL.

Tree 283' from DER, 537' left of centerline, 98' MSL.

Poles, tree beginning 388' from DER, 402' left of centerline, up to 100' MSL.

Pole, trees, buildings beginning 664' from DER, 83' left of centerline, up to 115' MSL.

Trees, catenary wires beginning 720' from DER, 18' right of centerline, up to 141' MSL.

Pole, trees, building beginning 854' from DER, 231' left of centerline, up to 129' MSL.

Poles, trees beginning 941' from DER, 154' left of centerline, up to 41' AGL/130' MSL.

Tree 1046' from DER, 608' left of centerline, 157' MSL.

Trees, vehicles on road, building, catenary wires, poles beginning 1081' from DER, 23' left of centerline, up to 174' MSL.

Trees, catenary wires, poles, sign beginning 1177' from DER, on centerline, up to 151' MSL.

Trees beginning 1305' from DER, on and left of centerline, up to 183' MSL.

Trees beginning 1555' from DER, 14' right of centerline, up to 152' MSL.

Trees beginning 1858' from DER, on and right of centerline, up to 154' MSL.

Trees beginning 1973' from DER, 14' right of centerline, up to 157' MSL.

Trees beginning 2059' from DER, 48' right of centerline, up to 162' MSL.

Trees beginning 2074' from DER, 10' right of centerline, up to 170' MSL.

Trees beginning 2198' from DER, 16' right of centerline, up to 186' MSL.

Trees beginning 2514' from DER, on centerline, up to 194' MSL.

Trees beginning 2520' from DER, 7' right of centerline, up to 197' MSL.

Trees beginning 2571' from DER, 5' right of centerline, up to 206' MSL.

Trees beginning 2625' from DER, 13' right of centerline, up to 211' MSL.

Trees beginning 2713' from DER, 6' right of centerline, up to 212' MSL.

Trees beginning 2749' from DER, 17' right of centerline, up to 218' MSL.

Trees beginning 2757' from DER, 12' right of centerline, up to 67' AGL/221' MSL.

Trees beginning 2820' from DER, on centerline, up to 71' AGL/225' MSL.

Trees beginning 4046' from DER, 1125' left of centerline, up to 197' MSL.

Trees beginning 4147' from DER, 357' left of centerline, up to 219' MSL.

Rwy 36, terrain 15' from DER, 355' right of centerline, 107' MSL.

Trees beginning 37' from DER, 247' left of centerline, up to 129' MSL.

Tree 71' from DER, 268' right of centerline, 145' MSL.

Trees beginning 96' from DER, 104' right of centerline, up to 59' AGL/157' MSL.

Trees beginning 768' from DER, 250' left of centerline, up to 132' MSL.

Trees beginning 807' from DER, 5' left of centerline, up to 139' MSL.

Trees beginning 956' from DER, 28' right of centerline, up to 178' MSL.

Trees beginning 1143' from DER, 205' right of centerline, up to 186' MSL.

Trees beginning 1210' from DER, 218' right of centerline, up to 191' MSL.

Trees beginning 1305' from DER, 240' right of centerline, up to 199' MSL.

Trees, terrain beginning 1342' from DER, 19' right of centerline, up to 206' MSL.

Trees beginning 1400' from DER, 30' left of centerline, up to 142' MSL.

Trees, terrain beginning 1661' from DER, 12' right of centerline, up to 216' MSL.

Tree 1670' from DER, 924' left of centerline, 147' MSL.

Trees beginning 1696' from DER, 11' left of centerline, up to 77' AGL/154' MSL.

Trees, terrain beginning 1870' from DER, 166' right of centerline, up to 217' MSL.

Trees, terrain beginning 1918' from DER, 168' right of centerline, up to 219' MSL.

Tree 1995' from DER, 977' left of centerline, 162' MSL.

Trees beginning 1997' from DER, 170' right of centerline, up to 230' MSL.

Trees beginning 2080' from DER, 66' left of centerline, up to 165' MSL.

Trees beginning 2181' from DER, 190' right of centerline, up to 231' MSL.

Trees beginning 2204' from DER, 75' left of centerline, up to 85' AGL/174' MSL.

Trees, building beginning 2211' from DER, 2' right of centerline, up to 236' MSL.

Trees beginning 2484' from DER, 192' left of centerline, up to 185' MSL.

Trees beginning 2524' from DER, 113' left of centerline, up to 78' AGL/186' MSL.

Trees beginning 2590' from DER, 3' left of centerline, up to 203' MSL.

CON'T



26246





26246

MACHIAS, ME (CON'T)

MACHIAS VALLEY (MVM) (CON'T)

Rwy 36 (CON'T), trees beginning 3694' from DER, 374' left of centerline, up to 212' MSL.
 Trees beginning 3734' from DER, 31' left of centerline, up to 65' AGL/214' MSL.
 Trees beginning 3863' from DER, 9' left of centerline, up to 67' AGL/218' MSL.
 Trees beginning 3896' from DER, 13' left of centerline, up to 65' AGL/220' MSL.
 Trees beginning 3925' from DER, 7' left of centerline, up to 74' AGL/231' MSL.
 Trees beginning 3999' from DER, 27' left of centerline, up to 70' AGL/232' MSL.
 Trees beginning 4039' from DER, 7' left of centerline, up to 79' AGL/241' MSL.
 Trees beginning 4130' from DER, 10' left of centerline, up to 76' AGL/242' MSL.
 Trees beginning 4203' from DER, 1' left of centerline, up to 82' AGL/248' MSL.
 Trees beginning 4724' from DER, 6' left of centerline, up to 88' AGL/251' MSL.
 Trees beginning 4797' from DER, 24' right of centerline, up to 245' MSL.
 Trees beginning 4947' from DER, 5' right of centerline, up to 246' MSL.
 Trees beginning 5012' from DER, 21' right of centerline, up to 251' MSL.
 Trees beginning 5092' from DER, 3' right of centerline, up to 252' MSL.
 Trees beginning 5129' from DER, 10' right of centerline, up to 262' MSL.
 Trees beginning 5237' from DER, 4' left of centerline, up to 254' MSL.
 Trees beginning 5339' from DER, 56' right of centerline, up to 266' MSL.
 Trees beginning 5406' from DER, 128' right of centerline, up to 272' MSL.
 Trees beginning 5476' from DER, 88' right of centerline, up to 274' MSL.
 Trees beginning 5549' from DER, 11' right of centerline, up to 279' MSL.
 Trees beginning 5722' from DER, 3' right of centerline, up to 282' MSL.
 Trees beginning 5748' from DER, 102' right of centerline, up to 288' MSL.
 Trees beginning 5750' from DER, on and left of centerline, up to 85' AGL/265' MSL.
 Trees beginning 5752' from DER, 8' right of centerline, up to 291' MSL.
 Trees beginning 5835' from DER, 51' right of centerline, up to 73' AGL/293' MSL.
 Trees beginning 5850' from DER, 30' right of centerline, up to 302' MSL.
 Trees beginning 5909' from DER, on centerline, up to 75' AGL/303' MSL.
 Trees beginning 5957' from DER, 61' left of centerline, up to 76' AGL/276' MSL.
 Trees beginning 5962' from DER, 7' left of centerline, up to 83' AGL/278' MSL.
 Trees beginning 6075' from DER, 324' right of centerline, up to 304' MSL.
 Trees beginning 1 NM from DER, 1' left of centerline, up to 314' MSL.
 Trees beginning 1 NM from DER, 8' right of centerline, up to 335' MSL.
 Trees, building beginning 1.1 NM from DER, 22' right of centerline, up to 357' MSL.
 Trees beginning 1.1 NM from DER, 48' left of centerline, up to 352' MSL.
 Trees beginning 1.2 NM from DER, 8' left of centerline, up to 387' MSL.
 Trees beginning 1.2 NM from DER, 1' right of centerline, up to 373' MSL.
 Tower, trees beginning 1.3 NM from DER, 18' left of centerline, up to 85' AGL/402' MSL.
 Trees beginning 1.3 NM from DER, 4' right of centerline, up to 377' MSL.
 Tree 1.5 NM from DER, 891' left of centerline, 356' MSL.

MANCHESTER, NH

MANCHESTER BOSTON RGNL (MHT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10B 13SEP18 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1½ or std. w/min. climb of 268' per NM to 600.

Rwy 35, 300-1½ or std. w/min. climb of 265' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 057° to 1000 before turning right.

Rwy 24, climb heading 244° to 1000 before proceeding on course.

Rwy 35, climb heading 352° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence 6' from DER, 468' right of centerline, 12' AGL/242' MSL.

Lighting 40' from DER, 117' right of centerline, 3' AGL/243' MSL.

Pole 67' from DER, 454' left of centerline, 24' AGL/253' MSL.

Trees beginning 584' from DER, 599' right of centerline, up to 61' AGL/265' MSL.

Trees beginning 798' from DER, 90' right of centerline, up to 66' AGL/268' MSL.

Trees beginning 819' from DER, 163' left of centerline, up to 66' AGL/273' MSL.

Tree 1014' from DER, 309' right of centerline, 87' AGL/269' MSL.

Trees beginning 1102' from DER, 473' right of centerline, up to 72' AGL/272' MSL.

Tree 1535' from DER, 660' left of centerline, 78' AGL/281' MSL.

Trees beginning 1893' from DER, 215' left of centerline, up to 97' AGL/297' MSL.

Tree 2056' from DER, 366' left of centerline, 102' AGL/302' MSL.

Tree 2154' from DER, 469' left of centerline, 102' AGL/307' MSL.

Trees beginning 2189' from DER, 551' left of centerline, up to 107' AGL/308' MSL.

Tree 2315' from DER, 653' left of centerline, 107' AGL/313' MSL.

Rwy 17, vehicles on roadway 643' from DER, 640' left of centerline, 303' MSL.

Building 761' from DER, 421' right of centerline, 8' AGL/300' MSL.

Vehicles on roadway beginning 764' from DER, 392' left of centerline, up to 304' MSL.

Tree 1087' from DER, 640' left of centerline, 323' MSL.

Vehicles on roadway 1167' from DER, 717' right of centerline, 303' MSL.

Trees, terrain beginning 1288' from DER, 320' left of centerline, up to 334' MSL.

CON'T



26246



MANCHESTER, NH (CON'T)**MANCHESTER BOSTON RGNL (MHT) (CON'T)**

Rwy 17 (CON'T), vehicles on roadway, poles beginning 1345' from DER, 211' right of centerline, up to 307' MSL.

Poles beginning 1430' from DER, 200' right of centerline, up to 34' AGL/324' MSL.

Tree 1479' from DER, 710' left of centerline, 27' AGL/335' MSL.

Trees, poles beginning 1554' from DER, 281' right of centerline, up to 40' AGL/329' MSL.

Trees, terrain, vertical point, building, vehicles on roadway, sign, poles beginning 1558' from DER, 5' left of centerline, up to 41' AGL/346' MSL.

Tree 1760' from DER, 530' right of centerline, 43' AGL/332' MSL.

Tree 1825' from DER, 413' right of centerline, 47' AGL/335' MSL.

Trees, fence, building, pole, terrain beginning 1876' from DER, on centerline, up to 48' AGL/336' MSL.

Trees, pole beginning 2053' from DER, on centerline, up to 49' AGL/339' MSL.

Tree, vehicles on roadway, building beginning 2146' from DER, 138' left of centerline, up to 43' AGL/352' MSL.

Trees, sign, building, pole beginning 2177' from DER, 1' left of centerline, up to 44' AGL/359' MSL.

Trees, pole beginning 2215' from DER, 118' right of centerline, up to 58' AGL/362' MSL.

Tree, building, pole, terrain, vehicles on roadway, spire, sign beginning 2267' from DER, 4' left of centerline, up to 46' AGL/362' MSL.

Trees, vehicles on roadway, pole, building beginning 2383' from DER, on centerline, up to 55' AGL/366' MSL.

Trees, pole, building beginning 2846' from DER, 64' left of centerline, up to 52' AGL/370' MSL.

Trees beginning 2876' from DER, 196' right of centerline, up to 368' MSL.

Trees, pole, building beginning 2885' from DER, 2' right of centerline, up to 70' AGL/378' MSL.

Trees, pole beginning 3155' from DER, 11' right of centerline, up to 78' AGL/384' MSL.

Trees, building, tank beginning 3216' from DER, 37' left of centerline, up to 51' AGL/379' MSL.

Trees, pole, building beginning 3401' from DER, 17' left of centerline, up to 52' AGL/383' MSL.

Trees, pole beginning 3455' from DER, 33' right of centerline, up to 385' MSL.

Trees beginning 3494' from DER, 201' left of centerline, up to 384' MSL.

Tree 3514' from DER, 425' left of centerline, 385' MSL.

Trees, tank beginning 3543' from DER, 36' left of centerline, up to 397' MSL.

Trees, pole beginning 3564' from DER, 41' right of centerline, up to 395' MSL.

trees, elevator, grain elevator, pole, tank, building, antenna, vertical point beginning 3721' from DER, 6' right of centerline, up to 396' MSL.

Trees beginning 3994' from DER, 49' left of centerline, up to 62' AGL/401' MSL.

Trees beginning 4090' from DER, 147' left of centerline, up to 62' AGL/402' MSL.

Trees beginning 4197' from DER, 50' left of centerline, up to 70' AGL/405' MSL.

Trees, pole, transmission line, building beginning 4334' from DER, 14' right of centerline, up to 93' AGL/414' MSL.

Trees beginning 4372' from DER, 764' left of centerline, up to 407' MSL.

Trees beginning 4457' from DER, 1078' left of centerline, up to 408' MSL.

Trees, pole beginning 4500' from DER, 10' left of centerline, up to 417' MSL.

Tree 4773' from DER, 511' left of centerline, 60' AGL/419' MSL.

Trees beginning 4784' from DER, 92' right of centerline, up to 416' MSL.

Trees beginning 4793' from DER, 421' left of centerline, up to 71' AGL/422' MSL.

Trees beginning 4820' from DER, 10' left of centerline, up to 81' AGL/426' MSL.

Tree, pole beginning 4830' from DER, 26' right of centerline, up to 419' MSL.

Tree, pole beginning 4907' from DER, 91' right of centerline, up to 422' MSL.

Trees beginning 5004' from DER, 155' right of centerline, up to 426' MSL.

Tree, pole beginning 5105' from DER, 63' right of centerline, up to 431' MSL.

Trees beginning 5128' from DER, 186' left of centerline, up to 32' AGL/427' MSL.

Tree, terrain beginning 5182' from DER, 52' left of centerline, up to 47' AGL/436' MSL.

Trees, vehicles on roadway beginning 5278' from DER, 4' right of centerline, up to 59' AGL/437' MSL.

Tree, pole beginning 5331' from DER, 44' right of centerline, up to 56' AGL/441' MSL.

Tree, terrain beginning 5346' from DER, 35' left of centerline, up to 64' AGL/445' MSL.

Tree, vehicles on roadway, pole beginning 5392' from DER, 8' right of centerline, up to 442' MSL.

Pole, trees, vehicles on roadway, terrain beginning 5550' from DER, 4' left of centerline, up to 29' AGL/447' MSL.

Trees, vehicles on roadway, terrain, pole, building beginning 5696' from DER, 14' left of centerline, up to 80' AGL/455' MSL.

Trees beginning 5787' from DER, 16' right of centerline, up to 65' AGL/452' MSL.

Tree 5929' from DER, 474' left of centerline, 68' AGL/457' MSL.

Tree, pole beginning 5952' from DER, 73' left of centerline, up to 66' AGL/459' MSL.

Trees beginning 1 NM from DER, 98' left of centerline, up to 96' AGL/461' MSL.

Trees beginning 1 NM from DER, 17' left of centerline, up to 463' MSL.

Tree 1.1 NM from DER, 336' right of centerline, 453' MSL.

Tree 1.2 NM from DER, 608' left of centerline, 100' AGL/458' MSL.

Rwy 24, terrain 3' from DER, on centerline, 221' MSL.

Pole 221' from DER, 475' left of centerline, 18' AGL/227' MSL.

Building 394' from DER, 581' left of centerline, 28' AGL/233' MSL.

Trees beginning 451' from DER, 220' left of centerline, up to 74' AGL/257' MSL.

Trees beginning 785' from DER, 545' left of centerline, up to 92' AGL/264' MSL.

Trees beginning 810' from DER, 352' left of centerline, up to 119' AGL/293' MSL.

Tree 2556' from DER, 1112' right of centerline, 85' AGL/294' MSL.

Trees beginning 3529' from DER, 1042' right of centerline, up to 101' AGL/313' MSL.

Rwy 35, tree 612' from DER, 613' left of centerline, 237' MSL.

Tree 712' from DER, 493' left of centerline, 239' MSL.

Tree 719' from DER, 623' right of centerline, 38' AGL/243' MSL.

Trees beginning 891' from DER, 527' left of centerline, up to 26' AGL/248' MSL.

Tree 1114' from DER, 788' right of centerline, 261' MSL.

Pole, tree beginning 1147' from DER, 486' left of centerline, up to 39' AGL/258' MSL.

CON'T



26246



MANCHESTER, NH (CON'T)

MANCHESTER BOSTON RGNL (MHT) (CON'T)

Rwy 35 (CON'T), tree 1779' from DER, 944' right of centerline, 77' AGL/271' MSL.
 Tree 1888' from DER, 991' right of centerline, 96' AGL/287' MSL.
 Tree 1989' from DER, 994' left of centerline, 274' MSL.
 Tree 2030' from DER, 989' left of centerline, 61' AGL/280' MSL.
 Tree 2247' from DER, 1079' left of centerline, 68' AGL/288' MSL.
 Tree, poles beginning 2505' from DER, 558' right of centerline, up to 64' AGL/303' MSL.
 Tree 2514' from DER, 1135' left of centerline, 75' AGL/295' MSL.
 Trees beginning 2518' from DER, 923' left of centerline, up to 74' AGL/297' MSL.
 Trees beginning 2785' from DER, 694' left of centerline, up to 78' AGL/301' MSL.
 Trees beginning 3093' from DER, 511' left of centerline, up to 78' AGL/305' MSL.
 Tree 3358' from DER, 1235' left of centerline, 314' MSL.
 Tree 3378' from DER, 1133' left of centerline, 318' MSL.
 Tree 3422' from DER, 1212' left of centerline, 106' AGL/319' MSL.
 Trees beginning 3475' from DER, 268' left of centerline, up to 327' MSL.
 Trees beginning 4270' from DER, 261' left of centerline, up to 86' AGL/333' MSL.
 Tree 5359' from DER, 1186' left of centerline, 84' AGL/352' MSL.
 Tree 5509' from DER, 528' left of centerline, 357' MSL.
 Trees beginning 5536' from DER, 1317' left of centerline, up to 67' AGL/361' MSL.
 Trees beginning 5581' from DER, 1079' left of centerline, up to 65' AGL/364' MSL.
 Trees beginning 5689' from DER, 1038' left of centerline, up to 65' AGL/368' MSL.
 Trees beginning 5703' from DER, 1259' left of centerline, up to 63' AGL/370' MSL.
 Tree 5775' from DER, 1860' left of centerline, 78' AGL/395' MSL.
 Trees beginning 5851' from DER, 1038' left of centerline, up to 77' AGL/403' MSL.
 Trees beginning 5934' from DER, 1317' left of centerline, up to 76' AGL/409' MSL.
 Tree, pole beginning 1 NM from DER, 795' left of centerline, up to 71' AGL/416' MSL.
 Trees beginning 1 NM from DER, 1093' left of centerline, up to 68' AGL/417' MSL.
 Tree 1.2 NM from DER, 1944' left of centerline, 85' AGL/407' MSL.

MANSFIELD, MA

MANSFIELD MUNI (1B9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 27JUN13 (13178) (FAA)

TAKEOFF MINIMUMS:

Rwys 4,22, NA - VFR only.

TAKEOFF OBSTACLE NOTES:

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

MARSHFIELD, MA

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13NOV14 (21224) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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



26246





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MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15FEB07 (07046) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 500-3 or std. w/ min. climb of 235' per NM to 1100.

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

DEPARTURE PROCEDURE:

Rwy 18, climb heading 176° to 1100 before proceeding on course.

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, 200' AAO 1.9 NM from DER, 3441' left of centerline, 200' AGL/417' MSL.

200' AAO 1.9 NM from DER, 3563' left of centerline, 200' AGL/417' MSL.

Terrain 50' from DER, 440' right of centerline, 109' MSL.

200' AAO 1.9 NM from DER, 3346' left of centerline, 200' AGL/410' MSL.

Terrain 122' from DER, 223' right of centerline, 105' MSL.

200' AAO 2.5 NM from DER, 1984' left of centerline, 200' AGL/483' MSL.

200' AAO 2.5 NM from DER, 1889' left of centerline, 200' AGL/489' MSL.

Multiple power lines beginning 500' from DER, 216' right of centerline, up to 52' AGL/172' MSL.

Multiple power lines beginning 781' from DER, 192' left of centerline, up to 52' AGL/150' MSL.

Rwy 36, multiple towers 3 NM from DER, 2284' right of centerline, up to 1117' AGL/1220' MSL.

Multiple terrain/AAO 2.5 NM from DER, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI (MLT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

Rwy 11, climb via heading 107° and MLT R-330 to MLT VOR/DME thence...

Rwy 16, climb via heading 156° and MLT R-309 to MLT VOR/DME thence...

Rwy 29, climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...

Rwy 34, climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...

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

TAKEOFF OBSTACLE NOTES:

Rwy 11, bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL.

Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL.

Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL.

Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL.

Rwy 16, vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL.

Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL.

Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL.

Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL.

Rwy 29, antenna, towers, power lines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL.

Obstacle light on localizer, antenna, and power lines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL.

Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL.

Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL.

Rwy 34, trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL.

Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/ 457' MSL.

Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA

TURNERS FALLS (0B5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 1000-3 w/min climb of 480' per NM to 2000 or std w/min climb of 610' per NM to 1800, or 1600-3 for VCOA.

Rwy 34, std w/min climb of 270' per NM to 1800, or 1600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 34, climb heading 338° to 1000 before turning right.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Turners Falls airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, vegetation 84' from DER, 387' right of centerline, 361' MSL.

Vegetation 91' from DER, 229' right of centerline, 369' MSL.

Trees beginning 163' from DER, 219' right of centerline, up to 429' MSL.

CONT



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26246

**MONTAGUE, MA (CON'T)****TURNNERS FALLS (0B5) (CON'T)****Rwy 16 (CON'T)**, vegetation 172' from DER, 222' left of centerline, 364' MSL.

Vegetation and trees beginning 277' from DER, 117' left of centerline, up to 407' MSL.

Vegetation beginning 557' from DER, 262' left of centerline, up to 421' MSL.

Trees beginning 820' from DER, 400' right of centerline, up to 439' MSL.

Trees beginning 850' from DER, 345' left of centerline, up to 472' MSL.

Trees beginning 1909' from DER, 600' left of centerline, up to 481' MSL.

Trees beginning 2182' from DER, 423' left of centerline, up to 512' MSL.

Trees beginning 2280' from DER, 349' left of centerline, up to 531' MSL.

Trees beginning 2677' from DER, 358' left of centerline, up to 552' MSL.

Trees beginning 1.6 NM from DER, 714' left of centerline, up to 718' MSL.

Trees beginning 1.7 NM from DER, 327' left of centerline, up to 783' MSL.

Trees beginning 1.8 NM from DER, 162' left of centerline, up to 920' MSL.

Trees beginning 1.9 NM from DER, crossing extended runway centerline, up to 1045' MSL.

Trees beginning 2 NM from DER, crossing extended runway centerline, up to 1081' MSL.

Trees beginning 2.1 NM from DER, crossing extended runway centerline, up to 1143' MSL.

Trees beginning 2.2 NM from DER, crossing extended runway centerline, up to 1161' MSL.

Trees and buildings beginning 2.4 NM from DER, 174' right of centerline, up to 200' AGL/1100' MSL.

Trees and tower beginning 2.4 NM from DER, 126' left of centerline, up to 200' AGL/1320' MSL.

Trees beginning 2.5 NM from DER, 1646' right of centerline, up to 865' MSL.

Rwy 34, building 120' from DER, 494' left of centerline, 33' AGL/370' MSL.

Pole 235' from DER, 404' right of centerline, 37' AGL/373' MSL.

Building 243' from DER, 518' left of centerline, 371' MSL.

Trees beginning 295' from DER, 287' right of centerline, up to 407' MSL.

Tree 362' from DER, 465' left of centerline, 402' MSL.

Trees beginning 426' from DER, 162' left of centerline, up to 412' MSL.

Tower 2.3 NM from DER, 881' right of centerline, 199' AGL/736' MSL.

MORRISVILLE, VT**MORRISVILLE-STOWE STATE (MVL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3 07MAR13 (13066) (FAA)****TAKEOFF MINIMUMS:****Rwy 1**, std. w/min. climb of 358' per NM to 4300 or 3500-3 for climb in visual conditions.**Rwy 19**, 900-3 w/min. climb of 500' per NM to 5000 or 3500-3 for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 1**, climb heading 029° to 4300 before proceeding on course. For climb in visual conditions: cross Morrisville-Stowe State airport at or above 4100' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.**Rwy 19**, climbing right turn heading 040° to 5000 before proceeding on course. For climb in visual conditions: cross Morrisville-Stowe State airport at or above 4100' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.**TAKEOFF OBSTACLE NOTES:****Rwy 1**, multiple trees beginning 79' from DER, 40' right of centerline, up to 38' AGL/746' MSL.

Numerous trees beginning 1331' from DER, 160' right of centerline, up to 74' AGL/812' MSL.

Multiple buildings, trees, pole, and silo beginning 413' from DER, 595' left of centerline, up to 91' AGL/819' MSL.

Numerous trees beginning 1829' from DER, 257' left of centerline, up to 96' AGL/824' MSL.

Rwy 19, numerous trees beginning 11' from DER, 364' right of centerline, up to 80' AGL/794' MSL.

Multiple buildings beginning 210' from DER, 469' right of centerline, up to 84' AGL/792' MSL.

Numerous trees and buildings beginning 677' from DER, 19' right of centerline, up to 89' AGL/817' MSL.

Numerous trees and poles beginning 1309' from DER, 73' right of centerline, up to 98' AGL/846' MSL.

Numerous trees beginning 5890' from DER, 1940' right of centerline, up to 113' AGL/900' MSL.

Multiple trees 187' from DER, 144' left of centerline, up to 54' AGL/762' MSL.

Numerous trees, poles, and building beginning 1218' from DER, 5' left of centerline, up to 102' AGL/850' MSL.

Numerous trees beginning 1.5 NM from DER, 1979' left of centerline, up to 95' AGL/1175' MSL.

NANTUCKET, MA**NANTUCKET MEML (ACK)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4 29DEC22 (22363) (FAA)****TAKEOFF OBSTACLE NOTES:****Rwy 6**, terrain 204' from DER, 490' left of centerline, 52' MSL.

Building 979' from DER, 636' left of centerline, 16' AGL/73' MSL.

Rwy 15, vegetation 2' from DER, 475' left of centerline, 48' MSL.

Tree, vehicle on road beginning 8' from DER, 354' left of centerline, up to 23' AGL/56' MSL.

Vegetation 32' from DER, 344' right of centerline, 46' MSL.

Vegetation, tree beginning 105' from DER, 29' right of centerline, up to 11' AGL/50' MSL.

Tree 346' from DER, 449' right of centerline, 51' MSL.

Rwy 24, trees beginning 12' from DER, 300' right of centerline, up to 60' AGL/77' MSL.

Trees, fence beginning 65' from DER, 19' left of centerline, up to 60' AGL/90' MSL.

Trees beginning 227' from DER, 33' right of centerline, up to 60' AGL/83' MSL.

Rwy 33, building 173' from DER, 371' right of centerline, 16' AGL/61' MSL.

Buildings beginning 605' from DER, 235' left of centerline, up to 23' AGL/65' MSL.

CON'T

26246



NE-1



26246



NANTUCKET, MA (CON'T)

NANTUCKET MEML (ACK) (CON'T)

Rwy 33 (CON'T), building 894' from DER, 675' right of centerline, 91' MSL.
 Tower, building 895' from DER, 318' right of centerline, up to 52' AGL/98' MSL.
 Tower, buildings, pole beginning 902' from DER, 168' right of centerline, up to 58' AGL/103' MSL.
 Building, tree beginning 923' from DER, 254' left of centerline, up to 38' AGL/78' MSL.
 Trees beginning 1286' from DER, 282' left of centerline, up to 43' AGL/83' MSL.
 Tree 1963' from DER, 113' left of centerline, 50' AGL/99' MSL.

NASHUA, NH

BOIRE FLD (ASH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27JUN13 (21112) (FAA)

DEPARTURE PROCEDURE:

Rwy 32, climb heading 319° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 47' from DER, left and right of centerline, up to 80' AGL/262' MSL.
 Pole 707' from DER, 673' right of centerline, up to 37' AGL/221' MSL.
 Poles beginning 853' from DER, 170' left of centerline, up to 28' AGL/217' MSL.
 Pole 989' from DER, 560' right of centerline, up to 53' AGL/240' MSL.
 Trees beginning 1030' from DER, 62' right of centerline, up to 80' AGL/270' MSL.
 Trees beginning 1057' from DER, 6' left of centerline, up to 112' AGL/283' MSL.
 Pole 1465' from DER, 656' right of centerline, up to 68' AGL/253' MSL.
 Trees beginning 2253' from DER, 143' left of centerline, up to 82' AGL/287' MSL.
 Trees beginning 2405' from DER, 205' right of centerline, up to 113' AGL/289' MSL.
Rwy 32, trees beginning 20' from DER, 99' right of centerline, up to 96' AGL/295' MSL.
 Trees beginning 882' from DER, on centerline, up to 80' AGL/259' MSL.
 Trees beginning 2333' from DER, 107' left of centerline, up to 97' AGL/300' MSL.
 Tree 3562' from DER, 1324' right of centerline, up to 80' AGL/312' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 20APR23 (23110) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 300-1½ or std. w/min. climb of 276' NM to 300.
Rwy 32, 300-1¼ or std. w/min. climb of 251' per NM to 300 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE:

Rwy 14, climb on heading 144° to 700 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, pole 37' from DER, on and left of centerline, 13' AGL/87' MSL.
 Vehicle on roadway 198' from DER, 499' right of centerline, 105' MSL.
 Tree, pole beginning 227' from DER, on centerline, up to 9' AGL/110' MSL.
 Tree, terrain, pole, vehicle on roadway beginning 508' from DER, 22' right of centerline, up to 4' AGL/111' MSL.
 NAVAID, vegetation beginning 524' from DER, 56' left of centerline, up to 30' AGL/103' MSL.
 Tree, vehicle on roadway, vegetation beginning 718' from DER, 21' left of centerline, up to 31' AGL/122' MSL.
 Tree, vegetation beginning 825' from DER, 85' right of centerline, up to 8' AGL/122' MSL.
 Tree, vegetation beginning 896' from DER, 90' left of centerline, up to 29' AGL/126' MSL.
 Tree, terrain beginning 1016' from DER, 214' right of centerline, up to 134' MSL.
 Trees beginning 1198' from DER, 104' right of centerline, up to 32' AGL/143' MSL.
 Trees beginning 1268' from DER, 369' left of centerline, up to 36' AGL/145' MSL.
 Trees beginning 2096' from DER, 94' left of centerline, up to 58' AGL/160' MSL.
 Trees beginning 2234' from DER, 80' right of centerline, up to 52' AGL/156' MSL.
 Tree 2393' from DER, 731' right of centerline, 160' MSL.
 Trees beginning 2456' from DER, 8' right of centerline, up to 176' MSL.
 Trees beginning 2623' from DER, 360' left of centerline, up to 162' MSL.
 Trees beginning 2849' from DER, 603' left of centerline, up to 63' AGL/167' MSL.
 Building, tree beginning 3104' from DER, 407' right of centerline, up to 65' AGL/180' MSL.
 Tree 3869' from DER, 549' left of centerline, 74' AGL/176' MSL.
 Tree 3873' from DER, 1337' right of centerline, 187' MSL.
 Tree 3895' from DER, 649' left of centerline, 79' AGL/183' MSL.
 Tree 3929' from DER, 564' left of centerline, 82' AGL/185' MSL.
Rwy 14, light poles 9' from DER, 64' left of centerline, 8' AGL/68' MSL.
 Trees beginning 20' from DER, 360' left of centerline, up to 95' MSL.
 Sign 39' from DER, 151' right of centerline, 8' AGL/68' MSL.
 Trees beginning 333' from DER, 378' left of centerline, up to 117' MSL.
 Tree, pole beginning 388' from DER, 480' right of centerline, up to 96' MSL.
 Tree 504' from DER, 605' right of centerline, 102' MSL.
 Trees beginning 560' from DER, 272' right of centerline, up to 108' MSL.
 Tree, building, pole, tower beginning 565' from DER, 35' left of centerline, up to 133' MSL.
 Trees beginning 670' from DER, 8' right of centerline, up to 126' MSL.
 Tree 740' from DER, 537' right of centerline, 129' MSL.

CON'T



26246



NE-1

NEW BEDFORD, MA (CON'T)

NEW BEDFORD RGNL (EWB) (CON'T)

Rwy 14 (CON'T), trees beginning 750' from DER, 383' right of centerline, up to 133' MSL.

Tree, pole beginning 760' from DER, 233' right of centerline, up to 137' MSL.

Trees beginning 891' from DER, 534' left of centerline, up to 136' MSL.

Tree, building, pole, terrain, vegetation, monument, vertical structure, vehicle on roadway, fence, smokestack, sign beginning 909' from DER, 168' left of centerline, up to 145' MSL.

Tree, smokestack, building beginning 1981' from DER, 118' right of centerline, up to 151' MSL.

Trees beginning 2129' from DER, 392' right of centerline, up to 154' MSL.

Trees beginning 2299' from DER, 11' left of centerline, up to 149' MSL.

Trees beginning 2378' from DER, on centerline, up to 162' MSL.

Trees beginning 2855' from DER, 422' right of centerline, up to 163' MSL.

sign, tree, building beginning 2916' from DER, 5' right of centerline, up to 70' AGL/171' MSL.

Tree 2959' from DER, 115' left of centerline, 150' MSL.

Trees beginning 2970' from DER, 52' left of centerline, up to 151' MSL.

Building 3314' from DER, 1210' left of centerline, 63' AGL/152' MSL.

Building beginning 3334' from DER, 806' left of centerline, up to 84' AGL/160' MSL.

Smokestack 4101' from DER, 1392' left of centerline, 126' AGL/213' MSL.

Building 4899' from DER, 1373' right of centerline, 143' AGL/235' MSL.

Building 1.1 NM from DER, 423' left of centerline, 228' AGL/281' MSL.

Building spire 1.1 NM from DER, 424' left of centerline, 235' AGL/279' MSL.

Rwy 23, vegetation 6' from DER, 491' left of centerline, 65' MSL.

NAVAID 7' from DER, on centerline, 1' AGL/65' MSL.

Vehicle on roadway 29' from DER, 258' left of centerline, 75' MSL.

Vehicle on roadway 99' from DER, 204' right of centerline, 74' MSL.

Tree 2171' from DER, 903' right of centerline, 54' AGL/127' MSL.

Tree 2544' from DER, 1165' left of centerline, 137' MSL.

Tree 2840' from DER, 1134' right of centerline, 146' MSL.

Rwy 32, vegetation, wall beginning 38' from DER, 178' right of centerline, up to 95' MSL.

Tree, vegetation beginning 176' from DER, 110' right of centerline, up to 109' MSL.

Trees beginning 311' from DER, 112' right of centerline, up to 124' MSL.

Wall 366' from DER, 220' left of centerline, 2' AGL/87' MSL.

Tree 393' from DER, 41' left of centerline, 92' MSL.

Trees beginning 398' from DER, 8' left of centerline, up to 96' MSL.

Trees beginning 417' from DER, 59' right of centerline, up to 45' AGL/134' MSL.

Pole beginning 539' from DER, 350' left of centerline, up to 29' AGL/107' MSL.

Trees beginning 559' from DER, 67' right of centerline, up to 139' MSL.

Tree, pole beginning 686' from DER, 557' left of centerline, up to 120' MSL.

Trees beginning 775' from DER, 6' right of centerline, up to 148' MSL.

Tree, building beginning 856' from DER, 5' left of centerline, up to 140' MSL.

Trees beginning 1283' from DER, 30' left of centerline, up to 141' MSL.

Trees beginning 1848' from DER, 500' left of centerline, up to 144' MSL.

Tree 2225' from DER, 609' left of centerline, 147' MSL.

Tree 2270' from DER, 804' left of centerline, 148' MSL.

Trees beginning 2272' from DER, 512' left of centerline, up to 155' MSL.

Trees beginning 2377' from DER, 753' left of centerline, up to 157' MSL.

Trees beginning 2535' from DER, 679' left of centerline, up to 166' MSL.

Trees beginning 3746' from DER, 40' right of centerline, up to 173' MSL.

Tree 3847' from DER, 19' right of centerline, 176' MSL.

Tree 3988' from DER, 69' left of centerline, 181' MSL.

Tree 4186' from DER, 57' left of centerline, 183' MSL.

Tree 4728' from DER, 243' left of centerline, 199' MSL.

Trees beginning 4806' from DER, 5' left of centerline, up to 200' MSL.

Tree 4906' from DER, 491' right of centerline, 203' MSL.

Trees beginning 4940' from DER, 80' left of centerline, up to 209' MSL.

Tree 5033' from DER, 1506' left of centerline, 210' MSL.

Tree 5050' from DER, 1631' left of centerline, 217' MSL.

Trees beginning 5076' from DER, 177' left of centerline, up to 220' MSL.

Tree 5096' from DER, 573' right of centerline, 208' MSL.

Tree 5137' from DER, 508' right of centerline, 209' MSL.

Trees beginning 5162' from DER, 1176' left of centerline, up to 225' MSL.

Trees beginning 5185' from DER, 394' right of centerline, up to 210' MSL.

Trees beginning 5242' from DER, 180' right of centerline, up to 219' MSL.

Trees beginning 5430' from DER, 387' right of centerline, up to 221' MSL.

Tree 5522' from DER, 1461' left of centerline, 226' MSL.

Trees beginning 5587' from DER, 574' right of centerline, up to 225' MSL.

Trees beginning 5671' from DER, 1160' left of centerline, up to 227' MSL.

Tree 5777' from DER, 1750' left of centerline, 228' MSL.

Trees beginning 5784' from DER, 434' right of centerline, up to 227' MSL.

Tree 5877' from DER, 1367' right of centerline, 228' MSL.



26246

**NEW HAVEN, CT****TWEED/NEW HAVEN (HVN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 7 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:**Rwys 14, 32**, NA-Environmental.**Rwy 2**, 300-1½ w/min climb of 240' per NM to 860, or std w/min climb of 1183' per NM to 380 or 1000-3 for VCOA.

VCOA:

Rwy 2, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tweed/New Haven airport at or above 1000 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 2**, fence 22' from DER, 497' left of centerline, 14' MSL.

Fence 41' from DER, 449' right of centerline, 22' MSL.

Tree 63' from DER, 369' left of centerline, 16' MSL.

Tower and vehicles on road beginning 124' from DER, 306' right of centerline, up to 53' AGL/64' MSL.

Tree and vehicles on road beginning 397' from DER, 284' right of centerline, up to 70' MSL.

Tree and pole beginning 426' from DER, 563' left of centerline, up to 71' MSL.

Trees beginning 546' from DER, 457' right of centerline, up to 88' MSL.

Tree 634' from DER, 553' right of centerline, 75' AGL/89' MSL.

Tree, pole, building, and transmission line beginning 647' from DER, 489' left of centerline, up to 83' MSL.

Tree, building, and pole beginning 679' from DER, on centerline, up to 95' MSL.

Tree 857' from DER, 593' left of centerline, 105' MSL.

Tree, antenna, transmission line, electrical system, pole, and vehicles on road beginning 900' from DER, 82' left of centerline, up to 155' MSL.

Tree, vegetation, and building beginning 1131' from DER, 103' left of centerline, up to 159' MSL.

Building 1166' from DER, 796' left of centerline, 30' AGL/178' MSL.

Tree, pole, vehicles on road, and electrical system beginning 1170' from DER, 3' left of centerline, up to 180' MSL.

Tree, pole, electrical system, and building beginning 1224' from DER, 28' left of centerline, up to 186' MSL.

Tree, building, and pole beginning 1289' from DER, 107' left of centerline, up to 194' MSL.

Tree, building, and pole beginning 1342' from DER, 49' left of centerline, up to 211' MSL.

Tree, building, and pole beginning 1463' from DER, 17' left of centerline, up to 213' MSL.

Tree, pole, stack, building, traverse way, tank, and antenna beginning 1639' from DER, 1' left of centerline, up to 101' AGL/241' MSL.

Tree and pole beginning 1905' from DER, on centerline, up to 105' MSL.

Tree and building beginning 2264' from DER, on centerline, up to 112' MSL.

Tree and building beginning 2617' from DER, 2' right of centerline, up to 117' MSL.

Trees beginning 2848' from DER, 24' right of centerline, up to 63' AGL/118' MSL.

Trees beginning 2895' from DER, 25' right of centerline, up to 63' AGL/121' MSL.

Tree and pole beginning 3081' from DER, 8' right of centerline, up to 71' AGL/125' MSL.

Tree and pole beginning 3347' from DER, 43' right of centerline, up to 78' AGL/127' MSL.

Tree and pole beginning 3409' from DER, 20' right of centerline, up to 82' AGL/135' MSL.

Tree, building, and pole beginning 3499' from DER, 16' left of centerline, up to 246' MSL.

Tree, building, pole, and vehicles on road beginning 3625' from DER, 2' left of centerline, up to 98' AGL/282' MSL.

Trees beginning 3695' from DER, 28' right of centerline, up to 68' AGL/139' MSL.

Trees beginning 3885' from DER, 11' right of centerline, up to 100' AGL/145' MSL.

Trees beginning 4849' from DER, 1267' left of centerline, up to 226' MSL.

Rwy 20, vegetation 18' from DER, 417' left of centerline, 8' MSL.

Tree, pole, building, and vehicles on road beginning 53' from DER, 478' right of centerline, up to 44' MSL.

Vegetation 57' from DER, 284' left of centerline, 12' MSL.

Vegetation beginning 121' from DER, 273' left of centerline, up to 18' MSL.

Tree and vegetation beginning 298' from DER, 441' left of centerline, up to 28' MSL.

Tree 583' from DER, 564' right of centerline, 52' MSL.

Tree, building, and pole beginning 737' from DER, 560' right of centerline, up to 59' MSL.

Tree, pole, transmission line, and building beginning 944' from DER, 551' right of centerline, up to 80' MSL.

Tree 953' from DER, 542' left of centerline, 43' MSL.

Trees beginning 1226' from DER, 656' right of centerline, up to 54' AGL/90' MSL.

Tree, building, transmission line beginning 1250' from DER, 416' right of centerline, up to 101' MSL.

Trees beginning 2097' from DER, 860' left of centerline, up to 67' MSL.

Trees beginning 2184' from DER, 703' left of centerline, up to 68' MSL.

Trees beginning 2225' from DER, 296' left of centerline, up to 77' MSL.

Trees beginning 2589' from DER, 170' left of centerline, up to 83' MSL.

Trees beginning 2607' from DER, 151' left of centerline, up to 95' MSL.

Trees beginning 2684' from DER, 120' right of centerline, up to 96' AGL/108' MSL.

Trees beginning 2748' from DER, 133' left of centerline, up to 76' AGL/99' MSL.

NEWPORT, NH**PARLIN FLD (2B3)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 26MAY16 (22083) (FAA)

TAKEOFF MINIMUMS:**Rwys 12, 30**, NA-Environmental.**Rwy 18**, 600-2½ w/min climb of 365' per NM to 3400 or 2300-3 for climb in visual conditions.**Rwy 36**, 700-1¼ w/min climb of 487' per NM to 3700 or 2300-3 for climb in visual conditions.

NOTE: Procedure NA at night.

CON'T

26246





26246



NEWPORT, NH (CON'T) PARLIN FLD (2B3) (CON'T)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 182° to 3200 before proceeding on course.

Rwy 36, climb heading 002° to 2100 before proceeding on course.

VCOA:

Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Parlin Fld at or above 2900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, row of trees beginning 7' from DER, from 131' left to 460' right of centerline, and continuing 2715' south along both banks of the river, up to 100' AGL/887' MSL.

Trees beginning 8' from DER, 460' right of centerline, up to 100' AGL/907' MSL.

Trees beginning 439' from DER, 594' right of centerline, up to 100' AGL/926' MSL.

Buildings and trees beginning 2654' from DER, 677' left of centerline, up to 100' AGL/926' MSL.

Buildings and trees beginning 3117' from DER, 983' left of centerline, up to 100' AGL/946' MSL.

Trees beginning 3626' from DER, 502' right of centerline, up to 100' AGL/946' MSL.

Trees beginning 3812' from DER, 640' right of centerline, up to 100' AGL/966' MSL.

Buildings and trees beginning 4084' from DER, 1528' left of centerline, up to 100' AGL/966' MSL.

Buildings, vehicles, and trees beginning 4085' from DER, 974' right of centerline, up to 100' AGL/985' MSL.

Trees beginning 4273' from DER, 1161' right of centerline, up to 100' AGL/998' MSL.

Trees beginning 4559' from DER, 1340' right of centerline, up to 100' AGL/1018' MSL.

Buildings and trees beginning 4630' from DER, 1577' right of centerline, up to 100' AGL/1037' MSL.

Buildings, trees beginning 4826' from DER, 1559' right of centerline, up to 100' AGL/1064' MSL.

Buildings, vehicles, and trees beginning 5046' from DER, 1757' right of centerline, up to 100' AGL/1084' MSL.

Buildings, vehicles, and trees beginning 5503' from DER, 1946' right of centerline, up to 100' AGL/1103' MSL.

Tower 1.0 NM from DER, 155' right of centerline, 206' AGL/990' MSL.

Buildings, vehicles, and trees beginning 1.4 NM from DER, 2233' right of centerline, up to 100' AGL/1123' MSL.

Trees beginning 1.4 NM from DER, 2374' left of centerline, up to 100' AGL/1103' MSL.

Trees beginning 1.6 NM from DER, 2567' left of centerline, up to 100' AGL/1222' MSL.

Trees beginning 1.7 NM from DER, 2804' left of centerline, up to 100' AGL/1281' MSL.

Trees beginning 1.9 NM from DER, 2480' left of centerline, up to 100' AGL/1300' MSL.

Trees beginning 2.0 NM from DER, 3003' left of centerline, up to 100' AGL/1359' MSL.

Rwy 36, vehicles on road beginning from DER, from 130' left to 380' right of centerline, up to 15' AGL/802' MSL.

Trees beginning 61' from DER, from 264' left to 393' right of centerline, up to 100' AGL/887' MSL.

Trees beginning 67' from DER, 192' left of centerline, up to 100' AGL/907' MSL.

Trees beginning 101' from DER, 408' right of centerline, up to 100' AGL/907' MSL.

Trees beginning 112' from DER, 453' right of centerline, up to 100' AGL/926' MSL.

Trees beginning 181' from DER, 330' right of centerline, up to 100' AGL/946' MSL.

Trees beginning 1056' from DER, from 25' right to 854' left of centerline, up to 100' AGL/966' MSL.

Trees beginning 1485' from DER, from 37' right to 937' left of centerline, up to 100' AGL/985' MSL.

Trees beginning 1587' from DER, 381' left of centerline, up to 100' AGL/1005' MSL.

Trees beginning 1634' from DER, 455' left of centerline, up to 100' AGL/1024' MSL.

Trees beginning 1703' from DER, 429' left of centerline, up to 100' AGL/1044' MSL.

Trees beginning 1796' from DER, 292' left of centerline, up to 100' AGL/1064' MSL.

Trees beginning 1880' from DER, 352' left of centerline, up to 100' AGL/1084' MSL.

Trees beginning 4213' from DER, from 313' left to 1324' right of centerline, up to 100' AGL/1005' MSL.

Trees continuing from 5591' from DER, on rising hillside, 826' left of centerline, up to 100' AGL/1103' MSL.

Trees continuing from 5936' from DER, on rising hillside, 913' left of centerline, up to 100' AGL/1123' MSL.

Trees continuing from 1.0 NM from DER, on rising hillside, 992' left of centerline, up to 100' AGL/1162' MSL.

Trees continuing from 1.1 NM from DER, on rising hillside, 1158' left of centerline, up to 100' AGL/1202' MSL.

Trees continuing from 1.2 NM from DER, on rising hillside, 1335' left of centerline, up to 100' AGL/1241' MSL.

Trees beginning 1.2 NM from DER, 2305' right of centerline, up to 100' AGL/1064' MSL.

Trees continuing from 1.3 NM from DER, on rising hillside, 1486' left of centerline, up to 100' AGL/1340' MSL.

Trees continuing from 1.4 NM from DER, on rising hillside, 2436' left of centerline, up to 100' AGL/1399' MSL.

Trees 1.5 NM from DER, on hilltop, 2732' left of centerline, up to 100' AGL/1418' MSL.

NEWPORT, RI

NEWPORT STATE (UUU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 20DEC07 (07354) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

Rwy 16, 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 039° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 1.7 NM from DER, 916' right of centerline, up to 100' AGL/459' MSL.

Rwy 16, tower 3782' from DER, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from DER, 1100' right of centerline, 132' AGL/310' MSL.

Rwy 34, terrain 102' from DER, 424' right of centerline, 159' MSL.

Vehicle on road 726' from DER, 602' right of centerline.



26246



NE-1

NE-1, 03 SEP 2026 to 29 OCT 2026



26246



NEWPORT, VT

NORTHEAST KINGDOM INTL (EFK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, std. w/min. climb of 283' per NM to 4400, or 2200-3 for VCOA.

Rwy 23, std. w/min. climb of 330' per NM to 3300, or 2200-3 for VCOA.

Rwy 36, std. w/min. climb of 320' per NM to 2000, or 2200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb on heading 047° to 2200 before proceeding on course.

Rwy 18, climb on heading 177° to 1500 before turning right.

Rwy 23, climb on heading 227° to 2700 before proceeding on course.

Rwy 36, climb on heading 357° to 3300 before proceeding on course.

VCOA:

Rwys 18, 23, 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross

Northeast Kingdom Intl airport at or above 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain beginning 4' from DER, 97' left of centerline, up to 932' MSL.

Vehicles on road, terrain beginning 6' from DER, 204' left of centerline, up to 946' MSL.

Pole 208' from DER, 482' right of centerline, 43' AGL/948' MSL.

Poles beginning 423' from DER, 271' right of centerline, up to 42' AGL/953' MSL.

Trees beginning 456' from DER, 196' left of centerline, up to 969' MSL.

Poles, tree beginning 647' from DER, 84' right of centerline, up to 43' AGL/956' MSL.

Tree 1189' from DER, 578' right of centerline, 77' AGL/959' MSL.

Rwy 18, tree 1218' from DER, 797' right of centerline, 60' AGL/1000' MSL.

Trees beginning 1529' from DER, 820' right of centerline, up to 81' AGL/1022' MSL.

Trees beginning 1799' from DER, 291' right of centerline, up to 86' AGL/1033' MSL.

Terrain 2183' from DER, 671' left of centerline, 1002' MSL.

Terrain beginning 2239' from DER, 254' left of centerline, up to 1003' MSL.

Trees beginning 2515' from DER, 1150' left of centerline, up to 78' AGL/1023' MSL.

Trees beginning 2688' from DER, 988' left of centerline, up to 91' AGL/1048' MSL.

Rwy 23, wall 16' from DER, 333' right of centerline, 5' AGL/928' MSL.

Trees beginning 54' from DER, 377' right of centerline, up to 67' AGL/985' MSL.

Trees beginning 139' from DER, 475' left of centerline, up to 958' MSL.

Trees beginning 172' from DER, 14' left of centerline, up to 90' AGL/1000' MSL.

Trees beginning 298' from DER, 9' right of centerline, up to 69' AGL/987' MSL.

Trees beginning 613' from DER, 13' right of centerline, up to 74' AGL/992' MSL.

Rwy 36, terrain 17' from DER, 499' left of centerline, 936' MSL.

Vehicle on road 95' from DER, 495' right of centerline, 948' MSL.

Trees, terrain beginning 1786' from DER, 150' left of centerline, up to 70' AGL/1007' MSL.

Tree 5363' from DER, 1935' left of centerline, 87' AGL/1068' MSL.

Tree 5507' from DER, 1952' left of centerline, 72' AGL/1077' MSL.

Trees beginning 5828' from DER, 1854' left of centerline, up to 77' AGL/1101' MSL.

Trees beginning 1.1 NM from DER, 898' left of centerline, up to 90' AGL/1131' MSL.

NORRIDGEWOCK, ME

CENTRAL MAINE/NORRIDGEWOCK (OWK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 29MAY14 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1½ or std. w/min. climb of 210' per NM to 500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

Rwy 15, std. w/min. climb of 235' per NM to 1100, or 1400-2½ for climb in visual conditions.

Rwy 21, std. w/min. climb of 285' per NM to 1000, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 028° to 1200 before turning left.

Rwy 15, climb heading 148° to 1100 before proceeding on course or for climb in visual conditions: cross Central Maine/Norridgewock at or above 1500 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 21, climb heading 208° to 1000 before proceeding on course or for climb in visual conditions: cross Central Maine/Norridgewock at or above 1500 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 33, climbing right turn to 1900 direct AUG VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 3' from DER, 196' right of centerline, up to 100' AGL/439' MSL.

Trees beginning 139' from DER, 487' left of centerline, up to 100' AGL/367' MSL.

Rwy 15, trees beginning 248' from DER, 559' right of centerline, up to 100' AGL/349' MSL.

Trees beginning 477' from DER, 295' left of centerline, up to 100' AGL/369' MSL.

Rwy 21, trees beginning 15' from DER, 108' right of centerline, up to 100' AGL/399' MSL.

Trees beginning 523' from DER, 608' left of centerline, up to 100' AGL/409' MSL.

Rwy 33, trees beginning 4' from DER, 21' left of centerline, up to 100' AGL/359' MSL.

Trees beginning 264' from DER, 4' right of centerline, up to 100' AGL/379' MSL.



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NORTH ADAMS, MA

HARRIMAN-AND-WEST (AQW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12NOV15 (15316) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 1100-2¼ w/min. climb of 558' per NM to 4200 or std. w/min. climb of 830' per NM to 3600 or 3500-3 for climb in visual conditions.

Rwy 29, 900-3 w/min. climb of 660' per NM to 3800 or std. w/min. climb of 843' per NM to 3500 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 111° to 4000 before proceeding on course.

Rwy 29, climb heading 291° to 3800 before proceeding on course.

VCOA:

Rwys 11, 29, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Harriman-and-West airport at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, building 3' from DER, 420' left of centerline, 15' AGL/664' MSL.

Pole and trees beginning 33' from DER, 360' right of centerline, up to 22' AGL/692' MSL.

Vehicles on road 49' from DER, crossing centerline, 15' AGL/661' MSL.

Multiple trees and building continuing from 149' from DER, left and right of centerline, up to 85' AGL/730' MSL.

Multiple trees, poles and buildings continuing from 198' from DER, left and right of centerline, up to 57' AGL/746' MSL.

Trees and poles continuing from 546' from DER, right and left of centerline, up to 71' AGL/760' MSL.

Multiple trees and buildings continuing from 607' from DER, right and left of centerline, up to 79' AGL/768' MSL.

Multiple trees and poles continuing from 794' from DER, from 708' right and across centerline, up to 92' AGL/781' MSL.

Multiple trees and building on rising hillside continuing from 1459' from DER from 843' right and across centerline, up to 64' AGL/793' MSL.

Trees on rising hillside continuing from 1625' from DER, from 880' right and across centerline, up to 79' AGL/827' MSL.

Trees on rising hillside continuing from 2010' from DER, from 1009' right and across centerline, up to 107' AGL/856' MSL.

Trees on rising hillside continuing from 2510' from DER, from 1169' right and crossing centerline, up to 93' AGL/882' MSL.

Trees on rising hillside continuing from 3537' from DER, 33' right of centerline, up to 80' AGL/907' MSL.

Trees on rising hillside continuing from 4322' from DER, 205' right of centerline, up to 69' AGL/955' MSL.

Trees on rising hillside continuing from 4809' from DER, 603' right of centerline, up to 65' AGL/971' MSL.

Trees on rising hillside continuing from 4842' from DER, 292' right of centerline, up to 89' AGL/995' MSL.

Trees on rising hillside continuing from 4975' from DER, 330' right of centerline, up to 74' AGL/1000' MSL.

Trees on rising hillside continuing from 5081' from DER, 408' right of centerline, up to 84' AGL/1009' MSL.

Trees on rising hillside continuing from 5178' from DER, 146' right of centerline, up to 79' AGL/1024' MSL.

Trees on rising hillside continuing from 5315' from DER, 114' right of centerline, up to 100' AGL/1065' MSL.

Trees on rising hillside continuing from 5443' from DER, 270' right of centerline, up to 108' AGL/1112' MSL.

Trees on rising hillside continuing from 5610' from DER, 10' right of centerline, up to 105' AGL/1129' MSL.

Trees on rising hillside continuing from 5767' from DER, crossing centerline, up to 80' AGL/1163' MSL.

Trees on rising hillside continuing from 5889' from DER, crossing centerline, up to 105' AGL/1188' MSL.

Trees near hilltop continuing from 1 NM from DER, crossing centerline, up to 90' AGL/1232' MSL.

Trees near hilltop continuing from 1.1 NM from DER, crossing centerline, up to 86' AGL/1287' MSL.

Trees on rising hillside and along hilltop continuing from 1.2 NM from DER, 3' right of centerline, up to 65' AGL/1306' MSL.

Trees on rising hillside continuing from 1.2 NM from DER, 7' left of centerline, up to 91' AGL/1294' MSL.

Trees on hilltop 1.9 NM from DER, 3504' right of centerline, up to 111' AGL/1705' MSL.

Transmission tower and transmission line 2 NM from DER, crossing centerline, 50' AGL/1527' MSL.

Rwy 29, pole 9' from DER, 49' right of centerline, 4' AGL/653' MSL.

Trees beginning 60' from DER, 314' left of centerline, up to 65' AGL/707' MSL.

Trees continuing from 143' from DER, left and right of centerline, up to 75' AGL/745' MSL.

Trees continuing from 427' from DER, left and right of centerline, up to 96' AGL/765' MSL.

Multiple buildings 827' from DER, 501' left of centerline, up to 28' AGL/717' MSL.

Trees and buildings continuing from 1061' from DER, 26' left of centerline, up to 94' AGL/782' MSL.

Trees and buildings continuing from 1487' from DER, 56' right of centerline, up to 76' AGL/726' MSL.

Trees and buildings continuing from 1667' from DER, left and right of centerline, up to 60' AGL/828' MSL.

Trees continuing from 1975' from DER, 18' left of centerline, up to 77' AGL/865' MSL.

Multiple trees, buildings, and vehicles, continuing from 2172' from DER, up to 99' AGL/886' MSL.

Trees on rising hillside continuing from 1.1 NM from DER, left and right of centerline, up to 80' AGL/966' MSL.

Trees on rising hillside continuing from 1.4 NM from DER, left and right of centerline, up to 93' AGL/1038' MSL.

Trees on rising hillside continuing from 1.5 NM from DER, left and right of centerline, up to 99' AGL/1043' MSL.

Trees on rising hillside continuing from 1.6 NM from DER, left and right of centerline, up to 112' AGL/1116' MSL.

Trees on rising hillside continuing from 1.6 NM from DER, left and right of centerline, up to 74' AGL/1197' MSL.

Trees on hilltop continuing from 1.7 NM from DER, left and right of centerline, up to 119' AGL/1215' MSL.

Trees on rising hillside continuing from 2.3 NM from DER, left and right of centerline, up to 75' AGL/1295' MSL.

Trees on rising hillside to hilltop continuing from 2.4 NM from DER, left and right of centerline, up to 51' AGL/1479' MSL.

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



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NORTH KINGSTOWN, RI QUONSET STATE (OQU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2 22JAN26 (26022) (FAA)

TAKEOFF MINIMUMS:

- Rwy 5**, 300-1 or std w/min climb of 403'/NM to 300.
Rwy 16, 300-1½ or std w/min climb of 253'/NM to 300.
Rwy 23, 300-1 or std w/min climb of 1207'/NM to 300.

TAKEOFF OBSTACLE NOTES:

- Rwy 5**, ships beginning 3500' from DER, on centerline, up to 185' MSL.
Rwy 16, pole 649' from DER, 621' right of centerline, 20' AGL/31' MSL.
 Building, pole beginning 765' from DER, 612' right of centerline, up to 23' AGL/35' MSL.
Rwy 23, sign, vehicle on road beginning 304' from DER, 4' left of centerline, up to 18' AGL/26' MSL.
 Vehicle on road, sign beginning 398' from DER, 90' left of centerline, up to 31' MSL.
 Sign 421' from DER, 23' right of centerline, 18' AGL/26' MSL.
 Crane beginning 1668' from DER, 911' right of centerline, up to 169' AGL/175' MSL.
 Ships beginning 3500' from DER, 32' right of centerline, up to 185' MSL.
Rwy 34, trees beginning 1014' from DER, 220' left of centerline, up to 41' AGL/65' MSL.
 Tree beginning 1073' from DER, 100' left of centerline, up to 77' MSL.
 Trees beginning 1088' from DER, 47' left of centerline, up to 58' AGL/80' MSL.
 Tree 1173' from DER, 339' right of centerline, 25' AGL/54' MSL.
 Trees beginning 1185' from DER, 478' right of centerline, up to 43' AGL/73' MSL.
 Trees beginning 1219' from DER, 282' right of centerline, up to 74' MSL.
 Tree 1259' from DER, 584' right of centerline, 56' AGL/85' MSL.
 Trees beginning 1264' from DER, 152' right of centerline, up to 63' AGL/91' MSL.
 Trees beginning 2158' from DER, 191' left of centerline, up to 71' AGL/90' MSL.
 Tree 2447' from DER, 494' left of centerline, 68' AGL/92' MSL.
 Trees beginning 2466' from DER, 799' left of centerline, up to 74' AGL/99' MSL.
 Tree 3676' from DER, 651' left of centerline, 112' MSL.
 Tree 3990' from DER, 1374' left of centerline, 90' AGL/120' MSL.
 Tree 4188' from DER, 1515' left of centerline, 95' AGL/127' MSL.
 Tree 4635' from DER, 1592' left of centerline, 106' AGL/134' MSL.

NORTHAMPTON, MA

NORTHAMPTON (7B2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 13JAN11 (11013) (FAA)

TAKEOFF MINIMUMS:

- Rwy 14**, 1500-2½ for climb in visual conditions.
Rwy 32, std. w/ min. climb of 286' per NM to 2000.

DEPARTURE PROCEDURE:

- Rwy 14**, for climb in visual conditions: cross Northampton Airport at or above 1500 before proceeding on course. **Rwy 32**, climb heading 323° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

- Rwy 14**, vehicle on road 5' from DER, 178' right of centerline, up to 17' AGL/136' MSL.
 Vehicle on road 35' from DER, 143' left of centerline, up to 17' AGL/136' MSL.
 Trees beginning 984' from DER, 476' left of centerline, up to 100' AGL/219' MSL.
 Numerous trees beginning 1.2 NM from DER, 1556' left and right of centerline, up sloping on Holyoke range, up to 100' AGL/909' MSL.
Rwy 32, vehicle on road 256' from DER, up to 17' AGL/136' MSL.
 Building 176' from DER, 169' right of centerline 25' AGL/144' MSL.
 Trees beginning 85' from DER, 462' left of centerline, up to 100' AGL/219' MSL.
 Vehicle on road 1638' from DER, 116' left of centerline, 17' AGL/176' MSL.

NORWOOD, MA

NORWOOD MEML (OWD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 9 21MAR24 (24081) (FAA)

TAKEOFF MINIMUMS:

- Rwy 10**, 400-2½ or std w/min climb of 440'/NM to 300.
Rwy 28, 400-2 or std w/min climb of 385'/NM to 400.
Rwy 35, std w/min climb of 260'/NM to 1800, or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

- Rwy 10**, climb on heading 104° to 1100 before turning north.
Rwy 28, climb on heading 275° to 800 before turning north.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

- Rwy 10**, vegetation, terrain beginning 13' from DER, 26' right of centerline, up to 12' AGL/52' MSL.
 Trees beginning 89' from DER, 115' left of centerline, up to 69' AGL/110' MSL.
 Tree, vegetation beginning 130' from DER, 135' right of centerline, up to 20' AGL/60' MSL.
 Trees beginning 662' from DER, 530' right of centerline, up to 59' AGL/101' MSL.

CON'T



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NORWOOD, MA (CON'T)

NORWOOD MEML (OWD) (CON'T)

Rwy 10 (CON'T), trees beginning 701' from DER, 132' left of centerline, up to 76' AGL/116' MSL.

Trees beginning 1062' from DER, 15' right of centerline, up to 109' MSL.

Trees beginning 1092' from DER, 65' left of centerline, up to 120' MSL.

Trees beginning 1192' from DER, 79' right of centerline, up to 112' MSL.

Trees beginning 1262' from DER, 14' right of centerline, up to 123' MSL.

Trees beginning 1496' from DER, 70' left of centerline, up to 123' MSL.

Trees beginning 1631' from DER, 26' left of centerline, up to 126' MSL.

Trees beginning 2150' from DER, 32' left of centerline, up to 138' MSL.

Trees beginning 2431' from DER, 57' right of centerline, up to 124' MSL.

Trees beginning 2530' from DER, 50' right of centerline, up to 137' MSL.

Trees beginning 2724' from DER, 47' left of centerline, up to 139' MSL.

Poles, trees beginning 2859' from DER, 4' left of centerline, up to 155' AGL/203' MSL.

Tree 3320' from DER, 443' right of centerline, 140' MSL.

Trees beginning 3539' from DER, 115' right of centerline, up to 173' MSL.

Trees beginning 3786' from DER, 687' right of centerline, up to 176' MSL.

Trees beginning 3881' from DER, 918' right of centerline, up to 177' MSL.

Trees beginning 4011' from DER, 599' right of centerline, up to 186' MSL.

Trees beginning 4117' from DER, 22' right of centerline, up to 209' MSL.

Trees beginning 4239' from DER, 286' right of centerline, up to 222' MSL.

Trees beginning 4623' from DER, 432' right of centerline, up to 223' MSL.

Trees beginning 4676' from DER, 9' right of centerline, up to 229' MSL.

Tree 5754' from DER, 1124' left of centerline, 204' MSL.

Trees beginning 5788' from DER, 84' left of centerline, up to 208' MSL.

Trees beginning 5882' from DER, 107' left of centerline, up to 213' MSL.

Tree 5932' from DER, 658' left of centerline, 217' MSL.

Trees beginning 5940' from DER, 12' left of centerline, up to 218' MSL.

Trees beginning 6075' from DER, 19' left of centerline, up to 219' MSL.

Trees beginning 1 NM from DER, 33' left of centerline, up to 227' MSL.

Trees beginning 1 NM from DER, 172' right of centerline, up to 230' MSL.

Trees beginning 1.1 NM from DER, 11' left of centerline, up to 254' MSL.

Trees beginning 1.1 NM from DER, 31' right of centerline, up to 107' AGL/257' MSL.

Pole 1.9 NM from DER, 2146' left of centerline, 115' AGL/355' MSL.

Pole 2.3 NM from DER, 2146' left of centerline, 115' AGL/355' MSL.

Rwy 17, tree 42' from DER, 506' left of centerline, 33' AGL/76' MSL.

Vegetation 60' from DER, 306' right of centerline, 5' AGL/50' MSL.

Tree 69' from DER, 363' left of centerline, 34' AGL/83' MSL.

Vegetation beginning 85' from DER, 434' right of centerline, up to 12' AGL/54' MSL.

Trees beginning 88' from DER, 319' left of centerline, up to 42' AGL/92' MSL.

Tree 452' from DER, 439' right of centerline, 25' AGL/66' MSL.

Trees beginning 595' from DER, 509' right of centerline, up to 62' AGL/103' MSL.

Trees beginning 928' from DER, 627' left of centerline, up to 51' AGL/93' MSL.

Trees beginning 1033' from DER, 450' left of centerline, up to 57' AGL/98' MSL.

Tree 1309' from DER, 697' left of centerline, 61' AGL/102' MSL.

Trees beginning 1327' from DER, 276' left of centerline, up to 71' AGL/113' MSL.

Tree 1363' from DER, 645' right of centerline, 62' AGL/104' MSL.

Tree 1592' from DER, 745' right of centerline, 67' AGL/110' MSL.

Trees beginning 1720' from DER, 775' right of centerline, up to 73' AGL/117' MSL.

Trees beginning 1823' from DER, 244' left of centerline, up to 75' AGL/117' MSL.

Tree 1968' from DER, 796' right of centerline, 77' AGL/121' MSL.

Trees beginning 2044' from DER, 299' right of centerline, up to 82' AGL/127' MSL.

Trees beginning 2564' from DER, 479' right of centerline, up to 97' AGL/143' MSL.

Tree 2627' from DER, 352' left of centerline, 77' AGL/119' MSL.

Trees beginning 2716' from DER, 292' left of centerline, up to 81' AGL/124' MSL.

Trees beginning 2723' from DER, 141' right of centerline, up to 104' AGL/151' MSL.

Trees beginning 2787' from DER, 179' left of centerline, up to 95' AGL/137' MSL.

Trees beginning 2815' from DER, 877' right of centerline, up to 110' AGL/155' MSL.

Trees beginning 2939' from DER, 657' right of centerline, up to 157' MSL.

Trees beginning 3153' from DER, 996' right of centerline, up to 161' MSL.

Trees beginning 3297' from DER, 999' right of centerline, up to 180' MSL.

Rwy 28, vegetation 15' from DER, 147' left of centerline, 4' AGL/51' MSL.

Vegetation beginning 98' from DER, 14' right of centerline, up to 7' AGL/54' MSL.

Vegetation 109' from DER, 301' left of centerline, 7' AGL/53' MSL.

Tree 114' from DER, 196' left of centerline, 17' AGL/62' MSL.

Building, vegetation beginning 162' from DER, 116' left of centerline, up to 23' AGL/71' MSL.

Building, vegetation, pole beginning 222' from DER, 198' left of centerline, up to 30' AGL/78' MSL.

Vegetation 258' from DER, 375' right of centerline, 12' AGL/56' MSL.

Tree 356' from DER, 170' right of centerline, 18' AGL/62' MSL.

Tree 361' from DER, 238' left of centerline, 33' AGL/81' MSL.

Tree, poles, building, vehicle on road beginning 376' from DER, 5' left of centerline, up to 40' AGL/86' MSL.

Vegetation 487' from DER, 612' right of centerline, 22' AGL/67' MSL.

Pole 511' from DER, 2' right of centerline, 23' AGL/73' MSL.

Trees, vehicle on road, pole beginning 532' from DER, 61' left of centerline, up to 39' AGL/89' MSL.

Trees, poles, vehicle on road beginning 544' from DER, 18' right of centerline, up to 38' AGL/87' MSL.

CON'T



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NORWOOD, MA (CON'T)

NORWOOD MEML (OWD) (CON'T)

Rwy 28 (CON'T), trees, poles, vehicle on road beginning 600' from DER, 3' left of centerline, up to 58' AGL/104' MSL.
 Tree, vehicle on road beginning 609' from DER, 121' right of centerline, up to 67' AGL/111' MSL.
 Trees, poles, vehicle on road beginning 628' from DER, 32' right of centerline, up to 74' AGL/119' MSL.
 Trees, vehicle on road, pole beginning 691' from DER, 23' right of centerline, up to 77' AGL/122' MSL.
 Trees, vehicle on road beginning 753' from DER, 71' right of centerline, up to 84' AGL/129' MSL.
 Tree, pole, vehicle on road beginning 810' from DER, 54' right of centerline, up to 86' AGL/131' MSL.
 Trees, poles, vehicle on road, smokestacks, buildings beginning 834' from DER, 7' right of centerline, up to 86' AGL/132' MSL.
 Tree, vehicle on road, pole, smokestack beginning 886' from DER, 35' left of centerline, up to 116' MSL.
 Trees, vehicle on road, smokestacks, building, poles beginning 948' from DER, 6' left of centerline, up to 136' MSL.
 Trees beginning 1634' from DER, 234' left of centerline, up to 138' MSL.
 Trees, vehicle on road, smokestack, poles, terrain beginning 1662' from DER, 51' left of centerline, up to 142' MSL.
 Trees, vehicle on road, poles, building beginning 1793' from DER, 53' left of centerline, up to 50' AGL/148' MSL.
 Tree 1870' from DER, 341' right of centerline, 161' MSL.
 trees, vehicle on road, pole beginning 1884' from DER, 13' right of centerline, up to 172' MSL.
 Trees, pole, vehicle on road, building beginning 1957' from DER, 11' left of centerline, up to 156' MSL.
 Trees, vehicle on road, smokestacks, building beginning 2008' from DER, 19' left of centerline, up to 157' MSL.
 Trees, poles, vehicle on road beginning 2022' from DER, 30' right of centerline, up to 176' MSL.
 Trees, vehicle on road, smokestacks beginning 2199' from DER, 7' left of centerline, up to 163' MSL.
 Trees, smokestack beginning 2220' from DER, 181' right of centerline, up to 184' MSL.
 Trees, vehicle on road, poles, smokestacks beginning 2237' from DER, 6' right of centerline, up to 186' MSL.
 Tree 2323' from DER, 101' left of centerline, 172' MSL.
 Tree 2330' from DER, 38' left of centerline, 173' MSL.
 Trees, smokestack, tank, buildings, poles, vehicle on road beginning 2348' from DER, 38' left of centerline, up to 175' MSL.
 Trees, poles, smokestacks, vehicle on road beginning 2654' from DER, 44' left of centerline, up to 180' MSL.
 Trees, vehicle on road, poles beginning 2795' from DER, 30' right of centerline, up to 188' MSL.
 Tree, pole, vehicle on road beginning 2868' from DER, 41' left of centerline, up to 81' AGL/188' MSL.
 Trees, poles, smokestacks, vehicle on road, buildings beginning 2928' from DER, 1' left of centerline, up to 90' AGL/198' MSL.
 Trees, buildings, poles, smokestacks beginning 2990' from DER, 6' right of centerline, up to 198' MSL.
 Trees, poles, smokestack, buildings beginning 3646' from DER, 21' right of centerline, up to 213' MSL.
 Trees beginning 4151' from DER, 72' right of centerline, up to 218' MSL.
 Trees beginning 4166' from DER, 154' right of centerline, up to 223' MSL.
 Trees beginning 4314' from DER, 130' right of centerline, up to 224' MSL.
 Trees, pole beginning 4363' from DER, 486' right of centerline, up to 232' MSL.
 Tower 4465' from DER, 238' right of centerline, 157' AGL/261' MSL.
 Poles, trees, smokestacks, buildings beginning 4577' from DER, 72' right of centerline, up to 173' MSL.
 Pole 5446' from DER, 631' left of centerline, 225' MSL.
 Smokestacks, trees beginning 5558' from DER, 33' left of centerline, up to 117' AGL/234' MSL.
 Building spires, trees, building beginning 5780' from DER, 773' right of centerline, up to 262' MSL.
 Building spire, trees beginning 6044' from DER, 2' right of centerline, up to 143' AGL/284' MSL.
 Building spire, trees beginning 1.2 NM from DER, 36' left of centerline, up to 283' MSL.
 Trees beginning 1.2 NM from DER, 38' right of centerline, up to 300' MSL.
 Trees beginning 1.3 NM from DER, 27' right of centerline, up to 307' MSL.
 Trees beginning 1.4 NM from DER, 7' left of centerline, up to 291' MSL.
 Trees beginning 1.4 NM from DER, 142' right of centerline, up to 318' MSL.
 Tree, building beginning 1.5 NM from DER, 3' right of centerline, up to 324' MSL.
 Trees beginning 1.5 NM from DER, 78' left of centerline, up to 100' AGL/297' MSL.
 Building, trees beginning 1.6 NM from DER, 78' left of centerline, up to 71' AGL/315' MSL.
 Trees, smokestack, building, tank, antennas beginning 1.6 NM from DER, 117' right of centerline, up to 127' AGL/380' MSL.
 Tower 1.6 NM from DER, 722' right of centerline, 132' AGL/386' MSL.
 Tree 1.7 NM from DER, 1255' left of centerline, 314' MSL.
Rwy 35, signs beginning 20' from DER, 198' left of centerline, up to 3' AGL/50' MSL.
 Tree, vegetation beginning 23' from DER, 276' right of centerline, up to 25' AGL/71' MSL.
 Vegetation 118' from DER, 468' left of centerline, 9' AGL/54' MSL.
 Trees beginning 278' from DER, 559' right of centerline, up to 49' AGL/92' MSL.
 Tree 382' from DER, 580' left of centerline, 26' AGL/70' MSL.
 Tree 599' from DER, 588' right of centerline, 58' AGL/101' MSL.
 Tree 601' from DER, 478' left of centerline, 34' AGL/78' MSL.
 Trees beginning 636' from DER, 17' left of centerline, up to 78' AGL/123' MSL.
 Trees beginning 683' from DER, 68' right of centerline, up to 78' AGL/121' MSL.
 Trees beginning 1494' from DER, 1' right of centerline, up to 128' MSL.
 Trees beginning 2285' from DER, 148' right of centerline, up to 132' MSL.
 Trees beginning 2792' from DER, 421' left of centerline, up to 75' AGL/124' MSL.
 Trees beginning 2876' from DER, 283' left of centerline, up to 125' MSL.
 Trees beginning 2949' from DER, 516' left of centerline, up to 130' MSL.
 Trees beginning 3123' from DER, 367' left of centerline, up to 83' AGL/133' MSL.
 Tree 3392' from DER, 1343' right of centerline, 137' MSL.
 Tree 3531' from DER, 1392' right of centerline, 144' MSL.
 Trees beginning 3658' from DER, 1317' right of centerline, up to 154' MSL.
 Tree 3968' from DER, 1326' right of centerline, 157' MSL.
 Trees beginning 3997' from DER, 1283' right of centerline, up to 173' MSL.
 Pole 5686' from DER, 769' right of centerline, 150' AGL/211' MSL.

CON'T



26246



NE-1



26246

NORWOOD, MA (CON'T)**NORWOOD MEML (OWD) (CON'T)**

Rwy 35 (CON'T), pole 5857' from DER, 936' right of centerline, 155' AGL/216' MSL.
Tree 1 NM from DER, 2250' left of centerline, 219' MSL.
Trees beginning 1.1 NM from DER, 1473' left of centerline, up to 246' MSL.

OLD TOWN, ME**DEWITT FLD/OLD TOWN MUNI (OLD)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1A 28NOV24 (24333) (FAA)****TAKEOFF MINIMUMS:****Rwys 17W, 35W**, NA-Environmental.**TAKEOFF OBSTACLE NOTES:**

Rwy 4, tree 14' from DER, 459' left of centerline, 124' MSL.
Fence 181' from DER, 344' left of centerline, 127' MSL.
Tree 499' from DER, 463' right of centerline, 19' AGL/135' MSL.
Tree 556' from DER, 595' right of centerline, 161' MSL.
Trees beginning 577' from DER, 592' left of centerline, up to 54' AGL/169' MSL.
Tree 641' from DER, 554' right of centerline, 177' MSL.
Trees beginning 670' from DER, 250' right of centerline, up to 185' MSL.
Tree 807' from DER, 596' left of centerline, 181' MSL.
Trees beginning 830' from DER, 544' left of centerline, up to 184' MSL.
Trees beginning 1098' from DER, 488' left of centerline, up to 192' MSL.
Trees beginning 1253' from DER, 594' right of centerline, up to 203' MSL.
Trees beginning 1300' from DER, 297' left of centerline, up to 197' MSL.
Trees beginning 1512' from DER, 502' right of centerline, up to 207' MSL.
Trees beginning 1583' from DER, 299' right of centerline, up to 219' MSL.
Trees beginning 1819' from DER, 25' left of centerline, up to 198' MSL.
Trees beginning 1956' from DER, 668' left of centerline, up to 202' MSL.
Tree 2050' from DER, 988' right of centerline, 223' MSL.
Trees beginning 2073' from DER, 217' right of centerline, up to 225' MSL.
Tree 2115' from DER, 909' left of centerline, 220' MSL.
Trees beginning 2157' from DER, 710' left of centerline, up to 221' MSL.
Trees beginning 2173' from DER, 719' left of centerline, up to 224' MSL.
Trees beginning 2232' from DER, 29' left of centerline, up to 228' MSL.
Trees beginning 2488' from DER, 18' right of centerline, up to 239' MSL.
Trees beginning 2523' from DER, 9' right of centerline, up to 242' MSL.
Trees beginning 3111' from DER, 335' right of centerline, up to 250' MSL.
Tree 3262' from DER, 1279' right of centerline, 252' MSL.
Trees beginning 3277' from DER, 585' right of centerline, up to 254' MSL.
Trees beginning 3411' from DER, 247' right of centerline, up to 104' AGL/258' MSL.
Trees beginning 3816' from DER, 393' left of centerline, up to 231' MSL.
Tree 4268' from DER, 760' left of centerline, 232' MSL.
Trees beginning 4321' from DER, 751' left of centerline, up to 238' MSL.
Trees beginning 4586' from DER, 1547' left of centerline, up to 244' MSL.
Trees beginning 4799' from DER, 1352' left of centerline, up to 248' MSL.
Tree 5018' from DER, 1842' left of centerline, 108' AGL/250' MSL.
Rwy 12, terrain 7' from DER, 360' right of centerline, 125' MSL.
Building, tree, terrain, vehicles on road beginning 56' from DER, 361' right of centerline, up to 21' AGL/141' MSL.
Vehicles on road, tree, vegetation beginning 57' from DER, 339' left of centerline, up to 129' MSL.
Tree, vehicles on road beginning 168' from DER, 271' left of centerline, up to 25' AGL/131' MSL.
Tree 285' from DER, 468' left of centerline, 46' AGL/152' MSL.
Trees, vehicles on road beginning 324' from DER, 285' right of centerline, up to 149' MSL.
Trees beginning 392' from DER, 20' right of centerline, up to 63' AGL/172' MSL.
Trees beginning 410' from DER, 168' left of centerline, up to 67' AGL/172' MSL.
Trees beginning 1034' from DER, 436' left of centerline, up to 173' MSL.
Trees beginning 1173' from DER, 278' left of centerline, up to 177' MSL.
Trees beginning 1251' from DER, 331' left of centerline, up to 72' AGL/186' MSL.
Trees beginning 1294' from DER, 168' left of centerline, up to 71' AGL/188' MSL.
Trees beginning 1336' from DER, 470' left of centerline, up to 198' MSL.
Trees beginning 1370' from DER, 38' left of centerline, up to 203' MSL.
Trees beginning 1532' from DER, 63' left of centerline, up to 204' MSL.
Tree 1544' from DER, 114' right of centerline, 64' AGL/173' MSL.
Trees beginning 1600' from DER, 44' right of centerline, up to 179' MSL.
Trees beginning 1619' from DER, 131' left of centerline, up to 81' AGL/213' MSL.
Tree 1622' from DER, 159' right of centerline, 180' MSL.
Trees beginning 1683' from DER, 99' right of centerline, up to 63' AGL/181' MSL.
Trees beginning 1752' from DER, 25' right of centerline, up to 190' MSL.
Trees beginning 1789' from DER, 176' left of centerline, up to 76' AGL/216' MSL.
Trees beginning 1871' from DER, 7' right of centerline, up to 76' AGL/206' MSL.
Trees beginning 1896' from DER, 384' left of centerline, up to 100' AGL/224' MSL.
Trees beginning 1924' from DER, 4' left of centerline, up to 230' MSL.
Trees beginning 3152' from DER, 88' right of centerline, up to 222' MSL.
Trees beginning 3255' from DER, 36' right of centerline, up to 94' AGL/235' MSL.

CON'T

26246



OLD TOWN, ME (CON'T)

DEWITT FLD/OLD TOWN MUNI (OLD) (CON'T)

Rwy 12 (CON'T), tree 3576' from DER, 414' right of centerline, 83' AGL/236' MSL.

Trees beginning 3576' from DER, 10' right of centerline, up to 237' MSL.

Trees beginning 3707' from DER, 6' left of centerline, up to 72' AGL/242' MSL.

Trees beginning 3967' from DER, 122' right of centerline, up to 243' MSL.

Trees beginning 4148' from DER, 13' right of centerline, up to 85' AGL/248' MSL.

Rwy 22, fences, sign, general utility buildings, walls beginning 5' from DER, 199' left of centerline, up to 144' MSL.

Vegetation 26' from DER, 183' right of centerline, 128' MSL.

Fence, wall, vegetation, terrain beginning 58' from DER, 304' right of centerline, up to 142' MSL.

Poles, walls, vegetation, trees, fence beginning 193' from DER, 66' right of centerline, up to 26' AGL/158' MSL.

Pole 241' from DER, 509' left of centerline, 163' MSL.

Tree, wall, vehicles on road, fence beginning 261' from DER, 331' left of centerline, up to 174' MSL.

Trees, fences, walls beginning 363' from DER, 5' left of centerline, up to 199' MSL.

Tree, pole beginning 520' from DER, 338' left of centerline, up to 202' MSL.

Trees, building, pole beginning 573' from DER, 331' left of centerline, up to 204' MSL.

Tree 729' from DER, 628' right of centerline, 160' MSL.

Trees beginning 773' from DER, 561' right of centerline, up to 161' MSL.

Trees beginning 963' from DER, 369' left of centerline, up to 207' MSL.

Tree 1047' from DER, 698' left of centerline, 215' MSL.

Trees beginning 1086' from DER, 36' left of centerline, up to 218' MSL.

Trees beginning 1511' from DER, 101' right of centerline, up to 180' MSL.

Trees beginning 1584' from DER, 78' right of centerline, up to 186' MSL.

Tree 1627' from DER, 266' right of centerline, 188' MSL.

Trees beginning 1664' from DER, 203' right of centerline, up to 191' MSL.

Trees beginning 1665' from DER, 64' left of centerline, up to 228' MSL.

Tree 1764' from DER, 255' right of centerline, 193' MSL.

Trees beginning 1781' from DER, 3' right of centerline, up to 194' MSL.

Trees beginning 1827' from DER, 571' left of centerline, up to 229' MSL.

Trees beginning 1873' from DER, 83' left of centerline, up to 232' MSL.

Tree 1877' from DER, 73' right of centerline, 195' MSL.

Trees beginning 1889' from DER, 7' right of centerline, up to 212' MSL.

Trees, catenary, pole beginning 1980' from DER, 28' left of centerline, up to 233' MSL.

Trees, poles, building beginning 2098' from DER, 12' left of centerline, up to 240' MSL.

Trees beginning 2335' from DER, 7' right of centerline, up to 221' MSL.

Trees beginning 2764' from DER, 616' right of centerline, up to 225' MSL.

Trees beginning 2819' from DER, 828' right of centerline, up to 230' MSL.

Trees beginning 2850' from DER, 7' right of centerline, up to 231' MSL.

Trees beginning 2853' from DER, 334' left of centerline, up to 243' MSL.

Trees, terrain beginning 2859' from DER, 501' left of centerline, up to 244' MSL.

Trees beginning 2892' from DER, 187' left of centerline, up to 245' MSL.

Trees beginning 2967' from DER, 528' right of centerline, up to 232' MSL.

Trees beginning 2984' from DER, 71' right of centerline, up to 234' MSL.

Trees beginning 2991' from DER, 32' left of centerline, up to 250' MSL.

Trees beginning 3039' from DER, 15' right of centerline, up to 246' MSL.

Trees beginning 3067' from DER, 206' left of centerline, up to 257' MSL.

Trees beginning 3286' from DER, 78' left of centerline, up to 258' MSL.

Trees beginning 3412' from DER, 5' left of centerline, up to 266' MSL.

Trees beginning 3501' from DER, 32' right of centerline, up to 249' MSL.

Trees beginning 3691' from DER, 17' right of centerline, up to 253' MSL.

Trees beginning 3929' from DER, 170' right of centerline, up to 254' MSL.

Trees beginning 3966' from DER, 55' right of centerline, up to 106' AGL/259' MSL.

Trees beginning 4036' from DER, 78' right of centerline, up to 260' MSL.

Trees beginning 4561' from DER, 171' left of centerline, up to 267' MSL.

Trees beginning 5221' from DER, 1675' left of centerline, up to 268' MSL.

Tree 5402' from DER, 1820' left of centerline, 276' MSL.

Rwy 30, tree 11' from DER, 365' left of centerline, 43' AGL/163' MSL.

Trees beginning 48' from DER, 355' left of centerline, up to 171' MSL.

Tree 67' from DER, 477' right of centerline, 37' AGL/146' MSL.

Trees beginning 149' from DER, 358' right of centerline, up to 51' AGL/164' MSL.

Trees beginning 443' from DER, 373' left of centerline, up to 173' MSL.

Tree 504' from DER, 603' right of centerline, 166' MSL.

Trees beginning 589' from DER, 354' left of centerline, up to 175' MSL.

Tree 620' from DER, 542' right of centerline, 61' AGL/167' MSL.

Trees beginning 648' from DER, 473' right of centerline, up to 64' AGL/170' MSL.

Trees beginning 676' from DER, 372' left of centerline, up to 71' AGL/180' MSL.

Tree 836' from DER, 602' right of centerline, 67' AGL/172' MSL.

Trees beginning 901' from DER, 489' left of centerline, up to 182' MSL.

Trees beginning 947' from DER, 529' right of centerline, up to 173' MSL.

Tree 971' from DER, 631' left of centerline, 78' AGL/190' MSL.

Trees beginning 1011' from DER, 14' left of centerline, up to 78' AGL/194' MSL.

Tree 1030' from DER, 499' right of centerline, 71' AGL/176' MSL.

Trees beginning 1038' from DER, 362' right of centerline, up to 179' MSL.

Trees beginning 1537' from DER, 332' right of centerline, up to 81' AGL/192' MSL.

Trees beginning 1705' from DER, 12' right of centerline, up to 89' AGL/196' MSL.

CON'T



26246



OLD TOWN, ME (CON'T)

DEWITT FLD/OLD TOWN MUNI (OLD) (CON'T)

Rwy 30 (CON'T), trees beginning 1809' from DER, 7' right of centerline, up to 97' AGL/206' MSL.

Trees beginning 1890' from DER, 172' left of centerline, up to 90' AGL/202' MSL.

Trees beginning 1973' from DER, 13' left of centerline, up to 94' AGL/207' MSL.

Trees beginning 2889' from DER, 516' right of centerline, up to 214' MSL.

Trees beginning 4131' from DER, 392' left of centerline, up to 107' AGL/240' MSL.

ORANGE, MA

ORANGE MUNI (ORE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/min. climb of 325' per NM to 1800 or 1300-2½ for climb in visual conditions.

Rwy 14, 400-1½ w/ min. climb of 270' per NM to 1800 or std. w/min. climb of 500' per NM to 1200 or 1300-2 ½ for climb in visual conditions.

Rwy 19, 300-1 ¼ or std. w/min. climb of 240' per NM to 900.

Rwy 32, 400-2 ¼ w/ min. climb of 265' per NM to 1700 or std. w/min. climb of 340' per NM to 1700 or 1300-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 1, climb heading 016° to 1800 before proceeding on course. For climb in visual conditions: cross Orange Muni Airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 14, climb heading 142° to 2000 before proceeding on course. For climb in visual conditions: cross Orange Muni Airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 19, climb heading 196° to 1500 before proceeding on course.

Rwy 32, climb heading 322° to 1700 before proceeding on course. For climb in visual conditions: cross Orange Muni airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1, pole and trees beginning 272' from DER, 6' left of centerline, up to 92' AGL/624' MSL.

Terrain and trees beginning 5' from DER, 23' right of centerline, up to 100' AGL/632' MSL.

Rwy 14, trees beginning 186' from DER, 15' left of centerline, up to 90' AGL/699' MSL.

Buildings and trees beginning 48' from DER, 23' right of centerline, up to 94' AGL/703' MSL.

Tower 5889' from DER, 1606' left of centerline, 88' AGL/926' MSL.

Trees 1.1 NM from DER, 2138' left of centerline, up to 70' AGL/817' MSL.

Rwy 19, trees beginning 164' from DER, 28' left of centerline, up to 94' AGL/667' MSL.

Trees beginning 1130' from DER, 23' right of centerline, up to 96' AGL/705' MSL.

Trees 1.1 NM from DER, 1931' right of centerline, up to 83' AGL/751' MSL.

Trees 1.2 NM from DER, 2125' right of centerline, up to 112' AGL/781' MSL.

Trees 1.4 NM from DER, 1927' right of centerline, up to 84' AGL/772' MSL.

Rwy 32, trees beginning 14' from DER, 87' left of centerline, up to 91' AGL/680' MSL.

Trees beginning 521' from DER, 13' right of centerline, up to 95' AGL/618' MSL.

Trees 1.2 NM from DER, 2366' left of centerline, up to 94' AGL/841' MSL.

Trees 1.7 NM from DER, 3315' right of centerline, up to 61' AGL/906' MSL.

OXFORD, CT

WATERBURY-OXFORD (OXC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1½ or std. w/min. climb of 340' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 29' from DER, 384' right of centerline, up to 699' MSL.

Trees beginning 151' from DER, 120' left of centerline, up to 703' MSL.

Trees beginning 264' from DER, 12' right of centerline, up to 703' MSL.

Trees beginning 281' from DER, 87' left of centerline, up to 707' MSL.

Trees beginning 288' from DER, 8' right of centerline, up to 704' MSL.

Trees beginning 290' from DER, 19' left of centerline, up to 712' MSL.

Tree 341' from DER, 303' left of centerline, 714' MSL.

Trees beginning 342' from DER, 16' left of centerline, up to 73' AGL/718' MSL.

Tower, tree beginning 509' from DER, 213' left of centerline, up to 82' AGL/733' MSL.

Transmission line, trees beginning 513' from DER, 4' left of centerline, up to 81' AGL/734' MSL.

Trees beginning 659' from DER, 28' right of centerline, up to 706' MSL.

Trees beginning 686' from DER, 20' right of centerline, up to 708' MSL.

Trees beginning 780' from DER, 48' right of centerline, up to 709' MSL.

Trees beginning 862' from DER, 12' right of centerline, up to 712' MSL.

Trees beginning 957' from DER, 151' left of centerline, up to 746' MSL.

Trees beginning 963' from DER, 25' left of centerline, up to 762' MSL.

Trees, tower, transmission line beginning 1026' from DER, 158' left of centerline, up to 765' MSL.

Tree 1273' from DER, 254' right of centerline, 715' MSL.

Tree 1351' from DER, 198' right of centerline, 718' MSL.

Trees beginning 1373' from DER, 174' right of centerline, up to 720' MSL.

Trees beginning 1606' from DER, 245' left of centerline, up to 768' MSL.

Trees beginning 1648' from DER, 400' left of centerline, up to 76' AGL/776' MSL.

CON'T



26246





26246



OXFORD, CT (CON'T)

WATERBURY-OXFORD (OXC) (CON'T)

Rwy 18 (CON'T), trees beginning 1806' from DER, 74' left of centerline, up to 777' MSL.

Tree 2151' from DER, 35' right of centerline, 736' MSL.

Trees beginning 2156' from DER, 6' right of centerline, up to 742' MSL.

Trees beginning 2191' from DER, 323' left of centerline, up to 95' AGL/780' MSL.

Trees beginning 2378' from DER, 349' left of centerline, up to 783' MSL.

Trees beginning 2604' from DER, 377' left of centerline, up to 786' MSL.

Tree 3396' from DER, 666' left of centerline, 788' MSL.

Trees beginning 3537' from DER, 731' left of centerline, up to 798' MSL.

Rwy 36, tree 55' from DER, 451' left of centerline, 55' AGL/736' MSL.

Trees beginning 126' from DER, 381' left of centerline, up to 750' MSL.

Trees beginning 403' from DER, 228' left of centerline, up to 751' MSL.

Tree 465' from DER, 534' right of centerline, 65' AGL/748' MSL.

Trees beginning 479' from DER, 346' right of centerline, up to 761' MSL.

Tree 625' from DER, 371' left of centerline, 754' MSL.

Trees beginning 768' from DER, 185' right of centerline, up to 94' AGL/765' MSL.

Tree 3334' from DER, 1392' right of centerline, 849' MSL.

Trees beginning 3572' from DER, 1165' right of centerline, up to 868' MSL.

Trees beginning 3739' from DER, 1195' right of centerline, up to 80' AGL/888' MSL.

Trees beginning 3866' from DER, 0' of centerline, up to 85' AGL/891' MSL.

Tree 5049' from DER, 53' left of centerline, 858' MSL.

Tree 5051' from DER, 13' left of centerline, 860' MSL.

Tree 5087' from DER, 48' left of centerline, 865' MSL.

Trees beginning 5109' from DER, 32' left of centerline, up to 867' MSL.

Trees beginning 5142' from DER, 14' left of centerline, up to 873' MSL.

Trees beginning 5200' from DER, 50' left of centerline, up to 874' MSL.

Tree 5245' from DER, 52' left of centerline, 877' MSL.

Trees beginning 5274' from DER, 3' left of centerline, up to 880' MSL.

Trees beginning 5303' from DER, 25' left of centerline, up to 882' MSL.

Trees beginning 5326' from DER, 0' left of centerline, up to 884' MSL.

Trees beginning 5480' from DER, 16' right of centerline, up to 883' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, 600-3 or 1800-2½ for climb in visual conditions.

Rwy 33, std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

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

Rwy 33, climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, multiple trees beginning 3607' from DER, 572' left of centerline, up to 100' AGL/679' MSL.

Multiple assumed obstacles beginning 1.7 NM from DER, 1478' left of centerline, up to 200' AGL/849' MSL.

Rwy 33, multiple trees beginning 4121' from DER, 70' left of centerline, up to 100' AGL/499' MSL.

Multiple trees beginning 5446' from DER, 239' right of centerline, up to 100' AGL/719' MSL.

Multiple assumed obstacles beginning 1.6 NM from DER, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 07MAR13 (13066) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 103' from DER, 233' right of centerline, 34' AGL/434' MSL.

Windsock abeam DER, 233' right of centerline, 16' AGL/426' MSL.

Bush 40' from DER, 249' left of centerline, 28' AGL/428' MSL.

Pole 25' from DER, 505' left of centerline, 78' AGL/439' MSL.

Tree 346' from DER, 569' left of centerline, 87' AGL/438' MSL.

Rwy 15, trees beginning 148' from DER, 32' left of centerline, up to 74' AGL/523' MSL.

Trees beginning 119' from DER, 417' right of centerline, up to 93' AGL/552' MSL.

Pole 200' from DER, 286' right of centerline, 74' AGL/504' MSL.

Tree 2569' from DER, on centerline, 67' AGL/516' MSL.

Rwy 23, trees beginning 144' from DER, 278' left of centerline, up to 90' AGL/480' MSL.

Pole 171' from DER, 511' left of centerline, 85' AGL/475' MSL.

Trees beginning 916' from DER, 602' right of centerline, 87' AGL/456' MSL.

Pole 176' from DER, 507' right of centerline, 65' AGL/446' MSL.

CON'T



26246



NE-1



26246



PAWTUCKET, RI (CON'T)

NORTH CENTRAL STATE (SFZ) (CON'T)

Rwy 33, trees beginning 58' from DER, 80' left of centerline, up to 45' AGL/554' MSL.
 Poles beginning 291' from DER, 207' left of centerline, up to 80' AGL/490' MSL.
 Trees beginning 23' from DER, 504' right of centerline, up to 75' AGL/494' MSL.
 Trees beginning 819' from DER, 415' right of centerline, up to 94' AGL/504' MSL.
 Poles beginning 827' from DER, 523' right of centerline, up to 44' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

Rwys 14, 32, NA.

Rwy 8, 1100-2 or std. w/min. climb of 270' per NM to 2500.

Rwy 26, 800-2 or std. w/min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, pole 75' from DER, 35' right of centerline, 17' AGL/1136' MSL.

Pole 164' from DER, 107' right of centerline, 30' AGL/1146' MSL.

Trees beginning 310' from DER, 457' right of centerline, up to 64' AGL/1185' MSL.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ or std w/min climb of 230'/NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 18, electrical system 8' from DER, 99' left of centerline, 5' AGL/177' MSL.

Electrical system 8' from DER, 99' right of centerline, 6' AGL/177' MSL.

Trees beginning 20' from DER, 258' right of centerline, up to 224' MSL.

Tree 800' from DER, 682' left of centerline, 221' MSL.

Tree 934' from DER, 658' left of centerline, 224' MSL.

Tree 964' from DER, 728' right of centerline, 230' MSL.

Trees beginning 1083' from DER, 588' left of centerline, up to 227' MSL.

Trees beginning 1198' from DER, 142' left of centerline, up to 230' MSL.

Tree 1229' from DER, 799' right of centerline, 235' MSL.

Trees beginning 1272' from DER, 18' right of centerline, up to 244' MSL.

Trees beginning 1634' from DER, 142' left of centerline, up to 234' MSL.

Trees beginning 2042' from DER, 460' left of centerline, up to 235' MSL.

Tree 2863' from DER, 598' right of centerline, 252' MSL.

Rwy 36, electrical system 61' from DER, 114' right of centerline, 3' AGL/199' MSL.

Trees beginning 62' from DER, 291' right of centerline, up to 226' MSL.

Building, pole beginning 104' from DER, 482' left of centerline, up to 31' AGL/228' MSL.

Tree 172' from DER, 480' right of centerline, 232' MSL.

Trees, buildings, transmission lines, poles beginning 275' from DER, 39' left of centerline, up to 246' MSL.

Tree 312' from DER, 577' right of centerline, 243' MSL.

Tree, pole, transmission line, building beginning 607' from DER, 124' right of centerline, up to 259' MSL.

Tree, pole, buildings, transmission lines beginning 957' from DER, 16' right of centerline, up to 273' MSL.

Trees beginning 1146' from DER, 16' right of centerline, up to 282' MSL.

Trees, transmission line, pole beginning 1210' from DER, 162' left of centerline, up to 259' MSL.

Tree 1534' from DER, 667' left of centerline, 260' MSL.

Trees beginning 1611' from DER, 293' left of centerline, up to 263' MSL.

Tree 1750' from DER, 694' left of centerline, 268' MSL.

Trees beginning 1800' from DER, 446' left of centerline, up to 270' MSL.

Trees, building beginning 1952' from DER, 50' left of centerline, up to 289' MSL.

Trees beginning 2709' from DER, 45' right of centerline, up to 285' MSL.

Trees beginning 2795' from DER, 120' left of centerline, up to 292' MSL.

Trees beginning 3054' from DER, 935' right of centerline, up to 297' MSL.

Tree 3353' from DER, 1306' right of centerline, 298' MSL.

Tree 3518' from DER, 147' left of centerline, 294' MSL.

Trees beginning 3523' from DER, 967' right of centerline, up to 308' MSL.

Trees beginning 3768' from DER, 99' left of centerline, up to 312' MSL.

Trees beginning 3928' from DER, 1325' right of centerline, up to 320' MSL.

Tree 4509' from DER, 1604' right of centerline, 324' MSL.

Trees beginning 4663' from DER, 1536' right of centerline, up to 340' MSL.

Tree 5406' from DER, 1847' right of centerline, 343' MSL.

Trees beginning 5501' from DER, 1554' right of centerline, up to 346' MSL.

Trees beginning 5655' from DER, 1554' right of centerline, up to 357' MSL.

Tree 5977' from DER, 1818' right of centerline, 355' MSL.



26246





26246

**PLAINVILLE, CT****ROBERTSON FLD (4B8)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 30APR15 (22139) (FAA)****TAKEOFF MINIMUMS:****Rwy 2**, std. w/min. climb of 220' per NM to 2400, or 2200-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 2**, climb heading 019° to 2400 before turning right.**Rwy 20**, climb heading 199° to 1800 before proceeding on course.**VCOA:****Rwy 2**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Robertson Fld at or above 2300 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 2**, trees beginning 6' from DER, 143' left of centerline, up to 96' AGL/267' MSL.

Poles and trees beginning 128' from DER, 143' right of centerline, up to 102' AGL/273' MSL.

Trees beginning 2018' from DER, 128' right of centerline, up to 118' AGL/329' MSL.

Trees beginning 2038' from DER, 786' left of centerline, up to 128' AGL/349' MSL.

Rwy 20, trees, poles and buildings beginning 46' from DER, 23' left of centerline, up to 71' AGL/262' MSL.

Trees beginning 356' from DER, 99' right of centerline, up to 61' AGL/252' MSL.

Trees beginning 2020' from DER, 10' right of centerline, up to 71' AGL/262' MSL.

Trees and poles beginning 2025' from DER, 247' left of centerline, up to 98' AGL/289' MSL.

PLYMOUTH, MA**PLYMOUTH MUNI (PYM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4 30NOV23 (23334) (FAA)****DEPARTURE PROCEDURE:****Rwy 6**, climb on heading 056° to 800 before turning left.**TAKEOFF OBSTACLE NOTES:****Rwy 6**, tree 14' from DER, 147' left of centerline, 24' AGL/153' MSL.

Buildings, trees, pole beginning 14' from DER, 289' left of centerline, up to 22' AGL/164' MSL.

Tree 30' from DER, 350' right of centerline, 172' MSL.

Trees beginning 116' from DER, 323' right of centerline, up to 34' AGL/183' MSL.

Tree 117' from DER, 129' left of centerline, 34' AGL/169' MSL.

Trees, buildings beginning 125' from DER, 298' left of centerline, up to 42' AGL/181' MSL.

Trees, building beginning 483' from DER, 324' left of centerline, up to 48' AGL/197' MSL.

Trees beginning 495' from DER, 321' right of centerline, up to 37' AGL/185' MSL.

Trees beginning 547' from DER, 328' right of centerline, up to 212' MSL.

Trees beginning 615' from DER, 318' right of centerline, up to 69' AGL/219' MSL.

Trees, building, poles beginning 627' from DER, 357' left of centerline, up to 52' AGL/202' MSL.

Tree, NAVAID beginning 863' from DER, 240' left of centerline, up to 209' MSL.

Trees beginning 873' from DER, on centerline, up to 83' AGL/233' MSL.

Trees, poles, building beginning 876' from DER, 40' left of centerline, up to 215' MSL.

Trees, buildings, poles beginning 1045' from DER, 9' left of centerline, up to 233' MSL.

Trees beginning 1624' from DER, 8' left of centerline, up to 82' AGL/234' MSL.

Trees beginning 1761' from DER, 12' left of centerline, up to 88' AGL/239' MSL.

Trees beginning 2637' from DER, 21' left of centerline, up to 86' AGL/241' MSL.

Trees beginning 2696' from DER, 10' left of centerline, up to 87' AGL/243' MSL.

Trees beginning 2857' from DER, 65' left of centerline, up to 86' AGL/244' MSL.

Trees beginning 2921' from DER, 6' left of centerline, up to 92' AGL/250' MSL.

Trees beginning 3000' from DER, 586' right of centerline, up to 81' AGL/237' MSL.

Trees beginning 3067' from DER, 48' right of centerline, up to 92' AGL/248' MSL.

Rwy 15, terrain 15' from DER, 480' left of centerline, 134' MSL.

Vehicles on road beginning 26' from DER, 410' right of centerline, up to 145' MSL.

Pole, vehicle on road beginning 210' from DER, 323' right of centerline, up to 164' MSL.

Tree 261' from DER, 283' left of centerline, 177' MSL.

Trees beginning 266' from DER, 459' right of centerline, up to 170' MSL.

Tree 383' from DER, 529' left of centerline, 198' MSL.

Tree, electrical system beginning 413' from DER, 359' right of centerline, up to 192' MSL.

Trees, electrical system beginning 541' from DER, 328' right of centerline, up to 197' MSL.

Trees beginning 550' from DER, 291' left of centerline, up to 208' MSL.

Trees beginning 608' from DER, 327' left of centerline, up to 210' MSL.

Tree, electrical system beginning 642' from DER, 637' right of centerline, up to 199' MSL.

Trees beginning 770' from DER, 440' right of centerline, up to 203' MSL.

Tree 885' from DER, 408' right of centerline, 204' MSL.

Tree 937' from DER, 565' right of centerline, 211' MSL.

Trees, poles beginning 978' from DER, 4' right of centerline, up to 222' MSL.

Trees beginning 1166' from DER, 3' left of centerline, up to 86' AGL/217' MSL.

Trees beginning 2065' from DER, 58' right of centerline, up to 79' AGL/225' MSL.

Trees beginning 2221' from DER, 625' left of centerline, up to 223' MSL.

Trees beginning 2463' from DER, 738' left of centerline, up to 103' AGL/228' MSL.

Trees beginning 2520' from DER, 758' left of centerline, up to 95' AGL/230' MSL.

Tree 3781' from DER, 1160' left of centerline, 71' AGL/232' MSL.

Tree 3860' from DER, 1237' left of centerline, 76' AGL/235' MSL.

CON'T

26246





26246



PLYMOUTH, MA (CON'T)

PLYMOUTH MUNI (PYM) (CON'T)

Rwy 15 (CON'T), tree 4029' from DER, 1048' left of centerline, 68' AGL/239' MSL.

Trees beginning 4040' from DER, 1146' left of centerline, up to 75' AGL/242' MSL.

Trees beginning 4188' from DER, 1295' left of centerline, up to 83' AGL/245' MSL.

Tree 4284' from DER, 1572' left of centerline, 86' AGL/246' MSL.

Trees beginning 4558' from DER, 736' right of centerline, up to 74' AGL/252' MSL.

Tree 4558' from DER, 117' left of centerline, 71' AGL/249' MSL.

Trees beginning 4595' from DER, 12' left of centerline, up to 72' AGL/257' MSL.

Tree 4632' from DER, 180' right of centerline, 84' AGL/253' MSL.

Trees beginning 4656' from DER, 78' right of centerline, up to 83' AGL/256' MSL.

Tree 4690' from DER, 96' left of centerline, 75' AGL/261' MSL.

Trees beginning 4709' from DER, 83' left of centerline, up to 79' AGL/266' MSL.

Tree 4742' from DER, 518' right of centerline, 82' AGL/259' MSL.

Tree 4778' from DER, 429' right of centerline, 85' AGL/260' MSL.

Trees beginning 4787' from DER, 17' right of centerline, up to 80' AGL/261' MSL.

Trees beginning 4791' from DER, 86' right of centerline, up to 89' AGL/263' MSL.

Rwy 24, electrical system 5' from DER, 10' right of centerline, 1' AGL/136' MSL.

Pole 5' from DER, 10' left of centerline, 1' AGL/136' MSL.

Poles, trees beginning 806' from DER, 619' right of centerline, up to 56' AGL/186' MSL.

Trees, pole beginning 1247' from DER, 613' right of centerline, up to 72' AGL/198' MSL.

Trees, pole beginning 1427' from DER, 581' right of centerline, up to 82' AGL/207' MSL.

Tree 1460' from DER, 876' left of centerline, 63' AGL/189' MSL.

Tree 1504' from DER, 887' left of centerline, 190' MSL.

Trees beginning 1725' from DER, 532' right of centerline, up to 84' AGL/211' MSL.

Trees beginning 1836' from DER, 910' left of centerline, up to 74' AGL/197' MSL.

Trees beginning 1881' from DER, 495' right of centerline, up to 89' AGL/213' MSL.

Trees beginning 1956' from DER, 938' left of centerline, up to 83' AGL/204' MSL.

Trees beginning 1968' from DER, 394' right of centerline, up to 93' AGL/216' MSL.

Trees beginning 2174' from DER, 605' left of centerline, up to 98' AGL/215' MSL.

Trees beginning 2312' from DER, 478' left of centerline, up to 106' AGL/222' MSL.

Trees beginning 2477' from DER, 376' right of centerline, up to 94' AGL/219' MSL.

Trees beginning 2949' from DER, 395' right of centerline, up to 102' AGL/223' MSL.

Trees beginning 3044' from DER, 475' right of centerline, up to 106' AGL/225' MSL.

Trees beginning 3251' from DER, 202' right of centerline, up to 111' AGL/228' MSL.

Rwy 33, pole 2' from DER, 457' left of centerline, 20' AGL/162' MSL.

Terrain 22' from DER, 238' right of centerline, 146' MSL.

Light poles, vehicles on road beginning 40' from DER, 255' left of centerline, up to 34' AGL/175' MSL.

Pole, vehicles on road, trees beginning 72' from DER, 268' left of centerline, up to 38' AGL/180' MSL.

Stacks, buildings beginning 123' from DER, 337' right of centerline, up to 20' AGL/167' MSL.

Buildings, stack beginning 268' from DER, 301' right of centerline, up to 168' MSL.

Poles, electrical system beginning 595' from DER, 457' right of centerline, up to 36' AGL/178' MSL.

Trees, electrical system, pole beginning 700' from DER, 68' left of centerline, up to 47' AGL/189' MSL.

Trees, electrical system, buildings, poles beginning 700' from DER, 56' right of centerline, up to 72' AGL/211' MSL.

Tree 786' from DER, 577' left of centerline, 202' MSL.

Trees beginning 798' from DER, 134' left of centerline, up to 67' AGL/210' MSL.

Tree 828' from DER, 430' left of centerline, 70' AGL/215' MSL.

Trees, pole beginning 843' from DER, 16' left of centerline, up to 77' AGL/221' MSL.

Tree 920' from DER, 525' right of centerline, 74' AGL/218' MSL.

Trees, poles beginning 929' from DER, 8' right of centerline, up to 77' AGL/223' MSL.

Trees beginning 2183' from DER, 558' right of centerline, up to 73' AGL/234' MSL.

Trees beginning 2362' from DER, 153' left of centerline, up to 81' AGL/223' MSL.

Trees beginning 2375' from DER, 106' left of centerline, up to 76' AGL/227' MSL.

Trees, electrical system beginning 2379' from DER, 11' right of centerline, up to 82' AGL/240' MSL.

Trees, pole beginning 2492' from DER, 23' right of centerline, up to 77' AGL/242' MSL.

Trees beginning 2509' from DER, 25' left of centerline, up to 85' AGL/238' MSL.

Trees beginning 3544' from DER, 39' left of centerline, up to 106' AGL/242' MSL.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 09JUL26 (26190) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1½ or std w/min climb of 274'/NM to 400.

Rwy 36, 400-2¾ or std w/min climb of 236'/NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 480' from DER, 562' right of centerline, 32' AGL/69' MSL.

Tree 649' from DER, 550' left of centerline, 67' MSL.

Tree 5854' from DER, 1589' left of centerline, 209' MSL.

Trees beginning 5865' from DER, 1154' left of centerline, up to 215' MSL.

Trees beginning 5958' from DER, 1394' left of centerline, up to 223' MSL.

Tree 6010' from DER, 2045' left of centerline, 62' AGL/226' MSL.

Trees, buildings beginning 6036' from DER, 1198' left of centerline, up to 79' AGL/248' MSL.

CON'T



26246





26246



PORTLAND, ME (CON'T)

PORTLAND INTL JETPORT (PWM) (CON'T)

Rwy 18, tree 107' from DER, 521' right of centerline, 77' MSL.
 Trees, terrain beginning 177' from DER, 65' right of centerline, up to 82' MSL.
 Trees beginning 228' from DER, 57' left of centerline, up to 30' AGL/71' MSL.
 Tree 314' from DER, 13' left of centerline, 52' AGL/75' MSL.
 Trees, pole beginning 318' from DER, 136' left of centerline, up to 57' AGL/76' MSL.
 Trees, pole beginning 403' from DER, 13' right of centerline, up to 110' MSL.
 Trees beginning 1041' from DER, 245' left of centerline, up to 41' AGL/81' MSL.
 Trees beginning 1056' from DER, 94' left of centerline, up to 55' AGL/96' MSL.
 Trees beginning 1082' from DER, 1' left of centerline, up to 109' MSL.
 Trees beginning 1257' from DER, 156' right of centerline, up to 71' AGL/119' MSL.
 Tree 1273' from DER, 248' right of centerline, 74' AGL/121' MSL.
 Trees beginning 1274' from DER, 1' right of centerline, up to 75' AGL/122' MSL.
 Trees beginning 1368' from DER, 6' right of centerline, up to 77' AGL/125' MSL.
 Trees beginning 1590' from DER, 38' right of centerline, up to 80' AGL/126' MSL.
 Trees beginning 1600' from DER, 11' left of centerline, up to 71' AGL/111' MSL.
 Trees beginning 1619' from DER, 2' left of centerline, up to 113' MSL.
 Trees beginning 1635' from DER, 84' right of centerline, up to 85' AGL/129' MSL.
 Trees beginning 1654' from DER, 9' right of centerline, up to 88' AGL/132' MSL.
 Trees beginning 1655' from DER, 26' left of centerline, up to 117' MSL.
 Trees beginning 1672' from DER, 284' right of centerline, up to 90' AGL/133' MSL.
 Trees beginning 1681' from DER, 5' right of centerline, up to 92' AGL/134' MSL.
 Trees beginning 1706' from DER, on centerline, up to 96' AGL/135' MSL.
 Trees beginning 1733' from DER, 7' left of centerline, up to 118' MSL.
 Trees beginning 1812' from DER, 26' left of centerline, up to 121' MSL.
 Trees beginning 1828' from DER, 2' left of centerline, up to 124' MSL.
 Trees beginning 2686' from DER, 522' right of centerline, up to 143' MSL.
 Tree 3224' from DER, 901' left of centerline, 127' MSL.
 Tree 4241' from DER, 1435' right of centerline, 164' MSL.
 Tree 4424' from DER, 1685' right of centerline, 167' MSL.
 Trees beginning 4825' from DER, 1132' right of centerline, up to 168' MSL.
Rwy 29, tree 1300' from DER, 788' left of centerline, 116' MSL.
 Tree 1560' from DER, 877' left of centerline, 122' MSL.
 Tree 2185' from DER, 829' left of centerline, 137' MSL.
 Tree 2201' from DER, 1068' left of centerline, 142' MSL.
 Trees beginning 2427' from DER, 997' left of centerline, up to 149' MSL.
 Tree 2741' from DER, 960' right of centerline, 153' MSL.
 Trees beginning 2770' from DER, 1066' left of centerline, up to 154' MSL.
 Tree 2871' from DER, 811' right of centerline, 155' MSL.
 Tree 2935' from DER, 1137' right of centerline, 176' MSL.
 Tree 3000' from DER, 1196' right of centerline, 81' AGL/178' MSL.
 Trees beginning 3014' from DER, 1215' right of centerline, up to 180' MSL.
 Trees beginning 3103' from DER, 1299' left of centerline, up to 171' MSL.
 Trees beginning 3434' from DER, 1248' left of centerline, up to 189' MSL.
 Trees beginning 4218' from DER, 1387' left of centerline, up to 204' MSL.
Rwy 36, NAVAID 10' from DER, 148' left of centerline, 2' AGL/46' MSL.
 Fence 20' from DER, 423' left of centerline, 21' AGL/68' MSL.
 Trees, vehicles on road, poles beginning 21' from DER, 251' left of centerline, up to 43' AGL/88' MSL.
 Trees, building beginning 365' from DER, 5' left of centerline, up to 48' AGL/95' MSL.
 Trees, building beginning 644' from DER, 206' left of centerline, up to 98' MSL.
 Tree 1118' from DER, 754' left of centerline, 101' MSL.
 Trees beginning 1174' from DER, 461' left of centerline, up to 102' MSL.
 Tree, transmission line beginning 1280' from DER, 227' right of centerline, up to 86' AGL/128' MSL.
 Trees beginning 1302' from DER, 599' left of centerline, up to 77' AGL/111' MSL.
 Tree 2296' from DER, 877' left of centerline, 114' MSL.
 Tree 2372' from DER, 985' left of centerline, 125' MSL.
 Trees beginning 2402' from DER, 848' left of centerline, up to 132' MSL.
 Tree 3543' from DER, 1437' left of centerline, 138' MSL.
 Towers beginning 2.1 NM from DER, 946' right of centerline, up to 358' AGL/429' MSL.
 Tower 2.2 NM from DER, 1230' right of centerline, 361' AGL/432' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 05APR12 (12096) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, climb heading 165° to 600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 34, building 519' from DER, 439' right of centerline, 16' AGL/115' MSL.
 Trees beginning 2752' from DER, 1090' right of centerline, 90' AGL/170' MSL.



26246





26246



PRESQUE ISLE, ME

PRESQUE ISLE INTL (PQI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1½ w/min. climb of 230' per NM to 1200, or std. w/min. climb of 465' per NM to 800, or 1100-3 for VCOA.

Rwy 10, 300-1½ or std. w/min. climb of 280' per NM to 900.

Rwy 19, std. w/min. climb of 275' per NM to 1600, or 1100-3 for VCOA.

Rwy 28, 300-1½ w/min. climb of 225' per NM to 1600, or std. w/min. climb of 260' per NM to 1000, or 1100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 093° to 1600 before proceeding on course.

VCOA:

Rwys 1, 19, 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Presque Isle Intl at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, terrain beginning 8' from DER, 372' left of centerline, up to 541' MSL, terrain 164' from DER, 470' left of centerline, 545' MSL.

Sign 174' from DER, 289' right of centerline, 3' AGL/540' MSL.

Terrain, lighting beginning 180' from DER, 149' left of centerline, up to 546' MSL.

Lighting 201' from DER, 150' right of centerline, 3' AGL/541' MSL.

Sign 220' from DER, 320' right of centerline, 3' AGL/542' MSL.

Terrain beginning 296' from DER, 559' right of centerline, up to 553' MSL.

Terrain beginning 580' from DER, 97' left of centerline, up to 565' MSL.

Terrain 891' from DER, 48' right of centerline, 557' MSL.

Fence 896' from DER, 601' right of centerline, 5' AGL/559' MSL.

Building 934' from DER, 258' right of centerline, 12' AGL/567' MSL.

Vehicles on road, tree, NAVAID, fence, terrain beginning 945' from DER, 0' of centerline, up to 574' MSL.

Terrain beginning 1003' from DER, 523' left of centerline, up to 570' MSL.

Tree, terrain, fence, vehicles on road beginning 1082' from DER, 13' left of centerline, up to 59' AGL/613' MSL.

Tree 1344' from DER, 199' right of centerline, 8' AGL/575' MSL.

Vehicles on road, fence, terrain, tree beginning 1346' from DER, 32' right of centerline, up to 620' MSL.

Tree 2365' from DER, 470' left of centerline, 68' AGL/620' MSL.

Trees beginning 2397' from DER, 409' right of centerline, up to 30' AGL/646' MSL.

Tree, terrain, vehicles on road beginning 2490' from DER, 331' right of centerline, up to 36' AGL/659' MSL.

Pole, terrain beginning 2584' from DER, 139' right of centerline, up to 38' AGL/662' MSL.

Tree 2617' from DER, 181' left of centerline, 39' AGL/622' MSL.

Tree, terrain, building beginning 2635' from DER, 236' right of centerline, up to 47' AGL/672' MSL.

Tree, vehicles on road, poles, terrain beginning 2685' from DER, 272' right of centerline, up to 49' AGL/699' MSL.

Trees beginning 3390' from DER, 240' left of centerline, up to 67' AGL/644' MSL.

Vehicles on road, terrain, pole beginning 3550' from DER, 175' right of centerline, up to 718' MSL.

Tree, terrain, electrical system, building, pole beginning 4350' from DER, 325' right of centerline, up to 45' AGL/722' MSL.

Trees beginning 5771' from DER, 1618' left of centerline, up to 75' AGL/707' MSL.

Trees beginning 1.1 NM from DER, 1458' right of centerline, up to 59' AGL/755' MSL.

Rwy 10, lighting 9' from DER, 29' left of centerline, 1' AGL/474' MSL.

Fence, electrical system beginning 22' from DER, 440' left of centerline, up to 8' AGL/486' MSL.

Tree, vehicles on road beginning 36' from DER, 424' right of centerline, up to 38' AGL/508' MSL.

Pole 448' from DER, 611' right of centerline, 43' AGL/519' MSL.

Tree, vehicles on road, electrical system beginning 520' from DER, 428' right of centerline, up to 58' AGL/535' MSL.

Tree, vehicles on road, pole, electrical system beginning 650' from DER, 234' right of centerline, up to 77' AGL/553' MSL.

Vehicles on road 900' from DER, 678' left of centerline, 496' MSL.

Tree 1314' from DER, 850' left of centerline, 49' AGL/521' MSL.

Tree 2377' from DER, 131' left of centerline, 69' AGL/534' MSL.

Tree 2517' from DER, 136' left of centerline, 74' AGL/543' MSL.

Tree 2579' from DER, 93' left of centerline, 75' AGL/544' MSL.

Tree 2614' from DER, 130' left of centerline, 80' AGL/550' MSL.

Trees beginning 1.1 NM from DER, 1918' right of centerline, up to 58' AGL/664' MSL.

Tree, pole beginning 1.2 NM from DER, 1629' right of centerline, up to 66' AGL/673' MSL.

Tree 1.2 NM from DER, 2282' right of centerline, 36' AGL/675' MSL.

Tree 1.2 NM from DER, 2398' right of centerline, 38' AGL/679' MSL.

Trees beginning 1.2 nm from DER, 1688' right of centerline, up to 61' AGL/693' MSL.

Tree, building beginning 1.2 NM from DER, 1372' right of centerline, up to 64' AGL/709' MSL.

Trees beginning 1.2 NM from DER, 1312' right of centerline, up to 60' AGL/711' MSL.

Trees beginning 1.3 NM from DER, 1158' right of centerline, up to 58' AGL/714' MSL.

Tree, electrical system beginning 1.3 nm from DER, 1478' right of centerline, up to 70' AGL/721' MSL.

Trees beginning 1.3 NM from DER, 1147' right of centerline, up to 53' AGL/722' MSL.

Tree 1.3 NM from DER, 1622' right of centerline, 70' AGL/729' MSL.

Trees beginning 1.3 NM from DER, 1196' right of centerline, up to 72' AGL/761' MSL.

Tree, terrain, building, fence beginning 1.3 NM from DER, 952' right of centerline, up to 65' AGL/763' MSL.

Tree, terrain beginning 1.4 NM from DER, 1005' right of centerline, up to 69' AGL/767' MSL.

Rwy 19, trees beginning 619' from DER, 590' right of centerline, up to 50' AGL/490' MSL.

Tree 1362' from DER, 797' left of centerline, 58' AGL/509' MSL.

Trees beginning 1542' from DER, 779' left of centerline, up to 64' AGL/515' MSL.

Tree 1610' from DER, 902' right of centerline, 69' AGL/502' MSL.

Trees beginning 1871' from DER, 921' right of centerline, up to 79' AGL/513' MSL.

Tree 2060' from DER, 1028' right of centerline, 89' AGL/524' MSL.

CON'T



26246





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PRESQUE ISLE, ME (CON'T)

PRESQUE ISLE INTL (PQI) (CON'T)

Rwy 19 (CON'T), tree 2831' from DER, 1161' right of centerline, 92' AGL/526' MSL.

Rwy 28, lighting 9' from DER, 30' right of centerline, 2' AGL/474' MSL.

Trees beginning 51' from DER, 264' right of centerline, up to 18' AGL/487' MSL.

Tree, vegetation beginning 134' from DER, 255' right of centerline, up to 53' AGL/510' MSL.

Tree 160' from DER, 464' left of centerline, 55' AGL/508' MSL.

Tree 162' from DER, 508' left of centerline, 60' AGL/512' MSL.

Trees beginning 174' from DER, 410' left of centerline, up to 60' AGL/513' MSL.

Trees beginning 301' from DER, 445' left of centerline, up to 68' AGL/524' MSL.

Trees beginning 574' from DER, 434' left of centerline, up to 60' AGL/533' MSL.

Trees beginning 585' from DER, 225' right of centerline, up to 55' AGL/541' MSL.

Trees beginning 676' from DER, 9' left of centerline, up to 62' AGL/540' MSL.

Trees beginning 1175' from DER, 2' right of centerline, up to 70' AGL/610' MSL.

Tree 5109' from DER, 1814' right of centerline, 81' AGL/629' MSL.

Tree 5184' from DER, 1739' right of centerline, 83' AGL/637' MSL.

Trees beginning 5258' from DER, 1131' right of centerline, up to 76' AGL/638' MSL.

Trees beginning 5989' from DER, 1896' right of centerline, up to 47' AGL/639' MSL.

Tree 1 NM from DER, 1933' right of centerline, 50' AGL/645' MSL.

Trees beginning 1 NM from DER, 1694' right of centerline, up to 83' AGL/679' MSL.

PRINCETON, ME

PRINCETON MUNI (PNN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA-Runway closed.

TAKEOFF OBSTACLE NOTES:

Rwy 15, bushes beginning 42' from DER, left and right of centerline, up to 18' AGL/247' MSL.

Trees beginning 104' from DER, 227' left of centerline, up to 69' AGL/288' MSL.

Trees beginning 154' from DER, 287' right of centerline, up to 79' AGL/298' MSL.

Trees beginning 900' from DER, left and right of centerline, up to 100' AGL/298' MSL.

Rwy 33, bushes beginning 33' from DER, 194' left of centerline, up to 16' AGL/275' MSL.

Poles beginning 70' from DER, 495' left of centerline, up to 29' AGL/298' MSL.

Trees beginning 248' from DER, left and right of centerline, up to 100' AGL/344' MSL.

PROVIDENCE, RI

RHODE ISLAND TF GREEN INTL (PVD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 13 07DEC17 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 300-2 w/min. climb of 220' per NM to 1100 or std. w/ min. climb of 250' per NM to 500 or 1000-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 23, climb on heading 227° to 700 before turning right.

VCOA:

Rwy 34, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Rhode Island TF Green Intl at or above 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain 22' from DER, 437' left of centerline, 45' MSL.

Lighting 675' from DER, 598' left of centerline, 68' MSL.

Tree 794' from DER, 614' left of centerline, 74' MSL.

Tree 880' from DER, 722' right of centerline, 78' MSL.

Trees beginning 1215' from DER, 497' left of centerline, up to 107' MSL.

Tree 1303' from DER, 849' right of centerline, 88' MSL.

Trees beginning 1464' from DER, 733' right of centerline, up to 105' MSL.

Trees beginning 2080' from DER, 454' left of centerline, up to 115' MSL.

Trees beginning 2205' from DER, 783' right of centerline, up to 120' MSL.

Rwy 16, terrain 32' from DER, 221' right of centerline, 34' MSL.

Tree, building, terrain beginning 82' from DER, 136' right of centerline, up to 71' MSL.

Tree 406' from DER, 579' left of centerline, 49' MSL.

Trees beginning 1172' from DER, 792' left of centerline, up to 72' MSL.

Trees beginning 1468' from DER, 407' left of centerline, up to 87' MSL.

Tree 1570' from DER, 827' right of centerline, 85' MSL.

Tree, pole beginning 1585' from DER, 490' left of centerline, up to 110' MSL.

Tree 1659' from DER, 911' right of centerline, 92' MSL.

Tree 2014' from DER, 907' left of centerline, 113' MSL.

Trees beginning 2015' from DER, 759' left of centerline, up to 119' MSL.

Pole, tree beginning 2534' from DER, 22' right of centerline, up to 118' MSL.

Trees beginning 2563' from DER, 9' left of centerline, up to 90' AGL/123' MSL.

Tree, pole beginning 2932' from DER, 28' right of centerline, up to 82' AGL/119' MSL.

Tank, tree, pole beginning 2957' from DER, 2' right of centerline, up to 121' MSL.

Tree, pole beginning 3146' from DER, 9' right of centerline, up to 87' AGL/123' MSL.

Tower 3891' from DER, 1346' right of centerline, 94' AGL/131' MSL.

CON'T



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PROVIDENCE, RI (CON'T)

RHODE ISLAND TF GREEN INTL (PVD) (CON'T)

Rwy 23, traverse way 206' from DER, 554' left of centerline, 61' MSL.

Pole 331' from DER, 588' left of centerline, 86' MSL.

Terrain 530' from DER, 613' right of centerline, 67' MSL.

Tree, pole beginning 661' from DER, 485' right of centerline, up to 85' MSL.

Tree 1004' from DER, 585' right of centerline, 101' MSL.

Tree 1007' from DER, 723' left of centerline, 116' MSL.

Trees beginning 1099' from DER, 494' right of centerline, up to 114' MSL.

Trees beginning 1181' from DER, 720' left of centerline, up to 117' MSL.

Trees beginning 1512' from DER, 591' left of centerline, up to 124' MSL.

Tree 1583' from DER, 908' right of centerline, 119' MSL.

Trees beginning 1697' from DER, 497' right of centerline, up to 123' MSL.

Trees beginning 1917' from DER, 494' left of centerline, up to 125' MSL.

Trees beginning 2066' from DER, 531' right of centerline, up to 87' AGL/137' MSL.

Rwy 34, fence beginning 71' from DER, 313' left of centerline, up to 59' MSL.

Building, sign, fence beginning 105' from DER, 288' right of centerline, up to 23' AGL/76' MSL.

Fence 210' from DER, 209' left of centerline, 8' AGL/61' MSL.

Tree, traverse way, pole beginning 296' from DER, 9' right of centerline, up to 110' MSL.

Pole beginning 309' from DER, 22' left of centerline, up to 73' MSL.

NAVAID 400' from DER, 189' left of centerline, 20' AGL/74' MSL.

Tank, tree, pole, traverse way, building beginning 414' from DER, 8' right of centerline, up to 120' MSL.

Building, pole beginning 437' from DER, 94' left of centerline, up to 77' MSL.

Building 519' from DER, 495' left of centerline, 84' MSL.

Building, traverse way beginning 546' from DER, 276' left of centerline, up to 27' AGL/85' MSL.

Pole, lighting, building beginning 588' from DER, 53' left of centerline, up to 88' MSL.

Tree, lighting, building, pole, electrical system beginning 643' from DER, 29' left of centerline, up to 39' AGL/94' MSL.

Pole, building beginning 828' from DER, 162' left of centerline, up to 100' MSL.

Pole, tree, building beginning 960' from DER, 146' left of centerline, up to 101' MSL.

Pole, tree beginning 1091' from DER, 45' left of centerline, up to 103' MSL.

Tree, pole beginning 1255' from DER, 188' left of centerline, up to 140' MSL.

Tree, pole beginning 1407' from DER, 27' left of centerline, up to 145' MSL.

Tree 1492' from DER, 793' right of centerline, 121' MSL.

Trees beginning 1568' from DER, 172' right of centerline, up to 127' MSL.

Trees beginning 2306' from DER, 421' right of centerline, up to 129' MSL.

Trees beginning 2407' from DER, 154' right of centerline, up to 131' MSL.

Tree 2524' from DER, 388' right of centerline, 132' MSL.

Trees beginning 2589' from DER, 435' right of centerline, up to 133' MSL.

Trees beginning 2953' from DER, 155' right of centerline, up to 138' MSL.

Tree 3262' from DER, 1065' right of centerline, 93' AGL/143' MSL.

Tower 1.4 NM from DER, 2915' right of centerline, 255' AGL/310' MSL.

Tower 1.5 NM from DER, 2927' right of centerline, 282' AGL/334' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (07214) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL.

Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL.

Rwy 25, bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 442' per NM to 4700 or 2600- 2½ for climb in visual conditions.

Rwy 24, std. w/min. climb of 300' per NM to 3900 or 2600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 075° to 4700 before proceeding on course. For climb in visual conditions, cross Rangeley Lake airport at or above 4000 before proceeding on course, do not exceed 210 KIAS until leaving 4000. When executing VCOA, notify ATC prior to departure.

Rwy 24, climb heading 255° to 3900 before proceeding on course. For climb in visual conditions, cross Rangeley Lake airport at or above 4000 before proceeding on course, do not exceed 210 KIAS until leaving 4000. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees and buildings beginning 1374' from DER, 446' right of centerline, up to 80' AGL/1620' MSL.

Vehicles on roadway beginning 3200' from DER, 957' right of centerline, up to 15' AGL/1614' MSL.

Boats on the water, up to 1553' MSL.

Rwy 24, boats on the water, up to 1553' MSL.

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



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RANGELEY, ME (CON'T)

STEPHEN A BEAN MUNI (8B0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, std w/min climb of 489'/NM to 5000 or 2300-3 for VCOA.

Rwy 32, std w/min climb of 456'/NM to 3600 or 2300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 32, climb on heading 319° to 4200 before proceeding on course.

VCOA:

All Runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Steven A Bean Muni at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 11' from DER, 200' right of centerline, up to 67' AGL/1853' MSL.

Tree 129' from DER, 465' left of centerline, 58' AGL/1839' MSL.

Tree 302' from DER, 480' left of centerline, 70' AGL/1843' MSL.

Trees beginning 415' from DER, 82' left of centerline, up to 93' AGL/1859' MSL.

ROCHESTER, NH

SKYHAVEN (DAW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 05JAN17 (17005) (FAA)

DEPARTURE PROCEDURE:

Rwy 33, climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VOR/DME R-095 to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL.

Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL.

Rwy 33, trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL.

Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. w/min. climb of 285' per NM to 1300 or 1200-3 for VCOA.

Rwy 31, std. w/min. climb of 290' per NM to 1100 or 1200-3 for VCOA.

VCOA:

Rwys 3, 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Knox County Rgnl airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 32' from DER, 69' right of centerline, up to 100' AGL/160' MSL.

Tree 107' from DER, 433' left of centerline, 53' AGL/112' MSL.

Trees beginning 226' from DER, 143' left of centerline, up to 100' AGL/160' MSL.

Trees beginning 623' from DER, on centerline, up to 100' AGL/163' MSL.

Trees beginning 674' from DER, 212' right of centerline, up to 100' AGL/163' MSL.

Trees, NAVIAID beginning 817' from DER, 71' left of centerline, up to 100' AGL/169' MSL.

Trees beginning 969' from DER, 141' right of centerline, up to 100' AGL/166' MSL.

Trees beginning 1061' from DER, 142' left of centerline, up to 100' AGL/183' MSL.

Trees beginning 1265' from DER, on centerline, up to 100' AGL/169' MSL.

Trees beginning 1357' from DER, 212' left of centerline, up to 100' AGL/192' MSL.

Trees beginning 1652' from DER, 66' left of centerline, up to 100' AGL/199' MSL.

Trees beginning 2498' from DER, 1' right of centerline, up to 100' AGL/179' MSL.

Trees beginning 2844' from DER, 144' right of centerline, up to 100' AGL/186' MSL.

Trees beginning 3139' from DER, 3' right of centerline, up to 100' AGL/196' MSL.

Tower, trees beginning 3724' from DER, 4' right of centerline, up to 148' AGL/206' MSL.

Rwy 13, pole 483' from DER, 546' left of centerline, 34' AGL/86' MSL.

Tree 494' from DER, 614' left of centerline, 45' AGL/96' MSL.

Trees, pole beginning 590' from DER, 507' left of centerline, up to 47' AGL/100' MSL.

Tree 999' from DER, 188' right of centerline, 23' AGL/86' MSL.

Tree, poles, building beginning 1031' from DER, 115' right of centerline, up to 31' AGL/108' MSL.

Trees beginning 1376' from DER, 399' right of centerline, up to 66' AGL/139' MSL.

Trees beginning 1832' from DER, 44' right of centerline, up to 66' AGL/152' MSL.

Tree 2387' from DER, 304' left of centerline, 88' AGL/126' MSL.

Tree 3234' from DER, 884' right of centerline, 82' AGL/155' MSL.

Rwy 21, trees beginning 634' from DER, 221' right of centerline, up to 73' AGL/105' MSL.

Tree 639' from DER, 468' left of centerline, 61' AGL/99' MSL.

Trees beginning 744' from DER, 339' left of centerline, up to 65' AGL/104' MSL.

Rwy 31, tower 612' from DER, 465' right of centerline, 14' AGL/68' MSL.

Pole 1241' from DER, 365' right of centerline, 14' AGL/83' MSL.

Trees beginning 1624' from DER, 504' right of centerline, up to 84' AGL/136' MSL.

Tree 3541' from DER, 922' left of centerline, 60' AGL/170' MSL.

CON'T



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ROCKLAND, ME (CON'T)

KNOX COUNTY RGNL (RKD)(CON'T)

Rwy 31 (CON'T), tree 3900' from DER, 1370' left of centerline, 63' AGL/184' MSL.
Tree 4069' from DER, 346' right of centerline, 44' AGL/166' MSL.

RUTLAND, VT

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 07FEB13 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/min. climb of 439' per NM to 3000, or 3600-3 for climb in visual conditions.

Rwy 13, NA-Obstacles.

Rwy 19, std. w/min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions.

Rwy 31, std. w/min. climb of 500' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 1, climb on 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual condition: cross Rutland/Southern Vermont Rgnl airport at or above 4300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 19, climb heading 194° to 1400, then climbing right turn on 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual condition: cross Rutland/Southern Vermont Rgnl airport at or above 4300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 31, climb heading 329° to 1600, then climbing right turn on 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual condition: cross Rutland/Southern Vermont Rgnl airport at or above 4300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL.

Rwy 19, trees beginning 167' from DER, 305' right of centerline, up to 42' AGL/843' MSL.

Trees beginning 393' from DER, 175' left of centerline, up to 100' AGL/967' MSL.

Rwy 31, trees beginning 334' from DER, 94' left of centerline, up to 100' AGL/1319' MSL.

Trees beginning 885' from DER, 201' right of centerline, up to 85' AGL/827' MSL.

SANFORD, ME

SANFORD SEACOAST RGNL (SFM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 300-1½ or std. w/min. climb of 385' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 25, climb on heading 255° to 1100 before turning right.

Rwy 32, climb on heading 331° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 7, vehicles on road, antenna, light support structure, transmission tower, and trees beginning 62' from DER, 4' left of centerline, up to 69' AGL/309' MSL.

Trees beginning 220' from DER, 19' right of centerline, up to 72' AGL/311' MSL.

Rwy 14, trees beginning 149' from DER, 320' left of centerline, up to 55' AGL/294' MSL.

Bushes and trees beginning 93' from DER, 260' right of centerline, up to 81' AGL/320' MSL.

Rwy 25, trees beginning 118' from DER, 511' left of centerline, up to 60' AGL/379' MSL.

Trees beginning 245' from DER, 476' right of centerline, up to 62' AGL/321' MSL.

Rwy 32, trees beginning 763' from DER, 58' left of centerline, up to 77' AGL/396' MSL.

Pole and trees beginning 332' from DER, 59' right of centerline, up to 92' AGL/381' MSL.

Trees 3269' from DER, 1226' left of centerline, up to 72' AGL/401' MSL.

Trees 4667' from DER, 1225' left of centerline, up to 82' AGL/431' MSL.

Trees 5473' from DER, 1013' left of centerline, up to 67' AGL/416' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11MAR10 (10070) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 2, climb heading 022° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL.

Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL.

Rwy 20, trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL.

Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.



26246





26246

**SPRINGFIELD, VT****HARTNESS STATE (SPRINGFIELD) (VSF)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3A 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:**Rwys 5, 11, 23, 29, 3000-3 for VCOA****VCOA:**

All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hartness State (Springfield) airport at or above 3400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree, transmission line, pole beginning 3' from DER, 295' left of centerline, up to 688' MSL.
 Tree 47' from DER, 218' right of centerline, 571' MSL.
 Trees beginning 95' from DER, 178' right of centerline, up to 598' MSL.
 Trees, transmission line, pole beginning 189' from DER, 2' left of centerline, up to 704' MSL.
 Trees, poles, transmission line beginning 558' from DER, 94' left of centerline, up to 713' MSL.
 Trees beginning 1013' from DER, 25' left of centerline, up to 721' MSL.
 Tree 1294' from DER, 112' right of centerline, 616' MSL.
 Trees beginning 1297' from DER, 24' right of centerline, up to 633' MSL.
 Tree 3402' from DER, 22' right of centerline, 650' MSL.
 Tree 3699' from DER, 77' right of centerline, 660' MSL.
 Tree 5131' from DER, 1824' right of centerline, 773' MSL.
 Trees beginning 5509' from DER, 1579' right of centerline, up to 799' MSL.
 Trees beginning 5989' from DER, 1426' right of centerline, up to 829' MSL.
 Tree 1 NM from DER, 1709' right of centerline, 945' MSL.
 Trees beginning 1 NM from DER, 1346' right of centerline, up to 1054' MSL.
 Tower, antenna, trees beginning 1.1 NM from DER, 302' right of centerline, up to 76' AGL/1161' MSL.
 Trees beginning 1.6 NM from DER, 685' right of centerline, up to 1166' MSL.
 Trees beginning 1.6 NM from DER, 279' right of centerline, up to 1233' MSL.
 Trees, buildings, pole beginning 1.7 NM from DER, 103' right of centerline, up to 1237' MSL.
 Tree 2 NM from DER, 390' left of centerline, 881' MSL.
 Tree 2.1 NM from DER, 809' left of centerline, 887' MSL.
 Tree 2.1 NM from DER, 304' left of centerline, 899' MSL.
 Trees beginning 2.1 NM from DER, 478' left of centerline, up to 953' MSL.
 Trees beginning 2.2 NM from DER, 43' left of centerline, up to 1189' MSL.
 Tree 2.2 NM from DER, 401' left of centerline, 1057' MSL.
 Trees beginning 2.2 NM from DER, 1574' right of centerline, up to 1271' MSL.
 Trees beginning 2.2 NM from DER, 37' left of centerline, up to 1093' MSL.
 Trees beginning 2.3 NM from DER, 307' right of centerline, up to 1260' MSL.
 Tree 2.3 NM from DER, 557' left of centerline, 1122' MSL.
 Trees beginning 2.3 NM from DER, 841' right of centerline, up to 1294' MSL.
 Trees beginning 2.3 NM from DER, 63' left of centerline, up to 1126' MSL.
 Building, poles, transmission line, trees beginning 2.3 NM from DER, 104' right of centerline, up to 102' AGL/1314' MSL.
 Trees beginning 2.3 NM from DER, 390' left of centerline, up to 1189' MSL.
 Trees beginning 2.4 NM from DER, 1091' left of centerline, up to 1208' MSL.
 Trees beginning 2.4 NM from DER, 647' left of centerline, up to 1217' MSL.
 Trees beginning 2.5 NM from DER, 29' left of centerline, up to 1266' MSL.
 Building, trees beginning 2.5 NM from DER, 589' right of centerline, up to 26' AGL/1173' MSL.
Rwy 11, trees beginning 35' from DER, 302' right of centerline, up to 648' MSL.
 Trees beginning 56' from DER, 225' left of centerline, up to 584' MSL.
 Tree 2988' from DER, 831' left of centerline, 693' MSL.
 Tree 3096' from DER, 386' left of centerline, 716' MSL.
 Tree 3318' from DER, 953' right of centerline, 754' MSL.
 Tree 3361' from DER, 1185' left of centerline, 721' MSL.
 Tree 3419' from DER, 671' left of centerline, 792' MSL.
 Tree 3495' from DER, 57' right of centerline, 770' MSL.
 Tree 3580' from DER, 511' right of centerline, 787' MSL.
 Trees beginning 3672' from DER, 321' left of centerline, up to 845' MSL.
 Tree 3698' from DER, 1067' right of centerline, 830' MSL.
 Tree 3975' from DER, 650' right of centerline, 846' MSL.
 Tree 4022' from DER, 121' right of centerline, 852' MSL.
 Trees beginning 4153' from DER, 331' left of centerline, up to 870' MSL.
 Trees, transmission line, pole beginning 4154' from DER, 373' right of centerline, up to 903' MSL.
 Trees, tower, poles, transmission line beginning 4465' from DER, 81' right of centerline, up to 938' MSL.
 Trees beginning 4544' from DER, 149' left of centerline, up to 873' MSL.
 Trees beginning 5381' from DER, 131' left of centerline, up to 901' MSL.
 Trees, transmission line, poles beginning 5678' from DER, 198' left of centerline, up to 907' MSL.
 Tree 1.1 NM from DER, 1851' left of centerline, 947' MSL.
 Tree 1.1 NM from DER, 2298' left of centerline, 955' MSL.
 Tree 1.1 NM from DER, 1111' left of centerline, 976' MSL.
 Trees beginning 1.2 NM from DER, 366' left of centerline, up to 1027' MSL.
 Trees beginning 1.2 NM from DER, 266' right of centerline, up to 947' MSL.
 Trees beginning 1.2 NM from DER, 784' left of centerline, up to 1029' MSL.
 Tree 1.2 NM from DER, 1813' right of centerline, 973' MSL.
 Tree 1.2 NM from DER, 1378' right of centerline, 984' MSL.
 Trees beginning 1.2 NM from DER, 153' left of centerline, up to 1054' MSL.

CONT

26246



SPRINGFIELD, VT (CON'T)

HARTNESS STATE (SPRINGFIELD) (VSF) (CON'T)

Rwy 11 (CON'T), trees beginning 1.2 NM from DER, 449' right of centerline, up to 1120' MSL.

Trees beginning 1.2 NM from DER, 571' left of centerline, up to 1075' MSL.

Trees beginning 1.3 NM from DER, 101' right of centerline, up to 1237' MSL.

Trees beginning 1.3 NM from DER, 319' left of centerline, up to 1097' MSL.

Trees beginning 1.3 NM from DER, 592' right of centerline, up to 1269' MSL.

Trees beginning 1.4 NM from DER, 766' left of centerline, up to 1101' MSL.

Tower, trees beginning 1.4 NM from DER, 11' right of centerline, up to 74' AGL/1408' MSL.

Trees beginning 1.4 NM from DER, 1219' left of centerline, up to 1106' MSL.

Trees beginning 1.4 NM from DER, 175' left of centerline, up to 1172' MSL.

Trees beginning 1.5 NM from DER, 19' left of centerline, up to 1192' MSL.

Trees beginning 1.8 NM from DER, 97' left of centerline, up to 1208' MSL.

Trees beginning 2.2 NM from DER, 245' left of centerline, up to 1210' MSL.

Tree 2.2 NM from DER, 3069' left of centerline, 1242' MSL.

Tree 2.2 NM from DER, 2553' left of centerline, 1261' MSL.

Trees beginning 2.2 NM from DER, 306' left of centerline, up to 1289' MSL.

Trees beginning 2.3 NM from DER, 208' left of centerline, up to 1326' MSL.

Tree 2.4 NM from DER, 3985' left of centerline, 1336' MSL.

Trees beginning 2.4 NM from DER, 876' left of centerline, up to 1368' MSL.

Trees beginning 2.4 NM from DER, 447' left of centerline, up to 1420' MSL.

Tree 2.4 NM from DER, 4186' left of centerline, 1437' MSL.

Trees beginning 2.5 NM from DER, 116' left of centerline, up to 1445' MSL.

Trees beginning 2.5 NM from DER, 610' left of centerline, up to 1479' MSL.

Trees beginning 2.5 NM from DER, 62' right of centerline, up to 1123' MSL.

Rwy 23, trees beginning 28' from DER, 315' left of centerline, up to 591' MSL.

Tree 96' from DER, 181' right of centerline, 596' MSL.

Tree 157' from DER, 426' right of centerline, 619' MSL.

Tree 285' from DER, 530' right of centerline, 631' MSL.

Trees, pole, transmission line beginning 492' from DER, 2' right of centerline, up to 640' MSL.

Tree 1019' from DER, 584' left of centerline, 606' MSL.

Trees beginning 1107' from DER, 187' left of centerline, up to 613' MSL.

Tree 1.2 NM from DER, 1610' left of centerline, 759' MSL.

Trees beginning 1.2 NM from DER, 1702' left of centerline, up to 776' MSL.

Tree 1.3 NM from DER, 2175' right of centerline, 772' MSL.

Trees beginning 1.3 NM from DER, 1810' right of centerline, up to 816' MSL.

Trees beginning 1.3 NM from DER, 1418' right of centerline, up to 823' MSL.

Tree 1.4 NM from DER, 1910' right of centerline, 842' MSL.

Transmission line, pole beginning 1.4 NM from DER, 2700' right of centerline, up to 28' agl/875' MSL.

Building 1.4 NM from DER, 2655' right of centerline, 35' agl/877' MSL.

Tree 1.4 NM from DER, 2301' right of centerline, 890' MSL.

Trees, building, transmission line, poles beginning 1.5 NM from DER, 1793' right of centerline, up to 929' MSL.

Tree 1.5 NM from DER, 376' left of centerline, 829' MSL.

Tree 1.6 NM from DER, 668' left of centerline, 845' MSL.

Tree 1.8 NM from DER, 2654' left of centerline, 862' MSL.

Tree 1.8 NM from DER, 3071' left of centerline, 887' MSL.

Trees beginning 1.8 NM from DER, 774' right of centerline, up to 976' MSL.

Trees beginning 1.8 NM from DER, 1457' left of centerline, up to 957' MSL.

Trees, buildings beginning 1.9 NM from DER, 381' right of centerline, up to 996' MSL.

Trees beginning 1.9 NM from DER, 2230' left of centerline, up to 972' MSL.

Trees beginning 2 NM from DER, 1561' left of centerline, up to 978' MSL.

Tree 2 NM from DER, 2823' left of centerline, 997' MSL.

Trees beginning 2 NM from DER, 1976' left of centerline, up to 1011' MSL.

Trees, building beginning 2.1 NM from DER, 95' left of centerline, up to 1012' MSL.

Trees beginning 2.2 NM from DER, 224' right of centerline, up to 1148' MSL.

Tree 2.3 NM from DER, 3227' right of centerline, 1201' MSL.

Trees beginning 2.3 NM from DER, 1895' right of centerline, up to 1239' MSL.

Trees beginning 2.3 NM from DER, 0' of centerline, up to 1273' MSL.

Trees, tower beginning 2.3 NM from DER, 3304' right of centerline, up to 1282' MSL.

Trees beginning 2.4 NM from DER, 33' right of centerline, up to 1290' MSL.

Trees beginning 2.5 NM from DER, 1932' left of centerline, up to 1013' MSL.

Tree 2.5 NM from DER, 312' left of centerline, 1022' MSL.

Trees beginning 2.5 NM from DER, 661' left of centerline, up to 1023' MSL.

Rwy 29, tree 48' from DER, 472' left of centerline, 623' MSL.

Trees beginning 227' from DER, 331' left of centerline, up to 625' MSL.

Trees beginning 372' from DER, 389' right of centerline, up to 649' MSL.

Trees beginning 428' from DER, 177' left of centerline, up to 648' MSL.

Tree 1534' from DER, 833' left of centerline, 678' MSL.

Trees beginning 1997' from DER, 315' left of centerline, up to 726' MSL.

Tree 2377' from DER, 760' left of centerline, 745' MSL.

Trees beginning 2610' from DER, 300' left of centerline, up to 758' MSL.

Tree, transmission line, pole beginning 2779' from DER, 662' left of centerline, up to 784' MSL.

Tree 2907' from DER, 1075' right of centerline, 737' MSL.

Tree 3004' from DER, 39' right of centerline, 743' MSL.

Tree 3133' from DER, 496' right of centerline, 746' MSL.

CON'T



26246



SPRINGFIELD, VT (CON'T)

HARTNESS STATE (SPRINGFIELD) (VSF) (CON'T)

Rwy 29 (CON'T), tree, building, transmission line, pole beginning 3172' from DER, 387' left of centerline, up to 786' MSL.
 Tree 3225' from DER, 789' left of centerline, 798' MSL.
 Tree 3331' from DER, 890' right of centerline, 757' MSL.
 Trees, transmission line, poles, building beginning 3351' from DER, 148' left of centerline, up to 805' MSL.
 Trees beginning 3371' from DER, 166' right of centerline, up to 769' MSL.
 Trees beginning 3898' from DER, 148' right of centerline, up to 797' MSL.
 Trees, poles, transmission line, buildings beginning 3941' from DER, 71' left of centerline, up to 806' MSL.
 Transmission line, pole, tree beginning 4726' from DER, 0' left of centerline, up to 72' AGL/834' MSL.
 Trees, transmission line, pole beginning 4728' from DER, 333' right of centerline, up to 804' MSL.
 Trees beginning 4939' from DER, 73' left of centerline, up to 837' MSL.
 Transmission line, pole beginning 5000' from DER, 123' right of centerline, up to 46' AGL/820' MSL.
 Transmission line, pole beginning 5255' from DER, 270' right of centerline, up to 39' AGL/824' MSL.
 Trees, pole, transmission line beginning 5271' from DER, 446' right of centerline, up to 828' MSL.
 Tree 5864' from DER, 168' right of centerline, 830' MSL.
 Trees, transmission line, pole beginning 5897' from DER, 55' right of centerline, up to 836' MSL.
 Tree, transmission line, pole beginning 1 NM from DER, 1125' right of centerline, up to 880' MSL.
 Trees beginning 1 NM from DER, 274' right of centerline, up to 881' MSL.
 Trees beginning 1.1 NM from DER, 91' right of centerline, up to 889' MSL.
 Trees, buildings beginning 1.1 NM from DER, 43' right of centerline, up to 919' MSL.
 Trees, transmission line, poles beginning 1.2 NM from DER, 250' right of centerline, up to 963' MSL.
 Trees, pole, transmission line beginning 1.3 NM from DER, 628' right of centerline, up to 971' MSL.
 Trees beginning 1.3 NM from DER, 119' left of centerline, up to 841' MSL.
 Trees beginning 1.3 NM from DER, 82' right of centerline, up to 1013' MSL.
 Trees beginning 1.4 NM from DER, 148' left of centerline, up to 848' MSL.
 Trees beginning 1.5 NM from DER, 347' left of centerline, up to 860' MSL.
 Trees beginning 1.5 NM from DER, 1750' left of centerline, up to 863' MSL.
 Trees beginning 1.6 NM from DER, 184' right of centerline, up to 1029' MSL.
 Trees beginning 1.6 NM from DER, 241' left of centerline, up to 875' MSL.
 Tree 1.6 NM from DER, 1188' left of centerline, 876' MSL.
 Trees beginning 1.6 NM from DER, 19' left of centerline, up to 900' MSL.
 Trees beginning 1.6 NM from DER, 101' right of centerline, up to 1047' MSL.
 Trees beginning 1.7 NM from DER, 562' left of centerline, up to 932' MSL.
 Trees beginning 1.7 NM from DER, 404' left of centerline, up to 991' MSL.
 Trees beginning 1.8 NM from DER, 171' left of centerline, up to 1022' MSL.
 Trees beginning 1.8 NM from DER, 525' left of centerline, up to 1069' MSL.
 Trees beginning 1.9 NM from DER, 30' left of centerline, up to 1122' MSL.
 Tree 1.9 NM from DER, 2455' right of centerline, 1050' MSL.
 Trees beginning 1.9 NM from DER, 950' right of centerline, up to 1083' MSL.
 Trees beginning 2 NM from DER, 486' right of centerline, up to 1100' MSL.
 Tower 2 NM from DER, 1210' right of centerline, 64' AGL/1103' MSL.
 Trees beginning 2 NM from DER, 1155' right of centerline, up to 1130' MSL.
 Trees beginning 2 NM from DER, 2169' right of centerline, up to 1155' MSL.
 Trees beginning 2 NM from DER, 295' right of centerline, up to 1196' MSL.
 Trees beginning 2.1 NM from DER, 190' right of centerline, up to 1251' MSL.
 Trees beginning 2.2 NM from DER, 681' right of centerline, up to 1252' MSL.
 Trees beginning 2.3 NM from DER, 1442' left of centerline, up to 1148' MSL.

STOW, MA

MINUTE MAN AIR FLD (6B6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23SEP10 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 400-2% or std. w/min. climb of 420' per NM to 700.

Rwys 12, 30, NA-Environmental.

Rwy 21, 400-2% or std. w/min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 032° to 800 before proceeding on course.

Rwy 21, climb heading 212° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL.

Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL.

Rwy 21, trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL.

Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL.

Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL.

Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.



26246





26246



TAUNTON, MA

TAUNTON MUNI/KING FLD (TAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 14FEB08 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Turf runway.

Rwy 12, 200-1½ or std. w/min. climb of 362' per NM to 300.

Rwy 30, 200-1 or std. w/min climb of 291' per NM to 300.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees and terrain beginning 61' from DER, 128' right of centerline, up to 80' AGL/229' MSL.

Trees and terrain beginning 93' from DER, 204' left of centerline, up to 80' AGL/159' MSL.

Rwy 30, terrain beginning 147' from DER, 284' right of centerline, 43' MSL.

Trees and terrain beginning 1044' from DER, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 585' from DER, 492' left of centerline, up to 100' AGL/159' MSL.

Trees beginning 707' from DER, 543' right of centerline, up to 100' AGL/159' MSL.

Rwy 15, trees beginning 276' from DER, 156' left of centerline, up to 100' AGL/159' MSL.

Pole 411' from DER, 475' right of centerline, 45' AGL/97' MSL.

Trees beginning 430' from DER, 79' right of centerline, up to 100' AGL/159' MSL.

Rwy 24, trees beginning 594' from DER, 201' left of centerline, up to 100' AGL/149' MSL.

Trees beginning 606' from DER, 442' right of centerline, up to 100' AGL/159' MSL.

Building 791' from DER, 266' left of centerline, 25' AGL/75' MSL.

Rwy 33, trees beginning 36' from DER, 120' left of centerline, up to 100' AGL/179' MSL.

Trees beginning 67' from DER, 75' right of centerline, up to 100' AGL/169' MSL.

WATERVILLE, ME

WATERVILLE RGNL (WVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, std w/min climb of 375' to 700, or 1000-2½ for VCOA.

VCOA:

Rwy 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Waterville Rgnl airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 615' from DER, 572' right of centerline, 66' AGL/358' MSL.

Tree 1201' from DER, 616' left of centerline, 57' AGL/366' MSL.

Rwy 14, tree 215' from DER, 292' right of centerline, 41' AGL/333' MSL.

Tree 238' from DER, 296' left of centerline, 42' AGL/333' MSL.

Tree 249' from DER, 509' left of centerline, 77' AGL/371' MSL.

Trees beginning 264' from DER, 257' right of centerline, up to 63' AGL/351' MSL.

Rwy 32, tree 590' from DER, 234' right of centerline, 67' AGL/334' MSL.

Tree 634' from DER, 134' left of centerline, 73' AGL/340' MSL.

Tree, building beginning 2121' from DER, 144' left of centerline, up to 82' AGL/419' MSL.

Building 3054' from DER, 585' left of centerline, 30' AGL/430' MSL.

Tank 3618' from DER, 656' right of centerline, 67' AGL/477' MSL.

Tree 5420' from DER, 1044' left of centerline, 90' AGL/549' MSL.

WESTERLY, RI

WESTERLY STATE (WST)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 02JUN11 (11153) (FAA)

TAKEOFF MINIMUMS:

Rwy 25, 300-1

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 36' from DER 57' right of centerline, up to 70' AGL/120' MSL.

Tree 789' from DER, 332' left of centerline, 41' AGL/100' MSL.

Rwy 14, trees beginning 124' from DER, 31' right of centerline, up to 61' AGL/173' MSL.

Trees beginning 443' from DER, 73' left of centerline, up to 54' AGL/163' MSL.

Bush 327' from DER, 3' left of centerline, 19' AGL/98' MSL.

Rwy 25, trees beginning 171' from DER, 119' right of centerline, up to 62' AGL/121' MSL.

Tank 2957' from DER, 1038' left of centerline, 126' AGL/250' MSL.

Obstruction light on pole 50' from DER, 496' left of centerline, 13' AGL/ 92' MSL.

Trees beginning 439' from DER, 93' left of centerline, up to 61' AGL/184' MSL.

Rwy32, trees beginning 32' from DER, 46' right of centerline, up to 84' AGL/173' MSL.

Trees beginning 152' from DER, 41' left of centerline, up to 85' AGL/174' MSL.



26246



NE-1



26246



WESTFIELD/SPRINGFIELD, MA

WESTFIELD-BARNES RGNL (BAF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 200-1½ or std. w/min. climb of 210' per NM to 600, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

Rwy 15, 400-1½ or std. w/min. climb of 460' per NM to 800.

Rwy 33, std. w/min. climb of 340' per NM to 1800 or 1500-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 024° to 1700 before proceeding on course.

Rwy 15, climb heading 154° to 1300 before proceeding on course.

Rwy 20, climb heading 204° to 1400 before proceeding on course.

Rwy 33, climb heading 334° to 1500 before proceeding on course.

VCOA:

Rwy 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Westfield-Barnes Rgnl airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 3074' from DER, 658' left of centerline, 77' AGL/352' MSL.

Tree 3231' from DER, 747' right of centerline, 72' AGL/350' MSL.

Tree 3377' from DER, 867' left of centerline, 75' AGL/354' MSL.

Tree 4381' from DER, 144' left of centerline, 92' AGL/385' MSL.

Tree 1.2 NM from DER, 878' right of centerline, 99' AGL/465' MSL.

Rwy 15, tree 67' from DER, 449' left of centerline, 38' AGL/251' MSL.

Trees beginning 209' from DER, 74' left of centerline, up to 265' MSL.

Trees beginning 517' from DER, 40' right of centerline, up to 269' MSL.

Trees beginning 558' from DER, 532' left of centerline, up to 282' MSL.

Trees beginning 691' from DER, 420' left of centerline, up to 66' AGL/289' MSL.

Trees beginning 791' from DER, 534' left of centerline, up to 309' MSL.

Tree 936' from DER, 612' right of centerline, 280' MSL.

Tree 1034' from DER, 646' right of centerline, 295' MSL.

Trees beginning 1036' from DER, 384' right of centerline, up to 312' MSL.

Tree 1231' from DER, 719' left of centerline, 317' MSL.

Trees beginning 1285' from DER, 404' right of centerline, up to 313' MSL.

Trees beginning 1304' from DER, 438' left of centerline, up to 330' MSL.

Trees beginning 1399' from DER, 555' right of centerline, up to 321' MSL.

Trees beginning 1414' from DER, 90' left of centerline, up to 334' MSL.

Trees beginning 1458' from DER, 51' right of centerline, up to 85' AGL/324' MSL.

Trees beginning 1496' from DER, 9' left of centerline, up to 335' MSL.

Trees beginning 1685' from DER, 9' right of centerline, up to 326' MSL.

Trees beginning 1691' from DER, 103' left of centerline, up to 345' MSL.

Trees beginning 1915' from DER, 5' left of centerline, up to 354' MSL.

Trees beginning 2541' from DER, 85' right of centerline, up to 327' MSL.

Trees beginning 3032' from DER, 697' right of centerline, up to 329' MSL.

Trees beginning 3255' from DER, 1123' left of centerline, up to 368' MSL.

Tree 3261' from DER, 1270' right of centerline, 331' MSL.

Tree 3390' from DER, 1231' left of centerline, 370' MSL.

Trees beginning 3394' from DER, 1011' left of centerline, up to 389' MSL.

Tree 3526' from DER, 1298' left of centerline, 402' MSL.

Trees beginning 3538' from DER, 987' left of centerline, up to 408' MSL.

Trees beginning 3652' from DER, 892' left of centerline, up to 410' MSL.

Trees beginning 3715' from DER, 734' left of centerline, up to 413' MSL.

Trees beginning 3787' from DER, 888' left of centerline, up to 416' MSL.

Trees beginning 3932' from DER, 642' left of centerline, up to 418' MSL.

Trees beginning 4020' from DER, 610' left of centerline, up to 424' MSL.

Trees beginning 4081' from DER, 581' left of centerline, up to 428' MSL.

Trees beginning 4332' from DER, 684' left of centerline, up to 439' MSL.

Trees beginning 4518' from DER, 647' left of centerline, up to 449' MSL.

Trees beginning 4563' from DER, 529' left of centerline, up to 451' MSL.

Tank and trees beginning 4666' from DER, 375' left of centerline, up to 457' MSL.

Trees beginning 4784' from DER, 39' left of centerline, up to 465' MSL.

Trees beginning 5440' from DER, 39' right of centerline, up to 405' MSL.

Tree 5542' from DER, 117' right of centerline, 407' MSL.

Trees beginning 5561' from DER, 146' left of centerline, up to 466' MSL.

Trees beginning 5581' from DER, 9' right of centerline, up to 412' MSL.

Terrain and trees beginning 5700' from DER, 263' left of centerline, up to 471' MSL.

Trees beginning 5815' from DER, 151' left of centerline, up to 486' MSL.

Trees beginning 5837' from DER, 18' left of centerline, up to 513' MSL.

Trees beginning 5935' from DER, 71' left of centerline, up to 530' MSL.

Terrain and trees beginning 1 NM from DER, 74' left of centerline, up to 559' MSL.

Terrain and trees beginning 1 NM from DER, 12' left of centerline, up to 592' MSL.

Trees beginning 1.3 NM from DER, 48' right of centerline, up to 464' MSL.

Tree 1.3 NM from DER, 313' right of centerline, 476' MSL.

Trees beginning 1.3 NM from DER, 6' right of centerline, up to 484' MSL.

Trees beginning 1.3 NM from DER, 212' right of centerline, up to 490' MSL.

CONT



26246





26246



WESTFIELD/SPRINGFIELD, MA (CON'T)

WESTFIELD-BARNES RGNL (BAF) (CON'T)

Rwy 15 (CON'T), trees beginning 1.4 NM from DER, 102' right of centerline, up to 493' MSL.
 Trees beginning 1.4 NM from DER, 107' right of centerline, up to 500' MSL.
 Trees beginning 1.4 NM from DER, 392' right of centerline, up to 511' MSL.
 Vehicles on road and trees beginning 1.4 NM from DER, 11' right of centerline, up to 512' MSL.
 Vehicles on road and trees beginning 1.4 NM from DER, 292' right of centerline, up to 521' MSL.
 Vehicles on road and trees beginning 1.4 NM from DER, 9' right of centerline, up to 524' MSL.
 Trees beginning 1.5 NM from DER, 1005' right of centerline, up to 59' AGL/525' MSL.
Rwy 20, trees beginning 541' from DER, 482' right of centerline, up to 44' AGL/294' MSL.
 Tree 1082' from DER, 734' left of centerline, 61' AGL/309' MSL.
 Trees beginning 1157' from DER, 170' left of centerline, up to 65' AGL/314' MSL.
 Trees beginning 1219' from DER, 385' right of centerline, up to 70' AGL/311' MSL.
 Trees beginning 1325' from DER, 430' right of centerline, up to 73' AGL/314' MSL.
 Trees beginning 1489' from DER, 106' right of centerline, up to 72' AGL/317' MSL.
 Tree 1594' from DER, 256' right of centerline, 76' AGL/318' MSL.
 Tree 1597' from DER, 486' right of centerline, 80' AGL/320' MSL.
 Trees beginning 1622' from DER, 47' left of centerline, up to 75' AGL/321' MSL.
 Trees beginning 1676' from DER, 38' right of centerline, up to 87' AGL/329' MSL.
Rwy 33, fence 82' from DER, 419' right of centerline, 5' AGL/268' MSL.
 Tree 105' from DER, 207' left of centerline, 267' MSL.
 Poles and buildings beginning 645' from DER, 440' right of centerline, up to 50' AGL/311' MSL.
 Tree 863' from DER, 723' left of centerline, 329' MSL.
 Tree 956' from DER, 377' left of centerline, 80' AGL/340' MSL.
 Trees beginning 958' from DER, 429' left of centerline, up to 360' MSL.
 Pole and trees beginning 1088' from DER, 434' left of centerline, up to 361' MSL.
 Pole and trees beginning 1566' from DER, 33' left of centerline, up to 362' MSL.
 Trees beginning 1652' from DER, 30' right of centerline, up to 355' MSL.
 Trees beginning 1877' from DER, 93' right of centerline, up to 358' MSL.
 Trees beginning 2091' from DER, 26' left of centerline, up to 367' MSL.
 Trees beginning 2263' from DER, 70' left of centerline, up to 375' MSL.
 Trees beginning 2400' from DER, 69' left of centerline, up to 379' MSL.
 Trees beginning 2604' from DER, 25' right of centerline, up to 364' MSL.
 Trees beginning 2721' from DER, 13' left of centerline, up to 383' MSL.
 Trees beginning 2847' from DER, 107' left of centerline, up to 388' MSL.
 Buildings and trees beginning 3011' from DER, 3' left of centerline, up to 392' MSL.
 Tree 4175' from DER, 331' right of centerline, 370' MSL.
 Tree 4407' from DER, 168' right of centerline, 375' MSL.
 Tree 4503' from DER, 95' right of centerline, 383' MSL.
 Trees beginning 1.3 NM from DER, 2512' right of centerline, up to 488' MSL.
 Tree 1.4 NM from DER, 2625' right of centerline, 508' MSL.
 Trees beginning 1.4 NM from DER, 2530' right of centerline, up to 84' AGL/513' MSL.
 Towers beginning 1.5 NM from DER, 2439' left of centerline, up to 307' AGL/545' MSL.

WESTOVER ARB/METROPOLITAN (KCEF)

SPRINGFIELD/CHICOPEE, MA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 19MAY22 (22139) (USAF)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 276' per NM to 1600.
Rwy 15, std. w/min. climb of 264' per NM to 1800.
Rwy 33, std. w/min. climb of 296' per NM to 1800.

TAKEOFF OBSTACLE NOTES:

Rwy 15, multiple trees beginning 1374' from DER, extending from 891' right to 1395' left of centerline, up to 125' AGL/ 357' MSL.
 Pylon 6019' from DER, 2141' left of centerline, 127' AGL/409' MSL.
Rwy 23, taxiing aircraft 87' from DER, 466' right of centerline, 32' AGL/267' MSL.
 Multiple trees beginning 1194' from DER, extending from 199' right to 729' left of centerline, up to 125' AGL/371' MSL.
 Pylon 4564' from DER, 1555' left of centerline, 125' AGL/371' MSL.
Rwy 33, multiple trees beginning 2830' from DER, extending from 456' right to 1230' left of centerline, up to 125' AGL/ 330' MSL.

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26246





26246



WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/ min. climb of 670' per NM to 5100 or 3100-3 for climb in visual conditions.

Rwy 28, std. w/ min. climb of 540' per NM to 2300, or 400-2½ with minimum climb of 340' per NM to 2800, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 10, climbing left turn direct GMA NDB thence ...

or for climb in visual conditions, cross Mount Washington RGNL Airport at or above 4000' MSL, then on course 250° to GMA NDB, thence ...

Rwy 28, climb direct GMA NDB thence ... or for climb in visual conditions, cross Mount Washington RGNL Airport at or above 4000' MSL, then on course 250° to GMA NDB, thence ...

... climb in GMA NDB holding pattern (hold West, left turns, 104° bearing inbound) to cross GMA NDB at or above 5500' MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, train beginning 7' from DER, 467' left of centerline, up to 23' AGL/1125' MSL.

Bush 52' from DER, 373' right of centerline, 10' AGL/1082' MSL.

Trees beginning 61' from DER, left and right of centerline, up to 100' AGL/1418' MSL.

Rising terrain beginning 153' from DER, left and right of centerline, up to 1185' MSL.

Poles beginning 686' from DER, 379' left of centerline, 45' AGL/1128' MSL.

Rwy 28, train beginning 7' from DER, 469' right of centerline, up to 23' AGL/1085' MSL.

Vehicles on road beginning 8' from DER, left and right of centerline, up to 15' AGL/1097' MSL.

Rising terrain beginning 213' from DER, 485' left of centerline, up to 1303' MSL.

Trees beginning 269' from DER, left and right of centerline, up to 100' AGL/1438' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std. w/ min. climb of 411' per NM to 900, or 1100-2½ for climb in visual conditions.

Rwy 18, 300-2 or std. w/ min. climb of 434' per NM to 700.

Rwy 27, 300-2 or std. w/ min. climb of 270' per NM to 800.

Rwy 36, std. w/ min. climb of 405' per NM to 700, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 089° to 900 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 18, climb heading 170° to 1000 before turning right.

Rwy 27, climb heading 269° to 800 before proceeding on course.

Rwy 36, climb heading 358° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 9, vehicle on road beginning 22' from DER, 461' right of centerline, up to 15' AGL/292' MSL.

Trees beginning 29' from DER, 92' right of centerline, up to 52' AGL/301' MSL.

Vehicle on road beginning 66' from DER, 188' left of centerline, up to 15' AGL/292' MSL.

Fence 75' from DER, 196' right of centerline, 6' AGL/277' MSL.

Poles beginning 284' from DER, left and right of centerline, up to 51' AGL/322' MSL.

Trees beginning 466' from DER, 229' right of centerline, up to 88' AGL/349' MSL.

Vehicle on road beginning 1110' from DER, left and right of centerline, up to 15' AGL/299' MSL.

Trees beginning 1147' from DER, left and right of centerline, up to 80' AGL/376' MSL.

Catenary beginning 1305' from DER, 126' right of centerline, up to 41' AGL/310' MSL.

Trees beginning 4005' from DER, left and right of centerline, up to 80' AGL/587' MSL.

Trees beginning 1.1 NM from DER, left and right of centerline, up to 80' AGL/668' MSL.

Rwy 18, vehicle in parking lot 17' from DER, 264' left of centerline, 15' AGL/264' MSL.

Trees beginning 47' from DER, 66' right of centerline, up to 80' AGL/315' MSL.

Trees beginning 123' from DER, 45' left of centerline, up to 80' AGL/326' MSL.

Pole 413' from DER, 147' left of centerline, 30' AGL/279' MSL.

Trees beginning 2097' from DER, 19' right of centerline, up to 80' AGL/412' MSL.

Trees beginning 2901' from MSL, 81' left of centerline, up to 80' AGL/418' MSL.

Trees beginning 1.6 NM from DER, 2908' left of centerline, up to 80' AGL/516' MSL.

Rwy 27, trees beginning 122' from DER, 117' left of centerline, up to 63' AGL/272' MSL.

Trees beginning 134' from DER, 126' right of centerline, up to 55' AGL/264' MSL.

Trees beginning 193' from DER, left and right of centerline, up to 82' AGL/317' MSL.

Trees beginning 2981' from DER, 442' right of centerline, up to 83' AGL/539' MSL.

Rwy 36, tree 31' from DER, 502' left of centerline, 93' AGL/312' MSL.

Trees beginning 130' from DER, 157' right of centerline, up to 99' AGL/329' MSL.

Trees beginning 195' from DER, 22' left of centerline, up to 103' AGL/316' MSL.

Trees beginning 4742' from DER, 1397' left of centerline, up to 80' AGL/546' MSL.

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26246





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WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 12AUG21 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, std. w/min. climb of 340' per NM to 1000 or 1200-3 for VCOA.

VCOA:

Rwy 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bradley Intl airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, lighting 9' from DER, 9' right of centerline, 2' AGL/163' MSL.

Tree 20' from DER, 464' left of centerline, 27' AGL/184' MSL.

Trees beginning 70' from DER, 494' left of centerline, up to 198' MSL.

Trees beginning 1227' from DER, 730' left of centerline, up to 230' MSL.

Tree 1956' from DER, 920' right of centerline, 78' AGL/231' MSL.

Trees beginning 1969' from DER, 30' right of centerline, up to 245' MSL.

Rwy 15, lighting 3' from DER, 5' left of centerline, 2' AGL/170' MSL.

Terrain 7' from DER, 7' right of centerline, 169' MSL.

Building 1413' from DER, 740' right of centerline, 38' AGL/204' MSL.

Tree 1520' from DER, 897' right of centerline, 49' AGL/219' MSL.

Trees beginning 2336' from DER, 743' left of centerline, up to 49' AGL/246' MSL.

Trees beginning 2864' from DER, 884' left of centerline, up to 251' MSL.

Rwy 24, lighting 2' from DER, 4' left of centerline, 2' AGL/174' MSL.

Fence and pole beginning 1239' from DER, 773' left of centerline, up to 36' AGL/215' MSL.

Tree 1945' from DER, 978' right of centerline, 237' MSL.

Trees beginning 2024' from DER, 912' right of centerline, up to 244' MSL.

Tree 3389' from DER, 598' left of centerline, 70' AGL/258' MSL.

Tree 3456' from DER, 1085' left of centerline, 276' MSL.

Trees beginning 3542' from DER, 619' left of centerline, up to 277' MSL.

Tree 3705' from DER, 490' right of centerline, 71' AGL/270' MSL.

Trees beginning 3751' from DER, 380' right of centerline, up to 83' AGL/285' MSL.

Trees beginning 4014' from DER, 441' right of centerline, up to 286' MSL.

Tree 4161' from DER, 894' right of centerline, 288' MSL.

Tree 4223' from DER, 335' left of centerline, 282' MSL.

Trees beginning 4251' from DER, 196' right of centerline, up to 290' MSL.

Tree 4308' from DER, 491' left of centerline, 291' MSL.

Tree 4804' from DER, 75' left of centerline, 295' MSL.

Rwy 33, lighting 3' from DER, 55' right of centerline, 2' AGL/170' MSL.

Lighting 4' from DER, 54' left of centerline, 2' AGL/170' MSL.

Trees beginning 1098' from DER, 581' right of centerline, up to 231' MSL.

Tree 1271' from DER, 651' left of centerline, 219' MSL.

Tree 1403' from DER, 783' right of centerline, 235' MSL.

Trees beginning 1404' from DER, 546' left of centerline, up to 229' MSL.

Trees beginning 1583' from DER, 34' left of centerline, up to 240' MSL.

Trees beginning 1624' from DER, 457' right of centerline, up to 55' AGL/254' MSL.

Trees beginning 1883' from DER, 477' left of centerline, up to 247' MSL.

Trees beginning 1924' from DER, 41' right of centerline, up to 262' MSL.

Tree 2159' from DER, 852' left of centerline, 254' MSL.

Trees beginning 2205' from DER, 48' left of centerline, up to 68' AGL/260' MSL.

Trees beginning 2420' from DER, 97' left of centerline, up to 261' MSL.

Tree 3069' from DER, 824' left of centerline, 262' MSL.

Trees beginning 3129' from DER, 218' right of centerline, up to 93' AGL/264' MSL.

Trees beginning 3306' from DER, 652' left of centerline, up to 263' MSL.

Trees beginning 3439' from DER, 124' right of centerline, up to 108' AGL/272' MSL.

Trees beginning 2 NM from DER, 3419' left of centerline, up to 565' MSL.

Trees beginning 2.1 NM from DER, 2696' left of centerline, up to 640' MSL.

Trees beginning 2.2 NM from DER, 2911' left of centerline, up to 683' MSL.

Antenna and trees beginning 2.3 NM from DER, 1806' left of centerline, up to 94' AGL/756' MSL.

Antenna 2.3 NM from DER, 3521' left of centerline, 74' AGL/773' MSL.

Tower and trees beginning 2.3 NM from DER, 535' left of centerline, up to 152' AGL/774' MSL.

WISCASSET, ME

WISCASSET (IWI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03SEP26 (26246) (FAA)

TAKEOFF MINIMUMS:

Rwy 7: 300-1% or std w/min climb of 220'/NM to 400 or std and crossing DER 16' above DER elev clears takeoff minimums obstacles. Alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 7 Low, Close-in Obstacles: transmission line towers ½ NM from DER extending to ¾ NM from DER, right of centerline, up to 206' MSL, 150' above DER. Crossing DER 57' above DER elev clears low, close-in obstacles.

Rwy 7 Takeoff Minimums Obstacles: trees 1.2 NM from DER extending to 1.4 NM from DER, right of centerline, up to 282' MSL, 226' above DER. Crossing DER 16' above DER elev clears takeoff minimums obstacles.

Rwy 25 Low, Close-in Obstacles: obstacles 35' and below. Crossing DER 18' above DER elev clears low, close-in obstacles.



26246





26246

**WORCESTER, MA****WORCESTER RGNL (ORH)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 8A 21MAR24 (24109) (FAA)****TAKEOFF MINIMUMS:****Rwy 29**, 300-1½ or std w/min climb of 354' per NM to 1300.**Rwy 33**, 700-3 or std w/min climb of 394' per NM to 2000.**DEPARTURE PROCEDURE:****Rwy 29**, climb heading 289° to 1600 before turning right.**Rwy 33**, climb heading 333° to 2000 before turning right.**TAKEOFF OBSTACLE NOTES:****Rwy 11**, tree 6' from DER, 429' left of centerline, 990' MSL.**Rwy 15**, fence 26' from DER, 345' right of centerline, 9' AGL/1004' MSL.

Trees beginning 68' from DER, 404' left of centerline, up to 1018' MSL.

Trees beginning 120' from DER, 331' right of centerline, up to 1037' MSL.

Rwy 29, tree 54' from DER, 464' right of centerline 9' AGL/983' MSL.

Tree 615' from DER, 620' left of centerline 55' AGL/1004' MSL.

Tree 1094' from DER, 595' right of centerline, 1014' MSL.

Tree 1249' from DER, 724' right of centerline, 1024' MSL.

Tree 1385' from DER, 749' right of centerline, 1033' MSL.

Trees beginning 1524' from DER, 620' right of centerline, up to 1048' MSL.

Trees beginning 1831' from DER, 798' right of centerline, up to 1056' MSL.

Trees beginning 2334' from DER, 755' right of centerline, up to 1080' MSL.

Tree 2693' from DER, 1087' left of centerline, 1055' MSL.

Tree 2909' from DER, 1138' left of centerline, 1085' MSL.

Trees beginning 3080' from DER, 1146' left of centerline, up to 1107' MSL.

Trees beginning 3210' from DER, 1250' left of centerline, up to 1117' MSL.

Trees beginning 3257' from DER, 999' right of centerline, up to 1090' MSL.

Tree 3379' from DER, 1079' right of centerline, 1095' MSL.

Tree 3447' from DER, 1417' right of centerline, 1098' MSL.

Trees beginning 3530' from DER, 256' left of centerline, up to 1125' MSL.

Tree 3547' from DER, 1180' right of centerline, 1106' MSL.

Tree 3699' from DER, 1295' right of centerline, 1114' MSL.

Tree 3868' from DER, 1359' right of centerline, 1135' MSL.

Trees beginning 4039' from DER, 264' right of centerline, up to 1137' MSL.

Trees beginning 4185' from DER, 1382' right of centerline, up to 1140' MSL.

Trees, vehicle on road beginning 4249' from DER, 480' right of centerline, up to 83' AGL/1143' MSL.

Trees, vehicle on road beginning 4365' from DER, 249' right of centerline, up to 1161' MSL.

Trees, terrain beginning 4565' from DER, 500' right of centerline, up to 1171' MSL.

Trees, terrain beginning 4837' from DER, 532' right of centerline, up to 1186' MSL.

Trees beginning 5000' from DER, 51' right of centerline, up to 1201' MSL.

Trees beginning 5551' from DER, 340' left of centerline, up to 1132' MSL.

Tree 1.1 NM from DER, 2263' right of centerline, 1166' MSL.

Rwy 33, trees beginning 15' from DER, 370' left of centerline, up to 1043' MSL.

Trees beginning 325' from DER, 378' left of centerline, up to 1044' MSL.

Trees beginning 359' from DER, 338' right of centerline, up to 1046' MSL.

Trees beginning 439' from DER, 285' left of centerline, up to 1057' MSL.

Trees beginning 2532' from DER, 527' right of centerline, up to 1079' MSL.

Trees beginning 2654' from DER, 375' right of centerline, up to 1105' MSL.

Trees beginning 2765' from DER, 519' right of centerline, up to 1119' MSL.

Trees, pole beginning 2855' from DER, 371' right of centerline, up to 1122' MSL.

Tree 3548' from DER, 1398' left of centerline, 1104' MSL.

Tree 4024' from DER, 1488' left of centerline, 1114' MSL.

NE-1, 03 SEP 2026 to 29 OCT 2026



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NAME ALTERNATE MINIMUMS

BERLIN, NH

BERLIN
RGNL (BML).....RNAV (GPS) Rwy 18
NA when local weather not available.
Cat A 1100-2, Cat B 1200-2, Cat C 1500-3, Cat D 1600-3.

BEVERLY, MA

BEVERLY RGNL (BVY).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 34
NA when local weather not available.
Cat D 800-2¼.

BLOCK ISLAND, RI

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

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN
INTL (BOS).....ILS or LOC Rwy 4R¹
RNAV (GPS) Rwy 32²
¹LOC NA when local weather not available.
²Cat A, B 900-2, Cat C, D 900-2¼.

BRIDGEPORT, CT

BRIDGEPORT/
SIKORSKY (BDR).....ILS or LOC Rwy 6¹
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 24²
RNAV (GPS) Rwy 29²
¹LOC Cat C 900-2¼, Cat D 900-2¼.
²Cat C 900-2¼, Cat D 900-2¼.

BRUNSWICK, ME

BRUNSWICK
EXEC (BXM).....RNAV (GPS) Rwy 1R
NA when local weather not available.
Cat C 800-2¼, Cat D 800-2¼.

BURLINGTON, VT

PATRICK LEAHY BURLINGTON
INTL (BTV).....ILS or LOC Rwy 15¹²³
ILS or LOC Rwy 33²⁴
RNAV (GPS) Rwy 15⁵
RNAV (GPS) Y Rwy 33⁵
RNAV (GPS) Z Rwy 33⁷
¹LOC Cat C 900-2¼, Cat D, E 1100-3.
²NA when control tower closed.
³NA when local weather not available.
⁴LOC Cat A, B 1000-2, Cat C 1000-2¼, Cat D, E 1100-3.
⁵Cat C 900-2¼, Cat D 1100-3.
⁶Cat C 900-2¼, Cat D 1000-3, Cat E 1200-3.
⁷Cat A, B, C, D, E 1700-5.

NAME ALTERNATE MINIMUMS

CARIBOU, ME

CARIBOU
MUNI (CAR).....RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.
Cat D 800-2¼.

CHATHAM, MA

CHATHAM MUNI (CQX).....RNAV (GPS)-B
NA when local weather not available.
Cat D 800-2¼.

CHESTER, CT

CHESTER (SNC).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

CONCORD, NH

CONCORD
MUNI (CON).....ILS or LOC Rwy 35¹
RNAV (GPS) Rwy 12²
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 35²
VOR-A²
NA when local weather not available.
¹LOC Cat C, D 1200-3.
²Cat C, D 1200-3.

DANBURY, CT

DANBURY MUNI (DXR).....LOC Rwy 8¹²³
RNAV (GPS) Rwy 26²⁴
RNAV (GPS) Y Rwy 8²³
RNAV (GPS) Z Rwy 8²⁵
RNAV (GPS)-A⁶
¹NA when control tower closed.
²NA when local weather not available.
³Cat B 900-2, Cat C 900-2¼, Cat D 1100-3.
⁴Cat A, B 900-2, Cat C 900-2¼.
⁵Cat A, B 900-2¼.
⁶Cat A, B 900-2, Cat C 900-2¼, Cat D 1100-3.

FALMOUTH, MA

CAPE COD COAST GUARD AIR
STATION (FMH).....ILS Z or LOC Z Rwy 23¹
ILS Z or LOC Z Rwy 32¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 23²
RNAV (GPS) Rwy 32²
¹LOC Cat C 800-2¼, Cat D 800-2¼.
²Cat C 800-2¼, Cat D 800-2¼.

FITCHBURG, MA

FITCHBURG
MUNI (FIT).....RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 32²
NA when local weather not available.
¹Cat A, B 1100-2, Cat C 1200-3.
²Cat B 1100-2, Cat C 1200-3.

NAME ALTERNATE MINIMUMS

FRENCHVILLE, ME

NORTHERN AROOSTOOK
RGNL (FVE).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.
Cat C 900-2½, Cat D 900-2¾.

FRYEBURG, ME

WHITE MOUNTAIN
RGNL (IZG).....RNAV (GPS) Rwy 32
NA when local weather not available.
Cat A 900-2, Cat B 1000-2, Cat C 1200-3.

GROTON (NEW LONDON), CT

GROTON-NEW
LONDON (GON).....ILS or LOC Rwy 5¹²
RNAV (GPS) Rwy 5³
RNAV (GPS) Rwy 23³
VOR Rwy 5³
VOR Rwy 23³
NA when local weather not available.
¹NA when control tower closed.
²LOC Cat D 900-2¾.
³Cat D 900-2¾.

HARTFORD, CT

HARTFORD-BRAINARD (HFD).....LDA Rwy 2¹³
RNAV (GPS) Rwy 2¹³
VOR-A²
¹Cat B 900-2, Cat C 1000-2¾, Cat D 1000-3.
²Cat A, B 1200-2, Cat C, D 1200-3.
³NA when control tower closed.

HIGHGATE, VT

FRANKLIN COUNTY
STATE (FSO).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

HOULTON, ME

HOULTON INTL (HUL).....RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23¹
NA when local weather not available.
¹Cat A 900-2½, Cat B 1000-2½, Cat C 1000-2¾.

HYANNIS, MA

CAPE COD
GATEWAY (HYA).....ILS or LOC Rwy 15¹²
ILS or LOC Rwy 24¹²
RNAV (GPS) Rwy 6³
RNAV (GPS) Rwy 15³
RNAV (GPS) Rwy 24³
RNAV (GPS) Rwy 33³
VOR Rwy 6⁴
NA when local weather not available.
¹NA when control tower closed.
²ILS, LOC Cat C 900-2¾, Cat D 900-2¾.
³Cat C 900-2¾, Cat D 900-2¾.
⁴Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¾.

NAME ALTERNATE MINIMUMS

JACKMAN, ME

NEWTON FLD (59B).....RNAV (GPS) Rwy 13¹
RNAV (GPS) Rwy 31²
NA when local weather not available.
¹Cat A 900-2, Cat B 1300-2, Cat C 1400-3.
²Cat A 1000-2, Cat B 1300-2, Cat C 1400-3.

JAFFREY, NH

JAFFREY AIRFIELD SILVER
RANCH (AFN).....RNAV (GPS)-B
RNAV (GPS)-C
NA when local weather not available.

KEENE, NH

DILLANT/
HOPKINS (EEN).....ILS or LOC Rwy 2¹
RNAV (GPS) Rwy 2²
NA when local weather not available.
¹LOC Cat A, B 1400-2, Cat C 1400-3, Cat D 1500-3.
²Cat A 900-2, Cat B 1000-2, Cat C 1300-3, Cat D 1500-3.

LACONIA, NH

LACONIA MUNI (LCI).....ILS or LOC Rwy 8¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 26³
NA when local weather not available.
¹LOC Cat A, B 1500-2, Cat C, D 1500-3.
²Cat C 1700-3, Cat D 2400-3.
³Cat A, B 900-2, Cat C 900-3, Cat D 1000-3.

LAWRENCE, MA

LAWRENCE
MUNI (LWM).....ILS or LOC Rwy 5¹²
RNAV (GPS) Rwy 5³
RNAV (GPS) Rwy 14³
RNAV (GPS) Rwy 23³
¹NA when control tower closed.
²LOC Cat C 800-2¾, Cat D 1100-3.
³Cat C 800-2¾, Cat D 1100-3.

LEBANON, NH

LEBANON
MUNI (LEB).....ILS or LOC Rwy 18¹
RNAV (GPS) Rwy 7²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 25²
RNAV (GPS) Rwy 36³
¹LOC Cat A 1100-2, Cat B 1200-2, Cat C 1300-3, Cat D 1500-3.
²Cat A 1100-2, Cat B 1200-2, Cat C 1300-3, Cat D 1500-3.
³Cat A, B 1200-2, Cat C 1300-3, Cat D 1500-3.

LYNDONVILLE, VT

CALEDONIA
COUNTY (CDA).....RNAV (GPS) Rwy 2
NA when local weather not available.
Cat A, B 900-2.

NAME ALTERNATE MINIMUMS

NORTH ADAMS, MA

HARRIMAN-AND-
WEST (AQW).....RNAV (GPS)-A¹
RNAV (GPS)-B²

¹Cat A, B 2100-2, Cat C 2200-3.

²Cat B 2700-2, Cat C 2700-3.

NORTH KINGSTOWN, RI

QUONSET STATE (OQU).....LOC Rwy 16
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
VOR-A
VOR Rwy 34

Cat D 900-2³/₄.

NORWOOD, MA

NORWOOD MEML (OWD).....LOC Rwy 35
RNAV (GPS) Rwy 35

Cat C, D 1200-3.

ORANGE, MA

ORANGE MUNI (ORE).....RNAV (GPS) Rwy 32
VOR-A¹

NA when local weather not available.

¹Cat A, B 1000-2, Cat C 1100-3, Cat D 1200-3.

OXFORD, CT

WATERBURY-
OXFORD (OXC).....ILS or LOC Rwy 36¹
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36²

NA when local weather not available.

¹LOC Cat D 800-2¹/₄.

²Cat D 800-2¹/₄.

PAWTUCKET, RI

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

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF).....LOC Rwy 26¹
RNAV (GPS) Rwy 8²
RNAV (GPS) Rwy 26³

NA when local weather not available.

¹Cat B 1000-2, Cat C 1300-3, Cat D 1500-3.

²Cat A, B 1000-2¹/₄, Cat C 1300-3, Cat D 1500-3.

³Cat A, B 1100-2, Cat C 1300-3, Cat D 1500-3.

PLAINVILLE, CT

ROBERTSON FLD (4B8).....RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

NA when local weather not available.

Cat C 800-2¹/₄.

NAME

ALTERNATE MINIMUMS

PLYMOUTH, MA

PLYMOUTH
MUNI (PYM).....ILS or LOC Rwy 6
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL
JETPORT (PWM).....ILS or LOC Rwy 11¹⁵
ILS or LOC Rwy 29¹³
RNAV (GPS) Rwy 11⁴
RNAV (GPS) Rwy 18⁴
RNAV (GPS) Rwy 29⁴
RNAV (GPS) Rwy 36²⁴

¹NA when approach control closed.

²NA when local weather not available.

³ILS Cat C 700-2, Cat D 800-2¹/₂; LOC Cat D 800-2¹/₂.

⁴Cat D 800-2¹/₂.

⁵ILS Cat A, B, C 700-2, Cat D 800-2¹/₂; LOC Cat D 800-2¹/₂.

PORTSMOUTH, NH

PORTSMOUTH INTL AT
PEASE (PSM).....ILS or LOC Rwy 16¹²
ILS or LOC Rwy 34²
RNAV (GPS) Rwy 16¹³
RNAV (GPS) Rwy 34¹³

¹NA when local weather not available.

²LOC Cat D 800-2¹/₄, Cat E 800-2¹/₂.

³Cat D 800-2¹/₄, Cat E 800-2¹/₂.

PRESQUE ISLE, ME

PRESQUE ISLE
INTL (PQI).....ILS or LOC Rwy 1¹
RNAV (GPS) Rwy 1²
RNAV (GPS) Rwy 19²
RNAV (GPS) Rwy 28²
VOR Rwy 19²

NA when local weather not available.

¹LOC Cat C 800-2¹/₄, Cat D 900-2³/₄.

²Cat C 800-2¹/₄, Cat D 900-2³/₄.

PROVIDENCE, RI

RHODE ISLAND TF GREEN
INTL (PVD).....ILS or LOC Rwy 5¹
ILS or LOC Rwy 23²
ILS or LOC Rwy 34¹³
RNAV (GPS) Rwy 5⁴
RNAV (GPS) Rwy 16⁴
RNAV (GPS) Rwy 34⁴
RNAV (GPS) Y Rwy 23⁴
VOR Rwy 5⁴

¹ILS, LOC Cat D 900-2¹/₂.

²LOC Cat D 900-2¹/₂.

³NA when control tower closed.

⁴Cat D 900-2¹/₂.

NAME ALTERNATE MINIMUMS

PROVINCETOWN, MA

PROVINCETOWN
MUNI (PVC).....RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

RANGELEY, ME

STEPHEN A BEAN
MUNI (8B0).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32¹
NA when local weather not available.
¹Cat A, B 900-2, Cat C 900-2½.

ROCHESTER, NH

SKYHAVEN (DAW).....RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY
RGNL (RKD).....ILS or LOC Rwy 13¹²
RNAV (GPS) Rwy 3³
RNAV (GPS) Rwy 13³
RNAV (GPS) Rwy 31¹³
¹NA when local weather not available.
²ILS Cat C 700-2, Cat D 1100-3; LOC Cat D 1100-3.
³Cat D 1100-3.

RUTLAND, VT

RUTLAND/SOUTHERN VERMONT
RGNL (RUT).....ILS Y or LOC Y Rwy 19¹
ILS Z or LOC Z Rwy 19²
RNAV (GPS) Rwy 1³⁴
RNAV (GPS) Y Rwy 19³⁵
RNAV (GPS) Z Rwy 19³⁵
¹ILS Cat A, B, C, D 1400-5; LOC Cat A, B 1400-2, Cat C 1800-3, Cat D 2000-3.
²ILS Cat A, B, C, D 700-2; LOC Cat A, B 1400-2, Cat C 1800-3, Cat D 2000-3.
³NA when local weather not available
⁴Cat A, B 2400-2, Cat C, D 2400-3.
⁵Cat A, B, C 1800-5.

SANFORD, ME

SANFORD SEACOAST
RGNL (SFM).....ILS or LOC Rwy 7¹
RNAV (GPS) Rwy 7²
RNAV (GPS) Rwy 25²
RNAV (GPS) Rwy 32²
VOR Rwy 25²
NA when local weather not available.
¹LOC Cat C 1000-2¾, Cat D 1000-3.
²Cat C 1000-2¾, Cat D 1000-3.

SPRINGFIELD, VT

HARTNESS STATE
(SPRINGFIELD) (VSF).....RNAV (GPS) Rwy 5
Cat A, B 1300-2, Cat C, D 2100-3.
NA when local weather not available.

NAME ALTERNATE MINIMUMS

TAUNTON, MA

TAUNTON MUNI/KING
FLD (TAN).....RNAV (GPS) Rwy 12
NA when local weather not available.
Cat D 800-2¼.

VINEYARD HAVEN, MA

MARTHA'S
VINEYARD (MVY).....ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 15²³
RNAV (GPS) Rwy 24²³
RNAV (GPS) Rwy 33²
VOR Rwy 6²

¹ILS, LOC Cat D 800-2¼.
²NA when local weather not available.
³Cat D 800-2¼.

WATERVILLE, ME

WATERVILLE
RGNL (WVL).....ILS or LOC/DME Rwy 5¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 33²
NA when local weather not available.
¹LOC Cat C 800-2¼, Cat D 800-2½.
²Cat C 800-2¼, Cat D 800-2½.

WESTFIELD/SPRINGFIELD, MA

WESTFIELD-
BARNES RGNL (BAF).....ILS or LOC Rwy 20¹²
RNAV (GPS) Rwy 2³
RNAV (GPS) Rwy 20⁴
VOR or TACAN Rwy 2⁴
VOR Rwy 20⁴
NA when local weather not available.
¹NA when tower closed.
²LOC Cat A, B 1000-2, Cat C 1000-3, Cat D, E 1400-3.
³Cat A, B 1100-2, Cat C 1100-3, Cat D, E 1400-3.
⁴Cat A, B 900-2, Cat C 900-2¾, Cat D, E 1400-3.

WHITEFIELD, NH

MOUNT WASHINGTON
RGNL (HIE).....RNAV (GPS) Y Rwy 10¹
RNAV (GPS) Z Rwy 10
NA when local weather not available.
¹Cat A, B 900-2, Cat C 1100-3.

WILLIMANTIC, CT

WINDHAM (IJD).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.
Cat C 900-2½.

NAME

ALTERNATE MINIMUMS

NAME

ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY
INTL (BDL).....**ILS or LOC Rwy 6¹**
 ILS or LOC Rwy 24²
 ILS or LOC Rwy 33²
 RNAV (GPS) Rwy 15³
 RNAV (GPS) Rwy 33⁴
 RNAV (GPS) Y Rwy 6⁴
 RNAV (GPS) Y Rwy 24⁴

¹LOC Cat A, B 1000-2, Cat C, D 1000-2½.

²LOC Cat C 1000-2¾, Cat D 1100-3.

³Cat A, B 900-2½, Cat C 1000-2¾.

⁴Cat C 1000-2¾, Cat D 1100-3.

WISCASSET, ME

WISCASSET (IWI).....**RNAV (GPS) Rwy 7**
 RNAV (GPS) Rwy 25

NA when local weather not available.

WORCESTER, MA

WORCESTER
RGNL (ORH).....**ILS or LOC Rwy 11¹²³**
 ILS or LOC Rwy 29¹²³
 RNAV (GPS) Rwy 11⁴
 RNAV (GPS) Rwy 29¹⁴
 RNAV (GPS) Rwy 33¹⁴
 VOR/DME Rwy 33¹⁴

¹NA when local weather not available.

²NA when control tower closed.

³LOC Cat C, D 1000-3.

⁴Cat C, D 1000-3.

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

RADAR INSTRUMENT APPROACH MINIMUMS

BANGOR, ME
BANGOR INTL (BGR)
RADAR-1 118.925 239.3  

Amdt 5, 27APR17 (17117) (FAA)

ELEV 192

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	33		AB	600/24	437	(500-½)
			CDE	600/40	437	(500-¾)
	15		AB	700/24	508	(600-½)
			CDE	700/55	508	(600-1¼)
CIRCLING	ALL RWY		A	700-1	508	(600-1)
			B	720-1	528	(600-1)
			C	740-1½	548	(600-1½)
			D	820-2	628	(700-2)
		E	880-2½	688	(700-2½)	

Circling not authorized Northeast of Rwy 15-33.
For inoperative ALS, increase S-15 CAT C/D/E visibility to 1¾ SM, and S-33 CAT E visibility to 1¼ SM.

PORTSMOUTH, NH
PORTSMOUTH INTL AT PEASE (PSM)
RADAR-1 125.05 269.4   NA

Amdt 1B, 18APR24 (24109) (FAA)

ELEV 100

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR	34	3.0°/64/1221	ABCDE	284/24	200	(200-½)
ASR	16		ABC	520/40	420	(500-¾)
			DE	520/50	420	(500-1)
	34		ABC	560/40	476	(500-¾)
			D	560/50	476	(500-1)
			E	560/60	476	(500-1¼)
	CIRCLING		ALL RWY	AB	560-1¼	460
C				680-1½	580	(600-1½)
D				780-2¼	680	(700-2¼)
E				800-2½	700	(700-2½)

Circling NA east of Rwy 16/34.
ASR Rwy 16; for inoperative MALSR increase CATs A/B visibility to RVR 5000, CATs C/D/E visibility to RVR 6000.
ASR Rwy 34; for inoperative MALSR increase CATs A/B visibility to RVR 5000, CATs C/D/E visibility to 1 ¾ mile.

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

RADAR INSTRUMENT APPROACH MINIMUMS

23278

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
BEDFORD, MA			
LAURENCE G HANSCOM			
FLD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,662 feet
BEVERLY, MA			
BEVERLY RGNL (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
BRIDGEPORT/SIKORSKY (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
PATRICK LEAHY BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	Twy A	3,600 feet
	33	01-19	2,900 feet
HYANNIS, MA			
CAPE COD GATEWAY (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEML (ACK)	06	15-33	4,316 feet
	33	06-24	3,650 feet
NORWOOD, MA			
NORWOOD MEML (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL			
JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,100 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	24	15-33	5,850 feet
	33	06-24	4,550 feet

23278

26134

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA LAURENCE G HANSCOM FLD (BED)	HS 1	Pilots become confused with the wide expanse of pavement and convergence of numerous twys.
BEVERLY, MA BEVERLY RGNL (BVY)	HS 1	Rwy incursion risk. Rwy 16-34 at Twy E. Direct access to Rwy from East ramp.
	HS 2	Maintain vigilance on Twy E while taxiing to Rwy 27. Be alert to not miss the turn onto Twy H.
	HS 3	Rwy Incursion Risk. Rwy 16-34 and Twy A. Runway Position Holding Markings further from Rwy than expected with abnormal angle.
BOSTON, MA GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Maintain vigilance when taxiing on Rwy 15L-33R apch Rwy 04L-22R.
	HS 2	Twy N and Rwy 15R-33L.
	HS 3	Maintain vigilance on Twy E and Twy K when apch Rwy 04L-22R.
	HS 4	Maintain vigilance on Twy C when apch Rwy 09-27.
		Maintain vigilance on Twy D when apch Rwy 15R-33L.
BURLINGTON, VT PATRICK LEAHY BURLINGTON INTL (BTV)	HS 1	Rwy incursion risk. Limited sight distance while crossing Rwy 15-33. Two sets of HS markings in close proximity after crossing Rwy 15-33.
	HS 2	Rwy incursion risk. Twys A and G. Loss of situational awareness due to wide expanse of pavement.
DANBURY, CT DANBURY MUNI (DXR)	HS 1	Maintain vigilance confusing twy configuration. Pilots unfamiliar should ask for progressives.
	HS 2	Area not visible from the twr.
	HS 3	Active ramp adjacent to twy.
	HS 4	Hold position marking on Twy C for Rwy 26 is further from the rwy than the std location. It will appear before you expect it.
GROTON (NEW LONDON), CT GROTON-NEW LONDON (GON)	HS 1	When ldg Rwy 15-33 and exit on Twy C, you immediately enter the parallel Twy B.
	HS 2	When ldg Rwy 15-33 and exit on Twy J, you immediately enter the parallel Twy B.
HARTFORD, CT HARTFORD-BRAINARD (HFD)	HS 1	Helipad 1 is near the intersection of Twy A and H, north apron, and Twy A north of Twy H.
LAWRENCE, MA LAWRENCE MUNI (LWM)	HS 1	Maintain vigilance approaching Rwy 05-23 hold lines.
	HS 2	Maintain vigilance on Twy A; hold line to Rwy 14-32 appears quickly.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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26134

HOT SPOTS

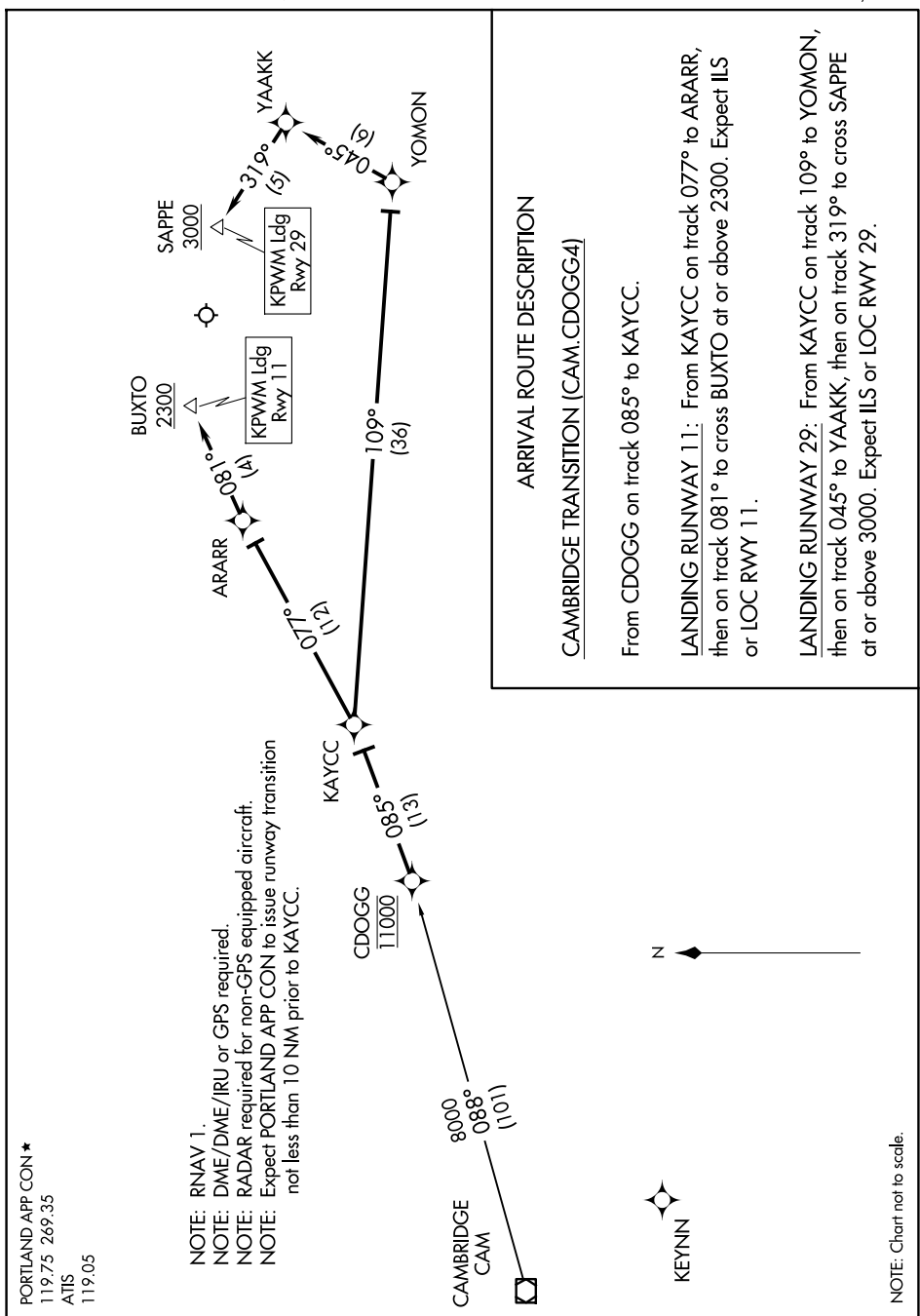
(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LEBANON, NH LEBANON MUNI (LEB)	HS 1	Rwy Incursion Risk. Rwy 25 and Twy B. Runway Holding Position Markings further from Rwy than expected. Observe elevated guard lgts.
	HS 2	Rwy Incursion Risk. Rwy 07-25 at Twy B1 or B2. Direct access to the Rwy from ramp and Runway Holding Position Markings not visible from tower.
	HS 3	Rwy Incursion Risk. Twy A2 and Rwy 18-36. Acft routinely require back taxi ops.
NANTUCKET, MA NANTUCKET MEML (ACK)	HS 1	Rwy incursion risk. Rwy 06-24, Twy B and Twy E. Direct access to rwy and complex geometry due to converging Twys.
	HS 2	Rwy incursion risk. Rwy 06-24, Twy C and Twy E. Direct access to rwy and complex geometry due to converging Twys.
	HS 3	Risk of surface incident. Twy E and Twy F. Complex geometry due to diverging Twys.
	HS 4	Risk of surface incident. Twys E, F, G, H. Complex geometry due to converging Twys.
PORTLAND, ME PORTLAND INTL JETPORT (PWM)	HS 1	Acft taxiing southbound on Twy C must be alert to not miss the turn at Twy A and enter Rwy 11-29 w/o authorization.
	HS 2	Acft taxiing northbound on Twy C must maintain vigilance apch the Rwy 18 hold short marking which is located further south on Twy C than most pilots would anticipate.
PROVIDENCE, RI RHODE ISLAND TF GREEN INTL (PVD)	HS 1	Maint vigilance at Twy M and Twy C due to vast amount of pavement and multiple rwy hold lines in close proximity of rwy.
	HS 2	Int of Rwy 16-34, Twy V, Twy N, and Twy T -complex int with a convergence of numerous twys with Rwy 16-34.
	HS 3	Twy M at the int of Twy B use extra vigilance due to vast amount of pavement and multiple hold lines in close proximity of rwy.
	HS 4	Maintain vigilance dep northwest ramp. Twy S is immed adj to northwest ramp. Acft could inadvertently enter Rwy 16-34.
	HS 5	Maint vigilance hold short for Rwy 34 not where expected.
WESTFIELD/SPRINGFIELD, MA WESTFIELD-BARNES RGNL (BAF)	HS 1	Maintain vigilance departing ramp. Twy A and Twy B complex int in close proximity to Rws.
	HS 2	Unusual location for Rwy hold position marking on Twy A for Rwy 15.
WINDSOR LOCKS, CT BRADLEY INTL (BDL)	HS 1	Aircraft on Twy S missing Twy C may enter Rwy 24.
	HS 2	Aircraft on Twy D missing Twy S may enter Rwy 33.

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

26134

CDOGG FOUR ARRIVAL (RNAV)



NE-1, 03 SEP 2026 to 29 OCT 2026

BOSTON APP CON
133.75 318.1
ATIS
127.5

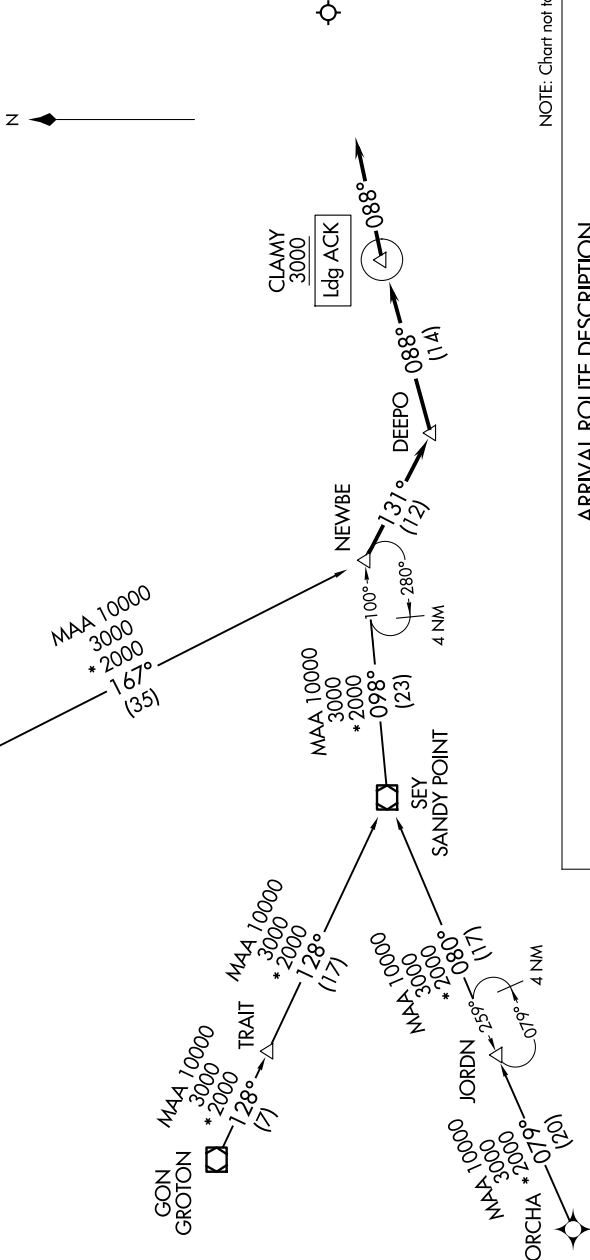
(NEWBE.CLAMY1) 26246

ZZ
AL-659 (FAA)

NANTUCKET MEML (ACK)
NANTUCKET, MASSACHUSETTS

CLAMY ONE ARRIVAL (RNAV)

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



ARRIVAL ROUTE DESCRIPTION

GROTON TRANSITION (CON:CLAMY1)
ORCHA TRANSITION (ORCHA:CLAMY1)
PROVIDENCE TRANSITION (PVD:CLAMY1)

From NEWBE on track 131° to DEEPO, then on track 088° to cross CLAMY at or above 3000, then on track 088°. Expect RADAR vectors to the final approach course.

CLAMY ONE ARRIVAL (RNAV)
(NEWBE.CLAMY1) 03SEP26

NANTUCKET, MASSACHUSETTS
NANTUCKET MEML (ACK)

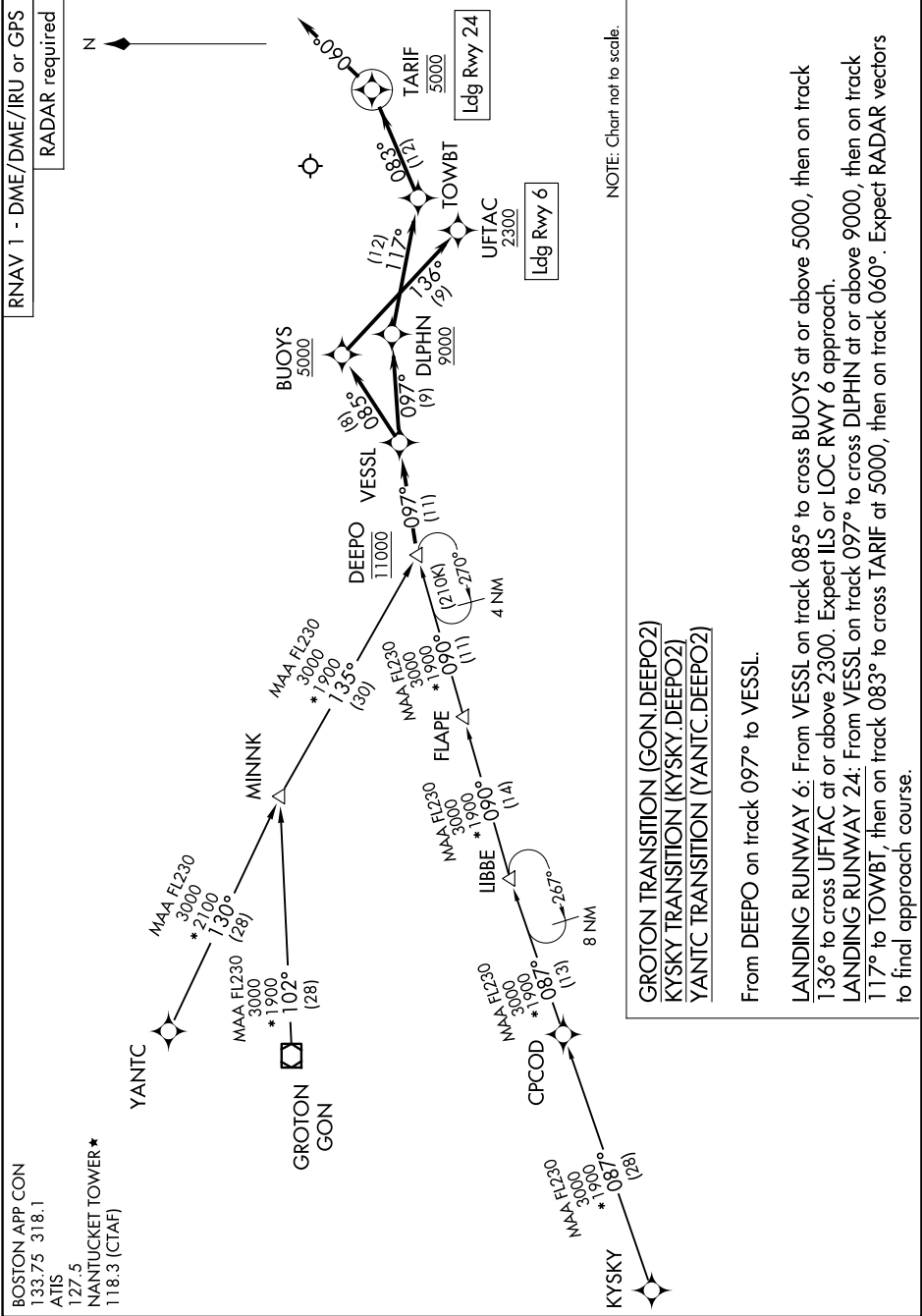
NE-1, 03 SEP 2026 to 29 OCT 2026

BOSTON APP CON
133.75 318.1
ATIS
127.5
NANTUCKET TOWER ★
118.3 (CTAF)

(DEEPO.DEEPO2) 25107
DEEPO TWO ARRIVAL (RNAV)

AL-659 (FAA)

NANTUCKET MEML (ACK)
NANTUCKET, MASSACHUSETTS



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

DEEPO TWO ARRIVAL (RNAV)
(DEEPO.DEEPO2) 17APR25

NANTUCKET, MASSACHUSETTS
NANTUCKET MEML (ACK)

DEER PARK THREE ARRIVAL

WINDSOR LOCKS, CONNECTICUT

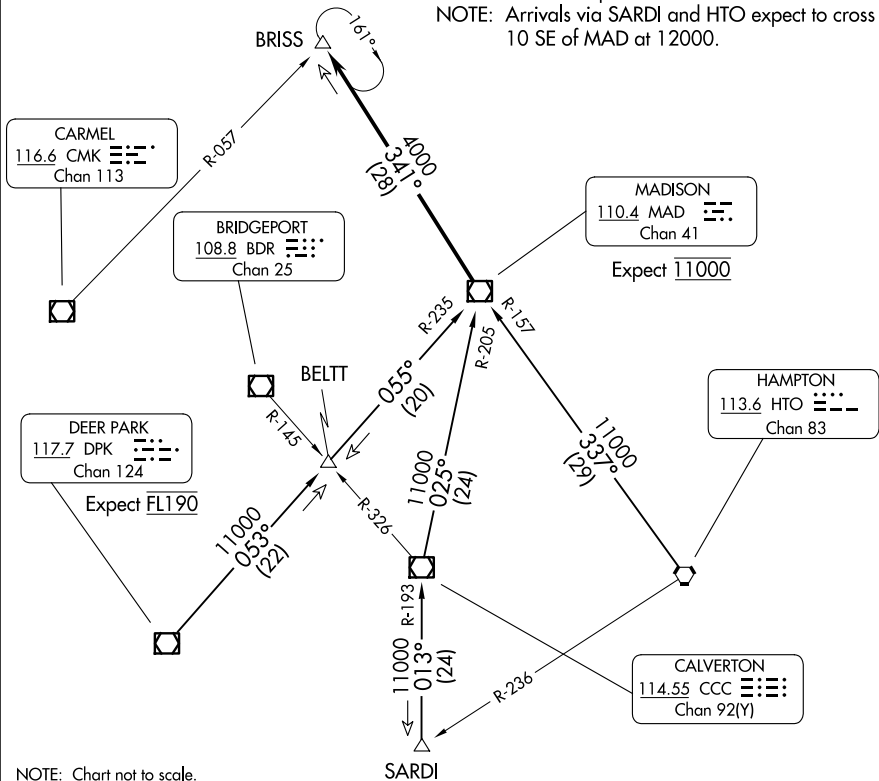
BRADLEY APP CON
123.95 290.55 (061°-240°)
125.35 281.5 (241°-060°)
BDL D-ATIS
118.15
BAF ATIS
127.1
CEF ATIS
127.525

WESTFIELD-B
RGNLWESTOVER ARB/
METROPOLITANBRADLEY
INTL

NOTE: Applicable to arrivals 11 000 and above.

NOTE: RÅDAR required.

NOTE: Arrivals via SARDI and HTO expect to cross 10 SE of MAD at 12000.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

DEER PARK TRANSITION (DPK.DPK3): From over DPK VOR/DME on DPK R-053 to BELTT INT, then on MAD R-235 to MAD VOR/DME. Thence . . .

HAMPTON TRANSITION (HTO.DPK3): From over HTO VORTAC on HTO R-337 and MAD R-157 to MAD VOR/DME. Thence

SARDI TRANSITION (SARDI.DPK3): From over SARDI INT on CCC R-193 to CCC VOR/DME, then on CCC R-025 and MAD R-205 to MAD VOR/DME. Thence

From over MAD VOR/DME on MAD R-341 to BRISS INT/MAD 28 DME.
Expect radar vectors to final approach course prior to BRISS INT.

DEER PARK THREE ARRIVAL

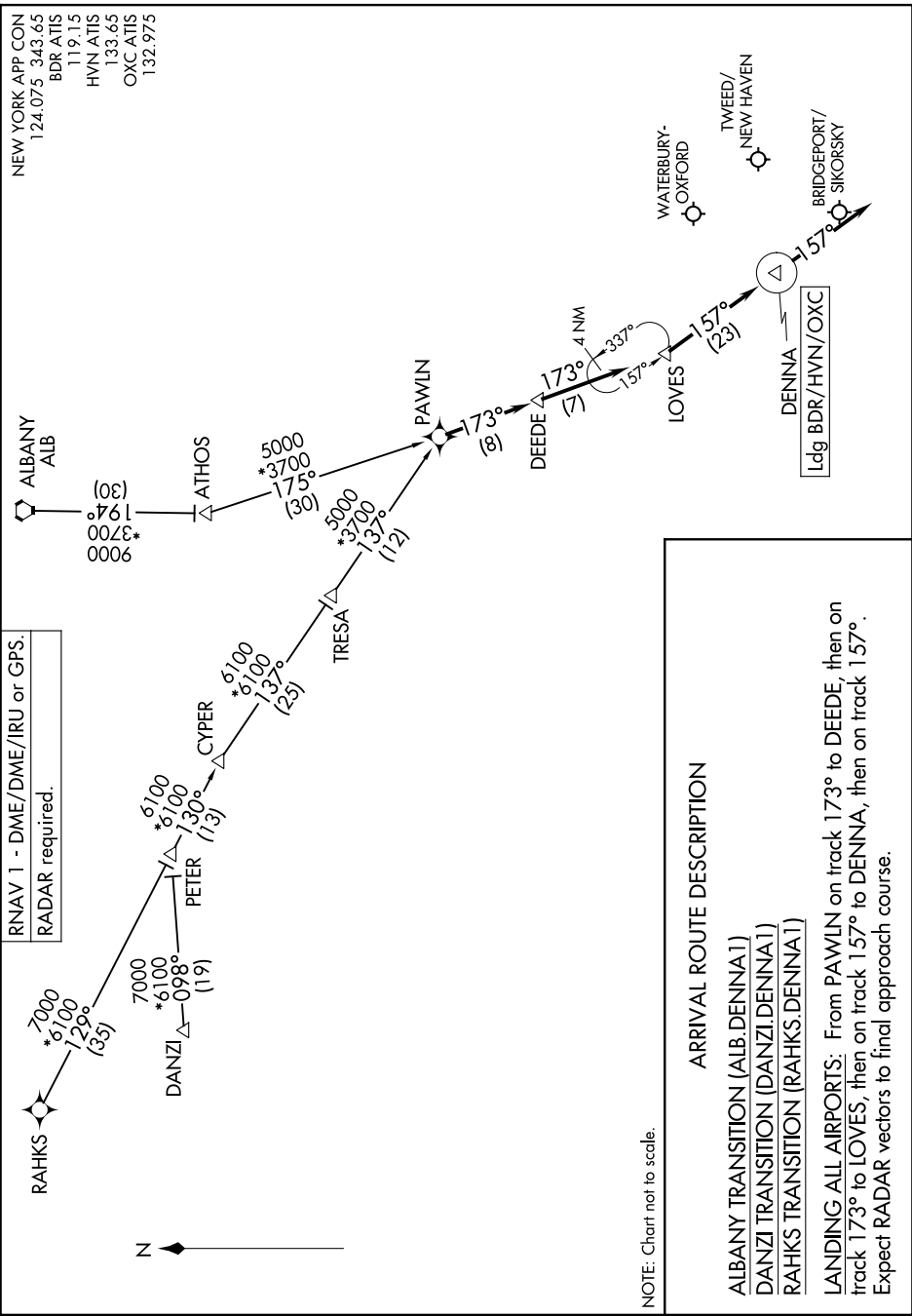
WINDSOR LOCKS, CONNECTICUT

(MAD.DPK3) 25OCT07

DENNA ONE ARRIVAL (RNAV)

BRIDGEPORT, CONNECTICUT

NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

BRIDGEPORT, CONNECTICUT

(GASSE.DREEM3) 26022

AL-626 (FAA)

DREEM THREE ARRIVAL (RNAV) Transition Routes

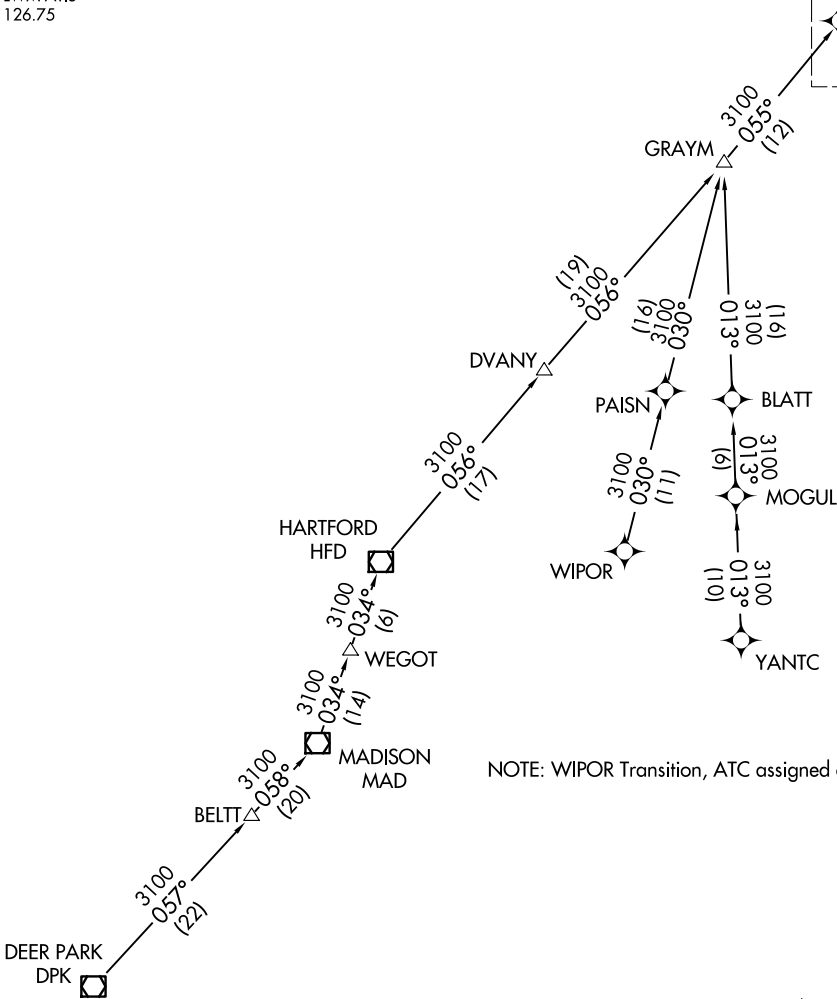
BEDFORD, MASSACHUSETTS

BOSTON APP CON
124.4 279.6
BRADLEY APP CON
119.0 327.1
BED ATIS
124.6
BVY ATIS
119.2
LWM ATIS
126.75

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

See following
page for
arrival routes.

GASSE
5000



NOTE: WIPOR Transition, ATC assigned only.

NOTE: Chart not to scale.

DEER PARK TRANSITION (DPK.DREEM3):
HARTFORD TRANSITION (HFD.DREEM3):
WIPOR TRANSITION (WIPOR.DREEM3):
YANTC TRANSITION (YANTC.DREEM3):

(CONTINUED ON FOLLOWING PAGE)

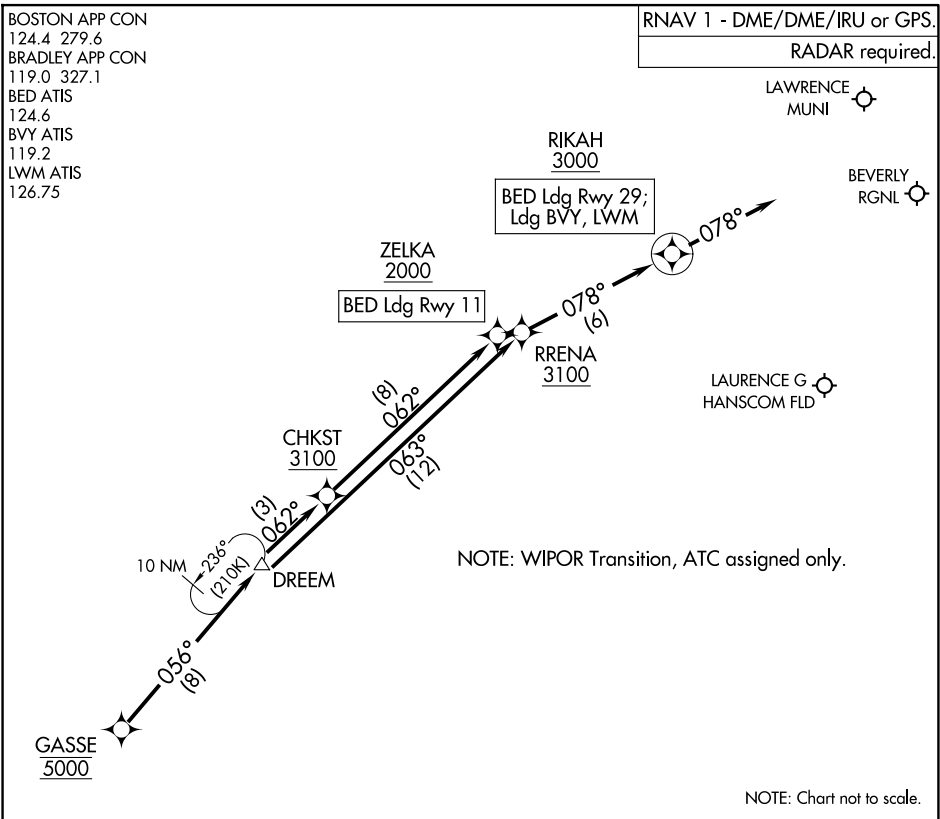
NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

DREEM THREE ARRIVAL (RNAV) Transition Routes

BEDFORD, MASSACHUSETTS

(GASSE.DREEM3) 27NOV25



ARRIVAL ROUTE DESCRIPTION	
<u>BED</u> : From GASSE on track 056° to DREEM.	
<u>LANDING BED RUNWAY 11</u> : From DREEM on track 062° to cross CHKST at or above 3100, then on track 062° to cross ZELKA at or above 2000. Expect ILS or RNAV Rwy 11 approach.	
<u>LANDING BED RUNWAY 29</u> : From DREEM on track 063° to cross RRENA at or above 3100, then on track 078° to cross RIKAH at or above 3000, then on track 078°. Expect RADAR vectors to final approach course.	
<u>LANDING LWM/BVY</u> : From GASSE on track 056° to DREEM, then on track 063° to cross RRENA at or above 3100, then on track 078° to cross RIKAH at or above 3000, then on track 078°. Expect RADAR vectors to final approach course.	

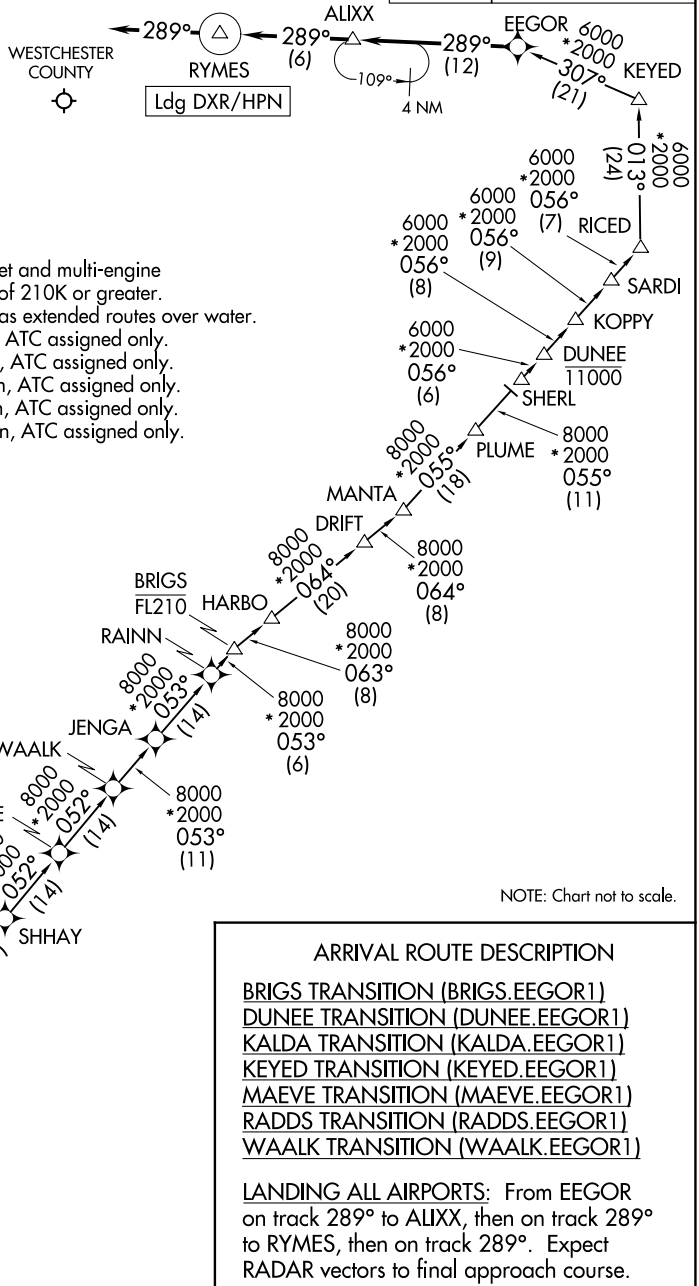
(EEGOR.EEGOR1) 26134

EEGOR ONE ARRIVAL (RNAV)

WHITE PLAINS, NEW YORK

NEW YORK APP CON
120.8 126.4 257.65
DXR ATIS
127.75
HPN D-ATIS
133.8

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRIGS TRANSITION (BRIGS.EEGOR1)
DUNEE TRANSITION (DUNEE.EEGOR1)
KALDA TRANSITION (KALDA.EEGOR1)
KEYED TRANSITION (KEYED.EEGOR1)
MAEVE TRANSITION (MAEVE.EEGOR1)
RADD5 TRANSITION (RADD5.EEGOR1)
WAALK TRANSITION (WAALK.EEGOR1)

LANDING ALL AIRPORTS: From EEGOR on track 289°, to ALIXX, then on track 289° to RYMES, then on track 289°. Expect RADAR vectors to final approach course.

EEGOR ONE ARRIVAL (RNAV)

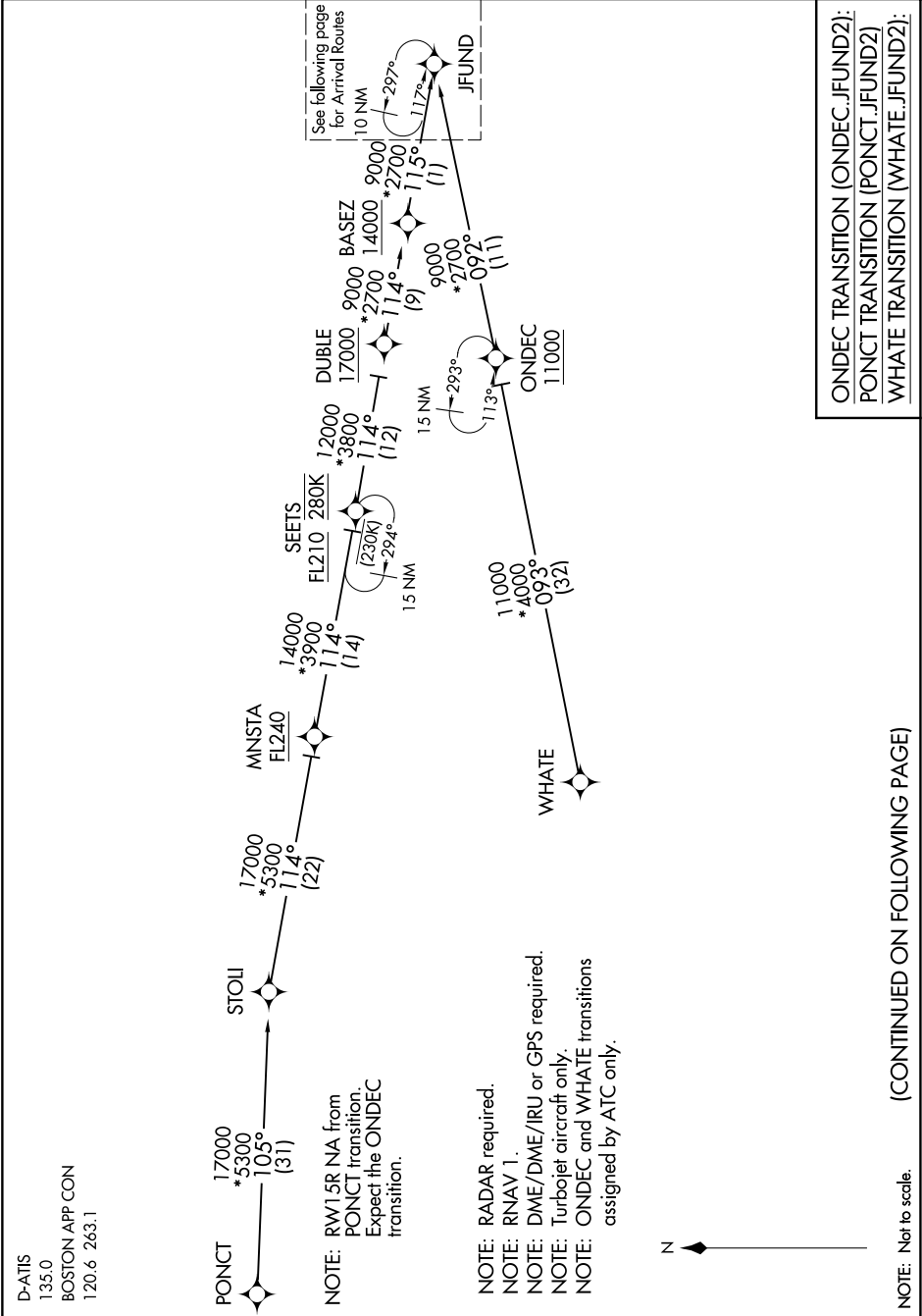
(EEGOR.EEGOR1) 14MAY26

WHITE PLAINS, NEW YORK

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

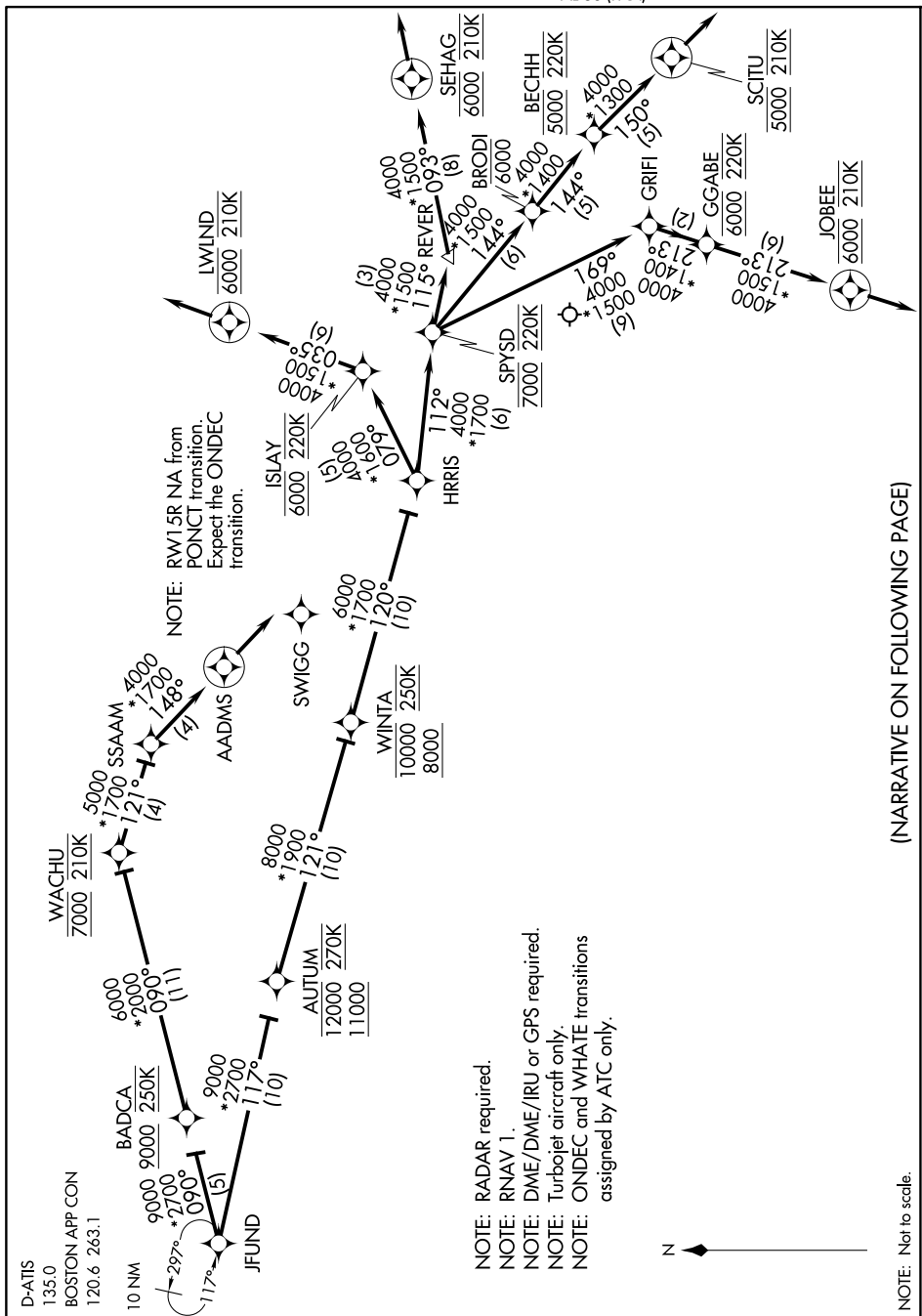
NE-1, 03 SEP 2026 to 29 OCT 2026



JFUND TWO ARRIVAL(RNAV) Arrival Routes

AL-58 (FAA)

BOSTON, MASSACHUSETTS



NOTE: Not to scale.

NE-1, 03 SEP 2026 to 29 OCT 2026

JFUND TWO ARRIVAL(RNAV) Arrival Routes

BOSTON, MASSACHUSETTS

(JFUND.JFUND2) 12OCT17

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 4R/L: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 112° to cross SPYSD at 7000 and at 220K, then on track 170° to GRIFI, then on track 213° to cross GGABE at 6000 and at 220K, then on track 213° to cross JOBEE at 6000 and at 210K, then on track 213°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 15R: From JFUND on track 090° to cross BADCA at or above 9000 and at 250K, then on track 090° to cross WACHU at 7000 and at 210K, then on track 121° to SSAAM, then on track 148° to AADMS, then on track 148°. Expect RADAR vectors to final approach course.

LANDING RWY 22R/L: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 079° to cross ISLAY at 6000 and at 220K, then on track 035° to cross LWLND at 6000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 112° to cross SPYSD at 7000 and at 220K, then on track 115° to REVER, then on track 093° to cross SEHAG at 6000 and at 210K, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 32, 33L: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 112° to cross SPYSD at 7000 and at 220K, then on track 144° to cross BRODI at or below 6000, then on track 144° to cross BECHH at 5000 and at 220K, then on track 150° to cross SCITU at 5000 and at 210K, then on track 150°. Expect RADAR vectors to final approach course.

Z12

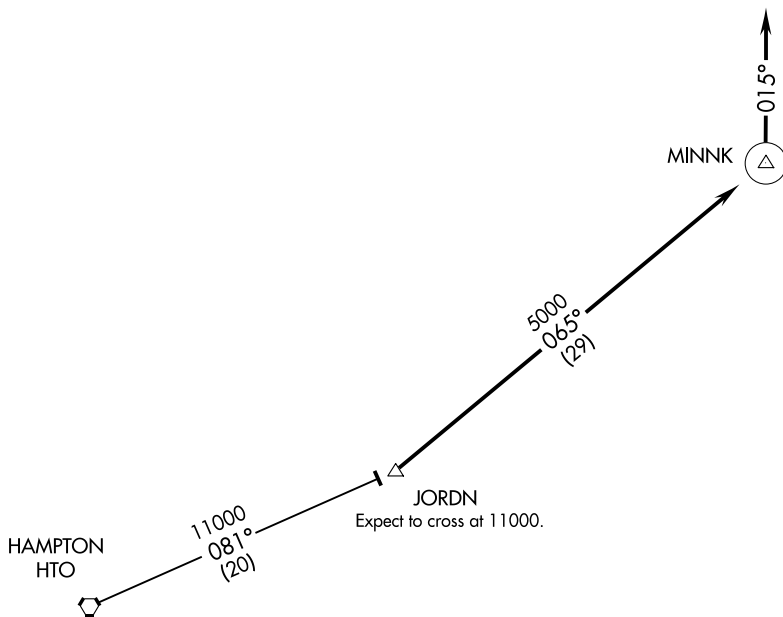
(JORDN..JORDN2) 24137

AL-333 (FAA)

JORDN TWO ARRIVAL (RNAV)

RHODE ISLAND TF GREEN INTL (PVD)
PROVIDENCE, RHODE ISLAND

PROVIDENCE APP CON ★
125.75 385.6
D-ATIS
124.2
PROVIDENCE TOWER ★
120.7 (CTAF)



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

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HAMPTON TRANSITION (HTO..JORDN2):

... From JORDN, via 065° track to MINNK. Depart MINNK heading 015°, expect
RADAR vectors to final approach course.

JORDN TWO ARRIVAL (RNAV)

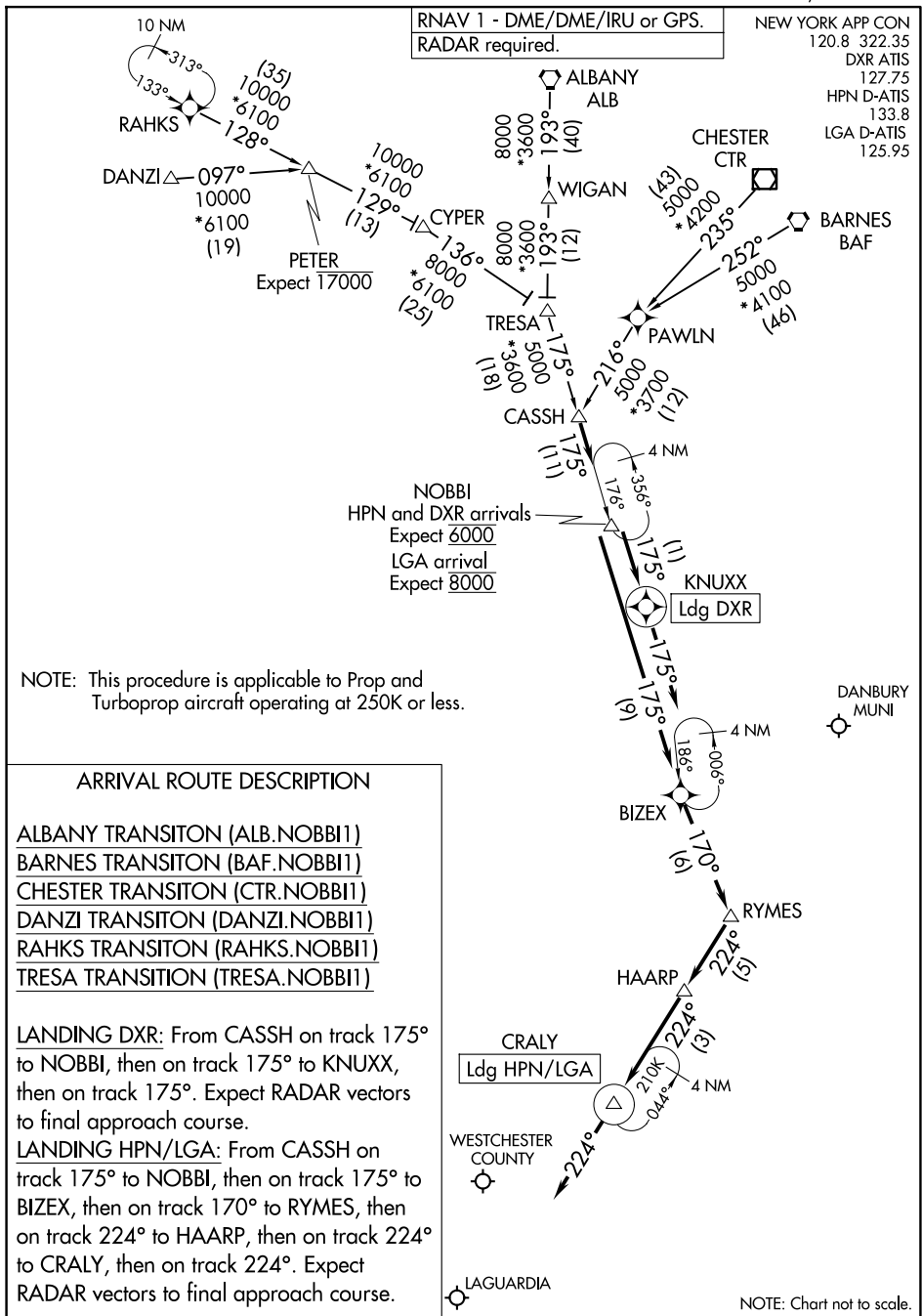
(JORDN..JORDN2) 08JUN06

PROVIDENCE, RHODE ISLAND
RHODE ISLAND TF GREEN INTL (PVD)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

NEW YORK, NEW YORK



NEW YORK, NEW YORK

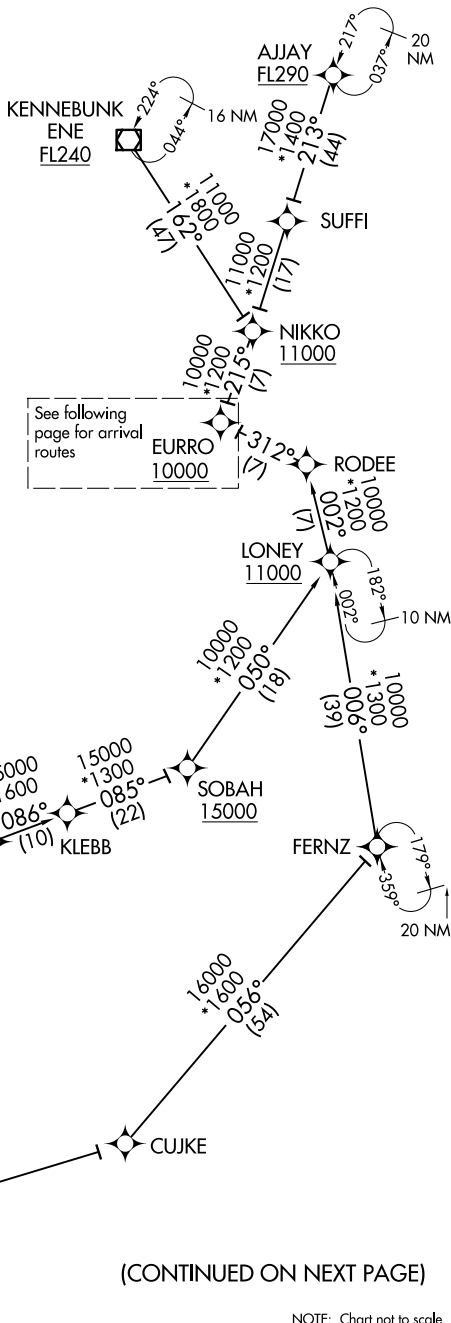
NE-1, 03 SEP 2026 to 29 OCT 2026

OOSH5 FIVE ARRIVAL (RNAV) Transition Routes
BOSTON, MASSACHUSETTS

D-ATIS
135.0
BOSTON APP CON
120.6 263.1

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: FEXXX, MERIT, PROVI, RIFLE transitions assigned by ATC only.

- AJJAY TRANSITION (AJJAY.OOSH5)
- FERNZ TRANSITION (FERNZ.OOSH5)
- FEXXX TRANSITION (FEXXX.OOSH5)
- KENNEBUNK TRANSITION (ENE.OOSH5)
- MERIT TRANSITION (MERIT.OOSH5)
- PROVI TRANSITION (PROVI.OOSH5)
- RIFLE TRANSITION (RIFLE.OOSH5)



NOTE: Chart not to scale.

BOSTON, MASSACHUSETTS

D-ATIS
135.0
BOSTON APP CON
120.6 263.1

TKMAN
5000 210K

HNOVR
5000 220K

RDHOK
5000 210K

FLUTI
9000

WAATR
5000 210K

GRIFI
6000 220K

GGABE
6000 220K

JOBBE
6000 210K

LEEZI
6000 210K

GRGIO
9000

TTERI
9000 250K

AYBEE
6000 210K

KLANE

BECHH
5000 220K

SCITU
5000 210K

PUDJJ

OOSHIN
14000 9000 250K

EURRO
10000

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: FEXXX, MERIT, PROVI, RIFLE transitions assigned by ATC only.

NOTE: Chart not to scale

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: FEXXX, MERIT, PROVI, RIFLE transitions assigned by ATC only.

NOTE: Chart not to scale.

From EURRO on track 260° to cross OOSHN between 9000 and 14000 and at 250K.

Landing Rwy's 4L/R: From OOSHN on track 266° to cross TTER1 at or above 9000 and at 250K, then on track 268° to WAATR, then on track 240° to cross FLUT1 at or above 9000, then on track 215° to GRIF1, then on track 213° to cross GGABE at 6000 and at 220K, then on track 213° to cross JOBEE at 6000 and at 210K, then on track 213°. Expect RADAR vectors to final approach course.

Landing Rwy 15R: From OOSHN on track 282° cross GRGIO at or below 9000, then on track 269° to cross BRGIT at 7000, then on track 273° to cross HNOVR at 5000 and at 220K, then on track 271° to cross RDHOK at 5000 and at 210K, then on track 329° to cross TKMAN at 5000 and at 210K, then on track 329°. Expect RADAR vectors to final approach course.

Landing Rwy's 22L/R: From OOSHN on track 282° to cross GRGIO at or below 9000, then on track 269° to cross BRGIT at 7000, then on track 323° to cross ADDDA at 6000 and at 220K, then on track 035° to cross LEEZI at 6000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

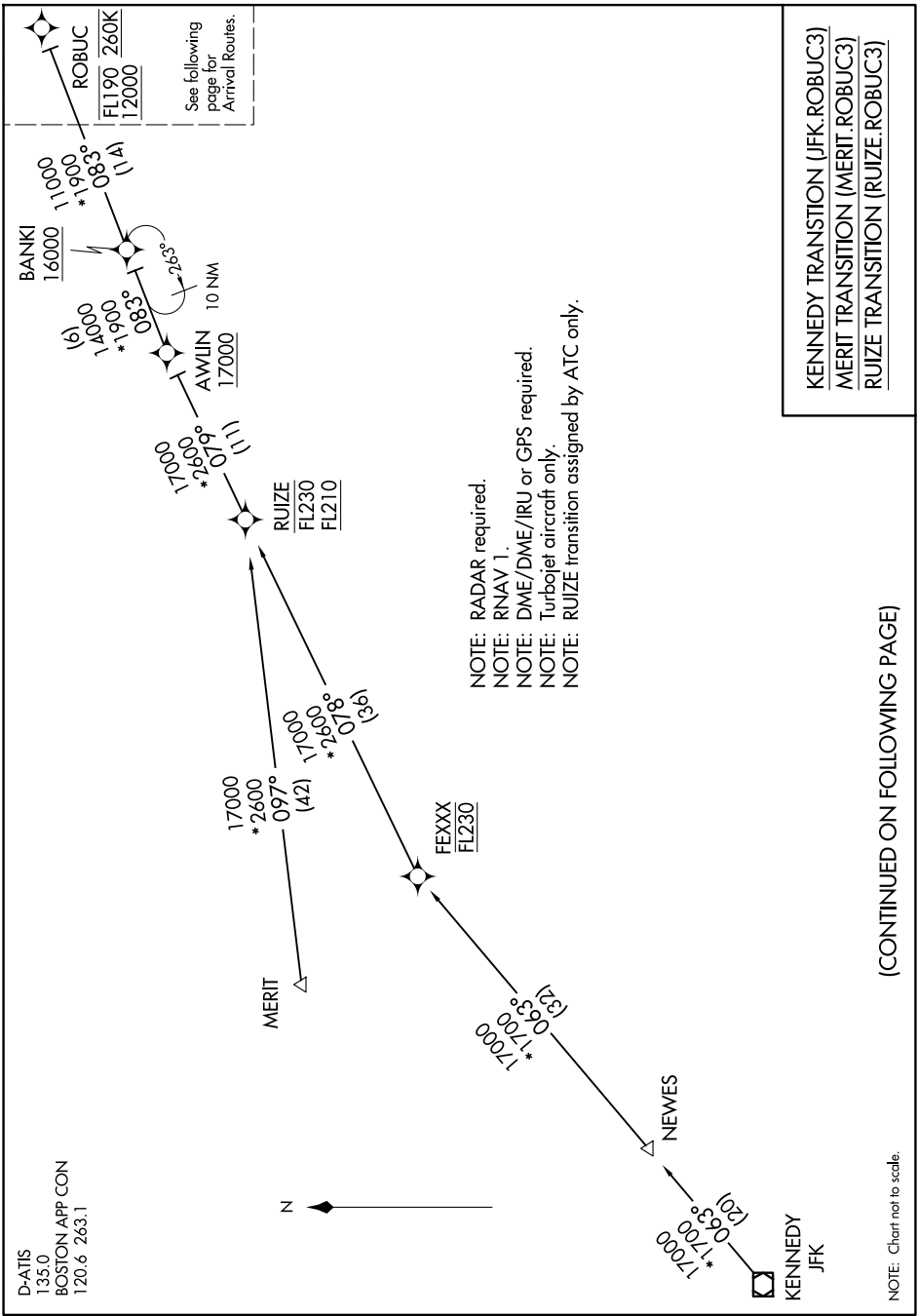
Landing Rwy 27: From OOSHN on track 217° to PUDJJ, then on track 272° to cross AYBEE at 6000 and at 210K, then on track 272°. Expect RADAR vectors to final approach course.

Landing Rwy 32, 33L: From OOSH on track 266° to cross TTERI at or above 9000 at 250K, then on track 268° to WAATR, then on track 213° to PLGRM, then on track 181° to cross BECHH at 5000 and at 220K, then on track 150° to cross SCITU at 5000 and at 210K, then on track 150°. Expect RADAR vectors to final approach course.

NE-1, 03 SEP 2026 to 29 OCT 2026

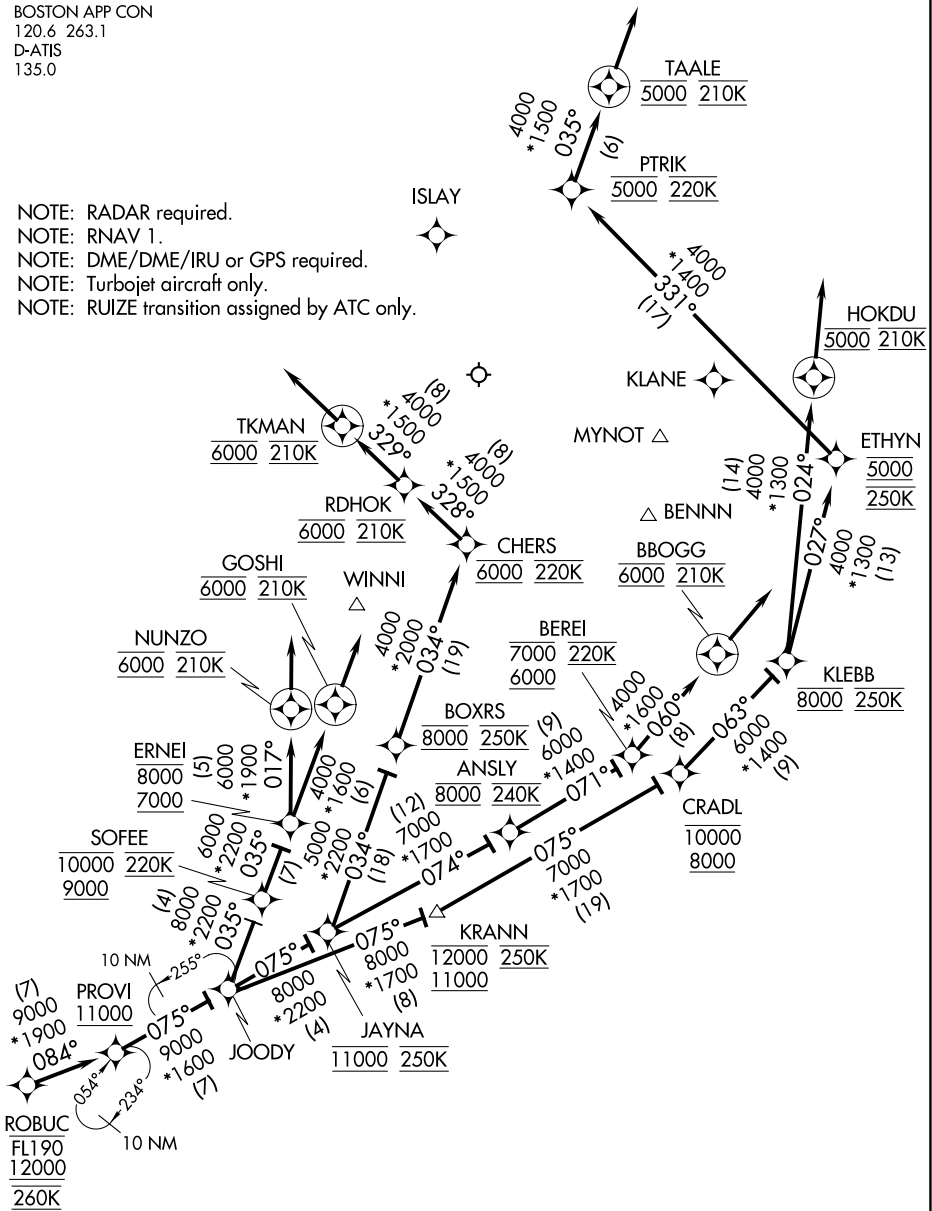
NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



BOSTON APP CON
120.6 263.1
D-ATIS
135.0

- NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: RUIZE transition assigned by ATC only.



NOTE: Chart not to scale. (CONTINUED ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

From ROBUC on track 084° to cross PROVI at or above 11000, then on track 075° to JOODY. Then on assigned runway transition.

LANDING RWY 4L: From JOODY on track 035° to cross SOFEE between 9000 and 10000 and at 220K, then on track 035° to cross ERNEI between 7000 and 8000, then on track 017° to cross NUNZO at 6000 and at 210K, then on track 017°. Expect RADAR vectors to final approach course.

LANDING RWY 4R: From JOODY on track 035° to cross SOFEE between 9000 and 10000 and at 220K, then on track 035° to cross ERNEI between 7000 and 8000, then on track 035° to cross GOSHI at 6000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

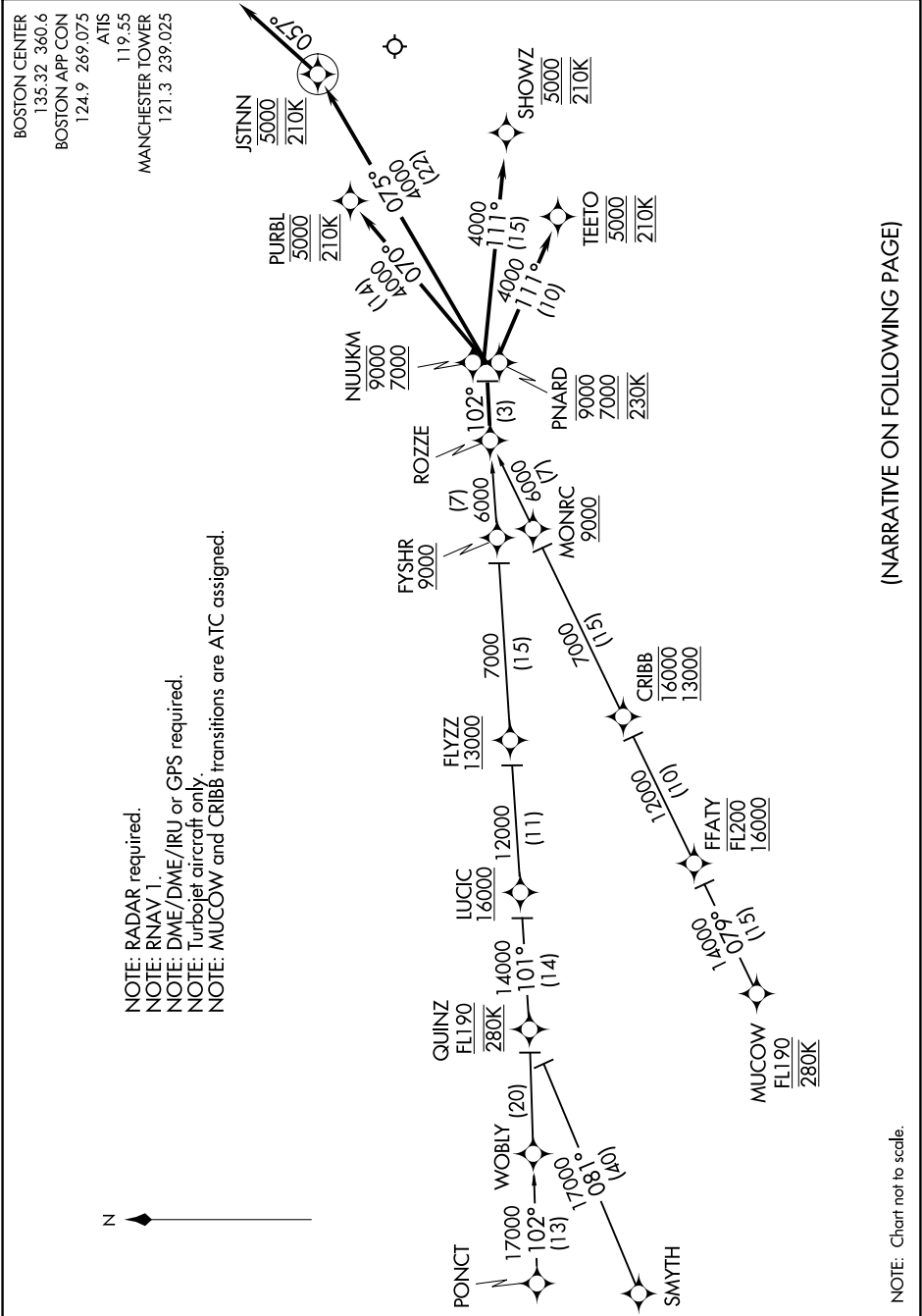
LANDING RWY 15R: From JOODY on track 075° to cross JAYNA at 11000 and at 250K, then on track 034° to cross BOXRS at 8000 and at 250K, then on track 034° to cross CHERS at 6000 and at 220K, then on track 328° to cross RDHOK at 6000 and at 210K, then on track 329° to cross TKMAN at 6000 and at 210K, then on track 329°. Expect RADAR vectors to final approach course.

LANDING RWY 22L/R: From JOODY on track 075° to cross KRANN between 11000 and 12000 and at 250K, then on track 075° to cross CRADL between 8000 and 10000, then on track 063° to cross KLEBB at 8000 and at 250K, then on track 027° to cross ETHYN at 5000 and at 250K, then on track 331° to cross PTRIK at 5000 and at 220K, then on track 035° to cross TAALE at 5000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

LANDING RWY 27: From JOODY on track 075° to cross KRANN between 11000 and 12000 and at 250K, then on track 075° to cross CRADL between 8000 and 10000, then on track 063° to cross KLEBB at 8000 and at 250K, then on track 024° to cross HOKDU at 5000 and at 210K, then on track 024°. Expect RADAR vectors to final approach course.

LANDING RWYS 32, 33L: From JOODY on track 075° to cross JAYNA at 11000 and at 250K, then on track 074° to cross ANSLY at 8000 and at 240K, then on track 071° to cross BEREI between 6000 and 7000 and at 220K, then on track 060° to cross BBOGG at 6000 and at 210K, then on track 060°. Expect RADAR vectors to final approach course.

NE-1, 03 SEP 2026 to 29 OCT 2026



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

- CRIBB TRANSITION (CRIBB.ROZZE2)
- MUCOW TRANSITION (MUCOW.ROZZE2)
- PONCT TRANSITION (PONCT.ROZZE2)
- QUINZ TRANSITION (QUINZ.ROZZE2)
- SMYTH TRANSITION (SMYTH.ROZZE2)

- Landing Rwy 6: From ROZZE on track 102° to cross PNARD between 7000 and 9000 and at 230K, then on track 111° to cross TEETO at 5000 and at 210K. Expect ILS or LOC Rwy 6 or radar vectors to final approach course.
- Landing Rwy 17: From ROZZE on track 102° to cross NUUKM between 7000 and 9000, then on track 070° to cross PURBL at 5000 and at 210K. Expect RNP approach or ILS or LOC/DME Rwy 17 or radar vectors to final approach course.
- Landing Rwy 24: From ROZZE on track 102° to cross NUUKM between 7000 and 9000, then on track 075° to cross JSTNN at 5000 and at 210K, then on heading 057°. Expect radar vectors to final approach course.
- Landing Rwy 35: From ROZZE on track 102° to cross NUUKM between 7000 and 9000, then on track 111° to cross SHOWZ at 5000 and at 210K. Expect RNP approach or ILS or LOC Rwy 35 or radar vectors to final approach course.

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

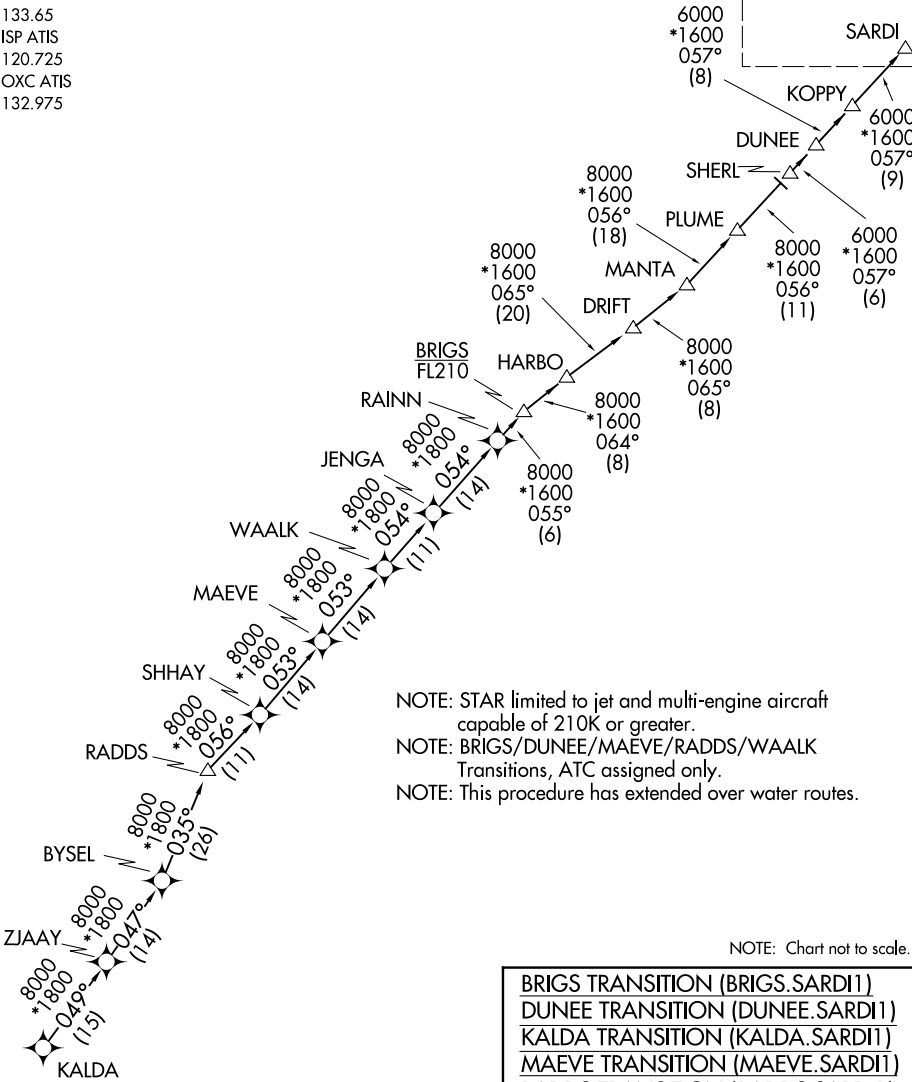
SARDI ONE ARRIVAL (RNAV) Transition Routes

NEW YORK, NEW YORK

NEW YORK APP CON
120.05 343.75
BDR ATIS
119.15
FRG ATIS
126.65
GON ATIS
127.0
HVN ATIS
133.65
ISP ATIS
120.725
OXC ATIS
132.975

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

See following page
for Arrival Routes



(CONTINUED ON FOLLOWING PAGE)

BRIGS TRANSITION (BRIGS.SARDI1)
DUNEE TRANSITION (DUNEE.SARDI1)
KALDA TRANSITION (KALDA.SARDI1)
MAEVE TRANSITION (MAEVE.SARDI1)
RADDS TRANSITION (RADDS.SARDI1)
WAALK TRANSITION (WAALK.SARDI1)

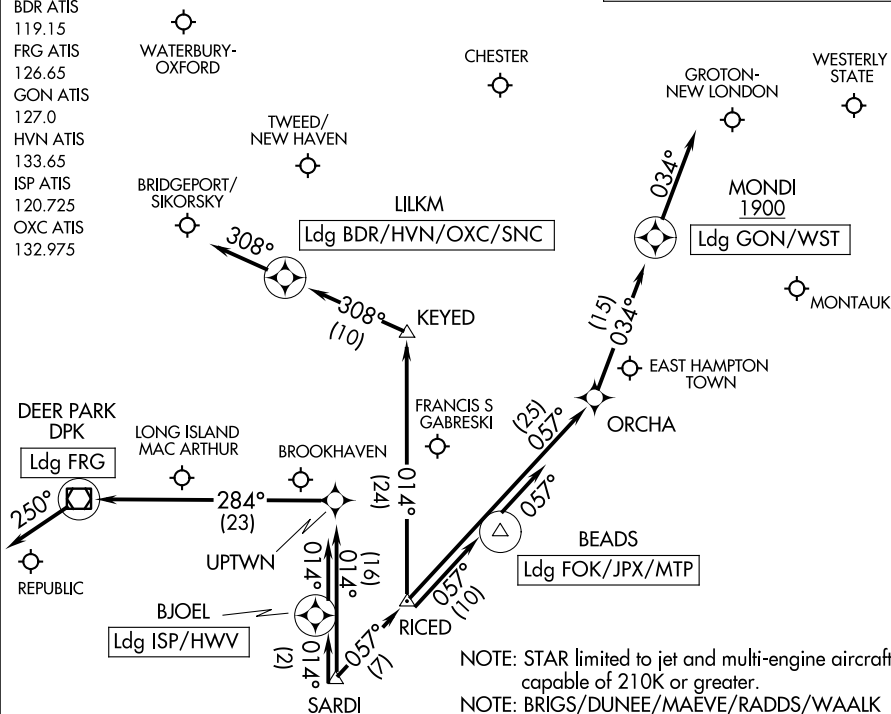
SARDI ONE ARRIVAL (RNAV) Transition Routes

NEW YORK, NEW YORK

NEW YORK, NEW YORK

RADAR required.

132 975



NOTE: Chart not to scale.

NOTE: STAR limited to jet and multi-engine aircraft capable of 210K or greater.

NOTE: BRIGS/DUNEE/MAEVE/RADDS/WAALK
Transitions, ATC assigned only.

NOTE: This procedure has extended over water routes.

ARRIVAL ROUTE DESCRIPTION

LANDING BDR/HVN/OXC/SNC: From SARDI on track 057° to RICED, then on track 014° to KEYED, then on track 308° to LULKM, then on track 308°.
Expect RADAR vectors to final approach course.

LANDING FOK/JPX/MTP: From SARDI on track 057° to RICED, then on track 057° to BEADS, then on track 057°. Expect RADAR vectors to final approach course.

LANDING FRG: From SARDI on track 014° to UPTWN, then on track 284° to DPK VOR/DME, then on track 250°. Expect RADAR vectors to final approach course.

LANDING GON/WST: From SARDI on track 057° to RICED, then on track 057° to ORCHA, then on track 034° to cross MONDI at or above 1900, then on track 034°. Expect RADAR vectors to final approach course.

LANDING ISP/HWV: From SARDI on track 014° to BJOEL, then on track 014°. Expect RADAR vectors to final approach course.

(SCOGS.SCOGS4) 26190

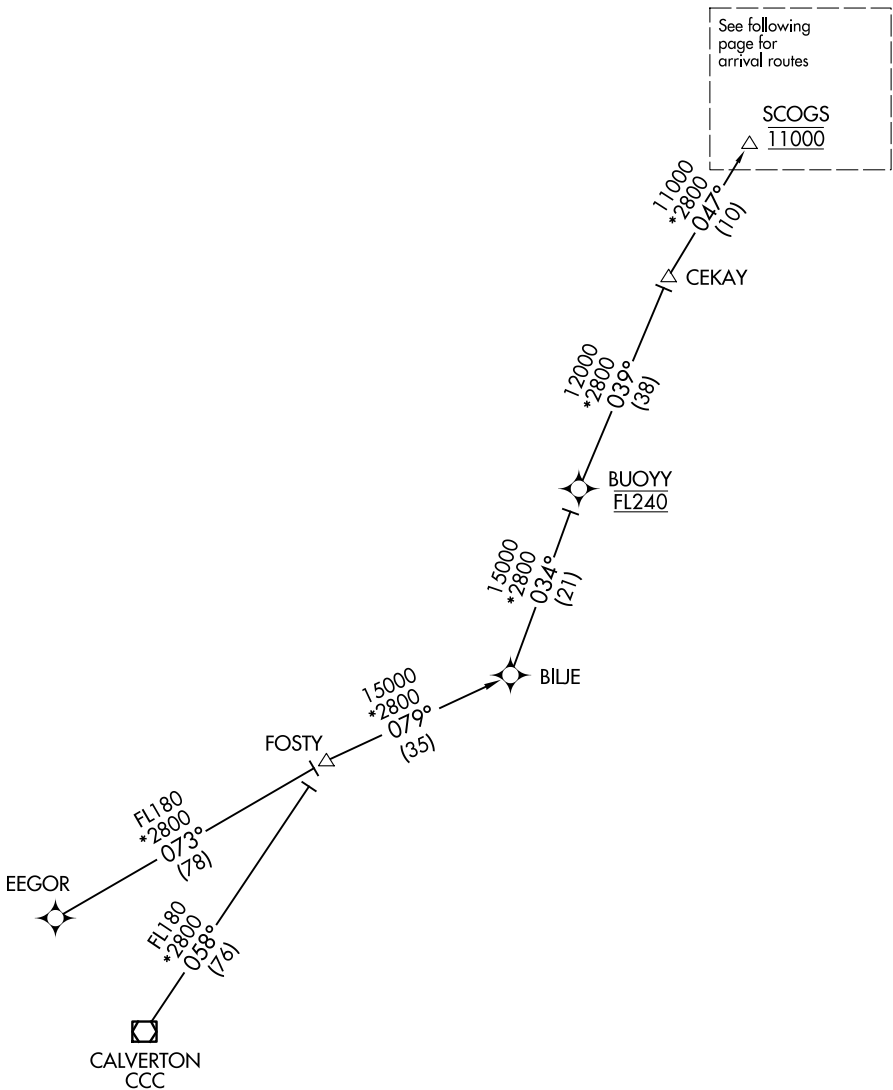
AL-329 (FAA)

SCOGS FOUR ARRIVAL (RNAV) Transition Routes

PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE

PORTLAND APP CON ★
119.75 269.35
ATIS
119.05

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



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SCOGS FOUR ARRIVAL (RNAV) Transition Routes

(SCOGS.SCOGS4) 09JUL26

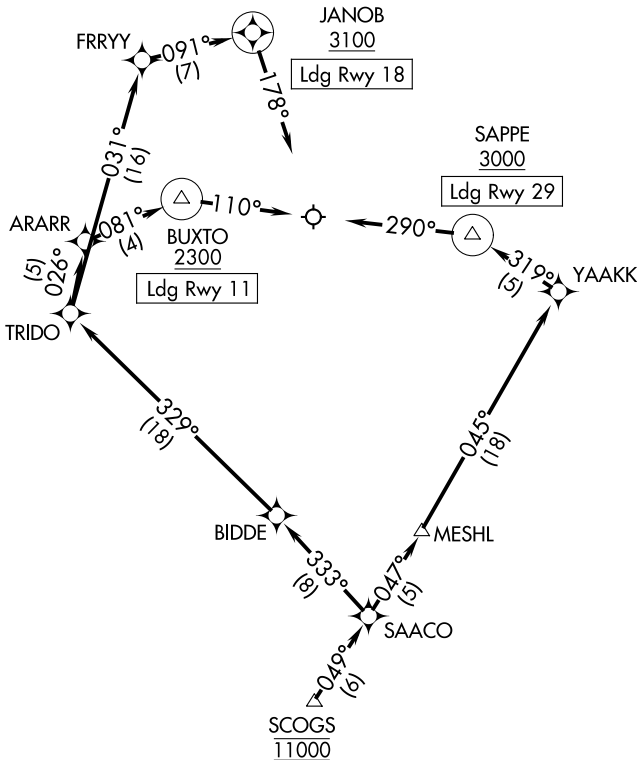
PORTLAND, MAINE
PORTLAND INTL JETPORT (PWM)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND APP CON ★
119.75 269.35
ATIS
119.05

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CALVERTON TRANSITION (CCC.SCOGS4)
EEGOR TRANSITION (EGGOR.SCOGS4)

From SCOGS on track 049° to SAACO.

LANDING RUNWAY 11: From SAACO on track 333° to BIDDE, then on track 329° to TRIDO, then on track 026° to ARARR, then on track 081° to cross BUXTO at or above 2300, then on heading 110°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 18: From SAACO on track 333° to BIDDE, then on track 329° to TRIDO, then on track 031° to FRRYY, then on track 091° to cross JANOB at or above 3100, then on heading 178°. Expect RADAR vectors to final approach course.

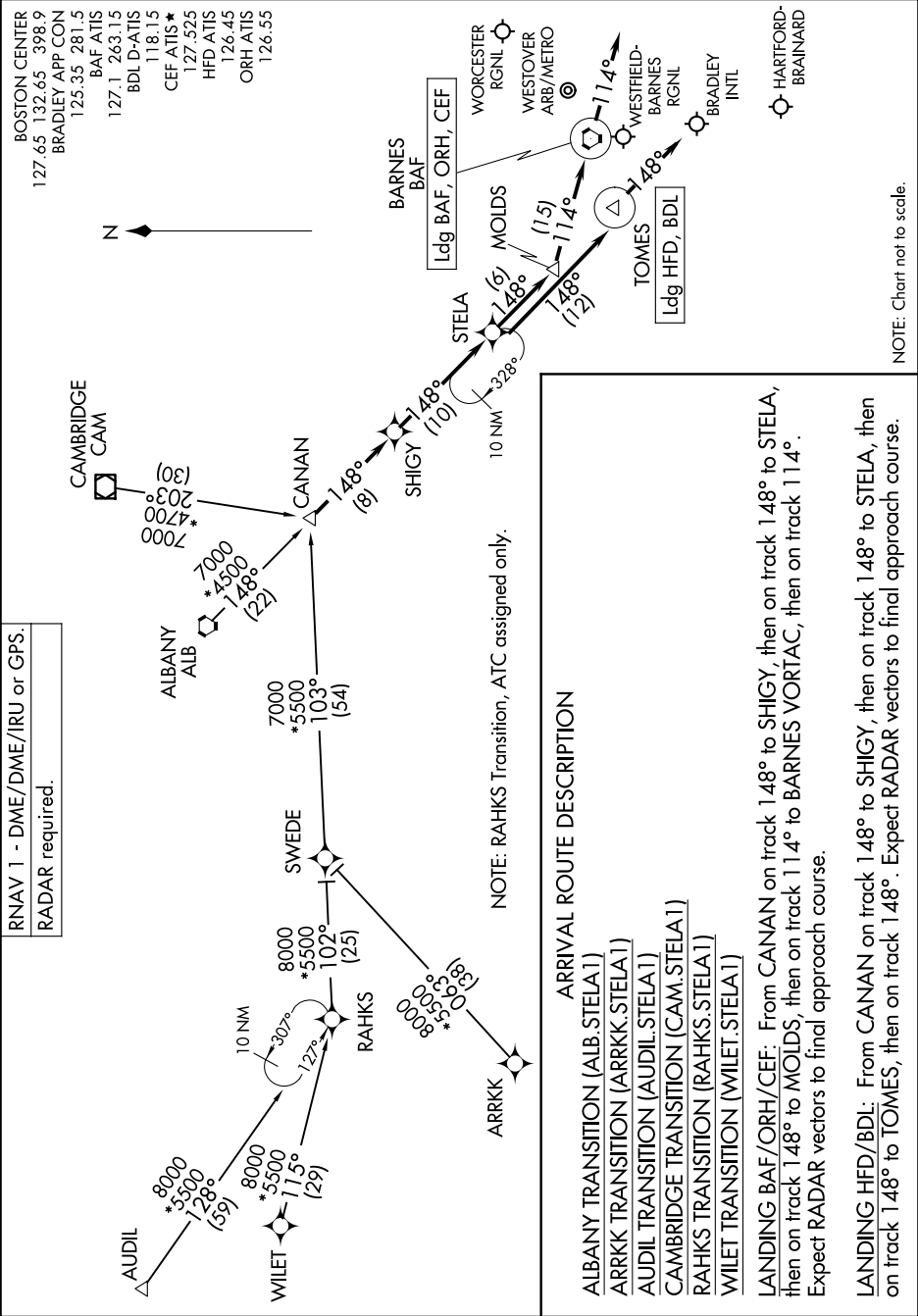
LANDING RUNWAY 29: From SAACO on track 047° to MESHL, then on track 045° to YAAKK, then on track 319° to cross SAPPE at or above 3000, then on heading 290°. Expect RADAR vectors to final approach course.

(CANAN.STELA1) 25331

AL-460 (FAA)

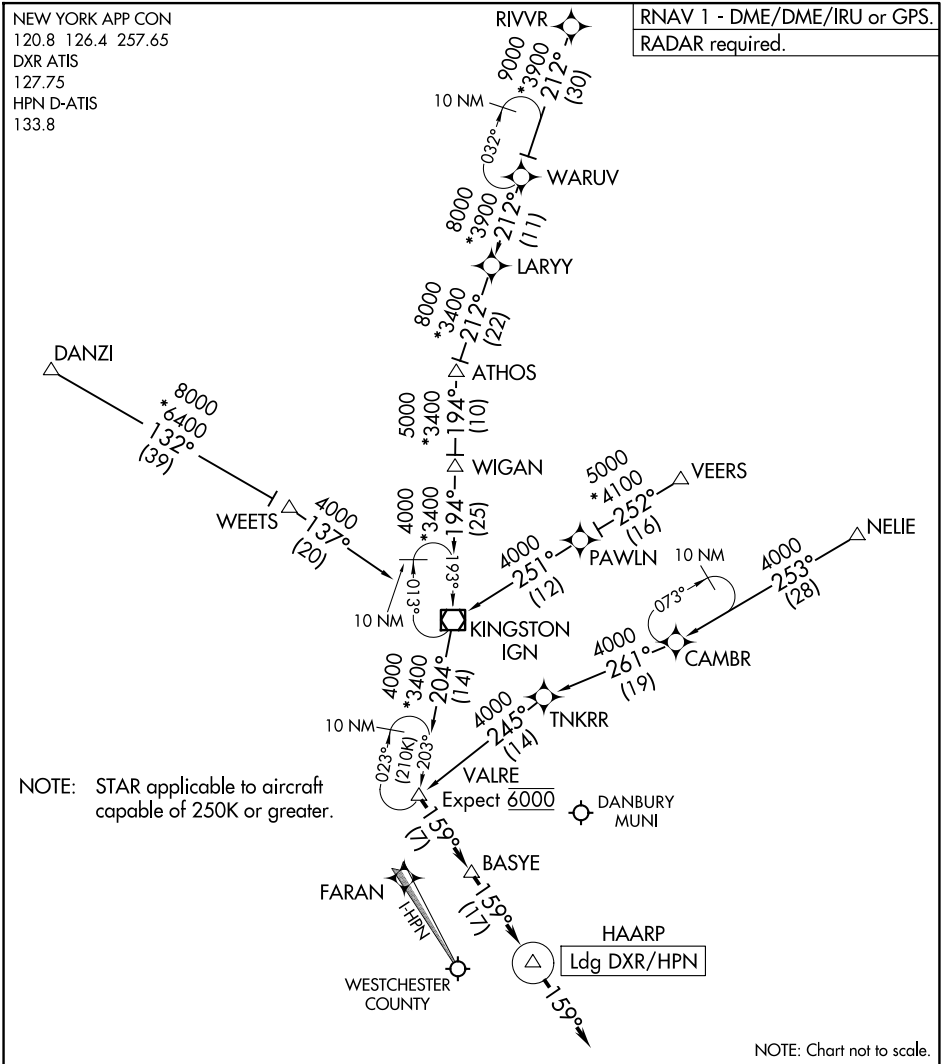
STELA ONE ARRIVAL (RNAV)

WINDSOR LOCKS, CONNECTICUT



STELA ONE ARRIVAL (RNAV)
(CANAN.STELA1) 27NOV25

WINDSOR LOCKS, CONNECTICUT



ARRIVAL ROUTE DESCRIPTION

DANZI TRANSITION (DANZI.VALRE1)

NELIE TRANSITION (NELIE.VALRE1)

RIVVR TRANSITION (RIVVR.VALRE1)

VEERS TRANSITION (VEERS.VALRE1)

WIGAN TRANSITION (WIGAN.VALRE1)

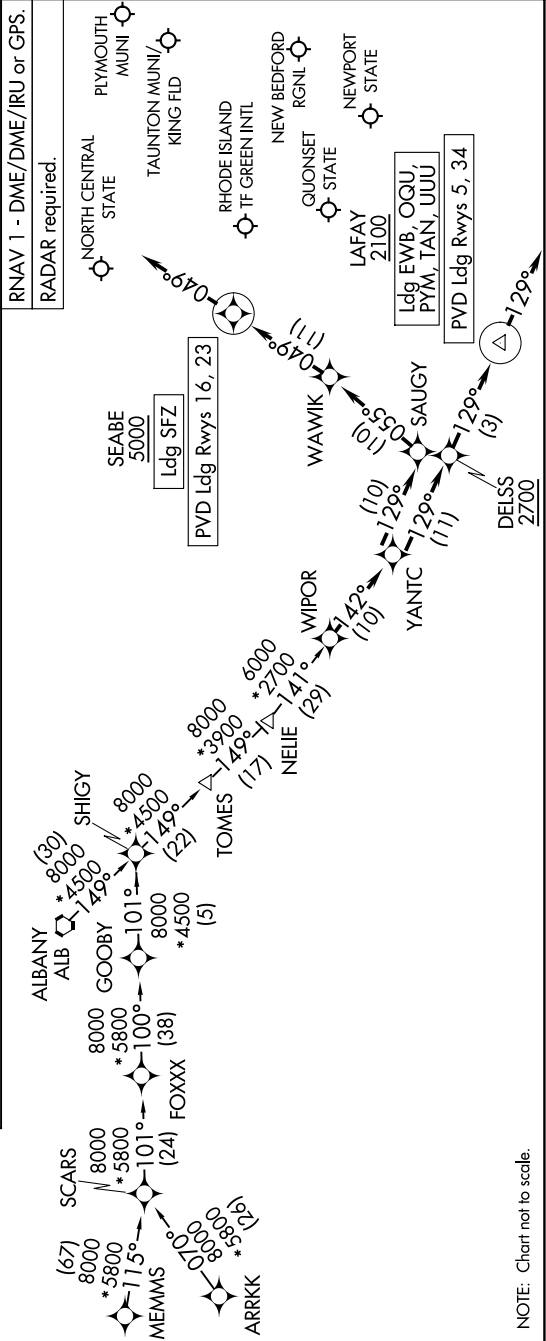
LANDING ALL AIRPORTS:

From VALRE on track 159° to BASYE, then on track 159° to HAARP, then on track 159°. Expect RADAR vectors to final approach course.

ARRIVAL ROUTE DESCRIPTION

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

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



(ORW.WOONS2) 26246

WOONS TWO ARRIVAL

AL-58 (FAA)

BOSTON, MASSACHUSETTS

BOSTON APP CON
120.6 263.1
BOS D-ATIS ARR
135.0
OWD ATIS
119.95

GENERAL EDWARD
LAWRENCE LOGAN INTL

BOSTON
112.7 BOS
Chan 74

NORWOOD
MEML

MARSHFIELD MUNI-
GEORGE HARLOW FLD

MANSFIELD
MUNI

WOONS
BOS Props: Expect to cross
at 7,000'
OWD, 1B9, GHG: Expect to
cross at 3,000'

PUTNAM
117.4 PUT
Chan 121

HARTFORD
114.9 HFD
Chan 96

PROVIDENCE
115.6 PVD
Chan 103

NORWICH
110.0 ORW
Chan 37

JEWIT
Expect to cross at 11,000'
at 250Kts or less.

NOTE: Chart not to scale
NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG.
Applicable 11,000 feet and above.

ARRIVAL ROUTE DESCRIPTION

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect RADAR vectors to final.

WOONS TWO ARRIVAL

(ORW.WOONS2) 21JUL16

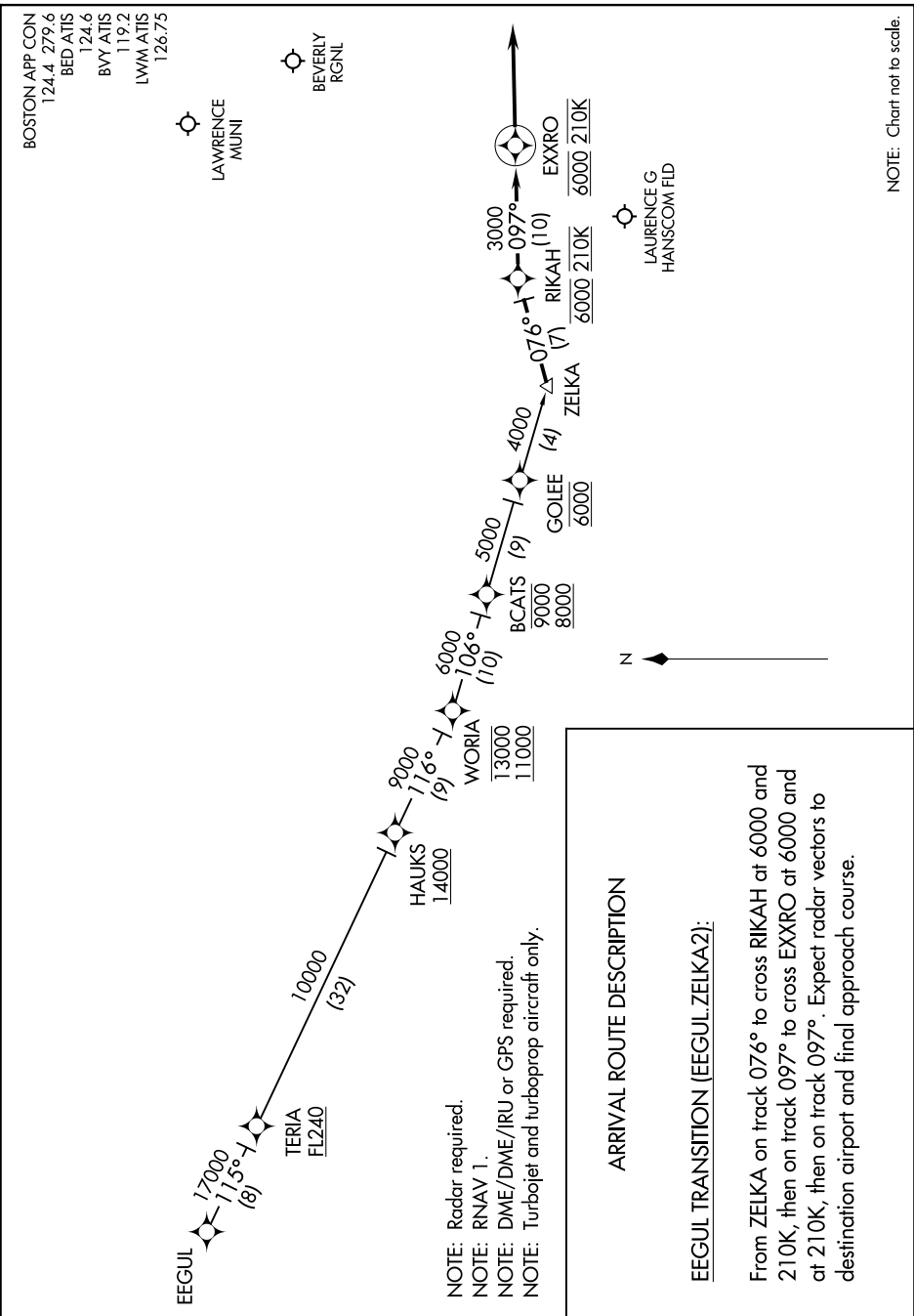
BOSTON, MASSACHUSETTS

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

ZELKA TWO ARRIVAL (RNAV)

BEDFORD, MASSACHUSETTS



ZELKA TWO ARRIVAL (RNAV)

BEDFORD, MASSACHUSETTS

INTENTIONALLY
LEFT
BLANK

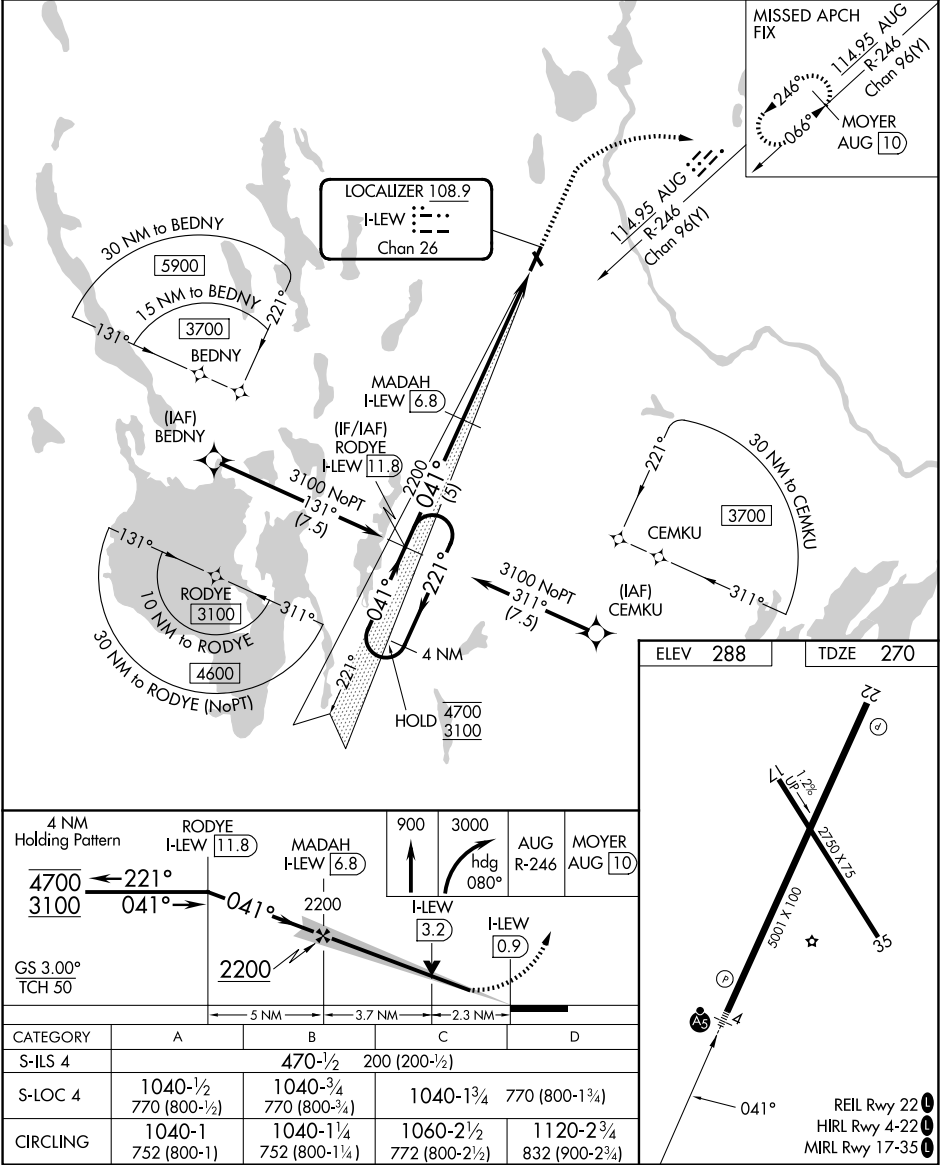
LOC/DME I-LEW	APP CRS	Rwy Ldg	5001
108.9	041°	TDZE	270
Chan 26		Apt Elev	288

ILS or LOC RWY 4

AUBURN/LEWISTON MUNI (LEW)

DME required. RNP APCH - GPS.	MALS R	MISSED APPROACH: Climb to 900 then climbing right turn to 3000 on heading 080° and on AUG VOR/DME R-246 to MOYER/AUG 10 DME and hold.
▼ ▲ Circling to Rwy 17, 22, 35 NA at night. For inop ALS, increase S-LOC 4 Cat A visibility to 1 SM, and Cat C/D to 2½ SM.	AS	

AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.025	125.5 353.9	124.05	122.8 (CTAF) 0



AUBURN/LEWISTON, MAINE

AL-750 (FAA)

25331

WAAS CH 69219 W04A	APP CRS 041°	Rwy Ldg TDZE 270 Apt Elev 288
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RNAV (GPS) RWY 4

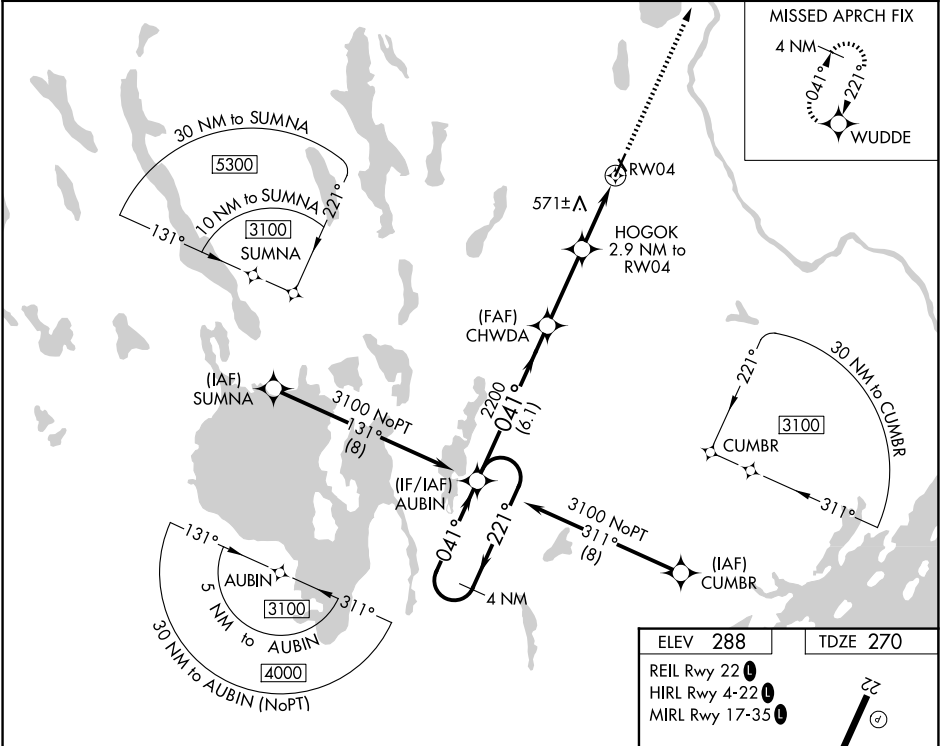
AUBURN/LEWISTON MUNI (LEW)

⚠ Circling to Rwy 17, 22, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase visibility LNAV/VNAV all Cats to 1 3/4 SM, LNAV Cat A/B to 1 SM and Cat C/D to 1 3/4 SM. Rwy 04 helicopter visibility reduction below 3/4 SM NA.

MALSR

MISSED APPROACH:
Climb to 3100 direct WUDDE and hold.

AWOS-3PT 118.025	PORTLAND APP CON ★ 125.5 353.9	CLNC DEL 124.05	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern AUBIN		CHWDA	HOGOK 2.9 NM to RW04	3100	WUDDE
3100 ← 221° 041° →		2200	*1.6 NM to RW04	*LNAV only	
GP 3.00° TCH 49			RW04		
6.1 NM		3 NM	1.3	1.6	
CATEGORY	A	B	C	D	
LPV DA	470-1/2 200 (200-1/2)				
LNAV/VNAV DA	780-1 510 (500-1)				
LNAV MDA	840-3/4	570 (600-3/4)	840-1 1/4	570 (600-1 1/4)	
CIRCLING	840-1 552 (600-1)	920-1 632 (700-1)	1060-2 1/4 772 (800-2 1/4)	1120-2 3/4 832 (900-2 3/4)	

AUBURN/LEWISTON, MAINE
Amdt 2 07DEC17

44°03'N - 70°17'W

AUBURN/LEWISTON MUNI (LEW)
RNAV (GPS) RWY 4

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 78019 W22A	APP CRS 221°	Rwy Ldg TDZE 270 Apt Elev 288	5001
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RNAV (GPS) RWY 22

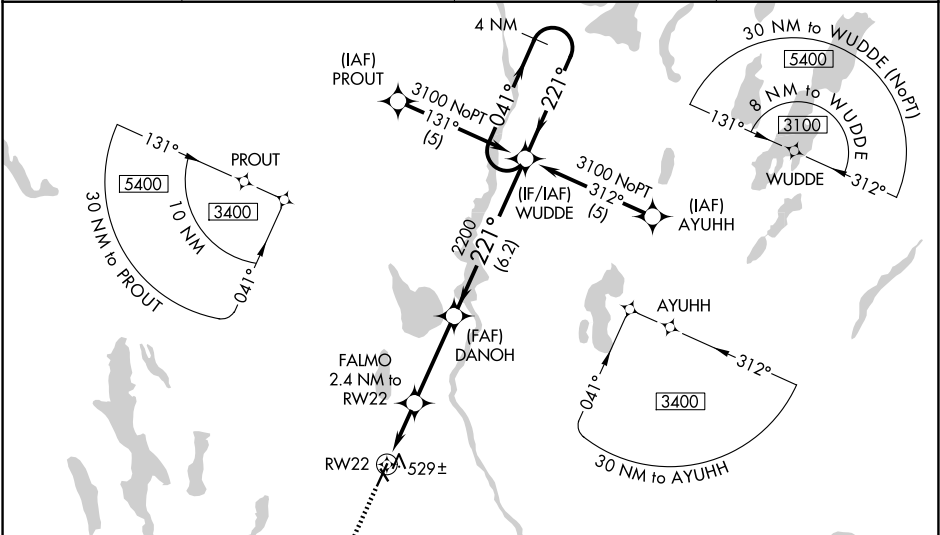
AUBURN/LEWISTON MUNI (LEW)

RNP APCH.

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

MISSED APPROACH: Climb to 3100 direct AUBIN and hold.

AWOS-3PT 118.025	PORTLAND APP CON ★ 125.5 353.9	CLNC DEL 124.05	UNICOM 122.8 (CTAF) 0
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ELEV 288

TDZE 270

3100 AUBIN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 35).

FALMO 2.4 NM to RW22

DANOH 2200

WUDDE 4 NM Holding Pattern

3100

GP 3.00° TCH 55

*LNAV only

RW22

1080*

2.4 NM

3.4 NM

6.2 NM

221°

041°

221°

221°

CATEGORY	A	B	C	D
LPV DA		546-1	276 (300-1)	
LNAV/VNAV DA		867-2	597 (600-2)	
LNAV MDA	780-1	510 (500-1)	780-1 3/8	510 (500-1 3/8)

REIL Rwy 22 0

HIRL Rwy 4-22 0

MIRL Rwy 17-35 0

AUBURN/LEWISTON, MAINE
Amdt 1C 18JUL19

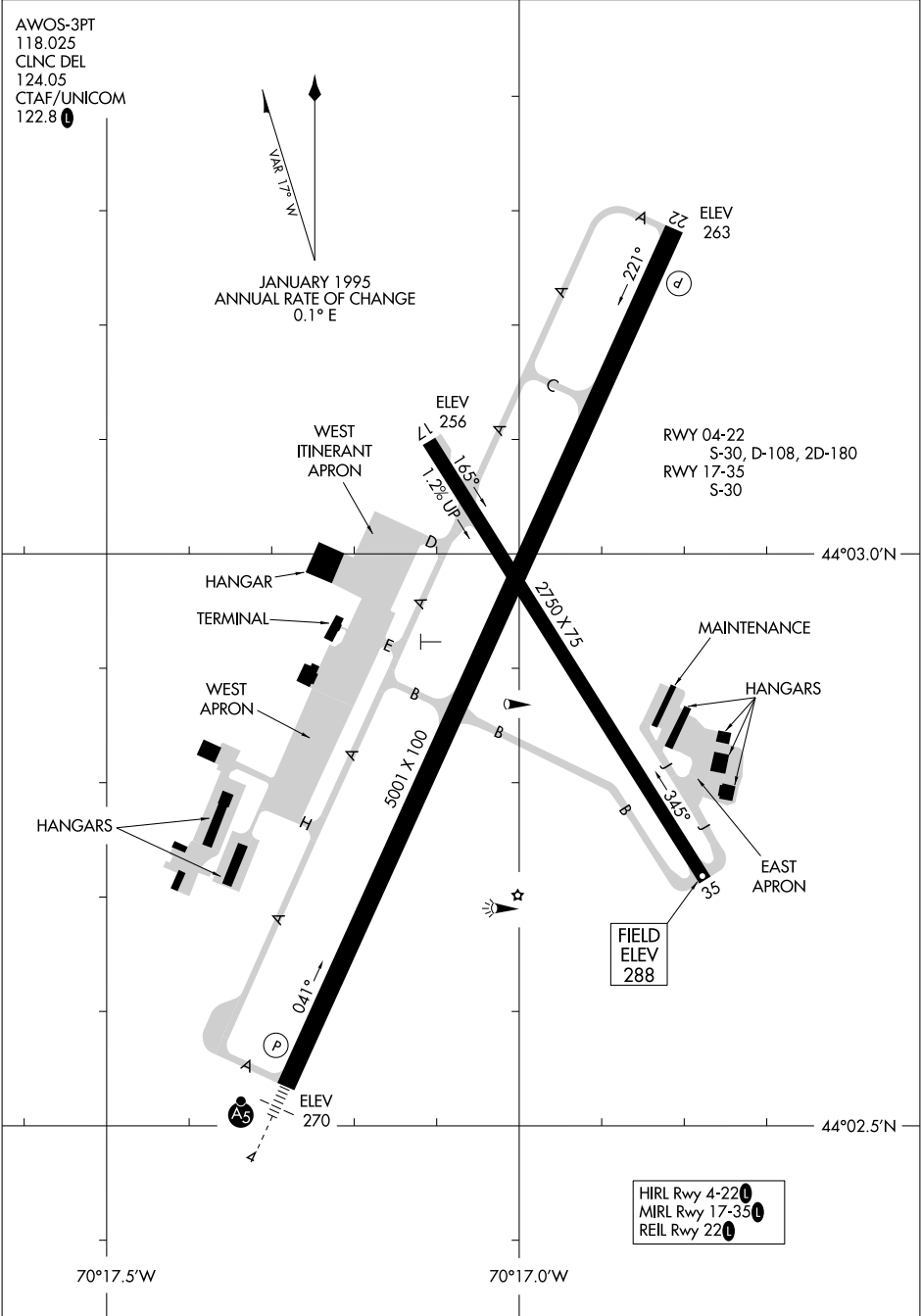
44°03'N - 70°17'W

AUBURN/LEWISTON MUNI (LEW)
RNAV (GPS) RWY 22

3

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



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

ILS or LOC RWY 17
AUGUSTA STATE (AUG)

ADF required.

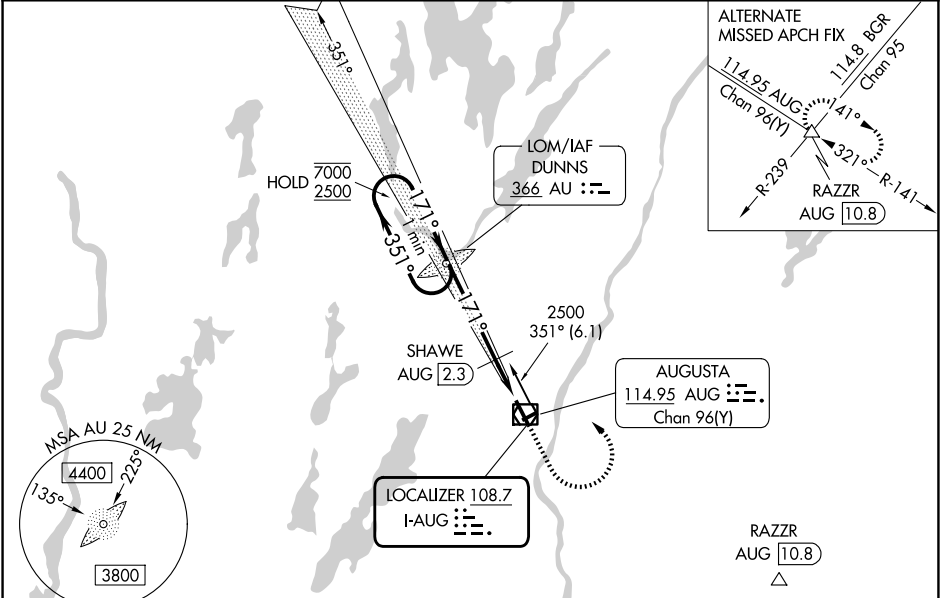
⚠ Circling Rwy 8, 26 NA at night. Autopilot coupled approach NA below 570. VDP NA when using WVL altimeter setting. When local altimeter setting not received, use WVL altimeter setting: increase S-ILS 17 DA to 583 feet; increase all MDAs 40 feet and S-LOC 17 visibility Cat C/D ½ SM, and Circling visibility Cat D ¼ SM; SHAWE fix minimums: increase S-LOC 17 visibility Cat C/D ½ SM, and Circling visibility Cat D ¼ SM. Localizer unusable from 0.5 NM to threshold above 1500 feet. Glideslope unusable below 430 feet. For inop ALS, increase SHAWE fix minimums S-LOC 17 Cat C and D visibility to ¾ SM. # DME from AUG VOR/DME.

MALS R

AS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct DUNNS LOM and hold, continue climb-in-hold to 2500.

ASOS 118.325	PORTLAND APP CON★ 128.35 299.2	UNICOM 123.0 (CTAF) 1
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ELEV 352 D TDZE 348	
One Minute Holding Pattern	
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).	
*940 when using WVL altimeter setting.	
GS 3.00° TCH 61	
CATEGORY A B C D	
S-ILS 17 548-½ 200 (200-½)	
S-LOC 17* 900-½ 552 (600-½) 900-1½ 552 (600-1½)	
CIRCLING 940-1 588 (600-1) 980-1 628 (700-1) 980-1¾ 628 (700-1¾) 1160-2½ 808 (900-2½)	
SHAWE FIX MINIMUMS # (DME REQUIRED)	
S-LOC 17 620-½ 272 (300-½)	
CIRCLING 940-1 588 (600-1) 980-1 628 (700-1) 980-1¾ 628 (700-1¾) 1160-2½ 808 (900-2½)	

HIRL Rwy 17-35 1

MRL Rwy 8-26 1

REIL Rwy 35 1

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

AUGUSTA, MAINE

AL-29 (FAA)

26246

WAAS CH 70720 W17A	APP CRS 171°	Rwy Ldg 5002 TDZE 348 Apt Elev 352
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RNAV (GPS) RWY 17

AUGUSTA STATE (AUG)

RNP APCH - GPS.

▼

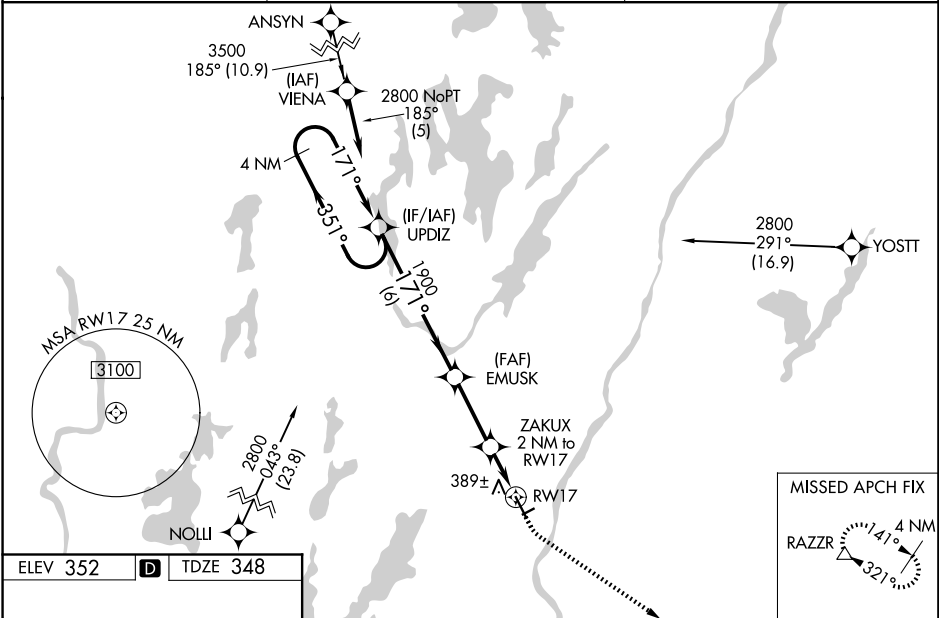
▲

For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSR when using Waterville altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ mile. VDP and Baro-VNAV NA with Waterville altimeter setting. When local altimeter setting not received, use Waterville altimeter setting: increase LPV DA to 583 feet, LNAV/VNAV DA to 710 feet, and visibility LNAV/VNAV all Cats ½ SM; increase all MDA 40 feet and visibility LNAV Cats C and D ½ SM, and Circling Cat D ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C or above 41°C. Circling Rwy 8, 26 NA at night.

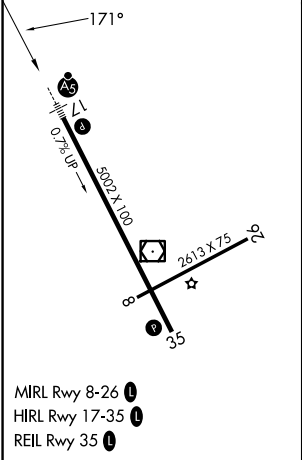
MALSR

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

ASOS 118.325	PORTLAND APP CON★ 128.35 299.2	UNICOM 123.0 (CTAF) 1
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ELEV 352	D	TDZE 348
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4 NM Holding Pattern UPDIZ				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).				800	3000	RAZZR
2800				EMUSK				1900	ZAKUX 2 NM to RW17	0.9 NM to RW17
GP 3.00° TCH 60				1900				1000	RW17	
6 NM				2.8 NM				1.1 NM	0.9	
CATEGORY	A	B	C	D						
LPV DA	548-½				200 (200-½)					
LNAV/VNAV DA	675-5⁄8				327 (400-5⁄8)					
LNAV MDA	640-½				292 (300-½)					
CIRCLING	960-1	980-1	980-1¾	1160-2½						
	608 (700-1)	628 (700-1)	628 (700-1¾)	808 (900-2½)						

AUGUSTA, MAINE
Orig-D 21MAR24

44°19'N-69°48'W

AUGUSTA STATE (AUG)

RNAV (GPS) RWY 17

NE-1, 03 SEP 2026 to 29 OCT 2026

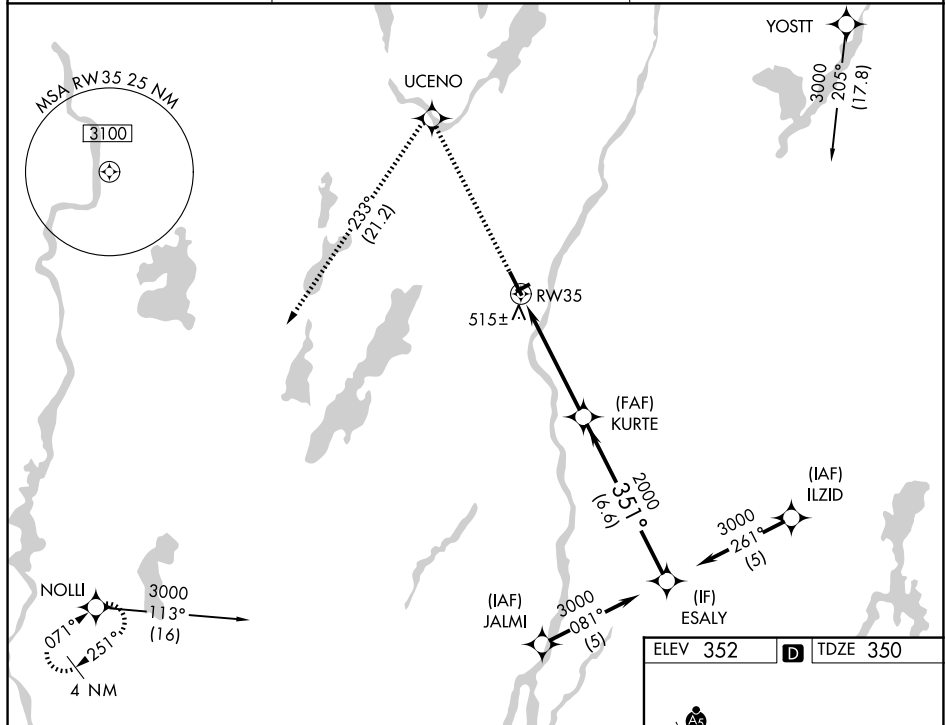
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70406 W35A	APP CRS 351°	Rwy Ldg 5002 TDZE 350 Apt Elev 352
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RNAV (GPS) RWY 35
AUGUSTA STATE (AUG)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct UCENO and left turn on track 233° to NOLL and hold.
T Circling to Rwy 26 NA at night. Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.		

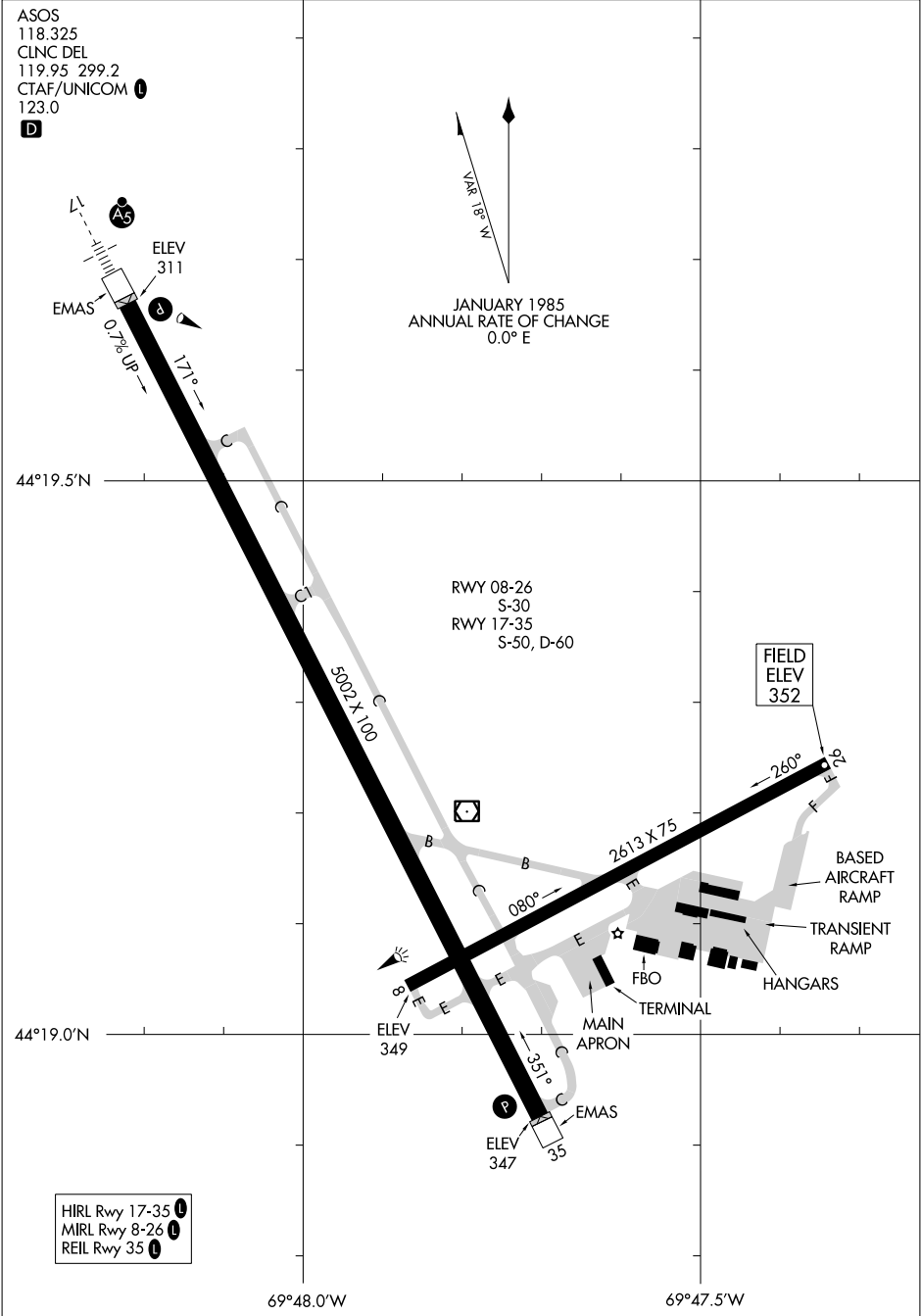
ASOS 118.325	PORTLAND APP CON★ 128.35 299.2	UNICOM 123.0 (CTAF) 0
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*** LNAV only.**

CATEGORY	A	B	C	D
LPV DA	610-1 260 (300-1)			
LNAV/VNAV DA	850-1¾ 500 (500-1¾)			
LNAV MDA	840-1 490 (500-1)		840-1⅜ 490 (500-1⅝)	840-1½ 490 (500-1½)
CIRCLING	880-1¾ 528 (600-1¾)	980-1¾ 628 (700-1¾)		1160-2½ 808 (900-2½)

MIRA Rwy 8-26
MIRA Rwy 17-35
REIL Rwy 35



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

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

ILS or LOC RWY 33

BANGOR INTL (BGR)

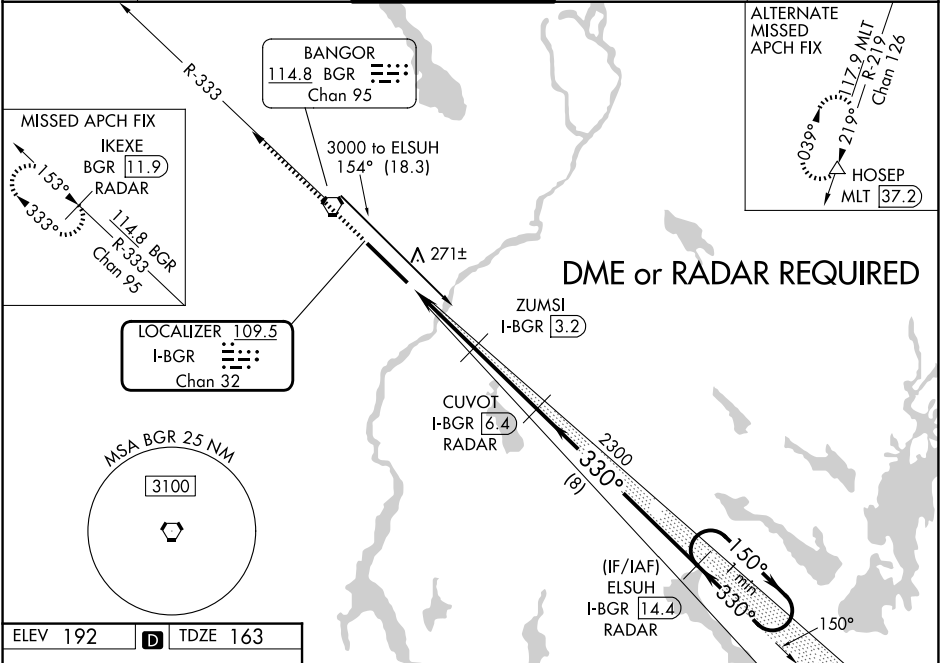
ASR

Inoperative table does not apply to S-LOC 33 Cats C/D/E. Circling NA northeast of Rwy 15-33. DME or RADAR required. For inop ALS, increase Cat E S-ILS 33 visibility to RVR 4000. ZUMSI Minimums: For inop ALS, increase S-LOC 33 Cat E visibility to RVR 5000.
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

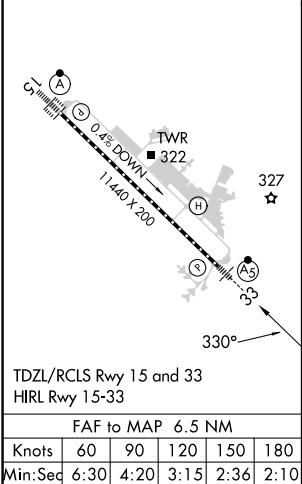
MALSR

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

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



ELEV 192	D	TDZE 163
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3000	hdg 330°	BGR R-333	IKEXE BGR (11.9) RADAR	CUVOT I-BGR (6.4) RADAR	ELSUH I-BGR (14.4) RADAR	One Minute Holding Pattern
* LOC only.						
* I-BGR (0.7)						
ZUMSI I-BGR (3.2)						
2300						
1300*						
0.9 2.5 NM 3.1 NM 8 NM						
CATEGORY	A	B	C	D	E	
S-ILS 33	#363/24 200 (200-½)					
S-LOC 33	1300/40 1137 (1200-¾)	1300/55 1137 (1200-1)	1300-3	1137 (1200-3)		
CIRCLING	1300-1¼ 1108 (1200-1½)	1300-1½ 1108 (1200-1½)	1300-3	1108 (1200-3)		
ZUMSI MINIMUMS						
S-LOC 33	500/24	337 (400-½)	500/26	337 (400-½)		
CIRCLING	640-1 448 (500-1)	720-1 528 (600-1)	740-1½ 548 (600-1½)	820-2 628 (700-2)	880-2½ 688 (700-2½)	

ILS Y or LOC Y RWY 15
BANGOR INTL (BGR)

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

3300 NoPT to IKEXE
195° hdg (1.5) and 150° (1.3)

(IAF) RINTH

(CFVKH)

(IF/IAF) IKEXE

I-JVH 15.9

RADAR

2100

150°

Procedure NA for arrivals at RINTH on V39 northeast bound.

UMAIN

I-JVH 7.9

RADAR

3000 to IKEXE 333° (11.9)

BANGOR 114.8 BGR Chan 95

MM

IM

410±

YIXCO

I-JVH 4.5

RADAR

LOCALIZER 109.5

I-JVH Chan 32

ALTERNATE MISSED APCH FIX

HOSEP MLT 37.2

HOSEP MLT 37.2

Chan 126

Chan 95

Chan 32

MSA BGR 25 NM

3100

BGR R-154

DME or RADAR REQUIRED

TDZL/RCLS Rwy 15 and 33 HIRL Rwy 15-33					
FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

BANGOR INTL (BGR)

ILS Y or LOC Y RWY 15

NE-1, 03 SEP 2026 to 29 OCT 2026

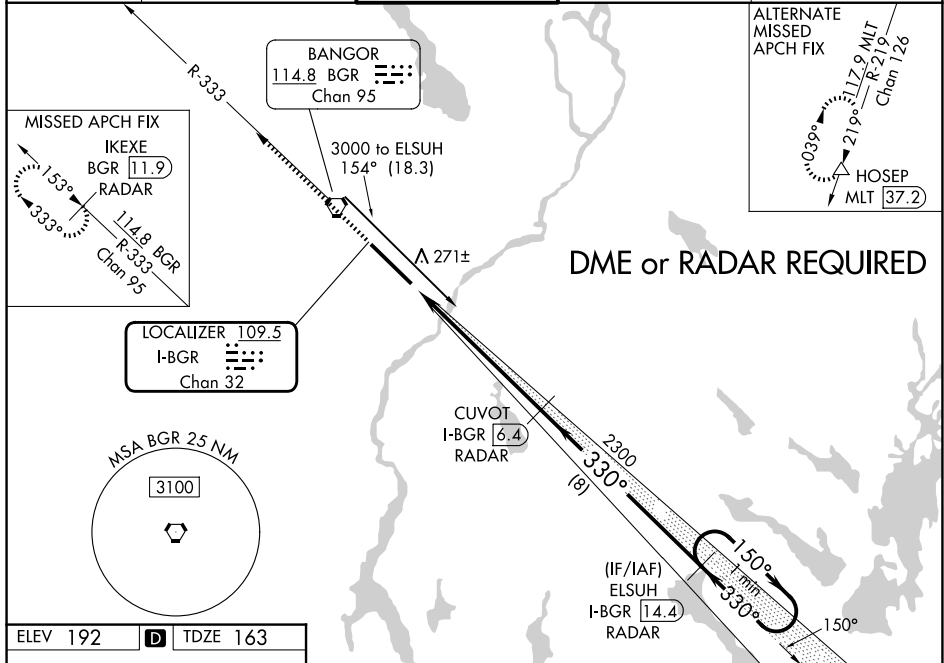
26246

LOC/DME I-BGR <u>109.5</u> Chan 32	APP CRS 330°	Rwy Ldg 11440 TDZE 163 Apt Elev 192
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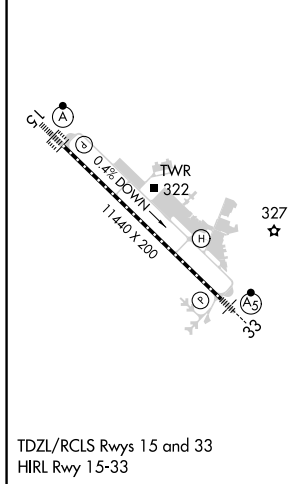
ILS RWY 33 (SA CAT I & II)
BANGOR INTL (BGR)

  ASR	SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting; requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.	MALSR 	MISSED APPROACH: Climb to 3000 on heading 330° and on BGR VORTAC R-333 to IKEXE/BGR VORTAC 11.9 DME/RADAR and hold.
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ATIS	BANGOR APP CON		BANGOR TOWER		GND CON		CLNC DEL	
127.75	118.925	239.3	120.7	233.7	121.9	348.6	135.9	348.6



ELEV 192	D	TDZE 163
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3000 ↑	hdg 330°	BGR R-333	IKEXE BGR <u>11.9</u> RADAR	One Minute Holding Pattern
CATEGORY	A	B	C	D
S-ILS 33	SA CAT I RA 173/14 150 DA 313			
S-ILS 33	SA CAT II RA 103/12 100 DA 263			

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

BANGOR, MAINE
Amdt 13 27APR17

44°48'N-68°50'W

BANGOR INTL (BGR)
ILS RWY 33 (SA CAT I & II)

NE-1, 03 SEP 2026 to 29 OCT 2026

BANGOR, MAINE

AL-39 (FAA)

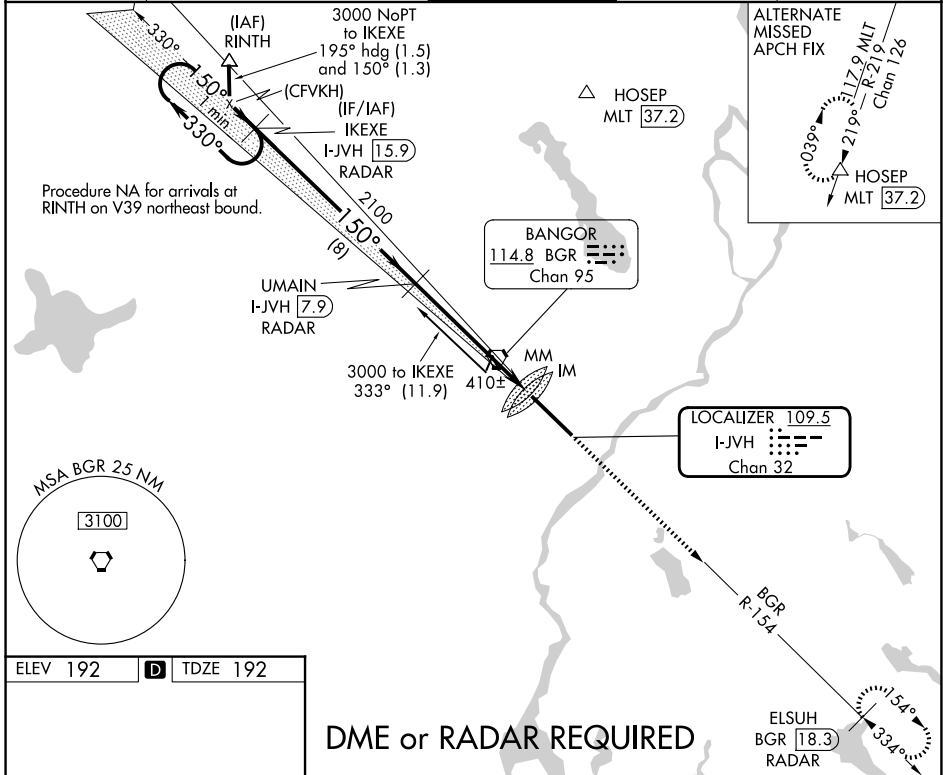
26246

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

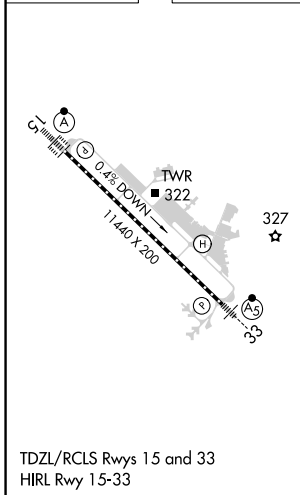
ILS Y RWY 15 (CAT II & III) **BANGOR INTL (BGR)**

ASR DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 3000 on heading 150° and BGR VORTAC R-154 to ELSUH/BGR 18.3 DME/RADAR and hold.
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ATIS 127.75	BANGOR APP CON 118.925 239.3	BANGOR TOWER 120.7 233.7	GND CON 121.9 348.6	CLNC DEL 135.9 348.6
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ELEV 192	D	TDZE 192
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DME or RADAR REQUIRED

VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 55).			
One Minute Holding Pattern	IKEXE I-JVH 15.9 RADAR	U MAIN I-JVH 7.9 RADAR	ELSUH BGR 18.3 RADAR
3000	3000	2100	2100
150°	150°	150°	150°
GS 3.00° TCH 50			
	8 NM	5.8 NM	1090
CATEGORY	A	B	C
S-ILS 15	CAT II	RA 113/12	100 DA 292
S-ILS 15	CAT III	RVR 06	
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED			

BANGOR, MAINE

Amdt 7 27APR17

44°48'N-68°50'W

BANGOR INTL (BGR)

ILS Y RWY 15 (CAT II & III)

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82307 W15A	APP CRS 150°	Rwy Ldg 11440 TDZE 192 Apt Elev 192
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RNAV (GPS) RWY 15
BANGOR INTL (BGR)



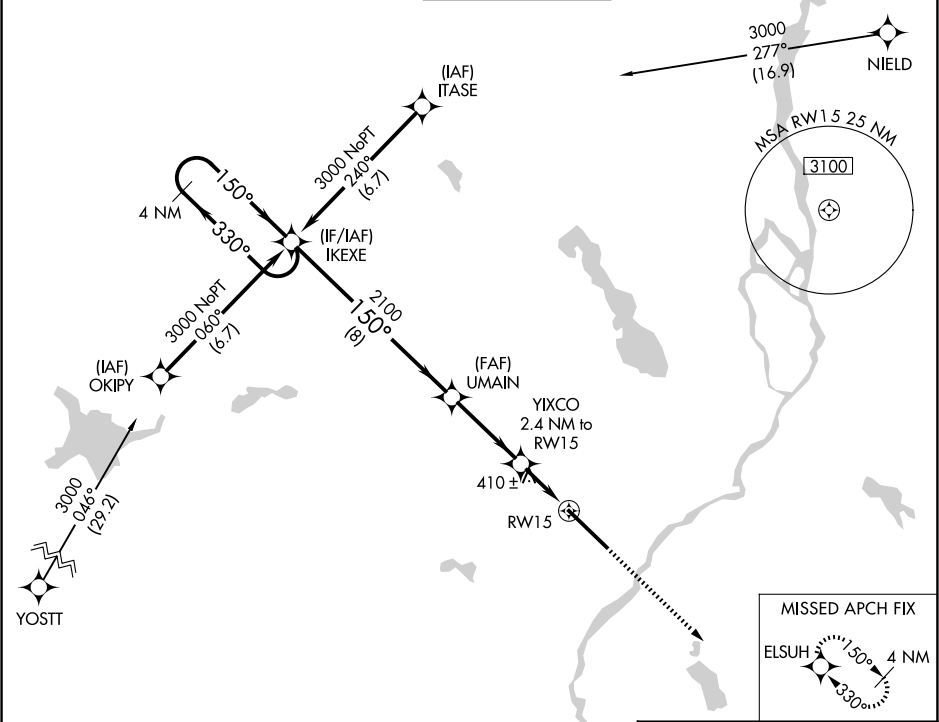
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, and LNAV Cats C/D/E visibility to 1½ SM. Circling NA NE of Rwy 15-33.



ALSF-2

MISSED APPROACH:
Climb to 3000 direct
ELSUH and hold.

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

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

3000 ← 330° / 150° →

GP 3.00° TCH 50

IKEXE UMAIN YIXCO 2.4 NM to RW15

2100 1000*

*1.3 NM to RW15

8 NM 3.4 NM 1.1 1.3

*RNAV only.

CATEGORY	A	B	C	D	E
LPV DA	392/24 200 (200-½)				
LNAV/VNAV DA	541/40 349 (400-¾)				
LNAV MDA	660/24 468 (500-½)		660/50 468 (500-1)		
CIRCLING	660-1 468 (500-1)	720-1 528 (600-1)	740-1½ 548 (600-1½)	820-2 628 (700-2)	880-2½ 688 (700-2½)

ELEV 192  TDZE 192

150°

ELSUH

3000

1.3 NM to RW15

0.48 DOWN

11440 X 200

TWR 322

327

TDZL/RCLS Rwy 15 and 33
HIRL Rwy 15-33

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BANGOR, MAINE

AL-39 (FAA)

26190

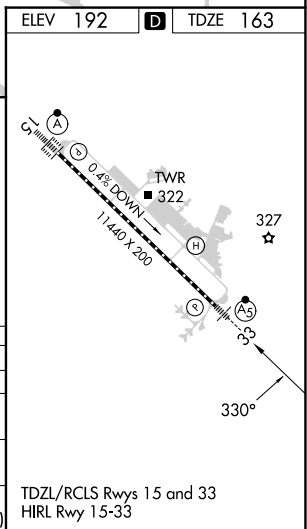
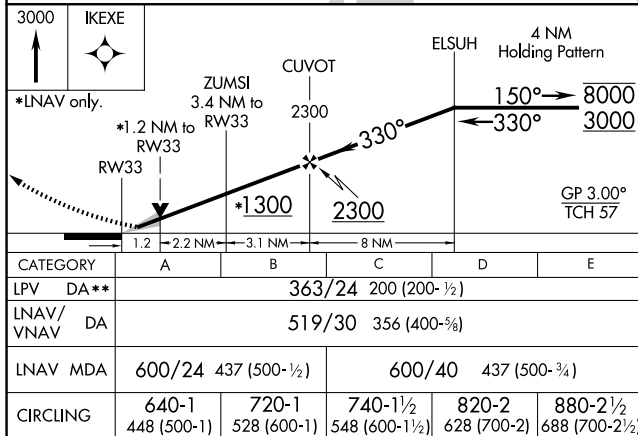
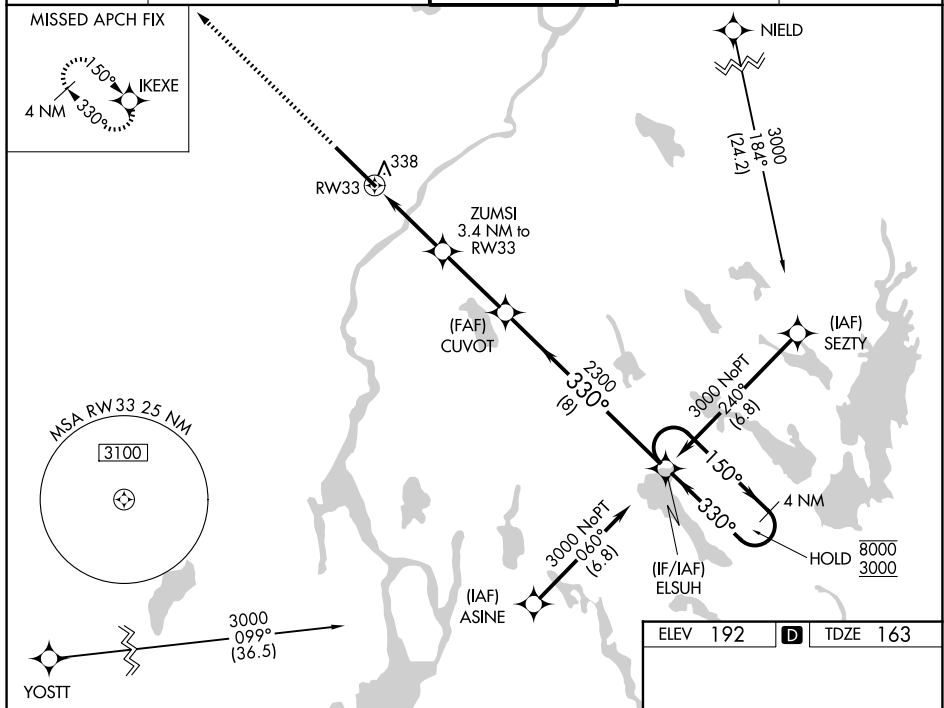
WAAS CH 78007 W33A	APP CRS 330°	Rwy Ldg 11440 TDZE 163 Apt Elev 192
--	------------------------	--

RNAV (GPS) RWY 33

BANGOR INTL (BGR)

RNP APCH:		MALSR	MISSED APPROACH:
Circling NA northeast of Rwy 15 and 33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5500, and LNAV Cat E visibility to 1¼ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.			Climb to 3000 direct IKEXE and hold.

ATIS 127.75	BANGOR APP CON 118.925 239.3	BANGOR TOWER 120.7 233.7	GND CON 121.9 348.6	CLNC DEL 135.9 348.6
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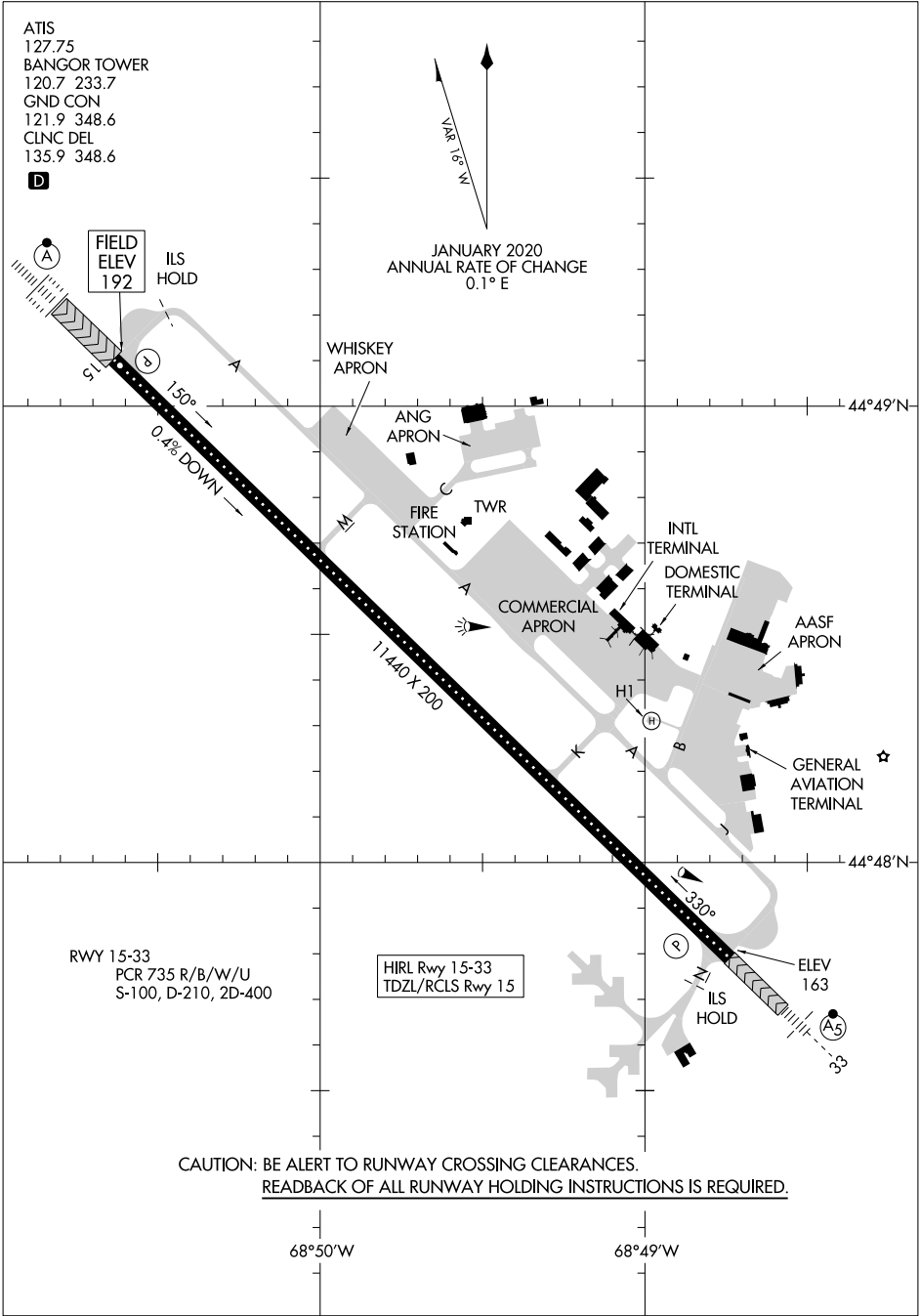
BANGOR, MAINE
Amdt 1A 20JUN19

44°48'N-68°50'W

RNAV (GPS) RWY 33

BANGOR INTL (BGR)

NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

(BGR5.BGR) 26246

BANGOR FIVE DEPARTURE

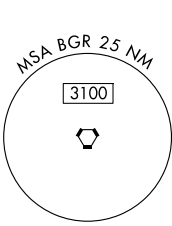
BANGOR INTL (BGR)
BANGOR, MAINE

AL-39 (FAA)

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

TOP ALTITUDE:
10000

RADAR required.



PRESQUE ISLE
116.4 PQI
Chan 111

MILLINOCKET
117.9 MLT
Chan 126

BURLINGTON
117.5 BTV
Chan 122

SYRACUSE
117.0 SYR
Chan 117

CAMBRIDGE
115.0 CAM
Chan 97

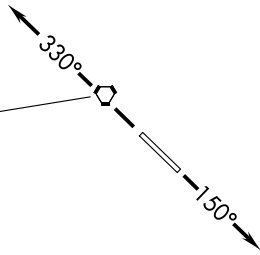
BANGOR
114.8 BGR
Chan 95

KENNEBUNK
117.1 ENE
Chan 118

ALBANY
115.3 ALB
Chan 100

BOSTON
112.7 BOS
Chan 74

MARCONI
114.7 LFV
Chan 94



TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

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

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

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

BANGOR FIVE DEPARTURE
(BGR5.BGR) 05OCT23

BANGOR, MAINE
BANGOR INTL (BGR)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

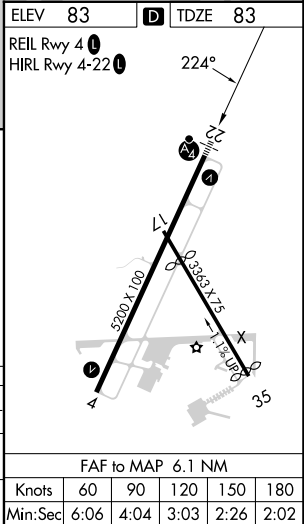
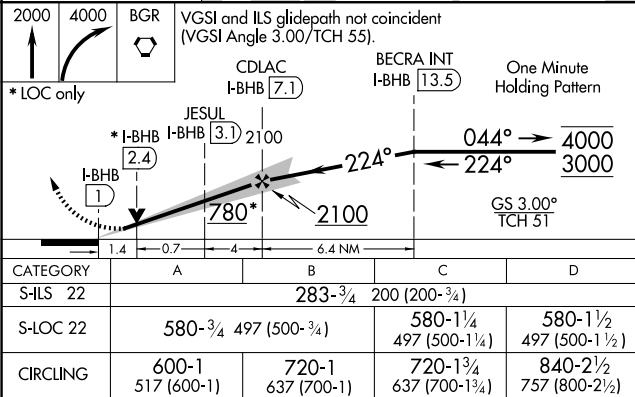
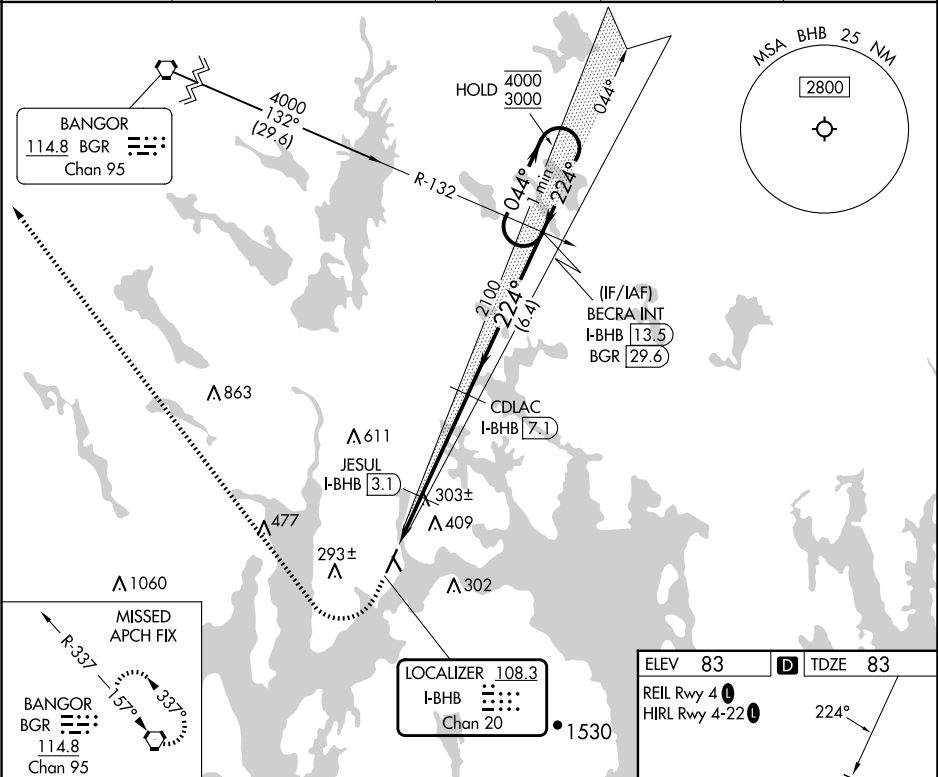
LOC/DME I-BHB	APP CRS	Rwy Idg	5200
108.3		TDZE	83
Chan 20	224°	Apt Elev	83

ILS or LOC RWY 22

HANCOCK COUNTY/BAR HARBOR (BHB)

DME required.	MALSF	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.
Circling Rwy 17, 35 NA at night. For inop ALS, increase S-LOC Cat C visibility to 1 3/8 SM. Autopilot coupled approach NA below 900 feet MSL.		

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



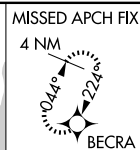
ILS or LOC RWY 22

RNAV (GPS) RWY 4

HANCOCK COUNTY/BAR HARBOR (BHB)

MISSED APPROACH:
Climb to 3000 direct
BECRA and hold.

122.7 L



HANCOCK COUNTY/BAR HARBOR (BHB)
RNAV (GPS) RWY 4

WAAS CH 86305 W22A	APP CRS 224°	Rwy Idg TDZE Apt Elev	5200 83 83
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RNAV (GPS) RWY 22

HANCOCK COUNTY/BAR HARBOR (BHB)

RNP APCH - GPS.

▼

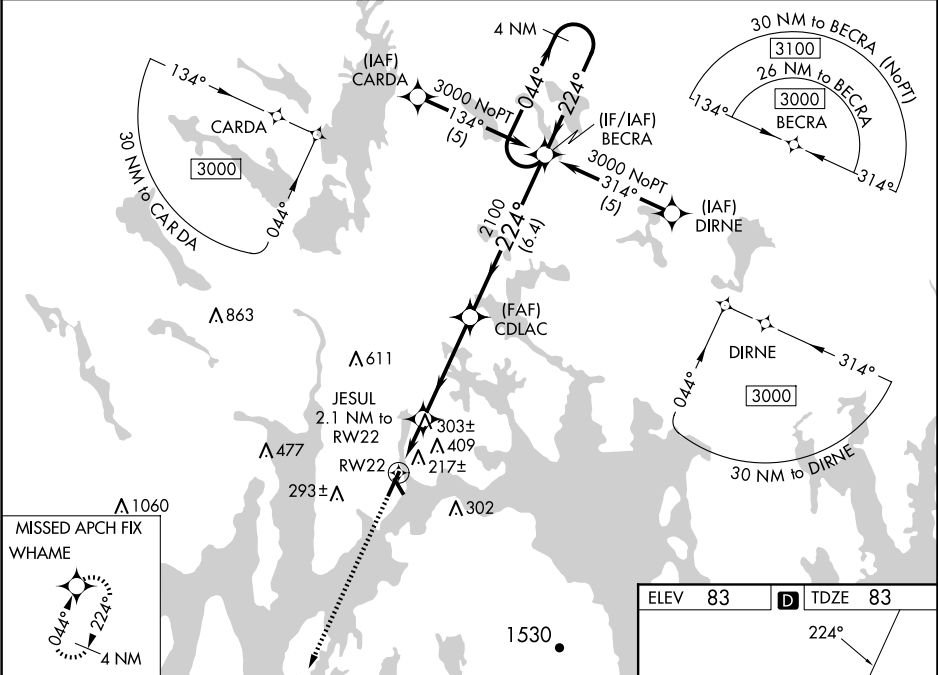
Baro-VNAV NA when using Bangor altimeter setting. When local altimeter setting not received, use Bangor altimeter setting and increase LPV DA to 366 feet; increase LNAV/VNAV DA to 780 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cats C/D, and Circling visibility Cats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

MALSF

MISSED APPROACH:

Climb to 2900 direct WHAME and hold.

AWOS-3PT 118.35	BANGOR APP CON 133.6 284.65	CLNC DEL 119.9	UNICOM 123.0 (CTAF)	122.70
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2900

WHAME

*LNAV only.

JESUL 2.1 NM to RW22

CDLAC

BECRA

4 NM Holding Pattern

*1.4 NM to RW22

2100

224°

044°

3000

GP 3.00°

TCH 51

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 55).

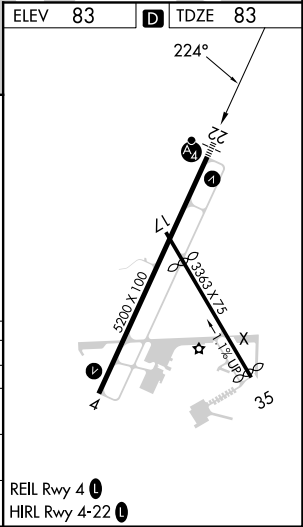
1.4 NM

0.7

4 NM

6.4 NM

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



WAAS CH 69611 W17A	APP CRS 168°	Rwy Ldg TDZE 1135 Apt Elev 1166
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RNAV (GPS) RWY 17

EDWARD F KNAPP STATE (MPV)

RNP APCH - GPS.

RADAR required for procedure entry at VUYUD.

⚠

⚠

⚠

19°C

Rwy 17 helicopter visibility reduction below 1 SM NA. Inop table does not apply to LPV all Cats and LNAV Cats A and B. Baro-VNAV NA. When local altimeter setting not received, procedure NA. Straight-in Rwy 17 NA at night. Circling Rwy 5, 17, 35 NA at night. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 3⁄8 SM.

MALSR

⬆

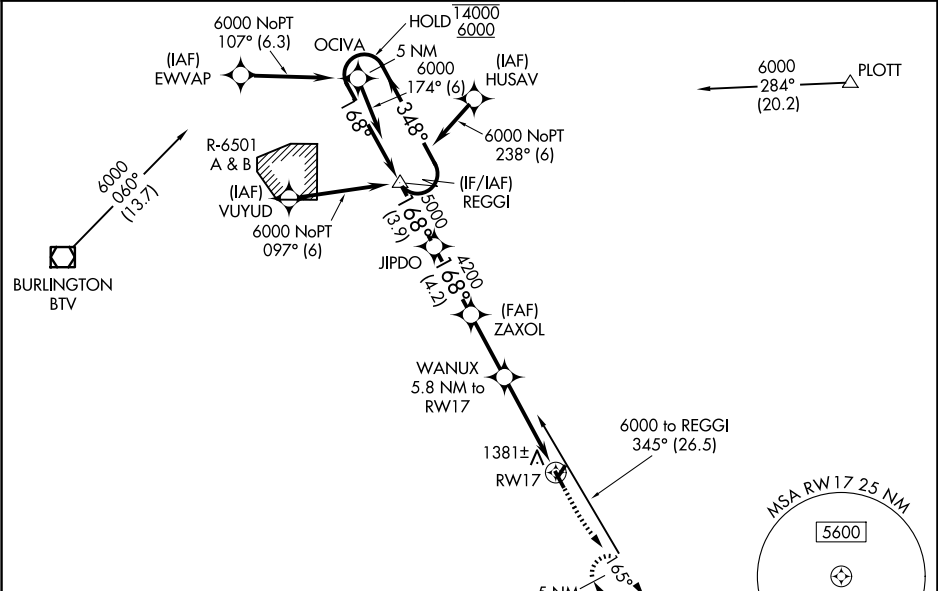
⬆

⬆

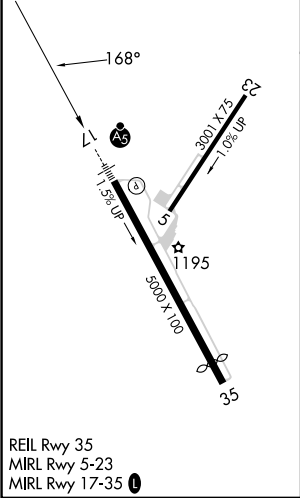
A5

MISSED APPROACH:
Climb to 1720 then climb to 5200 direct MPV VOR/DME and hold, continue climb-in-hold to 5200.

ASOS 132.675	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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ELEV 1166	TDZE 1135
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Procedure NA for arrival on MPV VOR/DME airway radials 315 CW 037.

5 NM Holding Pattern

REGGI

JIPDO

ZAXOL

WANUX 5.8 NM to RW17

RW17

1720

5200

MPV

14000

6000

GP 3.00° TCH 55

5000

4200

2980

3.9 NM

4.2 NM

3.8 NM

5.8 NM

CATEGORY	A	B	C	D
LPV DA		1509-1	374 (400-1)	
LNAV/VNAV DA		1624-1	489 (500-1)	
LNAV MDA	1680-1	545 (600-1)	1680-1 1⁄8	545 (600-1 1⁄8)
CIRCLING	1980-1 1⁄4	814 (900-1 1⁄4)	2700-3 1534 (1600-3)	2920-3 1754 (1800-3)

BARRE/MONTPELIER, VERMONT

AL-522 (FAA)

25219

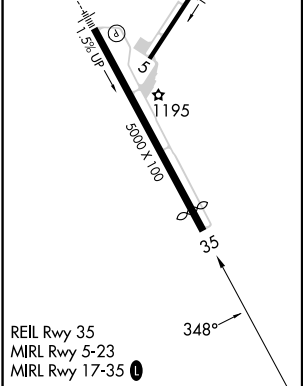
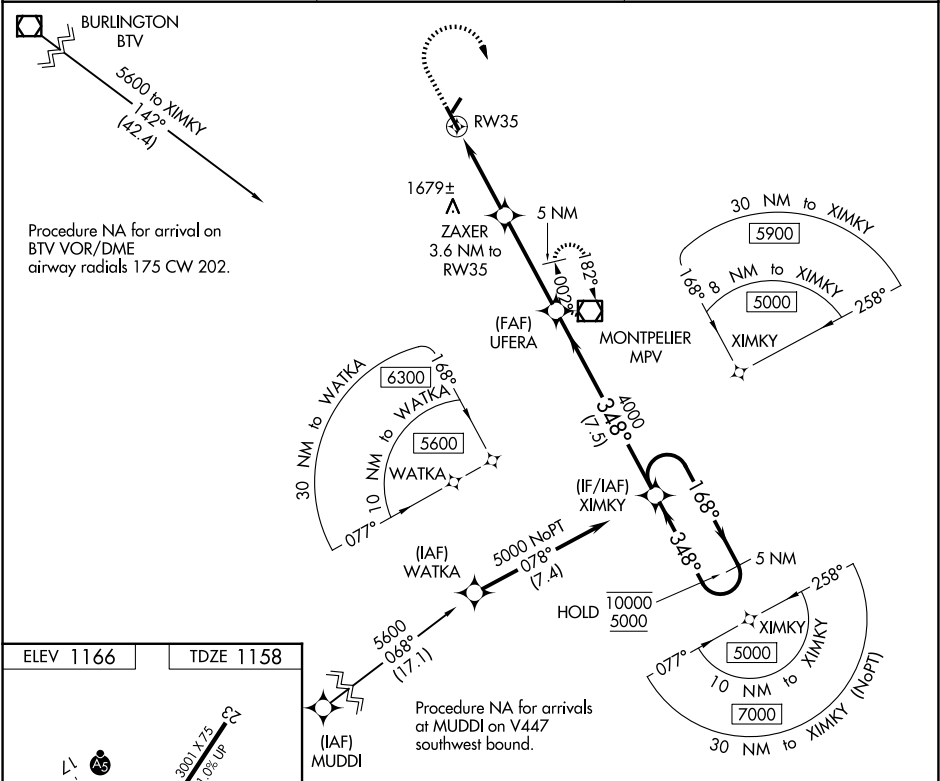
APP CRS	Rwy Ldg	4498
348°	TDZE	1158
	Apt Elev	1166

RNAV (GPS) RWY 35

EDWARD F KNAPP STATE (MPV)

RNP APCH:	MISSED APPROACH: (Do not exceed 225K) Climb to 2400 then climbing right turn to 5100 direct MPV VOR/DME and hold, continue climb-in-hold to 5100.
▼ NA -19°C	Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA. Straight-in Rwy 35 NA at night, Circling Rwy 5, 35 NA at night.

ASOS 132.675	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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2400		5100		MPV		5 NM Holding Pattern					
		RW35		ZAXER 3.6 NM to RW35		 3.50 TCH 55		UFERA		XIMKY	
				2560		4000		348°		168°→ 10000 ← 348° 5000	
3.6 NM		3.9 NM		7.5 NM							
CATEGORY		A		B		C		D			
LNAV MDA		1940-1 782 (800-1)		1940-1¼ 782 (800-1¼)		1940-2½ 782 (800-2½)		782 (800-2½)			
CIRCLING		1980-1¼		814 (900-1¼)		2700-3 1534 (1600-3)		2900-3 1734 (1800-3)			

BARRE/MONTPELIER, VERMONT
Amdt 2 17JUN21

44°12'N-72°34'W

EDWARD F KNAPP STATE (MPV)

RNAV (GPS) RWY 35

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

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

ILS or LOC RWY 11

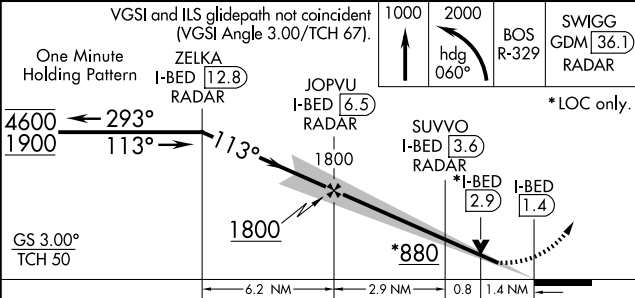
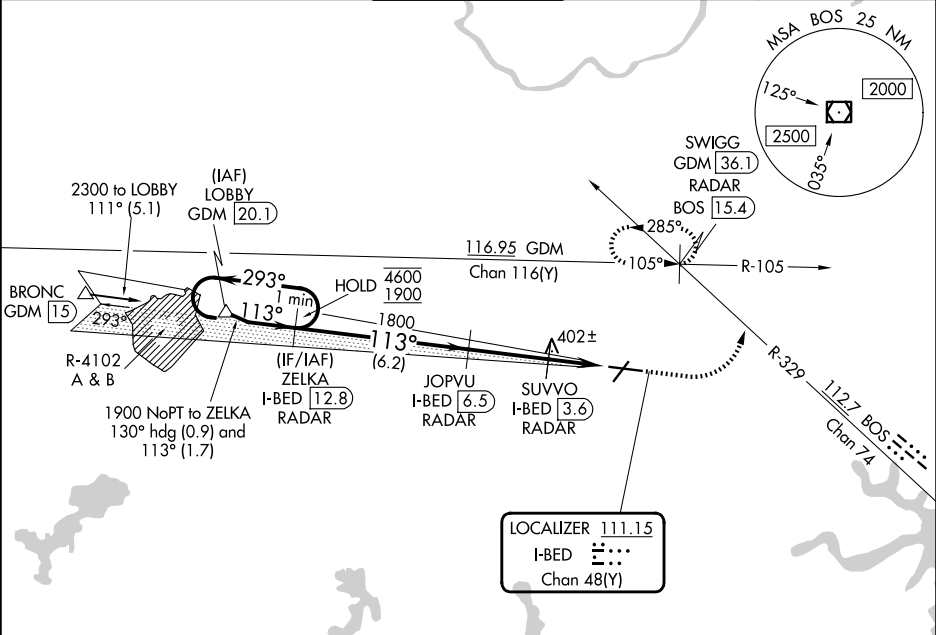
LAURENCE G HANSCOM FLD (BED)

RADAR required for procedure entry.
DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 060° and on BOS VOR/DME R-329 to SWIGG/GDM 36.1 DME/RADAR and hold, continue climb-in-hold to 2000.

ATIS 124.6	BOSTON APP CON 124.4 279.6	HANSCOM TOWER★ 118.5 (CTAF) 0 257.2	GND CON 121.7	UNICOM 122.95
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ELEV 132	D	TDZE 132
*LOC only.		
MIRL Rwy 5-23 1		
HIRL Rwy 11-29 1		
REIL Rwys 5 and 23 1		
FAF to MAP 5.1 NM		
Knots	60	90 120 150 180
Min:Sec	5:06	3:24 2:33 2:02 1:42

LOC/DME I-ULJ 111.15 Chan 48(Y)	APP CRS 293°	Rwy Ldg 7011 TDZE 128 Apt Elev 132
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ILS or LOC RWY 29
LAURENCE G HANSCOM FLD (BED)

RADAR required for procedure entry. DME or RADAR required.

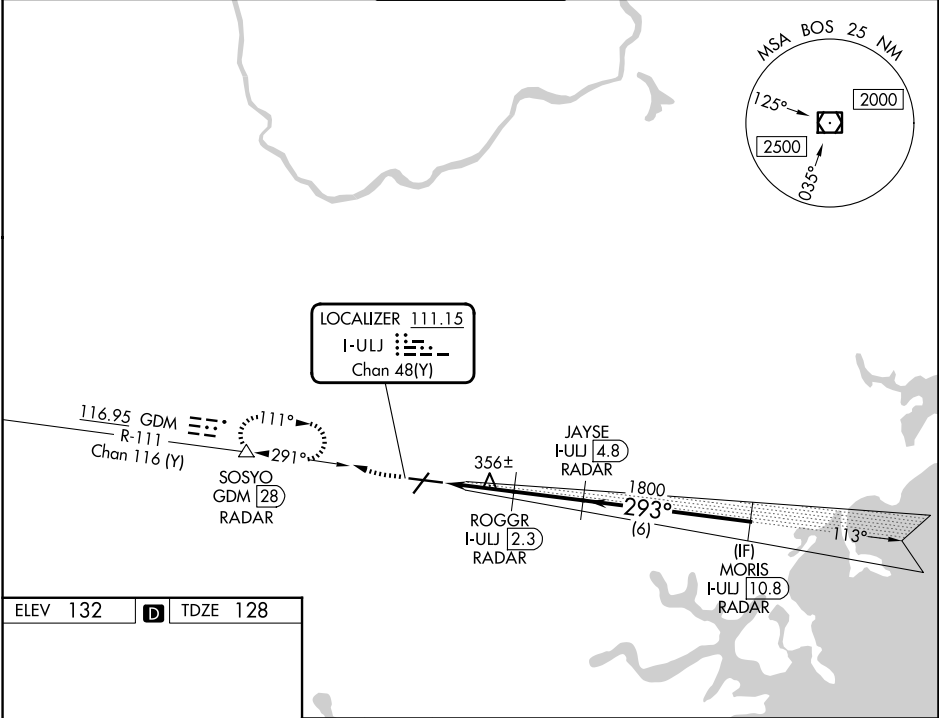
⚠

For inop ALS, increase S-LOC 29 Cats C and D to 1½ SM.

MALSR

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

ATIS 124.6	BOSTON APP CON 124.4 279.6	HANSCOM TOWER★ 118.5 (CTAF) 0 257.2	GND CON 121.7	UNICOM 122.95
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ELEV 132 **D** TDZE 128

MIRL Rwy 5-23 **1**
HIRL Rwy 11-29 **1**
REIL Rwys 5 and 23 **1**

FAF to MAP 5.1 NM

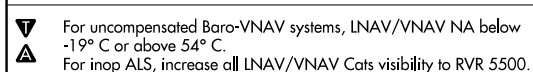
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

	1000	2000	SOSYO	JAYSE	MORIS
				I-ULJ 4.8 RADAR	I-ULJ 10.8 RADAR
*LOC only.	I-ULJ DME ANTENNA	I-ULJ 1.1	ROGGR I-ULJ 2.3 RADAR	1800	1800
	I-ULJ 0.3			1000*	1800
	1.4 NM	1.2 NM	2.5 NM	6 NM	
CATEGORY	A	B	C	D	
S-ILS 29	328-½ 200 (200-½)				
S-LOC 29	620-½ 492 (500-½)		620-1 492 (500-1)		
CIRCLING	720-1 588 (600-1)		880-2¼ 748 (800-2¼)		920-2½ 788 (800-2½)

WAAS CH 87000 W11A	APP CRS 113°	Rwy Ldg 7011 TDZE 132 Apt Elev 132
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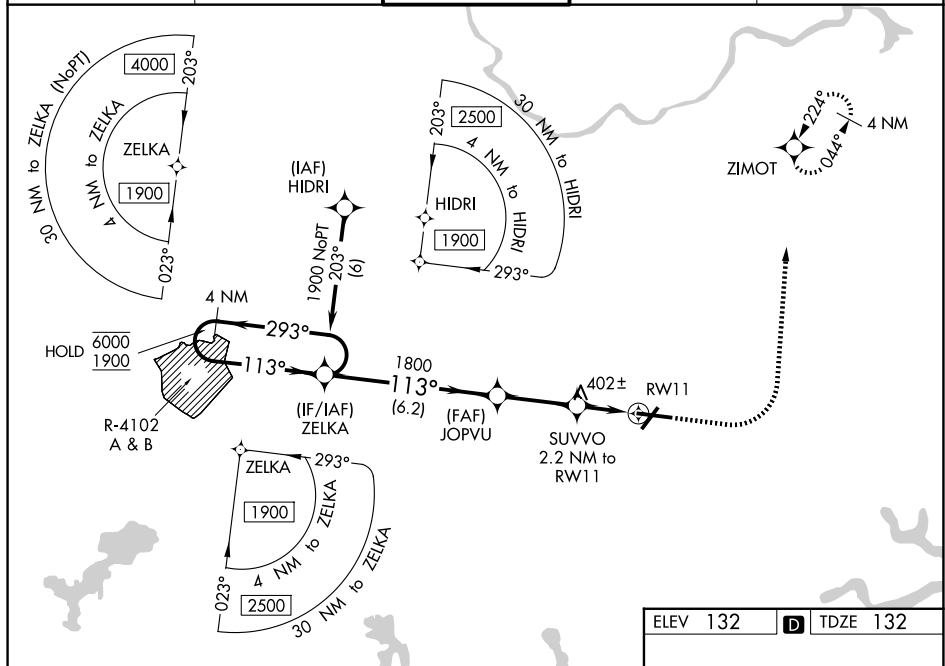
RNAV (GPS) RWY 11
LAURENCE G HANSCOM FLD (BED)

RNP APCH - GPS.

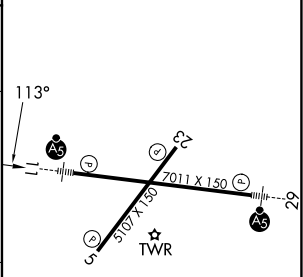
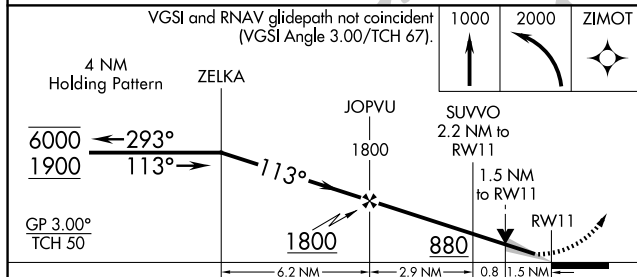


MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ZIMOT and hold.

ATIS 124.6	BOSTON APP CON 124.4 279.6	HANSCOM TOWER ★ 118.5 (CTAF) 0 257.2	GND CON 121.7	UNICOM 122.95
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ELEV 132		TDZE 132
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CATEGORY		A	B	C	D
LPV	DA		384/24	252 (300-½)	
LNAV/ VNAV	DA		474/30	342 (400-⅝)	
LNAV MDA		660/24	528 (600-½)	660/55	528 (600-1)
CIRCLING		720-1	588 (600-1)	880-2¼ 748 (800-2¼)	920-2½ 788 (800-2½)

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

NE-1, 03 SEP 2026 to 29 OCT 2026

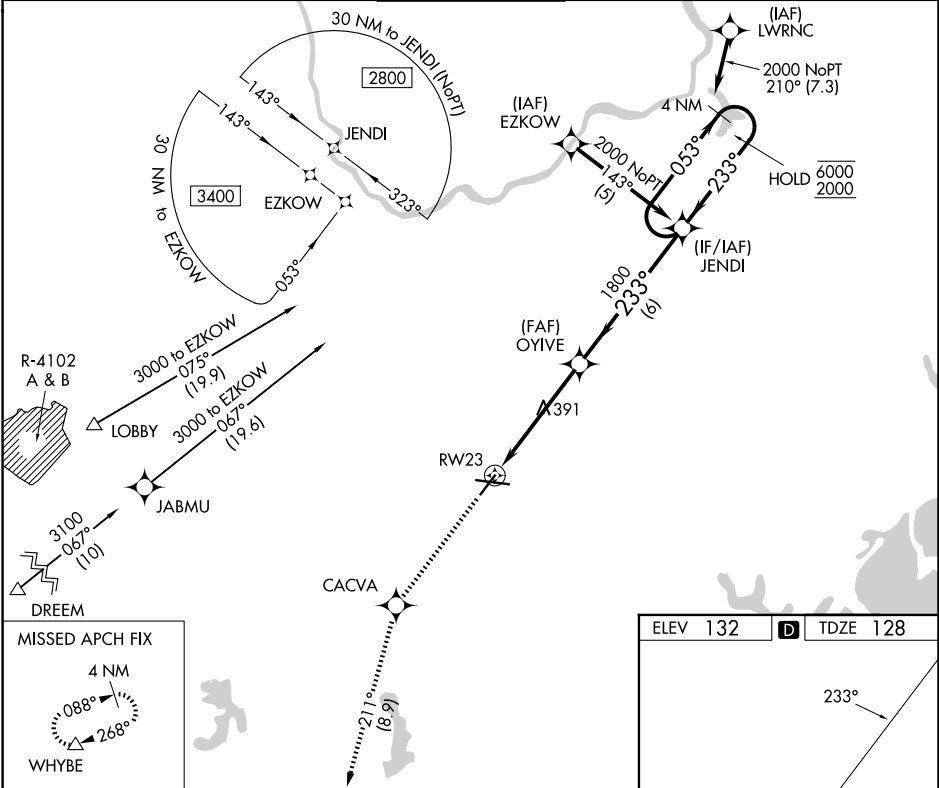
APP CRS	Rwy Ldg	5107
233°	TDZE	128
	Apt Elev	132

RNAV (GPS) RWY 23

LAURENCE G HANSCOM FLD (BED)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct CACVA and on track 211° to WHYBE and hold.
	Rwy 23 helicopter visibility reduction below 3/4 SM NA.	

ATIS 124.6	BOSTON APP CON 124.4 279.6	HANSCOM TOWER★ 118.5 (CTAF) 257.2	GND CON 121.7	UNICOM 122.95
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3000	CACVA	tr 211°	WHYBE	4 NM Holding Pattern
CATEGORY	A	B	C	D
LNAV MDA	660-1	532 (600-1)	660-1½	532 (600-1½)
CIRCLING	720-1	588 (600-1)	880-2¼ 748 (800-2¼)	920-2½ 788 (800-2½)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 87047 W29A	APP CRS 290°	Rwy Ldg TDZE 128 Apt Elev 132
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RNAV (GPS) RWY 29
LAURENCE G HANSCOM FLD (BED)

RNP APCH - GPS.

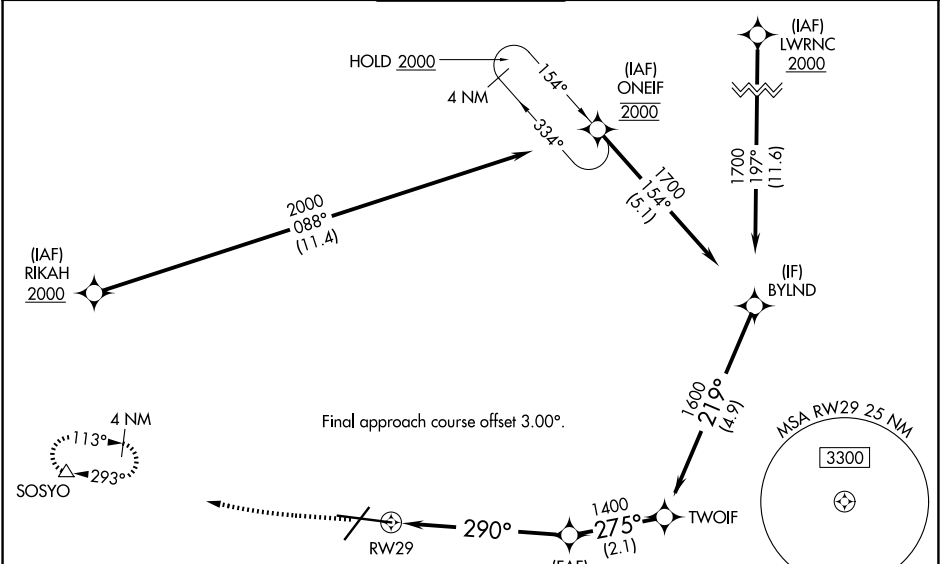
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 ½ SM and LNAV Cats C and D visibility to 1 ½ SM. When local altimeter setting not received, use BOS altimeter setting and increase LPV DA to 425 feet; increase LNAV/VNAV DA to 686 feet and visibility all Cats ½ SM; increase all MDAs 60 feet and LNAV visibility Cats C and D ½ SM, and circling visibility Cat D ¼ SM. Baro-VNAV and VDP NA with BOS altimeter setting.

MALSR

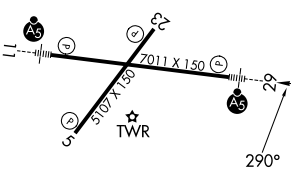


MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct SOSYO and hold, continue climb-in-hold to 2000.

ATIS 124.6	BOSTON APP CON 124.4 279.6	HANSCOM TOWER ★ 118.5 (CTAF) 0 257.2	GND CON 121.7	UNICOM 122.95
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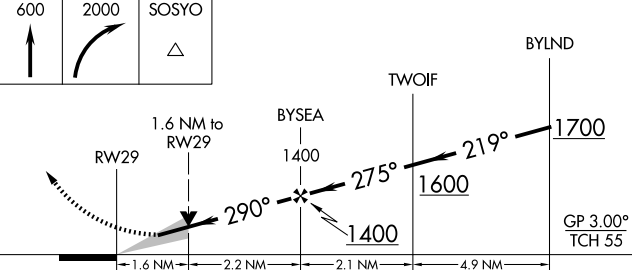


ELEV 132	D	TDZE 128
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MIRL Rwy 5-23 **Ⓛ**
HIRL Rwy 11-29 **Ⓛ**
REIL Rwy 5 and 23 **Ⓛ**

600 2000 SOSYO



BYSEA 1400 275° 1600 219° 1700

GP 3.00° TCH 55

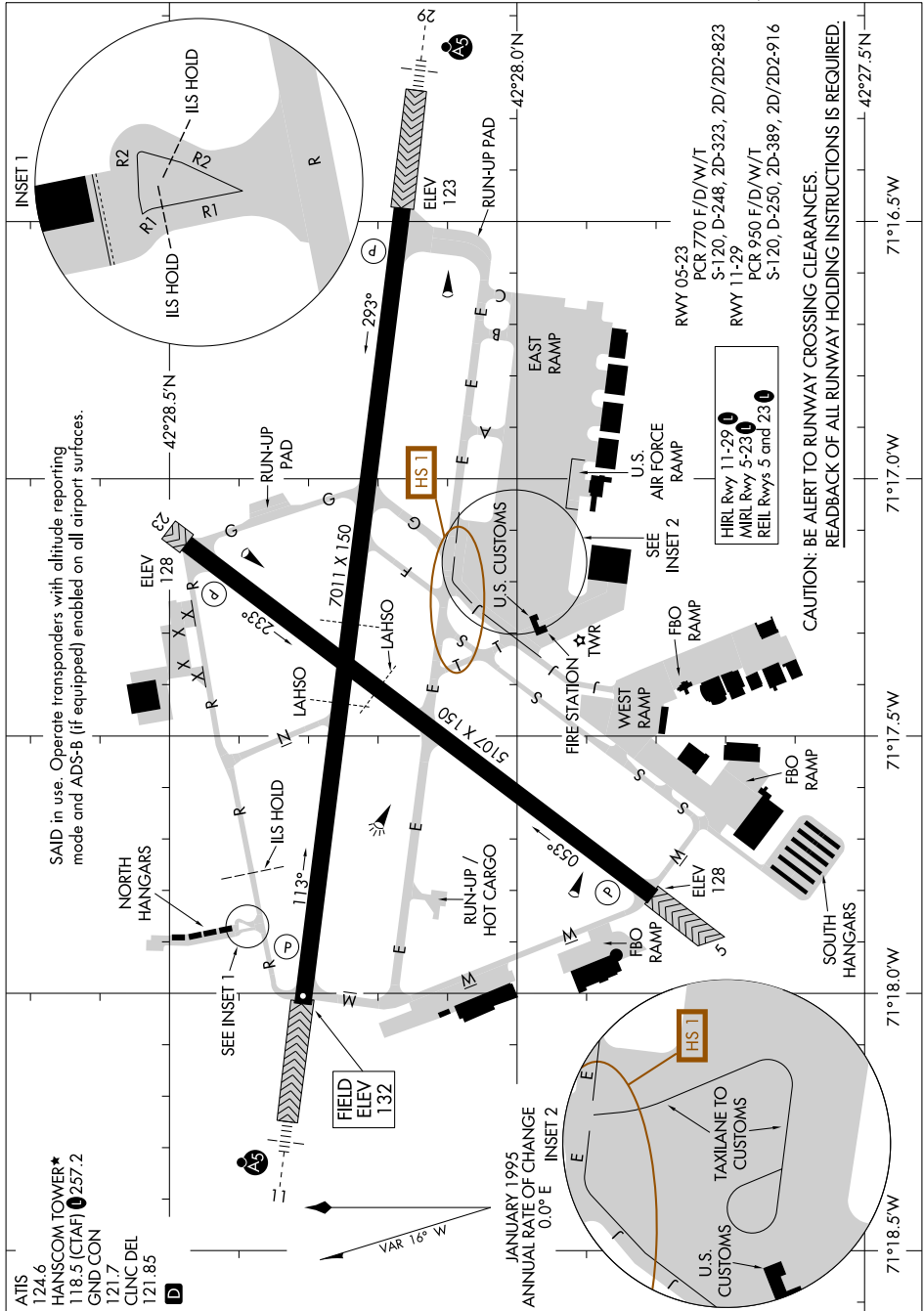
CATEGORY	A	B	C	D
LPV DA	378-½ 250 (300-½)			
LNAV/VNAV DA	639-1 511 (600-1)			
LNAV MDA	700-½ 572 (600-½)	700-1¼ 572 (600-1¼)		
CIRCLING	720-1 588 (600-1)	760-1 628 (700-1)	880-2¼ 748 (800-2¼)	920-2½ 788 (800-2½)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

LAURENCE G HANSCOM FLD (BED)
BEDFORD, MASSACHUSETTS



NE-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

BEDFORD, MASSACHUSETTS
LAURENCE G HANSCOM FLD (BED)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on heading as assigned by ATC, thence....

....expect RADAR vectors to assigned route/navaid/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

- NOTE: Non-RNAV equipped aircraft can expect vectors on assigned route.
- NOTE: BLZZR DEPARTURES expect vectors on BOS R-273, DME required.
- NOTE: BRUWN DEPARTURES expect vectors on BOS R-159, DME required.
- NOTE: CELTK DEPARTURES expect vectors on BOS R-114.
- NOTE: HYLND DEPARTURES expect vectors on BOS R-350, DME required.
- NOTE: PATSS DEPARTURES expect vectors on BOS R-260, DME required.
- NOTE: REVSS DEPARTURES expect vectors on BOS R-285, DME required.
- NOTE: SSOXS DEPARTURES expect vectors on BOS R-177.

TAKEOFF MINIMUMS:

- Rwys 5, 29: Standard.
- Rwy 11: 300-1 or Standard with minimum climb of 258' per NM to 400.
- Rwy 23: 300-1½ or Standard with minimum climb of 439' per NM to 400.

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99536 W15A	APP CRS 151°	Rwy Ldg TDZE 198 Apt Elev 198
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RNAV (GPS) RWY 15

BELFAST MUNI (BST)

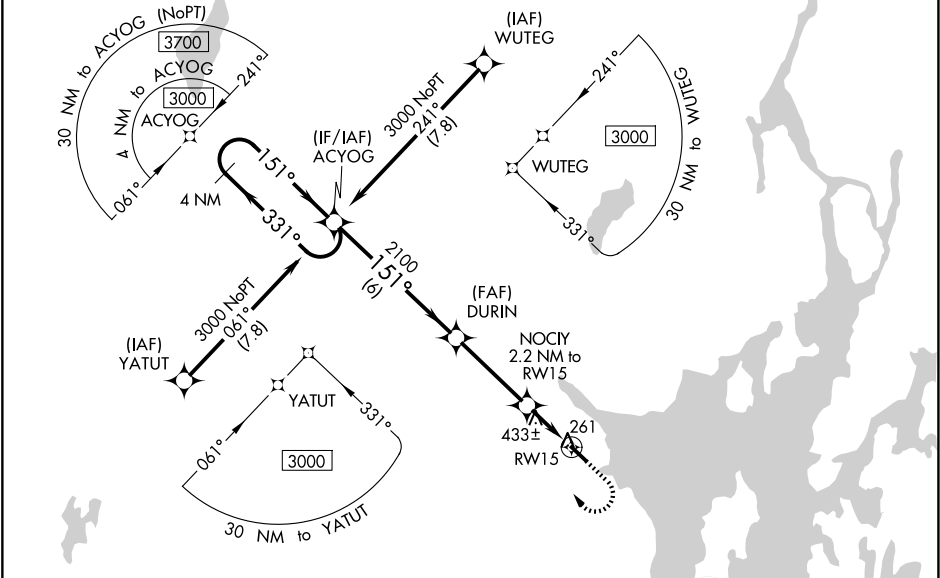
▼

▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter not received, use Bangor Intl altimeter setting and increase all DA/MDA 60 feet. Increase LPV all Cats visibility ½ mile; increase LNAV/VNAV all Cats visibility ¾ mile; increase LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Bangor Intl altimeter. Helicopter visibility reduction below ¾ SM NA.

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

AWOS-AV 122.975	BANGOR APP CON 118.925 239.3	UNICOM 122.975 (CTAF) 0
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ELEV 198

TDZE 198

151°

331°

900

3000

ACYOG

* LNAV only.

4 NM Holding Pattern

GP 3.08°

TCH 40

3000

331°

151°

151°

2100

DURIN

2100

NOCY

2.2 NM to RW15

*940

RW15

6 NM

3.5 NM

2.2 NM

CATEGORY	A	B	C	D
LPV DA	487-1	289 (300-1)		NA
LNAV/VNAV DA	748-1 7/8	550 (600-1 7/8)		NA
LNAV MDA	720-1	522 (600-1)	720-1 1/2 522 (600-1 1/2)	NA
CIRCLING	720-1 522 (600-1)	800-1 602 (700-1)	1040-2 1/2 842 (900-2 1/2)	NA

MIRL Rwy 15-33 0

REIL Rwy 15 and 33 0

BELFAST, MAINE

AL-6448 (FAA)

26022

WAAS CH 90336 W33A	APP CRS 332°	Rwy Ldg TDZE Apt Elev	4000 190 198
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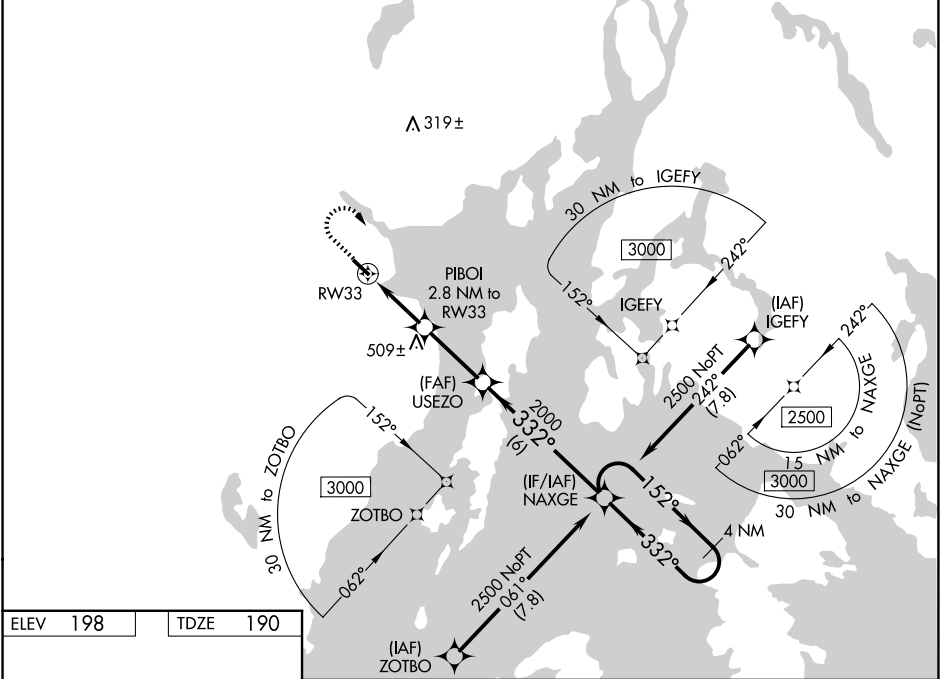
RNAV (GPS) RWY 33

BELFAST MUNI (BST)

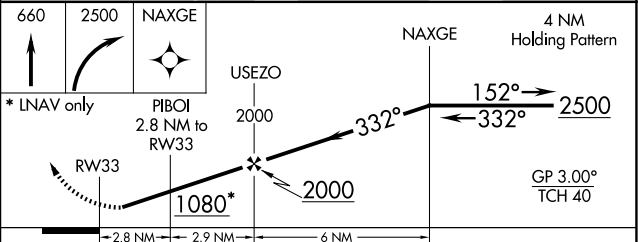
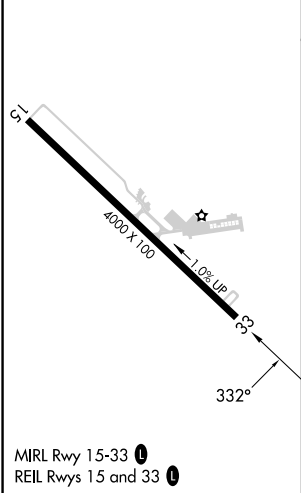
⚠ Baro-VNAV NA when using Bangor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 33 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Bangor Intl altimeter setting and increase all DA/MDA 60 feet; increase LPV Cats A/B, LNAV/VNAV all Cats and Circling Cat C visibility ¼ SM, increase LPV and LNAV Cat C visibility ½ SM.

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

AWOS-AV 122.975	BANGOR APP CON 118.925 239.3	UNICOM 122.975 (CTAF) 0
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ELEV 198	TDZE 190
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CATEGORY	A	B	C	D
LPV DA	440-1	250 (300-1)		NA
LNAV/VNAV DA	512-1¼	322 (400-1¼)		NA
LNAV MDA	580-1	390 (400-1)	580-1½ 390 (400-1½)	NA
CIRCLING	700-1 502 (600-1)	800-1 602 (700-1)	1040-2½ 842 (900-2½)	NA

BELFAST, MAINE
Amdt 1A 08NOV18

44°25'N - 69°01'W

RNAV (GPS) RWY 33

BELFAST MUNI (BST)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
132°

Rwyt Ldg
3704

TDZE
818

Apt Elev
827

RNAV (GPS) RWY 13

WILLIAM H MORSE STATE (DDH)

RNP APCH - GPS.

⚠

⚠

⚠

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

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

ASOS
135.925

ALBANY APP CON
132.825 307.2

UNICOM
122.8 (CTAF) 0

ELEV 827

TDZE 818

4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 45).

FAXIB

CIBTA

RWY 13

6000 4100 312° 132° 132° 2800 3.77° TCH 45 9.9 NM 4.9 NM

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

REIL Rwy 13 and 31 0

MIRL Rwy 13-31 0

BENNINGTON, VERMONT

Amtd 1 17APR25

42°53'N - 73°15'W

33

WILLIAM H MORSE STATE (DDH)

RNAV (GPS) RWY 13

BERLIN, NEW HAMPSHIRE

AL-791 (FAA)

26078

WAAS CH 61347 W18A	APP CRS 175°	Rwy Ldg TDZE 1161 Apt Elev 1161
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RNAV (GPS) RWY 18

BERLIN RGNL (BML)

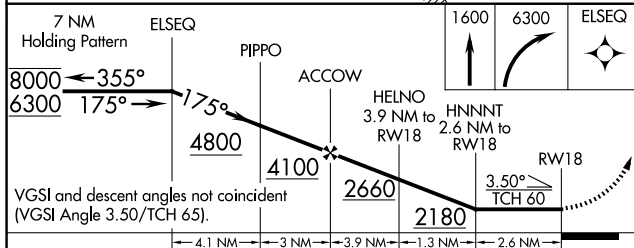
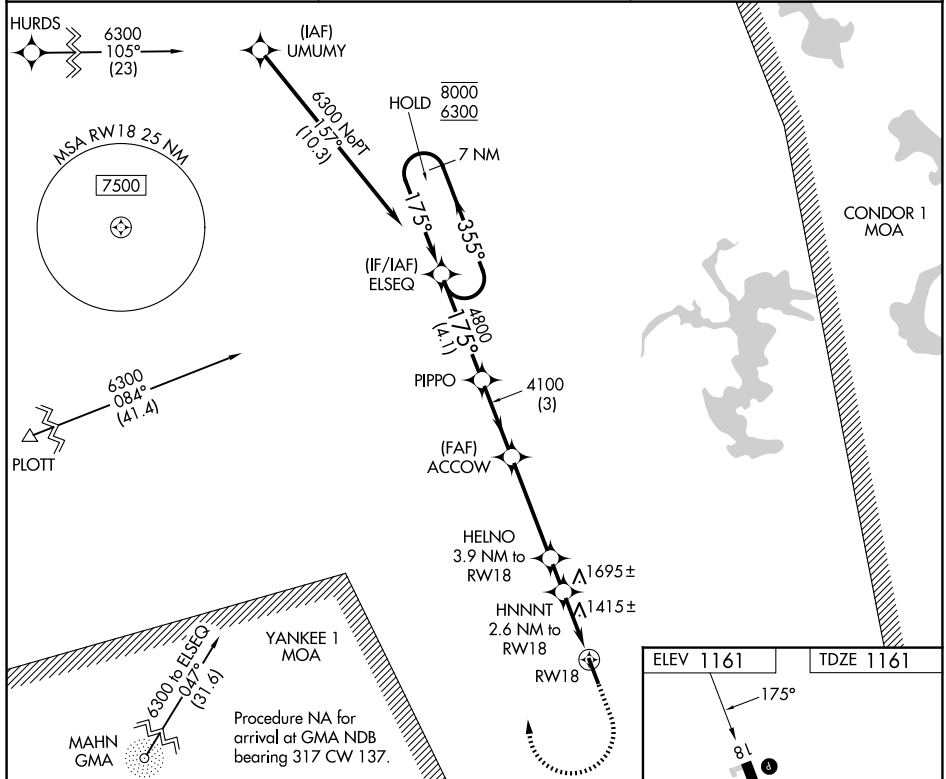
RNP APCH - GPS.

▼ Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use HIE altimeter setting and increase all MDAs 60 feet and LP visibility Cat C/D ½ SM. Procedure NA at night.

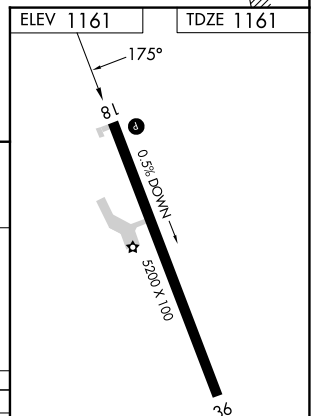
⚠ -28°C

MISSED APPROACH: (Do not exceed 210K until ELSEQ) Climb to 1600 then climbing right turn to 6300 direct ELSEQ and hold, continue climb-in-hold to 6300.

ASOS 135.175	BOSTON CENTER 135.7 282.2	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1840-1	679 (700-1)	1840-1 $\frac{7}{8}$	679 (700-1 $\frac{7}{8}$)
LNAV MDA	1960-1 799 (800-1)	1960-1 $\frac{1}{4}$ 799 (800-1 $\frac{1}{4}$)	1960-2 $\frac{1}{2}$	799 (800-2 $\frac{1}{2}$)
CIRCLING	2180-1 $\frac{1}{4}$ 1019 (1100-1 $\frac{1}{4}$)	2280-1 $\frac{1}{2}$ 1119 (1200-1 $\frac{1}{2}$)	2600-3 1439 (1500-3)	2720-3 1559 (1600-3)



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

BERLIN, NEW HAMPSHIRE

Amdt 1 19MAR26

44°35'N-71°11'W

BERLIN RGNL (BML)

RNAV (GPS) RWY 18

NE-1, 03 SEP 2026 to 29 OCT 2026

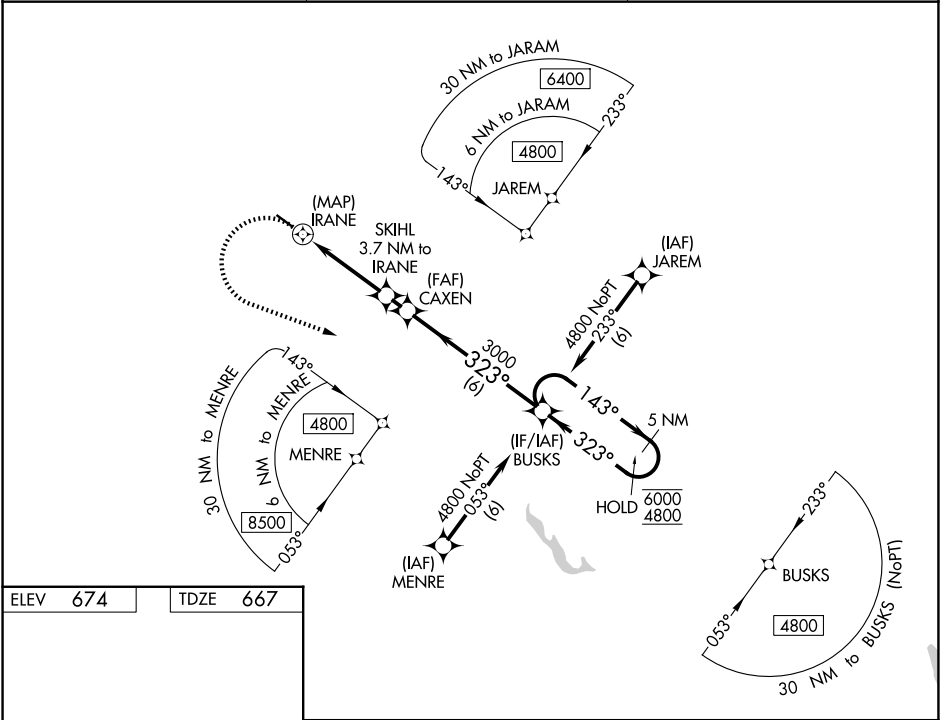
NE-1, 03 SEP 2026 to 29 OCT 2026

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

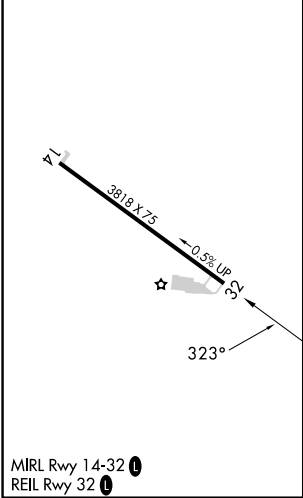
RNAV (GPS) Z RWY 32

BETHEL RGNL (ØB1)

RNP APCH - GPS.			MISSED APPROACH: Climbing left turn to 4800 direct BUSKS and hold, continue climb-in-hold to 4800.
▼ ▲ NA ❄ -22°C Rwy 32 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14 NA at night. VDP NA when using AUG altimeter setting. When local altimeter setting not received, use AUG altimeter setting and increase all MDAs 160 feet. Caution any go-around after passing IRANE, may not provide standard obstacle clearance.			
AWOS-3P 119.075	PORTLAND APP CON ★ 125.5 269.35	CTAF 122.9 0	



ELEV	674	TDZE	667
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4800 BUSKS		5 NM Holding Pattern	
IRANE		SKIHL 3.7 NM to IRANE	CAXEN
1.8 NM to IRANE		4.20° TCH 50	BUSKS
2580		3000	6000 4800
0.5		1.8 NM	1.9 NM
0.9 NM		6 NM	
CATEGORY	A	B	C D
LNAV MDA	1740-1½	1073 (1100-1½)	NA
CIRCLING	1740-1½	2340-1½	NA
	1066 (1100-1½)	1666 (1700-1½)	

BEVERLY, MASSACHUSETTS

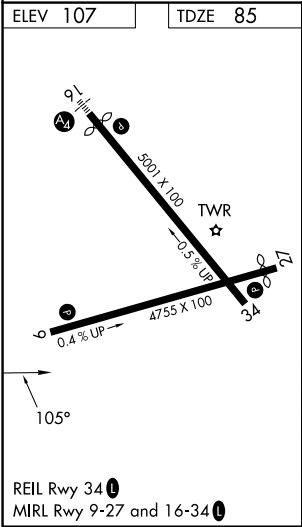
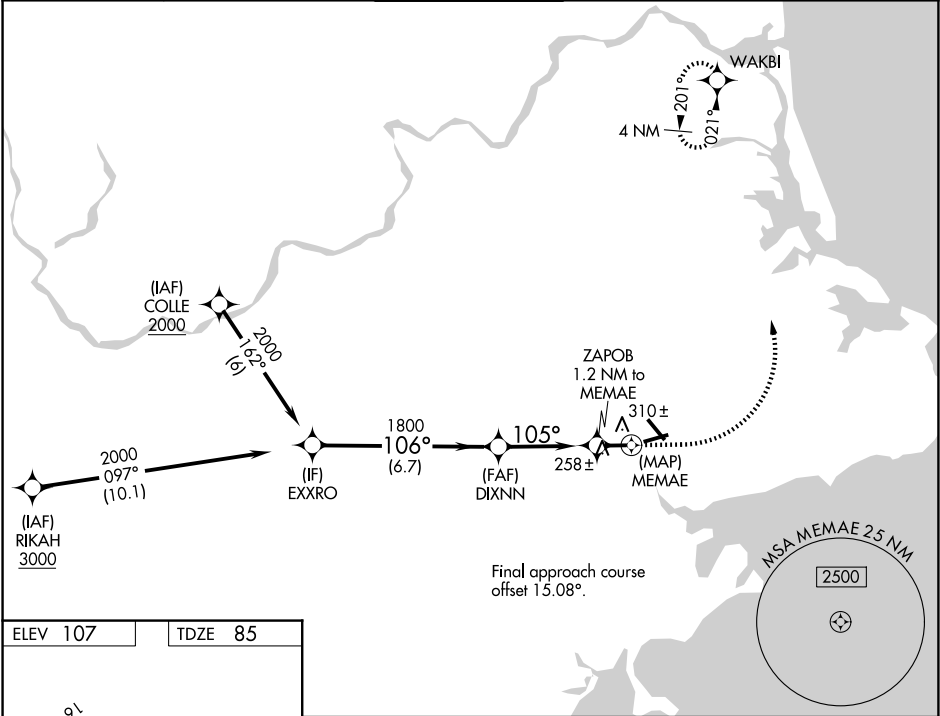
AL-5039 (FAA)

26190

WAAS CH 65640 W09A	APP CRS 105°	Rwy Ldg TDZE 85 Apt Elev 107	4755
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RNAV (GPS) RWY 9
BEVERLY RGNL (BVY)

RNP APCH - GPS. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.			MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct WAKBI and hold.	
ATIS 119.2	BOSTON APP CON 124.4 279.6	BEVERLY TOWER★ 125.2 (CTAF) 0	GND CON 121.6	UNICOM 122.95



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).					600	2000	WAKBI
CATEGORY	A	B	C	D			
LP MDA	520-1	435 (500-1)	520-1¼	435 (500-1¼)			
LNAV MDA	560-1	475 (500-1)	560-1⅜	475 (500-1⅜)			
CIRCLING	600-1	493 (500-1)	820-2 713 (800-2)	820-2¼ 713 (800-2¼)			

BEVERLY, MASSACHUSETTS
Amdt 1A 22JAN26

42°35'N-70°55'W

BEVERLY RGNL (BVY)
RNAV (GPS) RWY 9

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BEVERLY, MASSACHUSETTS

AL-5039 (FAA)

26190

APP CRS	Rwy Ldg	4505
270°	TDZE	91
	Apt Elev	107

RNAV (GPS) RWY 27

BEVERLY RGNL (BVY)

RNP APCH - GPS.

▼

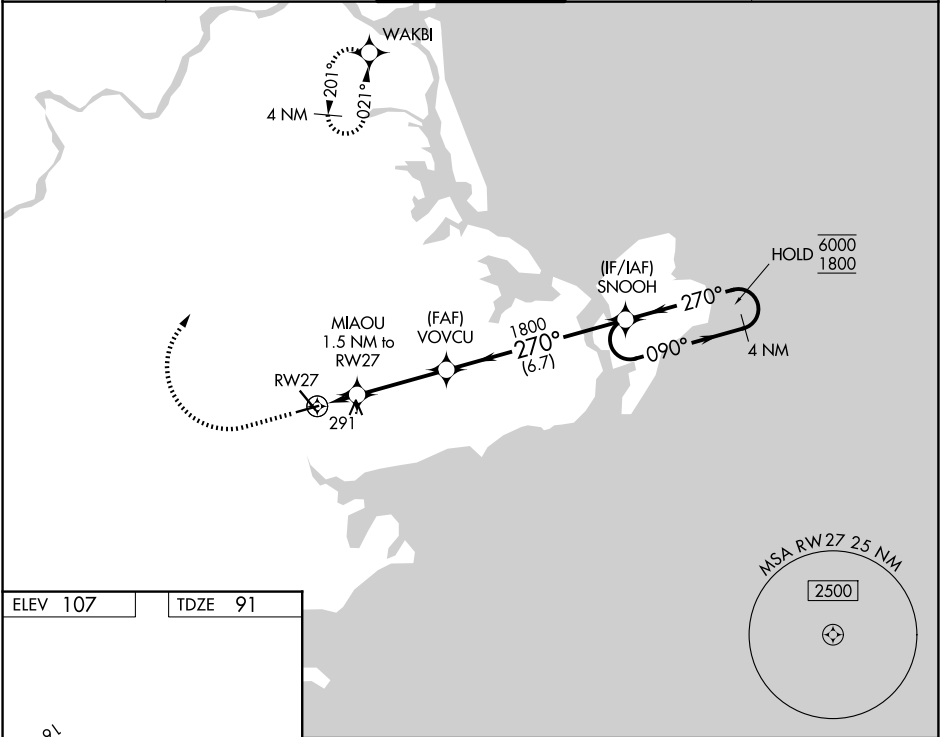
Procedure NA at night.

▲

Rwy 27 helicopter visibility reduction below 1 SM NA.

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

ATIS 119.2	BOSTON APP CON 124.4 279.6	BEVERLY TOWER★ 125.2 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ELEV 107	TDZE 91
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91

0

500' X 100

TWR

270°

0.4% UP

4755 X 100

34

REIL Rwy 34 0

MIRL Rwy 9-27 and 16-34 0

700	2000	WAKBI	VGSi and descent angles not coincident (VGSi Angle 3.22 / TCH 60).		4 NM Holding Pattern
RWY 27		MIAOU 1.5 NM to RWY 27	VOVCU	SNOOH	6000 1800
1.5 NM		3.3 NM	6.7 NM		
CATEGORY	A	B	C	D	
LNAV MDA	540-1	449 (500-1)	540-1 3/8	449 (500-1 3/8)	
CIRCLING	600-1	493 (500-1)	820-2 713 (800-2)	820-2 1/4 713 (800-2 1/4)	

BEVERLY, MASSACHUSETTS
Amdt 1D 22JAN26

42°35'N-70°55'W

RNAV (GPS) RWY 27

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
337°

Rwy Ldg
TDZE
Apt Elev

5001
101
107

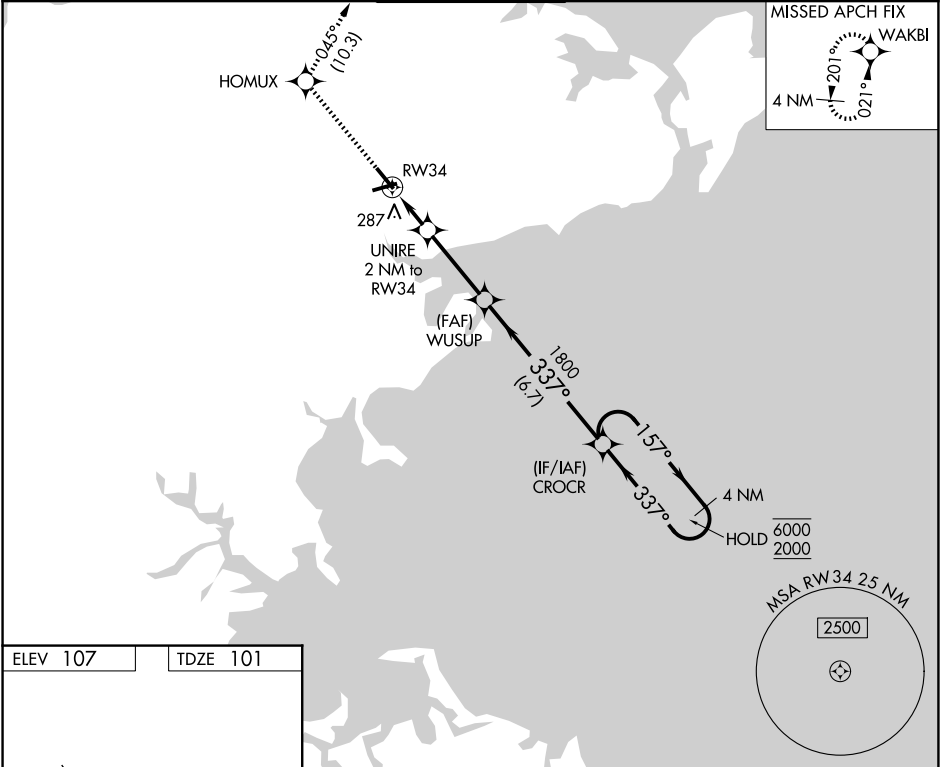
RNAV (GPS) RWY 34
BEVERLY RGNL (BVY)

RNP APCH - GPS.

Procedure NA at night.
Rwy 34 helicopter visibility reduction below 1 SM NA.

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

ATIS 119.2	BOSTON APP CON 124.4 279.6	BEVERLY TOWER★ 125.2 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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REIL Rwy 34

MIRL Rwy 9-27 and 16-34

2000

HOMUX

tr 045°

WAKBI

UNIRE

2 NM to RW34

WUSUP

1800

760

3.00° TCH 54

337°

157°

6000

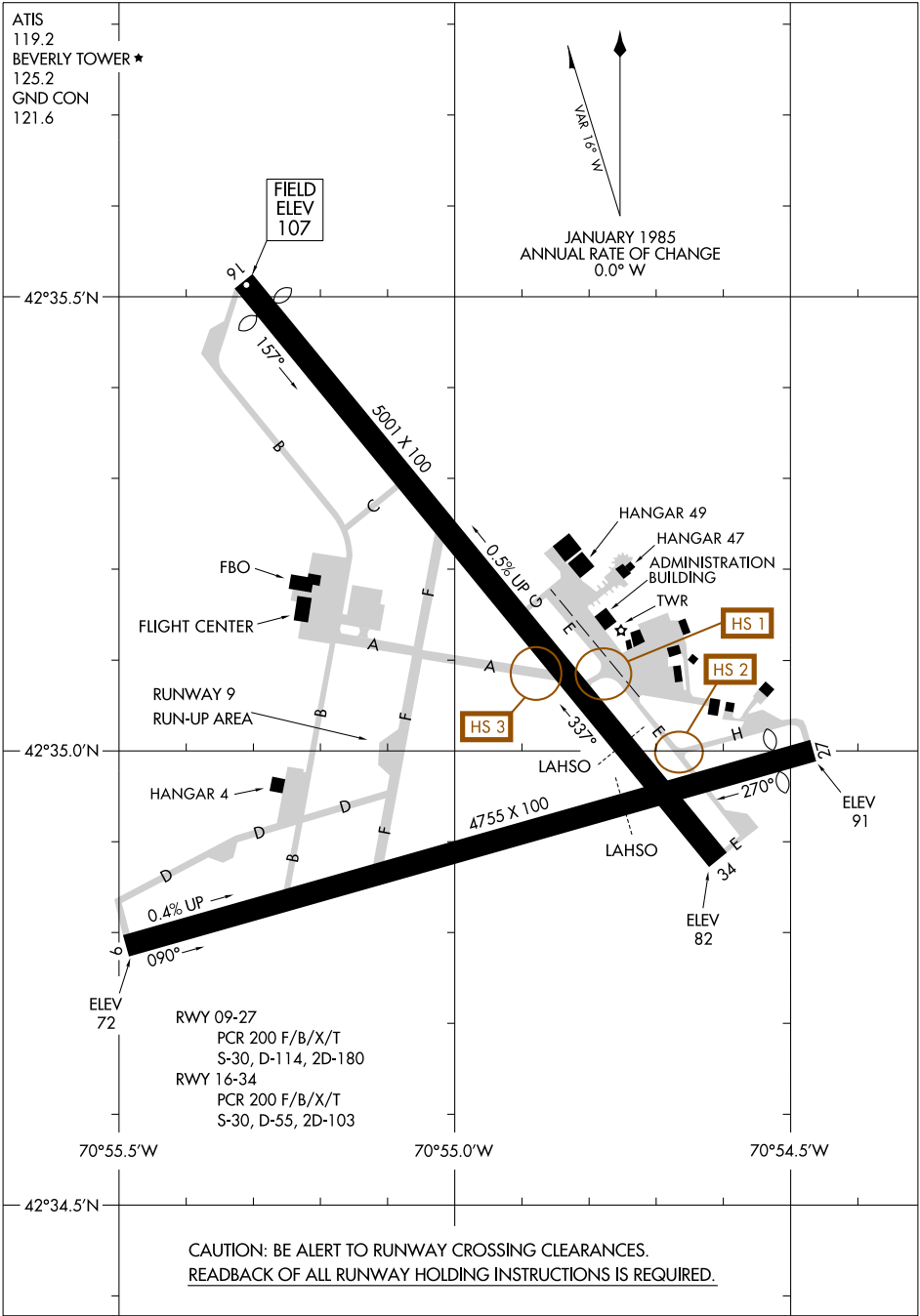
2000

2 NM

3.2 NM

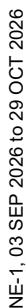
6.7 NM

CATEGORY	A	B	C	D
LNAV MDA	540-1	439 (500-1)	540-1¼	439 (500-1¼)
CIRCLING	600-1	493 (500-1)	820-2 713 (800-2)	820-2¼ 713 (800-2¼)



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 16, 34: Climb on assigned heading, thence . . .
TAKEOFF RUNWAY 27: Climb on heading 270° to 700, then as assigned
by ATC, thence . . .

. . . expect RADAR vectors to assigned route/navaid/fix. Maintain 2000.
Expect clearance to filed altitude/flight level within ten (10) minutes after
departure.

- NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.
- NOTE: BLZZR departures expect vectors on BOS R-273, DME required.
- NOTE: BRUWN departures expect vectors on BOS R-159, DME required.
- NOTE: CELTK departures expect vectors on BOS R-114.
- NOTE: HYLND departures expect vectors on BOS R-350, DME required.
- NOTE: PATSS departures expect vectors on BOS R-260, DME required.
- NOTE: REVSS departures expect vectors on BOS R-285, DME required.
- NOTE: SSOXS departures expect vectors on BOS R-177.

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

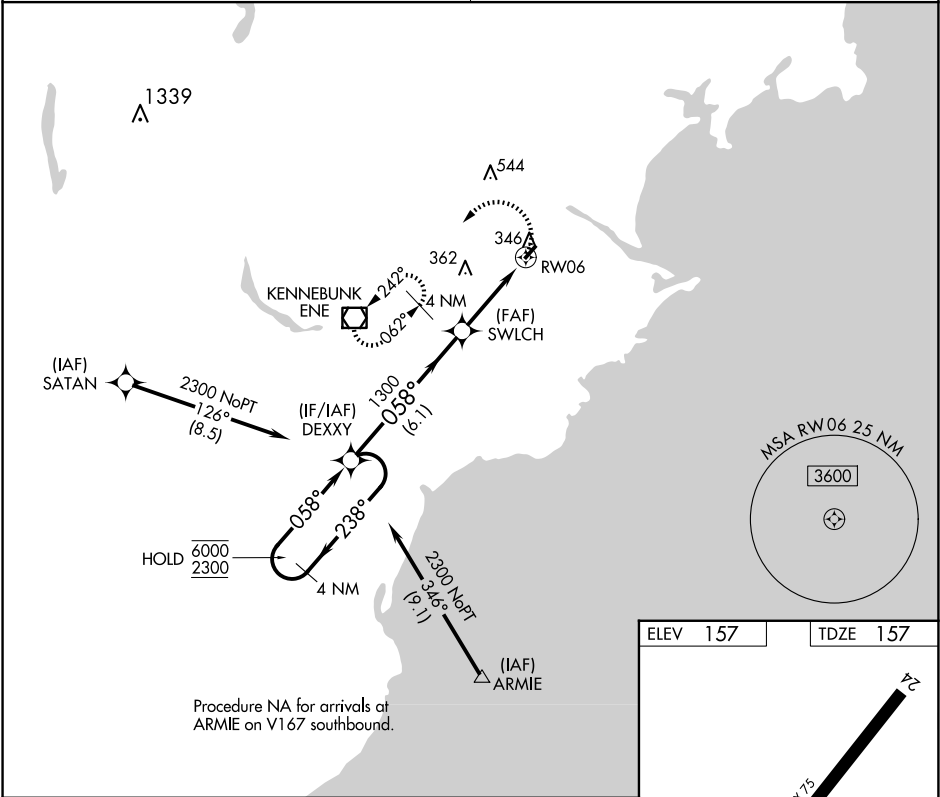
APP CRS	Rwy Idg	3000
058°	TDZE	157
	Apt Elev	157

RNAV (GPS) RWY 6

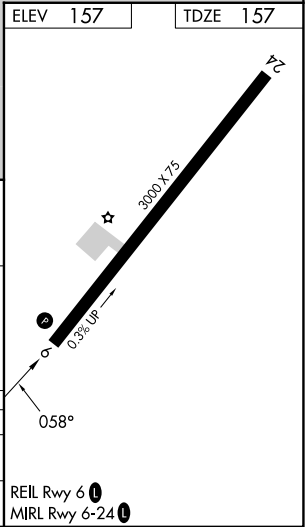
BIDDEFORD MUNI (B19)

RNP APCH.	MISSED APPROACH: Climbing left turn to 3000 direct ENE VOR/DME and hold, continue climb-in-hold to 3000.
▼ ▲ NA	Rwy 6 helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received use Sanford altimeter setting and increase all MDA 40 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¾ SM. VDP NA when using Sanford altimeter setting. Circling Rwy 24 NA at night.

PORTLAND APP CON ★ 119.75 269.35	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		VGSJ and descent angles not coincident (VGSJ Angle 3.50/TCH 31).		3000	ENE
DEXXY		SWLCH		1.4 NM to RW06	
6000 ← 238°		1300		3.03° TCH 31	
2300 → 058°		1300		1.4 NM	
CATEGORY	A	B	C	D	
LNAV MDA	680-1	523 (600-1)	680-1½ 523 (600-1½)	NA	
CIRCLING	780-1	623 (700-1)	800-1¾ 643 (700-1¾)	NA	



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BLOCK ISLAND, RHODE ISLAND

AL-5786 (FAA)

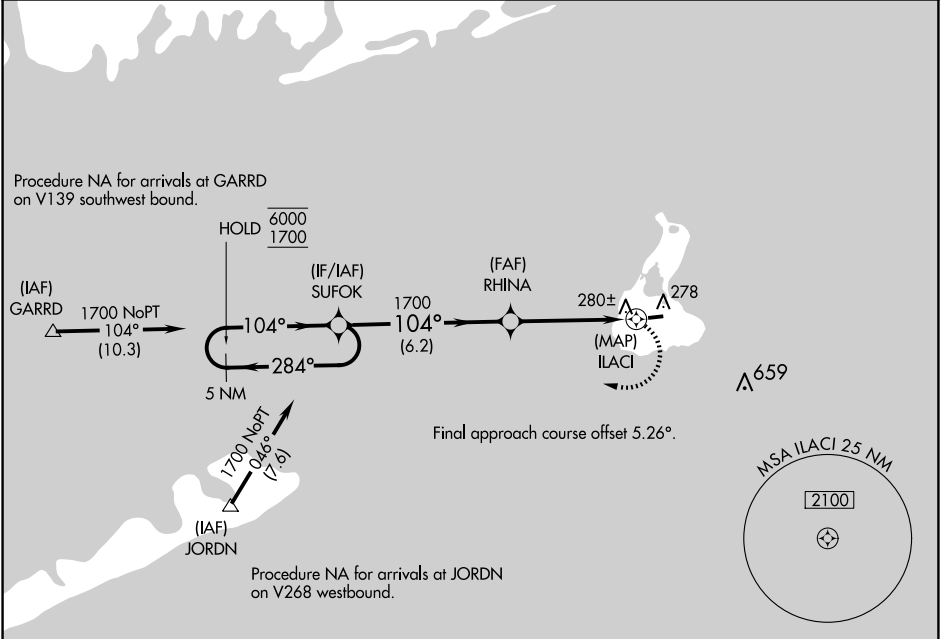
24081

APP CRS 104°	Rwy Idg TDZE Apt Elev	2502 108 108
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RNAV (GPS) RWY 10
BLOCK ISLAND STATE (BID)

RNP APCH. ▼ ▲ Rwy 10 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climbing right turn to 1700 direct SUFOK and hold.
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AWOS-3PT 134.775	PROVIDENCE APP CON ★ 125.75 319.2	CLNC DEL 120.1	UNICOM 123.0 (CTAF) 0
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ELEV 108		TDZE 108	
5 NM Holding Pattern Visual Segment - Obstacles. 1700 SUFOK 6000 1700 284° 104° 1700 104° 0.9 NM to ILACI ILACI 6.2 NM 3.6 NM 0.9 0.5 CATEGORY A B C D LNVA MDA 580-1 472 (500-1) 580-1 472 (500-1 3/8) NA CIRCLING 640-1 532 (600-1) 640-1 532 (600-1 1/2) NA			

REIL Rwy 10 and 28 0

MIRL Rwy 10-28 0

BLOCK ISLAND, RHODE ISLAND
Orig-D 16JUL20

41°10'N-71°35'W

BLOCK ISLAND STATE (BID)
RNAV (GPS) RWY 10

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70501 W28A	APP CRS 279°	Rwy Idg TDZE Apt Elev	2502 108 108
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RNAV (GPS) RWY 28

BLOCK ISLAND STATE (BID)

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

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

AWOS-3PT 134.775	PROVIDENCE APP CON ★ 125.75 319.2	CLNC DEL 120.1	UNICOM 123.0 (CTAF) 0
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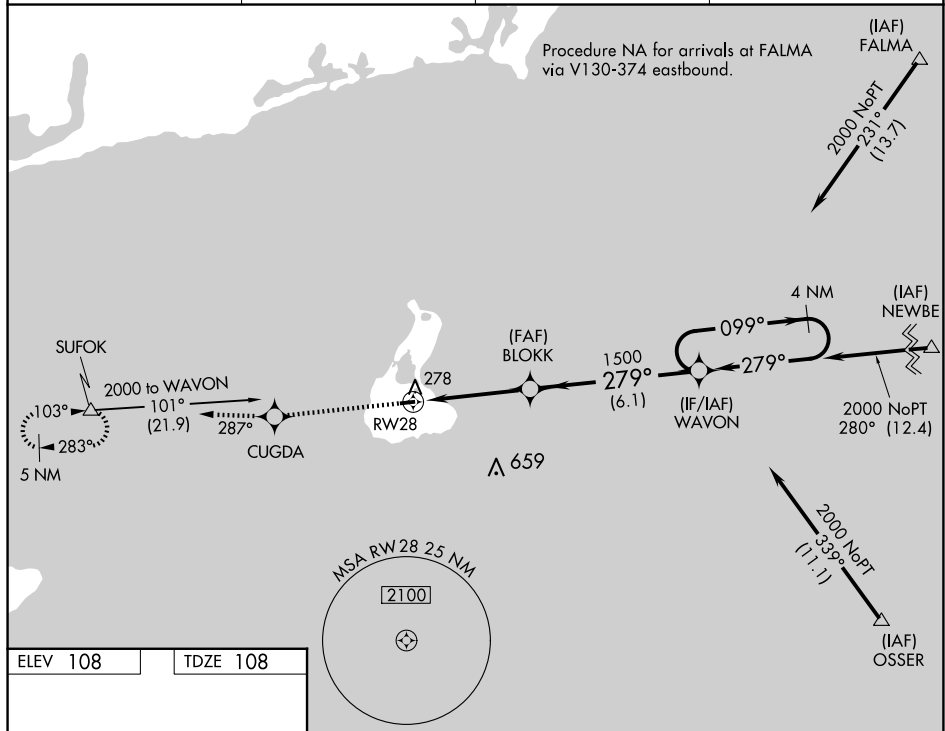


Diagram illustrating a 4 NM Holding Pattern for RW28. The pattern is defined by a 4 NM radius and a 279° heading. The holding pattern is labeled "4 NM Holding Pattern" and "WAVON". The diagram also shows the approach path from the south, with a 279° heading and a 0.3% UP slope. The holding pattern is defined by a 4 NM radius and a 279° heading. The diagram includes a table with the following data:

CATEGORY	A	B	C	D
LPV DA	358-1	250 (300-1)		NA
LNAV/VNAV DA	570-1¾	462 (500-1¾)		NA
LNAV MDA	540-1	432 (500-1)	540-1¼ 432 (500-1¼)	NA
CIRCLING	640-1	532 (600-1)	640-1½ 532 (600-1½)	NA

The diagram also includes a table with the following data:

CATEGORY	A	B	C	D
LPV DA	358-1	250 (300-1)		NA
LNAV/VNAV DA	570-1¾	462 (500-1¾)		NA
LNAV MDA	540-1	432 (500-1)	540-1¼ 432 (500-1¼)	NA
CIRCLING	640-1	532 (600-1)	640-1½ 532 (600-1½)	NA

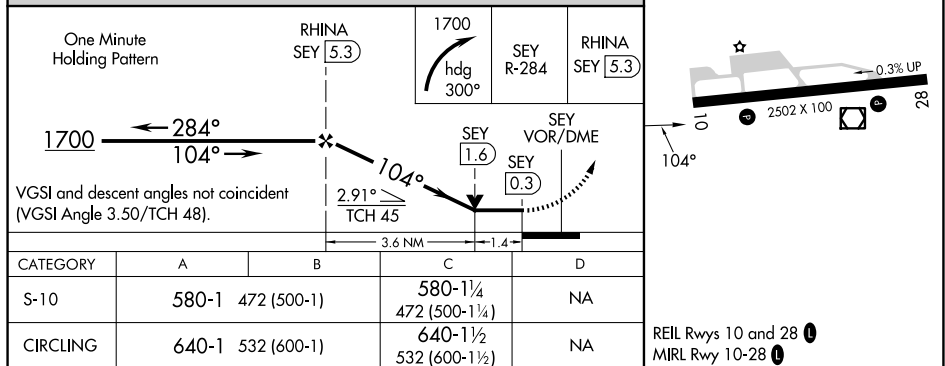
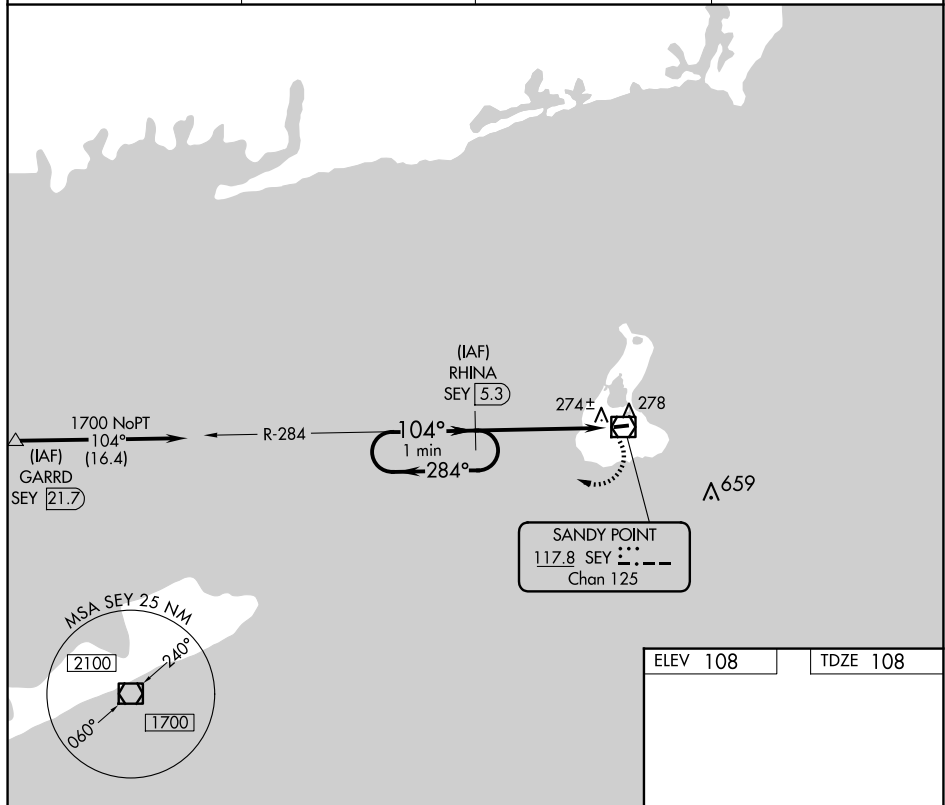
BLOCK ISLAND, RHODE ISLAND

VOR/DME SEY 117.8 Chan 125	APP CRS 104°	Rwy Idg 2502 TDZE 108 Apt Elev 108
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VOR/DME RWY 10
BLOCK ISLAND STATE (BID)

T Rwy 10 helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climbing right turn to 1700 on heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.
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AWOS-3PT 134.775	PROVIDENCE APP CON ★ 125.75 319.2	CLNC DEL 120.1	UNICOM 123.0 (CTAF) 0
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BLOCK ISLAND, RHODE ISLAND

Amdt 5D 11OCT18

41°10'N-71°35'W

BLOCK ISLAND STATE (BID)

VOR/DME RWY 10

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

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

ILS or LOC RWY 4R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

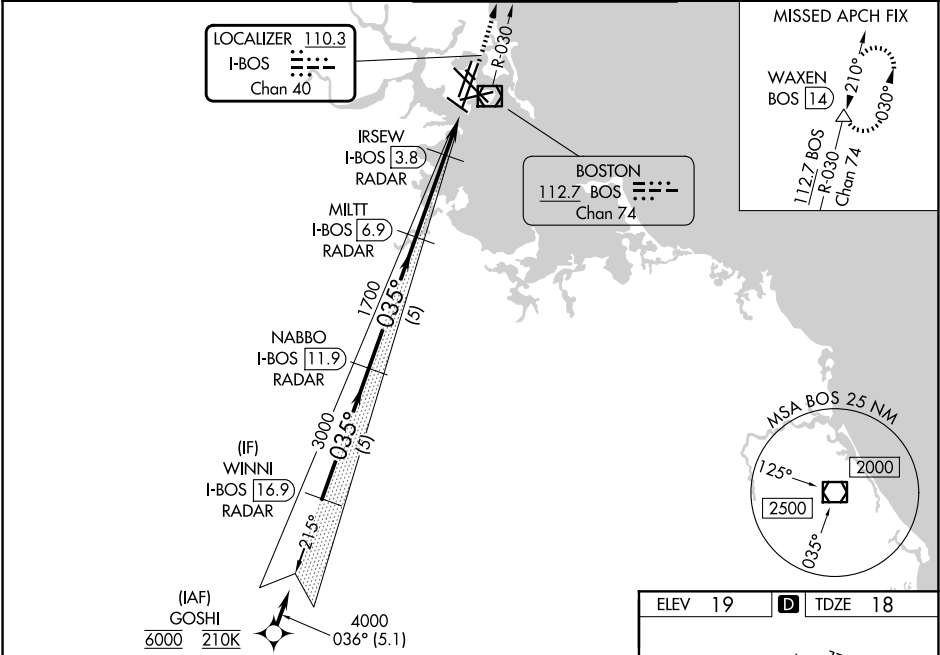
RNP APCH - GPS. From GOSHI.
DME required.

- ⚠ Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Use of FD or AP required during simultaneous operations. LOC procedure NA during simultaneous operations. * For inop ALS increase S-LOC 4R Cat A/B visibility to RVR 5500.
When vessels taller than 144 feet present, S-ILS 4R NA.

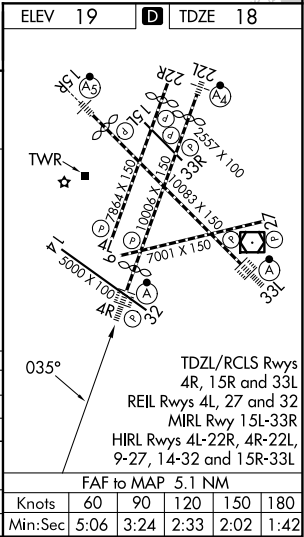
ALSIF-2
A

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

D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67').				3000	BOS R-030	WAXEN
GOSHI WINNI NABBO MILTT IRSEW						
I-BOS 16.9 I-BOS 11.9 I-BOS 6.9 I-BOS 3.8 I-BOS 2.9 I-BOS 1.8						
RADAR RADAR RADAR RADAR RADAR RADAR						
6000 4000 3000 1700 700						
GS 3.00° TCH 51						
-5.1 NM -5 NM -5 NM -3.1 NM -0.9 NM -1.1 NM						
CATEGORY	A	B	C	D		
S-ILS 4R		218/18	200 (200-½)			
S-LOC 4R	440/24	422 (500-½)	440/40	422 (500-¾)		
# APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA						
S-ILS 4R		374/40	356 (400-¾)			
S-LOC 4R*		440/40	422 (500-¾)			



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BOSTON, MASSACHUSETTS

AL-58 (FAA)

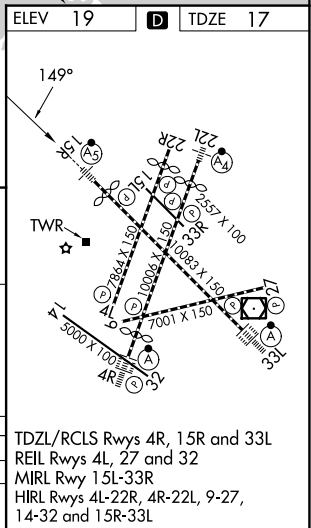
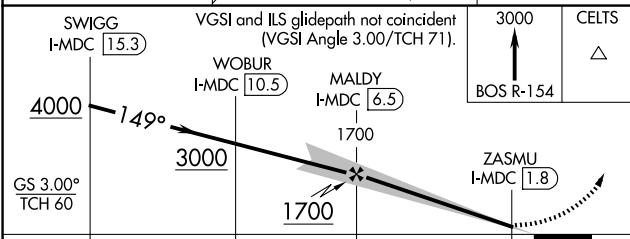
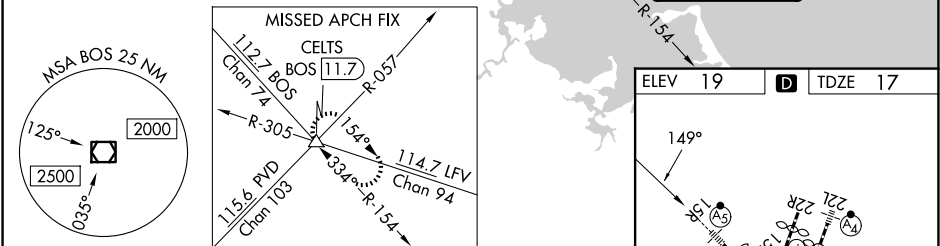
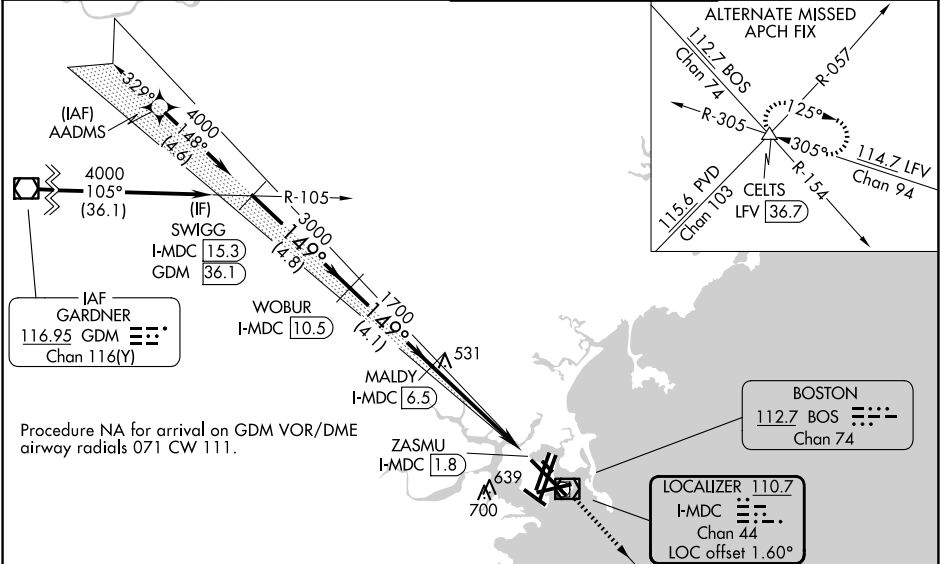
26246

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

ILS or LOC RWY 15R
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS. From AADMS.	MALSR	MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-154 to CELTS INT/BOS 11.7 DME and hold.
DME required.		
For inop ALS, increase S-LOC 15R Cats C/D visibility to 1 1/2 SM.		

D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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CATEGORY	A	B	C	D
S-ILS 15R		267/24	250 (300-1/2)	
S-LOC 15R	580/24	563 (600-1/2)	580-1 1/4	563 (600-1 1/4)

BOSTON, MASSACHUSETTS
Amdt 2B 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
ILS or LOC RWY 15R

42°22'N-71°00'W

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

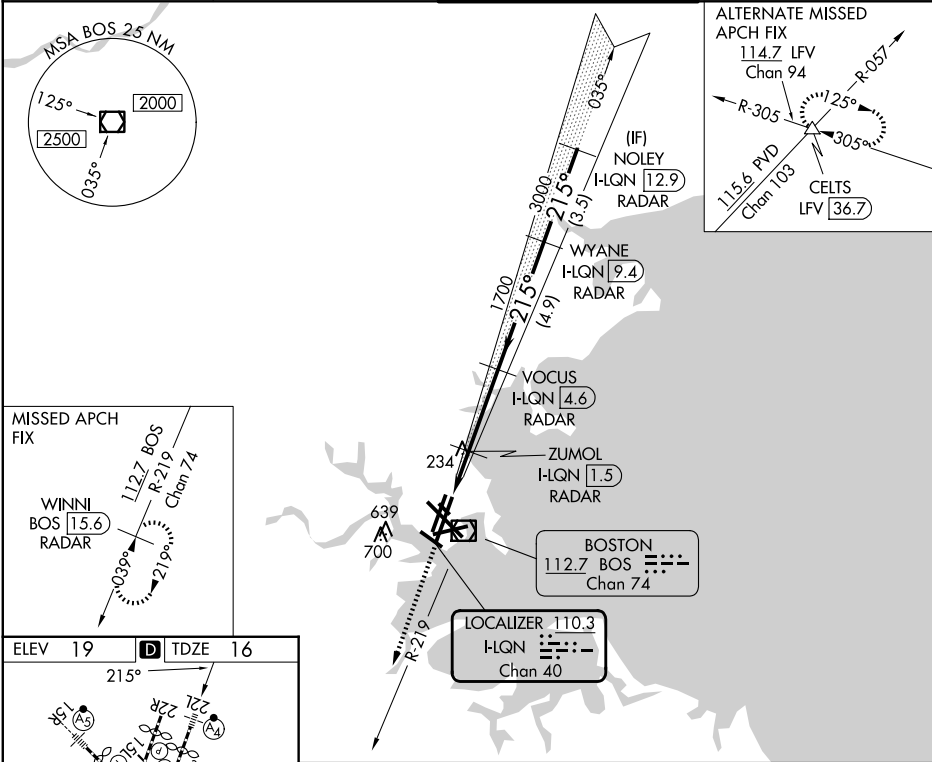
LOC/DME I-LQN	APP CRS	Rwy Ldg	8806
110.3	215°	TDZE	16
Chan 40		Apt Elev	19

ILS or LOC RWY 22L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RADAR required for procedure entry. DME or RADAR required.		MALSF	MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-219 to WINNI/ BOS 15.6 DME/RADAR and hold.
Inop table does not apply to S-ILS 22L.			

D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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ELEV 19 TDZE 16		3000 WINNI BOS 15.6		VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).	
BOS R-219		ZUMOL I-LQN 1.5 RADAR		VOCUS I-LQN 4.6 RADAR	
I-LQN DME ANT.		I-LQN 0.9		WYANE I-LQN 9.4 RADAR	
1.4 NM		0.6		1700	
CATEGORY		A		B	
S-ILS 22L		216/40		200 (200-¾)	
S-LOC 22L		540/40		524 (600-¾)	
		540-1¼		524 (600-1¼)	

BOSTON, MASSACHUSETTS

AL-58 (FAA)

26246

LOC/DME I-DGU 111.3 Chan 50	APP CRS 272°	Rwy Ldg 7001 TDZE 17 Apt Elev 19
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ILS or LOC RWY 27

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

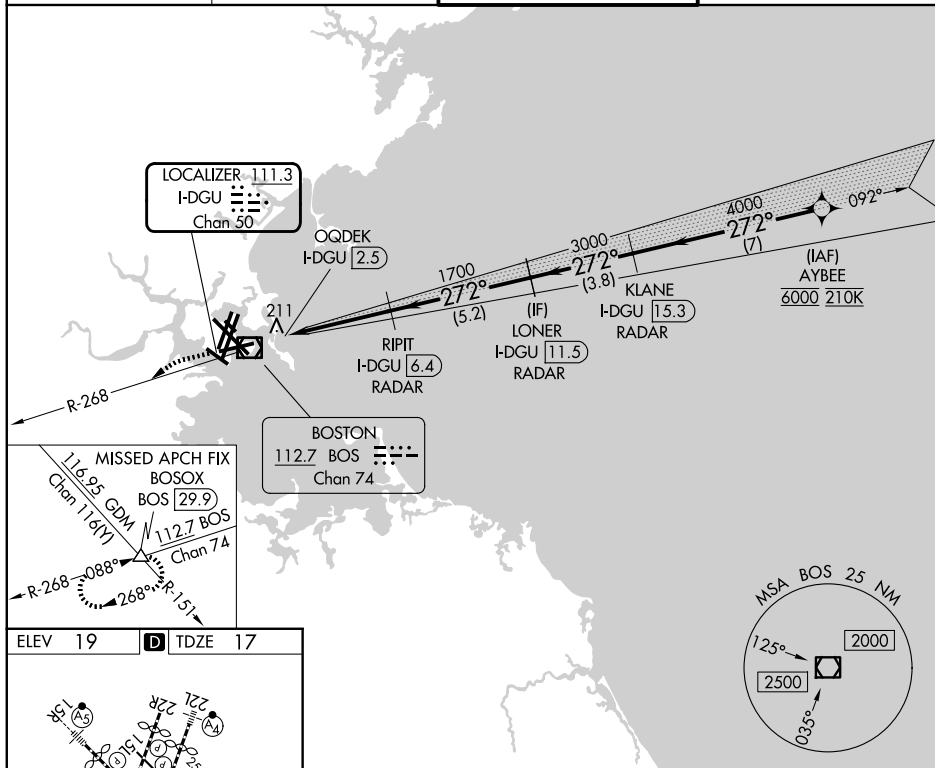
RNP APCH - GPS, From AYBEE.

RADAR required for procedure entry. DME or RADAR required.



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

D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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ELEV 19	D	TDZE 17
TDZL/RCLS Rwy 4R, 15R and 33L REIL Rwy 4L, 27 and 32 MRL Rwy 15L-33R HIRL Rwy 4L-22R, 4R-22L, 9-27, 14-32 and 15R-33L		
FAF to MAP 3.9 NM		
Knots	60	90 120 150 180
Min:Sec	3:48	2:32 1:54 1:31 1:16

3000	BOSOX	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).		AYBEE
BOS R-268		RIPIT	LONER	KLANE
		I-DGU [6.4]	I-DGU [11.5]	I-DGU [15.3]
		RADAR	RADAR	RADAR
		1700	3000	4000
		1.2	3.9 NM	5.2 NM
		3.8 NM	7 NM	
CATEGORY	A	B	C	D
S-ILS 27		460-1½	443 (500-1½)	
S-LOC 27		460-1½	443 (500-1½)	

BOSTON, MASSACHUSETTS

Amdt 3A 13JUN24

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

ILS or LOC RWY 27

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

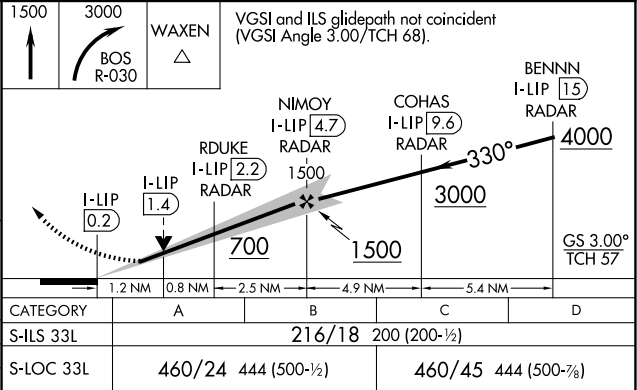
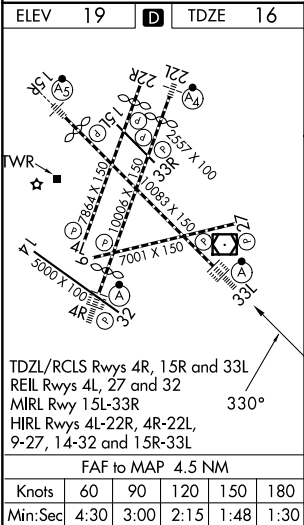
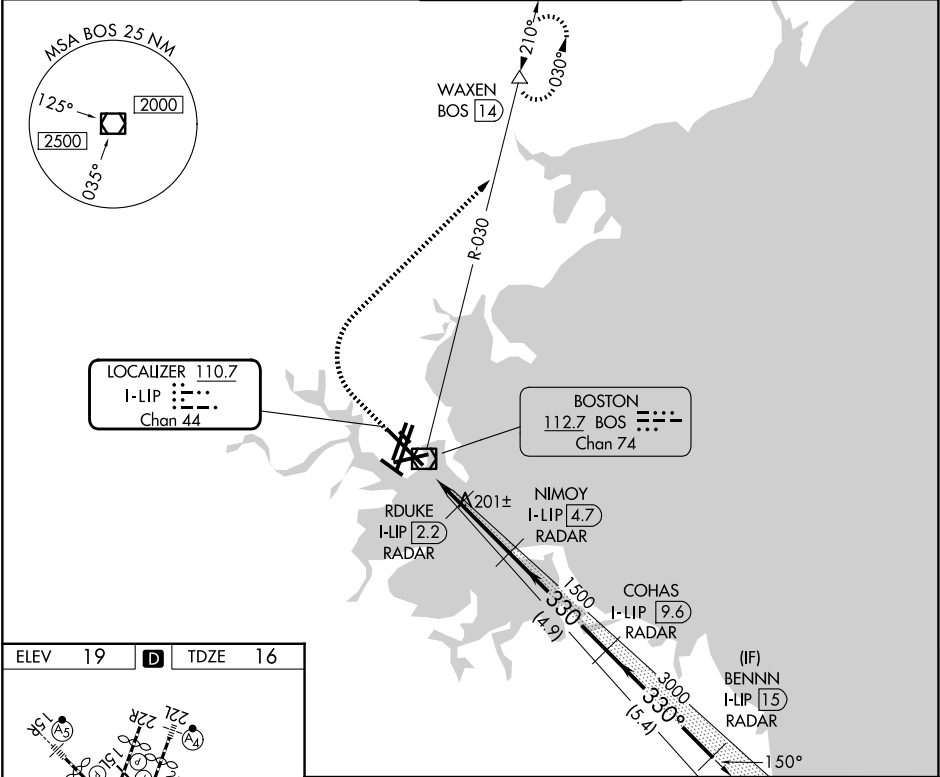
LOC/DME I-LIP	APP CRS	Rwy Ldg	10083
110.7	330°	TDZE	16
Chan 44		Apt Elev	19

ILS or LOC RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RADAR required for procedure entry. DME required.		ALSF-2	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.
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D-ATIS	BOSTON APP CON	BOSTON TOWER	GND CON
135.0	120.6 263.1	128.8 257.8 (WEST) 132.225 257.8 (EAST)	121.75 121.9



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BOSTON, MASSACHUSETTS

AL-58 (FAA)

26246

LOC/DME I-BOS 110.3 Chan 40	APP CRS 035°	Rwy Ldg 8851 TDZE 18 Apt Elev 19
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ILS RWY 4R (SA CAT I)
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS. From GOSHI.
DME required.

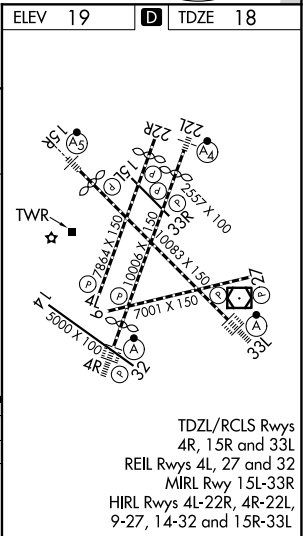
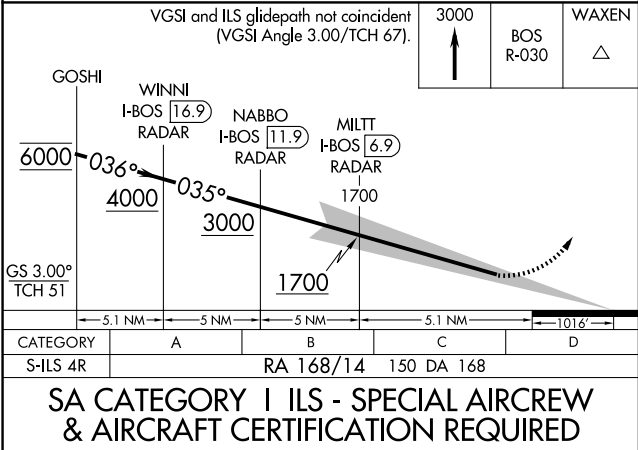
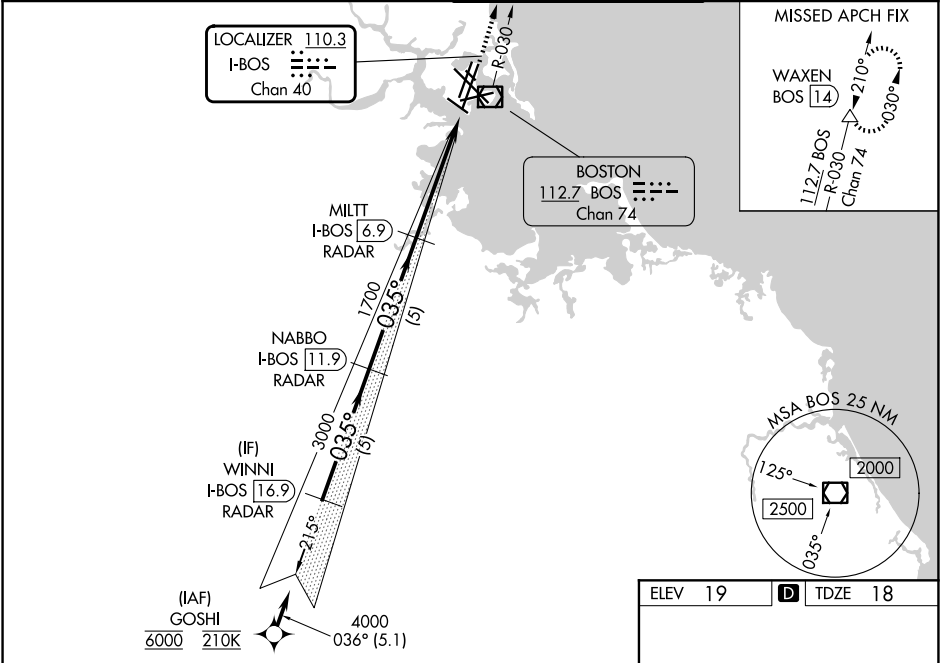
When control tower reports tall vessels in approach area, procedure NA. Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Use of FD or AP required during simultaneous operations.

ALSF-2



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

D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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BOSTON, MASSACHUSETTS
Amdt 11C 12JUN25

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W
ILS RWY 4R (SA CAT I)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

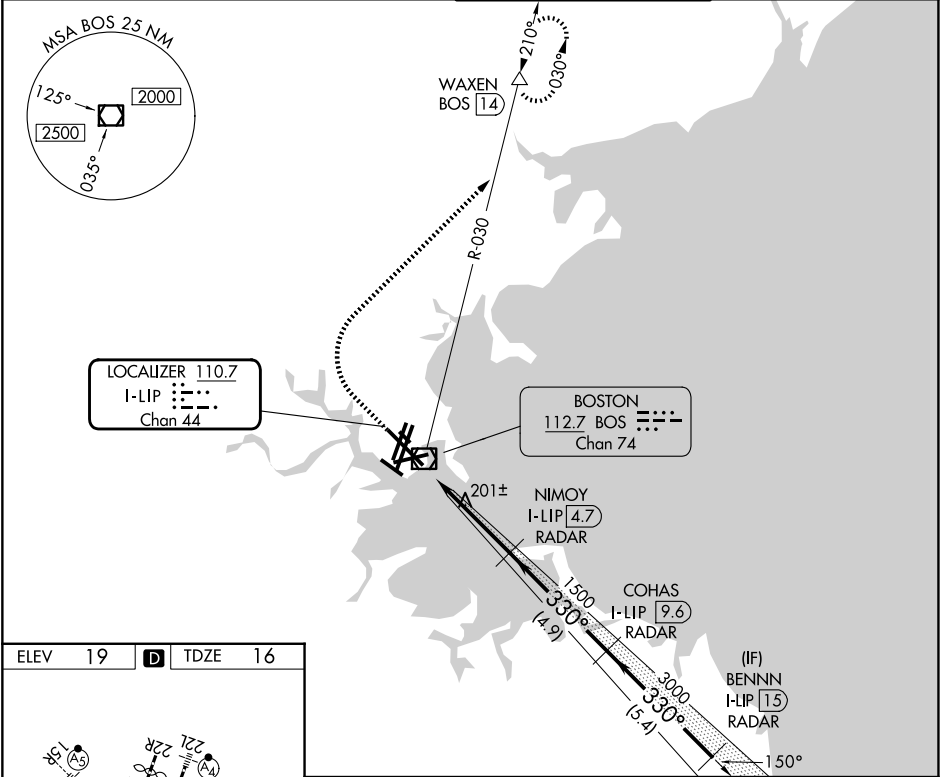
LOC/DME I-LIP	APP CRS	Rwy Ldg	10083
110.7	330°	TDZE	16
Chan 44		Apt Elev	19

ILS RWY 33L (SA CAT I)

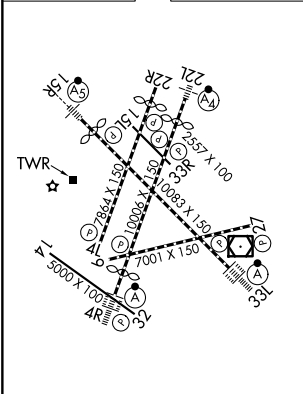
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RADAR required for procedure entry. DME required.		ALSF-2	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.
Requires specific OPSPEC, MSPEC, or LOA approval.			

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



ELEV 19	D	TDZE 16
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TDZL/RCLS Rws 4R, 15R and 33L
REIL Rws 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rws 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L

1500	3000	WAXEN	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).	BENNN I-LIP 15
				RADAR
	BOS R-030			
		NIMOY I-LIP 4.7	COHAS I-LIP 9.6	
		RADAR	RADAR	
		1500	3000	4000
				GS 3.00° TCH 57
		976'	4.5 NM	4.9 NM
				5.4 NM
CATEGORY	A	B	C	D
S-ILS 33L		RA 166/14	150 DA 166	

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BOSTON, MASSACHUSETTS

AL-58 (FAA)

26246

LOC/DME I-BOS 110.3 Chan 40	APP CRS 035°	Rwy Ldg 8851 TDZE 18 Apt Elev 19
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ILS RWY 4R (CAT II & III)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS. From GOSHI.
DME required.

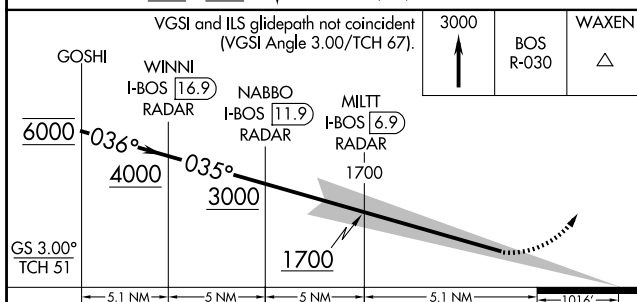
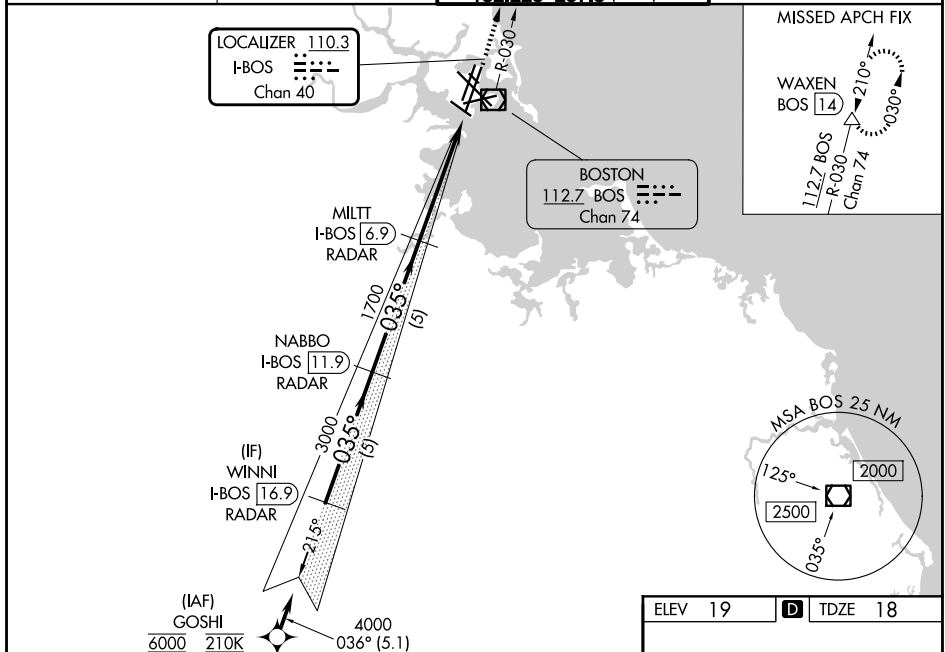
When control tower reports tall vessels in approach area, procedure NA. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Use of FD or AP required during simultaneous operations. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.

ALS-2



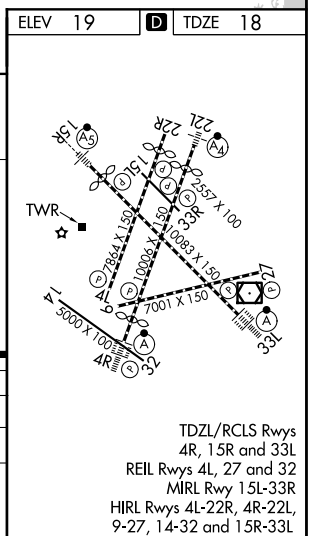
MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.

D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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CATEGORY	A	B	C	D
S-ILS 4R	CAT II RA 99/12 100 DA 118			
S-ILS 4R	CAT III RVR 06			

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



BOSTON, MASSACHUSETTS

Amdt 11C 12JUN25

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

42°22'N-71°00'W

ILS RWY 4R (CAT II & III)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BOSTON, MASSACHUSETTS

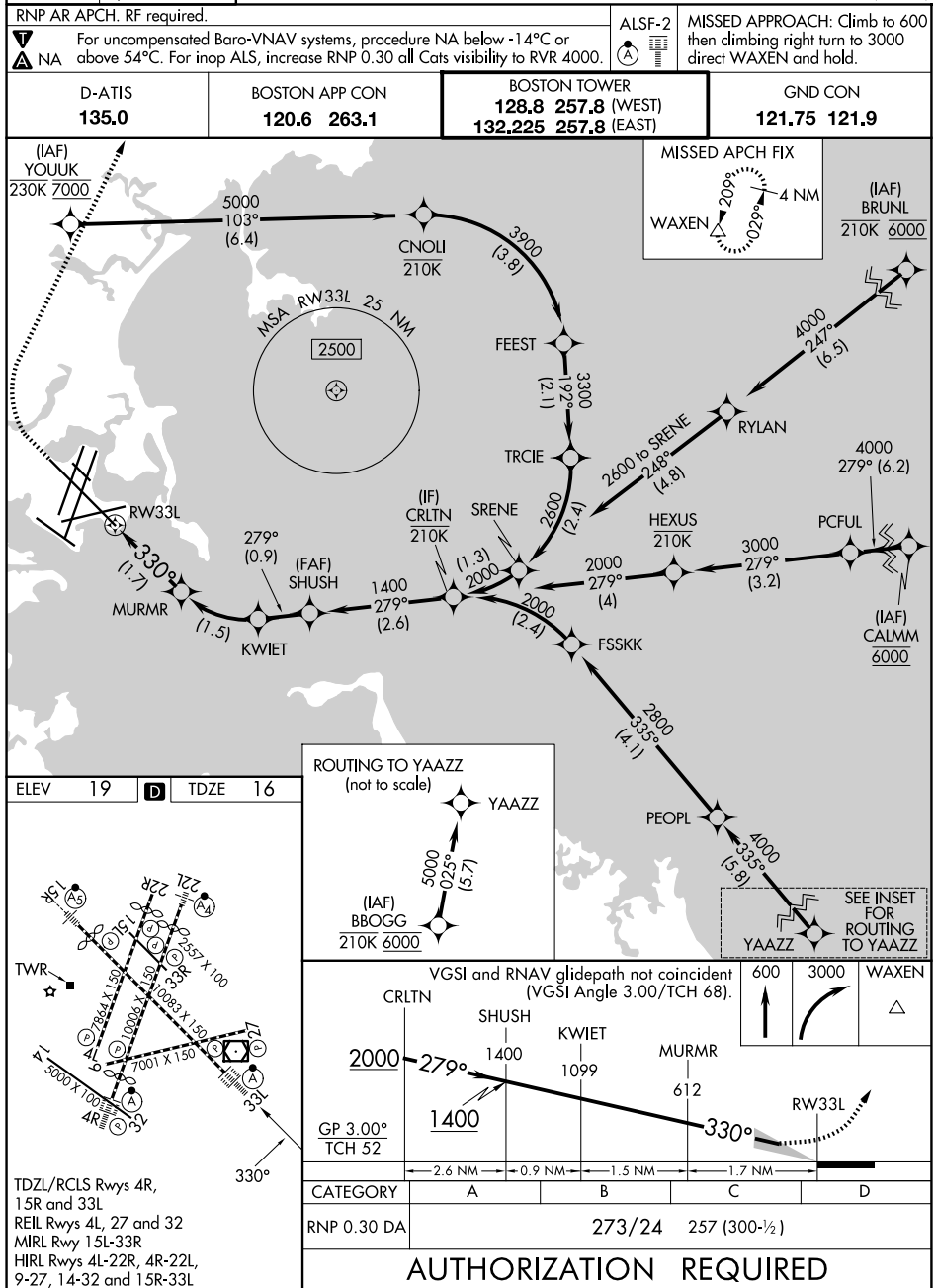
AL-58 (FAA)

25331

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

RNAV (RNP) X RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BOSTON, MASSACHUSETTS

Orig 30DEC21

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

42°22'N-71°00'W

RNAV (RNP) X RWY 33L

WAAS CH 7773B W04B	APP CRS 037°	Rwy Ldg TDZE 14 Apt Elev 19	7864
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RNAV (GPS) RWY 4L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

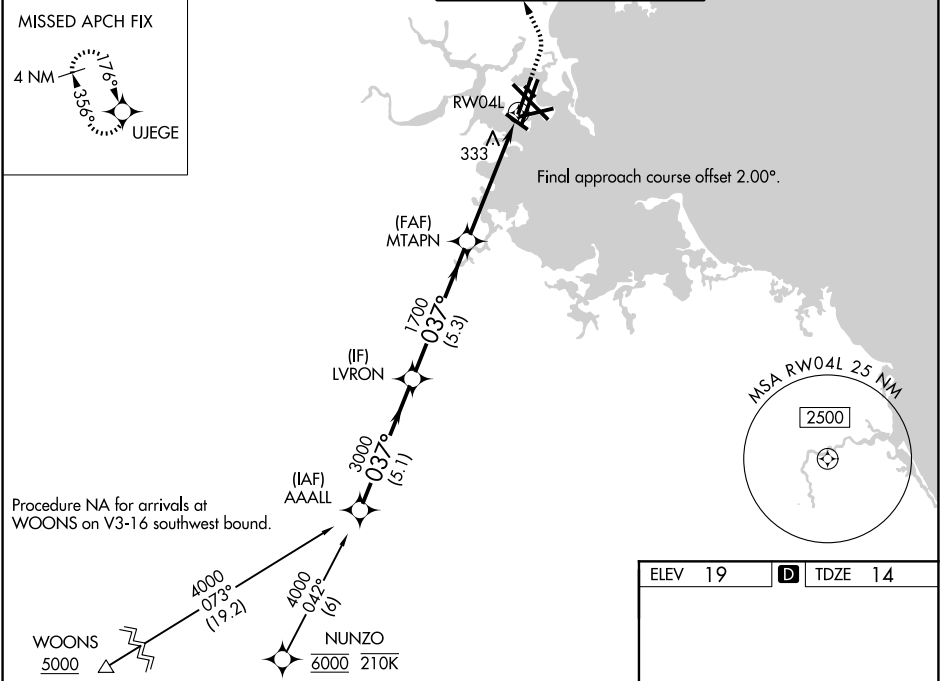
RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Use of FD or AP required during simultaneous operations. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. LNAV procedure NA during simultaneous operations. Rwy 4L helicopter visibility reduction below RVR 4000 NA. When control tower reports tall vessels in approach area: increase LPV DA to 369 and all Cats visibility to RVR 5500. LPV and LNAV/VNAV NA when vessels taller than 137 feet present.

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

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

D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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	AAALL	LVRON	MTAPN	700	3000	UJEGE
	4000	3000	1700	1.7 NM to RW04L		
	GP 3.10° TCH 50					
	5.1 NM	5.3 NM	3.3 NM	1.7 NM		
CATEGORY	A	B	C	D		
LPV DA		318/45	304 (300-7%)			
LNAV/VNAV DA		768-2	754 (800-2)			
LNAV/VNAV DA *		680-17½	666 (700-17%)			
LNAV MDA	600/55	586 (600-1)	600-1¾	586 (600-1¾)		

ELEV 19 D TDZE 14

TWR

TDZL/RCLS Rwy 4R, 15R and 33L

REIL Rwy 4L, 27 and 32

MIRL Rwy 15L-33R

HIRL Rwy 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

BOSTON, MASSACHUSETTS

AL-58 (FAA)

25331

WAAS CH 50124 W04A	APP CRS 035°	Rwy Ldg 8851 TDZE 18 Apt Elev 19
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RNAV (GPS) RWY 4R
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS.

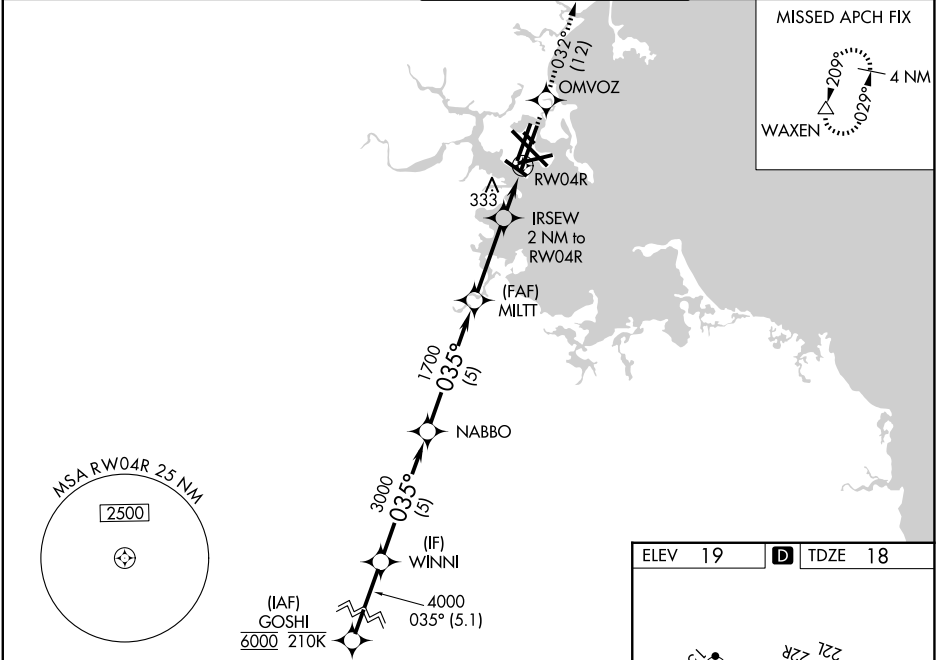
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to 1½ SM. When control tower reports tall vessels in approach area: increase LPV DA to 374 and all Cats visibility to RVR 4000, increase LNAV Cat A/B visibility to RVR 4000, for inop ALS with tall vessels increase LNAV/VNAV all Cats visibility to 1½ SM, LNAV Cat A/B visibility to RVR 5500 and LNAV Cat C/D to 1½ SM. For tall vessels Rwy 4R helicopter visibility reduction below RVR 4000 NA. When vessels taller than 144 feet present, LPV and LNAV/VNAV NA.

ALSF-2

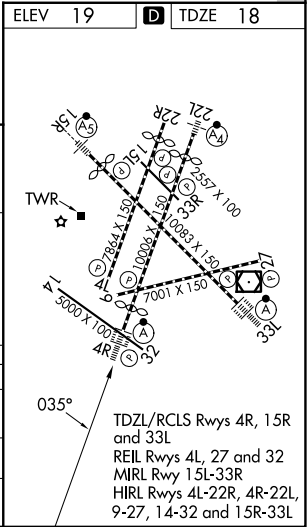


MISSED APPROACH:
Climb to 3000 direct OMVOZ and on track 032° to WAXEN and hold.

D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).					3000	OMVOZ	tr 032°	WAXEN
GOSHI WINNI NABBO MILTT IRSEW 2 NM to RW04R 1.2 NM to RW04R RW04R					6000	4000	3000	1700 700
GP 3.00° TCH 51					5.1 NM	5 NM	5 NM	3.1 NM 0.8 1.2
CATEGORY	A	B	C	D				
LPV DA	218/18 200 (200-½)							
LNAV/VNAV DA	514/50 496 (500-1)							
LNAV MDA	480/24 462 (500-½)		480/50 462 (500-1)					



BOSTON, MASSACHUSETTS
Amdt 3A 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W
RNAV (GPS) RWY 4R

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

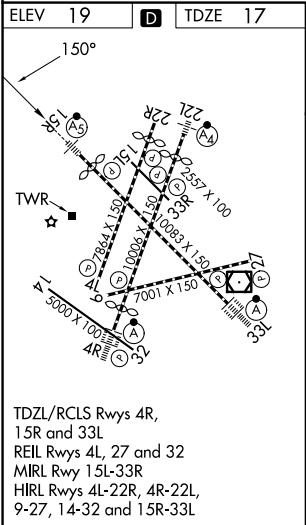
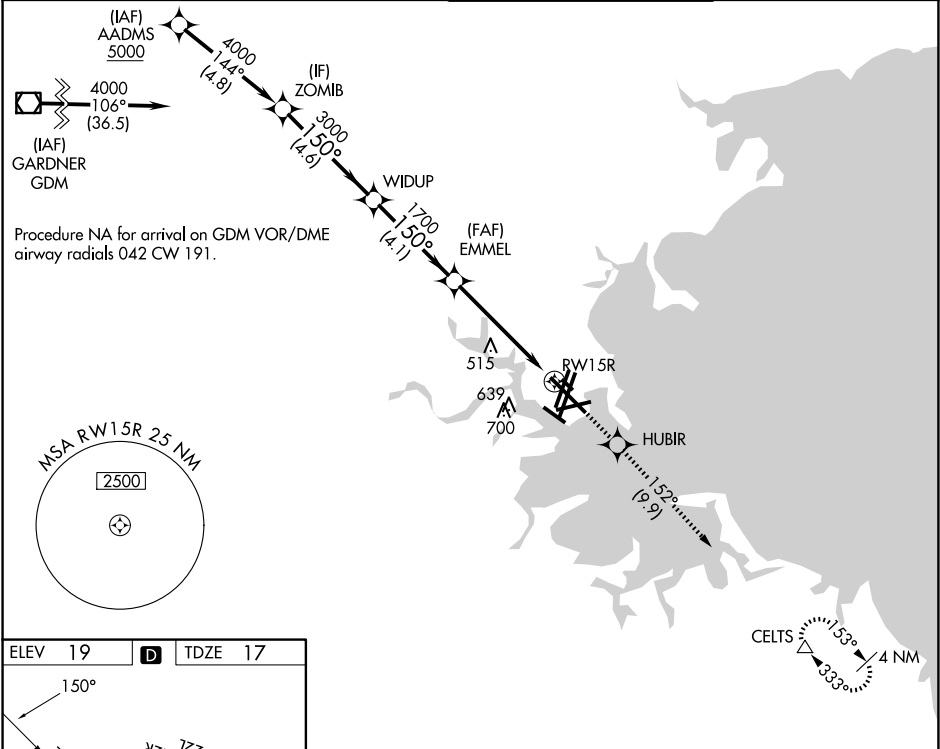
WAAS CH 42925 W15A	APP CRS 150°	Rwy Ldg TDZE Apt Elev	9201 17 19
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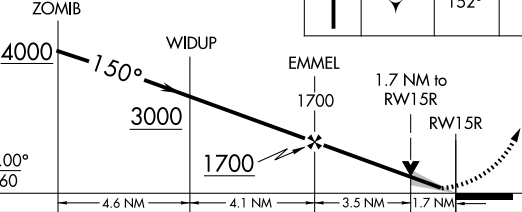
RNAV (GPS) RWY 15R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 3000 direct HUBIR and on track 152° to CELTS and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cats C and D visibility to 1 3⁄4 SM.		

D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).				3000	HUBIR	tr 152°	CELTS
							
CATEGORY	A	B	C	D			
LPV DA	217/18		200 (200-1⁄2)				
LNAV/VNAV DA	567-1 1⁄8		550 (600-1 1⁄8)				
LNAV MDA	620/24	603 (700-1⁄2)	620-1 3⁄8	603 (700-1 3⁄8)			

NE-1, 03 SEP 2026 to 29 OCT 2026

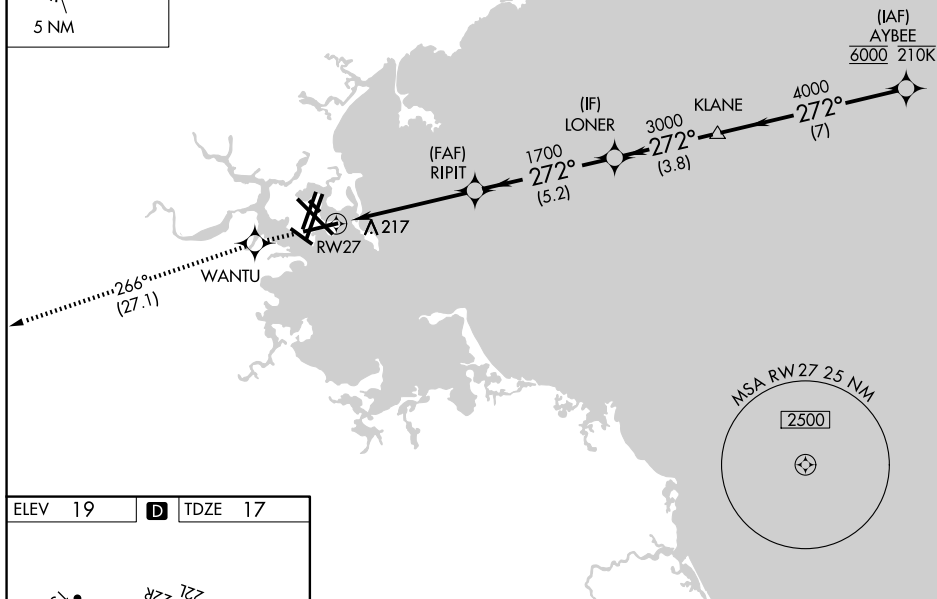
NE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 27

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct WANTU and on track 266° to BOSOX and hold.

BOSOX

TDZL/RCLS Rwy 4R,
15R and 33L
REIL Rwy 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwy 4L-22R, 4R-22L,
9-27, 14-32 and 15R-33L

3000 ↑	WANTU ✦	tr 266°	BOSOX △	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 71).			
CATEGORY	A		B		C		D
RNAV/ VNAV DA	510-1 $\frac{3}{8}$				493 (500-1 $\frac{3}{8}$)		
RNAV MDA	640-1 $\frac{1}{2}$ 623 (700-1 $\frac{1}{2}$)				640-1 $\frac{3}{4}$ 623 (700-1 $\frac{3}{4}$)		

GENERA
42°22'N-71°00'W

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
N-71°00'W **RNAV (GPS) RWY 27**

APP CRS
331°

Rwy Ldg
TDZE
Apt Elev

5000
19
19

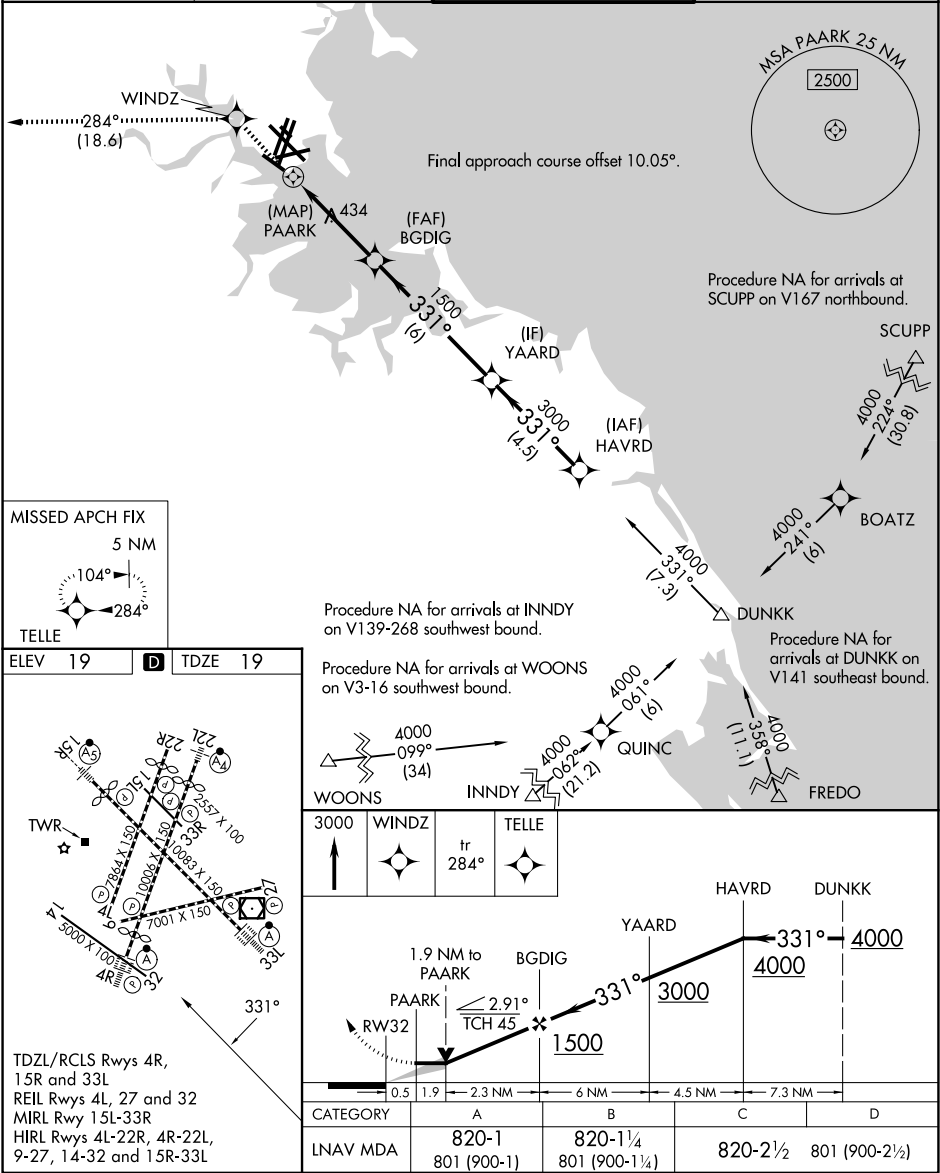
RNAV (GPS) RWY 32

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS.

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

D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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BOSTON, MASSACHUSETTS

AL-58 (FAA)

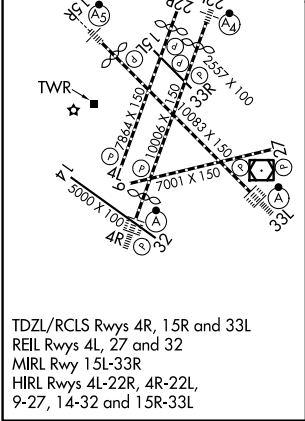
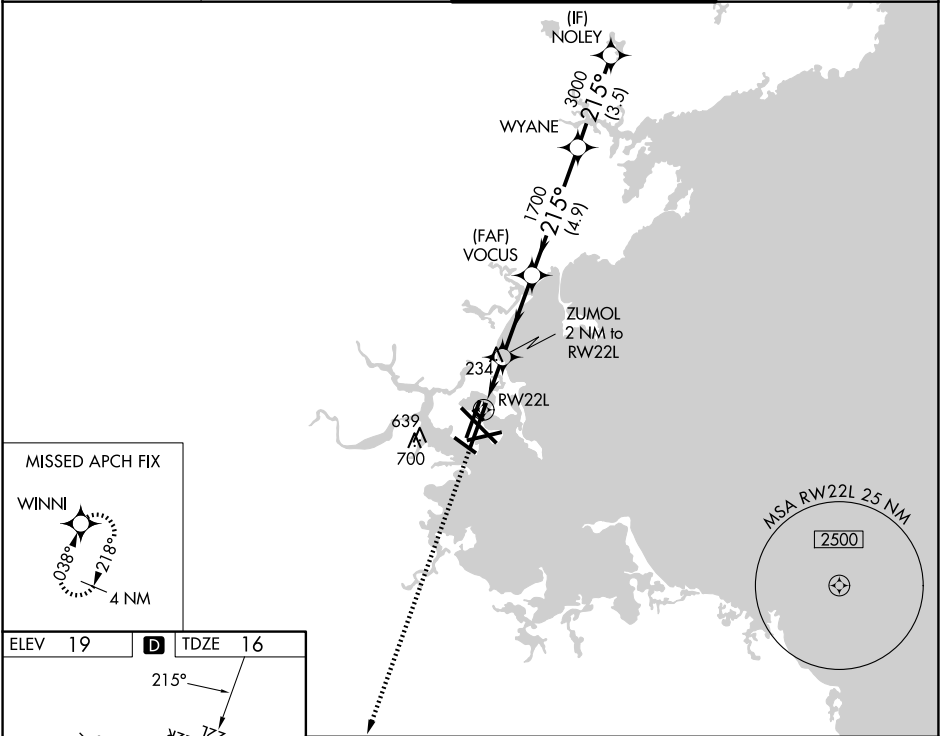
25331

WAAS CH 45925 W22A	APP CRS 215°	Rwy Ldg TDZE 16 Apt Elev 19	8806
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RNAV (GPS) X RWY 22L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS. ▼ For inop ALS, increase LNAV/VNAV Cat D visibility to RVR 6000 and LNAV Cat D visibility to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 43°C.			MALSF 	MISSED APPROACH: Climb to 3000 direct WINNI and hold.
D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9	



ELEV 19 D TDZE 16		3000 WINNI				VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 71°).			
TWR		ZUMOL 2 NM to RWY22L		VOCUS 1700		WYANE 3000		NOLEY 4000	
1.4 NM to RWY22L		1.4 NM		0.6		3.1 NM		4.9 NM	
CATEGORY		A		B		C		D	
LPV DA		216/40		200 (200-¾)					
LNAV/VNAV DA		408/50		392 (400-1)					
LNAV MDA		540/40		524 (600-¾)		540-1¼		524 (600-1¼)	

BOSTON, MASSACHUSETTS
Amdt 1F 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W
RNAV (GPS) X RWY 22L

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

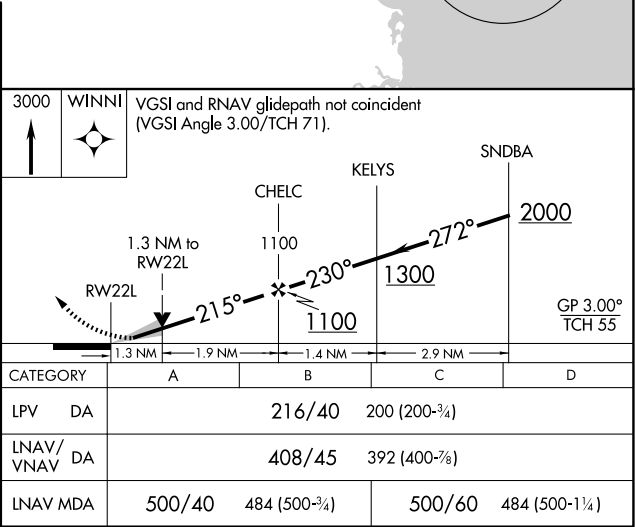
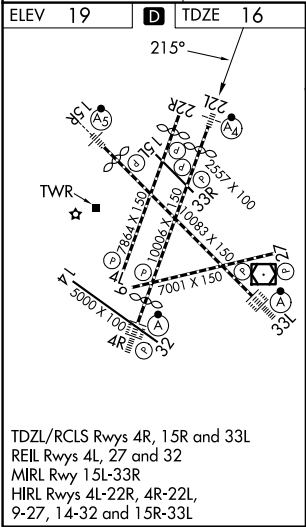
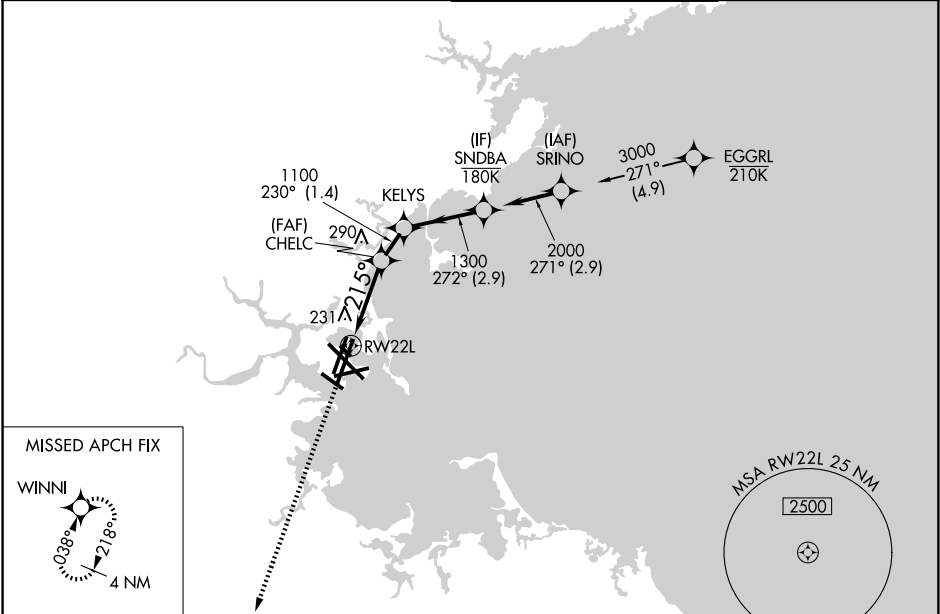
WAAS CH 77645 W22B	APP CRS 215°	Rwy Ldg TDZE 16 Apt Elev 19	8806
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RNAV (GPS) Y RWY 22L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop table does not apply to LPV all Cats.	MALSF ⚠	MISSED APPROACH: Climb to 3000 direct WINNI and hold.
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D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BOSTON, MASSACHUSETTS

AL-58 (FAA)

25331

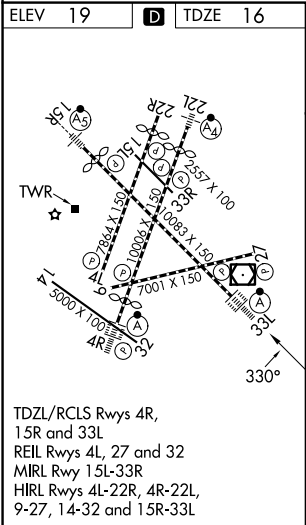
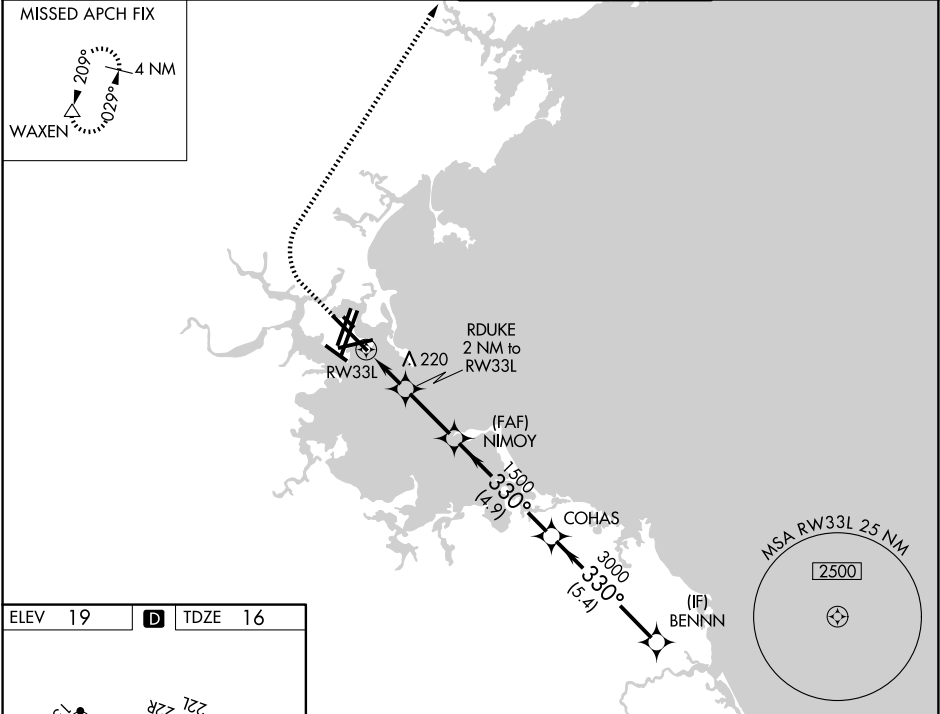
WAAS CH 69525 W33A	APP CRS 330°	Rwy Ldg TDZE 16 Apt Elev 19	10083
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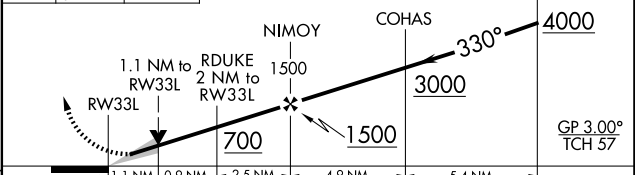
RNAV (GPS) Z RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.	ALSF-2 	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct WAXEN and hold.
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D-ATIS 135.0	BOSTON APP CON 120.6 263.1	BOSTON TOWER 128.8 257.8 (WEST) 132.225 257.8 (EAST)	GND CON 121.75 121.9
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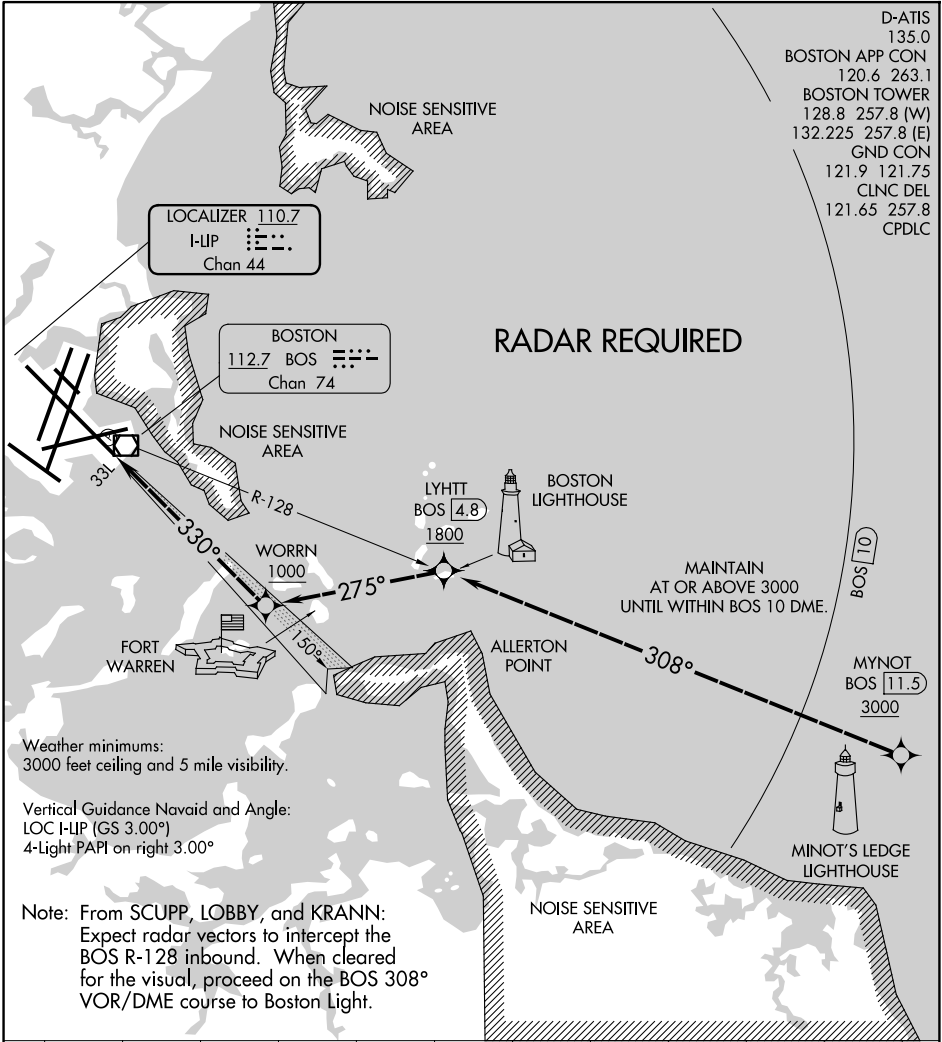
600	3000	WAXEN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).			
						
						
CATEGORY	A		B		C	D
LPV DA	216/18 200 (200-½)					
LNAV/VNAV DA	324/24 308 (400-½)					
LNAV MDA	440/24	424 (500-½)		440/40	424 (500-¾)	

BOSTON, MASSACHUSETTS
Amdt 2F 13JUN24

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W
RNAV (GPS) Z RWY 33L

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



NM	1	2	3	4	5	6	7	8	9	10	11	
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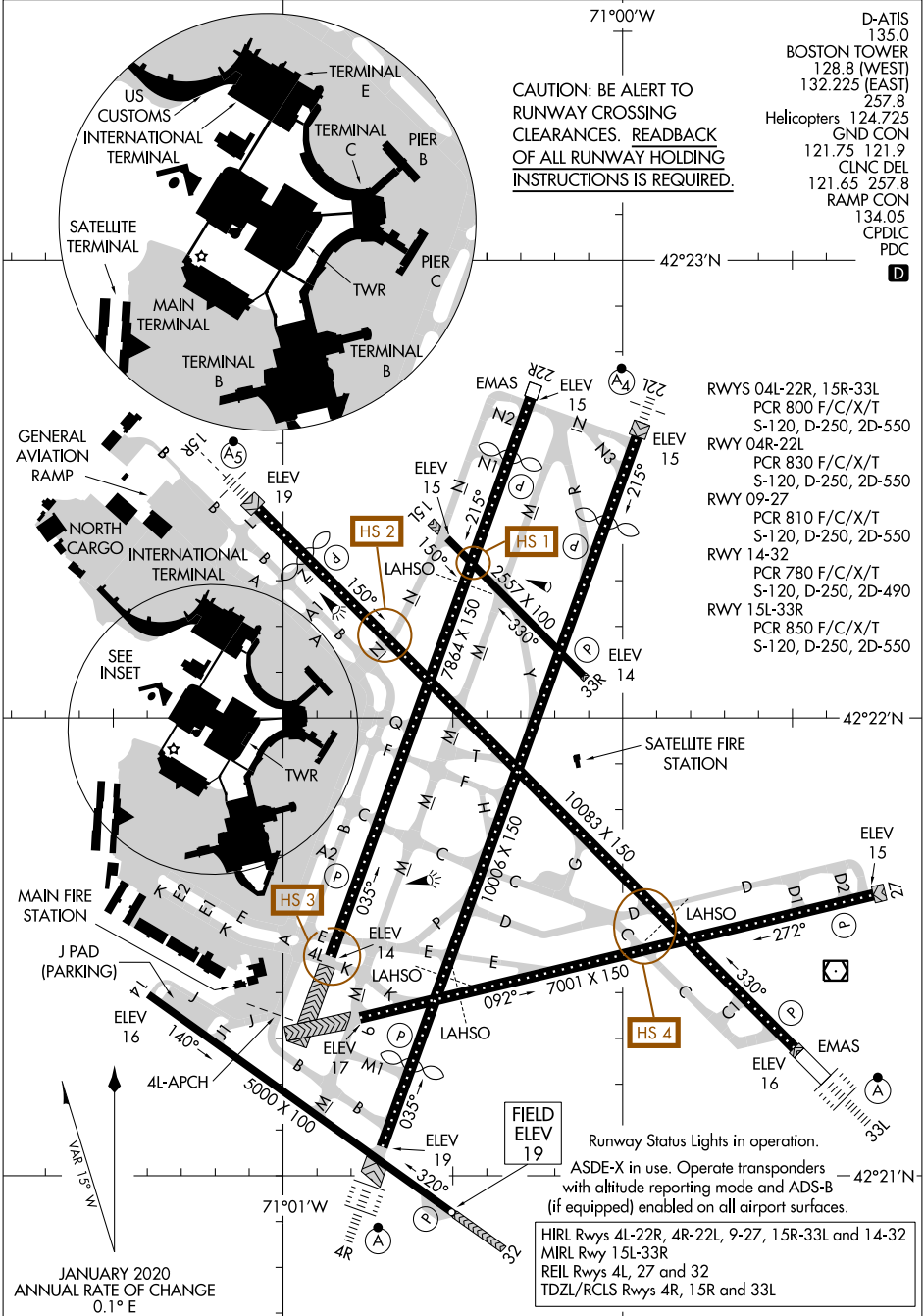
26134

AIRPORT DIAGRAM

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

BOSTON, MASSACHUSETTS

NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

TAKEOFF MINIMUMS:

Rwy 4L, 14, 15L, 32, 33R: NA-ATC.

Rwy 4R: Standard with minimum climb of 500'/NM to 520

Rwy 9: Standard with minimum climb of 500'/NM to 520.

Rwy 15R: Standard with minimum climb of 500'/NM to 520.

Rwy 22L: 300-1 with minimum climb of 500'/NM to 520, or
standard with minimum climb of 500'/NM to 520 if lower
reports no tall vessels in the departure area.

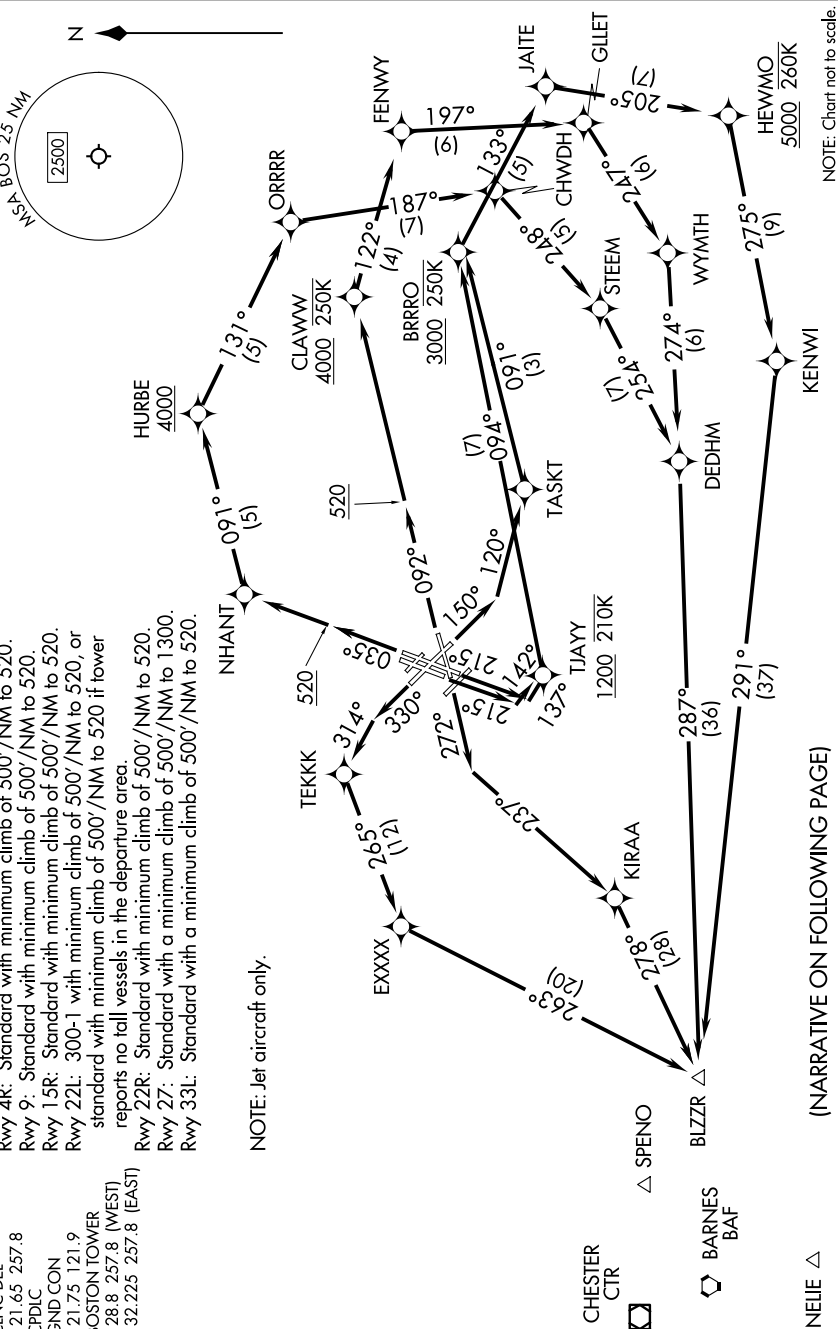
Rwy 22R: Standard with minimum climb of 500'/NM to 520.

Rwy 27: Standard with a minimum climb of 500'/NM to 1300.

Rwy 33L: Standard with a minimum climb of 500'/NM to 520.

Rwy 33R: Standard with a minimum climb of 500'/NM to 520.

NOTE: Jet aircraft only.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb on heading 092° to 520, direct to cross CLAWW at or above 4000 and at or below 250K, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520' MSL, thence....

TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKE, thence....

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

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BRUWN SEVEN DEPARTURE (RNAV)

AL-58 (FAA)

BOSTON, MASSACHUSETTS

BOSTON DEP CON

133.0

D-ATIS 135.0

CLNC DEL 121.65 257.8

CPDLC

GND CON	121.75	121.9
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BOSTON TOWER

128.8 257.8 (WEST)

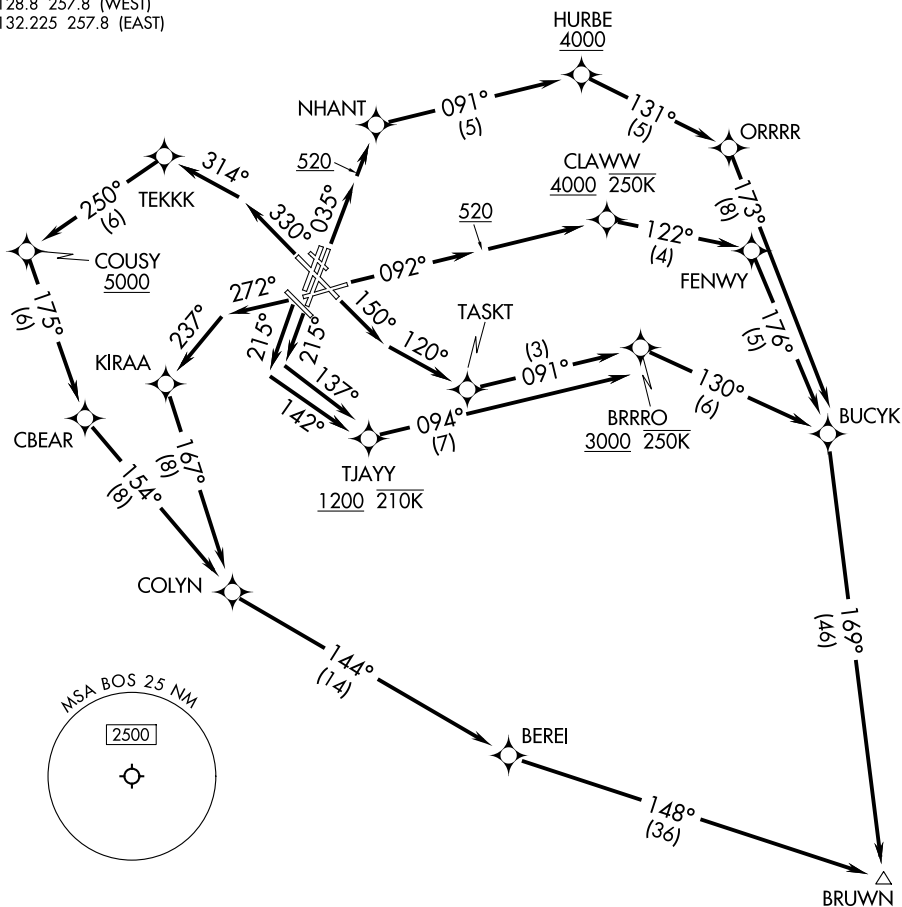
132.225 257.8 (EAST)

RNAV 1-DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:

5000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:

Rwy 4L, 14, 15L, 32, 33R: NA-ATC.

Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500'/NM to 520.

Rwy 22L: 300-1 with minimum climb of 500'/NM to 520, or standard with minimum climb of 500'/NM to 520 if tower reports no tall vessels in the departure area.

Rwy 27: Standard with minimum climb of 500'/NM to 1300.

NANTUCKET
ACK



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BRUWN SEVEN DEPARTURE (RNAV)

BOSTON, MASSACHUSETTS

(BRUWN7.BRUWN) 30NOV23

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct to cross CLAWW at or above 4000 and at or below 250K, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520' MSL, thence....

TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....

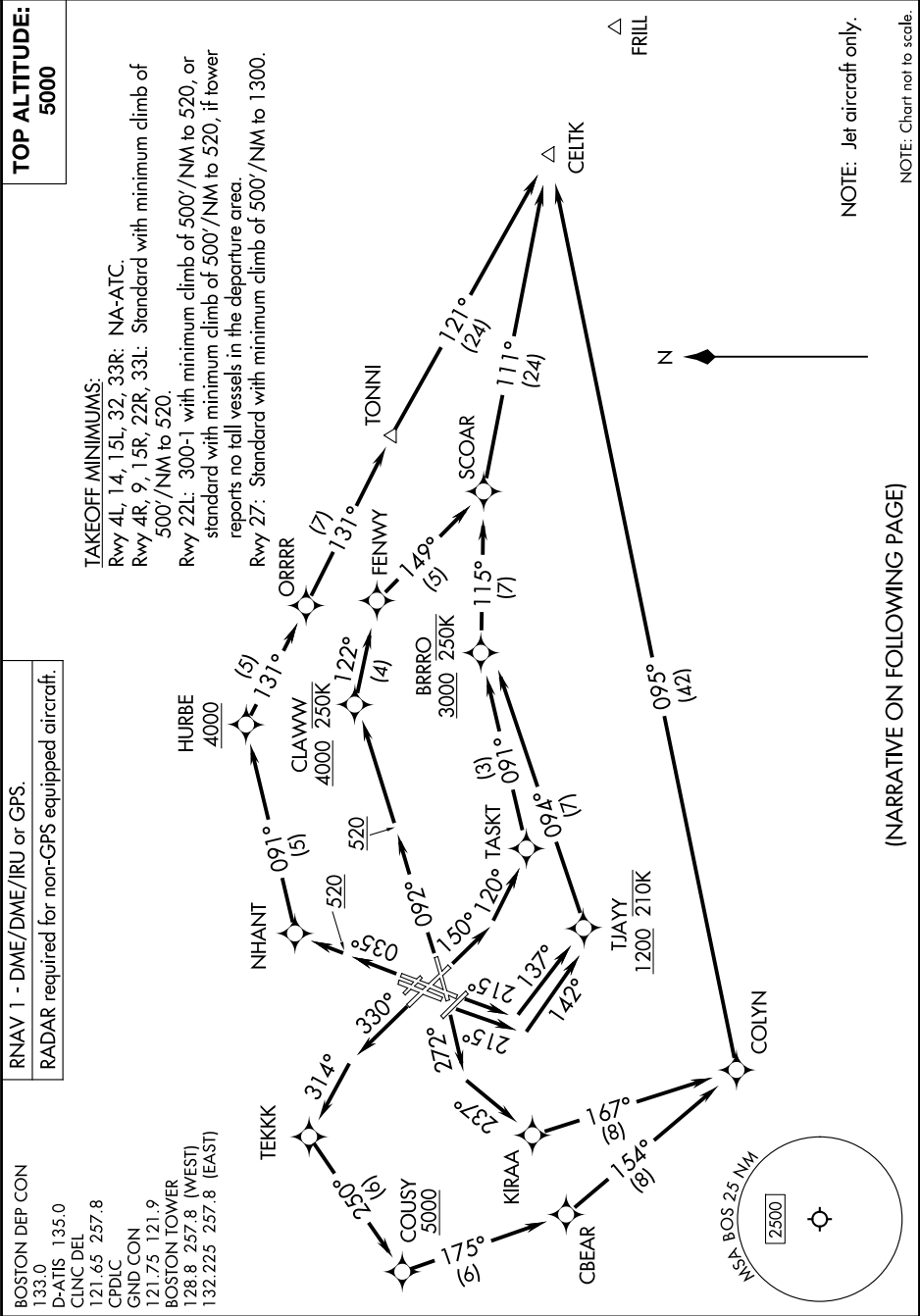
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKE, thence....

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

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



(CELT7.CELTK) 23334

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

CELT7 SEVEN DEPARTURE (RNAV)

AL-58 (FAA)

BOSTON, MASSACHUSETTS



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520' MSL, thence....

TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKK, then on track 250° to cross COUSY at or above 5000, thence....

....on depicted track to CELTK. Maintain 5000. Expect clearance to filed altitude within ten minutes after departure.

NE-1, 03 SEP 2026 to 29 OCT 2026

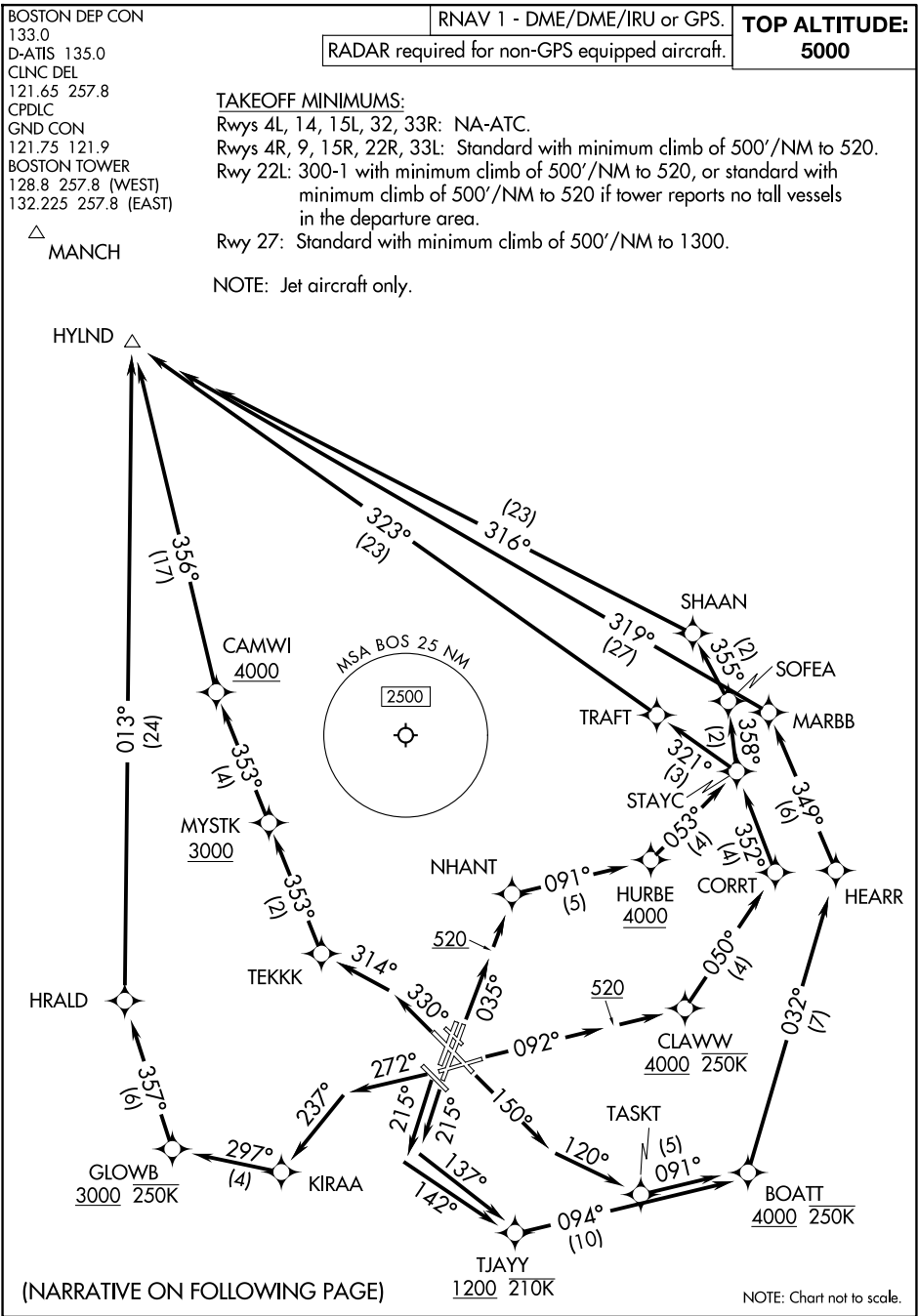
NE-1, 03 SEP 2026 to 29 OCT 2026

CELT7 SEVEN DEPARTURE (RNAV)

(CELT7.CELTK) 30NOV23

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520, thence....

TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....

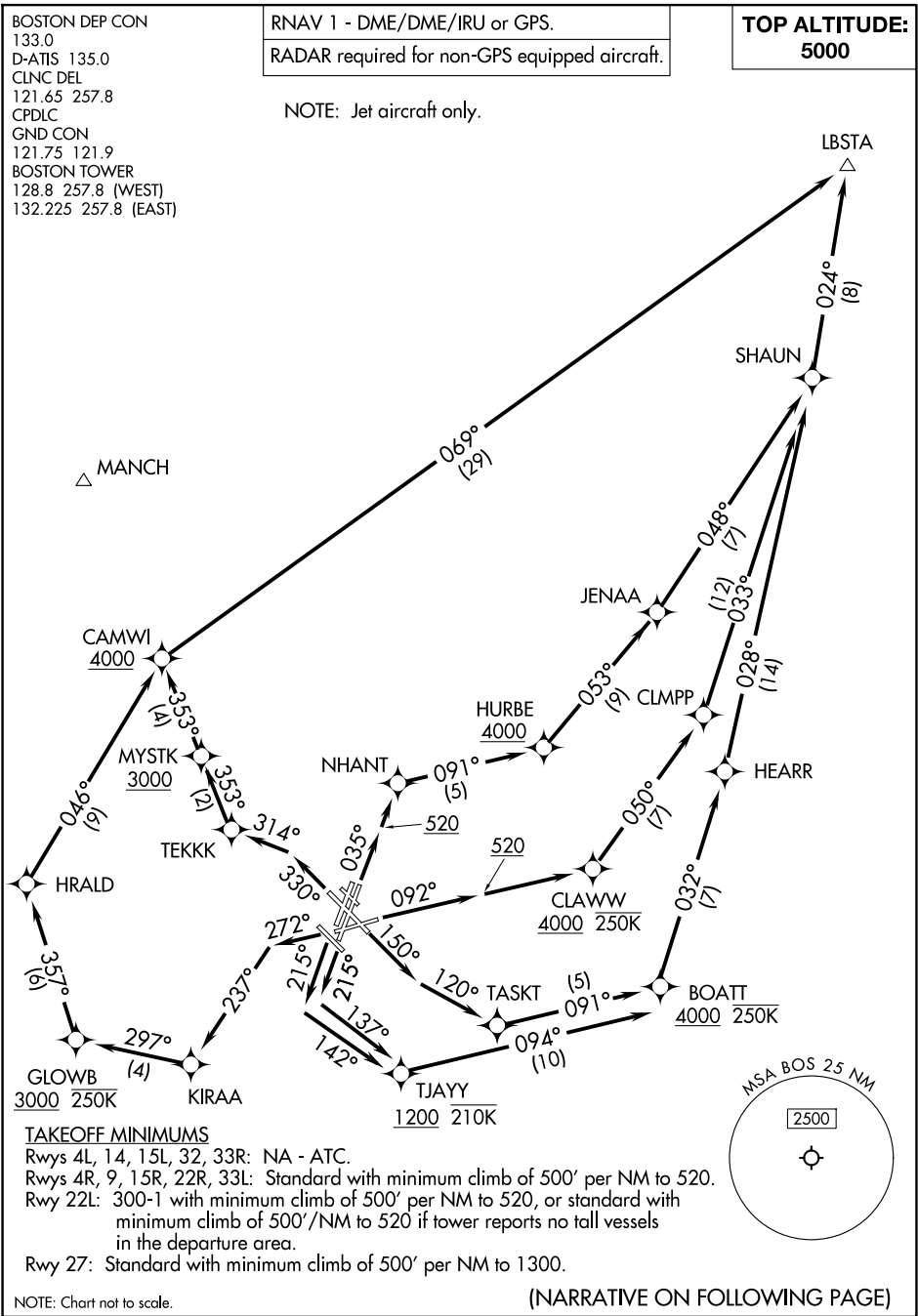
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKE, then on track 353° to cross MYSTK at or above 3000, thence....

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

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



(LBSTA8.LBSTA) 23334

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

LBSTA EIGHT DEPARTURE (RNAV)

AL-58 (FAA)

BOSTON, MASSACHUSETTS



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520' MSL, thence....

TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKE, then on track 353° to cross MYSTK at or above 3000, thence....

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

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LBSTA EIGHT DEPARTURE (RNAV)

BOSTON, MASSACHUSETTS

(LBSTA8.LBSTA) 30NOV23

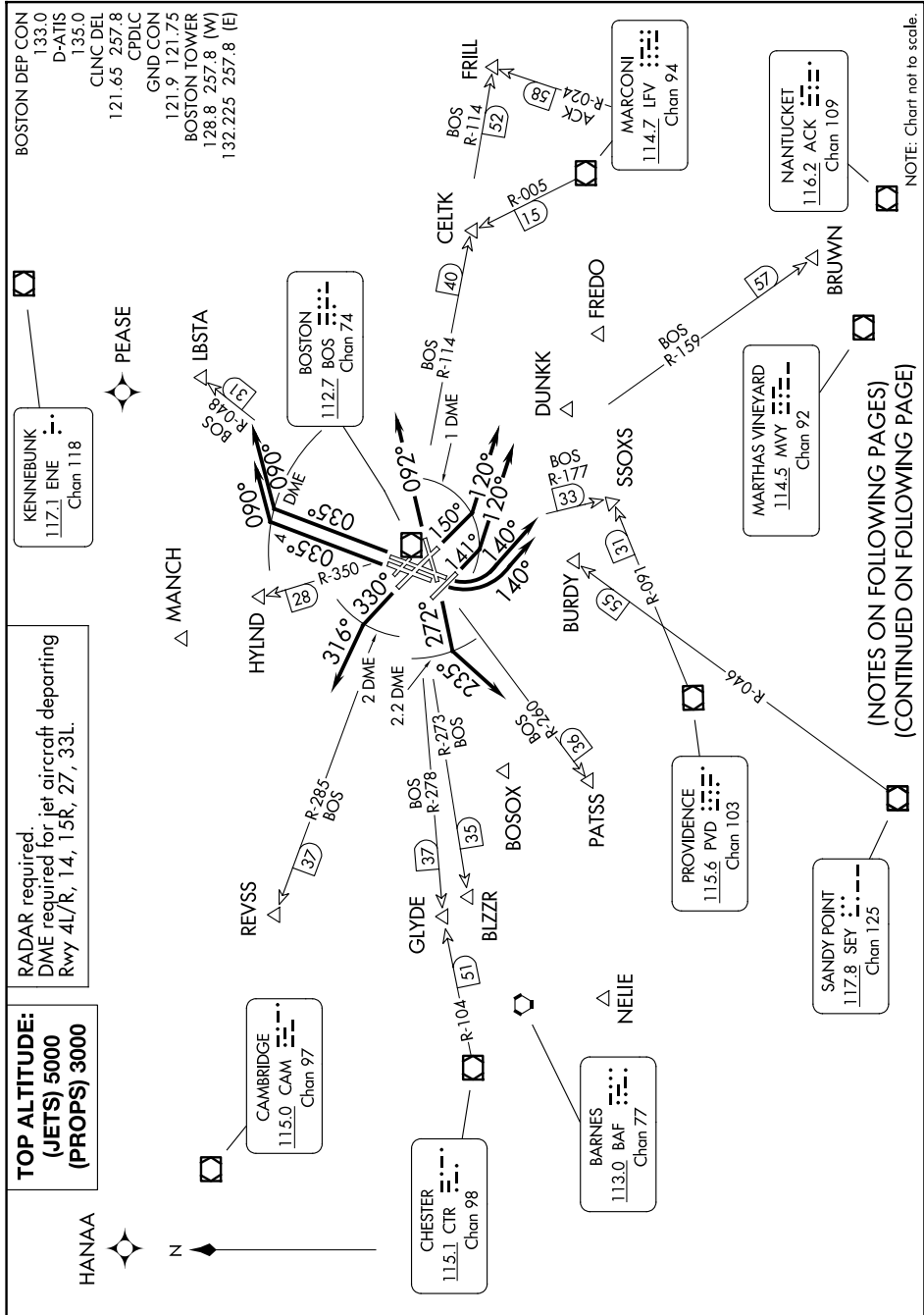
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

LOGAN FOUR DEPARTURE

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

AL-58 (FAA)

BOSTON, MASSACHUSETTS



LOGAN FOUR DEPARTURE

(LOGAN4.BOS) 08SEP22

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

LOGAN FOUR DEPARTURE

AL-58 (FAA)

BOSTON, MASSACHUSETTS



DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:

TAKEOFF RUNWAYS 4L/R: Climb on heading 035° to BOS 4 DME, then right turn heading 090°, thence....

TAKEOFF RUNWAY 9: Climb on heading 092°, thence....

TAKEOFF RUNWAY 14: Climb on heading 141° to BOS 1 DME, then left turn heading 120°, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to BOS 1 DME, then left turn heading 120°, thence....

TAKEOFF RUNWAYS 22L/R: Climbing left turn heading 140°, thence....

TAKEOFF RUNWAY 27: Climb on heading 272° to BOS 2.2 DME, then left turn heading 235°, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to BOS 2 DME, then left turn heading 316°, thence....

NON JET AIRCRAFT: Climb on assigned heading, thence....

....expect RADAR vectors to assigned route/navaid/fix. Jet aircraft maintain 5000 or lower assigned altitude. Non jet aircraft maintain 3000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF MINIMUMS:

Rwy 15L: NA-ATC.

Rwy 32, 33R: NA-environmental.

Rwy 4R, 15R: Standard.

Rwy 4L: 300-1 or standard with minimum climb of 369' per NM to 300.

Rwy 9: 300-1¼ or standard with minimum climb of 266' per NM to 300.

Rwy 14: Standard with minimum climb of 233' per NM to 1100.

Rwy 22L: 300-1 or standard if tower reports no tall vessels in the departure area.

Rwy 22R: 300-1¾ or standard with minimum climb of 320' per NM to 300.

Rwy 27: Standard with minimum climb of 487' per NM to 1000.

Rwy 33L: 300-1¾ or standard with minimum climb of 232' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.

NOTE: Jet aircraft departure headings/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000 MSL before proceeding on course.

NOTE: BLZZR DEPARTURES expect vectors on BOS R-273, DME required.

NOTE: BRUWN DEPARTURES expect vectors on BOS R-159, DME required.

NOTE: CELTK DEPARTURES expect vectors on BOS R-114.

NOTE: HYLND DEPARTURES expect vectors on BOS R-350, DME required.

NOTE: PATSS DEPARTURES expect vectors on BOS R-260, DME required.

NOTE: REVSS DEPARTURES expect vectors on BOS R-285, DME required.

NOTE: SSOXS DEPARTURES expect vectors on BOS R-177, DME required.

LOGAN FOUR DEPARTURE

(LOGAN4.BOS) 08SEP22

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NE-1, 03 SEP 2026 to 29 OCT 2026

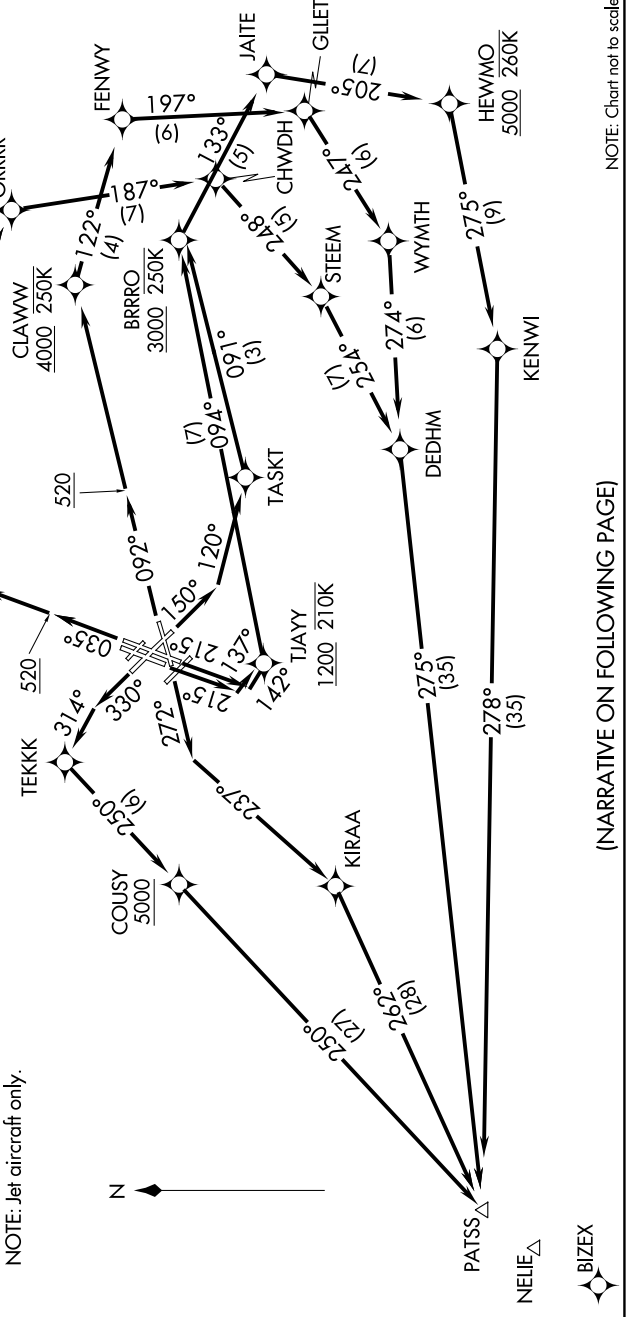
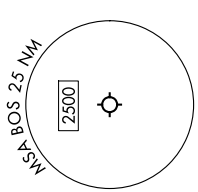
TOP ALTITUDE:
5000

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

TAKEOFF MINIMUMS:
Rwy 4L, 14, 15L, 32, 33R: NA-ATC.
Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500'/NM to 520.
Rwy 22L: 300-1 with minimum climb of 500'/NM to 520, if standard with minimum climb of 500'/NM to 1300, if tower reports no tall vessels in the departure area.
Rwy 27: Standard with minimum climb of 500'/NM to 1300.

BOSTON DEP CON
133.0
D-ATIS
135.0
CLNC DEL
121.65 257.8
CPDLC
GND CON
121.75 121.9
BOSTON TOWER
128.8 257.8 (WEST)
132.225 257.8 (EAST)

NOTE: Jet aircraft only.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct to cross CLAWW at or above 4000 and at or below 250K, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520' MSL, thence....

TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....

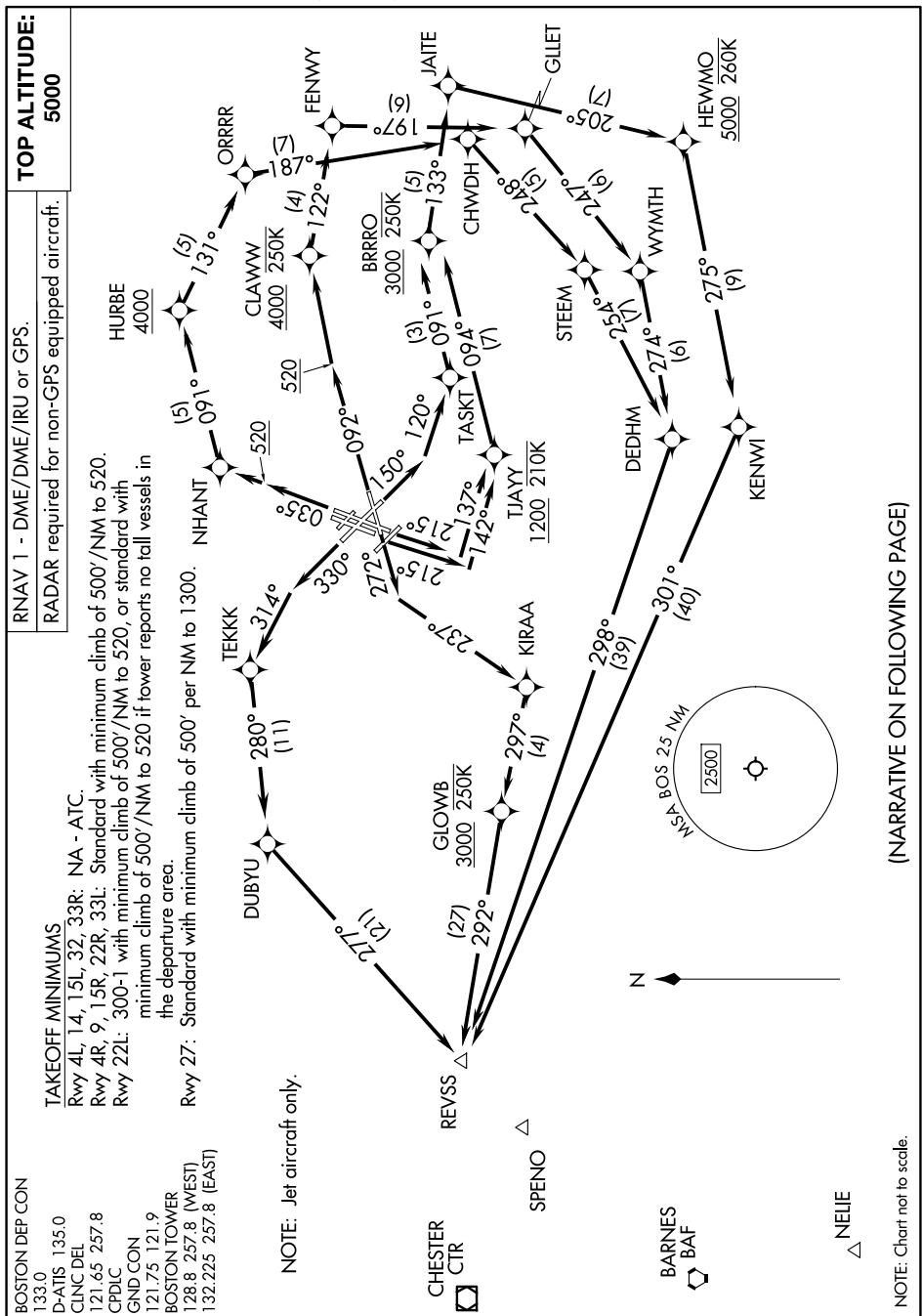
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKE, then on track 250° to cross COUSY at or above 5000, thence....

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

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520' MSL, thence....

TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....

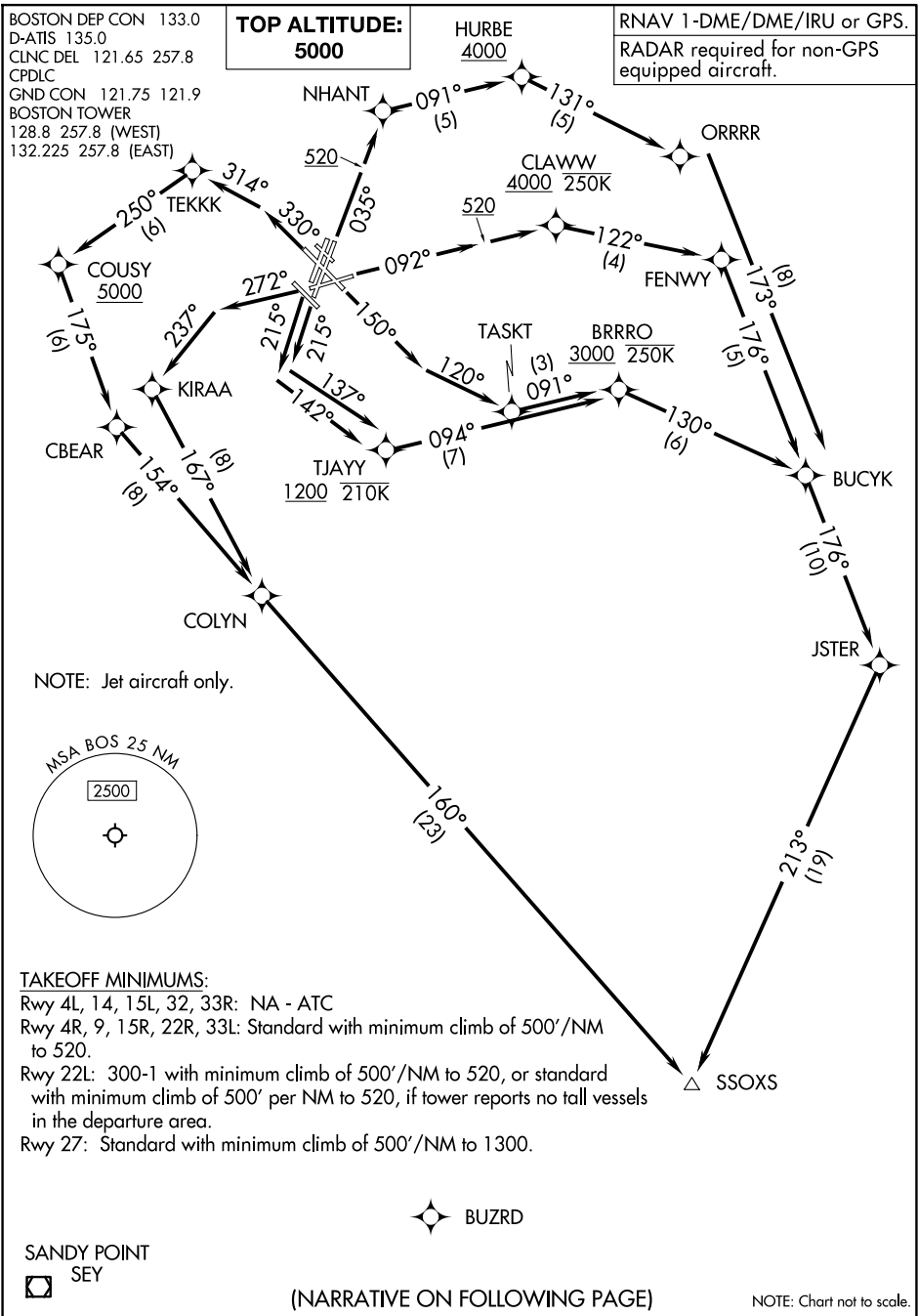
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKE, thence....

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

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

(SSOXS7.SSOXS) 23334

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

SSOXS SEVEN DEPARTURE (RNAV)

AL-58 (FAA)

BOSTON, MASSACHUSETTS



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250K, thence....

TAKEOFF RUNWAY 15R: Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210K until 520' MSL, thence....

TAKEOFF RUNWAY 22L: Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 22R: Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210K, thence....

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 237° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb on heading 330° to intercept course 314° to TEKKE, then on track 250° to cross COUSY at or above 5000, thence....

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

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

SSOXS SEVEN DEPARTURE (RNAV)

BOSTON, MASSACHUSETTS

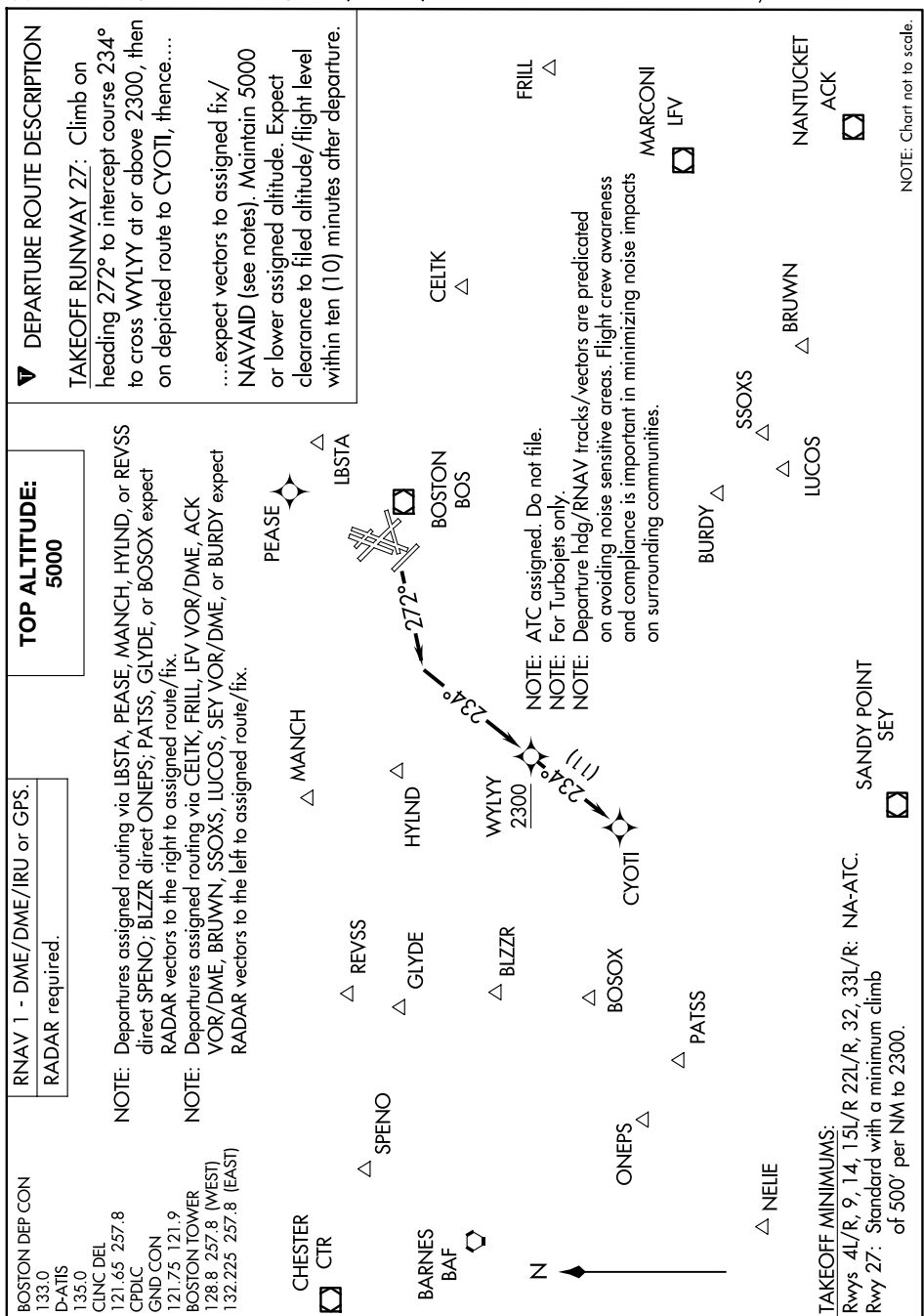
(SSOXS7.SSOXS) 30NOV23

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

WYLYY FIVE DEPARTURE (RNAV)

AL-58 (FAA)

BOSTON, MASSACHUSETTS



WYLYY FIVE DEPARTURE (RNAV)

(WYLYY5.WYLYY)

08SEP22

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BRIDGEPORT, CONNECTICUT

AL-621 (FAA)

26134

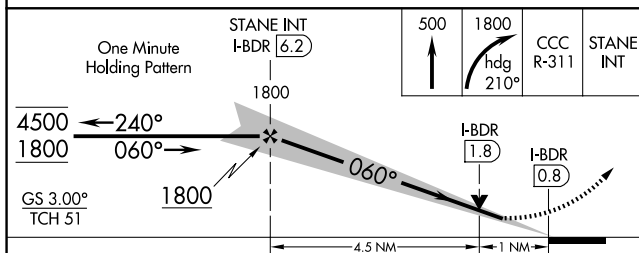
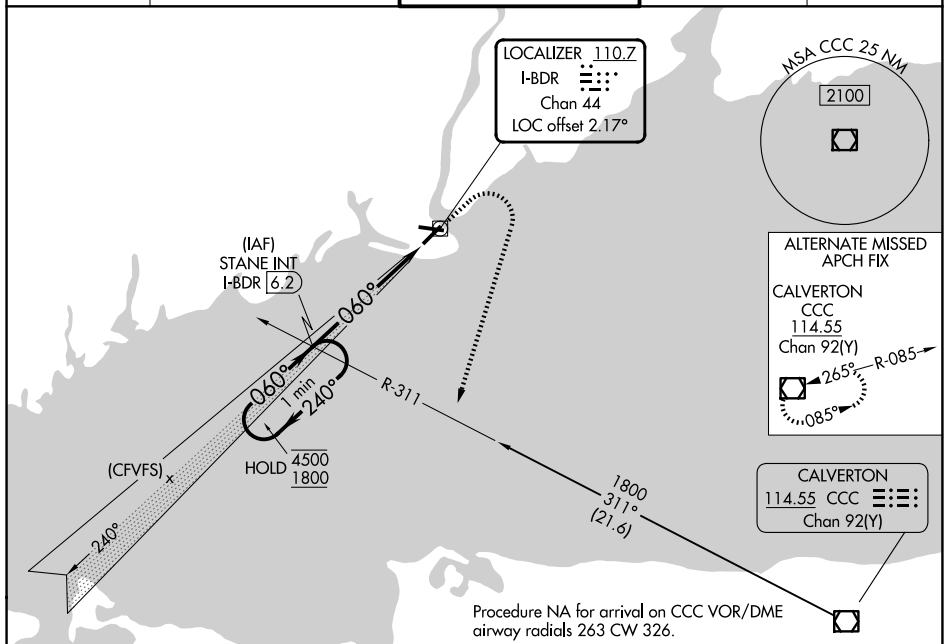
LOC/DME I-BDR 110.7 Chan 44	APP CRS 060°	Rwy Ldg TDZE Apt Elev	4677 7 9
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ILS or LOC RWY 6

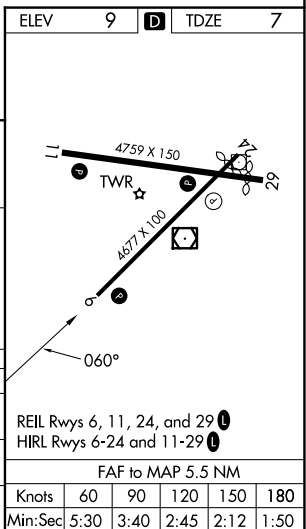
BRIDGEPORT/SIKORSKY (BDR)

⚠ Circling to Rwy 11, 29 NA at night. Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Autopilot coupled approach NA below 350.	MISSED APPROACH: Climb to 500 then climbing right turn to 1800 on heading 210° and CCC VOR/DME R-311 to STANE INT/I-BDR 6.2 DME and hold, continue climb-in-hold to 1800.
--	--

ATIS 119.15	NEW YORK APP CON 124.075 343.65	BRIDGEPORT TOWER★ 120.9 (CTAF) 257.8	GND CON 121.75 257.8	UNICOM 123.0
-----------------------	---	---	--------------------------------	------------------------



CATEGORY	A	B	C	D
S-ILS 6		257-1	250 (300-1)	
S-LOC 6		380-1	373 (400-1)	
CIRCLING	480-1 471 (500-1)	620-1 611 (700-1)	820-2½ 811 (900-2½)	820-2¾ 811 (900-2¾)



BRIDGEPORT, CONNECTICUT

Amdt 11 12JUN25

41°10'N-73°08'W

BRIDGEPORT/SIKORSKY (BDR)

ILS or LOC RWY 6

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 78140 W06A	APP CRS 060°	Rwy Ldg TDZE 4677 Apt Elev 9
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RNAV (GPS) RWY 6

BRIDGEPORT/SIKORSKY (BDR)

RNP APCH - GPS.

▼

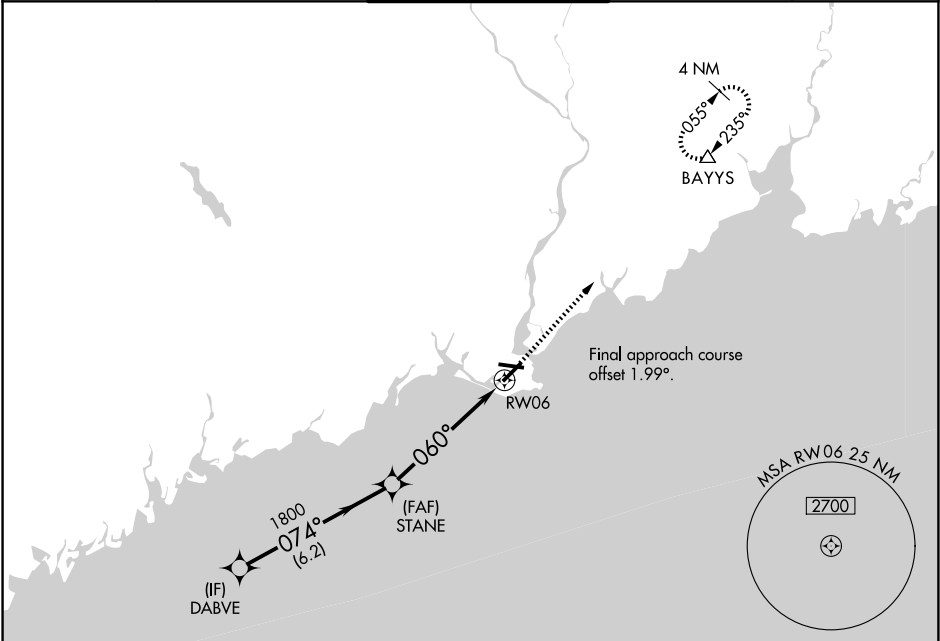
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

▲

Circling to Rwy 11, 29 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.

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

ATIS 119.15	NEW YORK APP CON 124.075 343.65	BRIDGEPORT TOWER★ 120.9 0 (CTAF) 257.8	GND CON 121.75 257.8	UNICOM 123.0
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	ELEV 9	D TDZE 7
--	---------------	------------------------

DABVE

2000

GP 3.00°
TCH 51

STANE

1800

1800

074°

060°

1 NM to RW06

RW06

500

2700

BAYYS

△

6.2 NM

4.5 NM

1 NM

CATEGORY	A	B	C	D
LPV DA		257-1	250 (300-1)	
LNAV/VNAV DA		284-1	277 (300-1)	
LNAV MDA		380-1	373 (400-1)	
CIRCLING	480-1 471 (500-1)	620-1 611 (700-1)	820-2½ 811 (900-2½)	820-2¾ 811 (900-2¾)

4759 X 150

467 X 100

060°

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

APP CRS 291°	Rwy Ldg TDZE Apt Elev	4395 7 9
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RNAV (GPS) RWY 29
BRIDGEPORT/SIKORSKY (BDR)

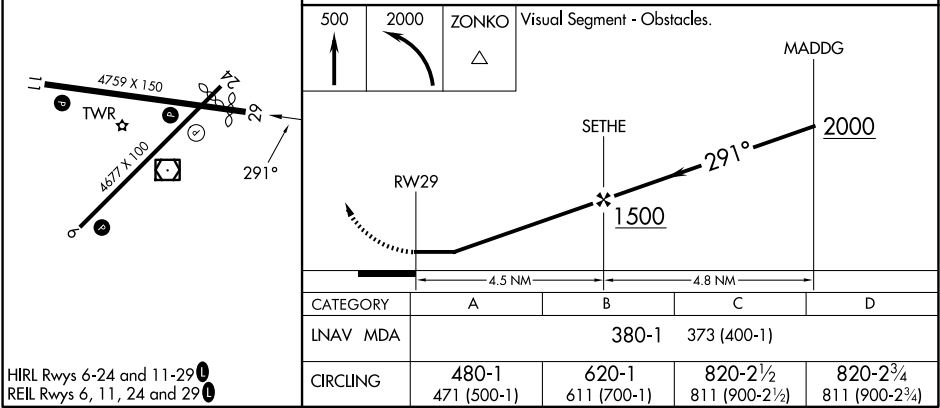
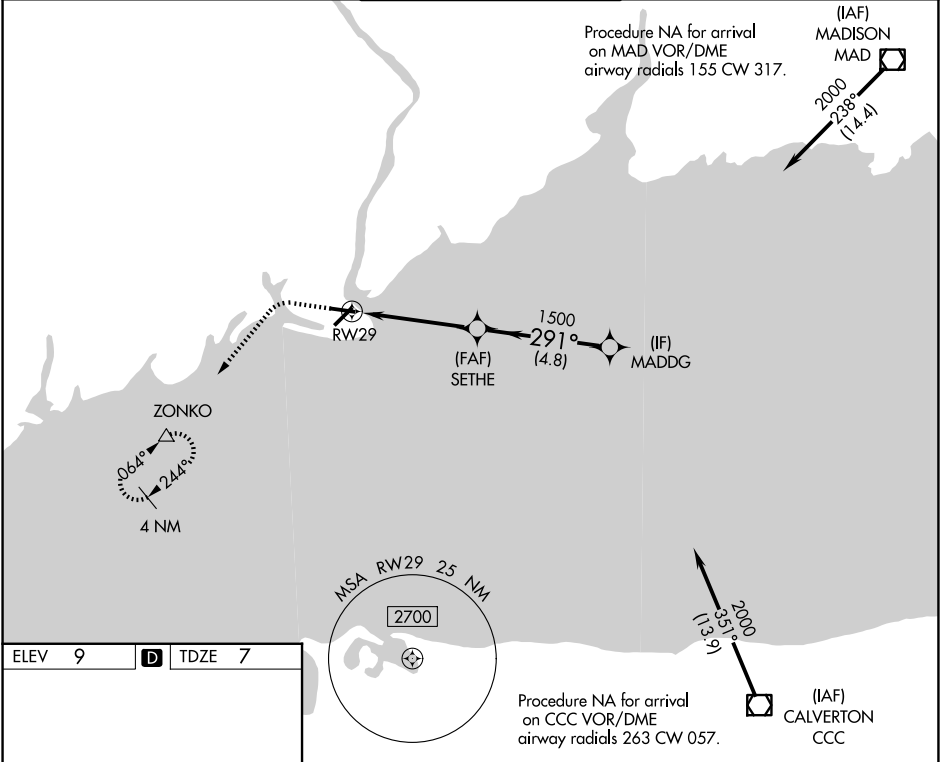
RNP APCH - GPS.

- ▼ Rwy 29 helicopter visibility reduction below 1 SM NA.

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

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

ATIS 119.15	NEW YORK APP CON 124.075 343.65	BRIDGEPORT TOWER★ 120.9 0 (CTAF) 257.8	GND CON 121.75 257.8	UNICOM 123.0
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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

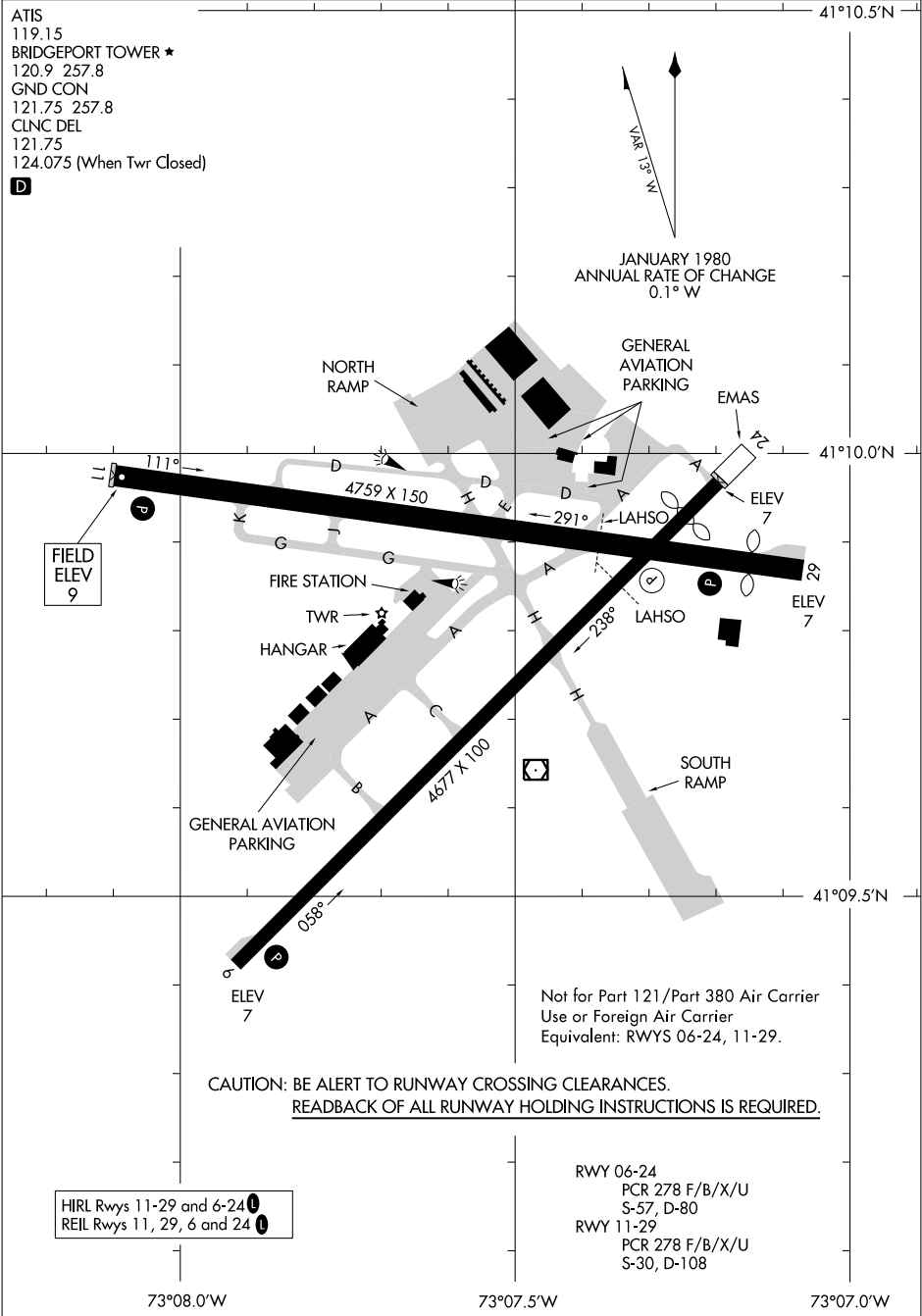
ATIS
119.15
BRIDGEPORT TOWER ★
120.9 257.8
GND CON
121.75 257.8
CLNC DEL
121.75
124.075 (When Twr Closed)

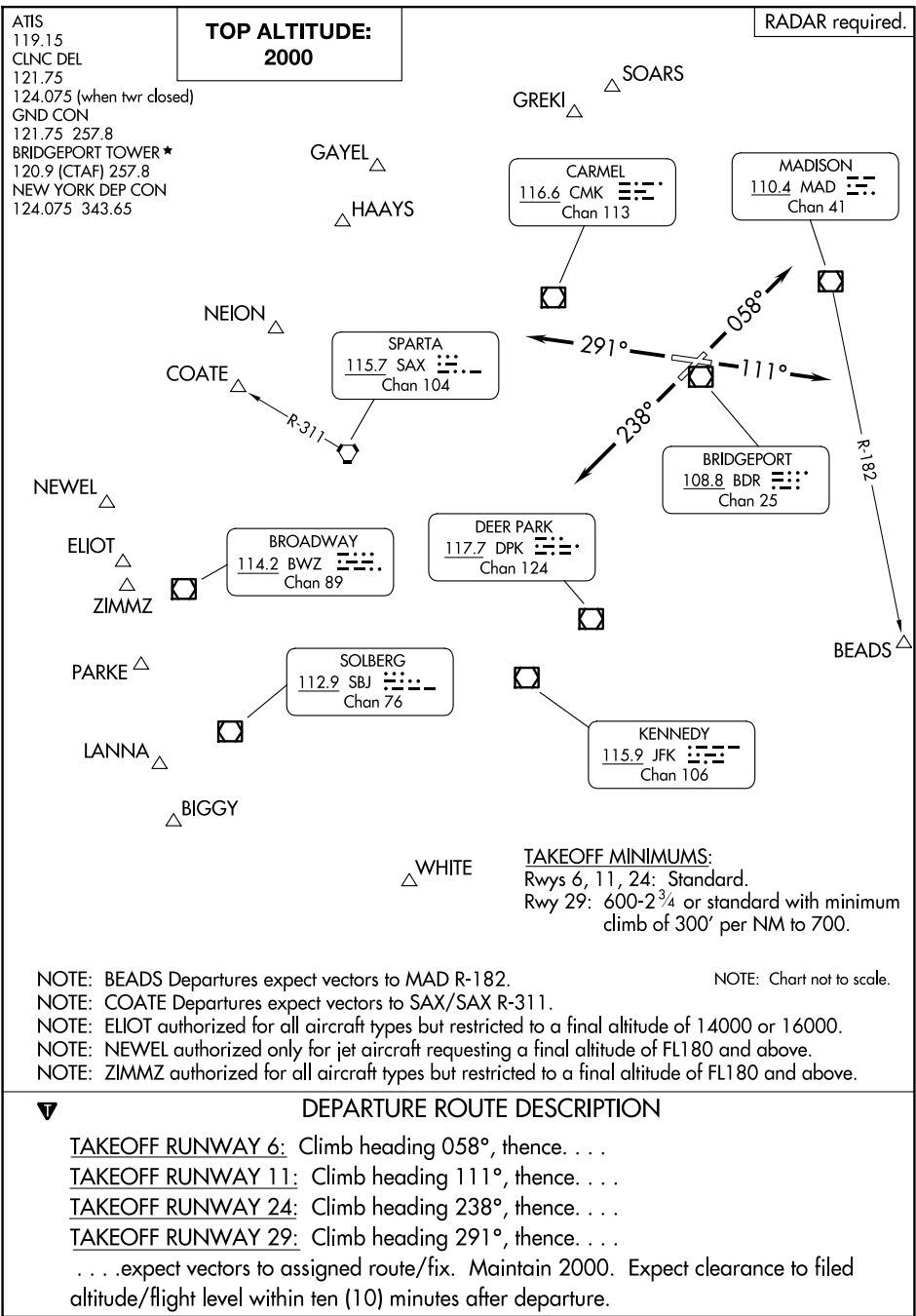
D

VAR 13° W
JANUARY 1980
ANNUAL RATE OF CHANGE
0.1° W

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026





NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BRUNSWICK, MAINE

AL-10605 (FAA)

26246

LOC/DME I-BXM 109.3 Chan 30	APP CRS 012°	Rwy Ldg 8000 TDZE 63 Apt Elev 75
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ILS or LOC RWY 1R
BRUNSWICK EXEC (BXM)

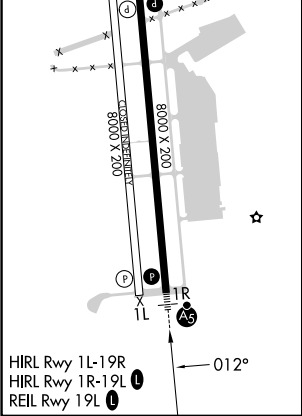
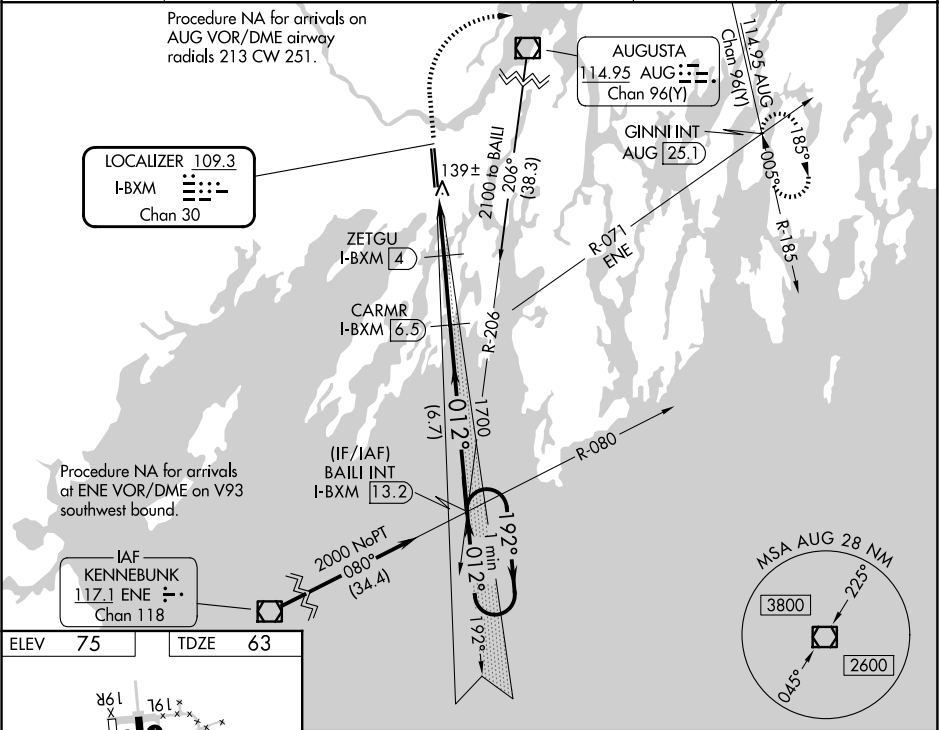
NA

DME required. VDP NA when using Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase S-ILS 1R DA to 314; increase all MDA 60 feet; increase S-LOC 1R Cats C/D visibilities ½ SM and Circling Cat C/D visibilities ¼ SM.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 080° and AUG VOR/DME R-185 to GINNI INT/AUG 25.1 DME and hold.

AWOS-3PT 134.875	PORTLAND APP CON ★ (112°-292°) 119.75 269.35 (293°-111°) 120.4 299.2	CINC DEL 123.65	UNICOM 122.725 (CTAF) 0
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600	3000	AUG R-185	GINNI INT	CARMR I-BXM 6.5	BAILI INT I-BXM 13.2	One Minute Holding Pattern
* LOC only.						
* I-BXM 2.4						
* I-BXM 1.5						
900*						
1700						
192°						
012°						
2000						
GS 3.00°						
TCH 50						
CATEGORY	A	B	C	D		
S-ILS 1R	263-½		200 (200-½)			
S-LOC 1R	400-½		337 (400-½)			
CIRCLING	560-1		485 (500-1)		840-2¼ 765 (800-2¼)	840-2½ 765 (800-2½)

BRUNSWICK, MAINE
Amdt 1 10NOV16

43°54'-69°56'W

BRUNSWICK EXEC (BXM)
ILS or LOC RWY 1R

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 69415 W01A	APP CRS 013°	Rwy Ldg TDZE Apt Elev	8000 63 75
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RNAV (GPS) RWY 1R

BRUNSWICK EXEC (BXM)

⚠

Baro-VNAV NA when using Portland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase LPV DA to 314, LNAV/VNAV DA to 461 and all LNAV/VNAV visibilities ¼ SM; increase all MDA 60 feet and LNAV Cat C/D visibilities ¼ SM and Circling Cat C/D visibilities ¼ SM. For inop ALS when using Portland altimeter setting, increase LNAV Cat C/D visibility to 1 ½ SM.

MALSR

MISSED APPROACH:

Climb to 2500 direct WODGI and hold.

AWOS-3PT 134.875	PORTLAND APP CON ★ (112°-292°) 119.75 269.35 (293°-111°) 120.4 299.2	CLNC DEL 123.65	UNICOM 122.725 (CTAF) 0
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MISSED APCH FIX
WODGI
193° 4 NM
013°

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

Procedure NA for arrivals at ZETGU 2.5 NM to RW01R (FAF) CARMR
1700
013° (6.7)

Procedure NA for arrivals at (IF/IAF) BAILI
193° 4 NM
013°

Procedure NA for arrivals at (IAF) EMHOV
2000 NoPT 283° (8.6)

Procedure NA for arrivals at MESH on V268 southwest bound.
2000 NoPT 044° (24.6)

Procedure NA for arrivals at RAZZR on V93 northeast bound and on V302 northwest bound.
2000 208° (31.8)

MSA RW01R 25 NM
3100

ELEV 75	TDZE 63
---------	---------

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

013°

2500	WODGI	ZETGU 2.5 NM to RW01R	CARMR	BAILI	4 NM Holding Pattern
* LNAV only.		RW01R *1.2 NM to RW01R			193° → 2000 ← 013°
		*900	1700		GP 3.00° TCH 50
		1.2 NM	1.3 NM	2.5 NM	6.7 NM
CATEGORY	A	B	C	D	
LPV DA		263-½	200 (200-½)		
LNAV/VNAV DA		410-⅝	347 (400-⅝)		
LNAV MDA	500-½	437 (500-½)	500-¾	437 (500-¾)	
CIRCLING	560-1	485 (500-1)	840-2¼ 765 (800-2¼)	840-2½ 765 (800-2½)	

BRUNSWICK, MAINE

Amdr 2 10NOV16

43°54'-69°56'W

93

BRUNSWICK EXEC (BXM)

RNAV (GPS) RWY 1R

BRUNSWICK, MAINE

WAAS CH 72815 W19A	APP CRS 193°	Rwy Ldg TDZE Apt Elev	8000 74 75
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RNAV (GPS) RWY 19L

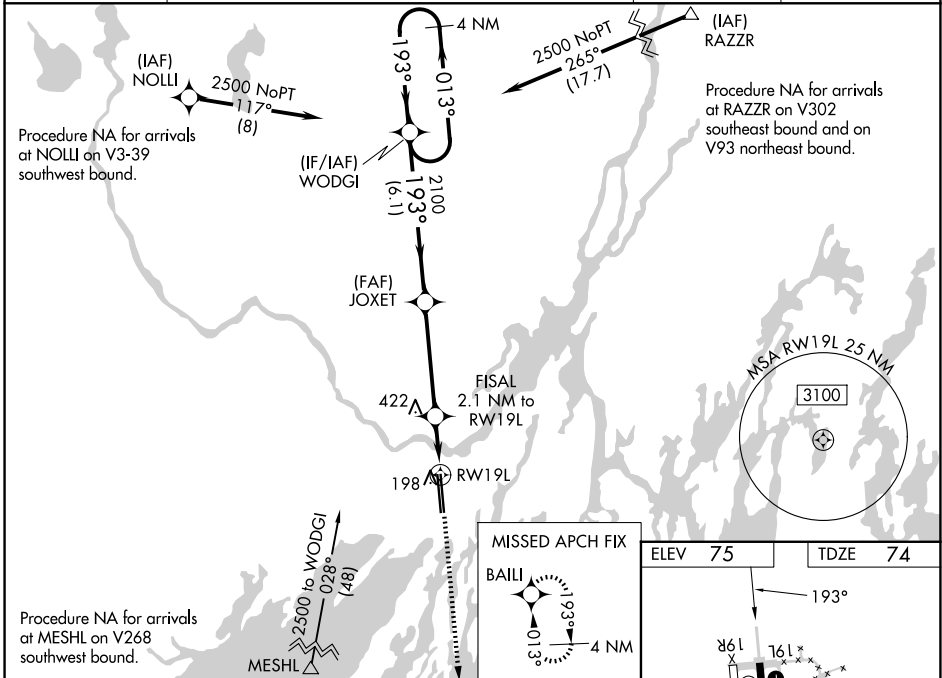
BRUNSWICK EXEC(BXM)

RNP APCH - GPS.

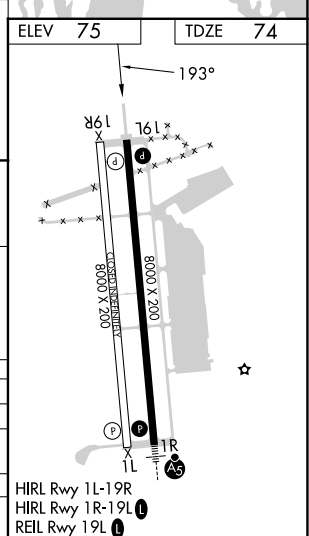
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Inlet probe does not apply to LPV all Cats. Rwy 19L helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting: increase LPV DA to 382 feet and all visibilities ¾ SM; increase LNAV/VNAV DA to 410 feet and all visibilities ¾ SM; increase all MDA 60 feet and LNAV and Circling Cts C/D ¼ SM.

MISSED APPROACH:
Climb to 2000 direct
BAIL and hold.

AWOS-3PT 134.875	PORTLAND APP CON ★ (112°-292°) 119.75 269.35 (293°-111°) 120.4 299.2	CLNC DEL 123.65	UNICOM 122.725 (CTAF) ①
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4 NM Holding Pattern		WODGI		JOXET		FISAL 2.1 NM to RW19L		2000 ↑		BAILI 	
2500 ← 013° 193° →		193°		2100		*780		*1.1 NM to RW19L		*INAV only. RW19L	
GP 3.00° TCH 53											
		6.1 NM		4.1 NM		1 NM		1.1 NM			
CATEGORY		A		B		C				D	
LPV DA				331- ³ / ₄		257 (300- ³ / ₄)					
INAV/ VNAV DA				359- ⁷ / ₈		285 (300- ⁷ / ₈)					
INAV MDA		460-1		386 (400-1)		460-1 ¹ / ₈		386 (400-1 ¹ / ₈)			
CIRCLING		560-1		485 (500-1)		840-2 ¹ / ₄ 765 (800-2 ¹ / ₄)		840-2 ¹ / ₂ 765 (800-2 ¹ / ₂)			



BRUNSWICK, MAINE

Amdt 1C 06OCT22

BRUNSWICK EXEC(BXM)

RNAV (GPS) RWY 19L

43°54'-69°56'W

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

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

ILS or LOC RWY 15
PATRICK LEAHY BURLINGTON INTL (BTV)

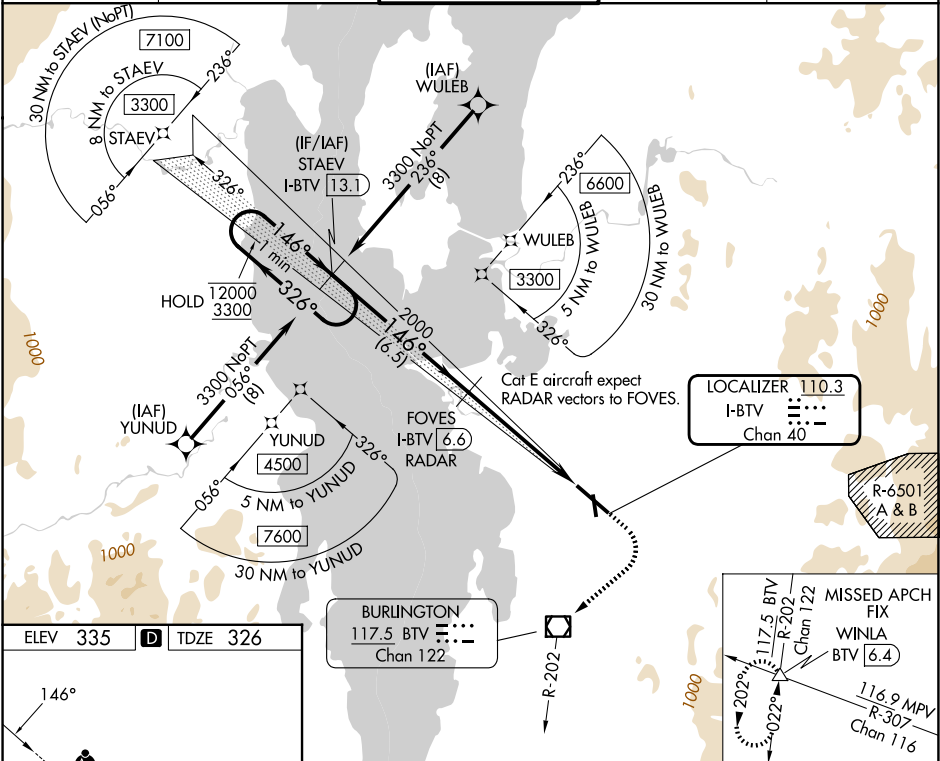
RNP APCH - GPS. From WULEB or YANUD.

RADAR required for non-GPS equipped aircraft. RADAR required for Cat E aircraft.

⚠ Rwy 15 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-LOC 15 all Cats visibility to RVR 5500.
Inop table does not apply to S-ILS 15.

MALSR MISSED APPROACH: Climb to 800 then climbing right turn to 3600 direct BTV VOR/DME and on BTV VOR/DME R-202 to WINLA INT/BTV 6.4 DME and hold, continue climb-in-hold to 3600.

ATIS	BURLINGTON APP CON *	BURLINGTON TOWER *	GND CON	UNICOM
123.8 269.9	121.1 278.8	118.3 (CTAF) 0 257.8	126.3 348.6	122.95



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One Minute Holding Pattern	STAEB I-BTV (13.1)	FOVES I-BTV (6.6) RADAR	800	3600	BTV R-202	BTV R-202	WINLA
12000	326°	146°	2000	2000	I-BTV (2.5)	I-BTV (1.5)	
3300	146°						
GS 3.00° TCH 51							
CATEGORY	A	B	C	D	E		
S-ILS 15			576/40	250 (300-¾)			
S-LOC 15			700/40	374 (400-¾)			
CIRCLING	840-1	860-1	1220-2¾	1380-3	1400-3		
	505 (600-1)	525 (600-1)	885 (900-2¾)	1045 (1100-3)	1065 (1100-3)		

ILS or LOC RWY 33

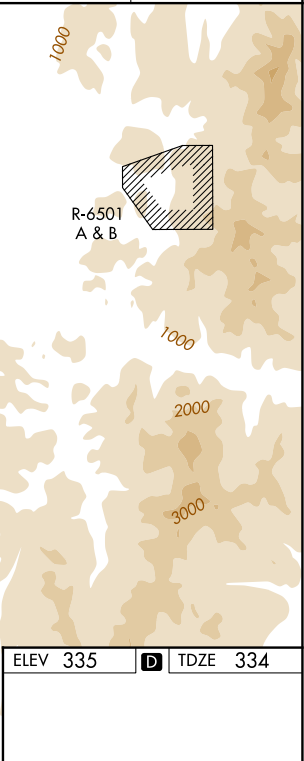
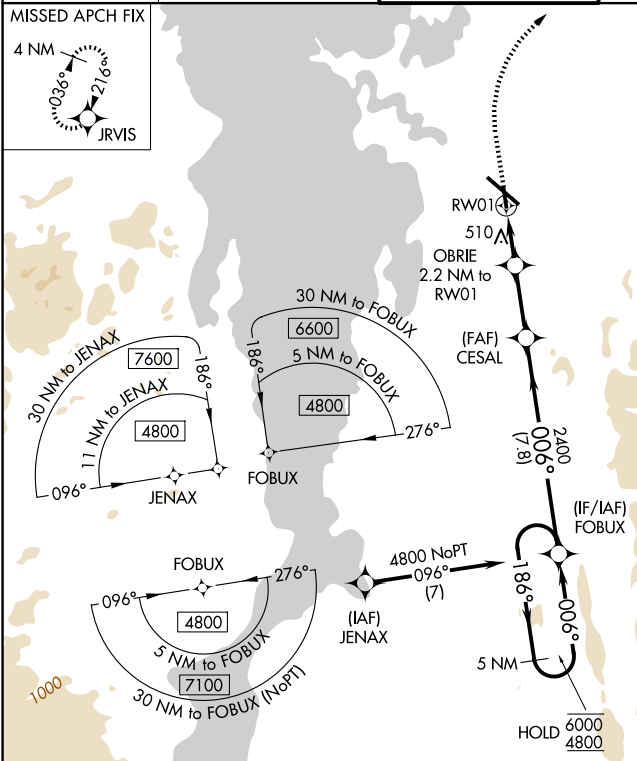
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58044 W01A	APP CRS 006°	Rwy Ldg TDZE 334 Apt Elev 335
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RNAV (GPS) RWY 1
PATRICK LEAHY BURLINGTON INTL (BTV)

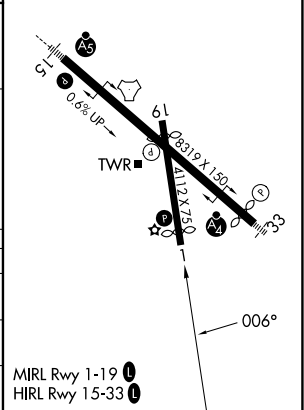
RNP APCH - GPS.	MISSED APPROACH: Climb to 900 then climbing right turn to 3500 direct JRVIS and hold, continue climb-in-hold to 3500.
-9°C Rwy 1 helicopter visibility reduction below 3/4 SM NA.	

ATIS 123.8 269.9	BURLINGTON APP CON ★ 121.1 278.8	BURLINGTON TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 126.3 348.6	UNICOM 122.95
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5 NM Holding Pattern	FOBUX	CESAL	OBRIE	RW01
6000 4800	186° 006°	2400	2400	2400
GP 4.00° TCH 30				
	7.8 NM	2.6 NM	1.2 NM	0.9 NM

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



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BURLINGTON, VERMONT

AL-70 (FAA)

25275

WAAS CH 72736 W15A	APP CRS 146°	Rwy Ldg TDZE Apt Elev	7820 326 335
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RNAV (GPS) RWY 15

PATRICK LEAHY BURLINGTON INTL (BTV)

RNP APCH - GPS.

▼

⚠

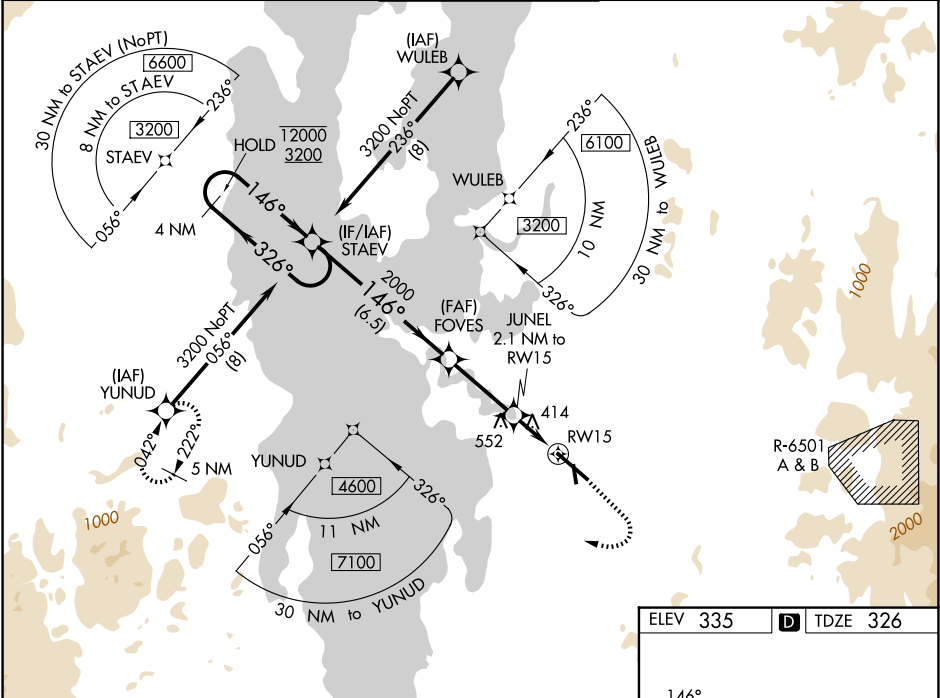
❄ -9°C

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

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 5600 direct YUNUD and hold, continue climb-in-hold to 5600.

ATIS 123.8 269.9	BURLINGTON APP CON ★ 121.1 278.8	BURLINGTON TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 126.3 348.6	UNICOM 122.95
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4 NM Holding Pattern STAEBV		1000	5600	YUNUD
12000 ← 326° 3200 → 146°		FOVES	2000	JUNEL 2.1 NM to RW15
GP 3.00° TCH 51		2000	1020	1 NM to RW15
		6.5 NM	3.1 NM	1.1 NM
CATEGORY	A	B	C	D
LPV DA		576/40	250 (300-¾)	
LNAV/VNAV DA		645/40	319 (400-¾)	
LNAV MDA		680/40	354 (400-¾)	
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	1220-2¾ 885 (900-2¾)	1380-3 1045 (1100-3)

ELEV 335 TDZE 326

MIRL Rwy 1-19 0
HIRL Rwy 15-33 0

BURLINGTON, VERMONT
Amdt 1C 07OCT21

44°28'N-73°09'W

PATRICK LEAHY BURLINGTON INTL (BTV)

RNAV (GPS) RWY 15

NE-1, 03 SEP 2026 to 29 OCT 2026

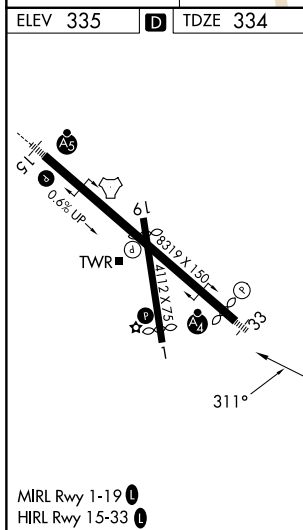
NE-1, 03 SEP 2026 to 29 OCT 2026

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

MALSF



MISSED APPROACH: Climb to 3000 direct MANIF and on track 333° to STAEV and hold.

UNICOM
122.95

3000 ↑	MANIF ✦	tr 333°	STA EV ✦	WENKI 4.2 NM to HABOK	ZABOX	FOGMO	SILDE	5 NM Holding Pattern
IRAGE NASEE 2 NM to HABOK				3900		311° 131° 10000 6000		
HABOK 1 NM to HABOK				2120		VGS1 and descent angles not coincident (VGS1 Angle 3.20/TCH 53).		
3.47° TCH 55				940 1320				
0.5				1 NM		1 NM		2.2 NM
				4.8 NM		3 NM		8.2 NM
CATEGORY	A		B		C		D	
LNAV MDA	740/40		406 (500-3/4)		740/50		406 (500-1)	
CIRCLING	840-1 505 (600-1)		860-1 525 (600-1)		1220-2 3/4 885 (900-2 3/4)		1380-3 1045 (1100-3) 1500-3 1165 (1200-3)	

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

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

VOR RWY 1

PATRICK LEAHY BURLINGTON INTL (BTV)

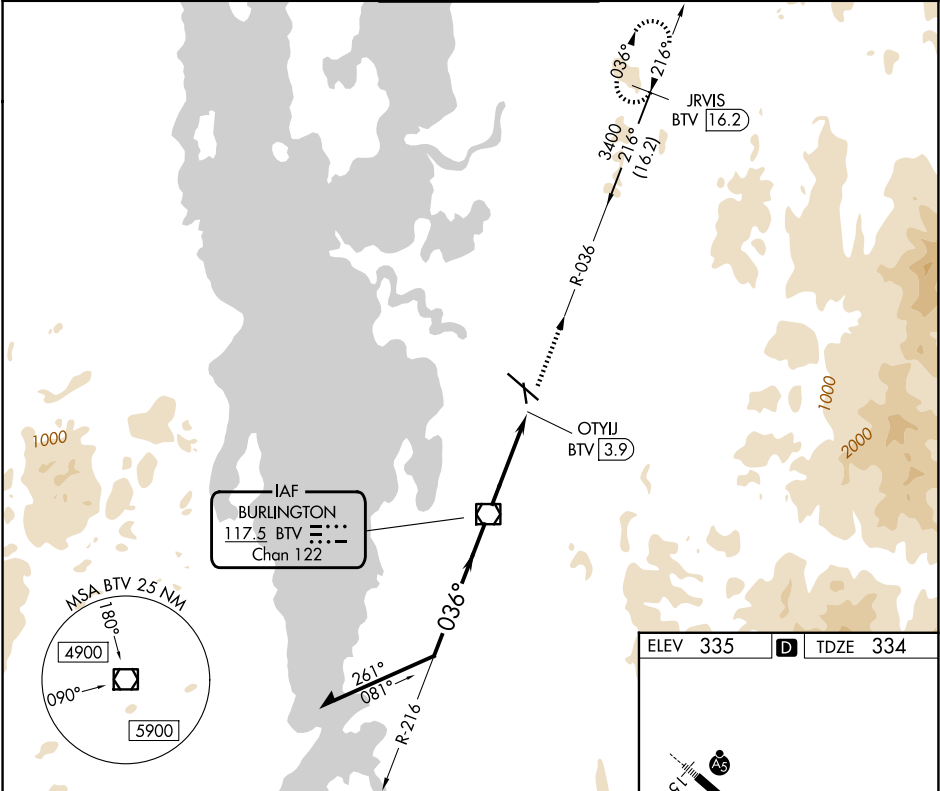
DME required.

 -9°C

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

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

ATIS 123.8 269.9	BURLINGTON APP CON ★ 121.1 278.8	BURLINGTON TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 126.3 348.6	UNICOM 122.95
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Remain within 10 NM

3000

216°

036°

2200

3.9 NM

0.3

3500

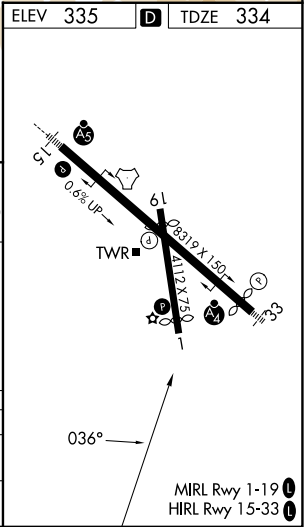
BTV R-036

JRVIS BTV 16.2

Visual Segment - Obstacles.

OTYIJ BTV 3.9

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



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

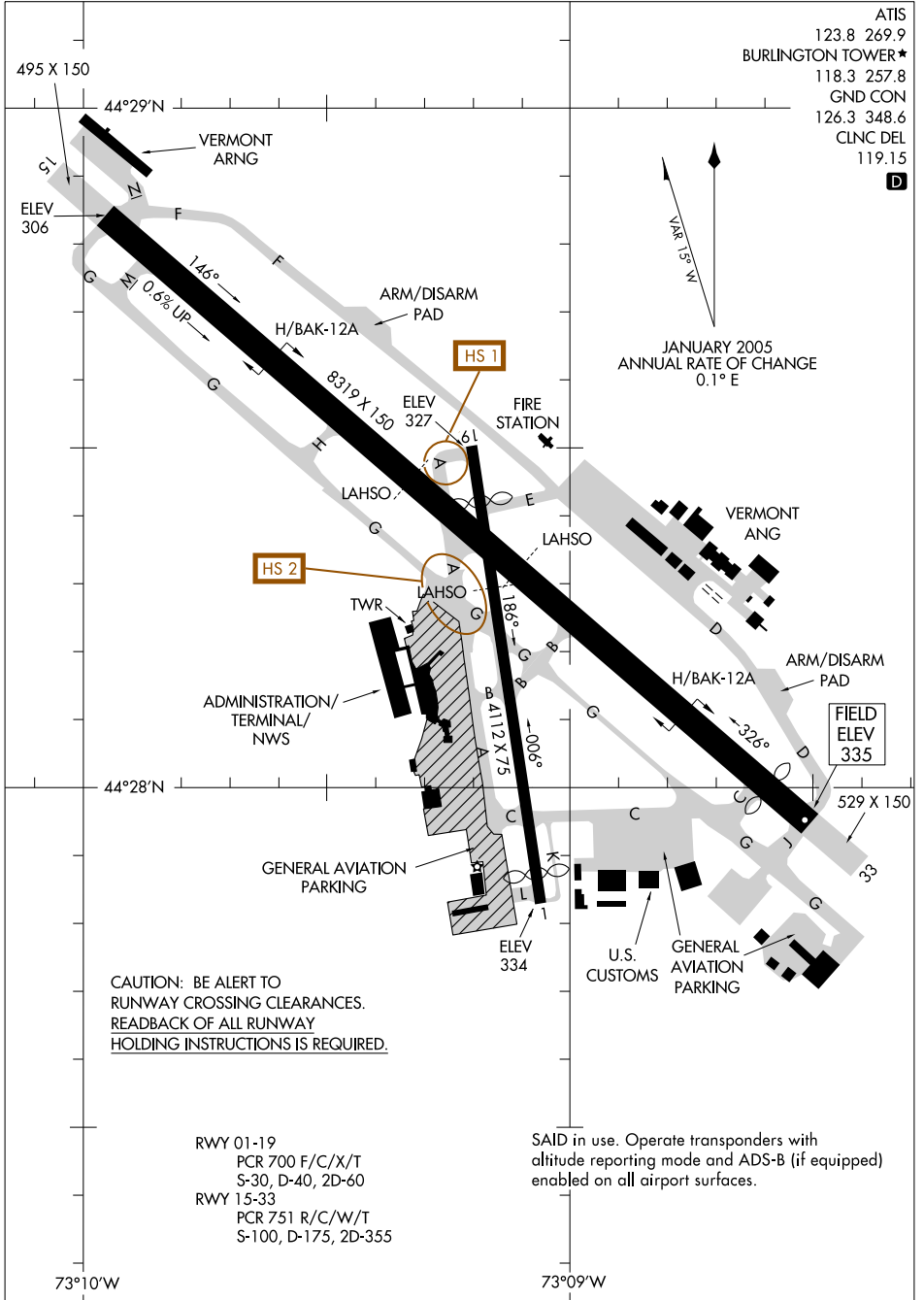
26134

AIRPORT DIAGRAM

PATRICK LEAHY BURLINGTON INTL (BTV)

AL-70 (FAA)

BURLINGTON, VERMONT



AIRPORT DIAGRAM

26134

BURLINGTON, VERMONT

PATRICK LEAHY BURLINGTON INTL (BTV)

BURLINGTON ONE DEPARTURE

PATRICK LEAHY BURLINGTON INTL (BTV)
AL-70 (FAA) BURLINGTON, VERMONT

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

TOP ALTITUDE:
10000

NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 360' per NM to 6000.
Rwy 15: Standard with minimum climb of 375' per NM to 5900.
Rwy 19: Standard with minimum climb of 345' per NM to 5900.
Rwy 33: Standard with minimum climb of 340' per NM to 5900.

BANGOR
114.8 BGR
Chan 95

BURLINGTON
117.5 BTV
Chan 122

MONTPELIER
116.9 MPV
Chan 116

WATERTOWN
109.8 ART
Chan 35

SYRACUSE
117.0 SYR
Chan 117

ALBANY
115.3 ALB
Chan 100

CAMBRIDGE
115.0 CAM
Chan 97

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1, 15, 19, 33: Climb on assigned heading for RADAR vectors to filed navaid, fix, or airway to 10000 or assigned lower altitude. Expect filed altitude 10 minutes after departure.

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

CARIBOU, MAINE

AL-5033 (FAA)

26134

WAAS CH 77539 W01A	APP CRS 004°	Rwy Ldg TDZE 620 Apt Elev 620
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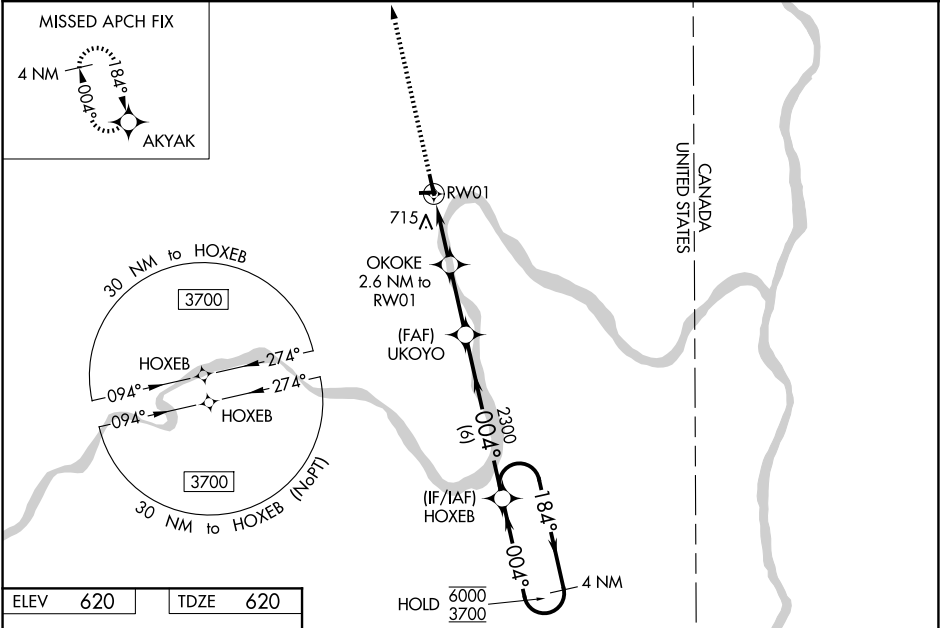
RNAV (GPS) RWY 1
CARIBOU MUNI (CAR)

RNP APCH.

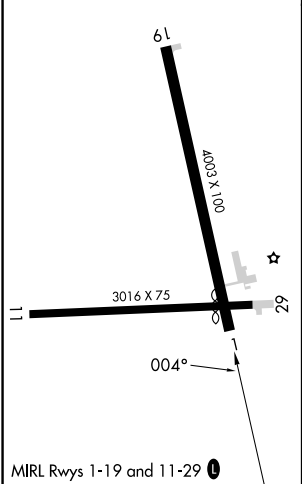
⚠ Rwy 1 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Presque Isle altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Straight-in Rwy 1 NA at night. Circling Rwy 1, 11, 29 NA at night. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DAs 49 feet and all MDAs 60 feet. Increase LNAV MDA Cat C & D visibility 1/8 SM, Circling Cat D visibility 1/4 SM.

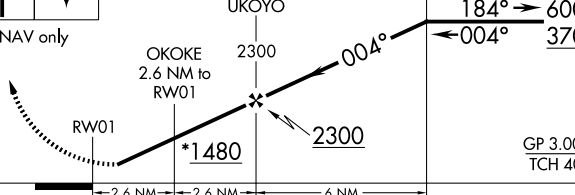
MISSED APPROACH:
Climb to 3000 direct
AKYAK and hold.

ASOS 135.125	BOSTON CENTER 124.75 239.05	CLNC DEL 124.75	UNICOM 122.8 (CTAF) 0
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ELEV 620	TDZE 620
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3000	AKYAK	4 NM Holding Pattern		
				
* LNAV only				
				
CATEGORY	A	B	C	D
LPV DA		870-1	250 (300-1)	
LNAV/VNAV DA		872-1	252 (300-1)	
LNAV MDA		980-1	360 (400-1)	
CIRCLING	1140-1	520 (600-1)	1140-1½ 520 (600-1½)	1400-2½ 780 (800-2½)

CARIBOU, MAINE
Orig-A 16JUL20

46°52'N-68°01'W

CARIBOU MUNI (CAR)
RNAV (GPS) RWY 1

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 65639 W19A	APP CRS 184°	Rwy Ldg TDZE 620 Apt Elev 620
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RNAV (GPS) RWY 19
CARIBOU MUNI (CAR)

RNP APCH.

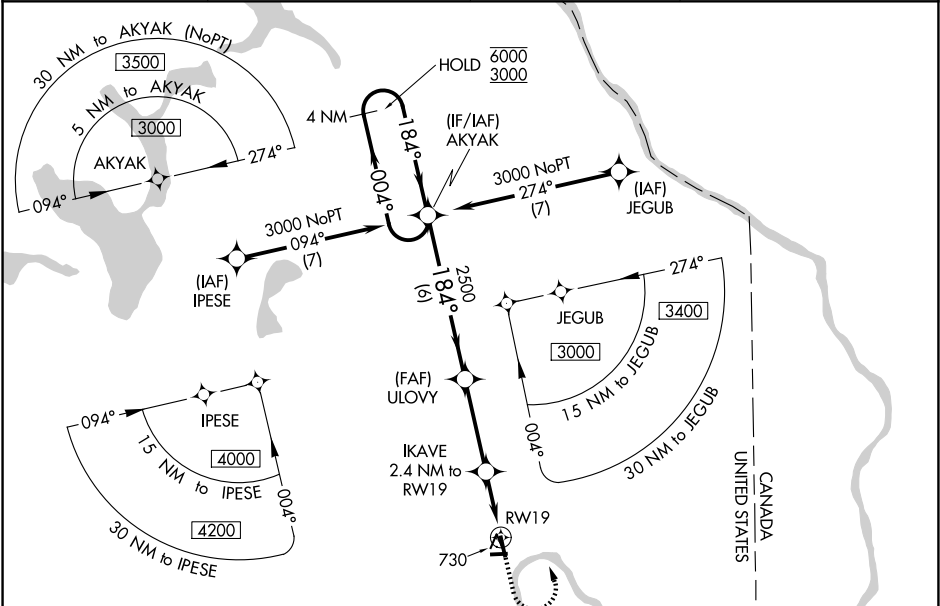
▼

▲

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

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

ASOS 135.125	BOSTON CENTER 124.75 239.05	CLNC DEL 124.75	UNICOM 122.8 (CTAF) 0
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ELEV 620 TDZE 620

184°

61

4003 X 100

3016 X 75

11

29

1

4 NM Holding Pattern

AKYAK

ULOYV

IKAVE

2.4 NM to RW19

1300

3000

AKYAK

6000

3000

004°

184°

184°

2500

*1420

*1 NM to RW19

*LNAV only.

GP 3.00°

TCH 40

6 NM

3.4 NM

1.4 NM

1 NM

RW19

CATEGORY	A	B	C	D
LPV DA		870-1	250 (300-1)	
LNAV/VNAV DA		894-1	274 (300-1)	
LNAV MDA		980-1	360 (400-1)	
CIRCLING	1140-1	520 (600-1)	1140-1½ 520 (600-1½)	1400-2½ 780 (800-2½)

MIRL Rwy 1-19 and 11-29 0

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

CARRABASSETT, MAINE

AL-10102 (FAA)

25275

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

RNAV (GPS)-A

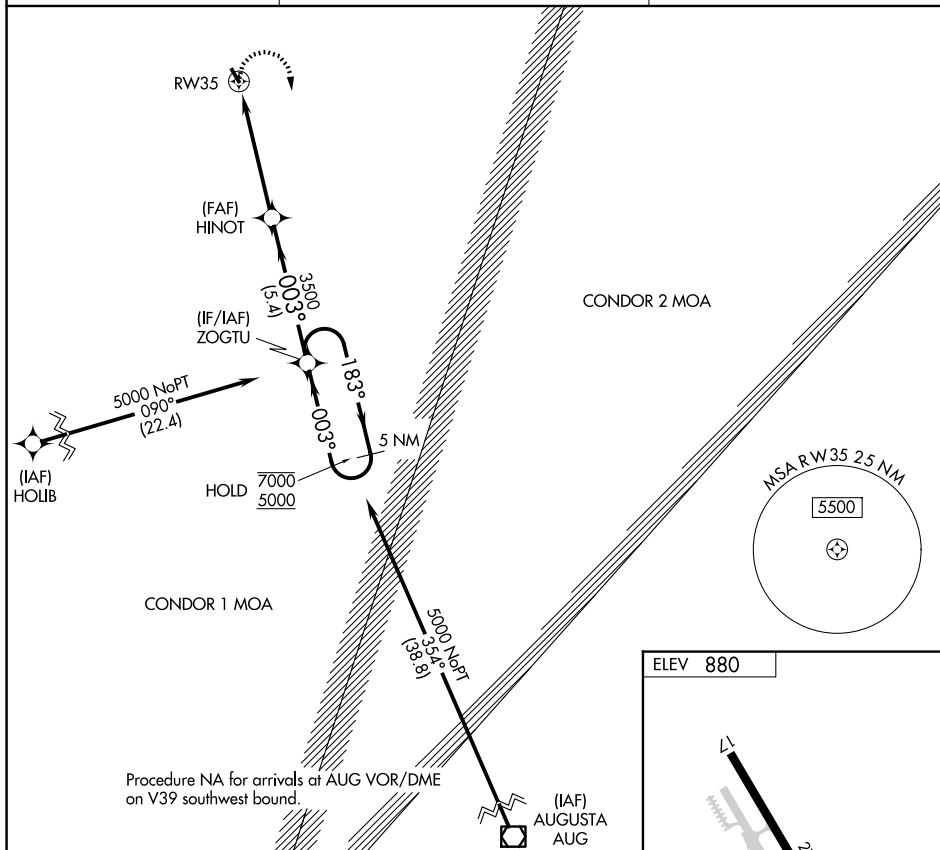
SUGARLOAF RGNL (B21)

RNP APCH - GPS.

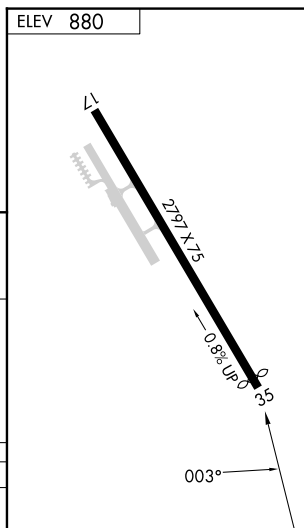
Procedure NA at night. Rwy 17 and 35 helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Rangeley altimeter setting.

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

AWOS-AV 120.0	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern		ZOGTU		5000 ZOGTU	
7000 5000		183° 003°		HINOT	
		003°		RW35	
		3500			
		5.4 NM		5 NM	
CATEGORY	A	B	C	D	
CIRCLING	3000-1¼ 2120 (2200-1¼)	3000-1½ 2120 (2200-1½)	NA		



CARRABASSETT, MAINE
 Amdt 1B 14JUL22

45°05'N-70°13'W

SUGARLOAF RGNL (B21)
 RNAV (GPS)-A

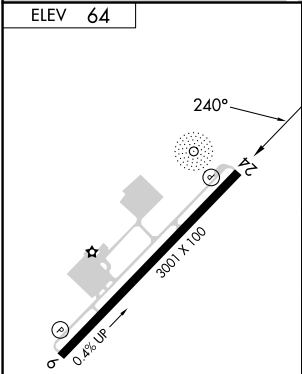
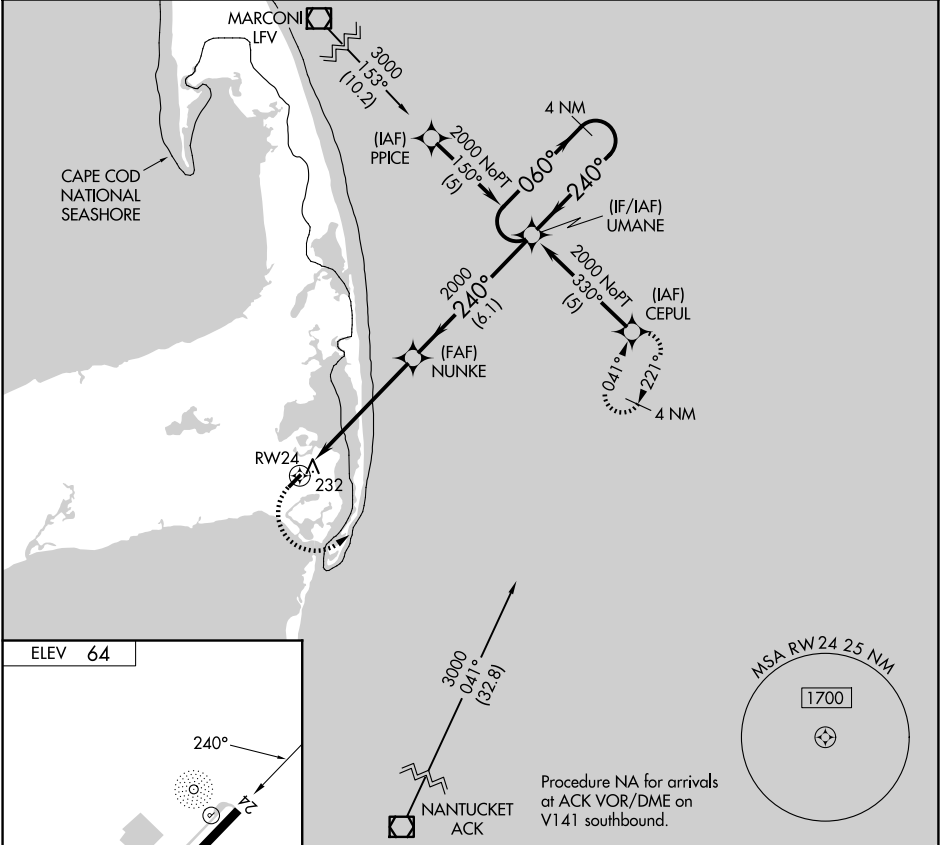
NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS 240°	Rwy Ldg TDZE Apt Elev N/A N/A 64	RNAV (GPS)-B CHATHAM MUNI (CQX)	
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▼ ▲	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet and Circling visibility Cat D ¼ SM. When VGSi inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 3000 direct CEPUL and hold.
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ASOS 135.875	BOSTON APP CON 118.2	CLNC DEL 127.3	UNICOM 122.8 (CTAF)	122.95 0
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ELEV 64		3000 041° (32.8)		Procedure NA for arrivals at ACK VOR/DME on V141 southbound.	
3000 CEPUL		VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 39).		4 NM Holding Pattern	
RW24		NUNKE		UMANE	
240°		2000		060° 2000	
240°		240°		240°	
≤ 3.05° TCH 39		5.9 NM		6.1 NM	
CATEGORY	A	B	C	D	
CIRCLING	600-1	536 (600-1)	680-1¾ 616 (700-1¾)	780-2¼ 716 (800-2¼)	

CHATHAM, MASSACHUSETTS

AL-5247 (FAA)

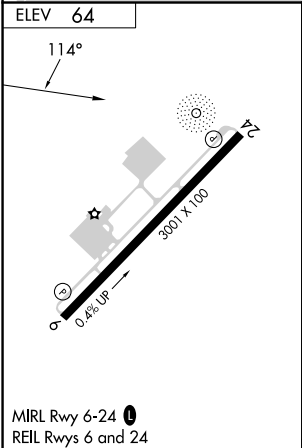
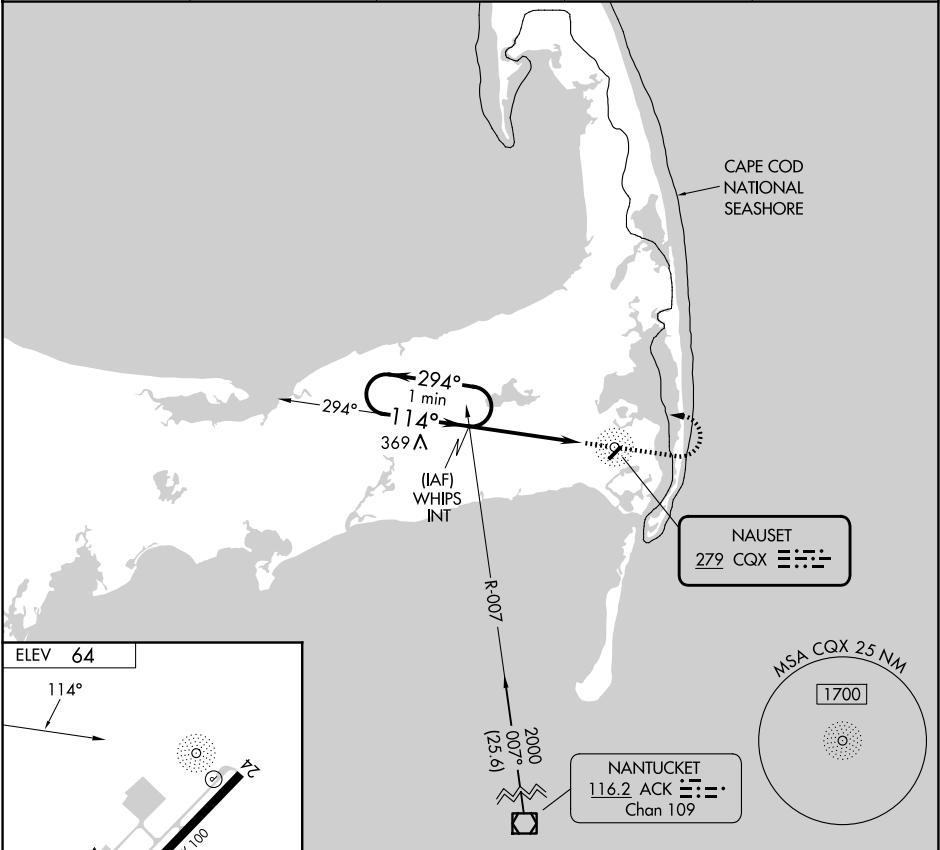
26246

NDB CQX 279	APP CRS 114°	Rwy Ldg TDZE Apt Elev	N/A N/A 64
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NDB-A
CHATHAM MUNI (CQX)

▼ When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet and Circling visibility Cat D ¼ SM. ▲ NA When VGSI inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.
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ASOS 135.875	BOSTON APP CON 118.2	CLNC DEL 127.3	UNICOM 122.8 (CTAF)	122.95 0
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MIRL Rwy 6-24
REIL Rwys 6 and 24

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

One Minute Holding Pattern	WHIPS INT	800	2000	CQX 294°	WHIPS INT
2000	294°	114°	114°	CQX NDB	
			4.1 NM		
CATEGORY	A	B	C	D	
CIRCLING	600-1½	536 (600-1½)	680-1¾ 616 (700-1¾)	780-2¼ 716 (800-2¼)	

CHATHAM, MASSACHUSETTS
Amdt 1C 30DEC21

41°41'N - 69°59'W

CHATHAM MUNI (CQX)
NDB-A

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

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

RNAV (GPS) RWY 17

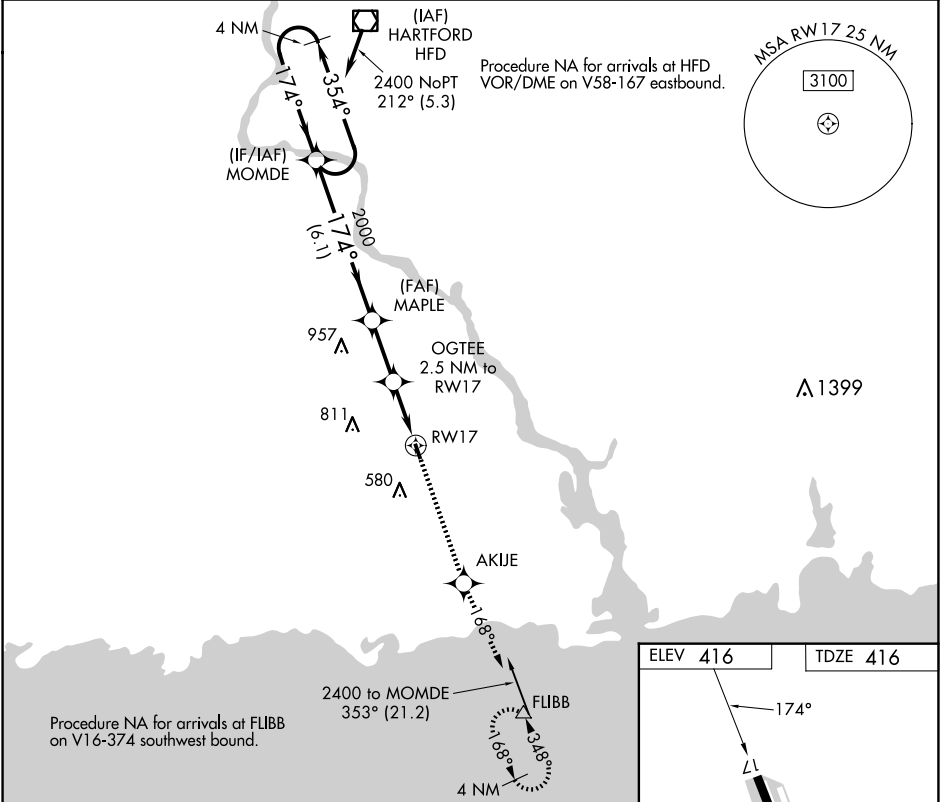
CHESTER (SNC)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

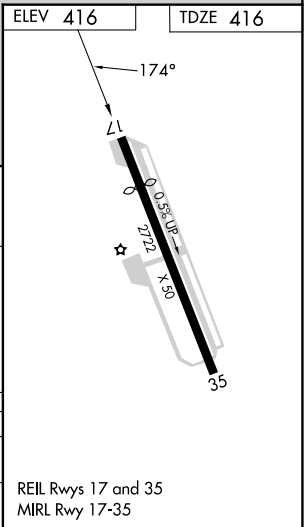
▲ When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

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

AWOS-3 118.325	NEW YORK APP CON 124.075 343.65	UNICOM 122.725 (CTAF)
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4 NM Holding Pattern MOMDE				2100 ↑	AKIJE ✦	168° tr	FLIBB △
2400 ← 354° 174° →				MAPLE 3.04° TCH 40	OGTEE 2.5 NM to RW17		
2000 174°							
6.1 NM				1240 2.3 NM	2.5 NM	RW17	
CATEGORY	A		B		C	D	
LNAV MDA	960-1		544 (600-1)		NA		
CIRCLING	960-1 544 (600-1)		1020-1 604 (700-1)		NA		



CHESTER, CONNECTICUT

AL-6356 (FAA)

23222

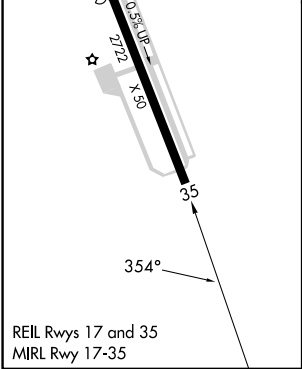
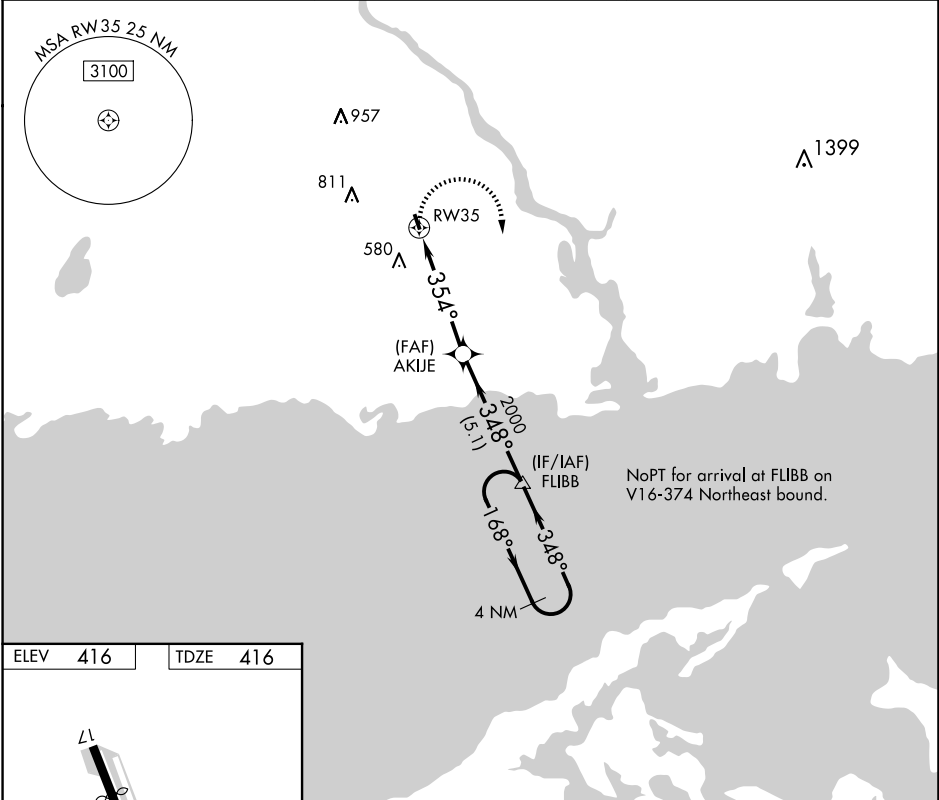
APP CRS	Rwy Idg	2722
354°	TDZE	416
	Apt Elev	416

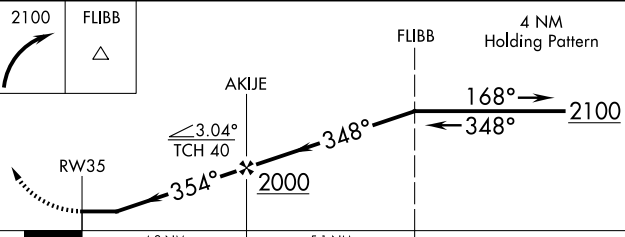
RNAV (GPS) RWY 35

CHESTER (SNC)

⚠ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.	MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.
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AWOS-3 118.325	NEW YORK APP CON 124.075 343.65	UNICOM 122.725 (CTAF)
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 2100 FLIBB 4 NM Holding Pattern AKIJE 3.04° TCH 40 354° 348° 168° 2100 4.8 NM 5.1 NM				
CATEGORY	A	B	C	D
LNAV MDA	820-1	404 (500-1)	NA	
CIRCLING	920-1 504 (600-1)	1020-1 604 (700-1)	NA	

CHESTER, CONNECTICUT
Orig-B 12AUG21

41° 23'N - 72° 30'W

RNAV (GPS) RWY 35

CHESTER (SNC)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

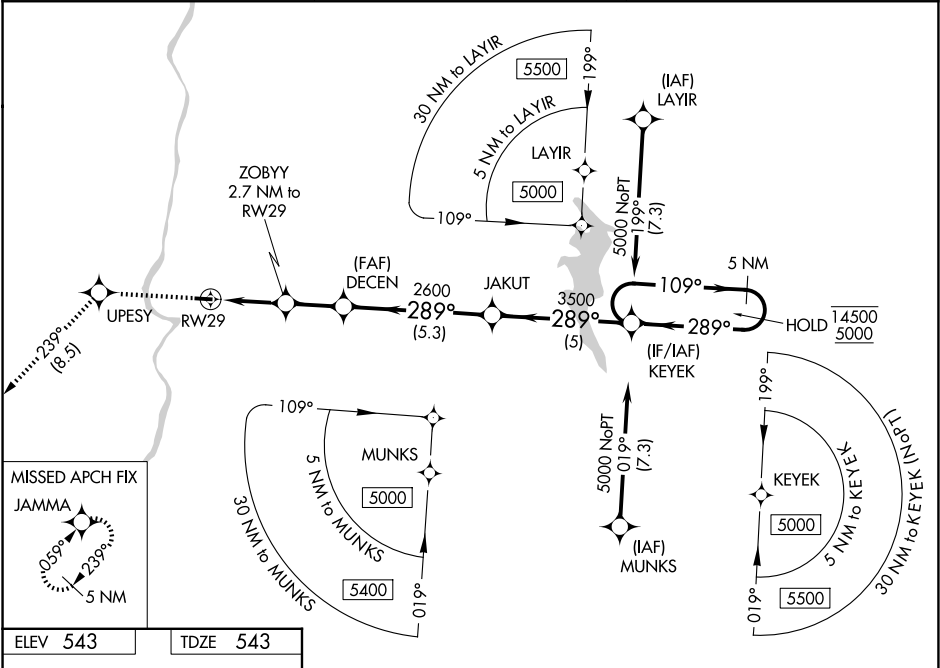
WAAS CH 90447 W29A	APP CRS 289°	Rwy Ldg 3098 TDZE 543 Apt Elev 543
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RNAV (GPS) RWY 29

CLAREMONT MUNI (CNH)

RNP APCH - GPS.		MISSED APPROACH: Climb to 5400 direct UPESY and on track 239° to JAMMA and hold, continue climb-in-hold to 5400.
⚠ NA Use VSF altimeter setting; when not received, use LEB altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat A ¼ SM.		

VSF ASOS 121.425	BOSTON CENTER 134.7 269.475	UNICOM 122.7 (CTAF) 0
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ELEV 543		TDZE 543
5400		UPESY
tr 239°		JAMMA
RWY 29		KEYEK
ZOBYY 2.7 NM to RWY 29		DECEN
JAKUT		KEYEK
1720		3500
2600		14500
2.7 NM		2.1 NM
5.3 NM		5 NM
CATEGORY		A
LP MDA		1300-1
LNAV MDA		1420-1
CIRCLING		1420-1¼
757 (800-1)		757 (800-1¼)
877 (900-1)		877 (900-1¼)
1217 (1300-1½)		1760-1½
NA		NA

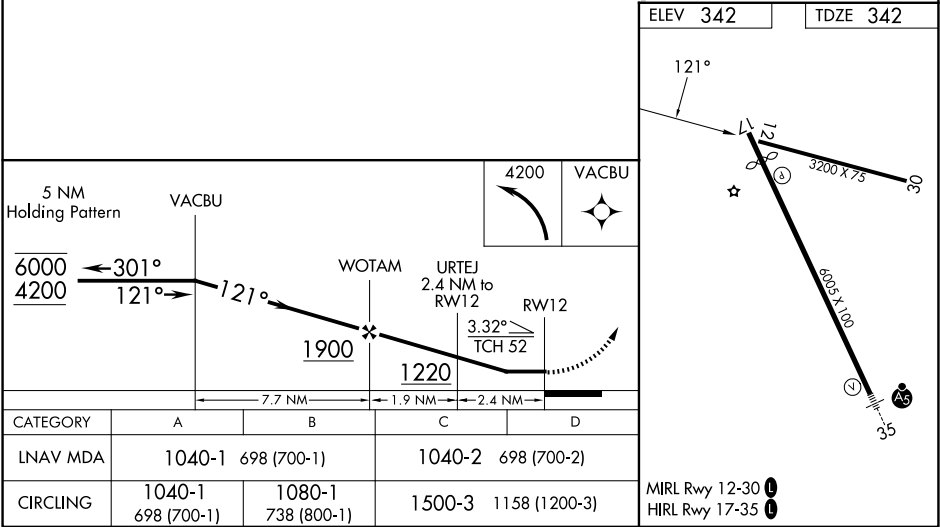
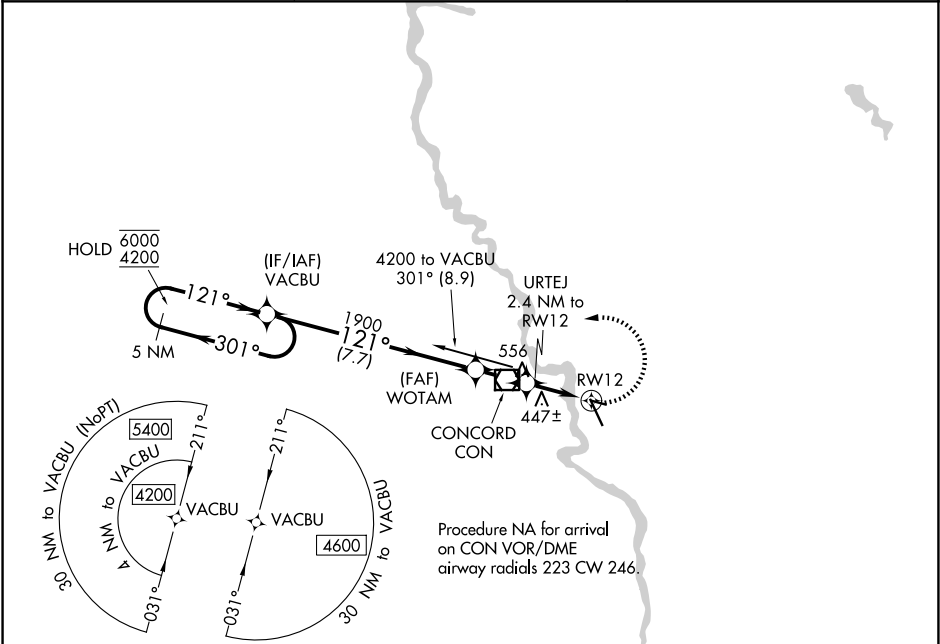
APP CRS	Rwy Ldg	3200
121°	TDZE	342
	Apt Elev	342

RNAV (GPS) RWY 12

CONCORD MUNI (CON)

RNP APCH.	MISSED APPROACH: Climbing left turn to 4200 direct VACBU and hold, continue climb-in-hold to 4200.
Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12 NA at night, Circling Rwy 12, 17, 30 NA at night.	

ASOS 132.325	BOSTON APP CON 127.35 269.075	UNICOM 122.7 (CTAF) 0
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CONCORD, NEW HAMPSHIRE

AL-95 (FAA)

25331

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

RNAV (GPS) RWY 17

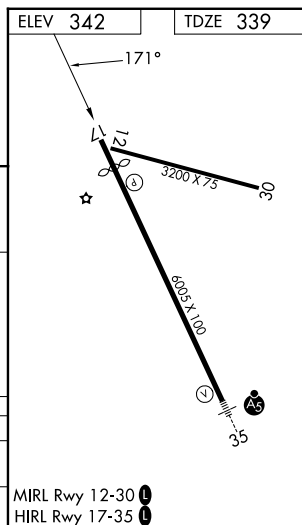
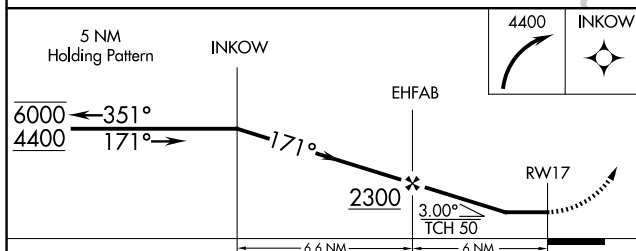
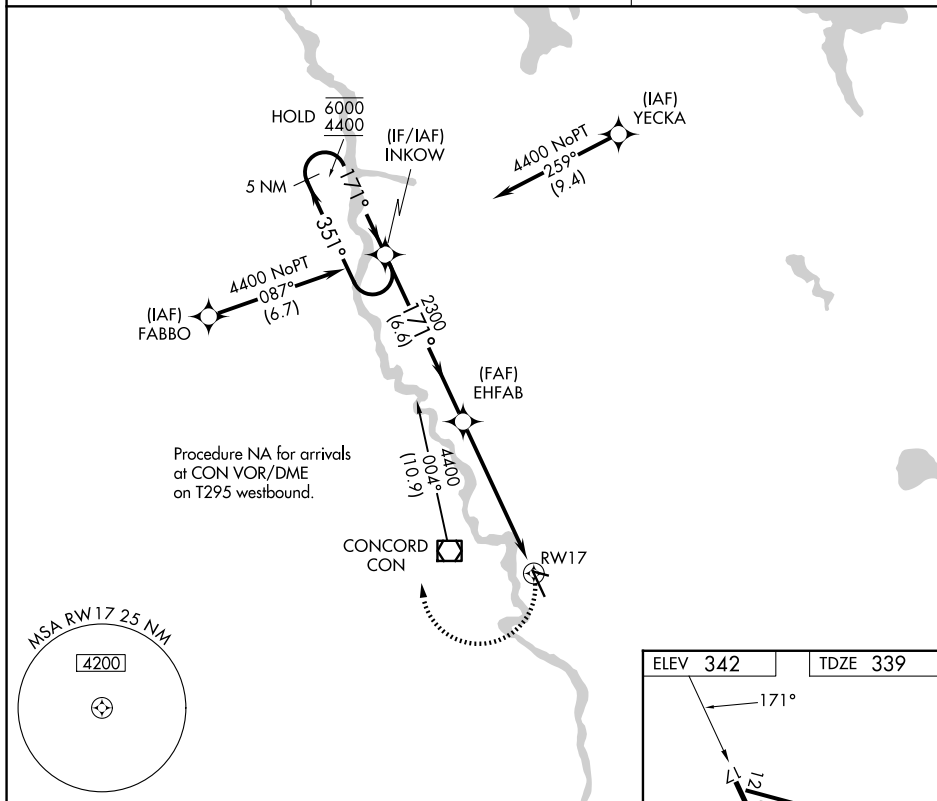
CONCORD MUNI (CON)

RNP APCH - GPS.

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

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

ASOS 132.325	BOSTON APP CON 127.35 269.075	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1000-1	661 (700-1)	1000-1 $\frac{7}{8}$	661 (700-1 $\frac{7}{8}$)
CIRCLING	1000-1 658 (700-1)	1080-1 738 (800-1)	1500-3	1158 (1200-3)

CONCORD, NEW HAMPSHIRE
Amdt 1A 05SEP24

43°12'N-71°30'W

CONCORD MUNI (CON)
RNAV (GPS) RWY 17

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90112 W35A	APP CRS 351°	Rwy Ldg 6005 TDZE 336 Apt Elev 342
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RNAV (GPS) RWY 35

CONCORD MUNI (CON)

RNP APCH - GPS.

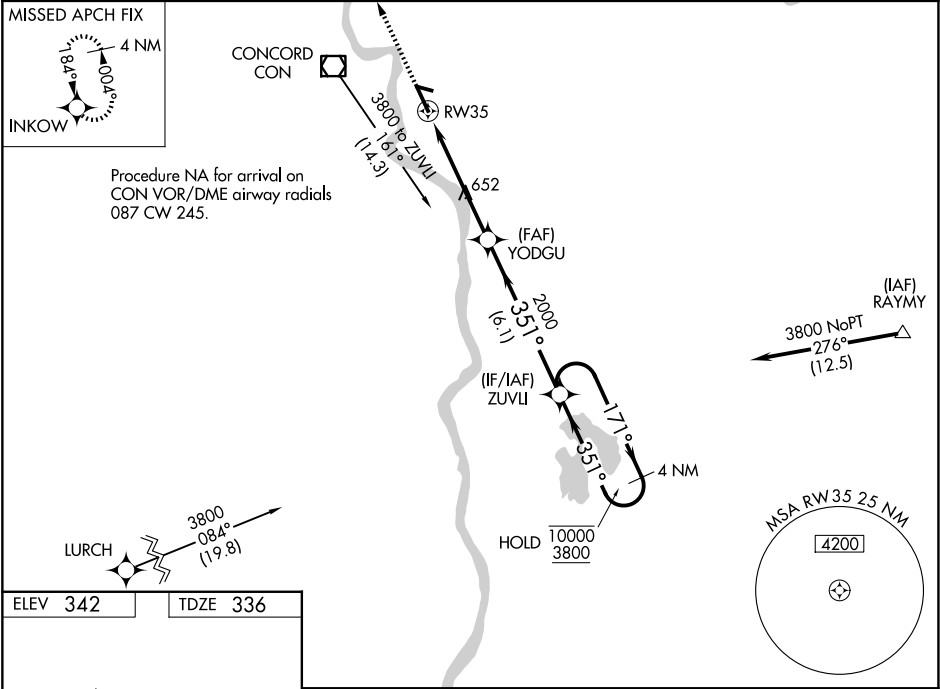
⚠

Circling Rwy 12, 17, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using MHT altimeter setting. When local altimeter setting not received, use MHT altimeter setting: increase LPV DA to 591 feet; increase LNAV/VNAV DA to 969 feet and all visibilities ½ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ½ SM.

MALSR

MISSED APPROACH:
Climb to 3700 direct
INKOW and hold,
continue climb-in-hold
to 3700.

ASOS 132.325	BOSTON APP CON 127.35 269.075	UNICOM 122.7 (CTAF) ①
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3700

INKOW

YODGU

2000

351°

1.7 NM to RW35

3.4 NM

6.1 NM

4 NM Holding Pattern

171° → 10000 3800

← 351°

GP 3.00° TCH 49

CATEGORY	A	B	C	D
LPV DA	542-½ 206 (200-½)			
LNAV/VNAV DA	920-1¼ 584 (600-1¼)			
LNAV MDA	920-½ 584 (600-½)	920-1¼ 584 (600-1¼)		
CIRCLING	1000-1 658 (700-1)	1080-1 738 (800-1)	1500-3	1158 (1200-3)

MIRL Rwy 12-30 ①

HIRL Rwy 17-35 ①

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

CONCORD, NEW HAMPSHIRE

AL-95 (FAA)

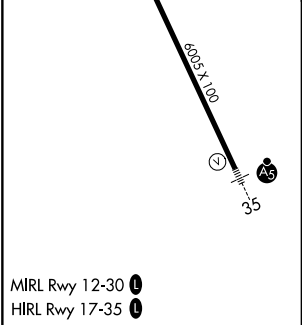
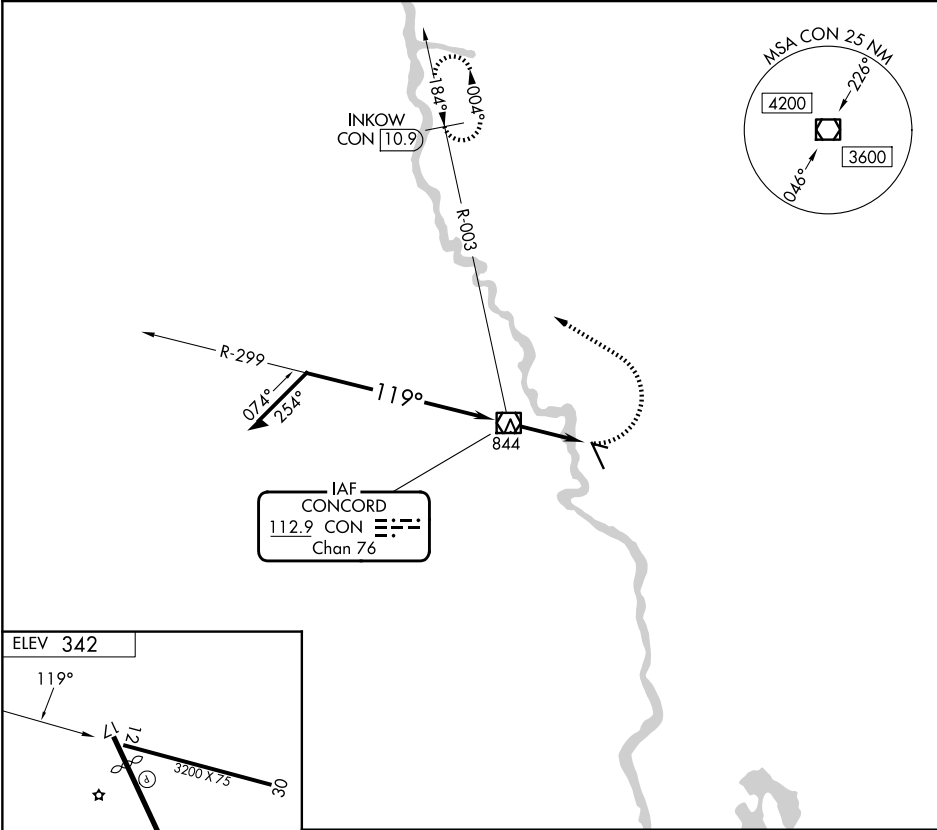
26246

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

VOR-A
CONCORD MUNI (CON)

DME required.	MISSED APPROACH: Climbing left turn to 3500 on heading 310° and on CON VOR/DME R-003 to INKOW/CON VOR/DME 10.9 DME and hold, continue climb-in-hold to 3500.
▼ ▲	Circling Rwy 12, 17, 30 NA at night. Rwy 12, 17, and 30 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use MHT altimeter setting and increase all MDAs 60 feet.

ASOS 132.325	BOSTON APP CON 127.35 269.075	UNICOM 122.7 (CTAF) 0
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Remain within 10 NM	CON VOR/DME	3500	CON R-003	INKOW CON 10.9
299°	119°	2100	CON 3.1	
3.1 NM				
CATEGORY	A	B	C	D
CIRCLING	1000-1 658 (700-1)	1080-1 738 (800-1)	1500-3 1158 (1200-3)	

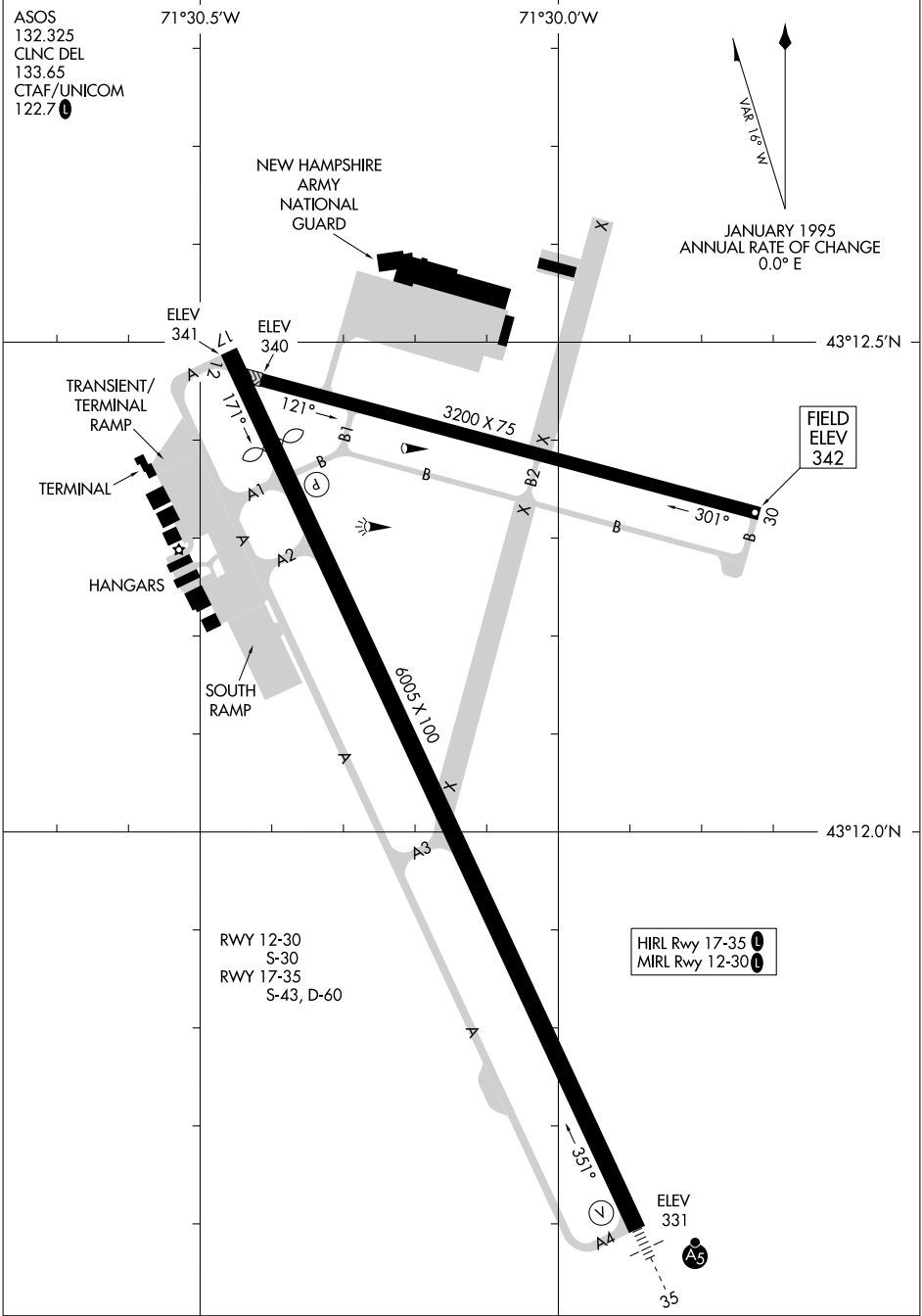
CONCORD, NEW HAMPSHIRE
Amdt 2 03SEP26

43°12'N-71°30'W

CONCORD MUNI (CON)
VOR-A

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



DANBURY, CONNECTICUT

AL-5272 (FAA-O)

26190

WAAS CH 93275 W26A	APP CRS 259°	Rwy Ldg TDZE 456 Apt Elev 457
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RNAV (GPS) RWY 26

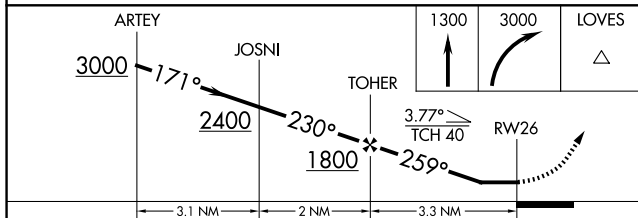
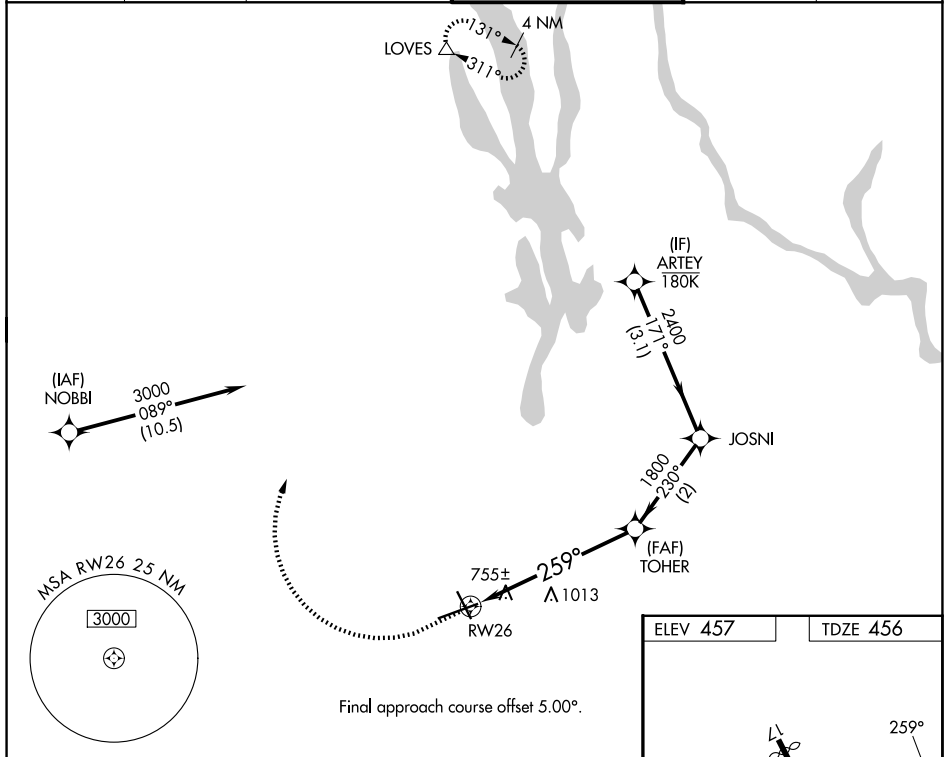
DANBURY MUNI (D.X.R.)

RNP APCH - GPS.

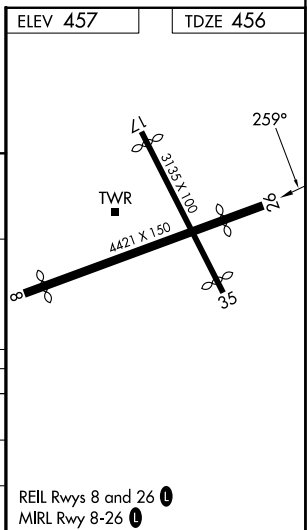
When local altimeter setting not received, use White Plains altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat A ¼ SM and LP visibility Cat C ½ SM and Circling visibility Cat C ¼ SM. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA south of Rwy 8-26.

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

ATIS 127.75	HPN ASOS 133.8	NEW YORK APP CON 126.4 257.65	DANBURY TOWER ★ 119.4 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	1020-1	564 (600-1)	1020-1½ 564 (600-1½)	NA
LNAV MDA	1280-1 824 (900-1)	1280-1¼ 824 (900-1¼)	1280-2½ 824 (900-2½)	NA
CIRCLING	1280-1¼	823 (900-1¼)	1300-2½ 843 (900-2½)	NA



DANBURY, CONNECTICUT
Orig 20APR23

41°22'N-73°29'W

DANBURY MUNI (D.X.R.) RNAV (GPS) RWY 26

NE-1, 03 SEP 2026 to 29 OCT 2026

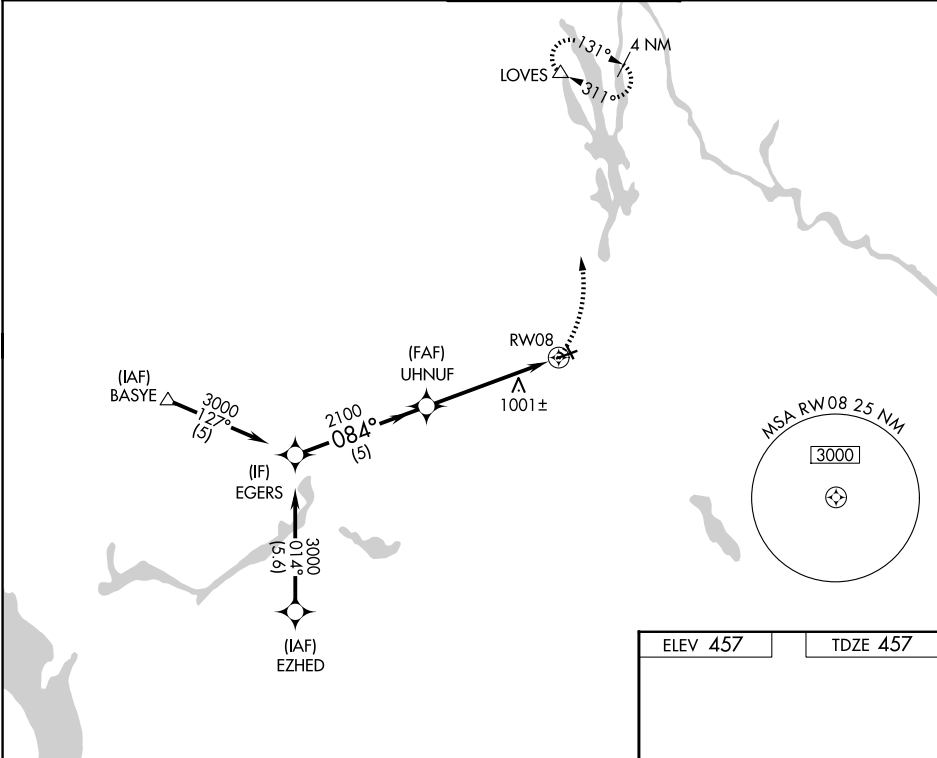
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99736 W08A	APP CRS 084°	Rwy Ldg TDZE 457 Apt Elev 457
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RNAV (GPS) Y RWY 8
DANBURY MUNI (D XR)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 3000 direct LOVES and hold, continue climb-in-hold to 3000.
▼ Rwy 8 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA south of Rwy 8-26.	

ATIS 127.75	HPN ASOS 133.8	NEW YORK APP CON 126.4 257.65	DANBURY TOWER ★ 119.4 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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Visual Segment - Obstacles.				3000	LOVES
CATEGORY	A	B	C	D	
LP MDA	1180-1	723 (800-1)	1180-2	723 (800-2)	
LNAV MDA	1240-1 783 (800-1)	1240-1¼ 783 (800-1¼)	1240-2½	783 (800-2½)	
CIRCLING	1240-1 783 (800-1)	1280-1¼ 823 (900-1¼)	1300-2½ 843 (900-2½)	1540-3 1083 (1100-3)	
					REIL Rwy 8 and 26 0 MIRL Rwy 8-26 0

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

DANBURY, CONNECTICUT

AL-5272 (FAA-O)

26190

WAAS CH 98652 W08B	APP CRS 084°	Rwy Ldg TDZE 457 Apt Elev 457
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RNAV (GPS) Z RWY 8

DANBURY MUNI (D.X.R.)

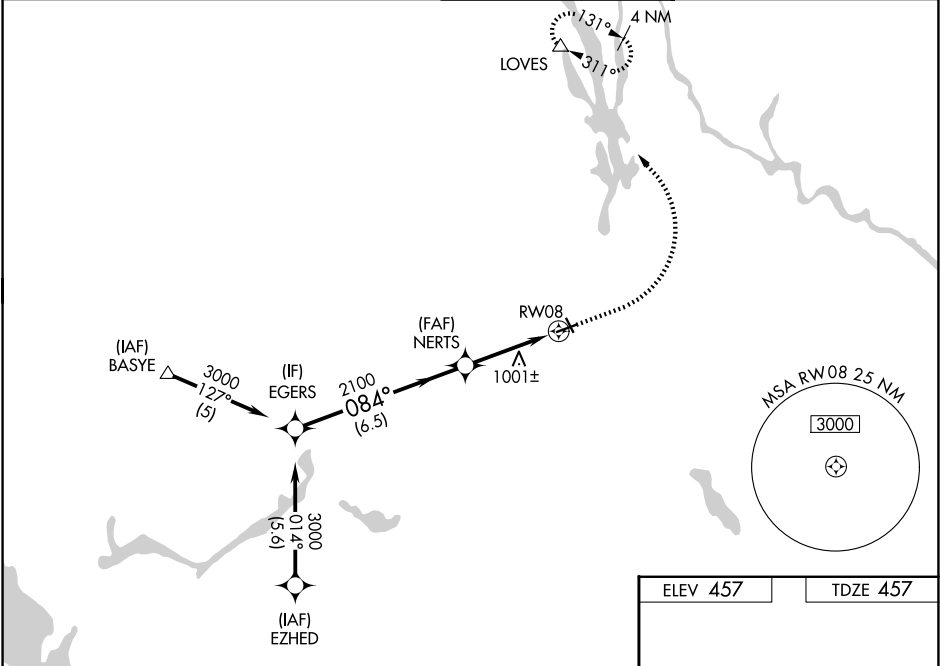
RNP APCH - GPS.

⚠

When local altimeter setting not received, use White Plains altimeter setting and increase LPV DA to 1090 feet and all visibilities $\frac{1}{8}$ SM. Increase LNAV/VNAV DA to 1412 feet and all visibilities $\frac{1}{8}$ SM. Increase all MDAs 60 feet; and Circling visibility Cat A $\frac{1}{4}$ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 46°C. Baro-VNAV NA when using White Plains altimeter setting. Helicopter visibility reduction below 1 SM NA. Circling NA south of Rwy 8-26. Circling Rwy 26, 17 NA at night.

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

ATIS 127.75	HPN ASOS 133.8	NEW YORK APP CON 126.4 257.65	DANBURY TOWER ★ 119.4 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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EGERS

3000

084°

GP 4.19°

TCH 60

NERTS

2100

084°

RW08

3.6 NM

1200

3000

LOVES

CATEGORY	A	B	C	D
LPV DA	1030-1 $\frac{5}{8}$	573 (600-1 $\frac{5}{8}$)	NA	
LNAV/VNAV DA	1352-2 $\frac{1}{2}$	895 (900-2 $\frac{1}{2}$)	NA	
LNAV MDA	1240-1 783 (800-1)	1280-1 $\frac{1}{4}$ 823 (900-1 $\frac{1}{4}$)	NA	
CIRCLING	1240-1 783 (800-1)	1280-1 $\frac{1}{4}$ 823 (900-1 $\frac{1}{4}$)	NA	

ELEV 457

TDZE 457

084°

TWR

4421 x 150

31.55 x 100

35

REIL Rwy 8 and 26 0

MIRL Rwy 8-26 0

DANBURY, CONNECTICUT
Orig 13JUL23

41°22'N-73°29'W

DANBURY MUNI (D.X.R.)

RNAV (GPS) Z RWY 8

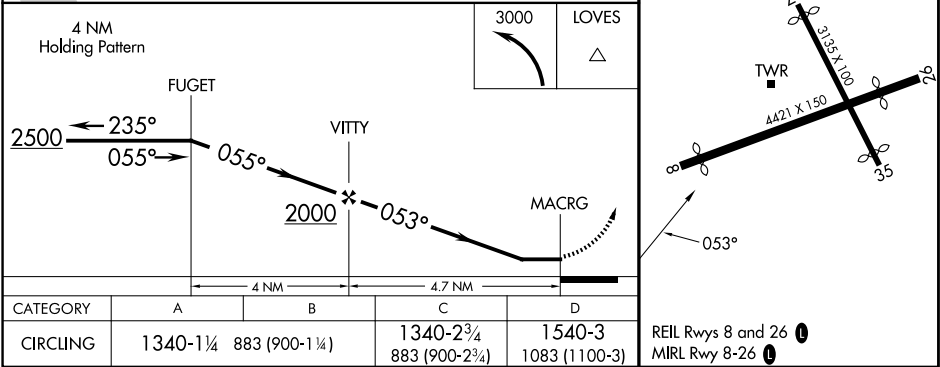
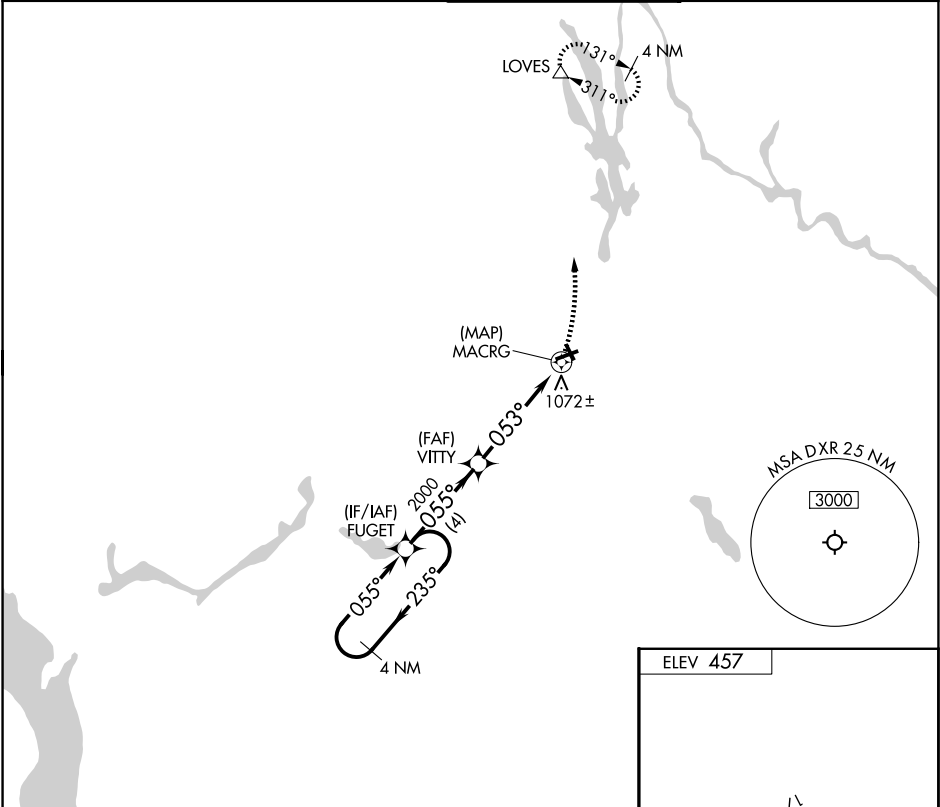
APP CRS	Rwy Ldg	NA
053°	TDZE	NA
	Apt Elev	457

RNAV (GPS)-A

DANBURY MUNI (D̄XR)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 3000 direct LOVES and hold.
▼ Circling NA south of Rwy 8-26. Helicopter visibility reduction below 1 SM NA. ▲ Procedure NA at night.	

ATIS 127.75	HPN ASOS 133.8	NEW YORK APP CON 126.4 257.65	DANBURY TOWER ★ 119.4 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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DANBURY, CONNECTICUT

AL-5272 (FAA)

26246

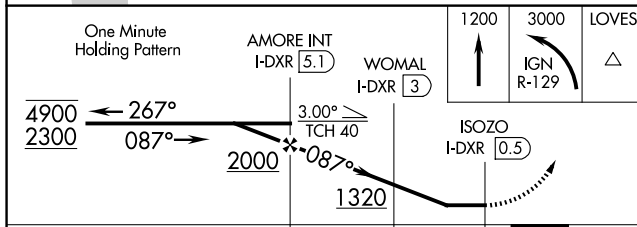
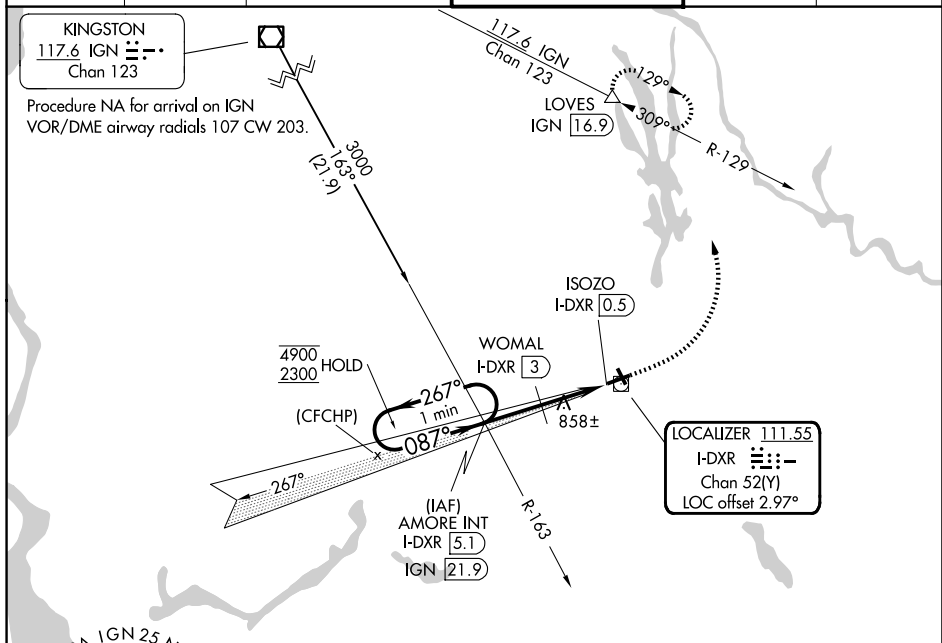
LOC/DME I-DXR 111.55 Chan 52(Y)	APP CRS 087°	Rwy Ldg TDZE 457 Apt Elev 457
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LOC RWY 8

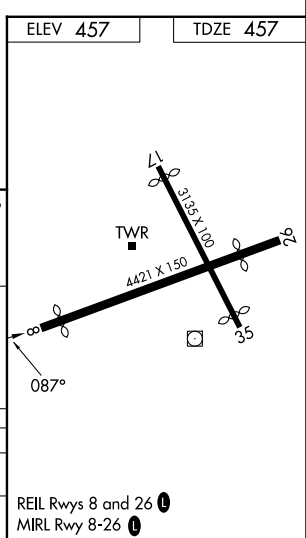
DANBURY MUNI (DXR)

DME required.	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on IGN VOR/DME R-129 to LOVES/IGN 16.9 DME and hold.
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ATIS 127.75	HPN ASOS 133.8	NEW YORK APP CON 126.4 257.65	DANBURY TOWER ★ 119.4 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-8	1200-1 743 (800-1)	1200-1¼ 743 (800-1¼)	1200-2	743 (800-2)
CIRCLING	1200-1 743 (800-1)	1280-1¼ 823 (900-1¼)	1300-2½ 843 (900-2½)	1540-3 1083 (1100-3)



DANBURY, CONNECTICUT

Amdt 6C 26DEC24

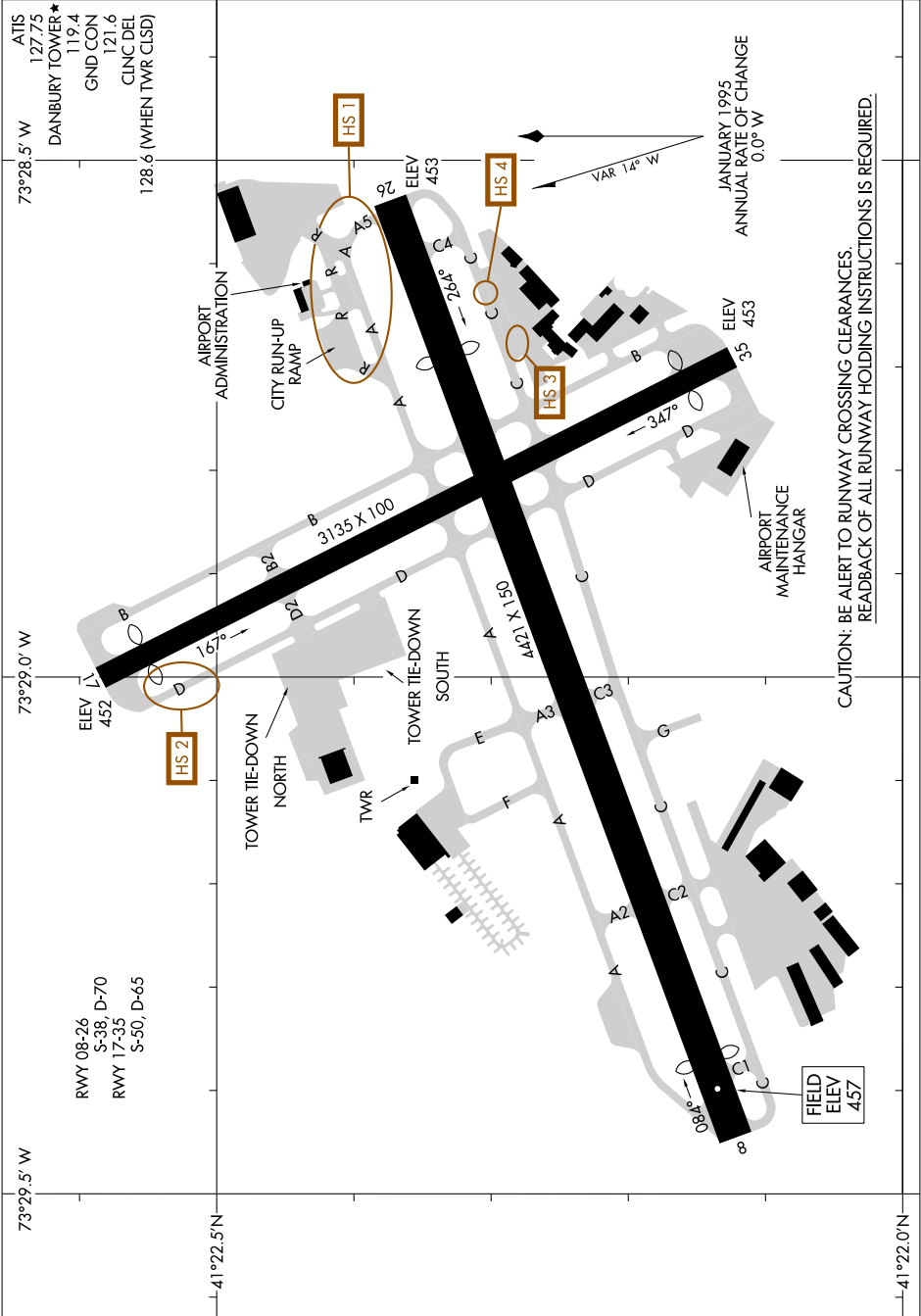
DANBURY MUNI (DXR)

41°22'N-73°29'W

LOC RWY 8

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

DANIELSON, CONNECTICUT

AL-5708 (FAA)

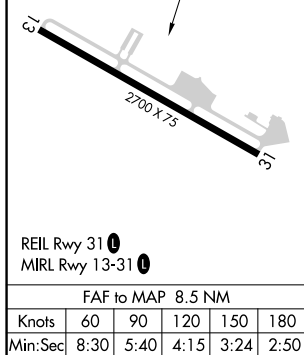
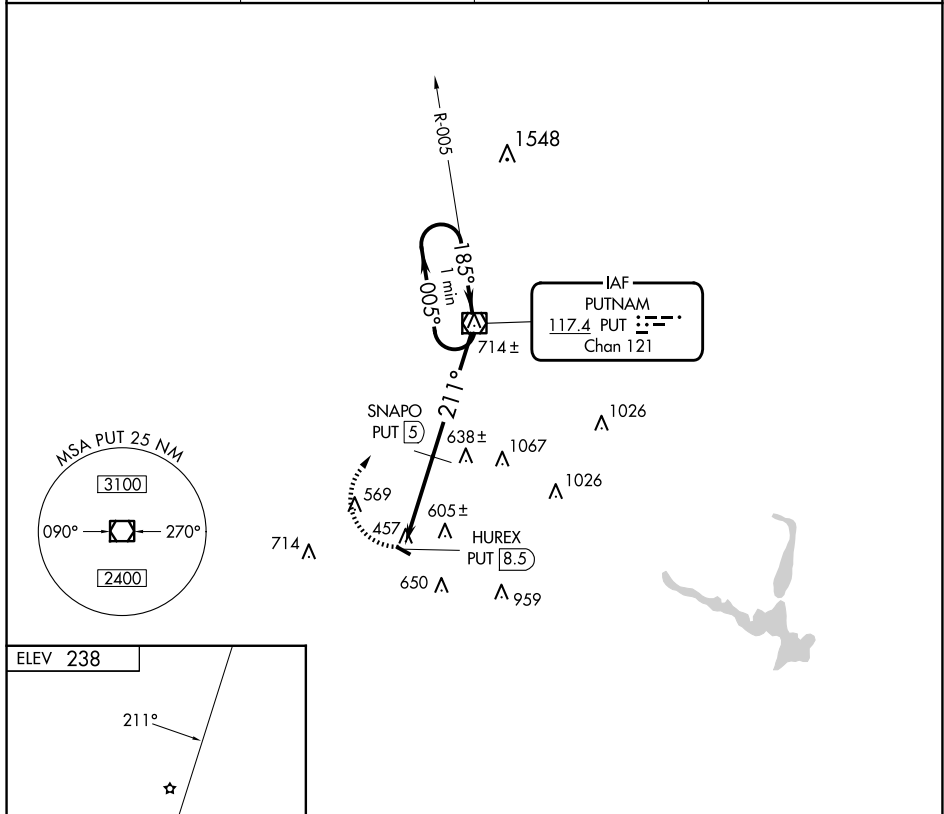
23334

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

VOR-A
DANIELSON (LZD)

V NA When local altimeter setting not received, use Willimantic altimeter setting and increase SNAPO fix minimums Cat B MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing right turn to 2600 direct PUT VOR/DME and hold.
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AWOS-3 119.125	UD ASOS 133.675	PROVIDENCE APP CON ★ 123.675 244.875	UNICOM 123.0 (CTAF) 0
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2600	PUT	PUT VOR/DME	One Minute Holding Pattern
	SNAPO PUT 5		
	HUREX PUT 8.5		
	1120		
	3.5 NM	5 NM	
CATEGORY	A	B	C D
CIRCLING	1120-1¼	882 (900-1¼)	NA
	SNAPO FIX MINIMUMS		
CIRCLING	900-1 662 (700-1)	1080-1¼ 842 (900-1¼)	NA

DANIELSON, CONNECTICUT
Amdt 6F 24MAR22

41°49'N-71°54'W

DANIELSON (LZD)
VOR-A

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

DEBLOIS, MAINE

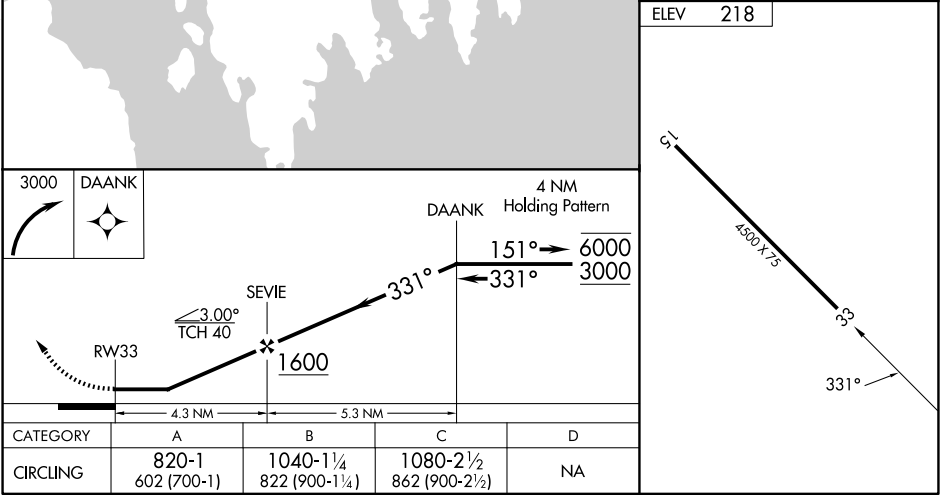
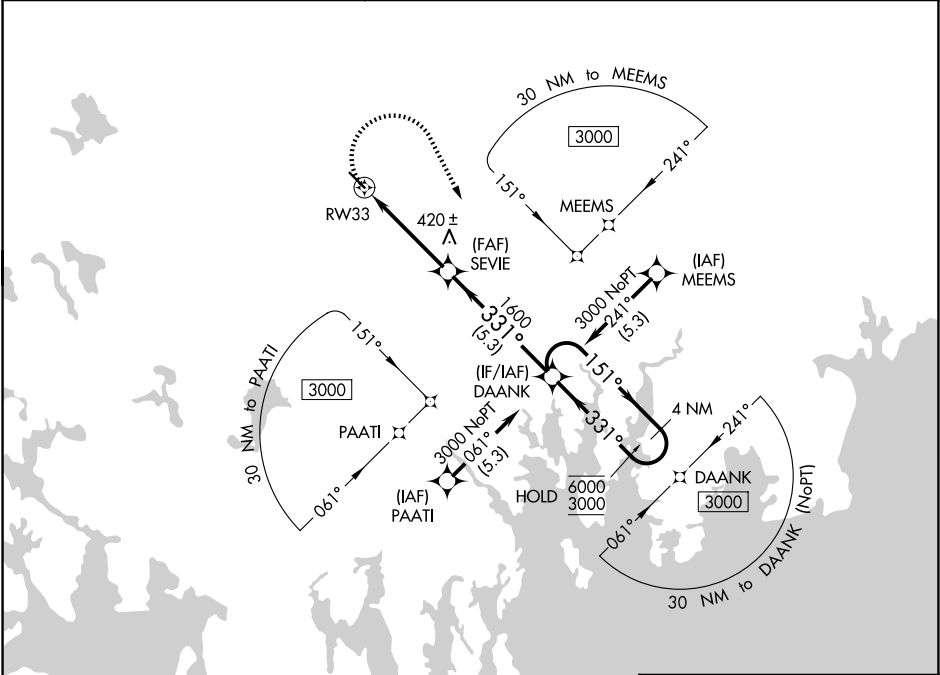
AL-10104 (FAA)

25275

APP CRS	Rwy Ldg	N/A
331°	TDZE	N/A
	Apt Elev	218

RNAV (GPS)-A
DEBLOIS FLIGHT STRIP (43B)

RNP APCH.		MISSED APPROACH: Climbing right turn to 3000 direct DAANK and hold, continue climb-in-hold to 3000.
Procedure NA at night. Use Bar Harbor altimeter setting when not received, use Bangor altimeter setting and increase all MDA 20 feet and visibility Cat C ¼ SM.		
BHB AWOS 3-PT 118.35	BOSTON CENTER 124.25 290.50	CTAF 122.9



DEBLOIS, MAINE
Orig-A 16JUL20

44°44'N-67°59'W

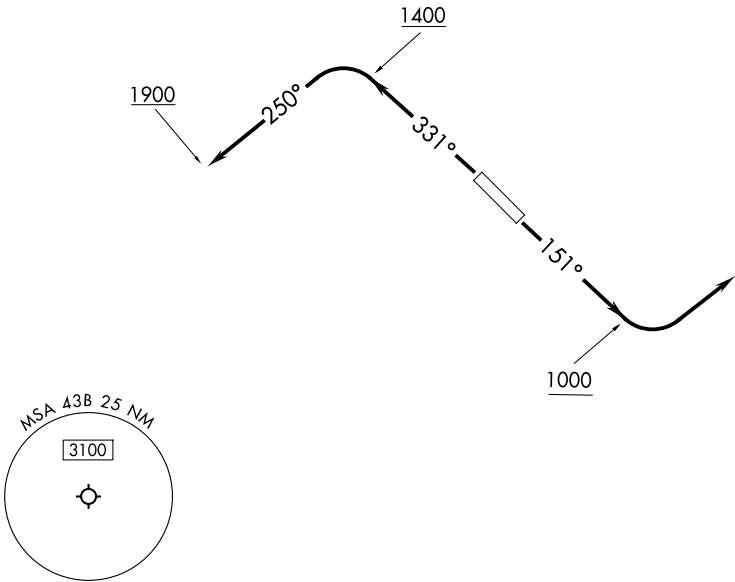
DEBLOIS FLIGHT STRIP (43B)
RNAV (GPS)-A

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

BOSTON CENTER
124.25 290.50

TAKEOFF MINIMUMS:
Rwy 15, 33: Standard



TAKEOFF OBSTACLE NOTES:

- Rwy 15: Trees, vehicles on road beginning 22' from DER, 3' right of centerline, up to 100' AGL/309' MSL. Vehicle on road 609' from DER, 622' left of centerline, 15' AGL/224' MSL. Trees beginning 1954' from DER, 29' left of centerline, up to 100' AGL/309' MSL.
- Rwy 33: Trees, vehicles on road beginning 214' from DER, 50' left of centerline, up to 100' AGL/320' MSL. Vehicle on road 229' from DER, 511' right of centerline, 15' AGL/235' MSL. Trees beginning 2125' from DER, 1' right of centerline, up to 100' AGL/320' AGL.

NOTE: Chart not to scale.

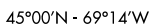
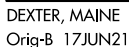
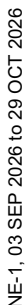
DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 15: Climb on heading 151° to 1000 before turning left.
- TAKEOFF RUNWAY 33: Climb heading 331° to 1400 then climbing left turn heading 250° to 1900 before proceeding on course.

RNAV (GPS) RWY 34
DEXTER RGNL (1B0)

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

UNICOM
122.8 (CTAF) **L**



DEXTER RGNL (1B0)
RNAV (GPS) RWY 34

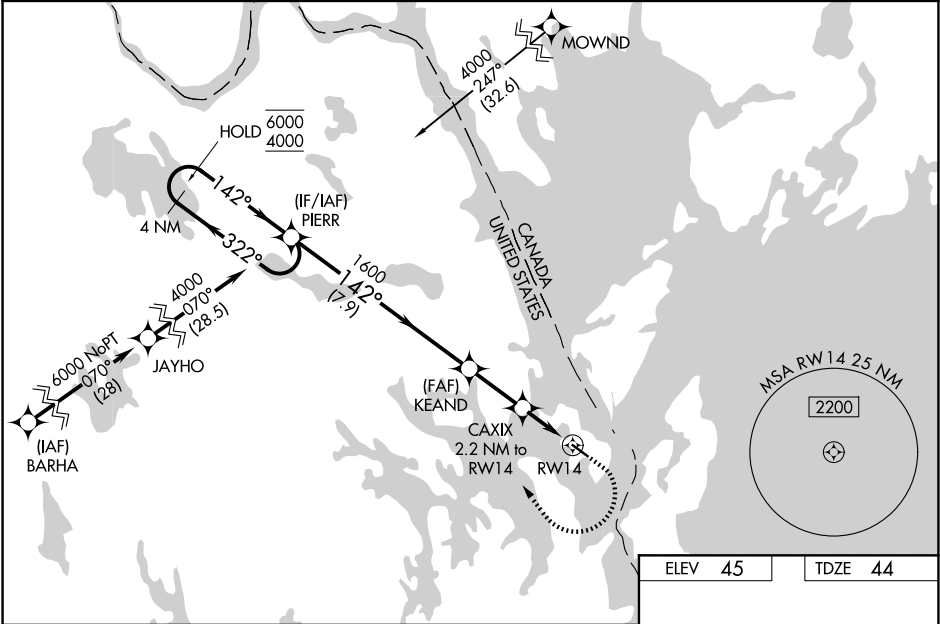
WAAS CH 72940 W14A	APP CRS 142°	Rwy Ldg TDZE 44 Apt Elev 45	4002
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RNAV (GPS) RWY 14

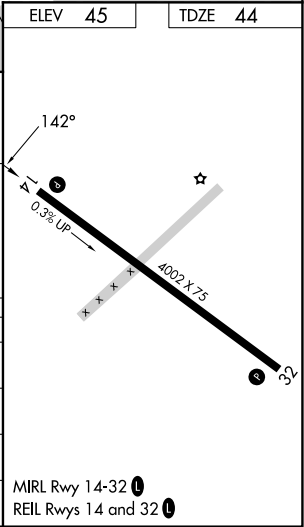
EASTPORT MUNI (EPM)

RNP APCH - GPS.	▼ ▲ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using BHB altimeter setting. Rwy 14 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use BHB altimeter setting and increase LPV DA to 462 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 565 feet and all visibilities ½ SM. Increase all MDAs 160 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat C/D ¾ SM.	MISSED APPROACH: Climb to 520 then climbing right turn to 4000 direct PIERR and hold, continue climb-in-hold to 4000.
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AWOS-AV 122.8	BOSTON CENTER 124.25 290.5	UNICOM 122.8 (CTAF) 0
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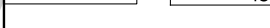


4 NM Holding Pattern		PIERR		KEAND		CAXIX		RW14	
6000 4000		322° 142°		1600		820		1.3 NM to RW14	
GP 3.10° TCH 53		7.9 NM		2.4 NM		0.9 NM		1.3 NM	
CATEGORY	A	B	C	D					
LPV DA	309-1		265 (300-1)						
LNAV/ VNAV DA	412-1		368 (400-1)						
LNAV MDA	520-1	476 (500-1)	520-1 3/8	476 (500-1 3/8)					
CIRCLING	620-1	575 (600-1)	640-1 1/2 595 (600-1 1/2)	820-2 1/2 775 (800-2 1/2)					



RNAV (GPS) RWY 32
EASTPORT MUNI (EPM)

MISSED APPROACH:
Climb to 4000 direct
PIERR and hold,
continue climb-in-hold
to 4000

UNICOM
122.8 (CTAF) 

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

RNAV (GPS) RWY 32

ILS Z or LOC Z RWY 23
CAPE COD COAST GUARD AIR STATION (FMH)

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn heading 050° and MVY VOR/DME R-036 to 3000 direct JAYHA and hold.

CATEGORY	A	B	C	D
S-ILS 23#	326/24 200 (200-½)			
S-LOC 23	480/24	354 (400-½)	480/30	354 (400-¾)
CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2¼ 770 (800-2¼)	900-2½ 770 (800-2½)

NE-1, 03 SEP 2026 to 29 OCT 2026

FALMOUTH, MASSACHUSETTS

AL-10362 (FAA)

26246

LOC/DME I-BNX 110.75 Chan 44(Y)	APP CRS 322°	Rwy Ldg TDZE Apt Elev	9501 116 130
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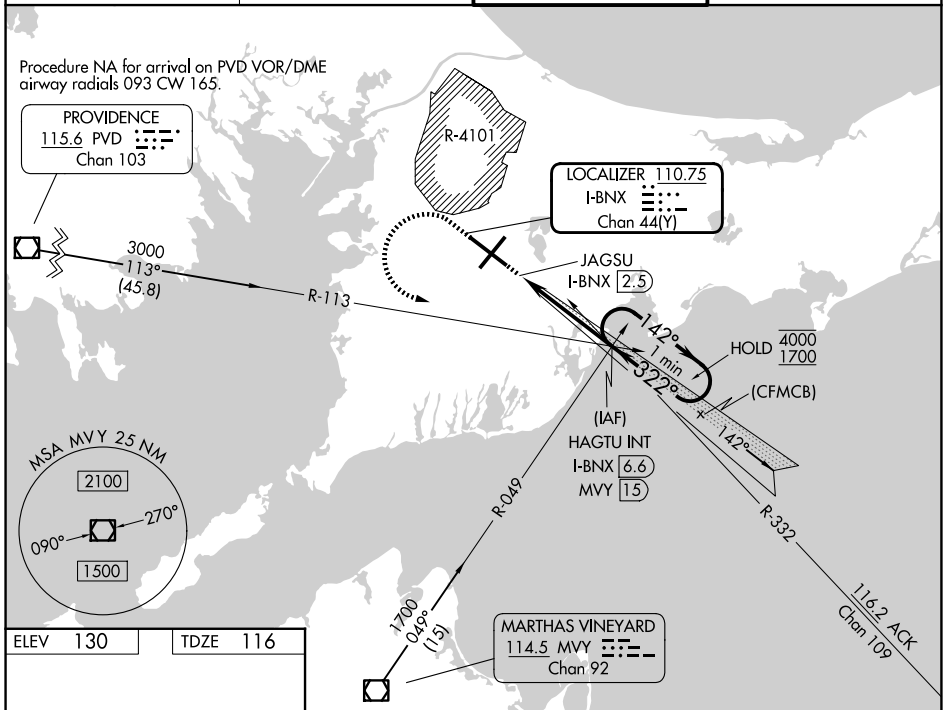
ILS Z or LOC Z RWY 32
CAPE COD COAST GUARD AIR STATION (F'MH)

⚠ Circling NA northeast of Rwy 14 and northwest of Rwy 23.
For inop ALS, increase S-LOC 32 Cats C/D visibility to RVR 6000.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS R

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 on heading 112° and I-BNX localizer SE course to HAGTU INT/I-BNX 6.6 DME and hold.

ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8
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1400 2000
hdg 112°

I-BNX SE CRS

HAGTU INT

HAGTU INT
I-BNX 6.6
MVY 15

One Minute Holding Pattern

Use I-BNX DME when on the localizer course.

JAGSU I-BNX 2.5

1700

142° 4000 1700

322° 1700

GS 3.00° TCH 50

0.7 4.2 NM

CATEGORY	A	B	C	D
S-ILS 32 *	316/24 200 (200-½)			
S-LOC 32	520/24 404 (400-½)		520/40 404 (400-¾)	
CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2¼ 770 (800-2¼)	900-2½ 770 (800-2½)

WAAS CH 81837 W05A	APP CRS 054°	Rwy Ldg TDZE 117 Apt Elev 130
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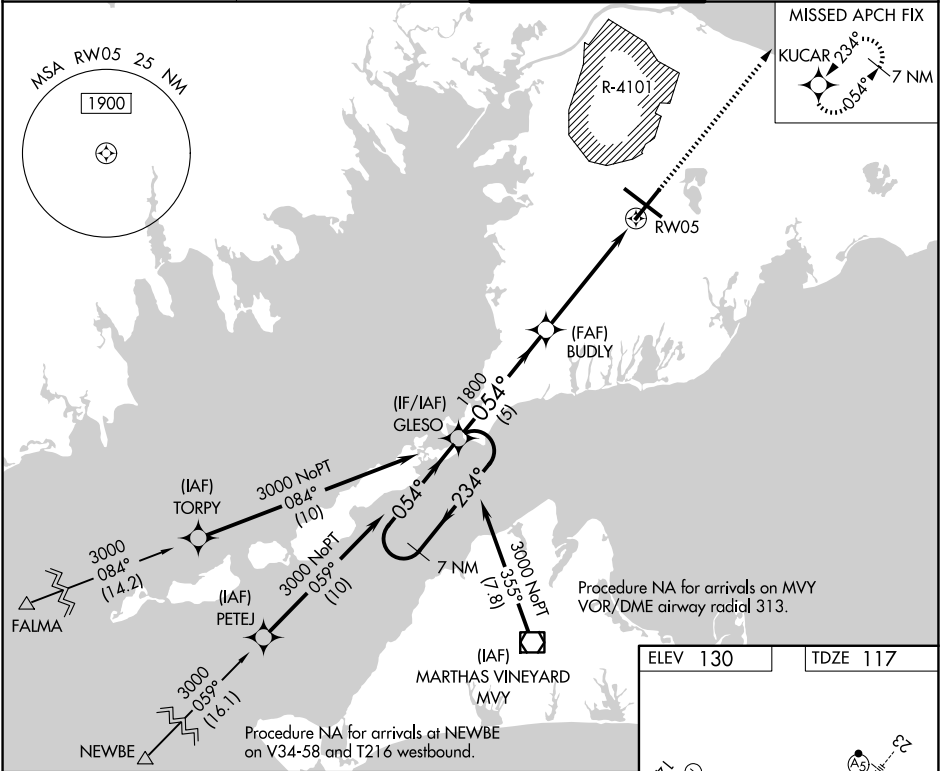
RNAV (GPS) RWY 5

CAPE COD COAST GUARD AIR STATION (FMH)

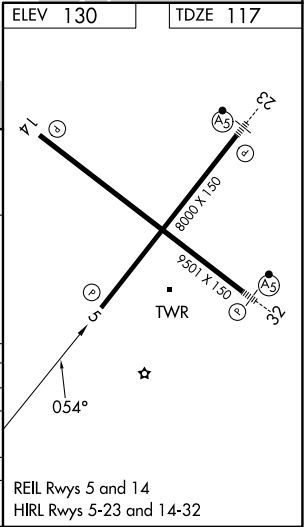
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 3000 direct KUCAR and hold.

ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8
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7 NM Holding Pattern				
GLESO				
3000 ← 234° / 054° →				
GP 3.00° TCH 51				
BUDLY 1800				
* 1.4 NM to RW05				
RW05				
5 NM 3.7 NM 1.4 NM				
CATEGORY	A	B	C	D
LPV DA	317-3/4 200 (200-3/4)			
LNAV/ VNAV DA	456-1 1/8 339 (400-1 1/8)			
LNAV MDA	540-1	423 (500-1)	540-1 1/4	423 (500-1 1/4)
CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2 1/4 770 (800-2 1/4)	900-2 1/2 770 (800-2 1/2)



NE-1, 03 SEP 2026 to 29 OCT 2026

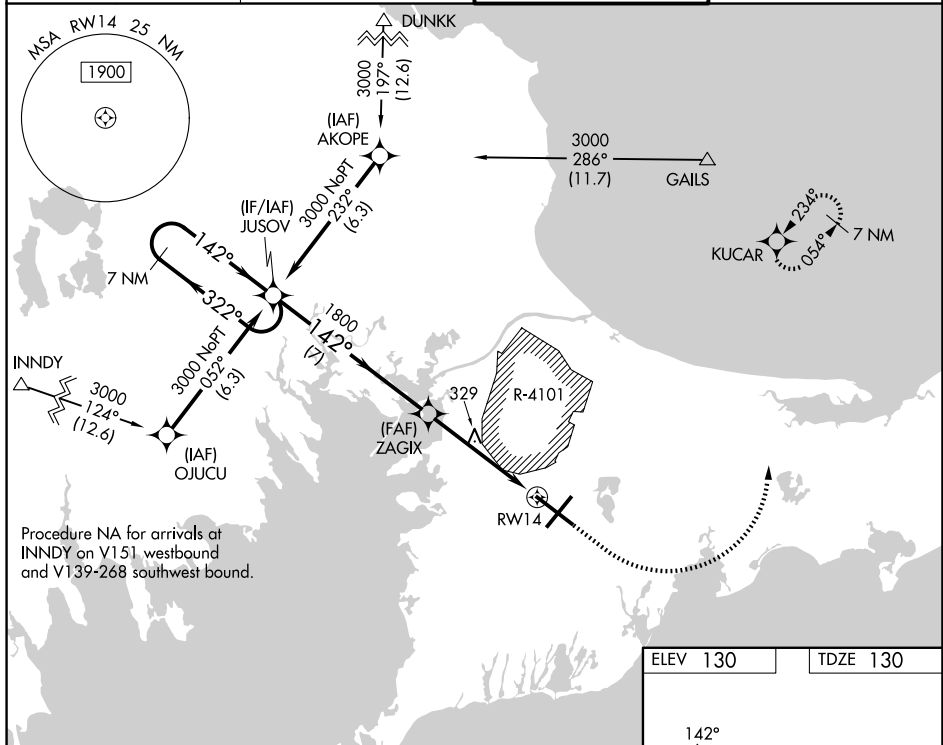
NE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 14

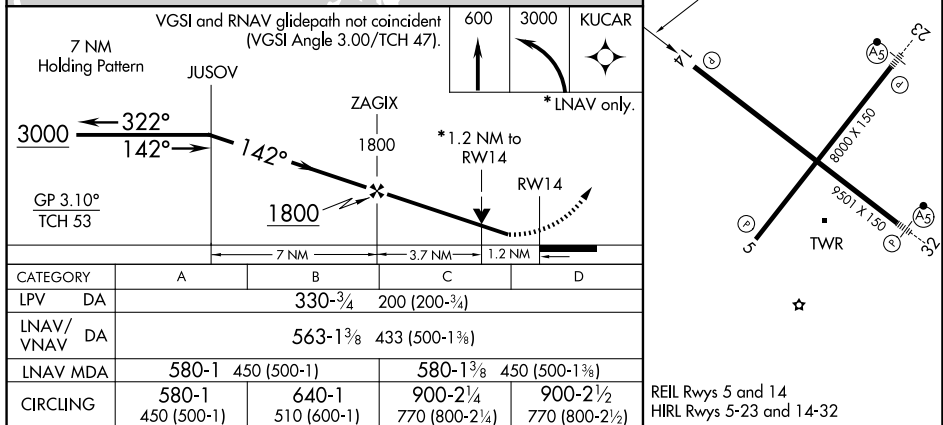
CAPE COD COAST GUARD AIR STATION (FMH)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23. Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct KUCAR and hold.
--	--

ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8
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Procedure NA for arrivals at INNDY on V151 westbound and V139-268 southwest bound.



CAPE COD COAST GUARD AIR STATION (FMH)

41°40'N-70°31'W

RNAV (GPS) RWY 14

NE-1, 03 SEP 2026 to 29 OCT 2026

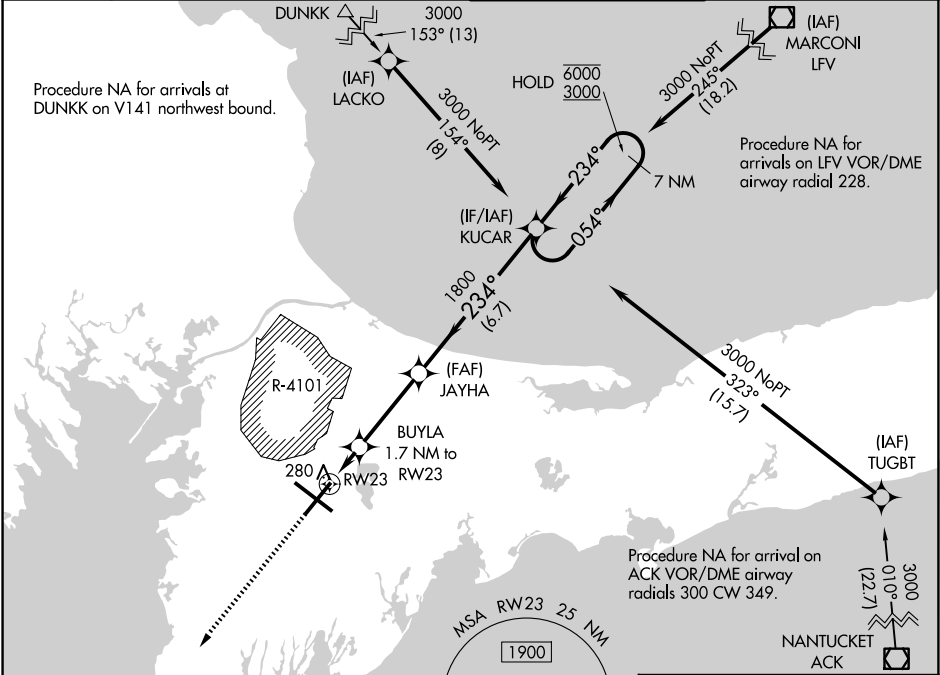
WAAS CH 97337 W23A	APP CRS 234°	Rwy Ldg TDZE 126 Apt Elev 130
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RNAV (GPS) RWY 23

CAPE COD COAST GUARD AIR STATION (FMH)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 3000 direct GLESO and hold, continue climb-in-hold to 3000.
⚠ For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. Circling NA NE of Rwy 14 and NW of Rwy 23. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to RVR 6000. *RVR 1800 authorized with use of FD or AP or HUD to DA.	Ⓜ	

ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8
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ELEV 130		TDZE 126	
GLESO		TWR	
3000		8000 x 150	
RW23		5	
1.1 NM to RW23		720	
1.7 NM to RW23		1800	
1800		6000	
234°		GP 3.00°	
720		TCH 54	
1.1 NM		0.6 NM	
3.4 NM		6.7 NM	
CATEGORY	A	B	C
LPV DA*	326/24 200 (200-½)		
LNAV/VNAV DA	540/40 414 (500-¾)		
LNAV MDA	540/24	414 (500-½)	540/40 414 (500-¾)
CIRCLING	580-1 450 (500-1)	600-1 470 (500-1)	900-2 ¼ 770 (800-2 ¼)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 42536 W32A	APP CRS 323°	Rwy Ldg TDZE 116 Apt Elev 130
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RNAV (GPS) RWY 32

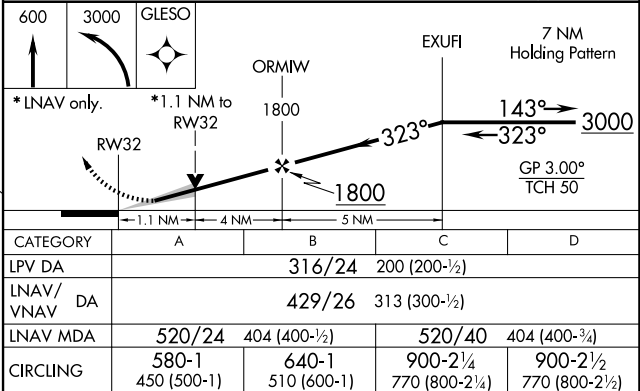
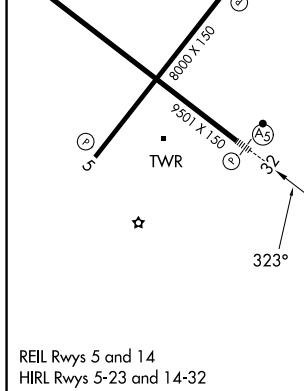
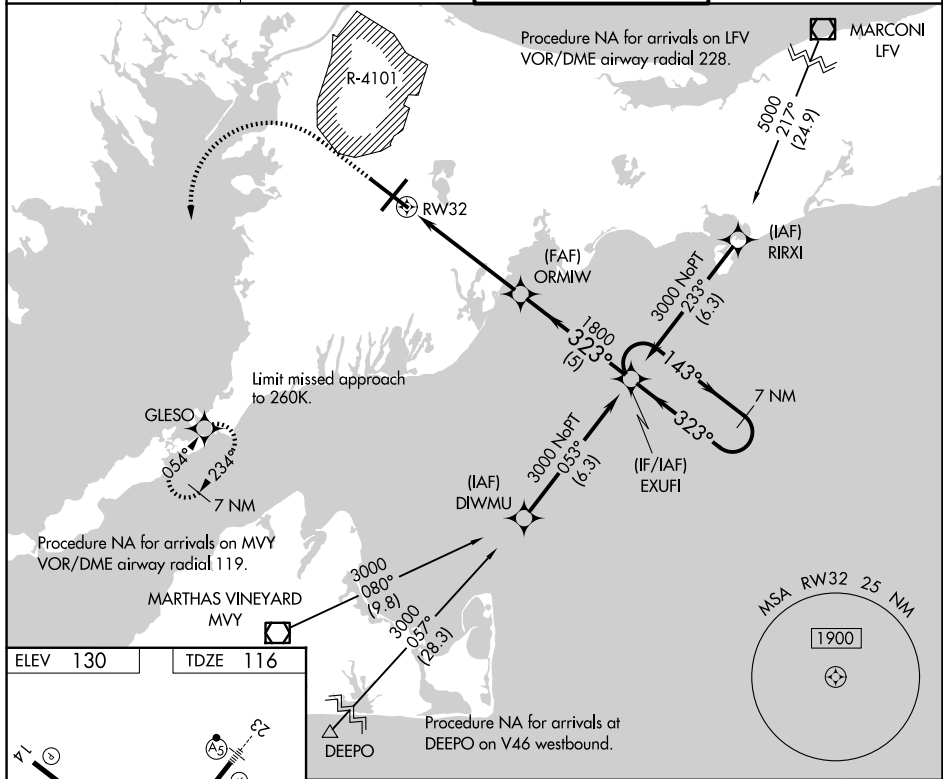
CAPE COD COAST GUARD AIR STATION (F'MH)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23.



MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct GLESO and hold, continue climb-in-hold to 3000.

ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8
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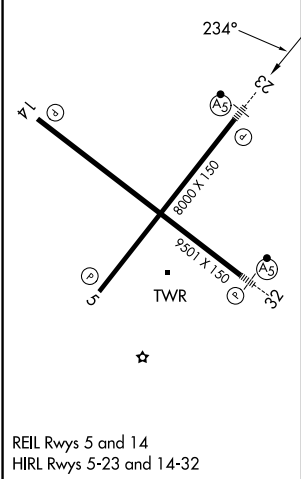
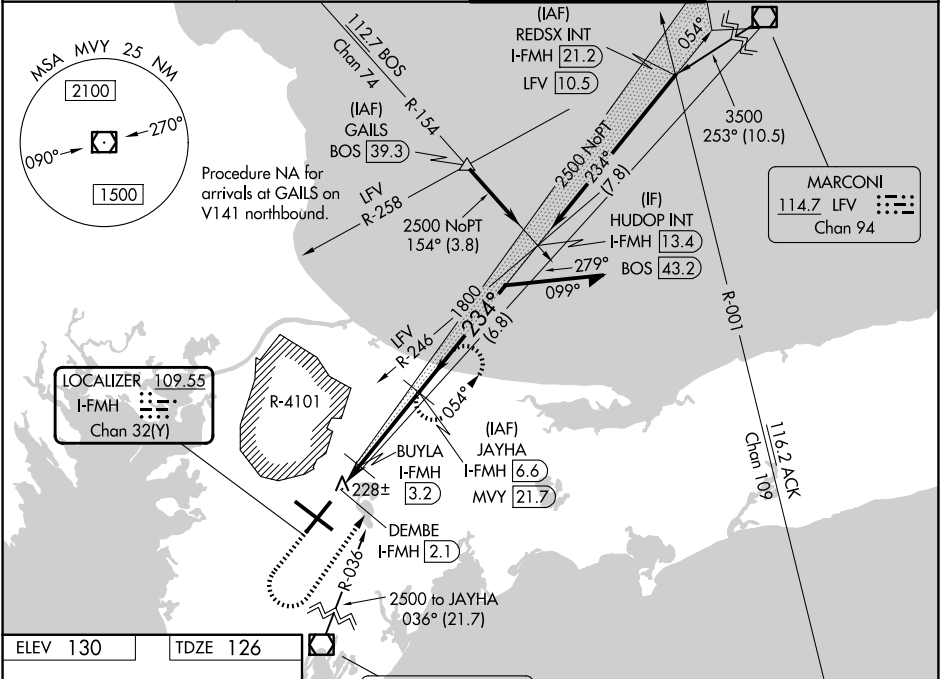
LOC/DME I-FMH	APP CRS	Rwy Ldg	8000
109.55	234°	TDZE	126
Chan 32(Y)		Apt Elev	130

COPTER ILS Y or LOC Y RWY 23

CAPE COD COAST GUARD AIR STATION (FMH)

DME required.	MALSR	MISSED APPROACH: Climb to 1400 then climbing left turn heading 050° and MVY VOR/DME R-036 to 3000 direct JAYHA and hold.
For inop ALS increase, H-ILS 23 and H-LOC 23 visibility to RVR 2400. United States Coast Guard only.		

ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8
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1400	3000	MVY R-036	JAYHA I-FMH 6.6
hdg 050°			
* LOC only.	BUYLA I-FMH 3.2	DEMBE I-FMH 2.1	JAYHA I-FMH 6.6
			Remain within 5 NM
			GS 3.00° HCH 53
CATEGORY	COPTER		
H-ILS 23	226/12	100 (100-¼)	
H-LOC 23	480/12	354 (400-¼)	

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

FALMOUTH, MASSACHUSETTS

AL-10362 (FAA)

26246

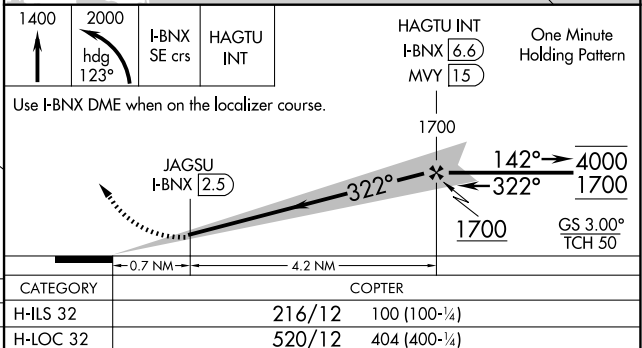
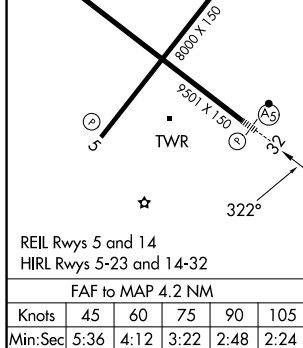
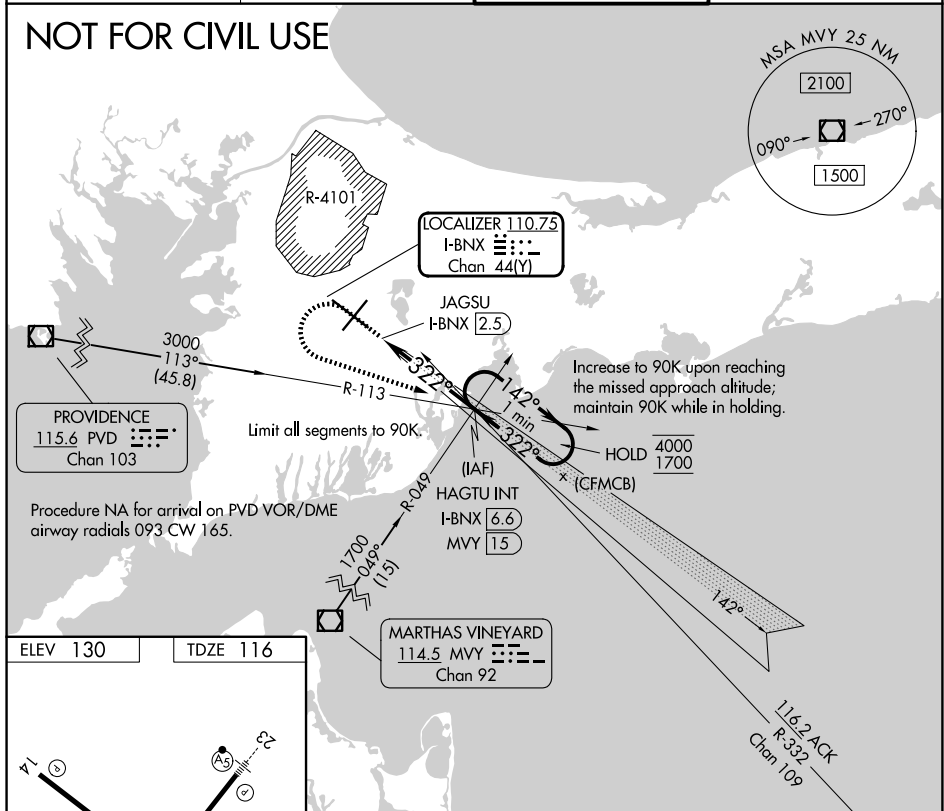
LOC/DME I-BNX 110.75 Chan 44(Y)	APP CRS 322°	Rwy Ldg TDZE 116 Apt Elev 130
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COPTER ILS Y or LOC Y RWY 32

CAPE COD COAST GUARD AIR STATION (FMH)

NA U.S. Coast Guard use only. For inop ALS, increase visibility to RVR 2400.		MALSR A5	MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 on heading 123° and I-BNX localizer SE course to HAGTU INT/I-BNX 6.6 DME and hold.
ATIS 120.475 236.825	BOSTON APP CON 118.2 284.6	COAST GUARD TOWER 128.425 291.1	GND CON 124.15 275.8

NOT FOR CIVIL USE



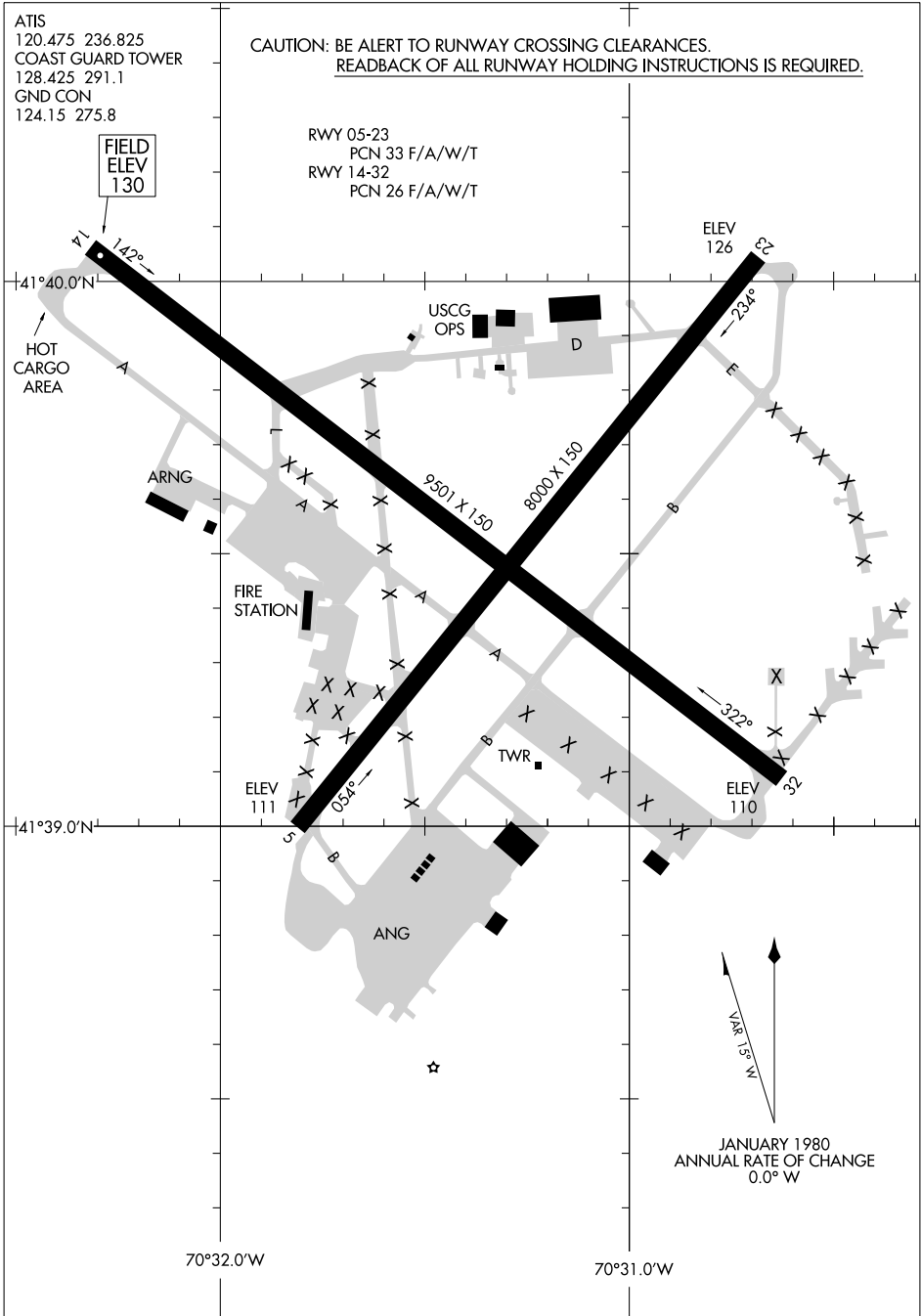
FALMOUTH, MASSACHUSETTS
Orig 08SEP22

41°40'N-70°31'W

CAPE COD COAST GUARD AIR STATION (FMH)

COPTER ILS Y or LOC Y RWY 32

NE-1, 03 SEP 2026 to 29 OCT 2026



FALMOUTH, MASSACHUSETTS

AL-10083 (FAA)

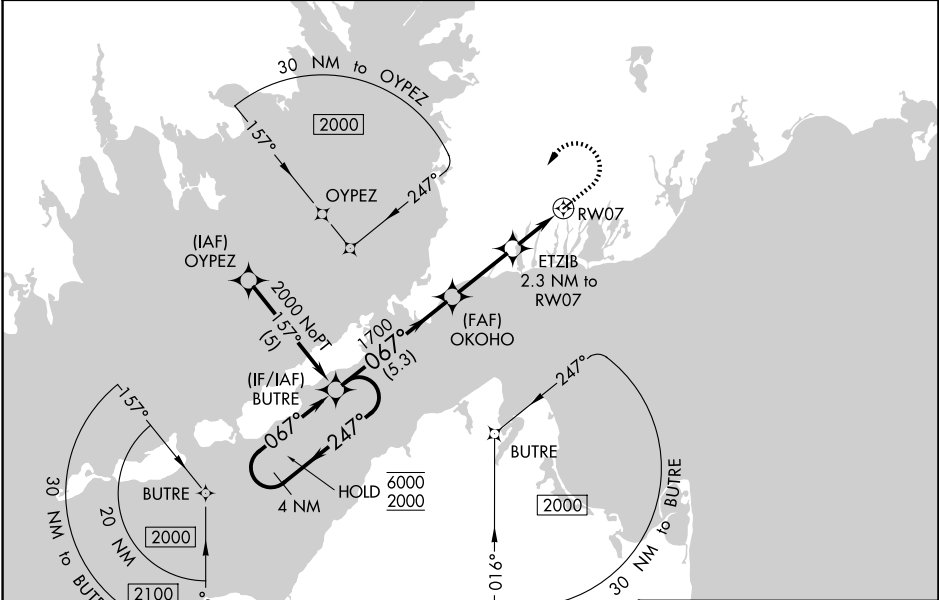
26190

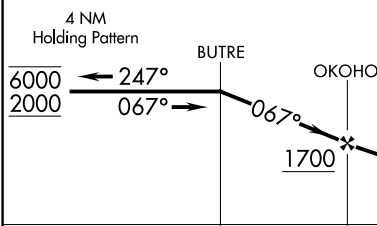
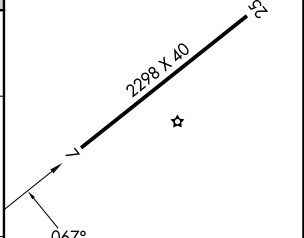
APP CRS	Rwy Ldg 2298
067°	TDZE 41
	Apt Elev 41

RNAV (GPS) RWY 7
FALMOUTH AIRPARK (5B6)

RNP APCH - GPS.		MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct BUTRE and hold.
 NA	Rwy 7 helicopter visibility reduction below 1 SM NA. Use Cape Cod Coast Guard Air Station altimeter setting. When not received, procedure NA. Procedure NA at night.	

BOSTON APP CON 118.2	UNICOM 123.075 (CTAF)	122.7 
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4 NM Holding Pattern		ELEV 41		TDZE 41	
					
6000 2000		800 2000 BUTRE			
247°		067°			
BUTRE		OKOHO			
1700		ETZIB 2.3 NM to RW07			
820		RW07			
5.3 NM		2.8 NM		2.3 NM	
CATEGORY	A	B	C	D	
RNAV MDA	480-1	439 (500-1)	NA		
CIRCLING	560-1	519 (600-1)	NA		

FALMOUTH, MASSACHUSETTS
Orig 24MAR22

41°35'N-70°32'W

FALMOUTH AIRPARK (5B6)
RNAV (GPS) RWY 7

LIRL Rwy 7-25 

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

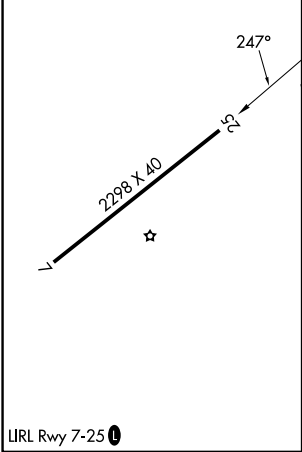
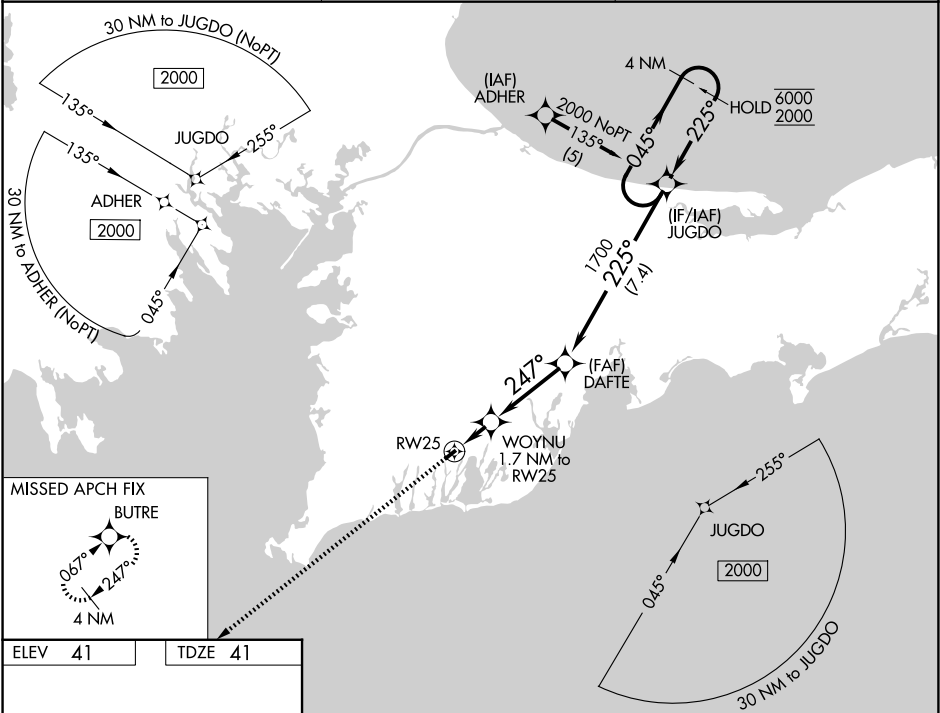
APP CRS	Rwy Ldg	2298
247°	TDZE	41
	Apt Elev	41

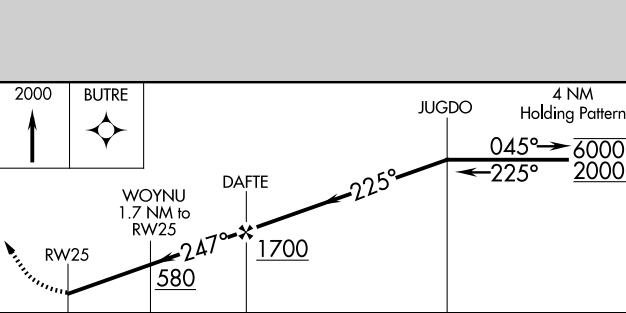
RNAV (GPS) RWY 25

FALMOUTH AIRPARK (5B6)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct BUTRE and hold.
Rwy 25 helicopter visibility reduction below 1 SM NA. Use Cape Cod Coast Guard Air Station altimeter setting. When not received, procedure NA. Procedure NA at night.	

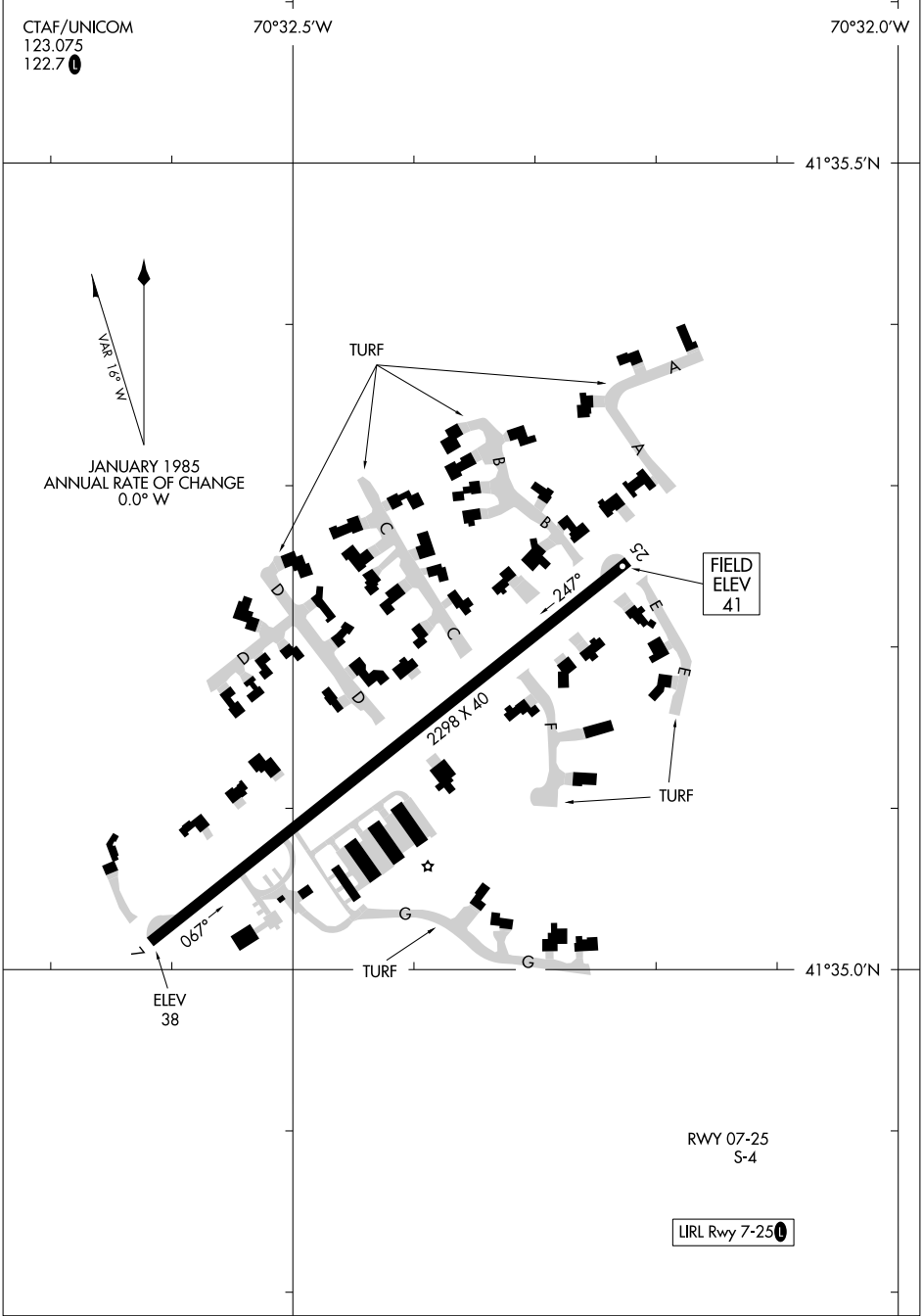
BOSTON APP CON	UNICOM	122.70
118.2	123.075(CTAF)	



																								
<table><tr><td>2000</td><td>BUTRE</td><td colspan="3"></td></tr><tr><td colspan="2"></td><td>JUGDO</td><td colspan="2">4 NM Holding Pattern</td></tr><tr><td colspan="2"></td><td></td><td>045°</td><td>6000</td></tr><tr><td colspan="2"></td><td></td><td>225°</td><td>2000</td></tr></table>					2000	BUTRE						JUGDO	4 NM Holding Pattern					045°	6000				225°	2000
2000	BUTRE																							
		JUGDO	4 NM Holding Pattern																					
			045°	6000																				
			225°	2000																				
<table><tr><td>WOYNU 1.7 NM to RW25</td><td>DAFTE</td><td colspan="3"></td></tr><tr><td></td><td>1700</td><td colspan="3"></td></tr><tr><td></td><td>580</td><td colspan="3"></td></tr><tr><td></td><td>1.7 NM</td><td>3.4 NM</td><td>7.4 NM</td><td></td></tr></table>					WOYNU 1.7 NM to RW25	DAFTE					1700					580					1.7 NM	3.4 NM	7.4 NM	
WOYNU 1.7 NM to RW25	DAFTE																							
	1700																							
	580																							
	1.7 NM	3.4 NM	7.4 NM																					
CATEGORY	A	B	C	D																				
LNAV MDA	500-1	459 (500-1)	NA																					
CIRCLING	560-1	519 (600-1)	NA																					

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

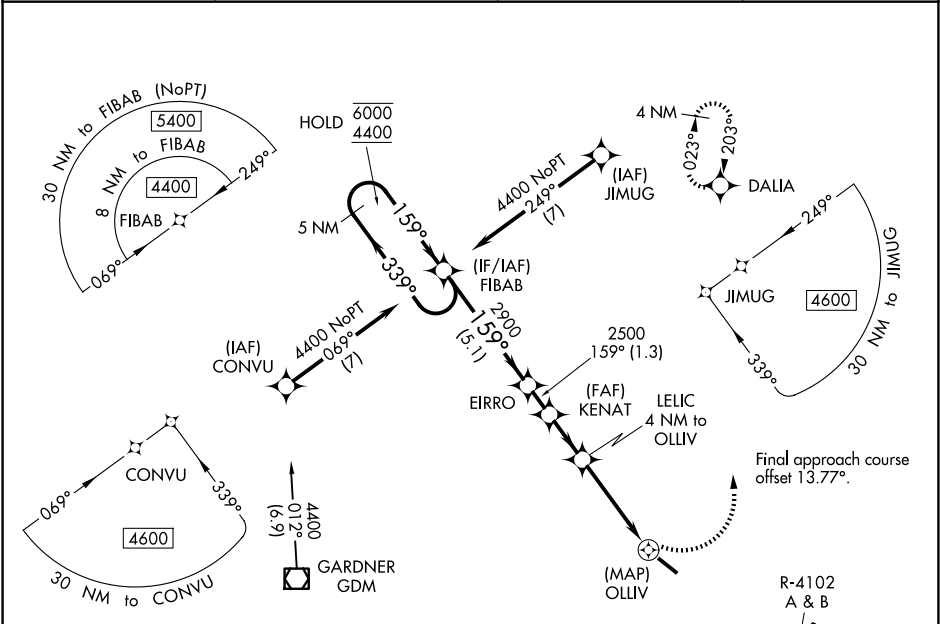
APP CRS	Rwy Ldg	4538
159°	TDZE	344
	Apt Elev	345

RNAV (GPS) RWY 14

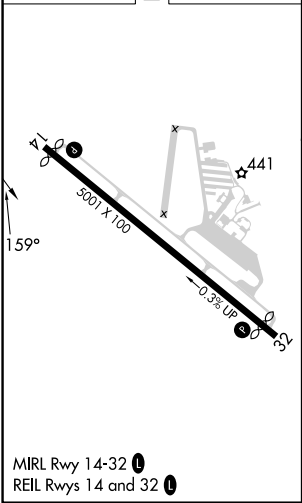
FITCHBURG MUNI (FIT)

RNP APCH.	MISSED APPROACH: Climbing left turn to 3500 direct DALLA and hold.
▼ ▲ ❄ Rwy 14 helicopter visibility reduction below ¾ SM NA. Circling NA southwest of Rwy 14-32 at night. -21°C	

ASOS 135.175	BOSTON APP CON 124.4 279.6	UNICOM 122.7 (CTAF)	123.0
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ELEV 345		TDZE 344
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Procedure NA for arrival on GDM VOR/DME airway radials 339 CW 042.				
5 NM Holding Pattern Visual Segment - Obstacles. 3500 DALLA				
6000 4400 2900 2500 1860 339° 159° 159° 5.1 NM 1.3 NM 2 NM 1.3 2.7 0.5				
CATEGORY	A	B	C	D
LNAV MDA	1420-1¼ 1076 (1100-1¼)	1420-1½ 1076 (1100-1½)	1420-3 1076 (1100-3)	NA
CIRCLING	1420-1¼ 1075 (1100-1¼)	1420-1½ 1075 (1100-1½)	1520-3 1175 (1200-3)	NA

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

FITCHBURG, MASSACHUSETTS

AL-747 (FAA)

26134

WAAS CH 48944 W32A	APP CRS 325°	Rwy Ldg TDZE 337 Apt Elev 345
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RNAV (GPS) RWY 32

FITCHBURG MUNI (FIT)

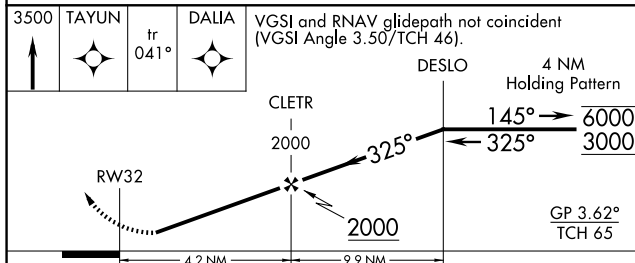
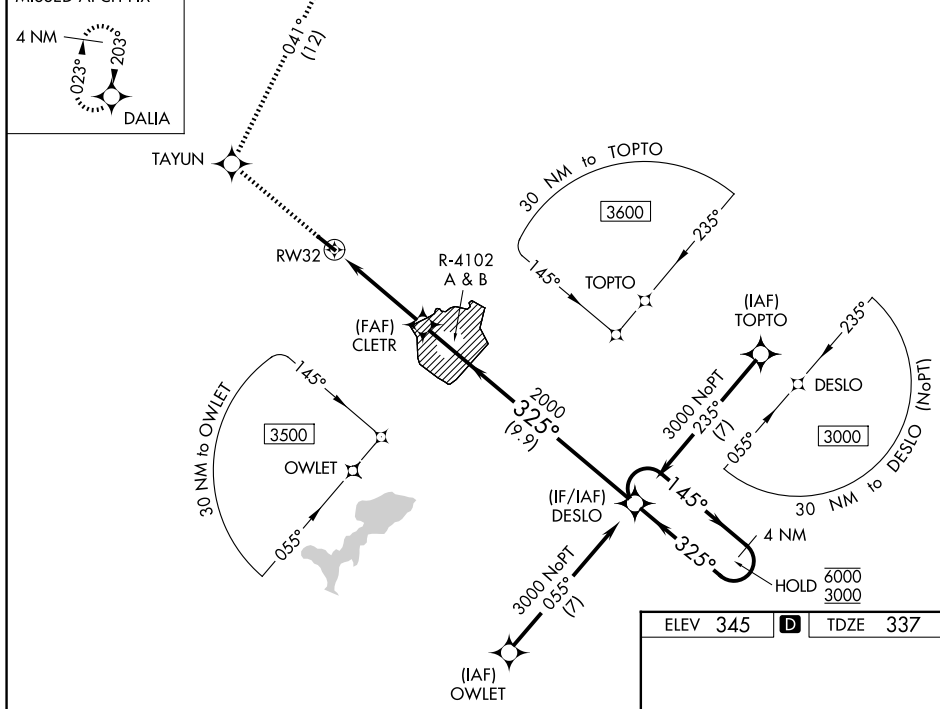
RNP APCH - GPS.

- Rwy 32 helicopter visibility reduction below 1 SM NA.
 Procedure NA when R-4102 A & B are active.
 -21°C
 Circling NA southwest of Rwy 14-32 at night.

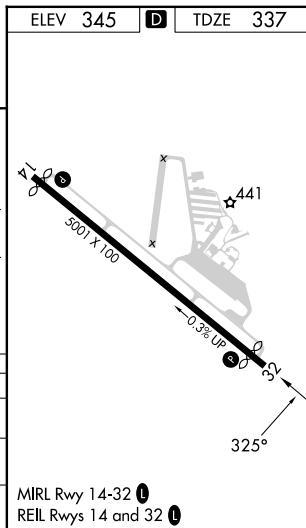
MISSED APPROACH: Climb to 3500 direct TAYUN and on track 041° to DALIA and hold.

ASOS 135.175	BOSTON APP CON 124.4 279.6	UNICOM 122.7 (CTAF)	123.0
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MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	773-1¼	436 (500-1¼)		NA
LNNAV MDA	960-1	623 (700-1)	960-1¼ 623 (700-1¼)	NA
CIRCLING	1080-1 735 (800-1)	1380-1½ 1035 (1100-1½)	1520-3 1175 (1200-3)	NA



FITCHBURG, MASSACHUSETTS

Amdt 2 24MAR22

42°33'N - 71°46'W

FITCHBURG MUNI (FIT)

RNAV (GPS) RWY 32

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 93917 W14A	APP CRS 133°	Rwy Ldg TDZE 984 Apt Elev 987
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RNAV (GPS) RWY 14

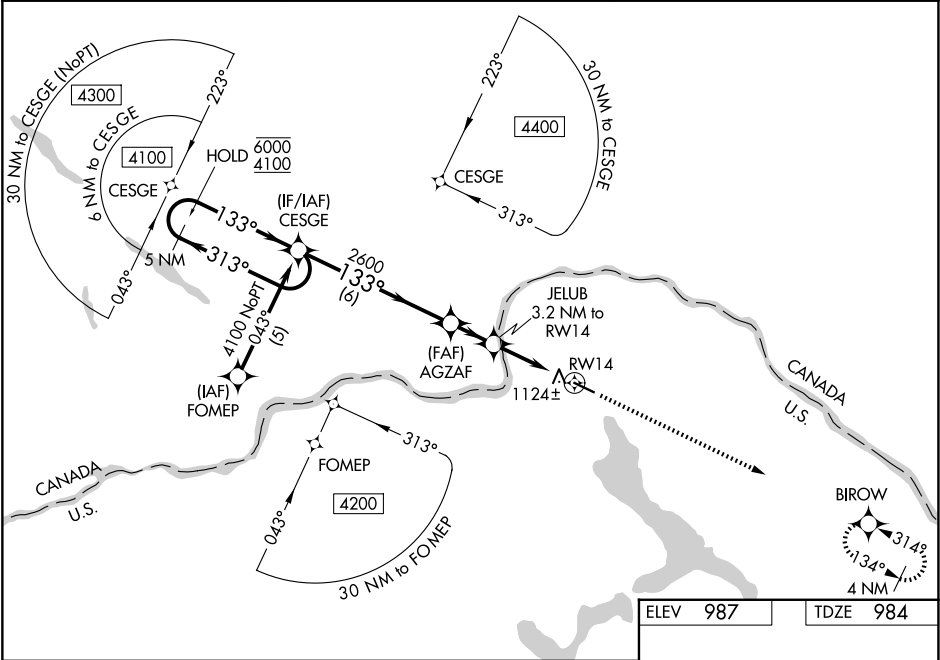
NORTHERN AROOSTOOK RGNL (FVE)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using CAR altimeter setting. When local altimeter setting not received, use CAR altimeter setting and increase LPV DA to 1386 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1576 feet and all visibilities ¾ SM; increase all MDAs 120 feet and LNAV visibility Cats C and D ¾ SM, and Circling visibility Cats B, C and D ½ SM.

MISSED APPROACH:
Climb to 3400 direct BIROW and hold.

ASOS 135.725	BOSTON CENTER 124.75 239.05	UNICOM 122.7 (CTAF)
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5 NM Holding Pattern

CESGE

AGZAF

JELUB 3.2 NM to RW14

1.4 NM to RW14

RW14

GP 3.00° TCH 40

6000 ← 313°

4100 → 133°

2600

2020

6 NM

1.7 NM

1.8

1.4

ELEV 987

TDZE 984

BIROW

3400

133°

4600 X 75

32

CATEGORY	A	B	C	D
LPV DA	1270-1 286 (300-1)			
LNAV/VNAV DA	1460-1¾ 476 (500-1¾)			
LNAV MDA	1460-1 476 (500-1)	1460-1¾ 476 (500-1¾)		
CIRCLING	1560-1 573 (600-1)	1700-1 713 (800-1)	1840-2½ 853 (900-2½)	1840-2¾ 853 (900-2¾)

MIRL Rwy 14-32
REIL Rwys 14 and 32

FRENCHVILLE, MAINE

AL-6195 (FAA)

26134

WAAS CH 42942 W32A	APP CRS 314°	Rwy Ldg TDZE Apt Elev	4600 987 987
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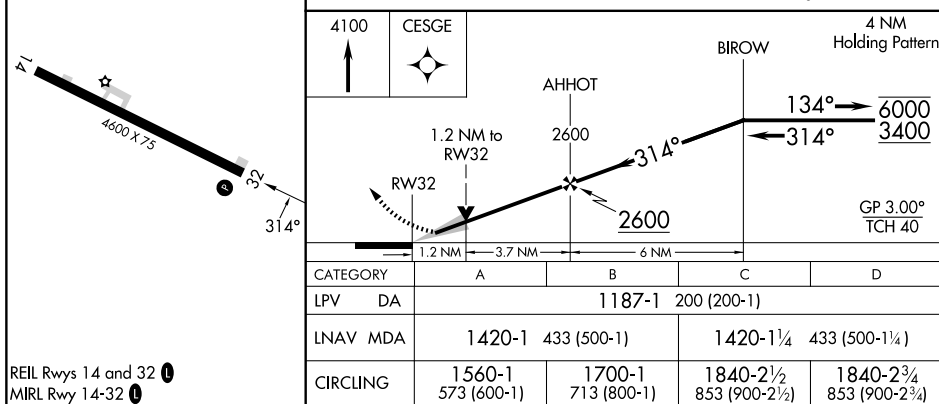
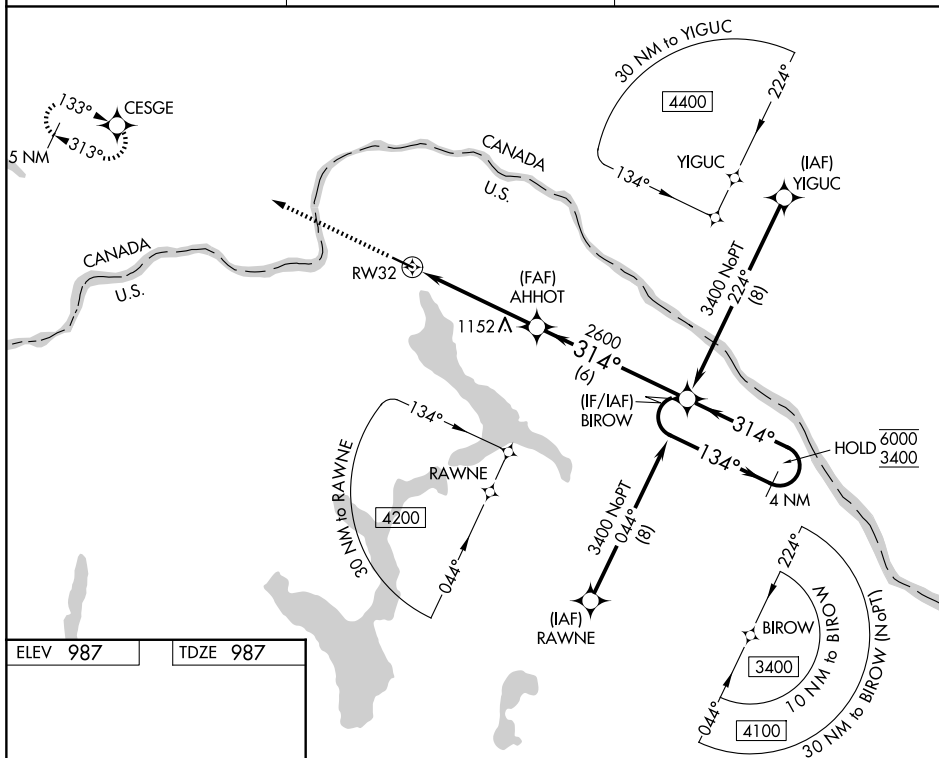
RNAV (GPS) RWY 32 **NORTHERN AROOSTOOK RGNL (FVE)**

RNP APCH - GPS.

V VDP NA when using CAR altimeter setting. When local altimeter setting not received, use CAR altimeter setting and increase LPV to 1303 feet; increase all MDAs 120 feet and LNAV visibility Cat C and D $\frac{3}{4}$ SM; increase Circling visibility Cat B and D $\frac{1}{4}$ SM and Cat C $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 4100 direct CESGE and hold, continue climb-in-hold to 4100.

ASOS 135.725	BOSTON CENTER 124.75 239.05	UNICOM 122.7 (CTAF)
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REIL Rwy 14 and 32
MIRL Rwy 14-32

FRENCHVILLE, MAINE

Amdt 2B 14MAY26

NORTHERN AROOSTOOK RGNL (FVE)

47°17'N-68°19'W

RNAV (GPS) RWY 32

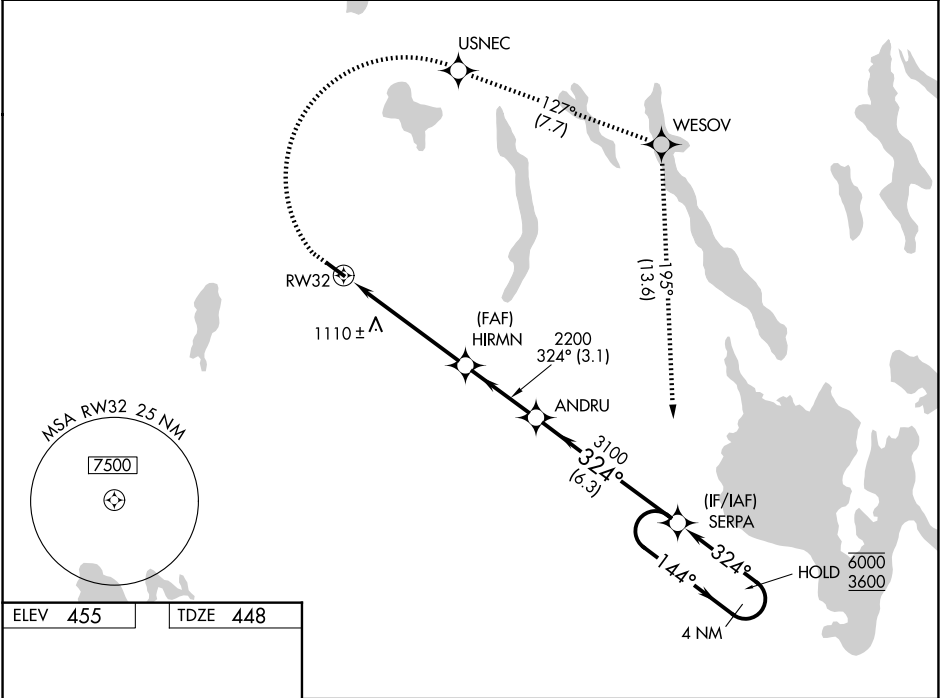
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 93635 W32A	APP CRS 324°	Rwy Ldg TDZE 448 Apt Elev 455
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RNAV (GPS) RWY 32
WHITE MOUNTAIN RGNL (IZG)

RNP APCH - GPS.	▼ ▲ ❄ -28°C Rwy 32 helicopter visibility reduction below ¾ SM NA. VDP NA when using LEW altimeter setting. Circling Rwy 14 NA at night. When local altimeter setting not received, use LEW altimeter setting and increase LPV DA to 1005 feet and all visibilities ¼ SM; increase all MDAs 100 feet and LNAV visibility Cat B/C ½ SM, and Circling visibility Cat B ¼ SM.	MISSED APPROACH: Climb to 1490 then climbing right turn to 3600 direct USNEC and on track 127° to WESOV and on track 195° to SERPA and hold.
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ASOS 135.775	PORTLAND APP CON ★ 119.75 269.35	UNICOM 122.8 (CTAF) 0
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REIL Rwy 32
MIRL Rwy 14-32

1490	3600	USNEC	tr 127°	WESOV	tr 195°	SERPA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 17).	
							4 NM	SERPA Holding Pattern
RW32		2.2 NM to RW32		HIRMN 2200	ANDRU 3100	144° → 6000 ← 324° 3600		
		2.2 NM	3.2 NM	3.1 NM	6.3 NM	GP 3.00° TCH 51		
CATEGORY		A		B		C		D
LPV DA		914-1⅓		466 (500-1⅓)				NA
LNAV MDA		1140-1 692 (700-1)		1140-2 692 (700-2)				NA
CIRCLING		1340-1¼ 885 (900-1¼)		1400-1½ 945 (1000-1½)		1560-3 1105 (1200-3)		NA

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

GARDNER, MASSACHUSETTS

AL-5289 (FAA)

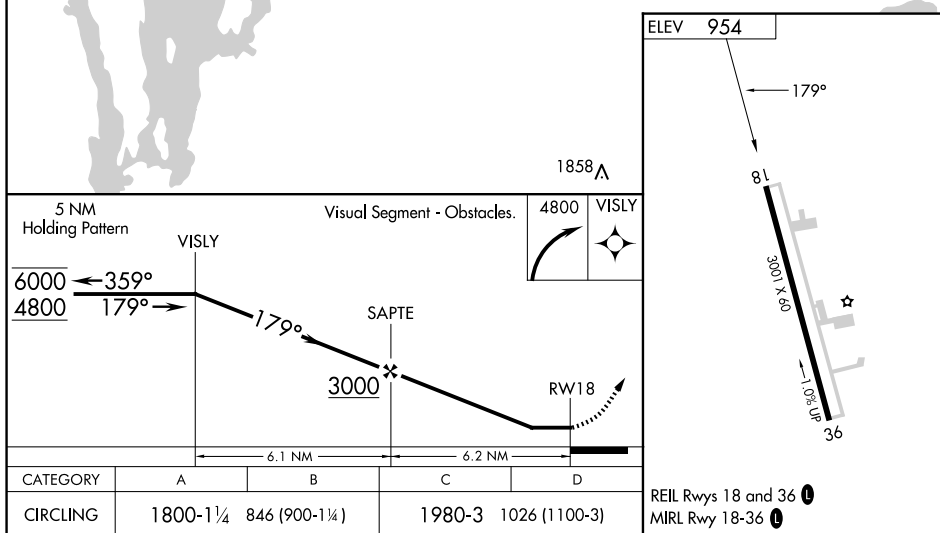
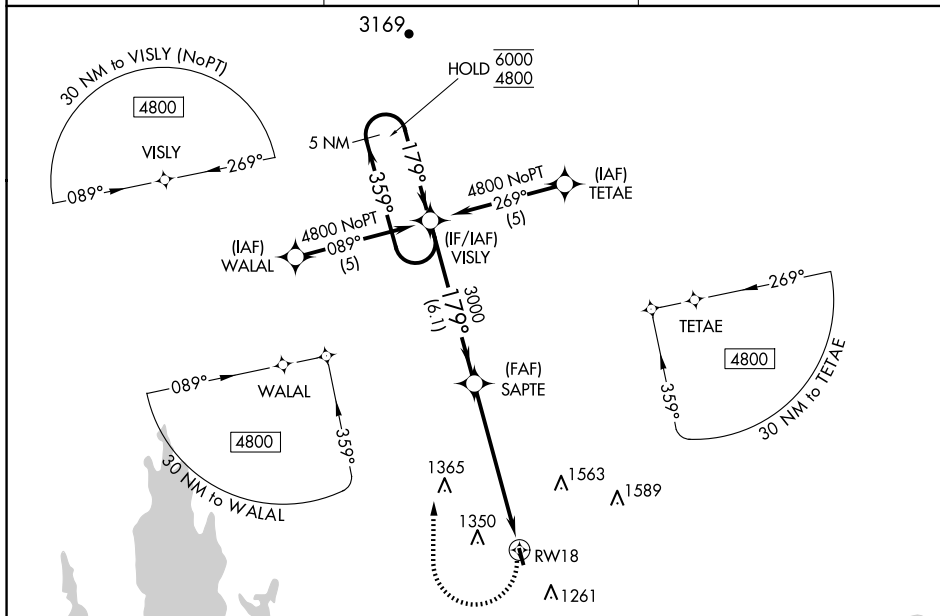
25163

APP CRS 179°	Rwy Ldg TDZE Apt Elev N/A N/A 954
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RNAV (GPS)-B

GARDNER MUNI (GDM)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 4800 direct VISLY and hold, continue climb-in-hold to 4800.
T Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Use ORH altimeter setting, when not received use ORE altimeter setting and increase all MDAs 40 feet. NA	ORH ASOS 126.55	BOSTON CENTER 123.75 338.2
		UNICOM 122.8 (CTAF) 0



GARDNER, MASSACHUSETTS

Orig-D 17APR25

42°33'N-72°01'W

GARDNER MUNI (GDM)
RNAV (GPS)-B

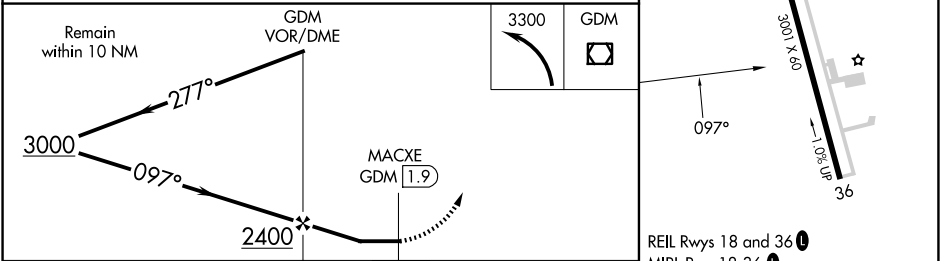
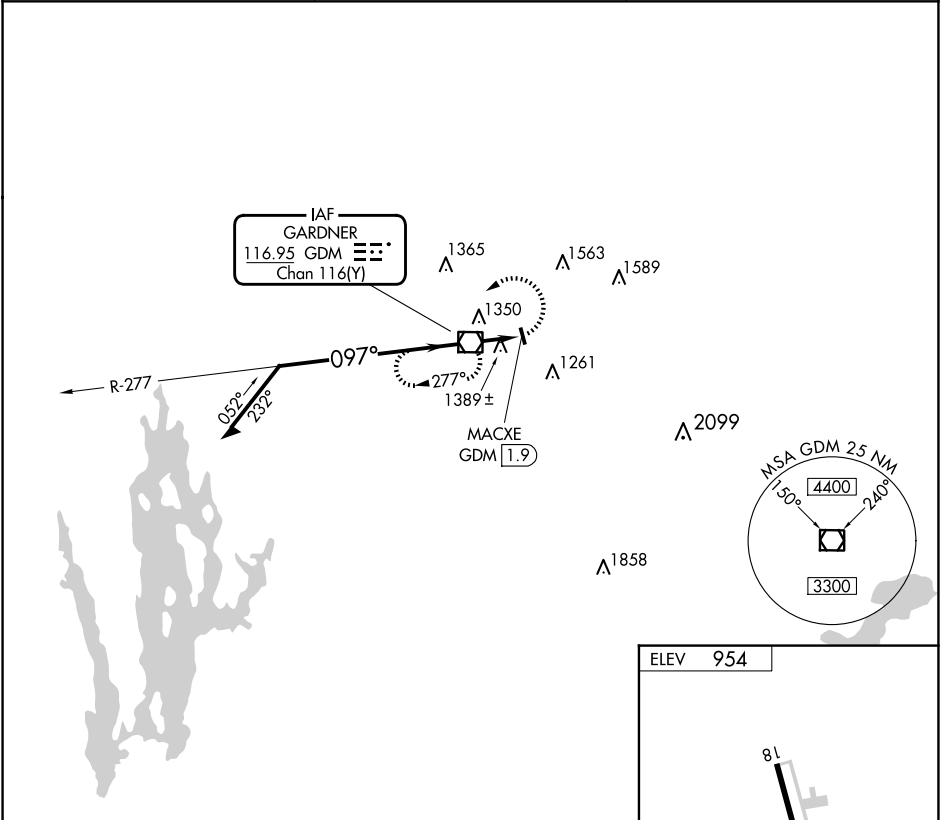
NE-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME GDM	APP CRS	Rwy Ldg TDZE	N/A
116.95	097°	Apt Elev	954
Chan 116 (Y)			

VOR-A
GARDNER MUNI (GDM)

NA	Procedure NA at night. Use ORH altimeter setting, when not received use ORE altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing left turn to 3300 direct GDM VOR/DME and hold, continue climb-in-hold to 3300.
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ORH ASOS 126.55	BOSTON CENTER 123.75 338.2	UNICOM 122.8 (CTAF) 0
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					MIRL Rwy 18-36					
CATEGORY	A	B	C	D	FAF to MAP 1.9 NM					
CIRCLING	2020-1¼ 1066 (1100-1¼)	2020-1½ 1066 (1100-1½)	2020-3	1066 (1100-3)	Knots	60	90	120	150	180
					Min:Sec	1:54	1:16	0:57	0:46	0:38

NE-1, 03 SEP 2026 to 29 OCT 2026

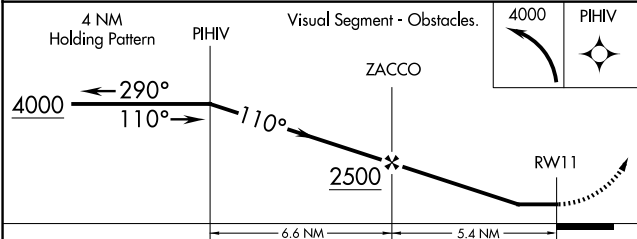
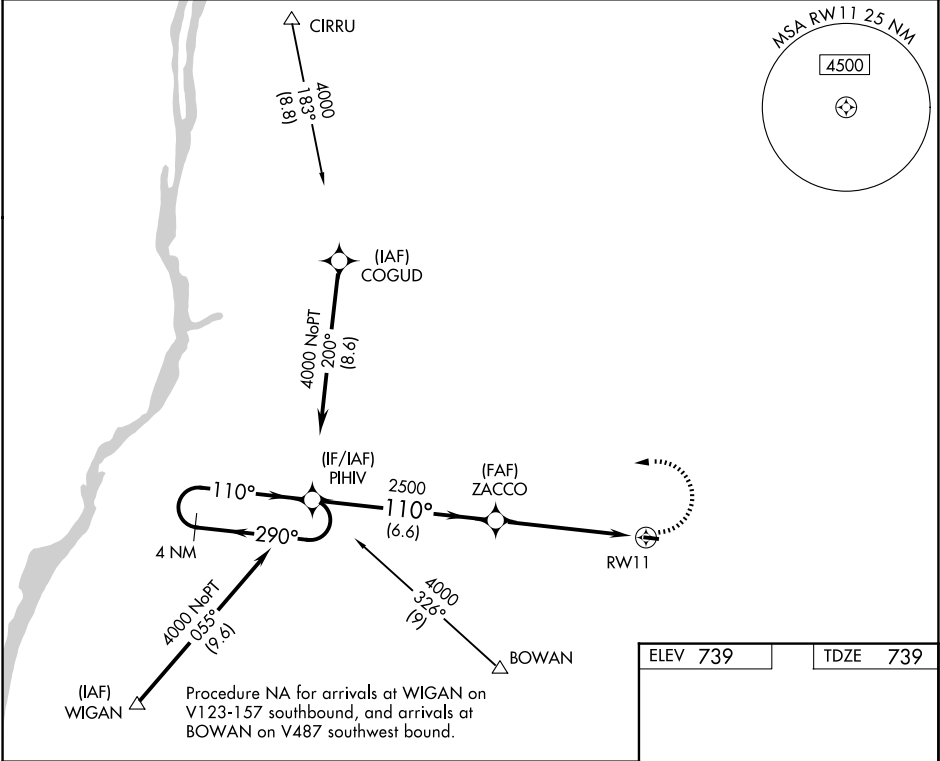
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58123 W11A	APP CRS 110°	Rwy Ldg TDZE Apt Elev	2409 739 739
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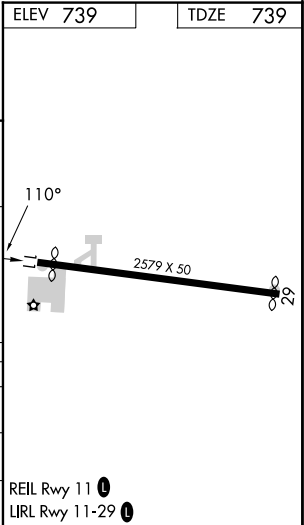
RNAV (GPS) RWY 11
GREAT BARRINGTON (GBR)

NA -19°C	Obtain local altimeter setting on CTAF; when not received, use Pittsfield altimeter setting and increase all MDA 100 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 4000 direct PIIHV and hold.
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ALBANY APP CON 132.825 307.2	UNICOM 122.8 (CTAF)	121.6
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CATEGORY	A	B	C	D
LP MDA	1840-1¼ 1101 (1200-1¼)	1840-1½ 1101 (1200-1½)	NA	NA
LNAV MDA	1840-1¼ 1101 (1200-1¼)	1840-1½ 1101 (1200-1½)	NA	NA
CIRCLING	1840-1¼ 1101 (1200-1¼)	1840-1½ 1101 (1200-1½)	NA	NA



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
346°

Rwy Ldg
TDZE
Apt Elev

N/A
N/A
739

RNAV (GPS)-B

GREAT BARRINGTON (GBR)

NA

NA

-19°C

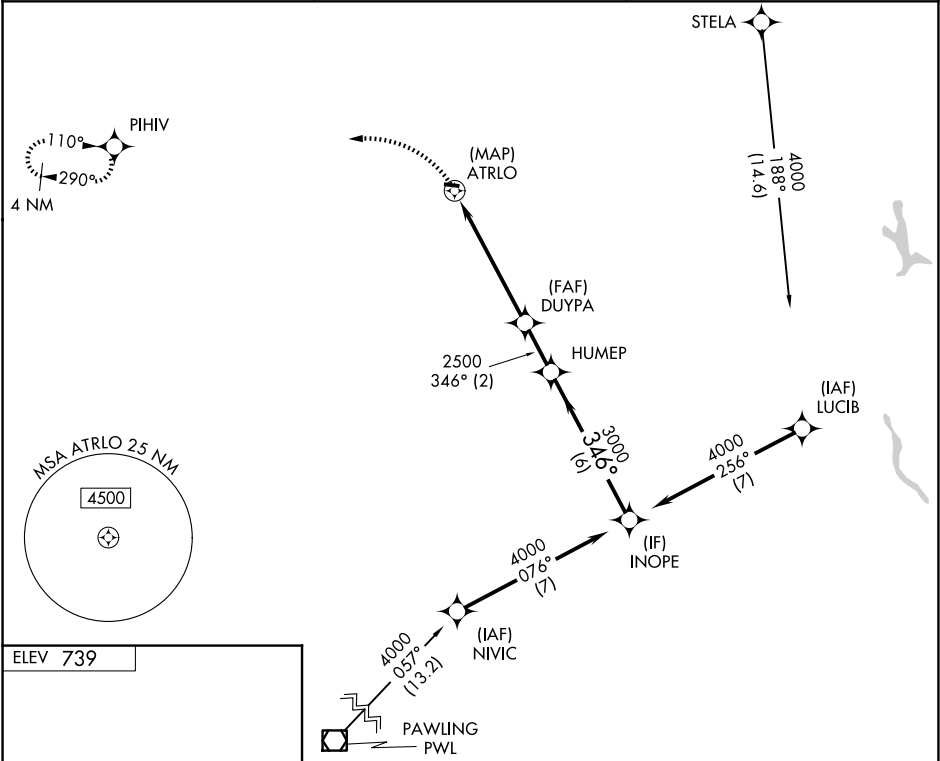
Obtain local altimeter setting on CTAF; when not received, use Pittsfield altimeter setting. DME/DME RNP-0.3 NA.
Procedure NA at night. Visibility reduction by helicopters NA.

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

ALBANY APP CON
132.825 307.2

UNICOM
122.8 (CTAF)

121.6



ELEV 739			
PAWLING PWL			
4000 PIHIV			
ATRLO			
DUYP A			
HUMEP			
INOPE			
4000			
346°			
3000			
2500			
5.4 NM			
2 NM			
6 NM			
CATEGORY	A	B	C D
CIRCLING	1500-1 761 (800-1)	1560-1¼ 821 (900-1¼)	NA
PITTSFIELD ALTIMETER SETTING MINIMUMS			
CIRCLING	1600-1¼ 861 (900-1¼)	1660-1¼ 921 (1000-1¼)	NA

GREENVILLE, MAINE

AL-5918 (FAA)

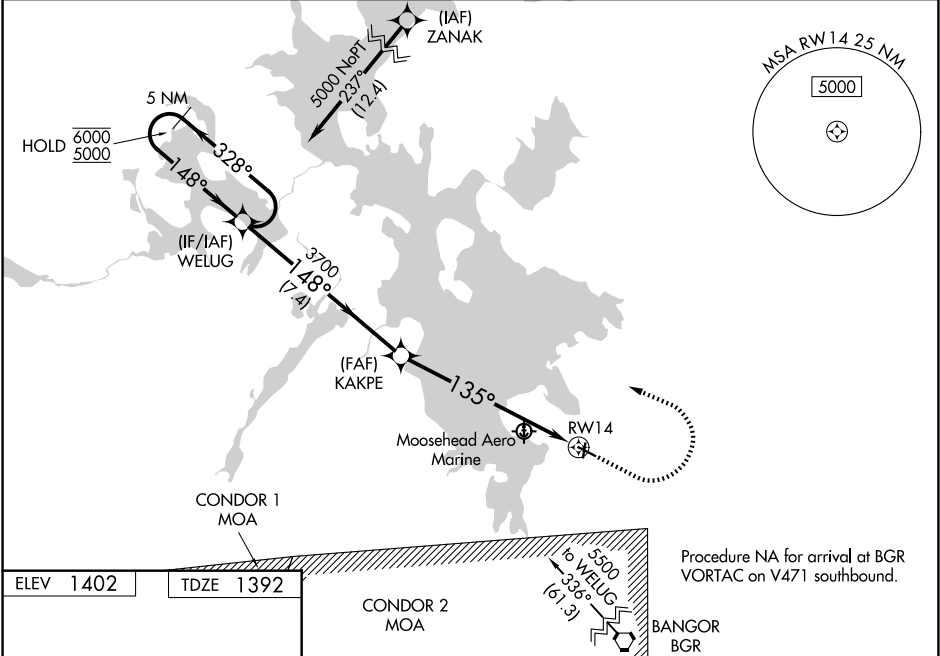
26246

WAAS CH 60940 W14A	APP CRS 135°	Rwy Ldg 4000 TDZE 1392 Apt Elev 1402
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RNAV (GPS) RWY 14
GREENVILLE MUNI (3B1)

RNP APCH - GPS. Baro-VNAV and VDP NA when using BGR altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. Circling Rwy 3, 21 NA at night. Circling NA north of Rwy 14-32. When local altimeter setting not received, use BGR altimeter setting and increase LPV DA* to 1952 feet and all visibilities ½ SM. Increase LPV DA to 2490 feet and all visibilities 1½ SM. Increase LNAV/VNAV DA to 2595 feet and all visibilities 1 SM. Increase all MDAs 300 feet.		MISSED APPROACH: Climb to 2800 then climbing left turn to 5000 direct WELUG and hold. *Missed approach requires minimum climb of 215 feet per NM to 4200.
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AWOS-A 124.175	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF) 0
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ELEV 1402 TDZE 1392		CONDOR 2 MOA		BANGOR BGR	
5 NM Holding Pattern WELUG		KAKPE		2800 5000 WELUG	
6000 ← 328° 5000 148° →		3700 148°		3.4 NM to RWY 14	
GP 3.00° TCH 40		3700 135°		RWY 14	
7.4 NM		3.8 NM		3.4 NM	
CATEGORY	A	B	C	D	
LPV DA*	1667-1		275 (300-1)		
LPV DA	2205-2½		813 (900-2½)		
LNAV/VNAV DA	2310-4		918 (1000-4)		
LNAV MDA	2500-1¼ 1108 (1100-1¼)	2500-1½ 1108 (1100-1½)	2500-3	1108 (1100-3)	
CIRCLING	2500-1¼ 1098 (1100-1¼)	2500-1½ 1098 (1100-1½)	2500-3 1098 (1100-3)	2660-3 1258 (1300-3)	

GREENVILLE, MAINE
Amdt 1A 17APR25

45°28'N-69°33'W

GREENVILLE MUNI (3B1)
RNAV (GPS) RWY 14

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40145 W32A	APP CRS 315°	Rwy Ldg TDZE Apt Elev	4000 1392 1402
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RNAV (GPS) RWY 32

GREENVILLE MUNI (3B1)

RNP APCH - GPS.

▼

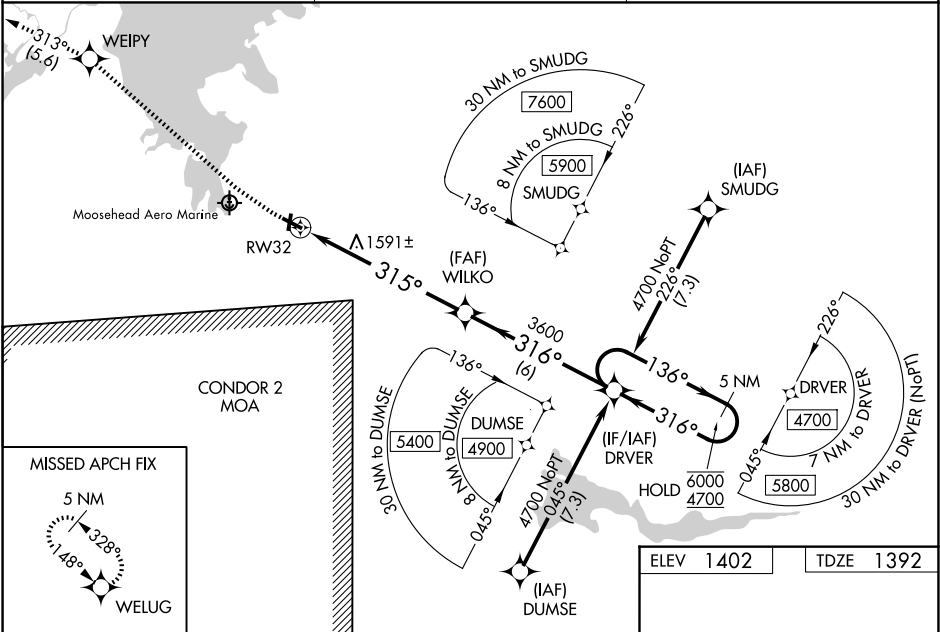
▲ NA

☒ -20°C

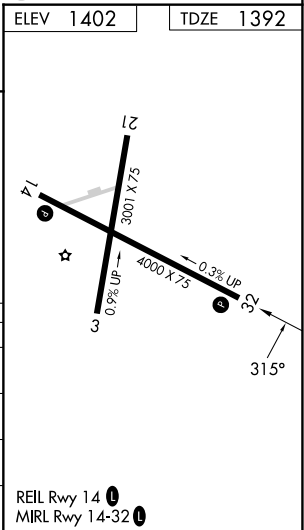
Rwy 32 helicopter visibility reduction below ¾ SM NA. Circling Rwy 3, 21 NA at night. Baro-VNAV NA. VDP NA when using BGR altimeter setting. When local altimeter not received, use BGR altimeter setting: increase LPV DA to 1952 feet and all visibilities ¾ SM, increase LNAV/VNAV DA to 2145 feet and all visibilities ¾ SM; increase all MDAs 300 feet and LNAV all visibilities 1 ½ SM, and Circling visibility Cat A/B ¼ SM. Circling NA northeast of Rwy 14-32.

MISSED APPROACH: Climb to 2200 then climbing right turn to 5100 direct WEIPY and on track 313° to WELUG and hold, continue climb-in-hold to 5100.

AWOS-A 124.175	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF) 0
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2200	5100	WEIPY	tr 313°	WELUG	WILKO	DRIVER	5 NM Holding Pattern
		2 NM to RW32		3600		136° → 6000 ← 316° 4700	
RW32		2 NM		4.7 NM		6 NM	
CATEGORY	A	B	C	D			
LPV DA	1667-1		275 (300-1)				
LNAV/VNAV DA	1860-13 8		468 (500-13 8)				
LNAV MDA	2060-1	668 (700-1)	2060-1 7 8	668 (700-1 7 8)			
CIRCLING	2060-1 658 (700-1)	2300-1 ¼ 898 (900-1 ¼)	2440-3 1038 (1100-3)	2660-3 1258 (1300-3)			



GREENVILLE, MAINE

AL-5935 (FAA)

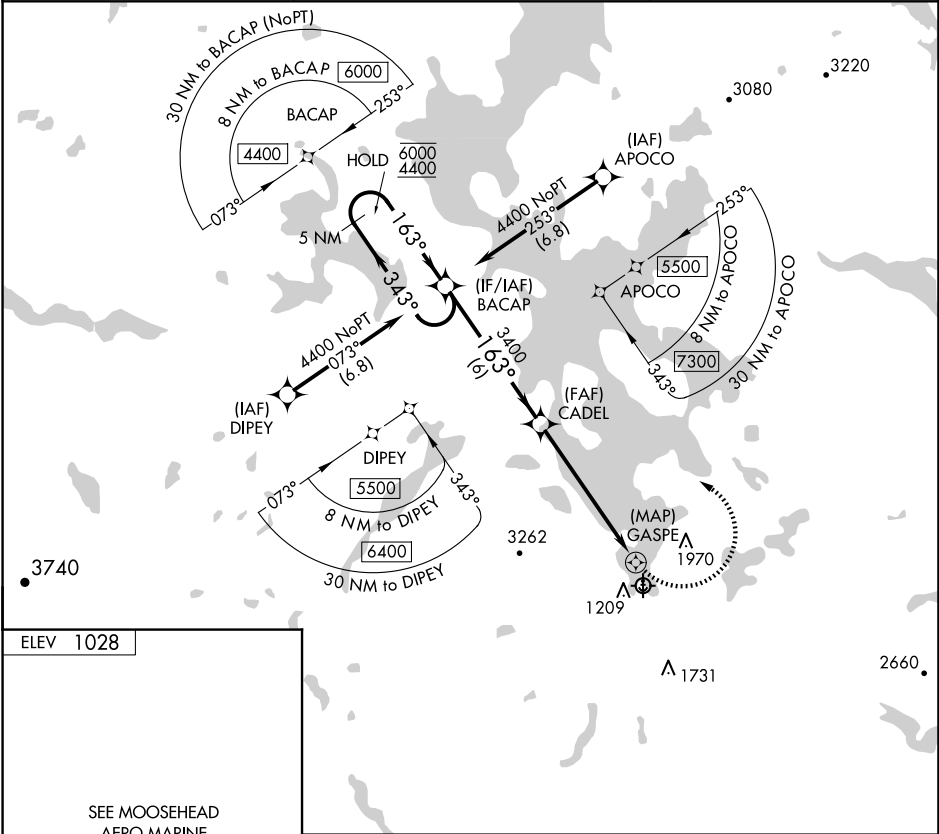
25163

APP CRS	Rwy Ldg	N/A
163°	TDZE	N/A
	Apt Elev	1028

RNAV (GPS)-B
MOOSEHEAD AERO MARINE (52B)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 4400 direct BACAP and hold.
▼ Procedure NA at night. Use 3B1 altimeter setting; when not received, use BGR altimeter setting and increase all MDA 240 feet. ⚠ NA ❄ -21°C	

3B1 AWOS-A 124.175	BOSTON CENTER 120.25 346.4	CTAF 122.9
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ELEV 1028

SEE MOOSEHEAD
AERO MARINE
SEAPLANE BASE
LANDING CHART

5 NM Holding Pattern				4400	BACAP
6000 4400				3400	
6 NM				6 NM	
CATEGORY	A	B	C	D	
CIRCLING	2140-1¼ 1112 (1200-1¼)	2560-1½ 1532 (1600-1½)	2560-3 1532 (1600-3)	NA	

GREENVILLE, MAINE
Amdt 1A 05SEP24

45°28'N - 69°36'W

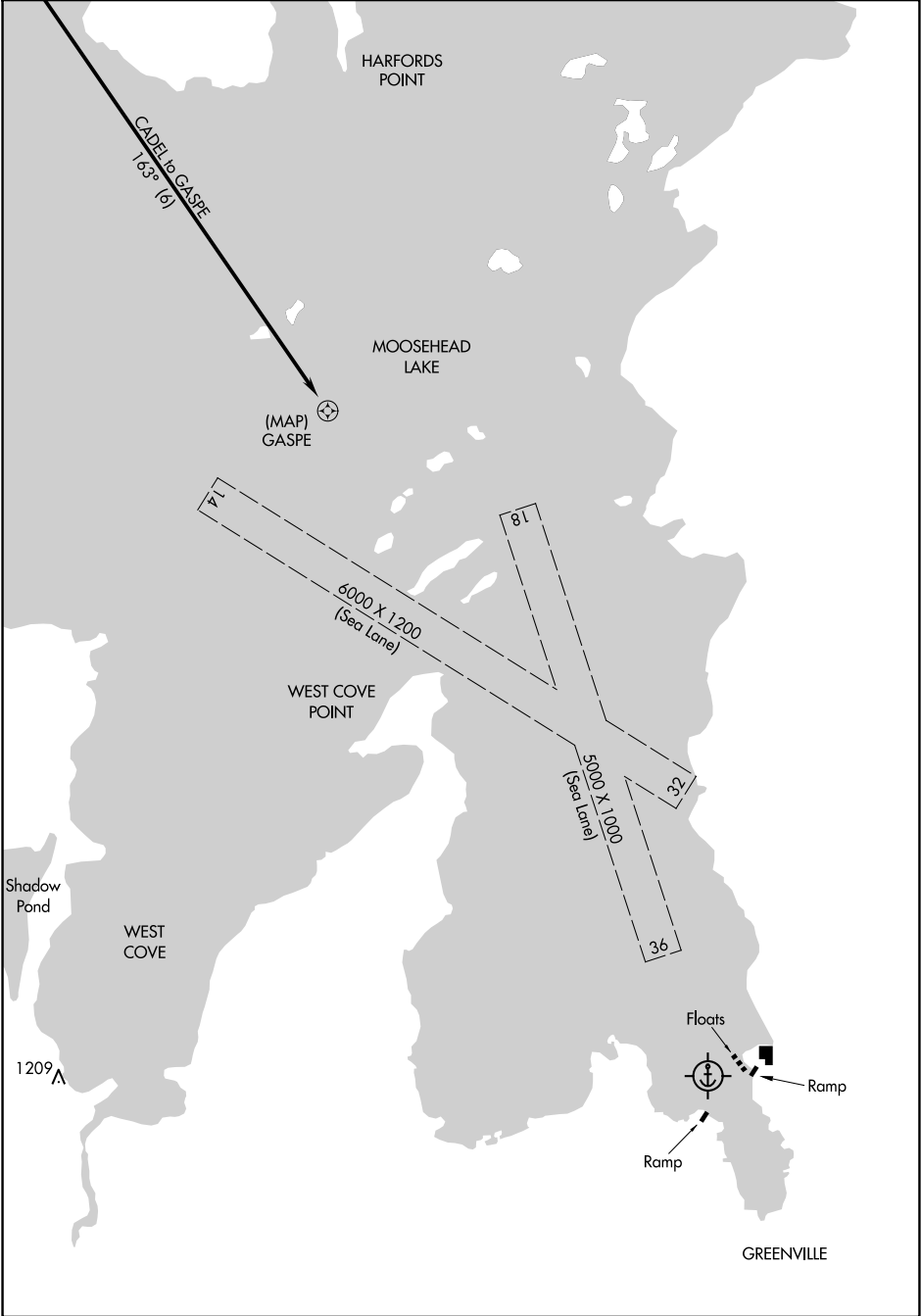
MOOSEHEAD AERO MARINE (52B)
RNAV (GPS)-B

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



GROTON (NEW LONDON), CONNECTICUT

AL-5049 (FAA)

26078

LOC/DME I-GON 111.3 Chan 50	APP CRS 048°	Rwy Ldg TDZE Apt Elev 5000 8 9
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ILS or LOC RWY 5

GROTON-NEW LONDON (GON)

⚠ Circling Rwy 15 NA at night. ⚠ For inop ALS, increase S-LOC Cat C/D visibility to 1 3/4. * RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climbing right turn to 2100 on GON VOR/DME R-062 to BABET INT/GON 5.7 DME and hold, continue climb-in-hold to 2100.
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ATIS 127.0	PROVIDENCE APP CON * 125.75 319.2	GROTON TOWER * 125.6 (CTAF) 236.775	GND CON 121.65 236.775
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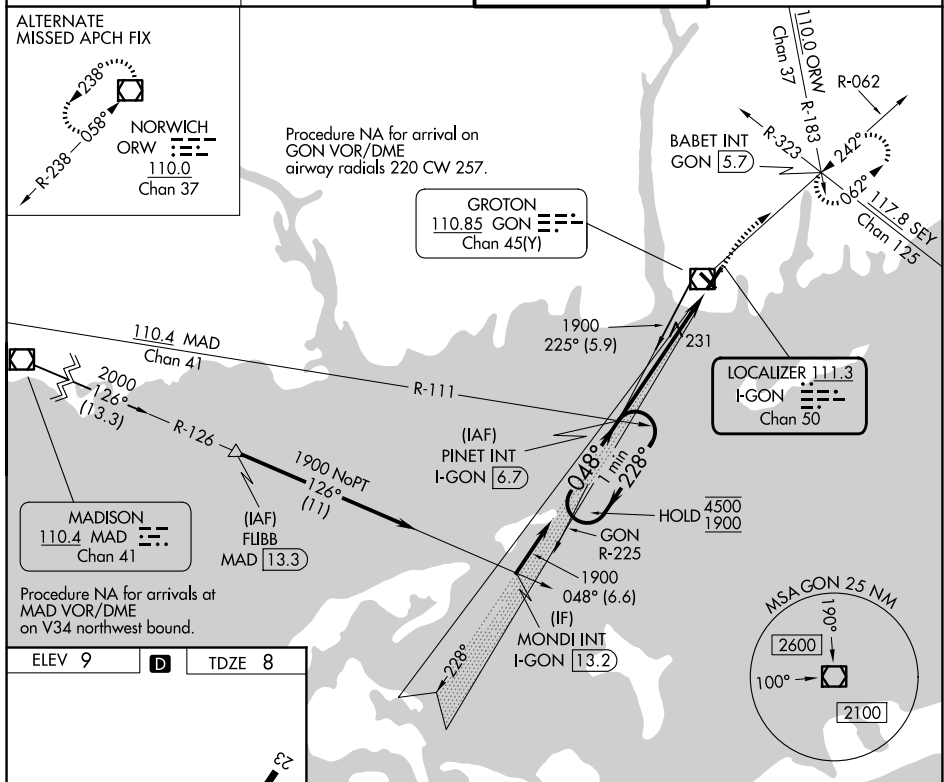


Diagram of Runway 5 showing the ILS/LOC, TWR, and various navigational aids. The diagram includes a runway layout with a 4000 X 90 and 5000 X 150 section. A 048° heading is indicated. The diagram also shows the REIL Rwy 23 and 33 and HIRL Rwy 5-23 and 15-33. The FAF to MAP distance is 5.7 NM.

REIL Rwy 23 and 33
HIRL Rwy 5-23 and 15-33

FAF to MAP 5.7 NM

Knots 60 90 120 150 180

Min:Sec 5:42 3:48 2:51 2:17 1:54

Diagram of the One Minute Holding Pattern and the ILS/LOC. The diagram shows a holding pattern with a 228° heading and a 048° heading. The ILS/LOC is shown with a 048° heading. The diagram also shows the PINET INT I-GON [6.7] and the I-GON [2.4] and I-GON [0.9]. The GS 3.00° and TCH 42 are indicated. The distance from the I-GON [2.4] to the I-GON [0.9] is 4.3 NM. The distance from the I-GON [0.9] to the runway is 1.4 NM.

CATEGORY A B C D

S-ILS 5 * 208/24 200 (200-1/2)

S-LOC 5 500/24 492 (500-1/2) 500/50 492 (500-1)

CIRCLING 580-1 620-1 700-2 840-2 3/4

571 (600-1) 611 (700-1) 691 (700-2) 831 (900-2 3/4)

GROTON (NEW LONDON), CONNECTICUT

Amdt 11F 03NOV22

41°20'N-72°03'W

GROTON-NEW LONDON (GON)

ILS or LOC RWY 5

NE-1, 03 SEP 2026 to 29 OCT 2026

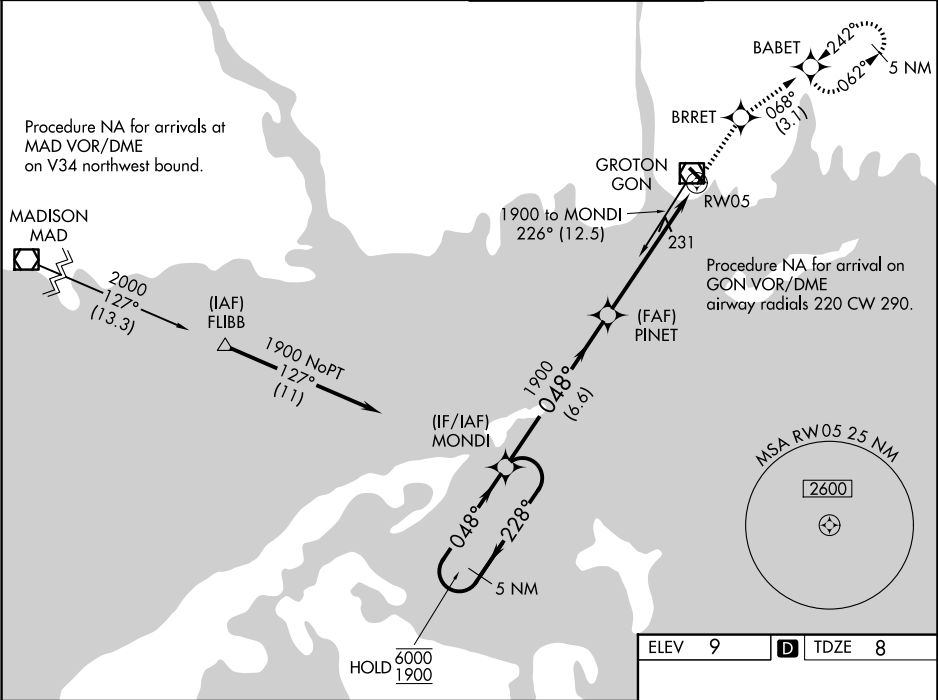
WAAS CH 45521 W05A	APP CRS 048°	Rwy Ldg TDZE Apl Elev	5000 8 9
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RNAV (GPS) RWY 5

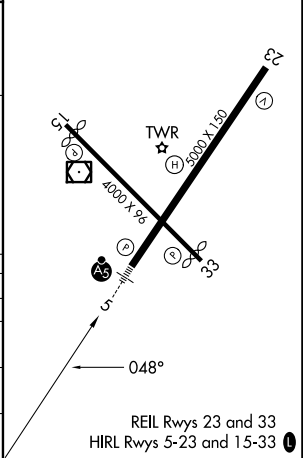
GROTON-NEW LONDON (GON)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 2100 direct BRRET and on track 068° to BABET and hold, continue climb-in-hold to 2100.
Circling Rwy 15 NA at night. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. For inop ALS, decrease LPV all Cnts visibility to RVR 4500 and LNAV Cnts visibility C/D to 1½%.		

ATIS 127.0	PROVIDENCE APP CON ★ 125.75 319.2	GROTON TOWER ★ 125.6 (CTAF) 0 236.775	GND CON 121.65 236.775
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5 NM Holding Pattern		2100	BRRET	BABET
		↑		
MONDI		PINET	1.4 NM to RW05	
6000 ← 228°		1900	RW05	
1900 → 048°		1900	1.4 NM	
GP 3.00° TCH 42		6.6 NM	4.3 NM	1.4 NM
CATEGORY	A	B	C	D
LPV DA	292/24		284 (300-½)	
LNAV/VNAV DA	533/55		525 (600-1)	
LNAV MDA	500/24		500/50	
492 (500-½)		492 (500-1)		
CIRCLING	580-1	620-1	700-2	840-2¾
571 (600-1)		611 (700-1)		831 (900-2¾)



GROTON (NEW LONDON), CONNECTICUT

AL-5049 (FAA)

26078

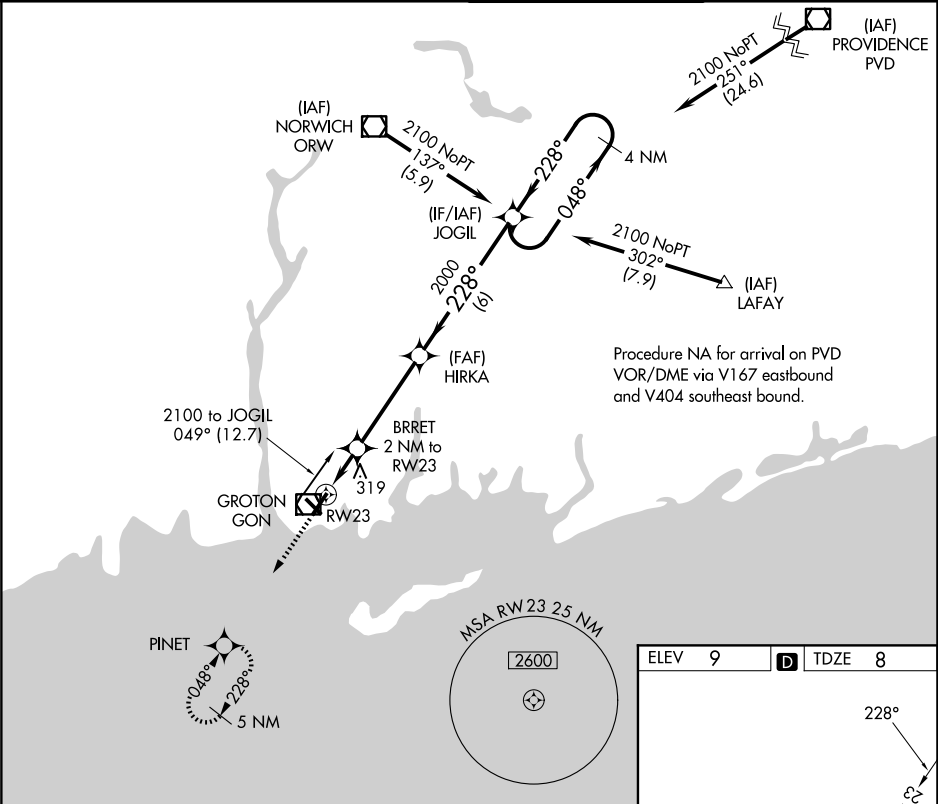
APP CRS	Rwy Ldg	5000
228°	TDZE	8
	Apt Elev	9

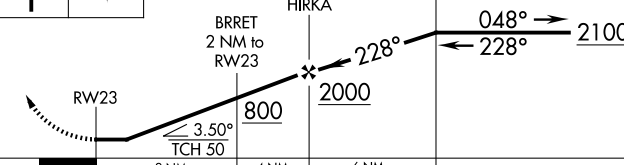
RNAV (GPS) RWY 23

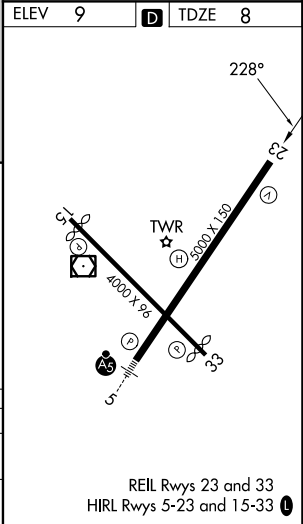
GROTON-NEW LONDON (GON)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct PINET and hold.
Circling Rwy 15 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.	

ATIS 127.0	PROVIDENCE APP CON ★ 125.75 319.2	GROTON TOWER ★ 125.6 (CTAF) 236.775	GND CON 121.65 236.775
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2000	PINET	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 49).				4 NM Holding Pattern
						
CATEGORY		A		B	C	D
LNAV MDA		560-1		552 (600-1)	560-1½	552 (600-1½)
CIRCLING		580-1 571 (600-1)	620-1 611 (700-1)	700-2 691 (700-2)	840-2¾ 831 (900-2¾)	



GROTON (NEW LONDON), CONNECTICUT
Orig-E 12AUG21

41°20 N - 72°03'W

GROTON-NEW LONDON (GON)

RNAV (GPS) RWY 23

NE-1, 03 SEP 2026 to 29 OCT 2026

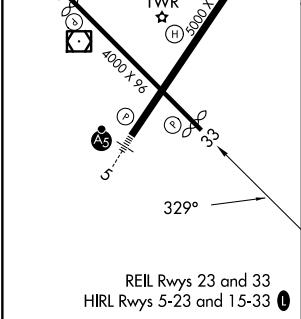
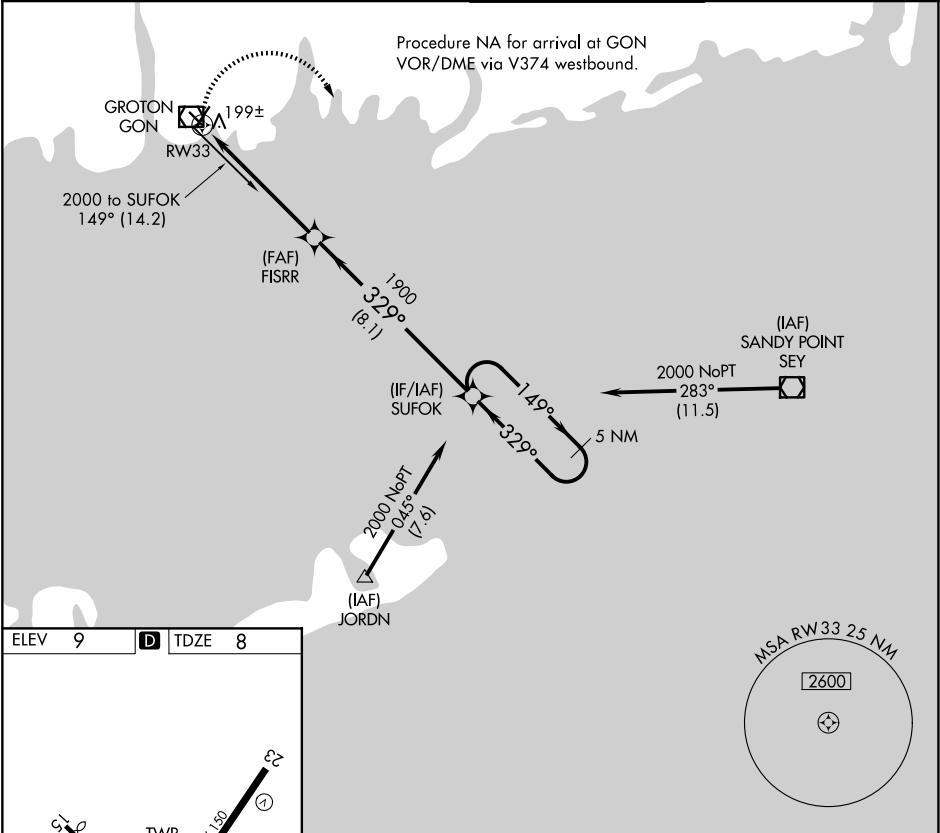
NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3666
329°	TDZE	8
	Apt Elev	9

RNAV (GPS) RWY 33

GROTON-NEW LONDON (GON)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 2000 direct SUFOK and hold.	
▼ Rwy 33 helicopter visibility reduction below ¾ SM NA.			
ATIS 127.0	PROVIDENCE APP CON ★ 125.75 319.2	GROTON TOWER ★ 125.6 (CTAF) 0 236.775	GND CON 121.65 236.775



2000	SUFOK	VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 34).		5 NM Holding Pattern
		FISRR		
1.1 NM to RWY 33		329°		
RWY 33		1900		
TCH 47		3.05°		
CATEGORY	A	B	C	D
LNAV MDA	460-1	452 (500-1)	460-1 3/8 452 (500-1 3/8)	460-1 1/2 452 (500-1 1/2)

GROTON (NEW LONDON), CONNECTICUT

AL-5049 (FAA)

26078

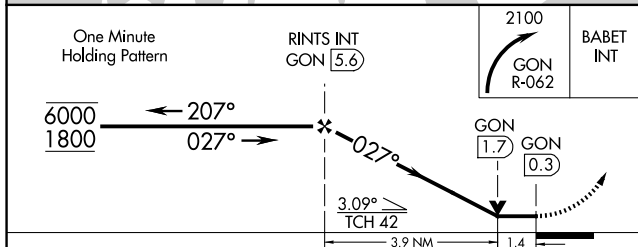
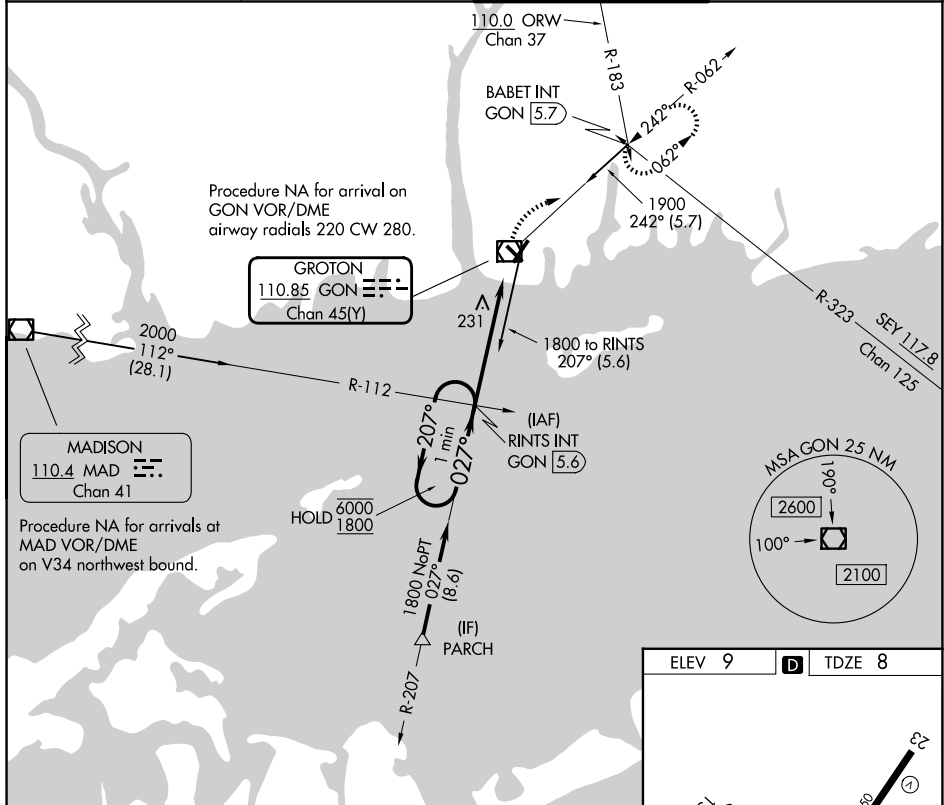
VOR/DME GON	APP CRS	Rwy Ldg
110.85	027°	5000
Chan 45 (Y)		TDZE 8
		Apt Elev 9

VOR RWY 5

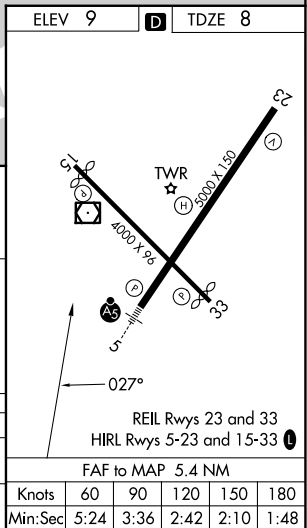
GROTON-NEW LONDON (GON)

 Circling Rwy 15 NA at night.  For inop ALS, increase S-5 Cat C/D visibility to 1 3/4.		MISSED APPROACH: Climbing right turn to 2100 on GON R-062 to BABET INT/GON 5.7 DME and hold, continue climb-in-hold to 2100.
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ATIS 127.0	PROVIDENCE APP CON ★ 125.75 319.2	GROTON TOWER ★ 125.6 (CTAF) 0 236.775	GND CON 121.65 236.775
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CATEGORY	A	B	C	D
S-5	500/24	492 (500-1/2)	500/50	492 (500-1)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	700-2 691 (700-2)	840-2 3/4 831 (900-2 3/4)



GROTON (NEW LONDON), CONNECTICUT
Amdt 8D 03NOV22

41°20'N-72°03'W

GROTON-NEW LONDON (GON)
VOR RWY 5

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

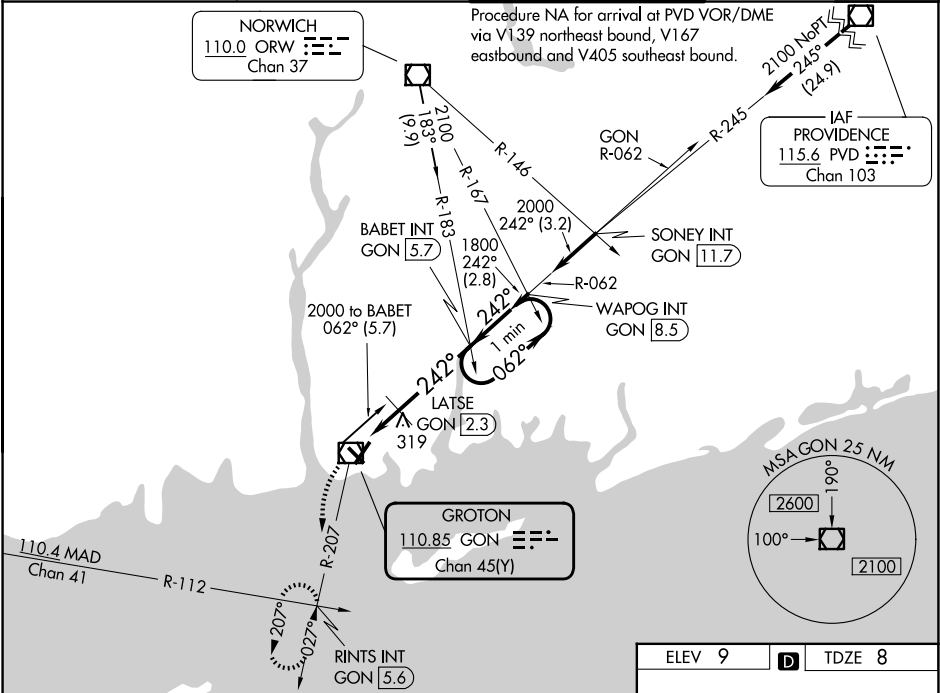
VOR/DME GON	APP CRS	Rwy Ldg	5000
110.85	242°	TDZE	8
Chan 45 (Y)		Apt Elev	9

VOR RWY 23

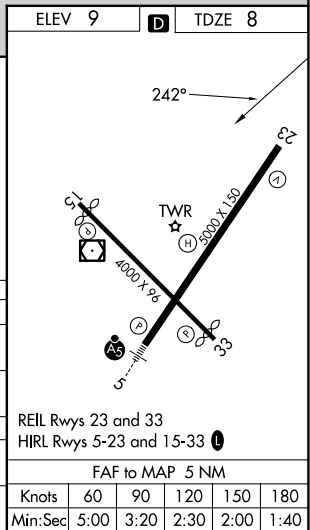
GROTON-NEW LONDON (GON)

Circling Rwy 15 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 2000 via GON R-207 to RINTS INT/GON 5.6 DME and hold.
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ATIS 127.0	PROVIDENCE APP CON ★ 125.75 319.2	GROTON TOWER ★ 125.6 (CTAF) 236.775	GND CON 121.65 236.775
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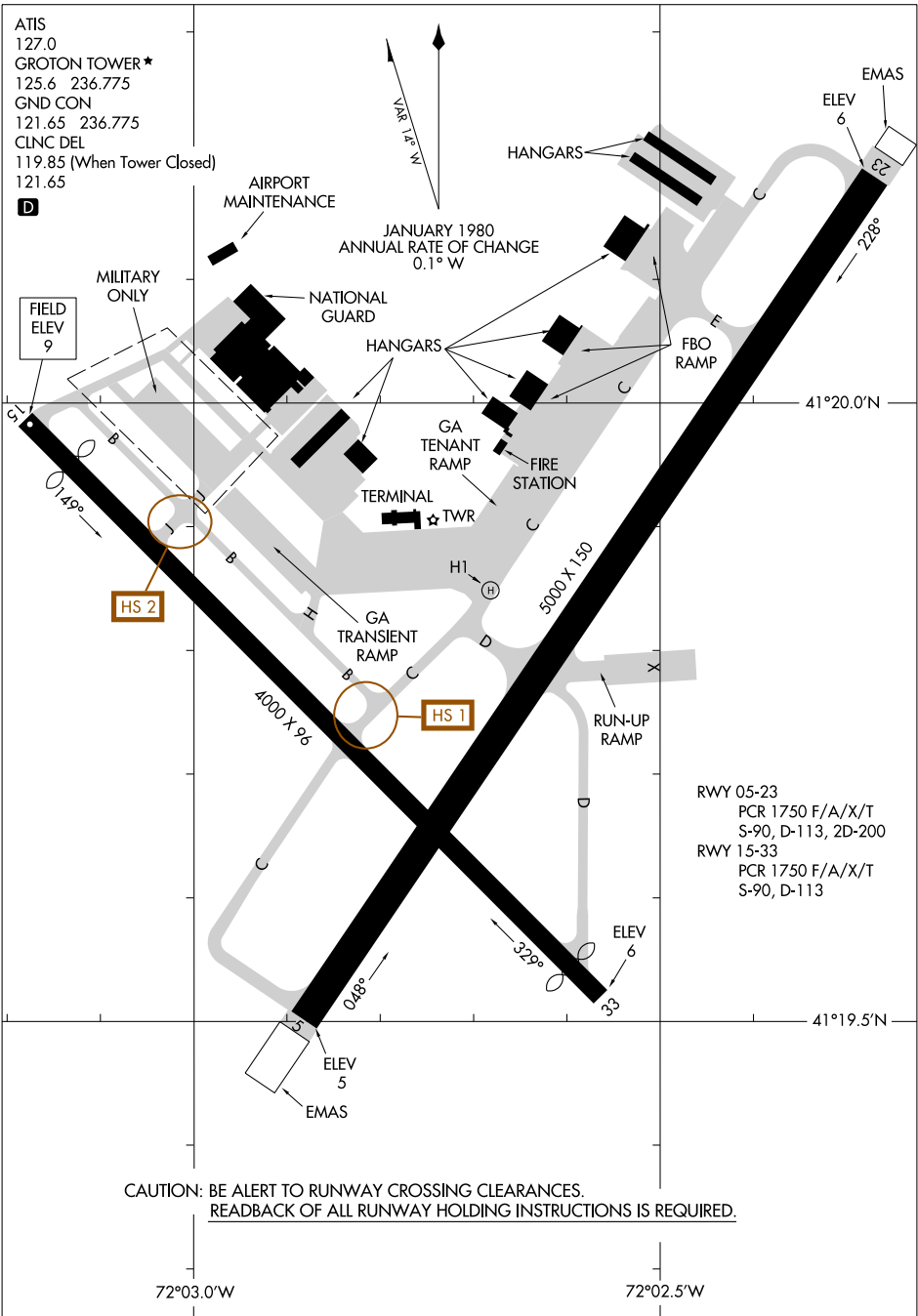
2000 GON R-207	RINTS INT	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 49).	BABET INT GON 5.7	One Minute Holding Pattern
GON VOR/DME 0.7	GON 2.3	LATSE GON 2.3	062°	2000
3.48°	640	1800	242°	
1.6 NM	3.4 NM			
CATEGORY	A	B	C	D
S-23	640-1	632 (700-1)	640-1 ³ / ₄	632 (700-1 ³ / ₄)
CIRCLING	640-1	631 (700-1)	700-2 691 (700-2)	840-2 ³ / ₄ 831 (900-2 ³ / ₄)
LATSE FIX MINIMUMS				
S-23	580-1	572 (600-1)	580-1 ⁵ / ₈	572 (600-1 ⁵ / ₈)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	700-2 691 (700-2)	840-2 ³ / ₄ 831 (900-2 ³ / ₄)



26134

AIRPORT DIAGRAM

GROTON-NEW LONDON (GON)
GROTON (NEW LONDON), CONNECTICUT

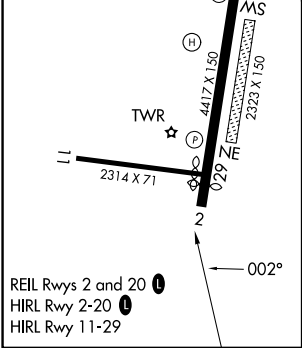
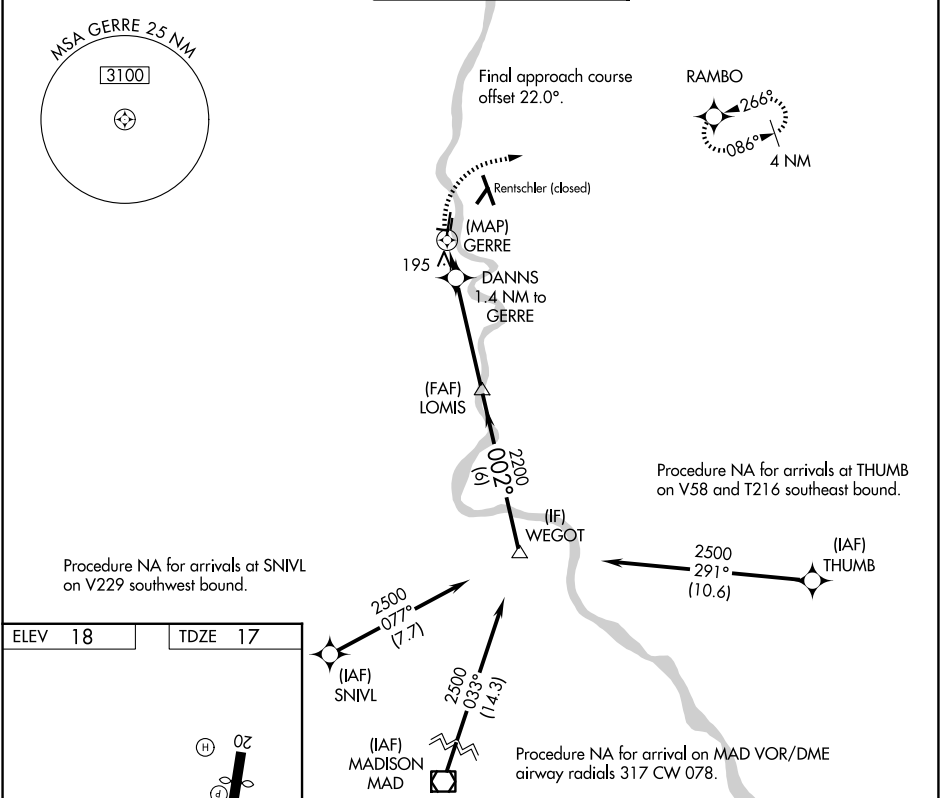


APP CRS	Rwy Ldg	4006
002°	TDZE	17
	Apt Elev	18

RNAV (GPS) RWY 2

HARTFORD-BRAINARD (HF'D)

RNP APCH.		MISSED APPROACH: Climbing right turn to 2500 direct RAMBO and hold.		
▼ ▲ Circling NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 2 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.				
ATIS 126.45	BRADLEY APP CON 127.8 269.325	BRAINARD TOWER ★ 119.6 (CTAF) 0 248.2	GND CON 121.6	UNICOM 122.95



2500

RAMBO

Visual Segment - Obstacles.

WEGOT

2500

DANN'S

1.4 NM to GERRE

LOMIS

2200

GERRE

680

002°

0.3

1.4 NM

4.1 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	460-1	443 (500-1)	460-1 ³ / ₈	443 (500-1 ³ / ₈)
CIRCLING	580-1 562 (600-1)	900-1 ¹ / ₄ 882 (900-1 ¹ / ₄)	920-2 ³ / ₄ 902 (1000-2 ³ / ₄)	920-3 902 (1000-3)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

HARTFORD, CONNECTICUT

AL-189 (FAA)

26190

LOC I-HFD 109.7	APP CRS 002°	Rwy Ldg TDZE Apt Elev	4006 17 18
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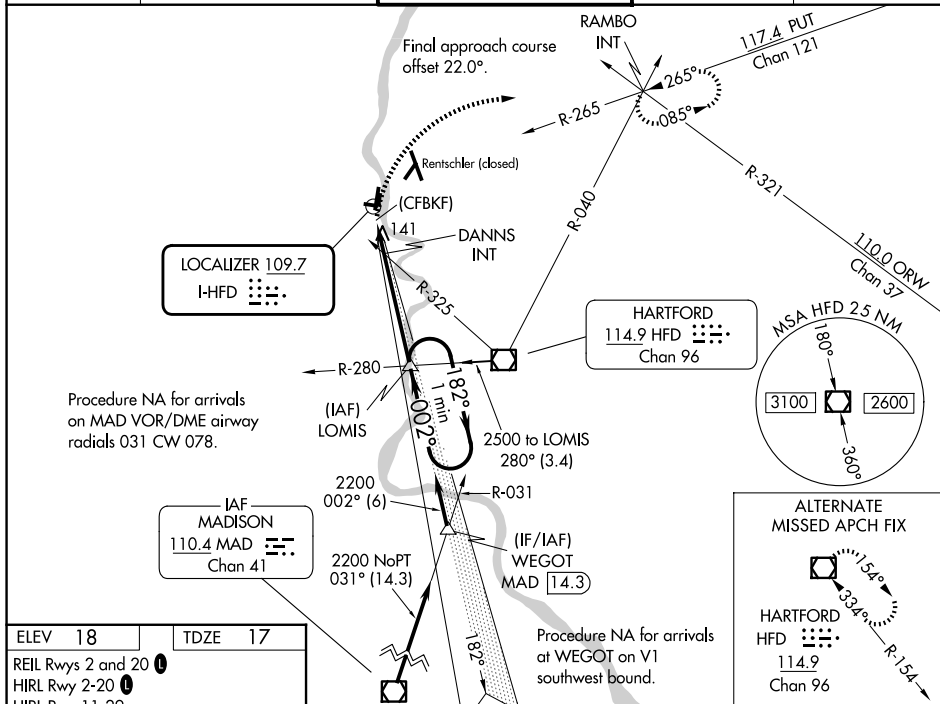
LDA RWY 2

HARTFORD-BRAINARD (HF'D)

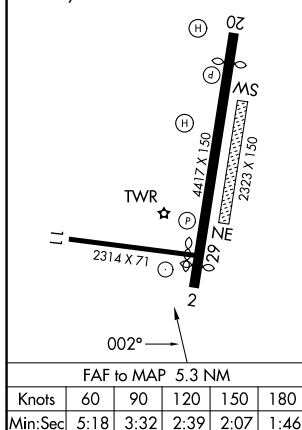
- ▼ Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 11, 20, 29 NA. Night landing: Rwy 2 operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing right turn to 2500 on heading 090° and PUT VOR/DME R-265 to RAMBO INT and hold.

ATIS 126.45	BRADLEY APP CON 127.8 269.325	BRAINARD TOWER ★ 119.6 (CTAF) 0 248.2	GND CON 121.6	UNICOM 122.95
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ELEV 18	TDZE 17
REIL Rwy 2 and 20	
HIRL Rwy 2-20	
HIRL Rwy 11-29	



2500	PUT R-265	RAMBO INT	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 37).	One Minute Holding Pattern
2200		DANNS INT	LOMIS	
182°				
002°				
3.47°				
TCH 45				
0.5	1.2 NM	4.1 NM		
CATEGORY	A	B	C	D
S-2	680-1	663 (700-1)	680-1 7/8	663 (700-1 7/8)
CIRCLING	680-1 662 (700-1)	900-1 1/4 882 (900-1 1/4)	920-2 3/4 902 (1000-2 3/4)	920-3 902 (1000-3)
DANNS FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-2	460-1	443 (500-1)	460-1 3/8	443 (500-1 3/8)
CIRCLING	580-1 562 (600-1)	900-1 1/4 882 (900-1 1/4)	920-2 3/4 902 (1000-2 3/4)	920-3 902 (1000-3)

HARTFORD, CONNECTICUT

Amdt 2C 09SEP21

41°44'N-72°39'W

HARTFORD-BRAINARD (HF'D)

LDA RWY 2

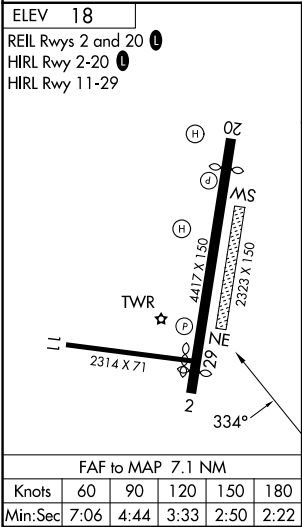
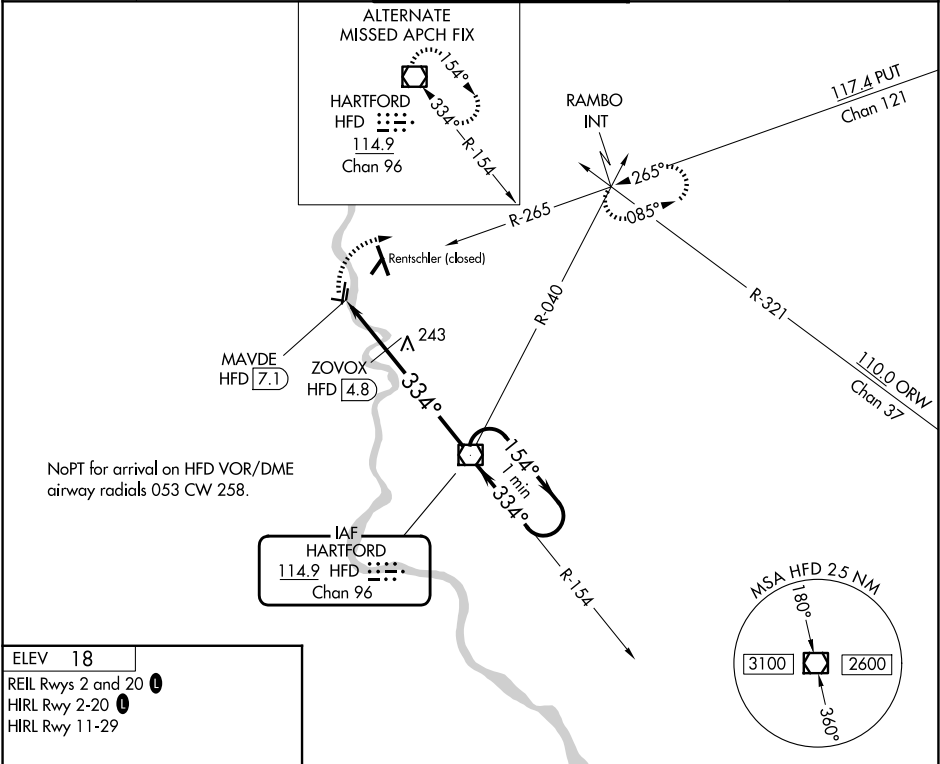
NE-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME HFD 114.9 Chan 96	APP CRS 334°	Rwy Ldg TDZE Apt Elev N/A N/A 18	VOR-A HARTFORD-BRAINARD (HF'D)
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- ▼** Helicopter visibility reduction below 1 SM NA. When Rwy 2 VGSi inop, Circling to Rwy 2 NA at night. Circling to Rwy 11 and 29 NA at night.

▲ When Rwy 20 VGSi Inop, Circling to Rwy 20 NA at night.
- MISSED APPROACH: Climbing right turn to 2500 on heading 100° and PUT VOR/DME R-265 to RAMBO INT and hold.

ATIS 126.45	BRADLEY APP CON 127.8 269.325	BRAINARD TOWER ★ 119.6 (CTAF) 0 248.2	GND CON 121.6	UNICOM 122.95
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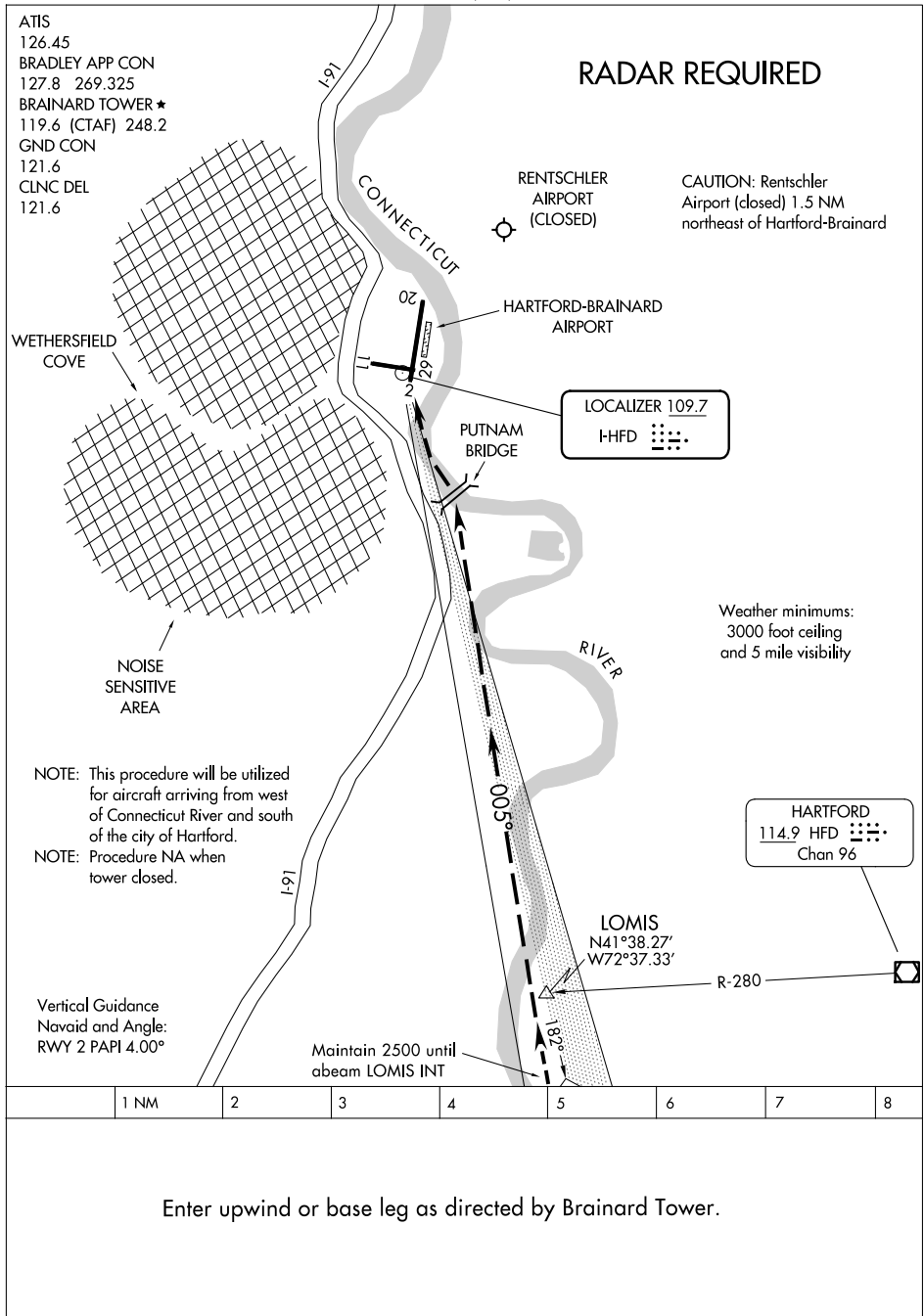
2500 hdg 100°	PUT R-265	RAMBO INT	HFD VOR/DME	One Minute Holding Pattern
CATEGORY	A	B	C	D
CIRCLING	1200-1¼ 1182 (1200-1¼)	1200-1½ 1182 (1200-1½)	1200-3 1182 (1200-3)	
ZOVOX FIX MINIMUMS (DME REQUIRED)				
CIRCLING	580-1 562 (600-1)	900-1¼ 882 (900-1¼)	920-2¾ 902 (1000-2¾)	920-3 902 (1000-3)

25275

RIVER VISUAL RWY 2

HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT

AL-189 (FAA)

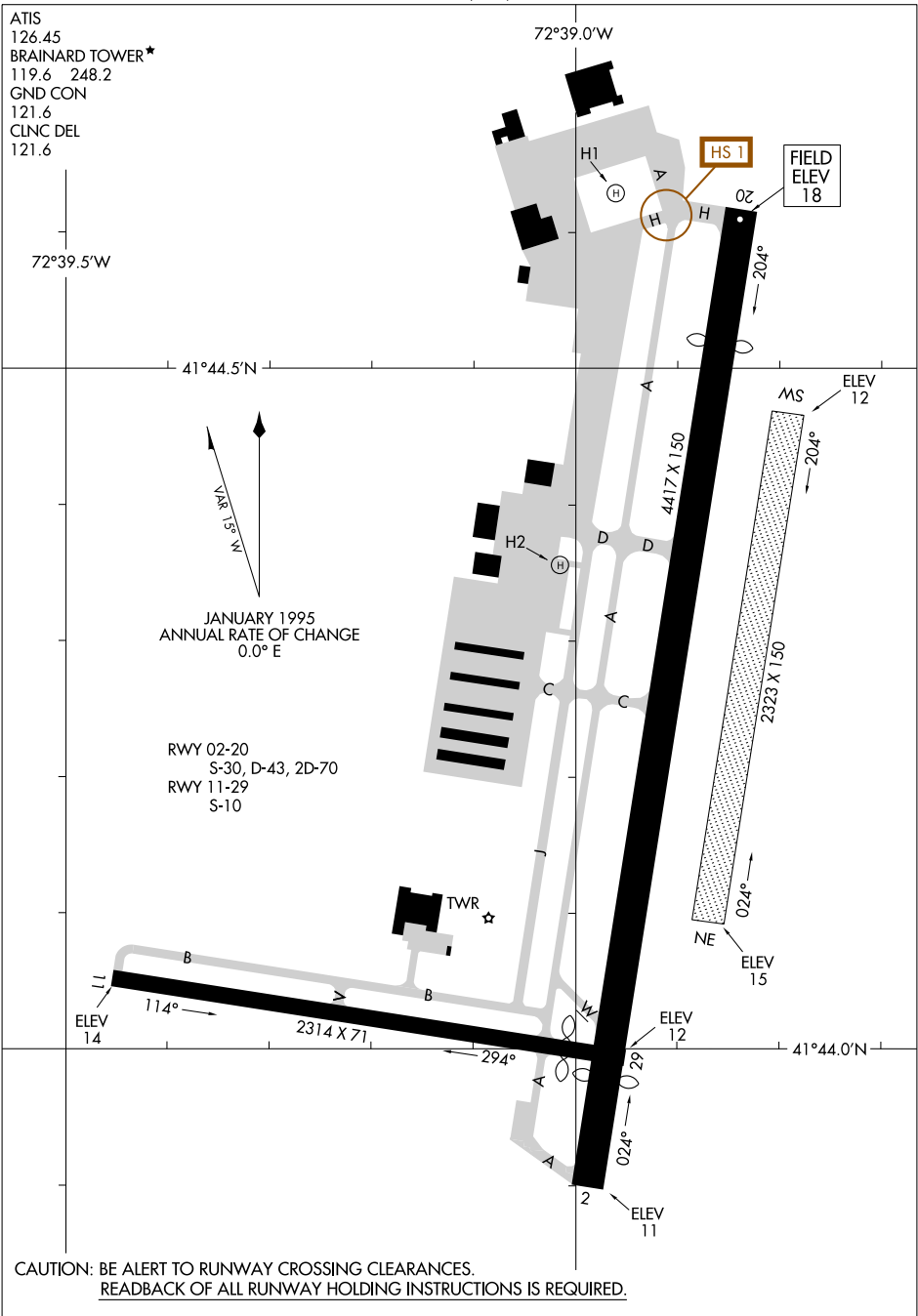


RIVER VISUAL RWY 2

Amdt 2 07MAR13

41°44'N-72°39'W

HARTFORD, CONNECTICUT
HARTFORD-BRAINARD (HFD)



(THUMB1.THUMB) 26022

AL-189 (FAA)

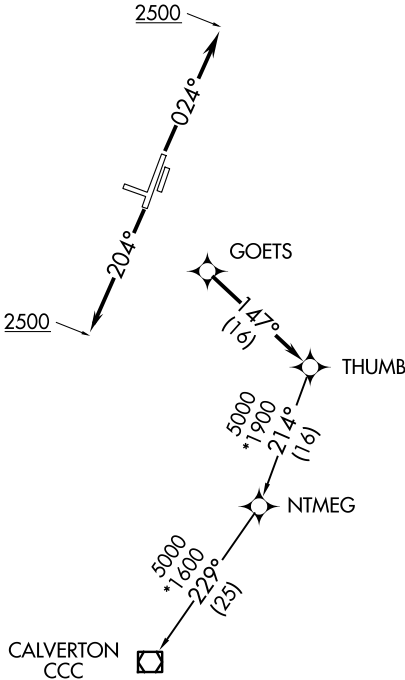
HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT

THUMB ONE DEPARTURE (RNAV)

BRADLEY DEP CON
127.8 269.325
ATIS 126.45
GND CON
121.6
BRAINARD TOWER ★
119.6 (CTAF) 248.2

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

TOP ALTITUDE:
3000



TAKEOFF MINIMUMS:
Rwys 11, 29: NA-Environmental
Rwys 2, 20: Standard with minimum climb of 250' per NM to 2500.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 024° to 2500 for RADAR vectors to GOETS, thence
TAKEOFF RUNWAY 20: Climb on heading 204° to 2500 for RADAR vectors to GOETS, thence
... on track 147° to THUMB, then on CALVERTON Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

CALVERTON TRANSITION (THUMB1.CCC)

THUMB ONE DEPARTURE (RNAV)
(THUMB1.THUMB) 27NOV25

HARTFORD, CONNECTICUT
HARTFORD-BRAINARD(HFD)

NE-1, 03 SEP 2026 to 29 OCT 2026

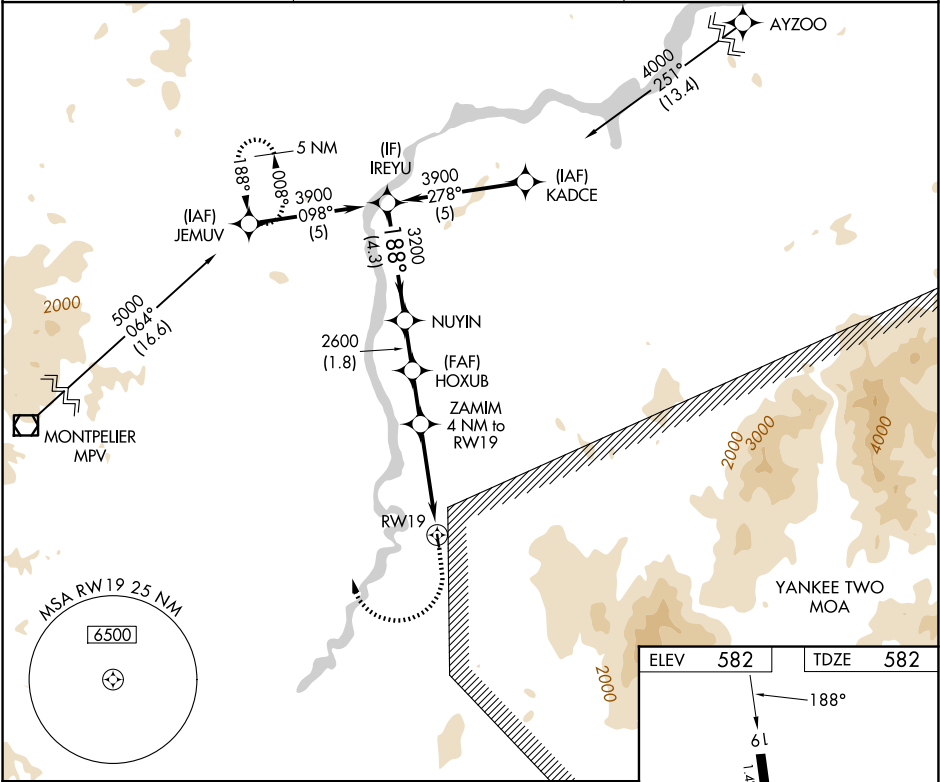
NE-1, 03 SEP 2026 to 29 OCT 2026

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

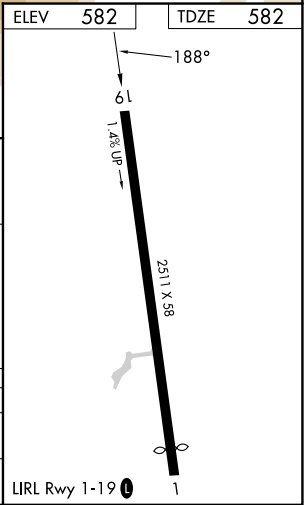
RNAV (GPS) RWY 19

DEAN MEML (5B9)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 4000 direct JEMUV and hold.
NA -27°C	Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA. Use LEB altimeter setting; when not received, use MPV altimeter setting and increase all MDAs 80 feet.	
LEB ASOS 118.65	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0

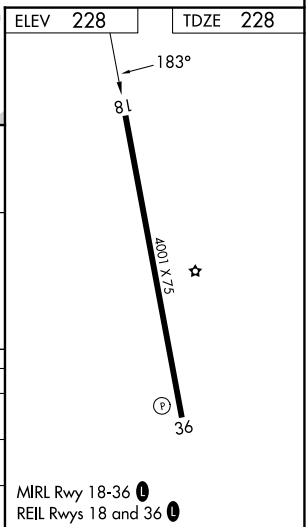
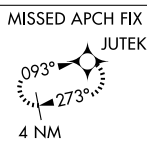


CATEGORY	A		B	C	D
LNAV MDA	1820-1¼ 1238 (1300-1¼)		1820-1½ 1238 (1300-1½)	NA	
CIRCLING	1820-1¼ 1238 (1300-1¼)		2180-1½ 1598 (1600-1½)	NA	



RNAV (GPS) RWY 18

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct JUTEK and hold.

UN|COM
122.8 (CTAF) 

CATEGORY	A	B	C	D
LP MDA	640-1	412 (500-1)	NA	
LNAV MDA	680-1	452 (500-1)	NA	
CIRCLING	780-1 552 (600-1)	960-1 732 (800-1)	NA	

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 48900 W36A	APP CRS 003°	Rwy Ldg 4001 TDZE 228 Apt Elev 228
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RNAV (GPS) RWY 36

FRANKLIN COUNTY STATE (F'SO)

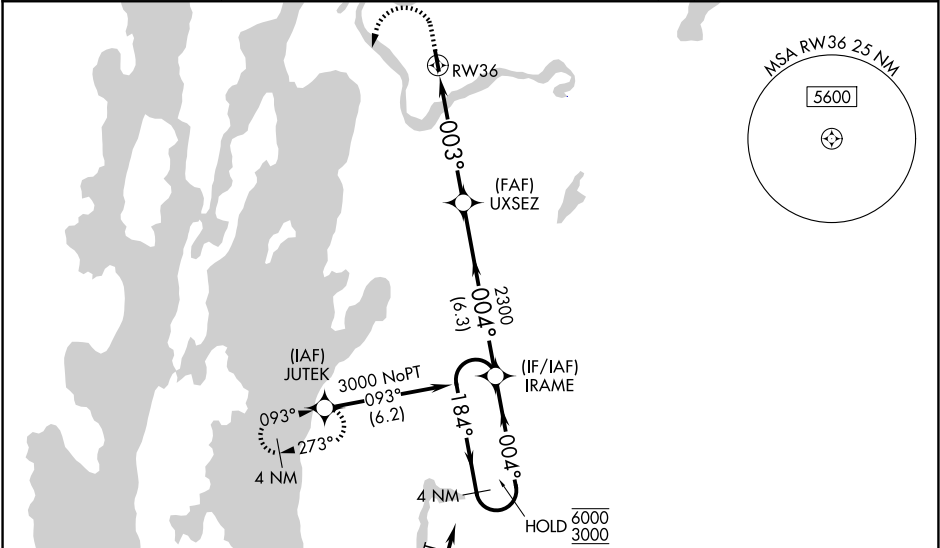
RNP APCH - GPS.

▼
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 36 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use PBG altimeter setting and increase LPV DA to 635 feet and all visibilities 1/8 SM. Increase LNAV/VNAV DA to 984 feet; increase all MDAs 80 feet and LNAV visibility Cat B 1/4 SM, and Circling visibility Cat B 1/4 SM. Baro-VNAV NA when using PBG altimeter setting. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 direct JUTEK and hold.

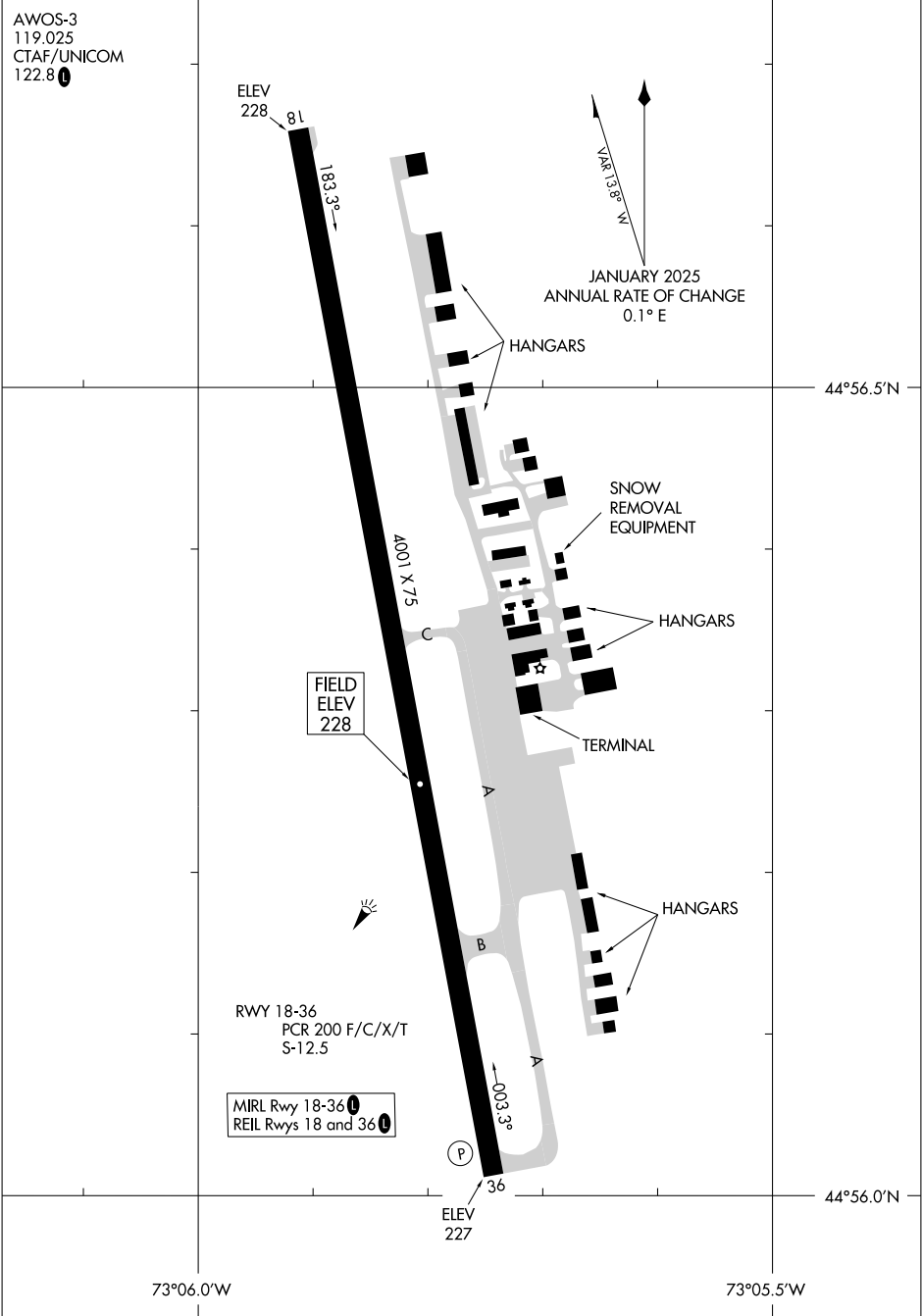
AWOS-3 119.025	BURLINGTON APP CON ★ 121.1 278.8 (E) 360.8 (W)	UNICOM 122.8 (CTAF) 0
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ELEV 228 TDZE 228

CATEGORY	A	B	C	D
LPV DA	571-1	343 (400-1)		NA
LNAV/VNAV DA	920-2	692 (700-2)		NA
LNAV MDA	920-1	692 (700-1)		NA
CIRCLING	920-1 692 (700-1)	960-1 732 (800-1)		NA

MIRL Rwy 18-36 **0**
REIL Rwy 18 and 36 **0**



APP CRS 182°	Rwy Ldg	3172
	TDZE	N/A
	Apt Elev	269

RNP APCH.

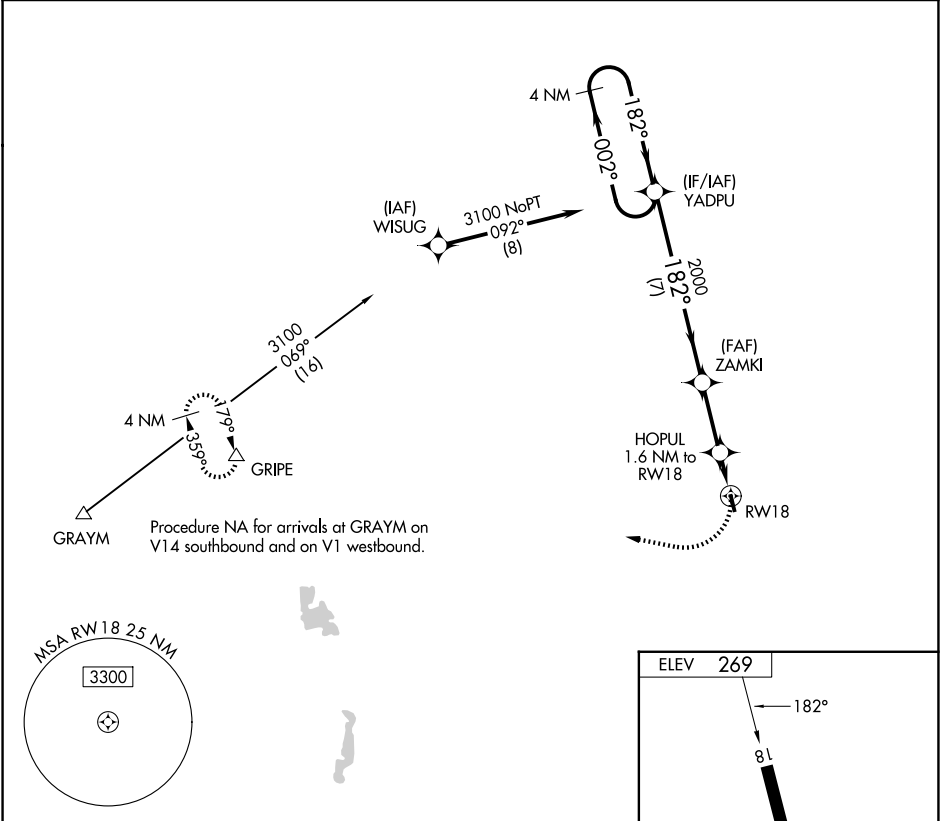
▼

NA

Use Pawtucket altimeter setting; when not received, procedure NA.
Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

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

SFZ AWOS-3 120.775	BRADLEY APP CON 119.0	UNICOM 122.8 (CTAF)
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Visual Segment - Obstacles.					3000	GRIPE
4 NM Holding Pattern YADPU						
3100 ← 002° → 182°						
ZAMKI						
HOPUL 1.6 NM to RW18						
RW18						
1040						
7 NM					2.7 NM	
1.6 NM						
CATEGORY	A	B	C	D		
CIRCLING	880-1 611 (700-1)	980-1 711 (800-1)	1100-2½ 831 (900-2½)	NA	LIRL Rwy 18-36	

HOULTON, MAINE

AL-196 (FAA)

25331

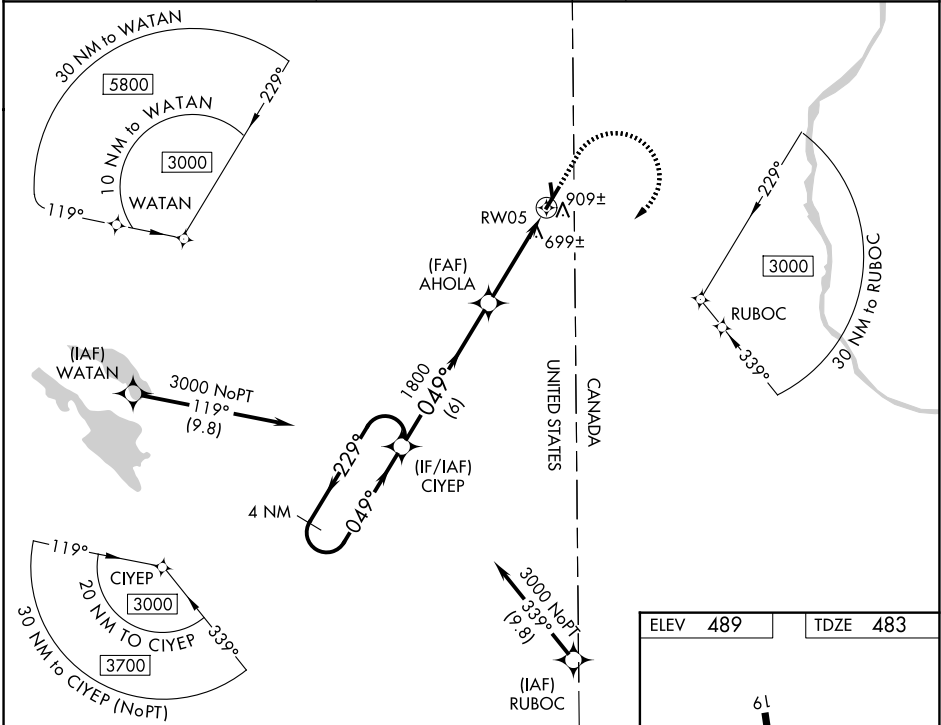
WAAS CH 62924 W05A	APP CRS 049°	Rwy Ldg 5015 TDZE 483 Apt Elev 489
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RNAV (GPS) RWY 5
HOULTON INTL (HUL)

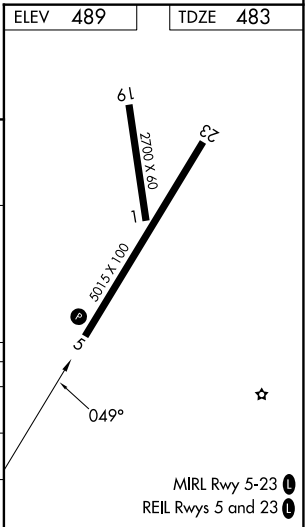
⚠ When local altimeter setting not received, use Presque Isle altimeter setting increase all MDA 100 feet; increase LP Cat C, LNAV Cat B and Circling Cat B visibility ¼ mile; increase LNAV Cat C visibility ⅓ mile; increase Circling Cat C visibility ⅔ mile. Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CIYEP and hold.

ASOS 132.025	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF) 0
------------------------	--------------------------------------	---------------------------------



4 NM Holding Pattern		CIYEP		1800	3000	CIYEP
3000		229°	049°	049°		
Visual Segment - Obstacles.				1800		
		6 NM	4 NM			
CATEGORY	A	B	C	D		
LP MDA	960-1	477 (500-1)	960-1 ¼ 477 (500-1 ⅓)	NA		
LNAV MDA	1140-1	657 (700-1)	1140-1 ⅞ 657 (700-1 ⅞)	NA		
CIRCLING	1140-1	651 (700-1)	1140-1 ⅞ 651 (700-1 ⅞)	NA		



HOULTON, MAINE
Orig-D 12OCT17

46°07'N-67°48'W

HOULTON INTL (HUL)
RNAV (GPS) RWY 5

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 66046 W23A	APP CRS 229°	Rwy Ldg TDZE 489 Apt Elev 489
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RNAV (GPS) RWY 23

HOULTON INTL (HUL)

RNP APCH - GPS.

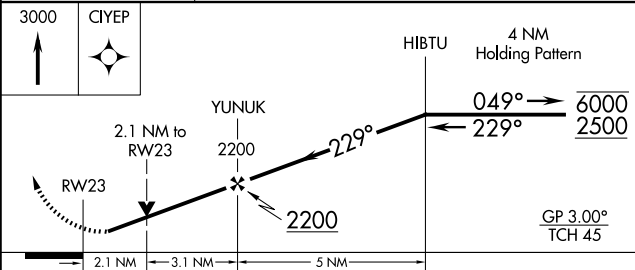
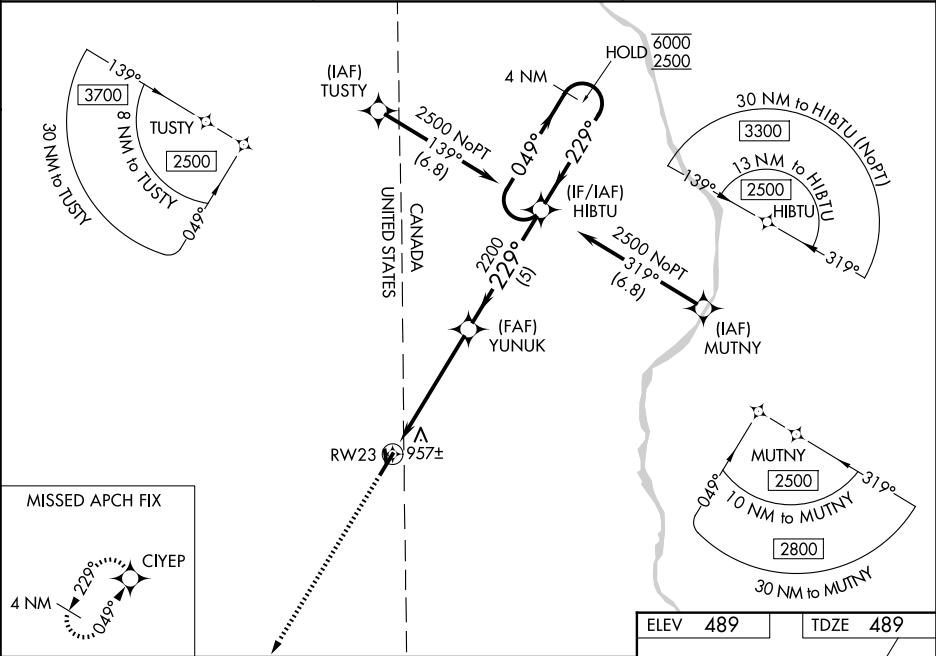
▼

▲

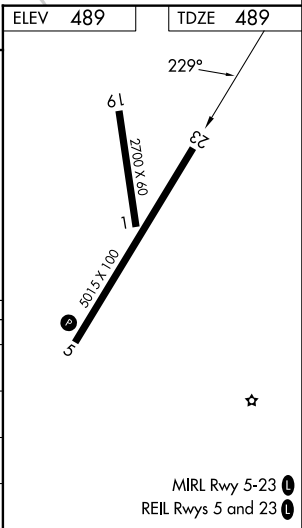
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 1, 19 NA at night. Circling NA for Cat C east of Rwy 5-23. Baro-VNAV and VDP NA when using PQI altimeter setting. When local altimeter setting not received, use PQI altimeter setting and increase LPV DA to 882 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1387 feet and all visibilities 1½ SM. Increase all MDAs 100 feet and LNAV visibility Cat B/C ½ SM, and Circling visibility Cat B/C ¼ SM.

MISSED APPROACH:
Climb to 3000 direct
CIYEP and hold.

ASOS 132.025	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	796-1	307 (400-1)		NA
LNAV/VNAV DA	1301-2½	812 (900-2½)		NA
LNAV MDA	1220-1	731 (800-1)	1220-2 731 (800-2)	NA
CIRCLING	1320-1¼ 831 (900-1¼)	1400-1¼ 911 (1000-1¼)	1400-2¾ 911 (1000-2¾)	NA



NE-1, 03 SEP 2026 to 29 OCT 2026

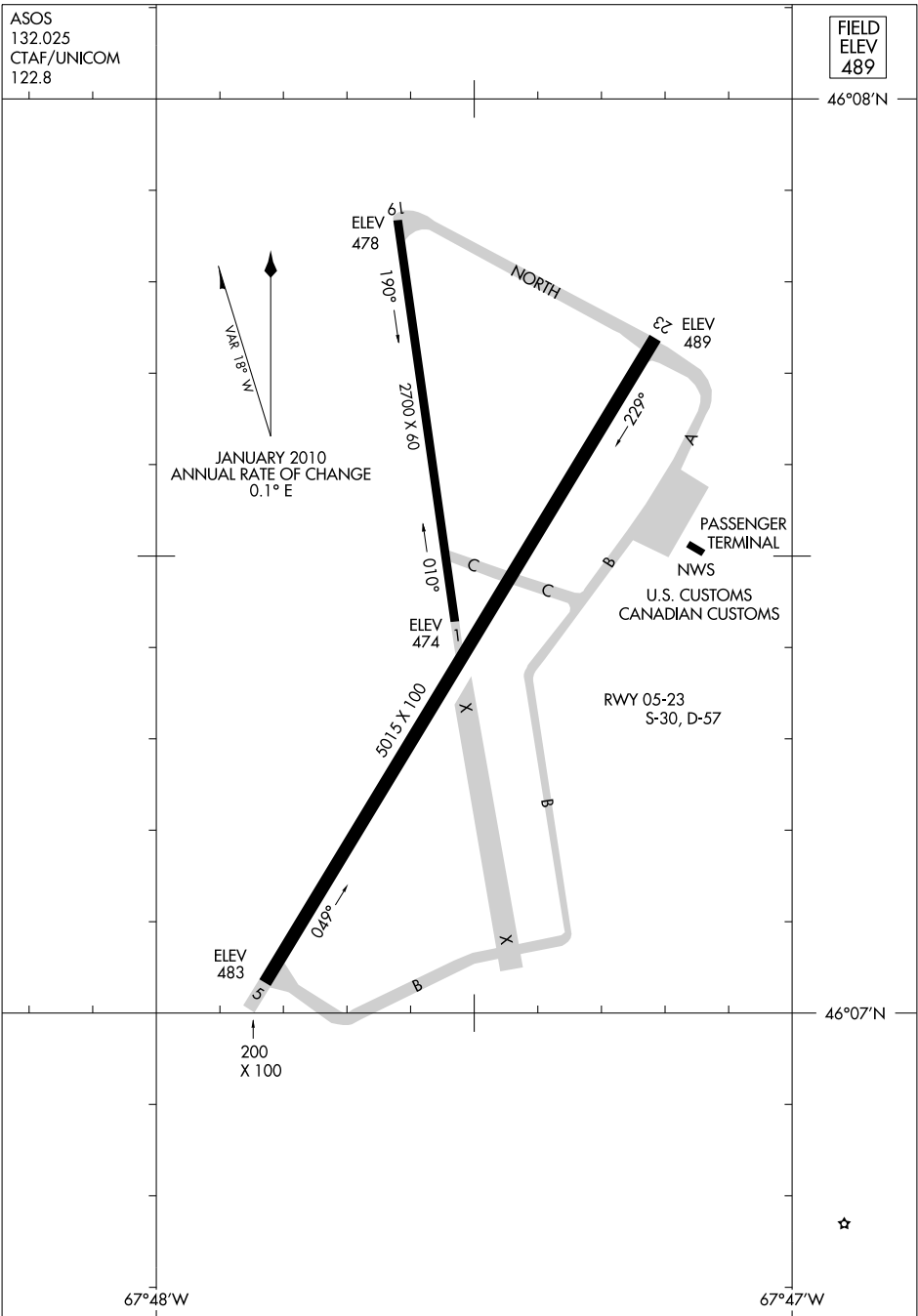
NE-1, 03 SEP 2026 to 29 OCT 2026

ASOS
132.025
CTAF/UNICOM
122.8

FIELD
ELEV
489

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



ILS or LOC RWY 15
CAPE COD GATEWAY (HYA)

MALSR 	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LFV VOR/DME and hold.
--	--

IAF
BOSTON
112.7 BOS
Chan 74

Procedure NA for arrivals at
BOS VOR/DME on V141
northwest bound.

2000 NoPT
159° (39.8)

MARCONI
114.7 LFV
Chan 94

2000
255°
(22.2)

114.7 LFV
Chan 94

R-159

I-BCU
336°

156°
1 min
336°

R-255 (IF/IAF)
DUCEG INT
I-BCU 12.7

2000
156°
(6)

R-030

R-4101

KENAD INT
I-BCU 6.7

BOGEY INT
MVY 26.9

220

R-042

LOCALIZER 108.95
I-BCU
Chan 26(Y)

2000
030°
(26.5)

114.5 MCV
Chan 92

114.5 MCV
Chan 92

MARTHAS VINEYARD
114.5 MCV
Chan 92

116.2 ACK
Chan 109

R-359

R-059

R-339

R-059

ALTERNATE
MISSED
APCH FIX

BOGEY
INT
MVY 26.9

114.5 MCV
Chan 92

116.2 ACK
Chan 109

MSA MVY 25 NM
180°
2100
090°
1700

ELEV 54

TDZE 54

156°

HYANNIS, MASSACHUSETTS CAPE COD GATEWAY (HYA)
 Amdt 5C 15JUN23 41°40'N-70°17'W ILS or LOC RWY 15

HYANNIS, MASSACHUSETTS

AL-675 (FAA)

26246

LOC/DME I-HYA 109.15 Chan 28 (Y)	APP CRS 246°	Rwy Ldg TDZE Apt Elev	5425 43 54
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ILS or LOC RWY 24

CAPE COD GATEWAY (HYA)

RADAR required.

▼ When local altimeter setting not received, use Chatham altimeter setting and increase all DA to 325 feet and increase all MDA 40 feet, increase S-LOC 24 Cats C/D visibility to RVR 6000 and increase Circling Cats C/D visibility ¼ SM. Inop table does not apply to S-ILS 24 all Cats and S-LOC 24 Cats A/B. For inop ALS, increase S-LOC 24 Cats C/D visibility to 1¼ SM. For inop ALS, when using Chatham altimeter setting, increase S-LOC 24 Cats C/D visibility to 1½ SM. Straight-in/Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

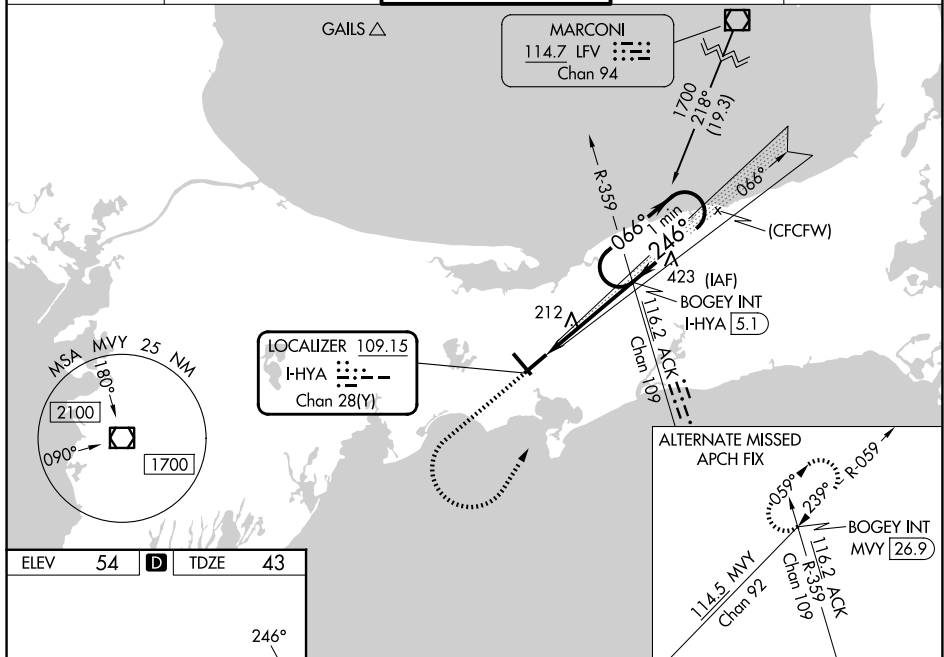
↻ Rwy 24 helicopter visibility reduction below RVR 5000 NA.

MALSF

☉

MISSED APPROACH:
Climb to 700 then climbing left turn to 1700 on heading 045° and on ACK VOR/DME R-359 to BOGEY INT/I-HYA 5.1 DME and hold.

ATIS 123.8	BOSTON APP CON 118.2 284.6	HYANNIS TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 118.45	UNICOM 122.95
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	700		1700		ACK R-359		BOGEY INT		BOGEY INT I-HYA 5.1		One Minute Holding Pattern			
	↑		hdg 045°											
REIL Rwy 6														
HIRL Rwys 6-24 and 15-33 0														
FAF to MAP 4.1 NM														
Knots		60	90	120	150	180								
Min:Sec		4:06	2:44	2:03	1:38	1:22								

HYANNIS, MASSACHUSETTS

Amdt 19B 15JUN23

41°40'N-70°17'W

CAPE COD GATEWAY (HYA)

ILS or LOC RWY 24

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45799 W06A	APP CRS 066°	Rwy Ldg 5019 TDZE 45 Apt Elev 54
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RNAV (GPS) RWY 6

CAPE COD GATEWAY (HYA)

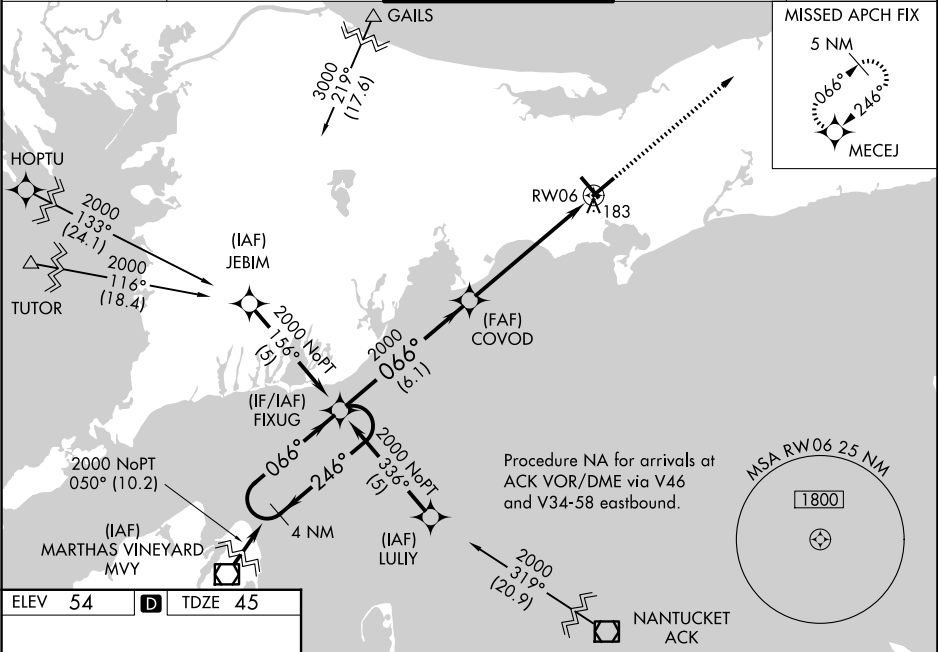
RNP APCH - GPS.

▼

Baro-VNAV NA below -15°C. Baro-VNAV NA when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase LPV DA to 348 feet; increase LNAV/VNAV DA to 475 feet and increase LNAV/VNAV all Cats visibility ¼ SM; increase all MDAs 40 feet; LNAV Cats C and D visibility ½ SM; Circling Cats C and D visibility ¼ SM. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 1700 direct MECEJ and hold.

ATIS 123.8	BOSTON APP CON 118.2 284.6	HYANNIS TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 118.45	UNICOM 122.95
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ELEV 54 D TDZE 45

4 NM Holding Pattern				1700 MECEJ
CATEGORY	A	B	C	D
LPV DA	316-1 271 (300-1)			
LNAV/VNAV DA	443-1½ 398 (400-1½)			
LNAV MDA	480-1	435 (500-1)	480-1¼ 435 (500-1¼)	480-1½ 435 (500-1½)
CIRCLING	560-1 506 (600-1)	580-1 526 (600-1)	860-2¼ 806 (900-2¼)	860-2½ 806 (900-2½)

WAAS CH 61112 W15A	APP CRS 156°	Rwy Ldg 5255 TDZE 54 Apt Elev 54
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RNAV (GPS) RWY 15

CAPE COD GATEWAY (HYA)

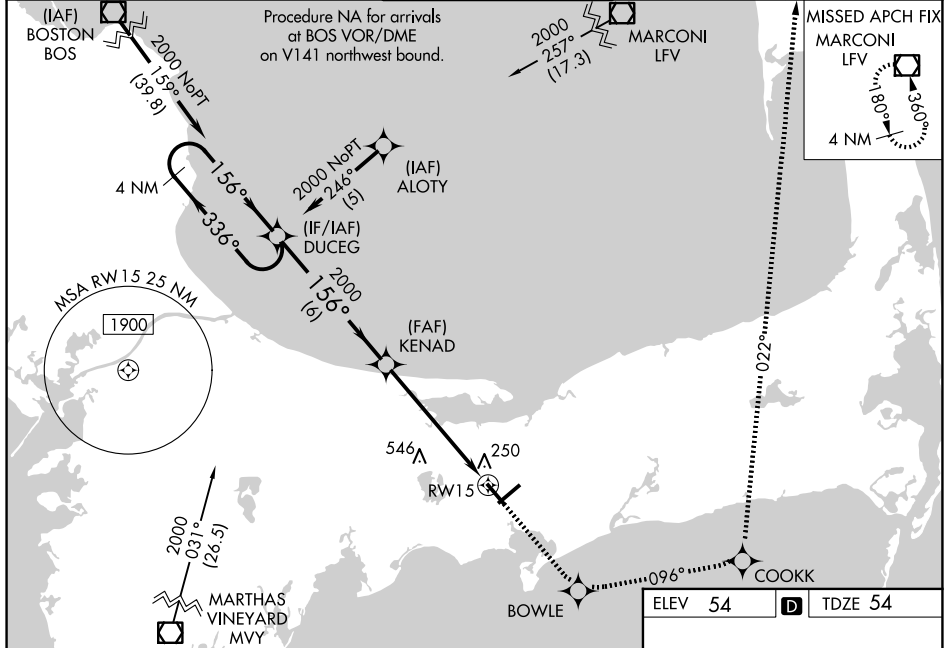
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 39°C.
When local altimeter setting not received, use Chatham altimeter setting: increase LPV DA to 286 feet; increase LNAV/VNAV DA to 601 feet, visibility all Cats to RVR 6000; increase all MDAs 40 feet, LNAV visibility Cats C and D ½ SM, and Circling visibility Cats C and D ¼ SM.
For inop ALS, increase LNAV/VNAV visibility all Cats to 1½ SM. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 15 helicopter visibility reduction below RVR 4000 NA. For inop ALS when using Chatham altimeter setting, increase LNAV Cats A and B visibility to RVR 5500. **RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Chatham altimeter setting).

MALSR

MISSED APPROACH:
Climb to 2000 direct BOWLE and on 096° track to COOKK and on 022° track to LFV VOR/DME and hold.

ATIS 123.8	BOSTON APP CON 118.2 284.6	HYANNIS TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 118.45	UNICOM 122.95
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4 NM Holding Pattern

2000 BOWLE tr 096° COOKK tr 022° LFV

DUCEG KENAD 1.5 NM to RW15

2000 ← 336° → 156° → 2000

GP 3.10° TCH 55

6 NM 4.2 NM 1.5 NM

CATEGORY	A	B	C	D
LPV DA**		254/24	200 (200-½)	
LNAV/VNAV DA		569/60	515 (600-1¼)	
LNAV MDA	600/40	546 (600-¾)	600/60	546 (600-1¼)
CIRCLING	600-1	546 (600-1)	860-2¼ 806 (900-2¼)	860-2½ 806 (900-2½)

REIL Rwy 6
HIRL Rwy 6-24 and 15-33

NE-1, 03 SEP 2026 to 29 OCT 2026

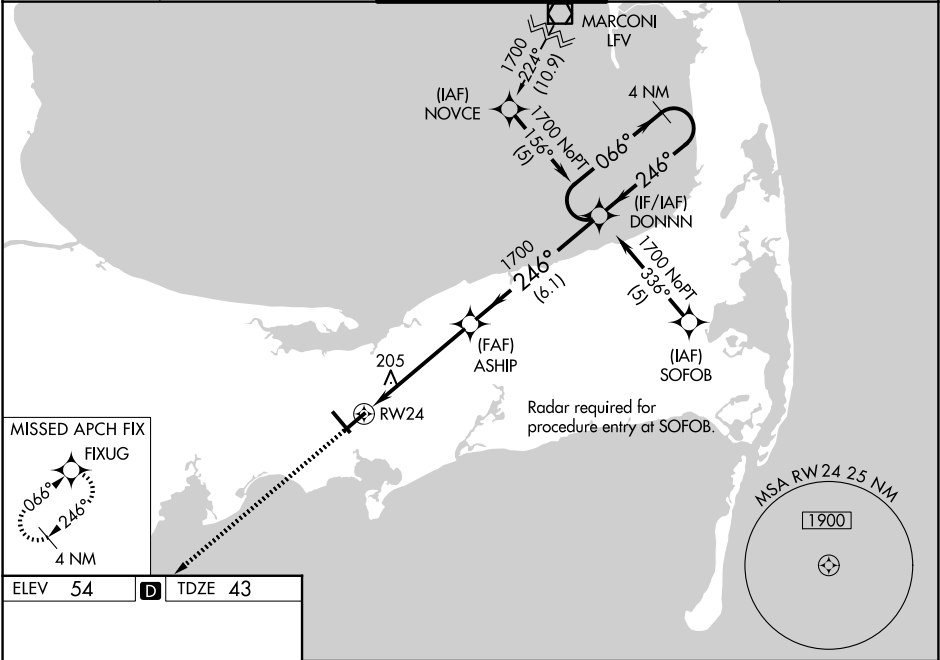
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5425
CH 77812	246°	TDZE	43
W24A		Apt Elev	54

RNAV (GPS) RWY 24

CAPE COD GATEWAY (HYA)

RNP APCH - GPS.				MALSF 	MISSED APPROACH: Climb to 2000 direct FIXUG and hold.
	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 24 helicopter visibility reduction below RVR 5000 NA. When local altimeter setting not received, use CQX altimeter setting: increase LPV DA to 350 feet; increase LNAV/VNAV DA to 473 feet; increase all MDAs 40 feet and LNAV visibility Cats C/D to RVR 6000 and Circling visibility Cats C/D ¼ SM. Baro-VNAV NA when using CQX altimeter setting. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cat C/D visibility to 1½ SM. Inop table does not apply to LPV all Cats, and LNAV Cats A and B. Straight in/Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.				
ATIS 123.8	BOSTON APP CON 118.2 284.6		HYANNIS TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 118.45	UNICOM 122.95



ELEV 54		TDZE 43
MISSED APCH FIX FIXUG		
REIL Rwy 6 HIRL Rwy 6-24 and 15-33		
2000 FIXUG		
4 NM Holding Pattern		
ASHP		
DONNN		
RW24		
5 NM		
6.1 NM		
CATEGORY		
LPV DA		
LNAV/VNAV DA		
LNAV MDA		
CIRCLING		

HYANNIS, MASSACHUSETTS

AL-675 (FAA)

25331

WAAS CH 99423 W33A	APP CRS 336°	Rwy Ldg 5105 TDZE 50 Apt Elev 54
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RNAV (GPS) RWY 33

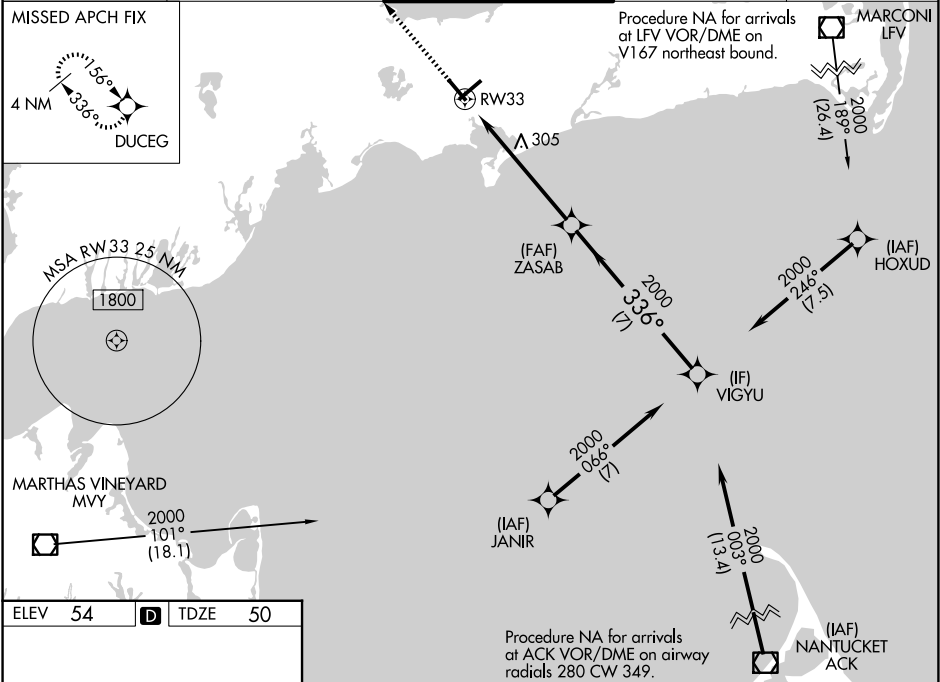
CAPE COD GATEWAY (HYA)

RNP APCH - GPS

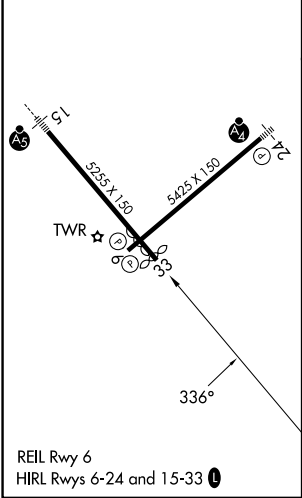
▼ Baro-VNAV NA when using Chatham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Chatham altimeter setting: increase LPV DA to 332 feet; increase LNAV/VNAV DA to 393 feet; increase all MDAs 40 feet and visibility Cats C and D ¼ SM. Rwy 33 helicopter visibility reduction below ¾ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2000 direct DUCEG and hold.

ATIS 123.8	BOSTON APP CON 118.2 284.6	HYANNIS TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 118.45	UNICOM 122.95
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ELEV 54	D	TDZE 50
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2000

DUCEG

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

ZASAB

2000

VIGYU

2000

336°

2000

GP 3.00°

TCH 60

RW33

6 NM

7 NM

CATEGORY	A	B	C	D
LPV DA		300-1	250 (300-1)	
LNAV/VNAV DA		361-1	311 (400-1)	
LNAV MDA	620-1	570 (600-1)	620-1½	570 (600-1½)
CIRCLING	620-1	566 (600-1)	860-2¼ 806 (900-2¼)	860-2½ 806 (900-2½)

HYANNIS, MASSACHUSETTS
Orig-E 15JUN23

41°40'N-70°17'W

CAPE COD GATEWAY (HYA)

RNAV (GPS) RWY 33

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

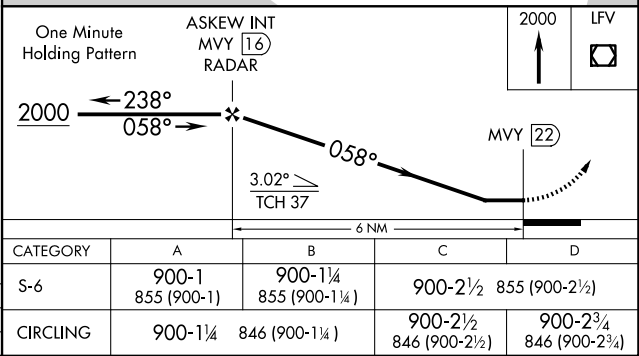
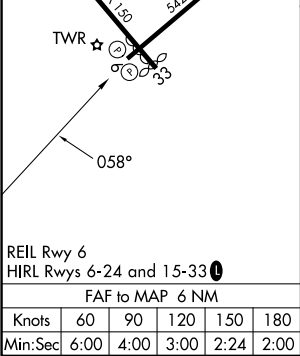
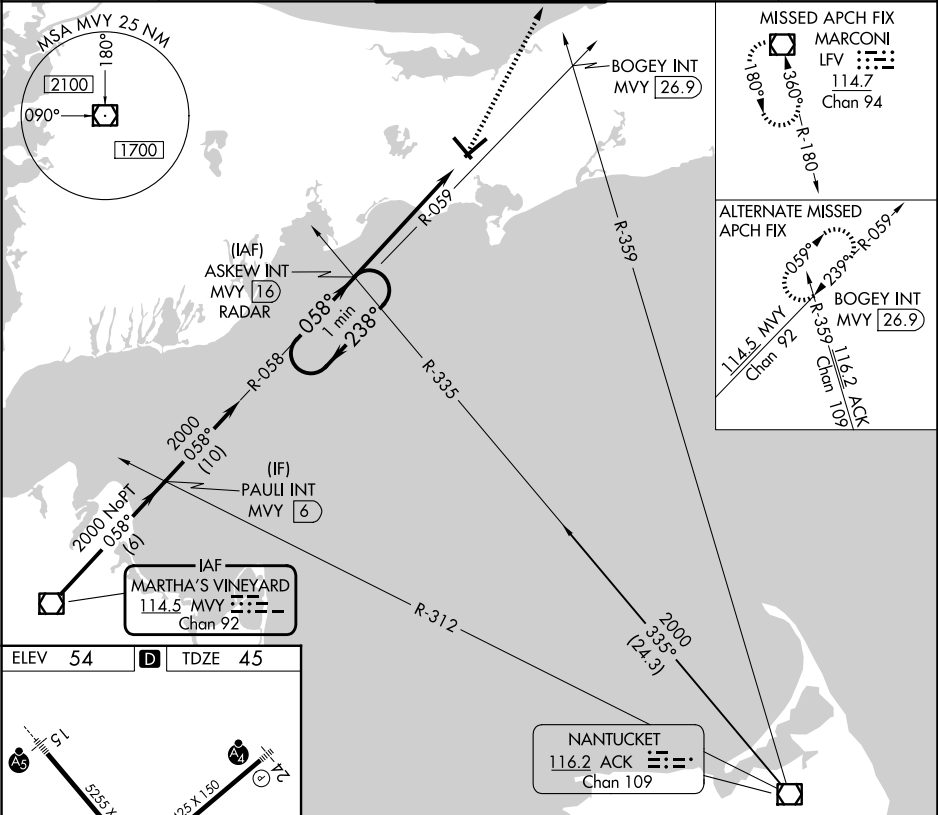
VOR/DME	MVY	APP CRS	Rwy Ldg
114.5		058°	5019
Chan 92		TDZE 45	
		Apt Elev 54	

VOR RWY 6
CAPE COD GATEWAY (HYA)

⚠ When local altimeter setting not received, use Chatham altimeter setting and increase all MDAs 40 feet and S-6 Cat A and Circling Cat C/D visibility ¼ SM. Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2000 direct LFV VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 123.8	BOSTON APP CON 118.2 284.6	HYANNIS TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 118.45	UNICOM 122.95
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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

AL-675 (FAA)

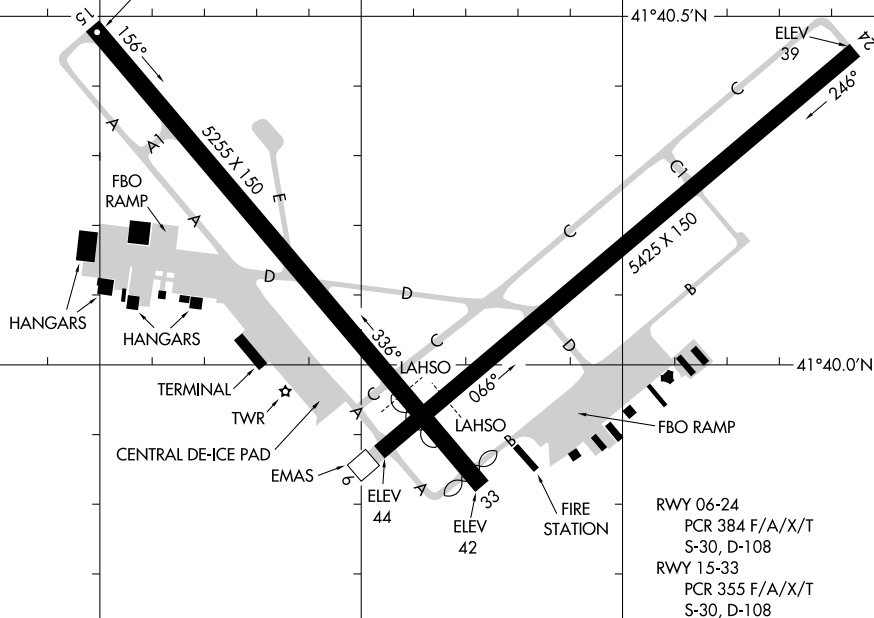
CAPE COD GATEWAY (HYA)

HYANNIS, MASSACHUSETTS

ATIS
 123.8
 HYANNIS TOWER ★
 119.5 257.8
 GND CON
 118.45
 CLNC DEL
 125.15
 120.125 (WHEN TWR CLSD)
 D

JANUARY 1995
 ANNUAL RATE OF CHANGE
 0.0° E

FIELD
 ELEV
 54



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

AIRPORT DIAGRAM

26134

HYANNIS, MASSACHUSETTS
 CAPE COD GATEWAY (HYA)

NE-1, 03 SEP 2026 to 29 OCT 2026

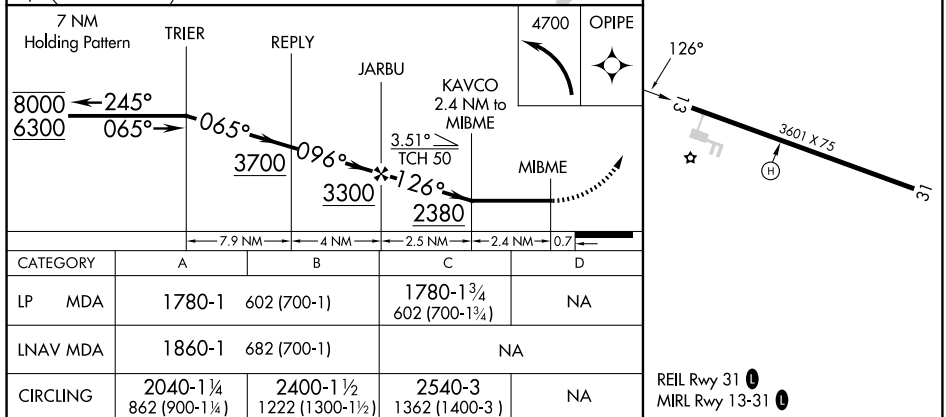
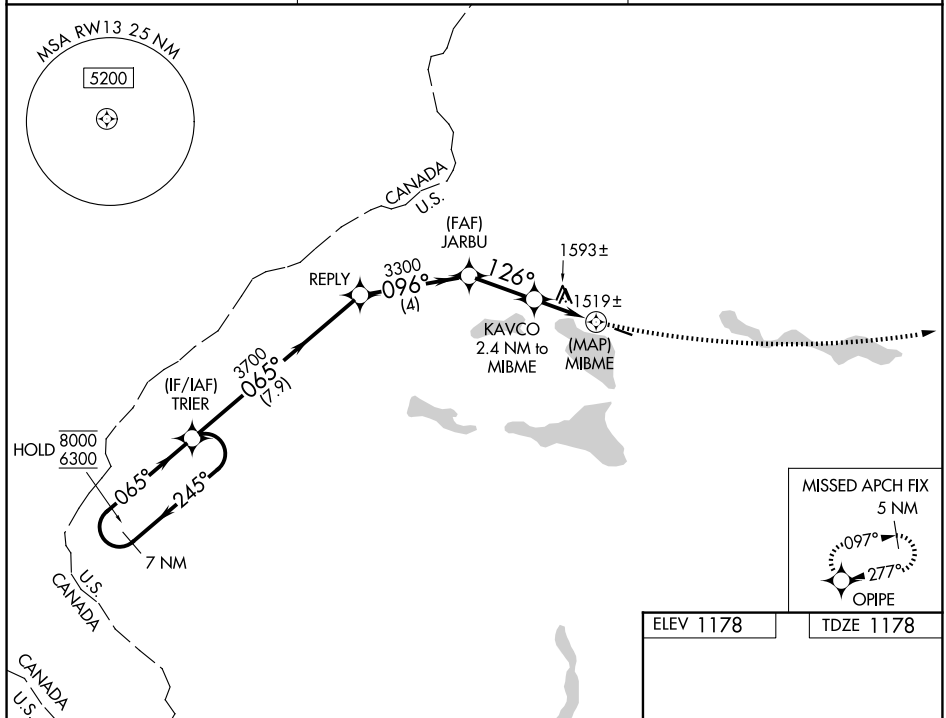
26134

RNAV (GPS) RWY 13

MISSED APPROACH: Climbing left turn to 4700 direct OPIPE and hold, continue climb-in-hold to 4700.

  Rwy 13 helicopter visibility reduction below 1 SM NA. Procedure NA at night.
 -23°C

AWOS-AV 122.9	BOSTON CENTER 120.25 346.4	CTAF 122.9 0
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45°38'N - 70°15'W

NEWTON FLD (59B)
RNAV (GPS) RWY 13

JACKMAN, MAINE

AL-10110 (FAA)

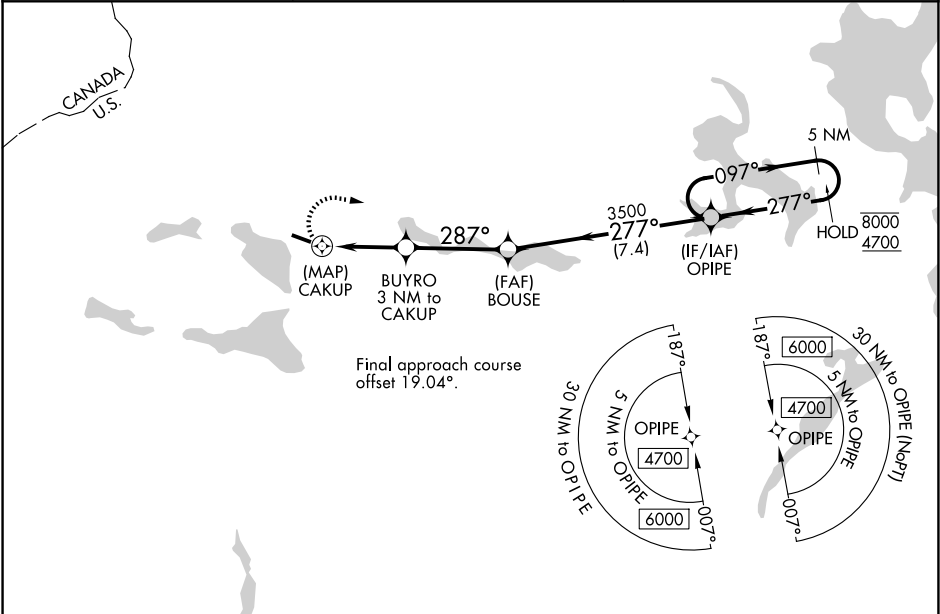
26134

WAAS CH 66042 W31A	APP CRS 287°	Rwy Ldg 3601 TDZE 1178 Apt Elev 1178
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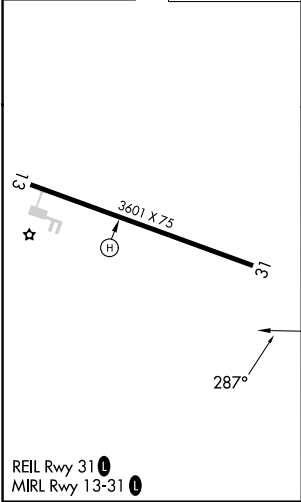
RNAV (GPS) RWY 31
NEWTON FLD (59B)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 4700 direct OPIPE and hold, continue climb-in-hold to 4700.	
	Rwy 31 helicopter visibility reduction below 1 SM NA. Procedure NA at night.		
 -23°C			

AWOS-AV 122.9	BOSTON CENTER 120.25 346.4	CTAF 122.9
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ELEV 1178	TDZE 1178
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		BUYRO 3 NM to CAKUP		BOUSE	OPIPE	5 NM Holding Pattern
CATEGORY	A	B	C	D		
LP MDA	1640-1	462 (500-1)	1640-1 3/8 462 (500-1 3/8)	NA		
LNAV MDA	2060-1 1/4	882 (900-1 1/4)	2060-2 1/2 882 (900-2 1/2)	NA		
CIRCLING	2060-1 1/4 882 (900-1 1/4)	2400-1 1/2 1222 (1300-1 1/2)	2540-3 1362 (1400-3)	NA		

JACKMAN, MAINE
Amdt 2 14MAY26

45°38'N-70°15'W

NEWTON FLD (59B)
RNAV (GPS) RWY 31

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

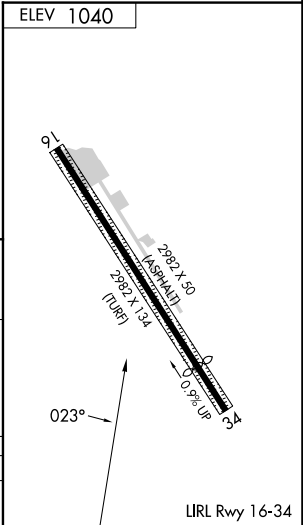
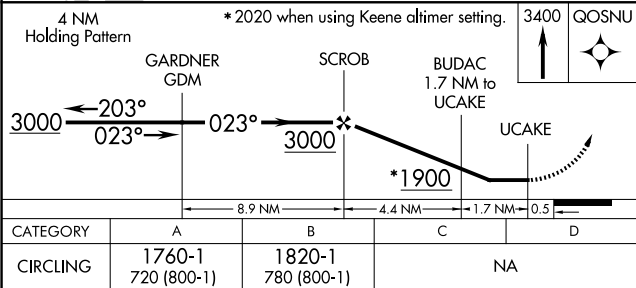
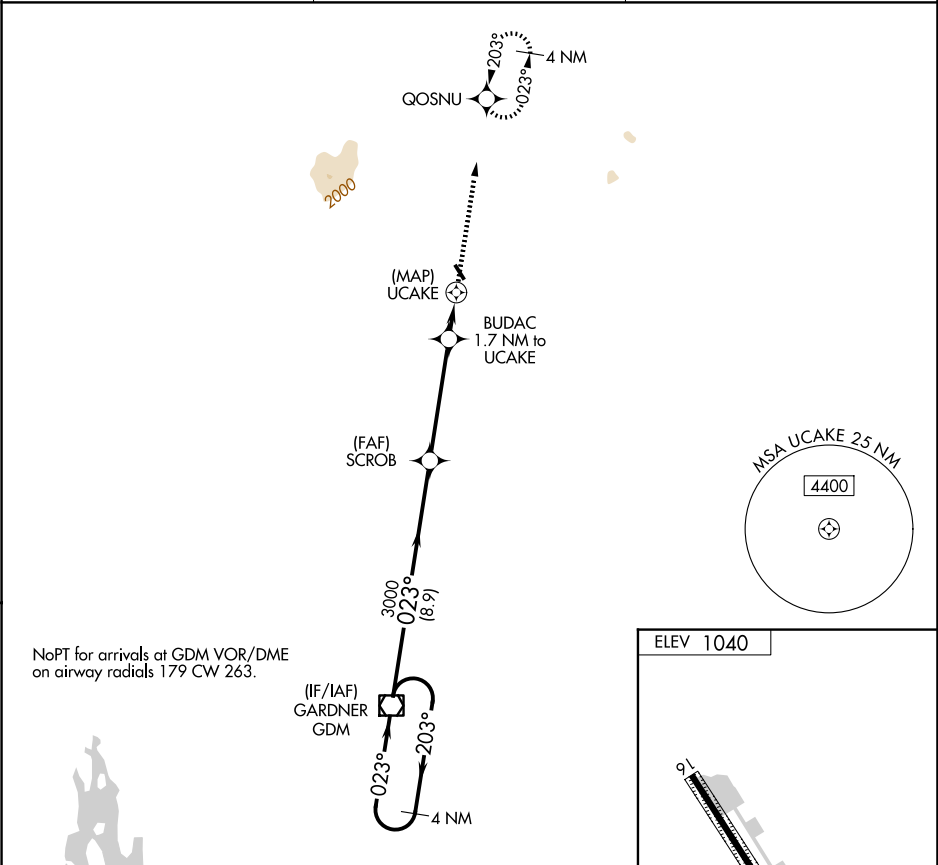
APP CRS	Rwy Ldg	N/A
023°	TDZE	N/A
	Apt Elev	1040

RNAV (GPS)-B

JAFFREY AIRFIELD SILVER RANCH (A/FN)

RNP APCH+GPS.	MISSED APPROACH: Climb to 3400 direct QOSNU and hold.
▼ When local altimeter setting not received, use Keene altimeter setting and increase all MDA 120 feet and all Cats visibility ¼ mile. Procedure NA at night. ▲ Rwy 16 and 34 helicopter visibility reduction below 1 SM NA.	

ASOS 135.875	BOSTON CENTER 123.75 338.2	UNICOM 122.8 (CTAF)
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JAFFREY, NEW HAMPSHIRE

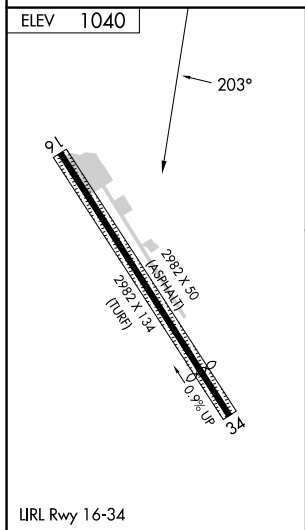
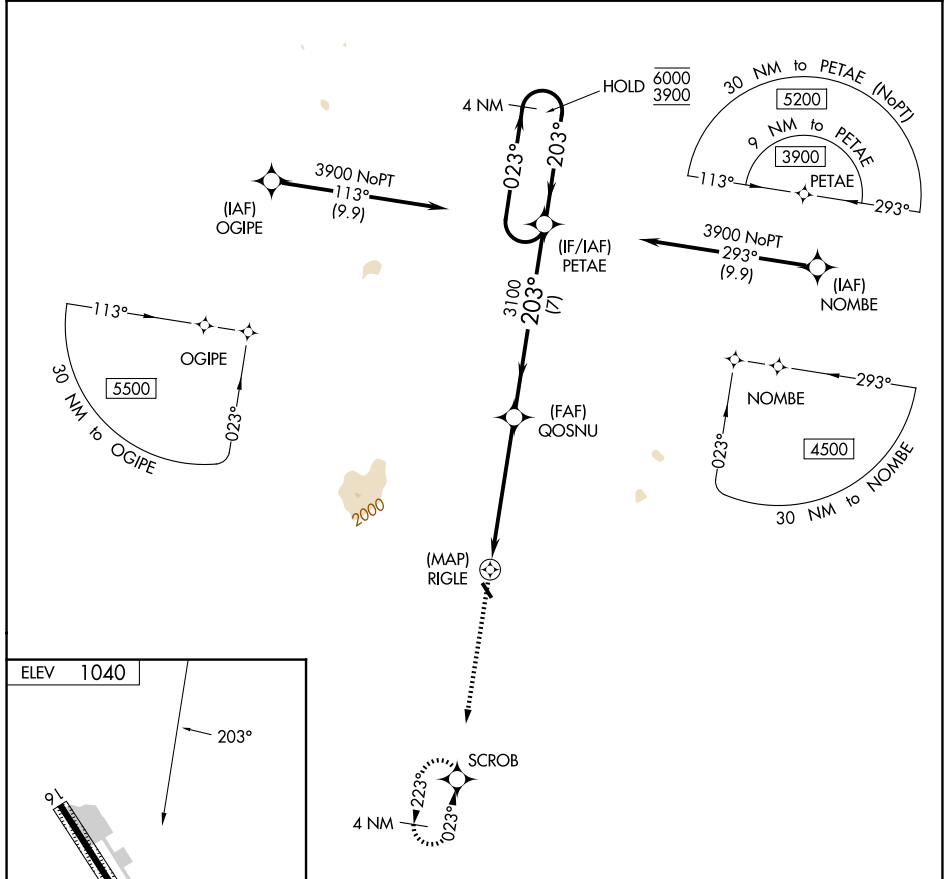
AL-5335 (FAA)

26078

APP CRS	Rwy Ldg	N/A
203°	TDZE	N/A
	Apt Elev	1040

RNAV (GPS)-C
JAFFREY AIRFIELD SILVER RANCH (A1N)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct SCROB and hold.
ASOS 135.875		UNICOM 122.8 (CTAF)
BOSTON CENTER 123.75 338.2		



3000 ↑ SCROB 		4 NM Holding Pattern		
RIGLE 		QOSNU ✕ 3100	PETAE 203° → 6000 ← 203° 3900	
		5.5 NM	7 NM	
CATEGORY	A	B	C	D
CIRCLING	1680-1 640 (700-1)	1840-1 800 (800-1)	NA	

JAFFREY, NEW HAMPSHIRE
Amdt 1 25FEB21

42°48'N-72°00'W

JAFFREY AIRFIELD SILVER RANCH (A1N)
RNAV (GPS)-C

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

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

ILS or LOC RWY 2

DILLANT/HOPKINS (EEN)

DME required for LOC only.

⚠

⚠

⚠

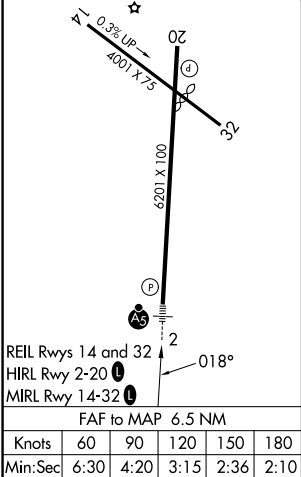
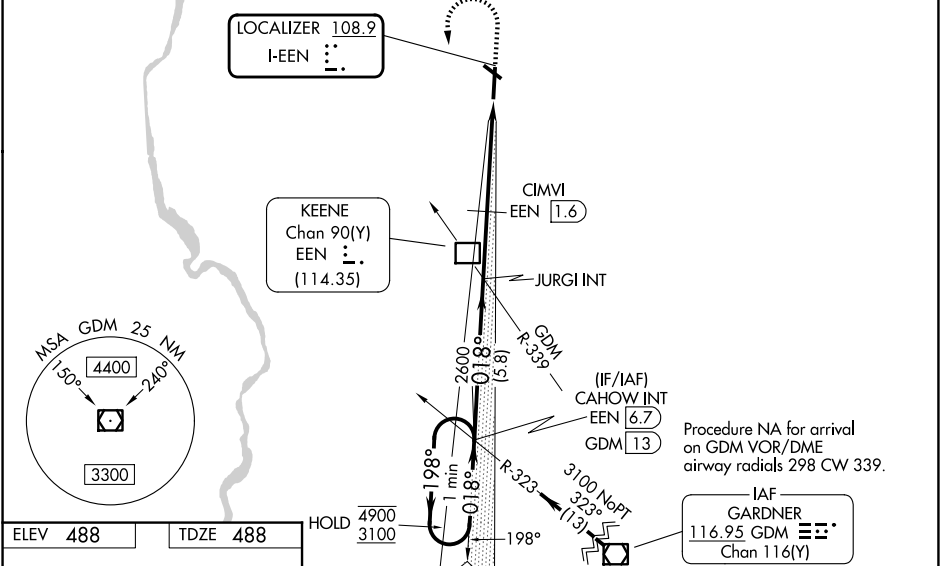
Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 2 all Cats, S-LOC 2 Cats C/D and CIMVI fix minimums S-LOC 2 Cat A. For inop ALS, increase S-LOC 2 Cat A visibility to 1¼ SM and increase CIMVI fix minimums S-LOC 2 Cat B visibility to 1¼ SM and Cat C/D visibility to 2½ SM. When local altimeter setting not received, use ORE altimeter setting and increase S-ILS 2 DA to 914; increase all MDAs 60 feet and increase CIMVI fix minimums S-LOC 2 Cats C and D visibility ½ SM. Inop table does not apply to S-LOC 2 Cats C/D when using ORE altimeter setting. For inop ALS when using ORE altimeter setting, increase S-LOC 2 Cat A visibility to 1¼ SM and increase CIMVI fix minimums S-LOC 2 Cats A/B visibility to 1¼ SM. VDP NA when using ORE altimeter setting. DME from EEN DME. DME use requires simultaneous reception of I-EEN and EEN DME.

MALSR

AS

MISSED APPROACH:
Climb to 1540 then climbing left turn to 3100 on heading 200° and GDM VOR/DME R-323 to CAHOW INT/GDM VOR/DME 13 DME and hold.

AWOS-3PT	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) 1



One Minute Holding Pattern	CAHOW INT EEN 6.7	1540	3100	GDM R-323	CAHOW INT
4900	198°	2600	EEN DME	CIMVI EEN 1.6	EEN 3.2
3100	018°	2600	EEN 1.6	EEN 3.2	EEN 5.7
GS 3.00° TCH 43		2600			
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 39)		2600			
	5.8 NM	2.4 NM	1.6	2.5	
CATEGORY	A	B	C	D	
S-ILS 02		860-1	372 (400-1)		
S-LOC 02	1840-1	1352 (1400-1)	1840-3	1352 (1400-3)	
CIRCLING	1840-1¼ 1352 (1400-1¼)	1840-1½ 1352 (1400-1½)	1840-3 1352 (1400-3)	1980-3 1492 (1500-3)	
CIMVI FIX MINIMUMS (DME REQUIRED)					
S-LOC 02	1320-1	832 (900-1)	1320-1½	832 (900-1½)	
CIRCLING	1420-1¼ 932 (1000-1¼)	1480-1½ 992 (1000-1½)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)	

KEENE, NEW HAMPSHIRE

AL-868 (FAA)

25219

WAAS CH 65708 W02A	APP CRS 018°	Rwy Ldg TDZE 488 Apt Elev 488
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RNAV (GPS) RWY 2

DILLANT/HOPKINS (EEN)

RNP APCH - GPS.

⚠ Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase LNAV Cat B visibility to $1\frac{1}{4}$ SM. When local altimeter setting not received, use ORE altimeter setting; increase LPV DA to 897; increase all MDAs 60 feet. For inop ALS when using ORE altimeter setting, increase LNAV Cats A/B visibility to $1\frac{1}{4}$ SM. VDP NA when using ORE altimeter setting.

MALSR

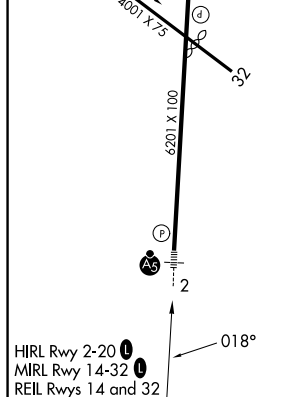
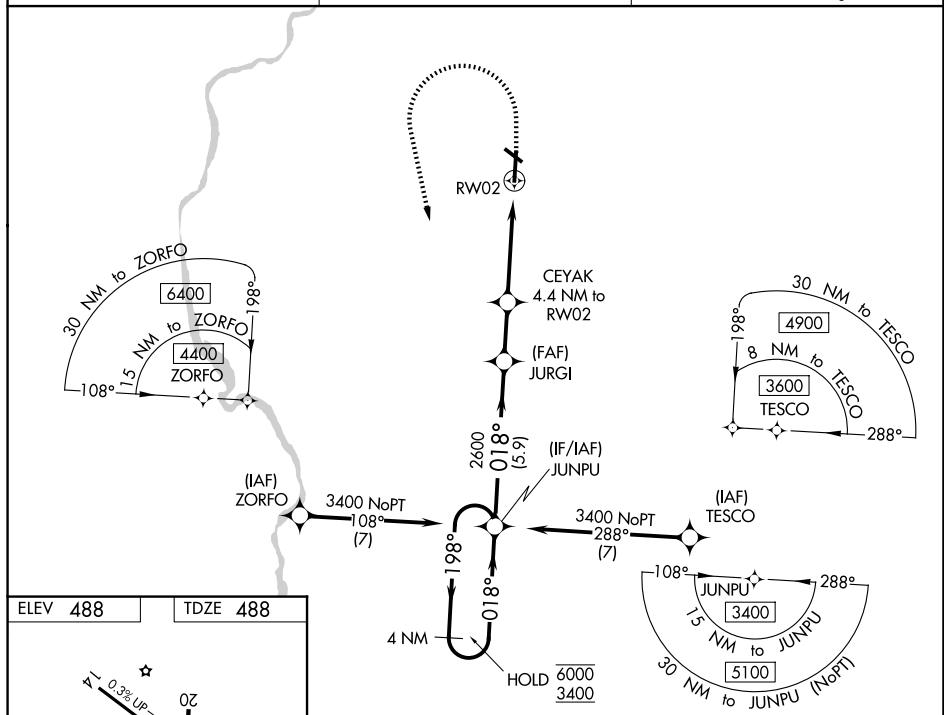


MISSED APPROACH:
Climb to 1600 then climbing left turn to 3400 direct JUNPU and hold.

AWOS-3PT
119.025

BOSTON CENTER
123.75 338.2

UNICOM
123.0 (CTAF) 0



KEENE, NEW HAMPSHIRE

Amdt 1A 31OCT24

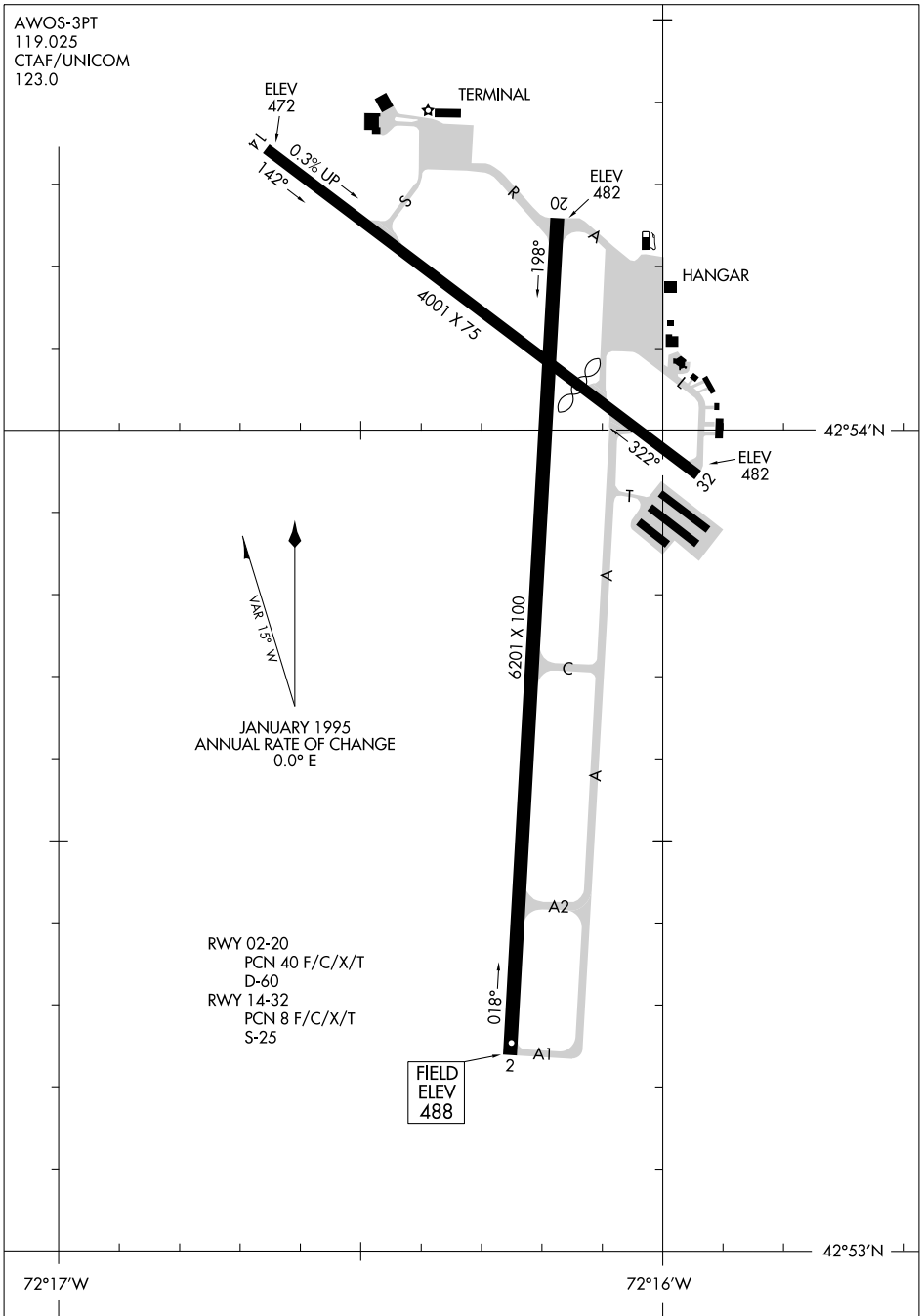
42°54'N-72°16'W

DILLANT/HOPKINS (EEN)

RNAV (GPS) RWY 2

4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).		1600	3400	JUNPU
				↑	↖	✧
JUNPU		JURGI	CEYAK			
6000		2600	4.4 NM to RWY 2			
3400		1920	2.5 NM to RWY 2			
GP 3.00°		5.9 NM	2.1 NM	1.9 NM	2.5 NM	
TCH 43						
CATEGORY	A	B	C	D		
LPV DA	843-1		355 (400-1)			
LNAV MDA	1340-1	852 (900-1)	1340-2	852 (900-2)		
CIRCLING	1380-1 $\frac{1}{4}$ 892 (900-1 $\frac{1}{4}$)	1480-1 $\frac{1}{2}$ 992 (1000-1 $\frac{1}{2}$)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)		

NE-1, 03 SEP 2026 to 29 OCT 2026



LACONIA, NEW HAMPSHIRE

AL-785 (FAA)

25331

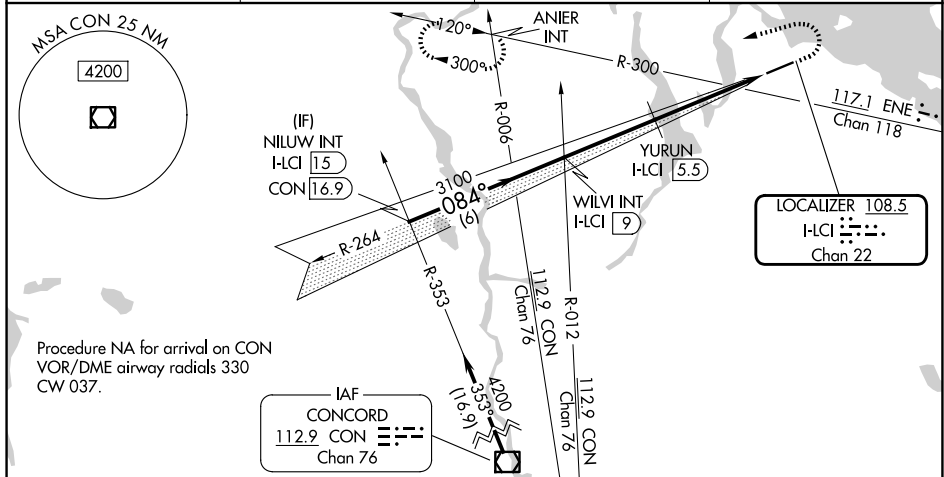
LOC/DME I-LCI 108.5 Chan 22	APP CRS 084°	Rwy Ldg TDZE Apt Elev 5646 545 545
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ILS or LOC RWY 8

LACONIA MUNI (LCI)

⚠ Circling Rwy 26 NA at night. Circling NA south of Rwy 8-26. VDP NA when using CON altimeter setting. Inop table does not apply to S-LOC 8 Cats C/D. Helicopter visibility reduction below ½ SM NA. For inop ALS, increase S-ILS 8 visibility to 1 ½ SM, YURUN fix minimums increase S-LOC 8 Cats A/B visibility to 1 SM and Cats C/D visibility to 1 ½ SM. When local altimeter setting not received, use CON altimeter setting and increase S-ILS 8 DA to 1030 feet and visibility ½ SM. Increase S-ILS 8# DA to 982 feet. Increase all MDAs 100 feet. YURUN fix minimums: increase all MDAs 100 feet S-LOC 8 visibilities Cats C/D ½ SM and Circling visibilities Cats A/B/C ¼ SM.	MALSR	MISSED APPROACH: Climb to 1150 then climbing left turn to 5000 on heading 264° and ENE VOR/DME R-300 to ANIER INT and hold, continue climb-in-hold to 5000. # Missed approach requires minimum climb of 295 feet per NM to 1500.
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AWOS-3PT 133.525	BOSTON APP CON 134.75 254.25	CLNC DEL 119.85	UNICOM 123.0 (CTAF) 0
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NILUW INT I-LCI 15 WILVI INT I-LCI 9 YURUN I-LCI 5.5 GS 3.00° TCH 44 4200 3100 1980 1150 5000 ENE R-300 ANIER INT ELEV 545 TDZE 545			
Procedure NA for arrival on CON VOR/DME airway radials 330 CW 037. IAF CONCORD 112.9 CON Chan 76 LOCALIZER 108.5 I-LCI 22 Chan 22			
6 NM 3.5 NM 2.7 NM 1.7 NM			
CATEGORY	A	B	C
S-ILS 8#	901-¾ 356 (400-¾)		
S-ILS 8	949-¾ 404 (500-¾)		
S-LOC 8	1980-¾ 1435 (1500-¾)	1980-1 1435 (1500-1)	1980-3 1435 (1500-3)
CIRCLING	1980-1¼ 1435 (1500-1¼)	1980-1½ 1435 (1500-1½)	1980-3 1435 (1500-3)
YURUN FIX MINIMUMS			
S-LOC 8	1120-¾ 575 (600-¾)	1120-1¼ 575 (600-1¼)	
CIRCLING	1320-1 775 (800-1)	1320-2¼ 775 (800-2¼)	1480-3 935 (1000-3)

LACONIA, NEW HAMPSHIRE
Amdt 2C 27NOV25

43°34'N-71°25'W

LACONIA MUNI (LCI)

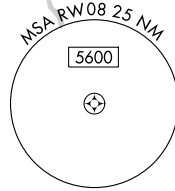
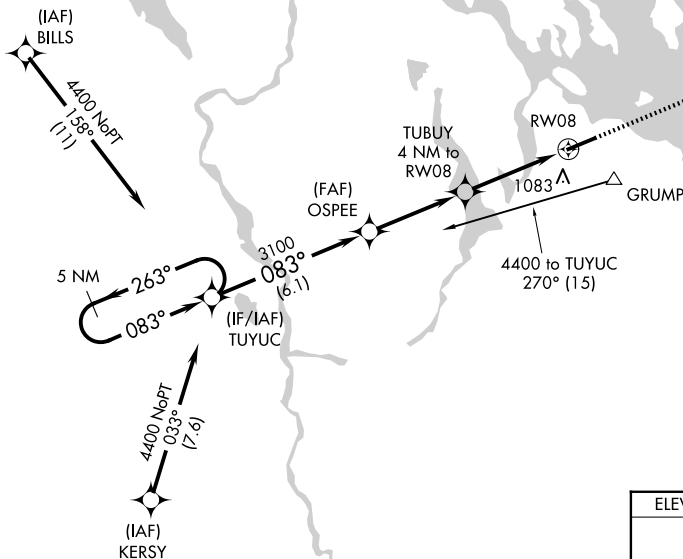
ILS or LOC RWY 8

Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38

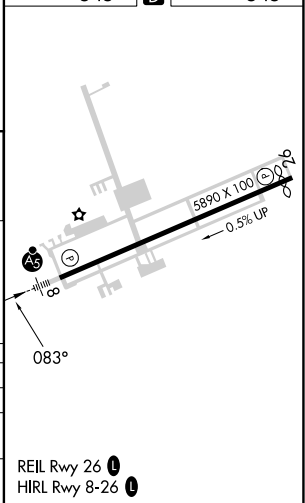
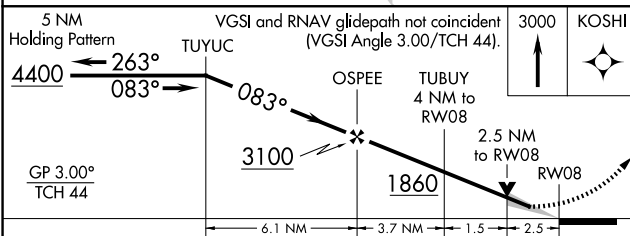
NE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 8
LACONIA MUNI (LCI)

MISSED APPROACH:
Climb to 3000 direct
KOSHI and hold.

UNICOM
123.0 (CTAF) **L**

ELEV 545		TDZE 545
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CATEGORY		A	B	C	D
LPV	DA	978-3 ₄		433 (500-3 ₄)	
INAV	MDA	1380-3 ₄	835 (900-3 ₄)	1380-1 ₇₈	835 (900-1 ₇₈)
CIRCLING		1420-1 875 (900-1)	1600-1 ₂ 1055 (1100-1 ₂)	2160-3 1615 (1700-3)	2860-3 2315 (2400-3)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1. 03 SEP 2026 to 29 OCT 2026

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

RNAV (GPS) RWY 26
LACONIA MUNI (LCI)

T Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below 1 SM NA.
A When local altimeter setting not received, use CON altimeter setting and increase all MDAs 80 feet. Straight-in Rwy 26 NA at night, Circling Rwy 26 NA at night.

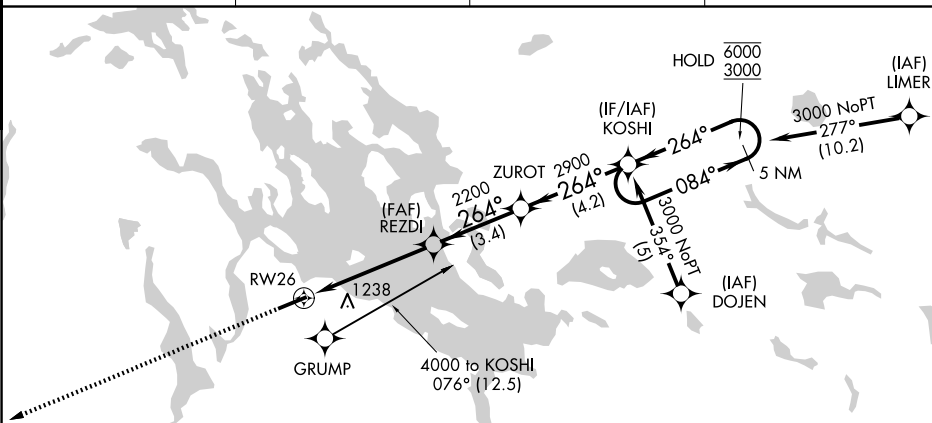
MISSED APPROACH: Climb to 4400 direct TUYUC and hold, continue climb-in-hold to 4400.

AWOS-3PT
133.525

BOSTON APP CON	
134.75	254.25

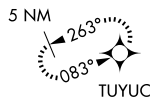
CLNC DEL
119.85

UNICOM
123.0 (CTAF) **L**



MISSED APCH FIX

Procedure NA for arrivals
at GRUMP on T395 southwest.



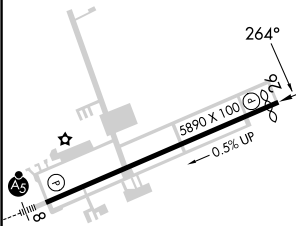
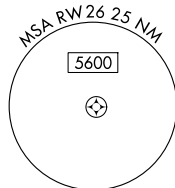
ELEV 545

D

TDZE 533

CONCORD
CON

Procedure NA for arrivals on CON VOR/DME
airway radials 036 CW 087.



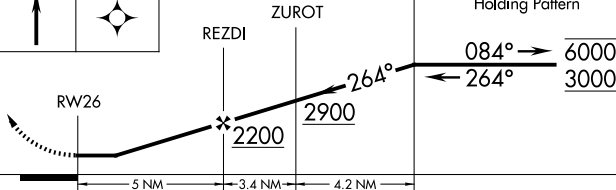
REIL Rwy 26 **L**
HIRL Rwy 8-26 **L**

4400	TUYUC

Visual Segment - Obstacles.

KOSHI

Holding Pattern



CATEGORY	A	B	C	D
LNNAV MDA	1420-1¼	887 (900-1¼)	1420-2½	887 (900-2½)
CIRCLING	1420-1¼ 875 (900-1¼)	1420-1½ 875 (900-1½)	1420-3 875 (900-3)	1460-3 915 (1000-3)

LACONIA, NEW HAMPSHIRE
Orig-E 05SEP24

43°34'N-71°25'W

LACONIA MUNI (LCI)
RNAV (GPS) RWY 26

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53322 W05A	APP CRS 053°	Rwy Ldg TDZE 144 Apt Elev 148
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RNAV (GPS) RWY 5

LAWRENCE MUNI (LWM)

RNP APCH - GPS.

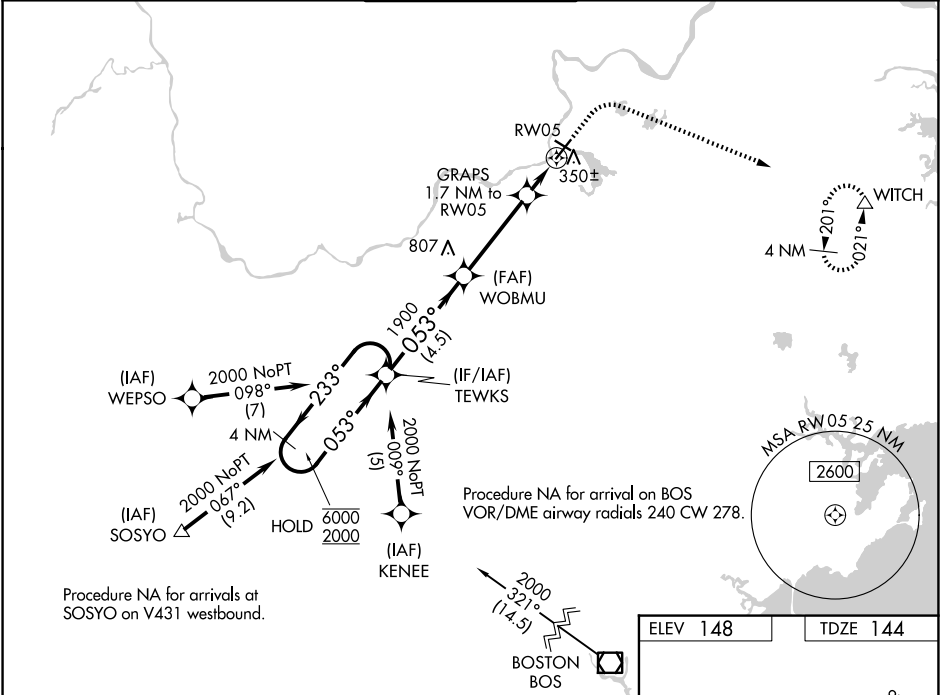
⚠

⚠

Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

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

ATIS 126.75	BOSTON APP CON 124.4 279.6	LAWRENCE TOWER ★ 119.25 (CTAF)	GND CON 124.3	UNICOM 122.8
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4 NM Holding Pattern

TEWKES

WOBMU

GRAPS

RW05

6000

2000

GP 3.00°

TCH 56

233°

053°

053°

1900

720

4.5 NM

3.7 NM

1.7 NM

CATEGORY	A	B	C	D
LPV DA		344-3/4	200 (200-3/4)	
LNAV/VNAV DA		600-13/8	456 (500-13/8)	
LNAV MDA	600-1	456 (500-1)	600-13/8	456 (500-13/8)
CIRCLING	740-1	592 (600-1)	920-2 1/4 772 (800-2 1/4)	1220-3 1072 (1100-3)

ELEV 148 TDZE 144

700

3000

WITCH

0.7% UP

3654 X 100

5001 X 100

0.3%

TWR

HIRL Rwy 5-23

MIRL Rwy 14-32

REIL Rws 5, 14, 23, and 32

NE-1, 03 SEP 2026 to 29 OCT 2026

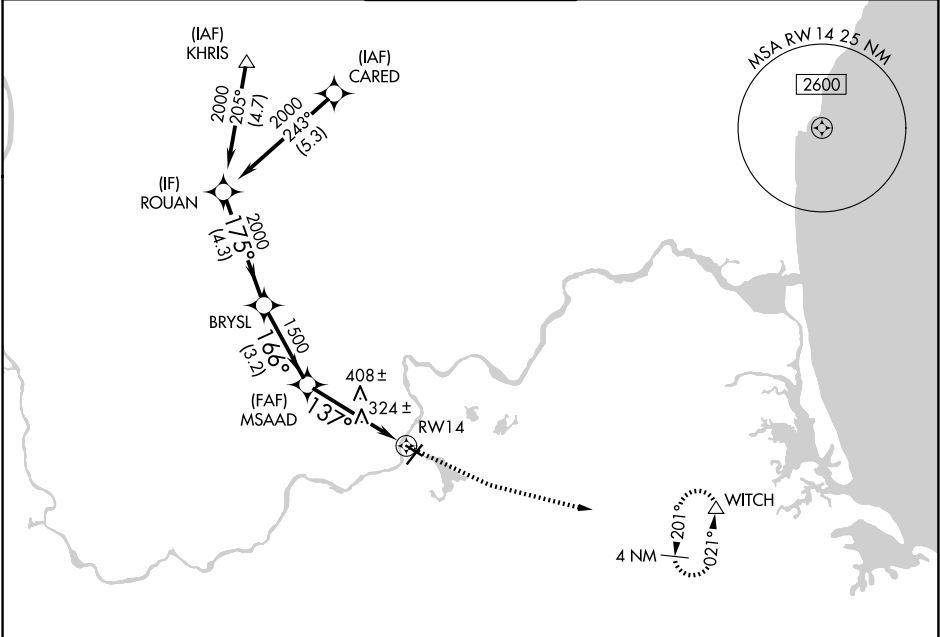
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99642 W14A	APP CRS 137°	Rwy Ldg 3654 TDZE 146 Apt Elev 148
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RNAV (GPS) RWY 14

LAWRENCE MUNI (LWM)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 2000 direct WITCH and hold.		
Circling to Rwy 32 NA at night.				
ATIS 126.75	BOSTON APP CON 124.4 279.6	LAWRENCE TOWER ★ 119.25 (CTAF) 0	GND CON 124.3	UNICOM 122.8



ELEV 148

TDZE 146

	ROUAN	BRYSL	MSAAD	2000	WITCH
	2000	175°	2000	166°	1500
			137°		
	4.3 NM	3.2 NM	2.9 NM	1.3 NM	
CATEGORY	A	B	C	D	
LP MDA	580-1	434 (500-1)	580-1¼	434 (500-1¼)	
LNAV MDA	660-1	514 (600-1)	660-1⅜	514 (600-1⅜)	
CIRCLING	740-1	592 (600-1)	920-2¼ 772 (800-2¼)	1220-3 1072 (1100-3)	

HIRL Rwy 5-23 0

MIRL Rwy 14-32 0

REIL Rws 5, 14, 23, and 32 0

LAWRENCE, MASSACHUSETTS

AL-654 (FAA)

26134

WAAS CH 61022 W23A	APP CRS 233°	Rwy Ldg TDZE 144 Apt Elev 148	5001
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RNAV (GPS) RWY 23

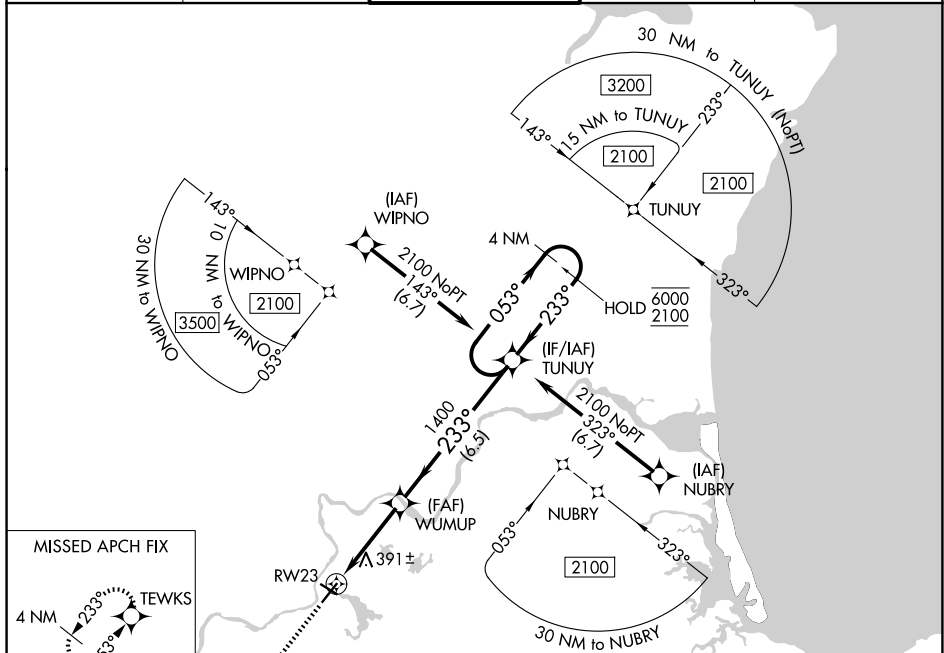
LAWRENCE MUNI (LWM)

RNP APCH - GPS.

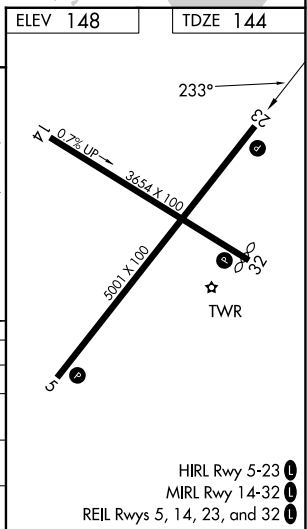
⚠ Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling Rwy 32 NA at night.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct TEWKS and hold.

ATIS 126.75	BOSTON APP CON 124.4 279.6	LAWRENCE TOWER ★ 119.25 (CTAF) 0	GND CON 124.3	UNICOM 122.8
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		4 NM Holding Pattern			
2000 ↑	TEWKS 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.70/TCH 55).			
		TUNUY			
		053° → 6000 ← 233° 2100			
		GP 3.10° TCH 55			
CATEGORY		A	B	C	D
LPV	DA	562-1 $\frac{1}{8}$		418 (500-1 $\frac{1}{8}$)	
LNAV/ VNAV	DA	660-1 $\frac{3}{8}$		516 (600-1 $\frac{3}{8}$)	
LNAV	MDA	660-1	516 (600-1)	660-1 $\frac{3}{8}$	516 (600-1 $\frac{3}{8}$)
CIRCLING		740-1	592 (600-1)	920-2 $\frac{1}{4}$ 772 (800-2 $\frac{1}{4}$)	1220-3 1072 (1100-3)



LAWRENCE, MASSACHUSETTS
Amdt 2A 12JUN25

42°43'N-71°07'W

LAWRENCE MUNI (LWM)
RNAV (GPS) RWY 23

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

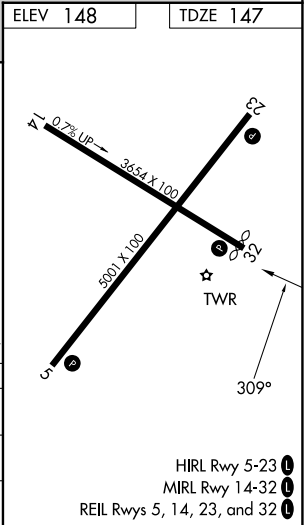
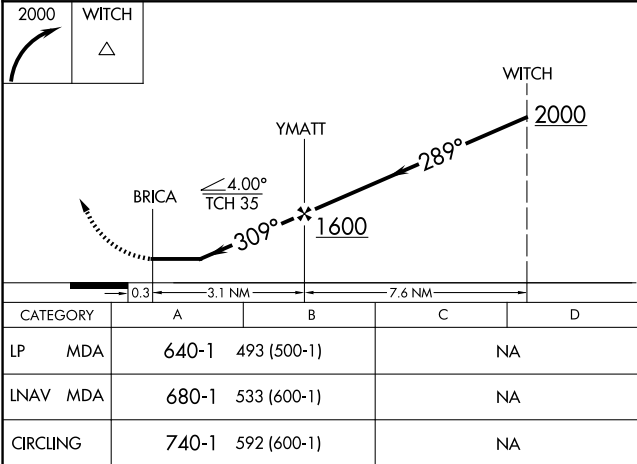
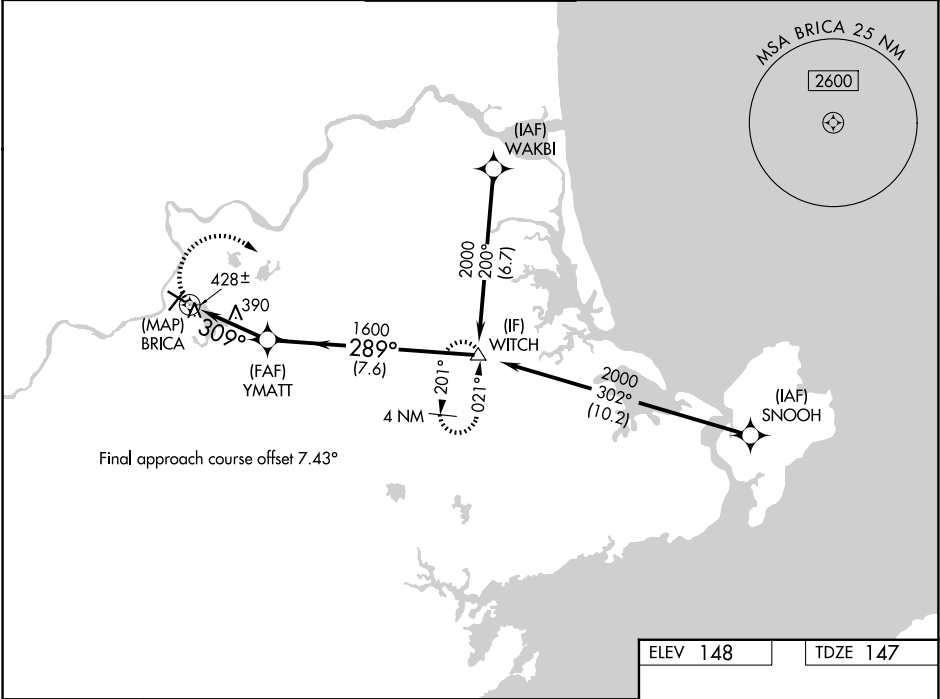
WAAS CH 78342 W32A	APP CRS 309°	Rwy Ldg TDZE 147 Apt Elev 148
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RNAV (GPS) RWY 32

LAWRENCE MUNI (LWM)

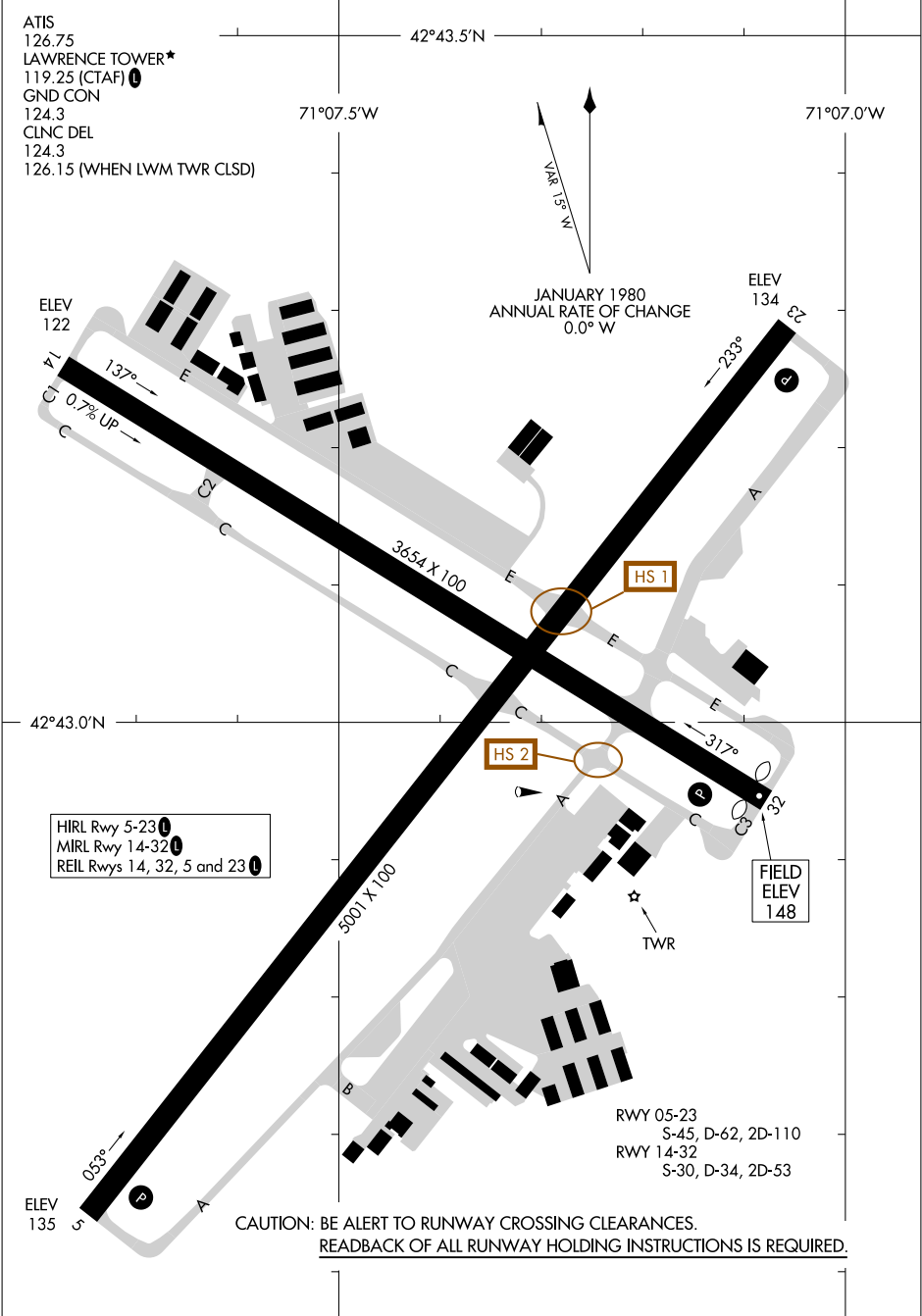
RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 2000 direct WITCH and hold.
Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.	

ATIS 126.75	BOSTON APP CON 124.4 279.6	LAWRENCE TOWER ★ 119.25 (CTAF) 0	GND CON 124.3	UNICOM 122.8
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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

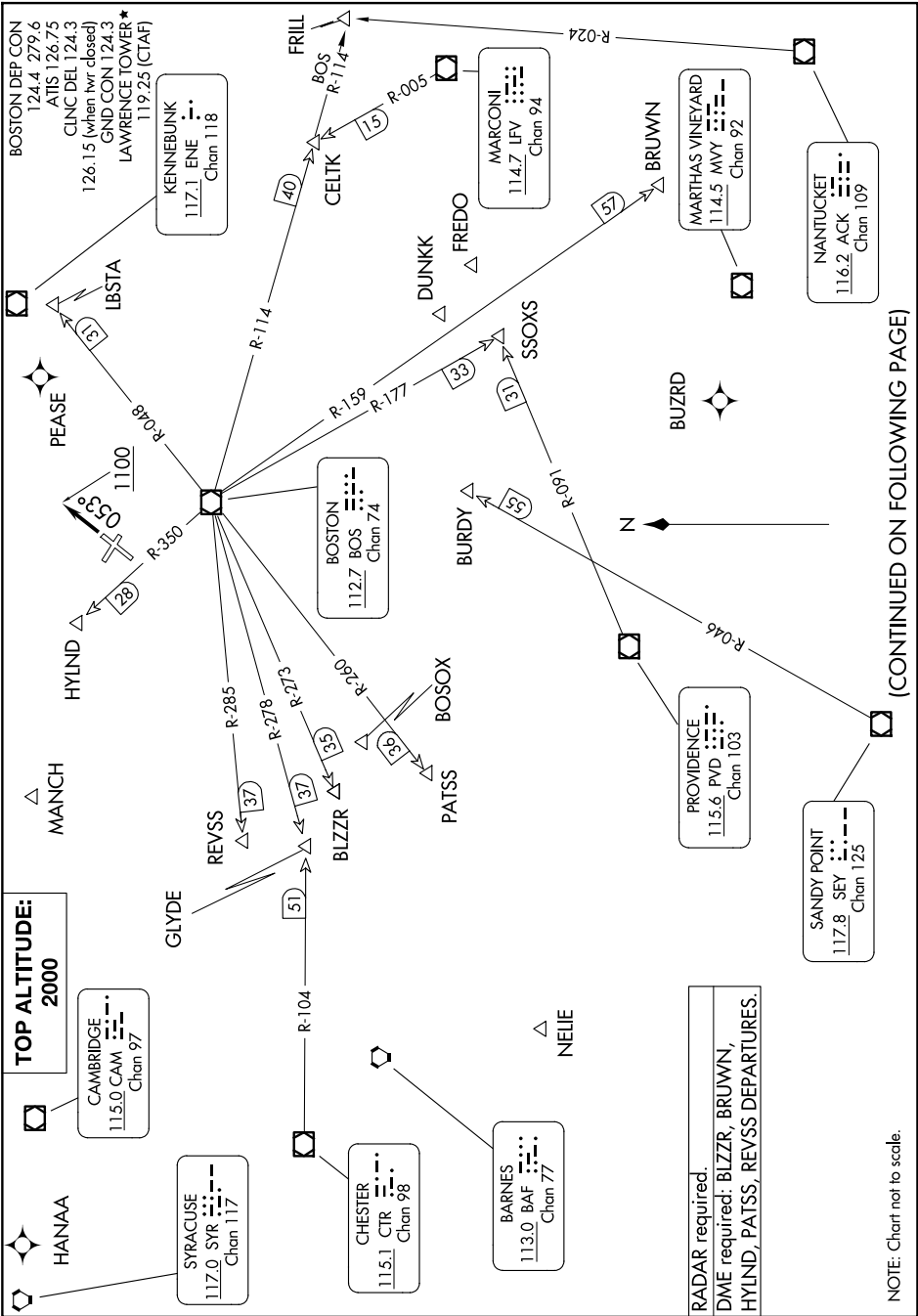


NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LAWRENCE TWO DEPARTURE

NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

LAWRENCE TWO DEPARTURE

LAWRENCE TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1100, then as assigned by ATC, thence....

TAKEOFF RUNWAYS 14, 23, 32: Climb on heading as assigned by ATC, thence....

....expect RADAR vectors to assigned route/navaid/fix. Maintain 2000.

Expect filed altitude/flight level 10 minutes after departure.

TAKEOFF MINIMUMS:

Rwy 5: 300-1½ or standard with minimum climb of 435' per NM to 500.

Rwy 14: 300-1 or standard with minimum climb of 625' per NM to 600.

Rwy 23: 300-1 or standard with minimum climb of 350' per NM to 400.

Rwy 32: Standard.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.

NOTE: BLZZR DEPARTURES expect vectors on BOS R-273.

NOTE: BRUWN DEPARTURES expect vectors on BOS R-159.

NOTE: CELTK DEPARTURES expect vectors on BOS R-114.

NOTE: HYLND DEPARTURES expect vectors on BOS R-350.

NOTE: PATSS DEPARTURES expect vectors on BOS R-260.

NOTE: REVSS DEPARTURES expect vectors on BOS R-285.

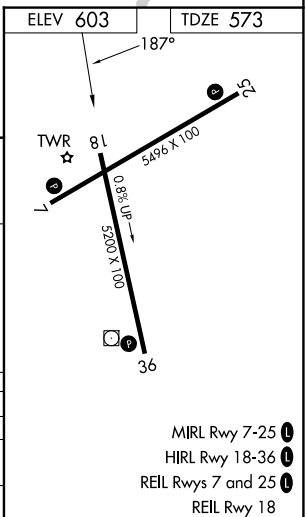
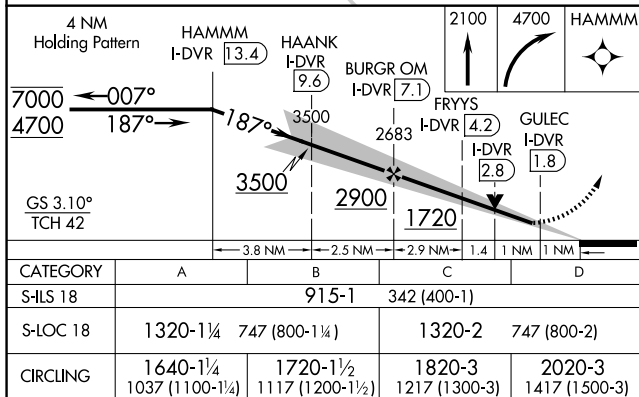
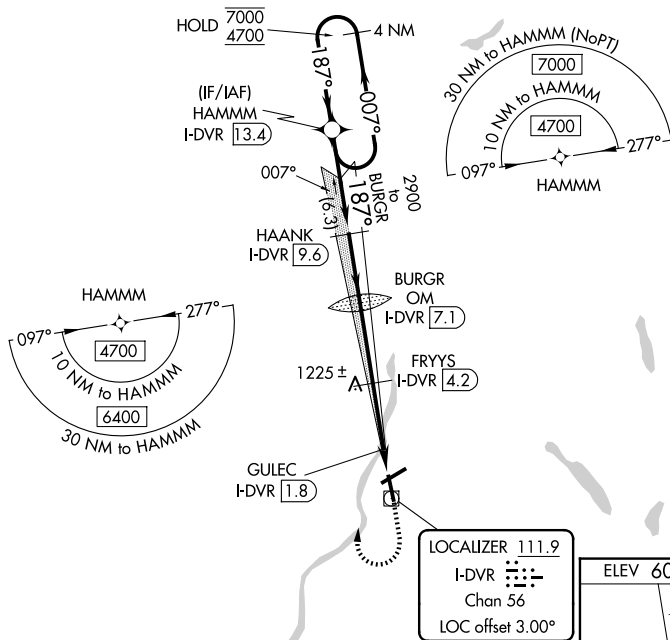
NOTE: SSOXS DEPARTURES expect vectors on BOS R-177.

ILS or LOC RWY 18
LEBANON MUNI (LEB)

 Autopilot coupled approach NA below 750.
 Circling NA south of Rwy 7-25.
 -19°C Circling Rwy 7 NA at night.

MISSED APPROACH: Climb to 2100 then climbing right turn to 4700 direct HAMMM and hold, continue climb-in-hold to 4700.

ATIS 118.65	BOSTON CENTER 134.7 269.475	LEBANON TOWER ★ 125.95 (CTAF) 0 235.775	GND CON 121.6	UNICOM 122.95
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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LEBANON, NEW HAMPSHIRE

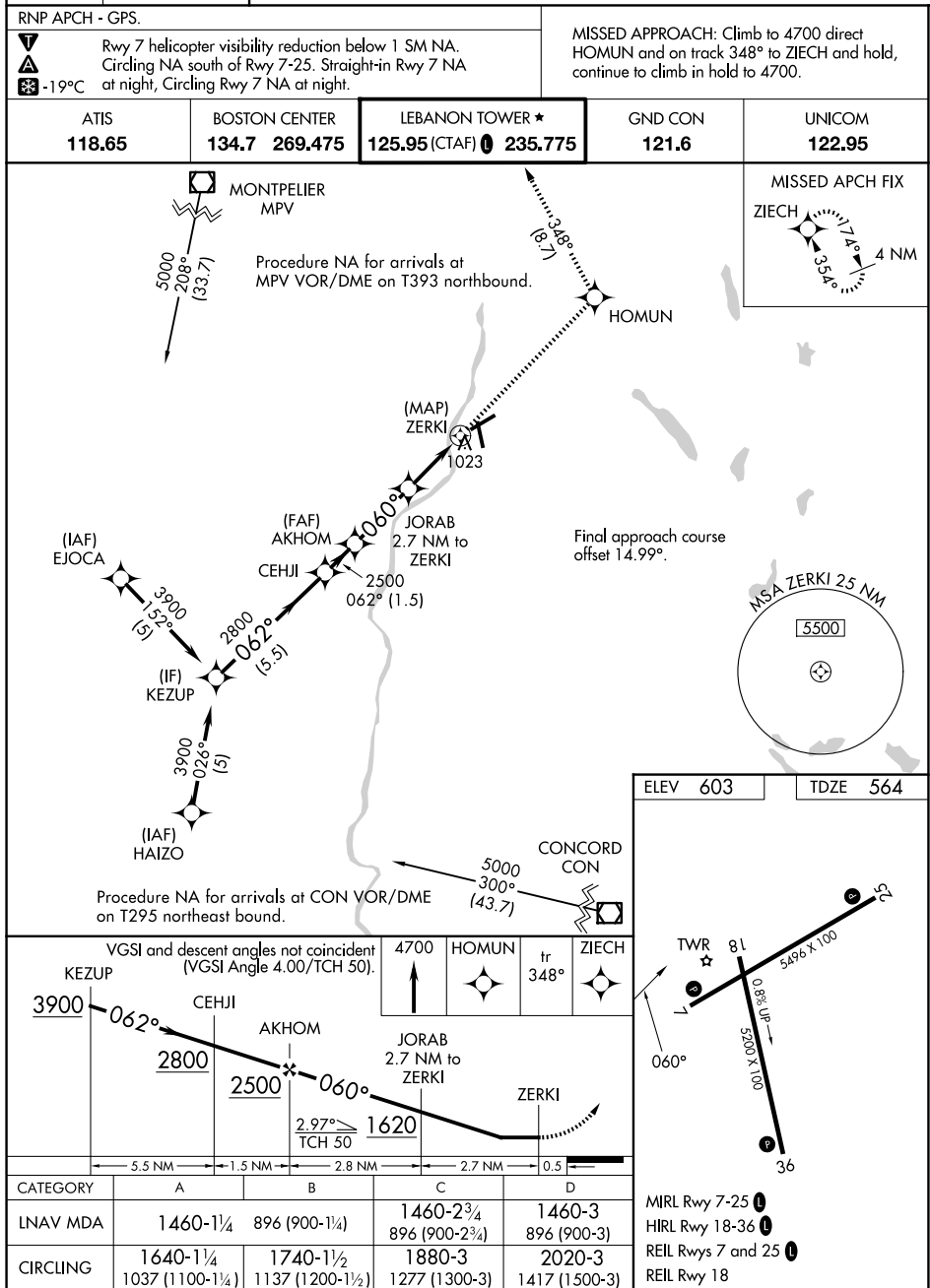
AL-859 (FAA)

25331

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

RNAV (GPS) RWY 7

LEBANON MUNI (LEB)



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LEBANON, NEW HAMPSHIRE

Orig-G 27NOV25

43°38'N-72°18'W

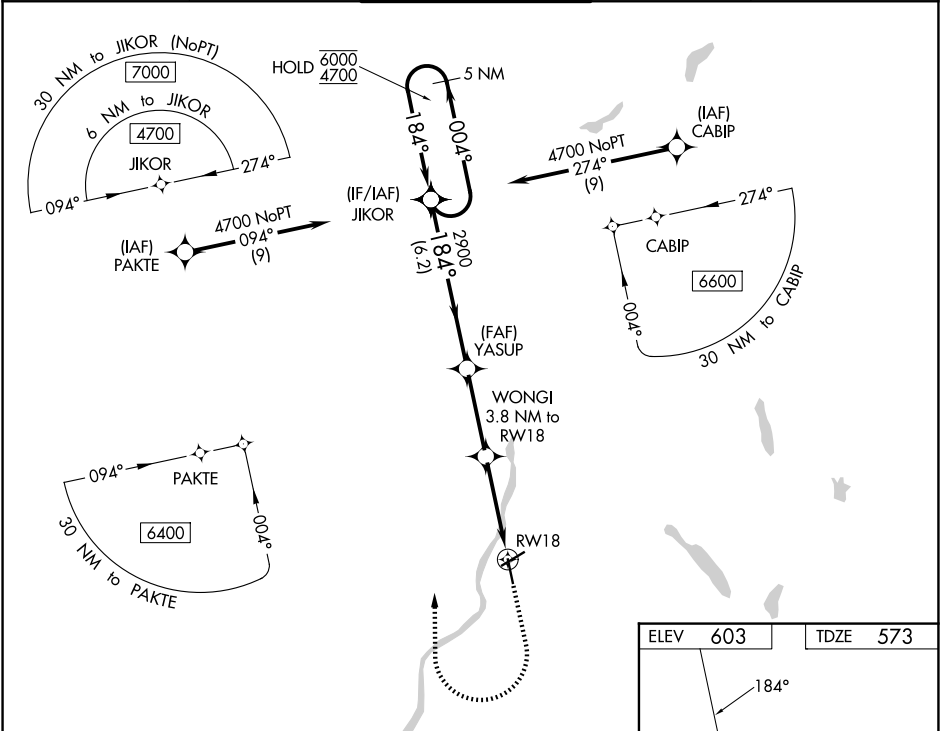
RNAV (GPS) RWY 7

WAAS CH 93710 W18A	APP CRS 184°	Rwy Ldg TDZE Apt Elev	5200 573 603
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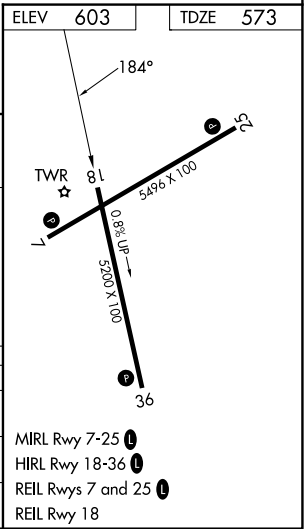
RNAV (GPS) RWY 18
LEBANON MUNI (L.E.B)

RNP APCH - GPS. ⚠ Rwy 18 helicopter visibility reduction below ¾ SM NA. ⚠ Circling NA south of Rwy 7-25. ❄ -19°C Circling Rwy 7 NA at night.	MISSED APPROACH: Climb to 2050 then climbing right turn to 4700 direct JIKOR and hold. Continue climb in hold to 4700.
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ATIS 118.65	BOSTON CENTER 134.7 269.475	LEBANON TOWER ★ 125.95 (CTAF) 0 235.775	GND CON 121.6	UNICOM 122.95
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5 NM Holding Pattern		JIKOR	YASUP	WONGI	RW18
6000 4700		2900	3.8 NM to RW18		
GP 3.10° TCH 42		2900	1840		
		6.2 NM	3.2 NM	3.8 NM	
CATEGORY	A	B	C	D	
LPV DA	933-1 360 (400-1)				
LNAV MDA	1700-1¼ 1127 (1100-1¼)	1700-1½ 1127 (1100-1½)	1700-3 1127 (1100-3)	1127 (1100-3)	
CIRCLING	1700-1¼ 1097 (1100-1¼)	1720-1½ 1117 (1200-1½)	1820-3 1217 (1300-3)	2020-3 1417 (1500-3)	



NE-1, 03 SEP 2026 to 29 OCT 2026

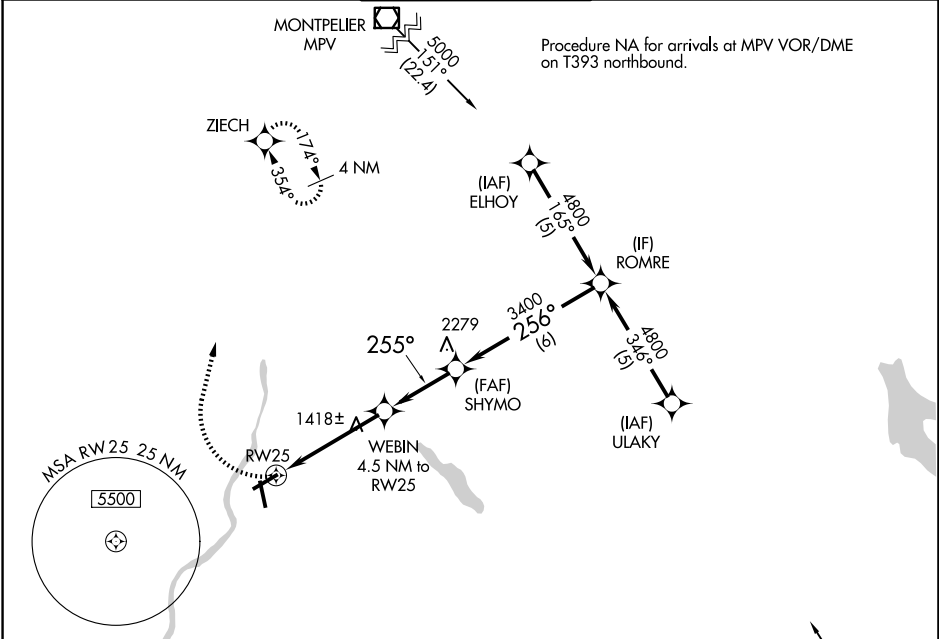
NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	5496
255°	TDZE	574
	Apt Elev	603

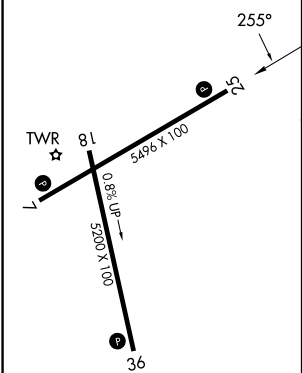
RNAV (GPS) RWY 25
LEBANON MUNI (LEB)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 4700 direct ZIECH and hold, continue to climb in hold to 4700.
Circling NA south of Rwy 7-25. Rwy 25 helicopter visibility reduction below 3/4 SM NA. -19°C Circling Rwy 7 NA at night.	

ATIS 118.65	BOSTON CENTER 134.7 269.475	LEBANON TOWER ★ 125.95 (CTAF) 0 235.775	GND CON 121.6	UNICOM 122.95
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ELEV 603	TDZE 574
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MIRL Rwy 7-25 ①
HIRL Rwy 18-36 ①
REIL Rwy 7 and 25 ①
REIL Rwy 18

4700

ZIECH

VGSI and descent angles not coincident
(VGSI Angle 4.00/TCH 51).

2.5

2 NM

3 NM

6 NM

2.5 NM to RW25

4.5 NM to RW25

≤ 3.50°

TCH 54

2300

3400

4800

255°

256°

ROMRE

CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3	1106 (1100-3)
CIRCLING	1680-1¼ 1077 (1100-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	2020-3 1417 (1500-3)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS 019°	Rwy Ldg TDZE Apt Elev	5200 603 603
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RNAV (GPS) RWY 36

LEBANON MUNI (LEB)

RNP APCH - GPS.



Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

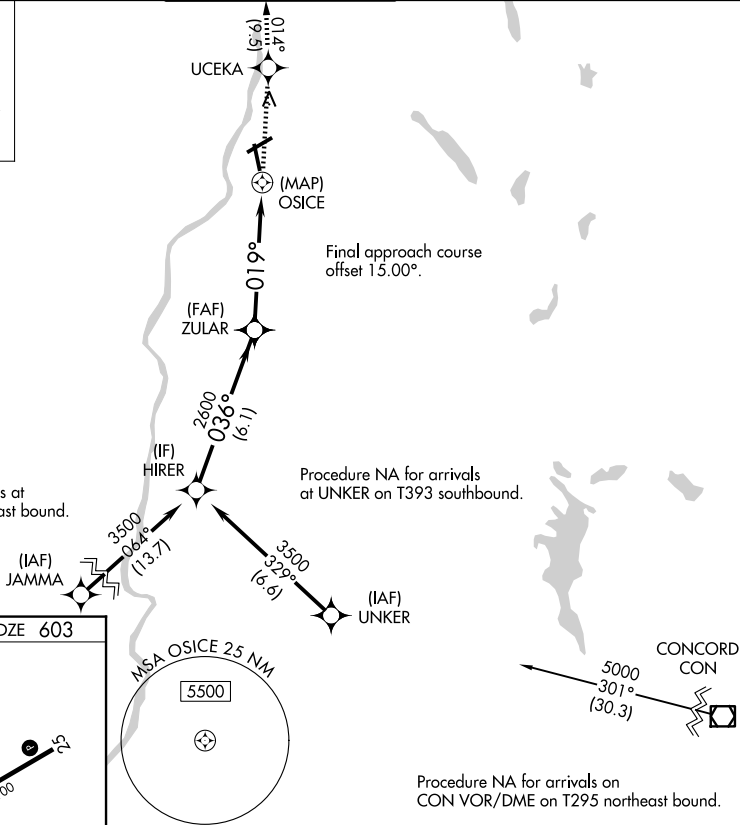


 -19°C

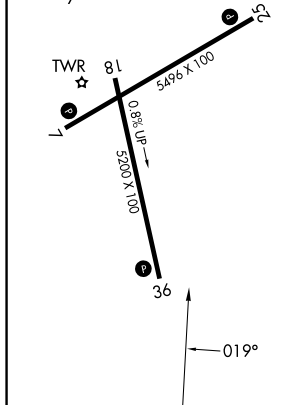
MISSED APPROACH: Climb to 4000 direct UCEKA then on track 014° to ZIECH and hold.

ATIS 118.65	BOSTON CENTER 134.7 269.475	LEBANON TOWER ★ 125.95 (CTAF) 0 235.775	GND CON 121.6	UNICOM 122.95
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MISSED APCH FIX

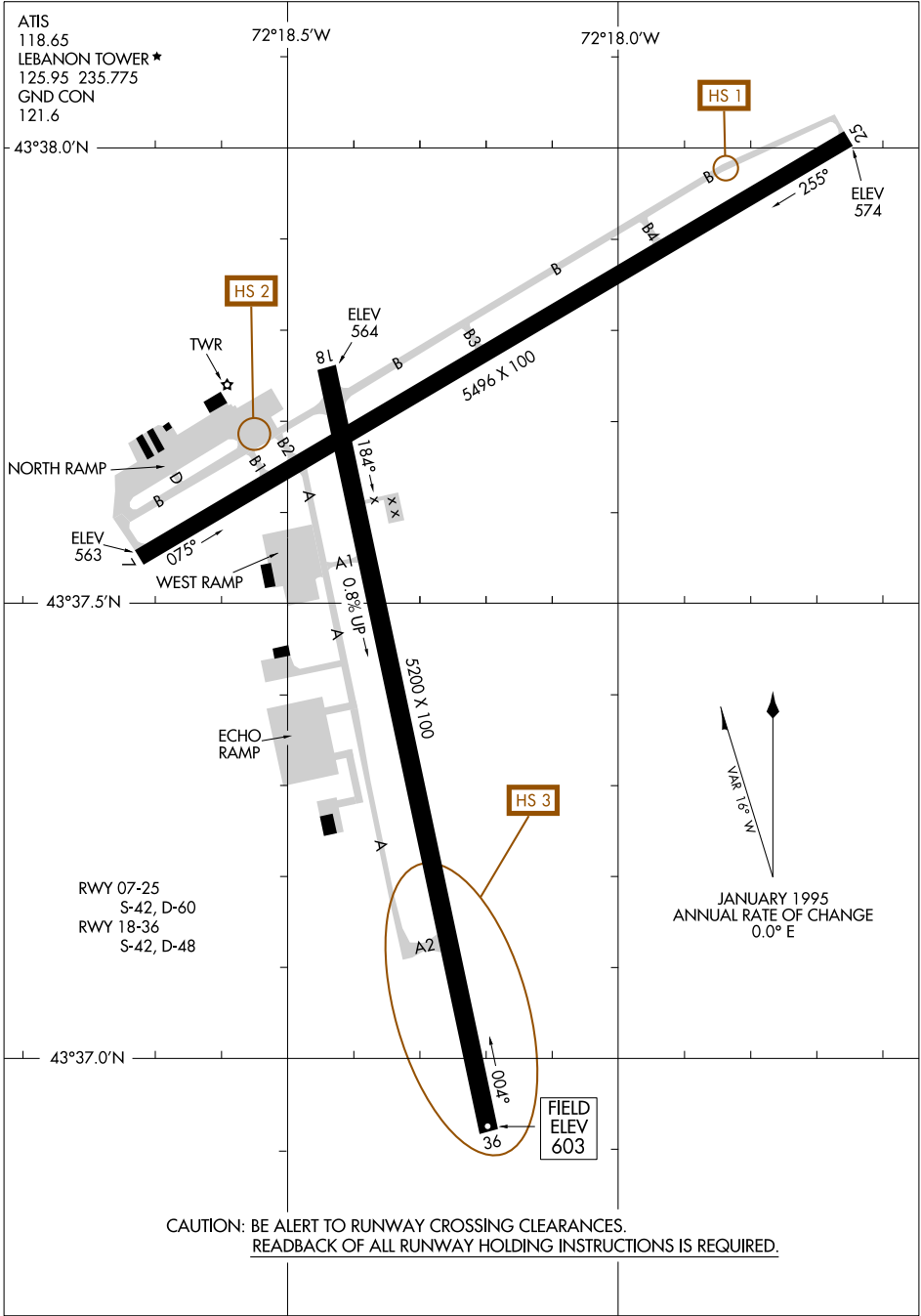


ELEV 603	TDZE 603
MIRL Rwy 7-25 L	
HIRL Rwy 18-36 L	
REIL Rwy 7 and 25 L	
REIL Rwy 18	



4000	UCEKA	tr 014°	ZIECH
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CATEGORY	A	B	C	D
LNAV MDA	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3	1137 (1200-3)



NE-1, 03 SEP 2026 to 29 OCT 2026

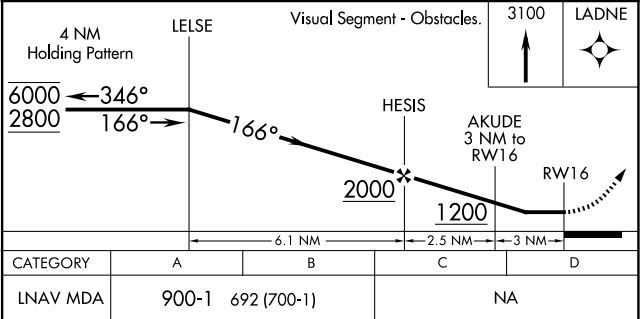
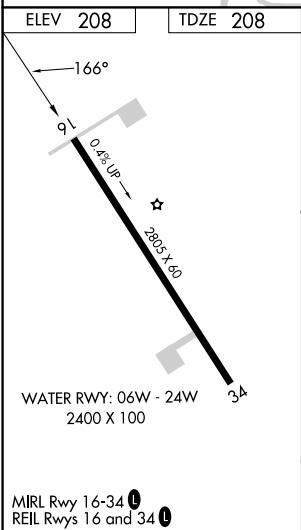
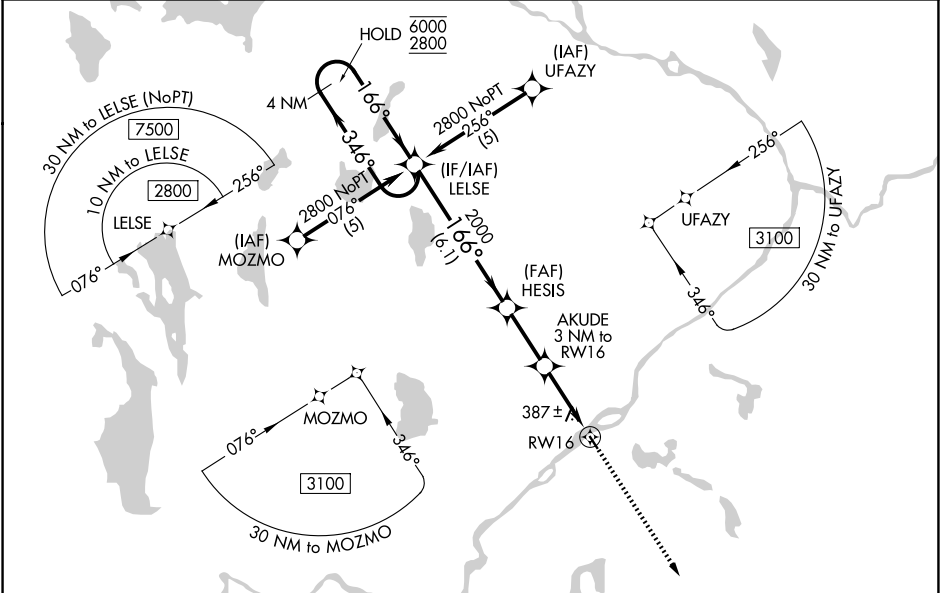
NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	2805
166°	TDZE	208
	Apt Elev	208

RNAV (GPS) RWY 16

LINCOLN RGNL (L.R.G.)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3100 direct LADNE and hold.
NA	Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA. Use MLT altimeter setting, when not received use BGR altimeter setting and increase all MDAs 20 feet.	
MLT ASOS 135.225	BOSTON CENTER 124.25 290.5	UNICOM 122.8 (CTAF) 0



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LINCOLN, MAINE

AL-6774 (FAA)

26078

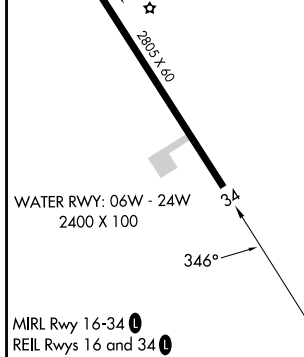
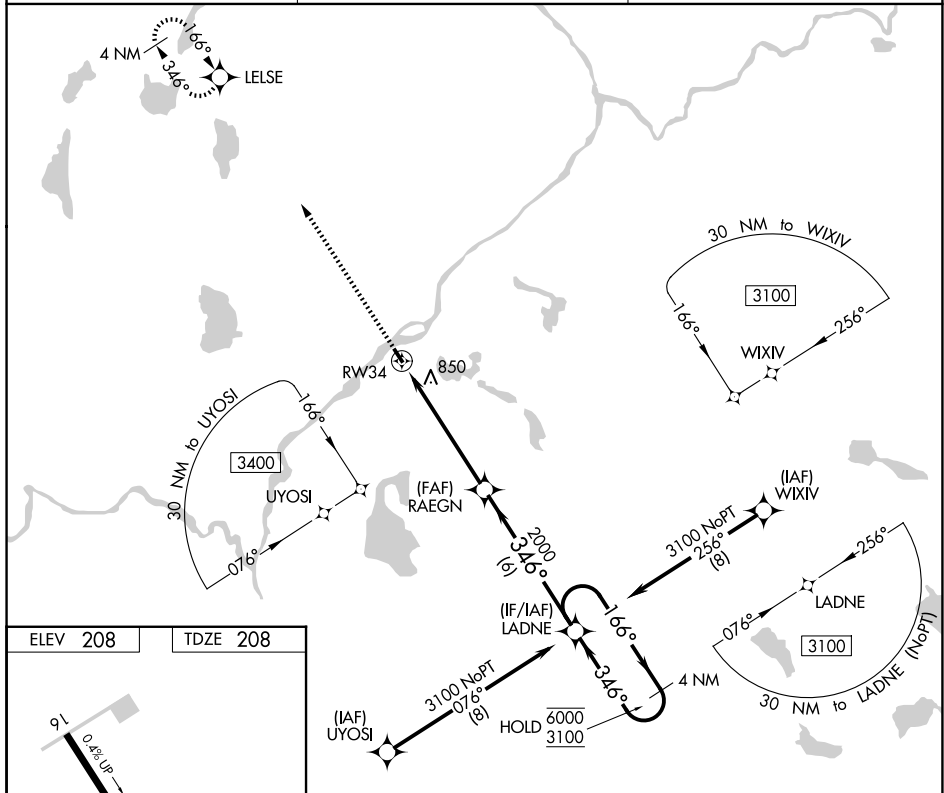
APP CRS	Rwy Ldg	2805
346°	TDZE	208
	Apt Elev	208

RNAV (GPS) RWY 34

LINCOLN RGNL (L.R.G)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2800 direct LELSE and hold.
▼ ▲ NA	Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 6W and 24W. Use MLT altimeter setting; when not received, use BGR altimeter setting and increase all MDAs 20 feet.	

MLT ASOS 135.225	BOSTON CENTER 124.25 290.5	UNICOM 122.8 (CTAF) 0
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2800	LELSE	Visual Segment - Obstacles.		LADNE	4 NM Holding Pattern
↑	✧	RAEGN		166° → 6000	← 346° 3100
RW34		2000		5.5 NM 6 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1180-1¼ 972 (1000-1¼)	1180-1½ 972 (1000-1½)	NA		
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA		

LINCOLN, MAINE
Amdt 2A 19MAR26

45°22'N-68°32'W

RNAV (GPS) RWY 34

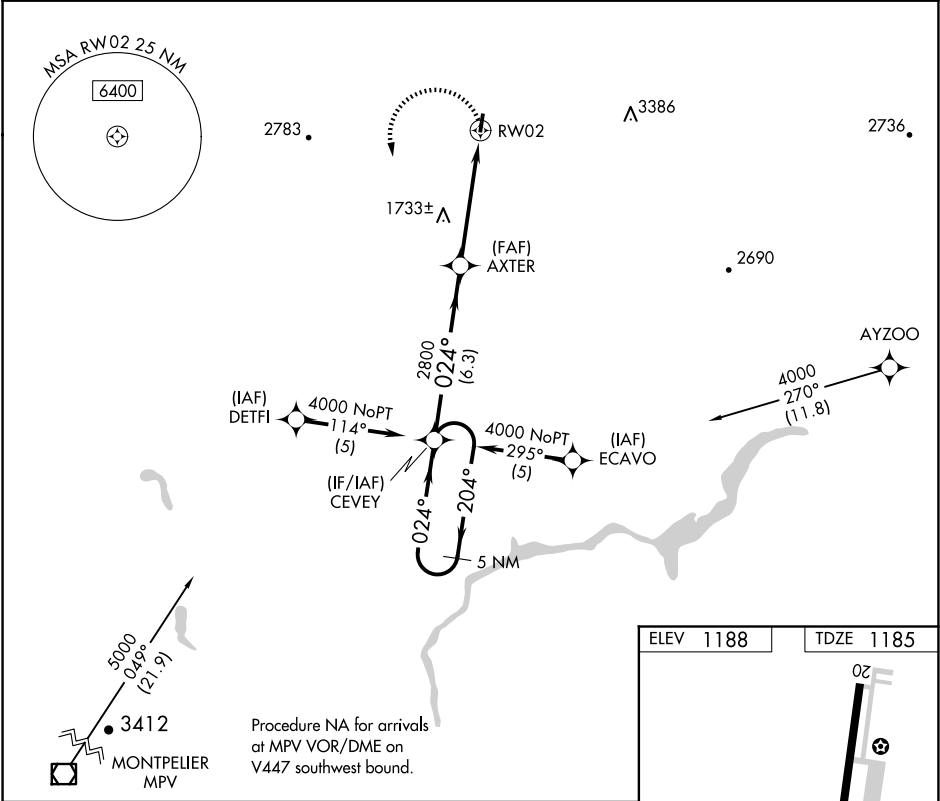
NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Idg	3302
024°	TDZE	1185
	Apt Elev	1188

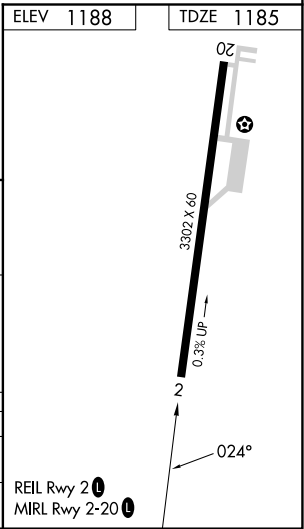
RNAV (GPS) RWY 2
CALEDONIA COUNTY (CDA)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.
When local altimeter setting not received, use Whitefield altimeter setting: increase all MDA 80 feet and visibility LNAV Cat A and Circling Cat A ¼ SM. Circling Rwy 20 NA at night.	

AWOS-3 119.275	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 1
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5 NM Holding Pattern		Visual Segment - Obstacles.		4000	CEVEY
4000		AXTER		2.4 NM to RWY 2	
204°		2800		RWY 2	
024°		6.3 NM		2.5 NM	
024°		2.4 NM			
CATEGORY	A	B	C	D	
LNAV MDA	2000-1 815 (900-1)	2000-1¼ 815 (900-1¼)	NA		
CIRCLING	2000-1 812 (900-1)	2000-1¼ 812 (900-1¼)	NA		



RNAV (GPS) RWY 36
MACHIAS VALLEY (MVM)

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

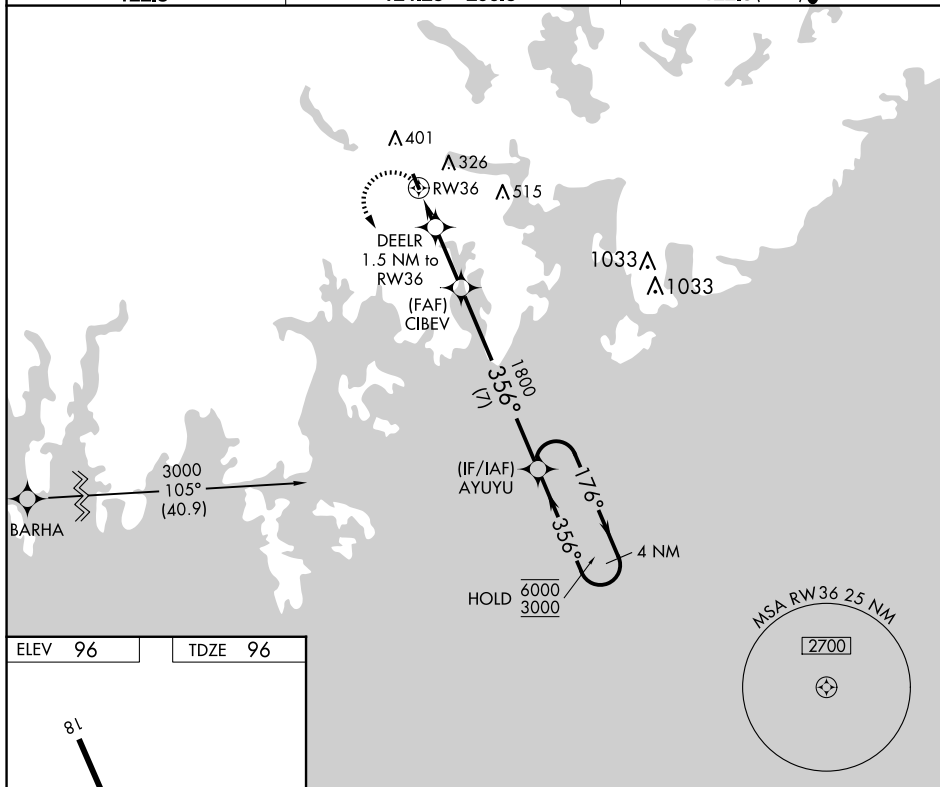
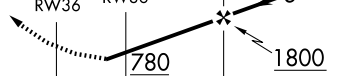
UNICOM
122.8 (CTAF) **L**

Diagram illustrating the runway layout and grade. The runway is labeled 8L at the top and 36 at the bottom. The distance between the labels is 2680 x 1.60. The runway has a 0.9% Up grade, indicated by a star symbol. The heading of the runway is 356°.

REIL Rwy 36 **L**
MIRL Rwy 18-36 **L**

3000 AYUYU 		AYUYU 4 NM Holding Pattern 176°→ ←356° 6000 3000		
RW36 DEELR 1.5 NM to RW36  780 1800 GP 4.10° TCH 40				
1.5 NM		2.3 NM	7 NM	
CATEGORY	A	B	C	D
LNAV/DA	678-1 ³ / ₄	582 (600-1 ³ / ₄)	NA	
LNAV MDA	580-1	484 (500-1)	NA	
CIRCLING	700-1 604 (700-1)	760-1 664 (700-1)	NA	

MACHIAS VALLEY(MVM)
RNAV (GPS) RWY 36

NE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 6
MANCHESTER BOSTON RGNL (MHT)

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 087° and CON VOR/DME R-154 to KHRIS/CON 21.3 DME and hold, continue climb-in-hold to 3000.

TA

Procedure NA for arrival on GDM
VOR/DME airway radials 339 CW 111.

Diagram illustrating the FAF to MAP 4.8 NM. The diagram shows a flight path with various climb gradients and waypoints. Key features include:

- Heading: 057°
- Obstacle: 7651 x 150
- Climb Gradients: 0.3% UP, 0.3% UP, 250 x 150, 0.8% DOWN
- Waypoints: 1, 2, 3, 4, 5, 6, A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
- Star symbol: ☆

MANCHESTER BOSTON RGNL (MHT)

42°56'N-71°26'W

ILS or LOC RWY 6

MANCHESTER, NEW HAMPSHIRE

AL-246 (FAA)

26134

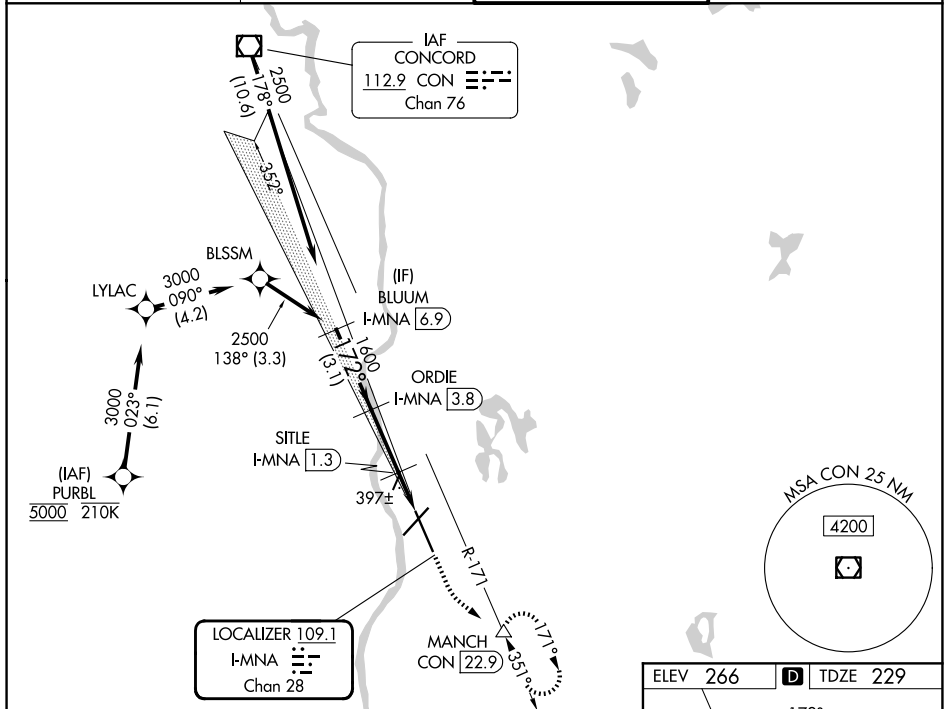
LOC/DME I-MNA 109.1 Chan 28	APP CRS 172°	Rwy Ldg 8914 TDZE 229 Apt Elev 266
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ILS or LOC RWY 17

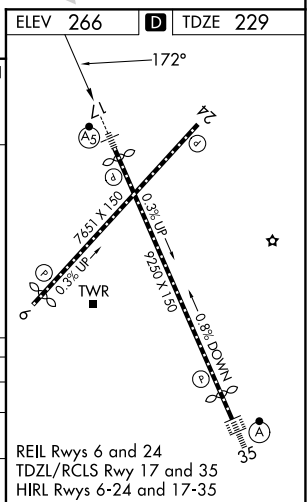
MANCHESTER BOSTON RGNL (MHT)

RNP APCH - GPS. From PURBL. DME required.	MALSR 	MISSED APPROACH: Climb to 900 then climbing left turn to 2100 on heading 145° and on CON VOR/DME R-171 to MANCH/CON 22.9 DME and hold, continue climb-in-hold to 2100.
--	-----------	--

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9
-----------------------	--	--	-------------------------



VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 67).				900 ↑	2100 hdg 145°	CON R-171	MANCH △
BLUUM I-MNA 6.9							
2500				ORDIE I-MNA 3.8	SITL I-MNA 1.3	I-MNA DME ANTENNA	
172°				1600	780	I-MNA 0.3	
GS 3.10° TCH 49							
3.1 NM				2.5 NM		1.6 NM	
CATEGORY	A	B	C	D			
S-ILS 17	429/18			200 (200-½)			
S-LOC 17	660/24	431 (400-½)	660/40	431 (400-¾)			
CIRCLING	880-1	614 (700-1)	980-2 714 (800-2)	1100-2¾ 834 (900-2¾)			



MANCHESTER, NEW HAMPSHIRE
Amdt 4 16MAY24

42°56'N-71°26'W

MANCHESTER BOSTON RGNL (MHT)
ILS or LOC RWY 17

NE-1, 03 SEP 2026 to 29 OCT 2026

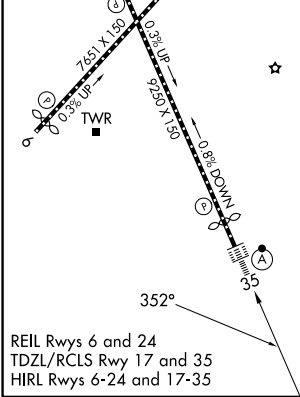
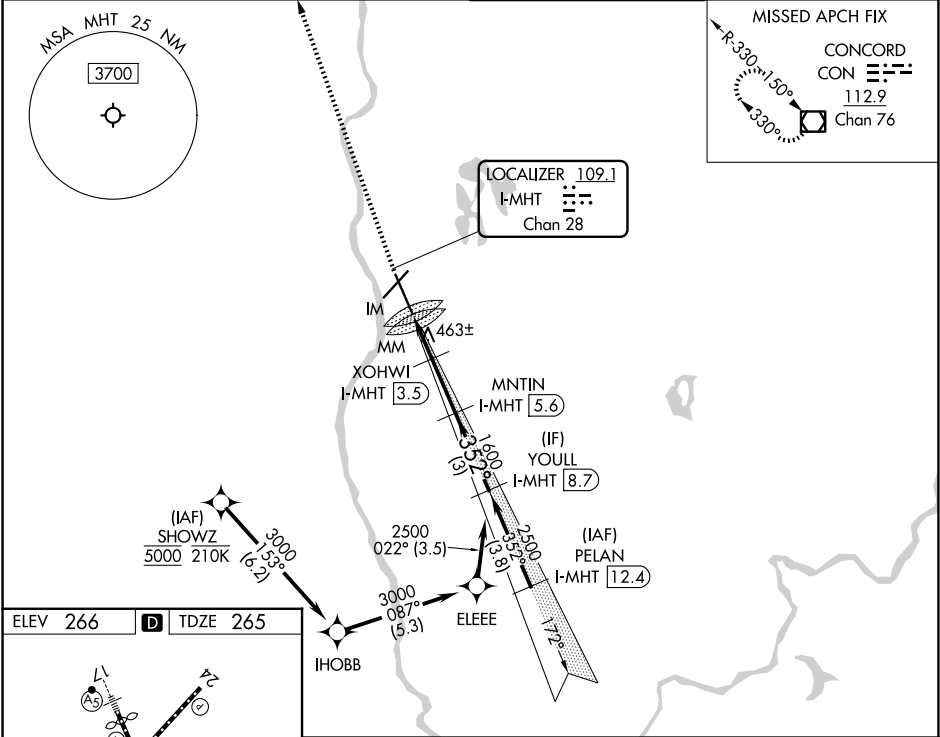
NE-1, 03 SEP 2026 to 29 OCT 2026

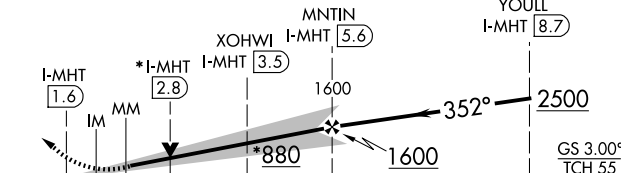
LOC/DME I-MHT 109.1 Chan 28	APP CRS 352°	Rwy Ldg TDZE Apt Elev 7650 265 266
--	------------------------	--

ILS or LOC RWY 35
MANCHESTER BOSTON RGNL (MHT)

From SHOWZ: RNAV 1-DME/DME/IRU or GPS required. DME or RADAR required.	ALSIF-2	MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.
▼ Rwy 35 helicopter visibility reduction below RVR 4000 NA. ▲ For inop ALS, increase S-LOC 35 Cats A/B visibility to RVR 5500.		

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9
-----------------------	--	--	-------------------------



4000	CON	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68). Use I-MHT DME when on the localizer course.		
				
*LOC only.				
				
CATEGORY	A	B	C	D
S-ILS 35	465/18 200 (200-½)			
S-LOC 35	720/40 455 (500-¾) 720/45 455 (500-¾)			

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

MANCHESTER, NEW HAMPSHIRE

AL-246 (FAA)

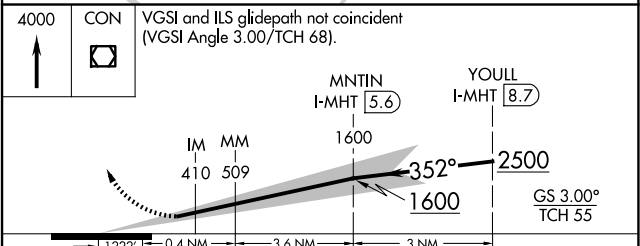
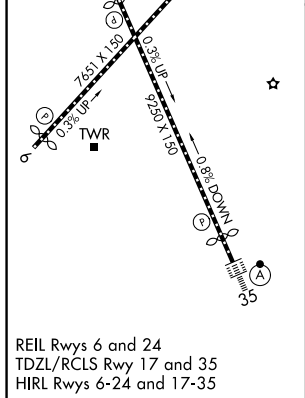
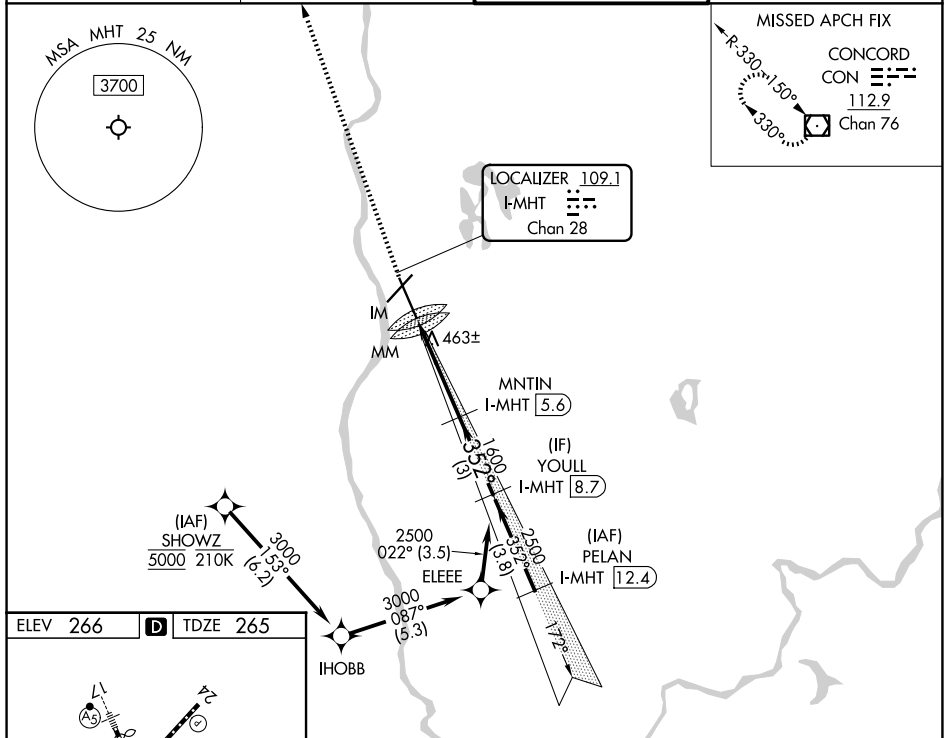
26134

LOC/DME I-MHT 109.1 Chan 28	APP CRS 352°	Rwy Ldg 7650 TDZE 265 Apt Elev 266
---	------------------------	---

ILS RWY 35 (SA CAT I)
MANCHESTER BOSTON RGNL (MHT)

From SHOWZ: RNAV 1-DME/DME/IRU or GPS required. DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.
▼ Rwy 35 helicopter visibility reduction below RVR 4000 NA. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.		

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9
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CATEGORY	A	B	C	D
S-ILS 35	RA 138/14 150 DA 415			

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

MANCHESTER, NEW HAMPSHIRE
Amdt 5 22APR21

42°56'N-71°26'W

MANCHESTER BOSTON RGNL (MHT)
ILS RWY 35 (SA CAT I)

NE-1, 03 SEP 2026 to 29 OCT 2026

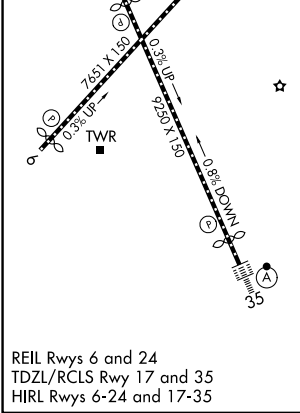
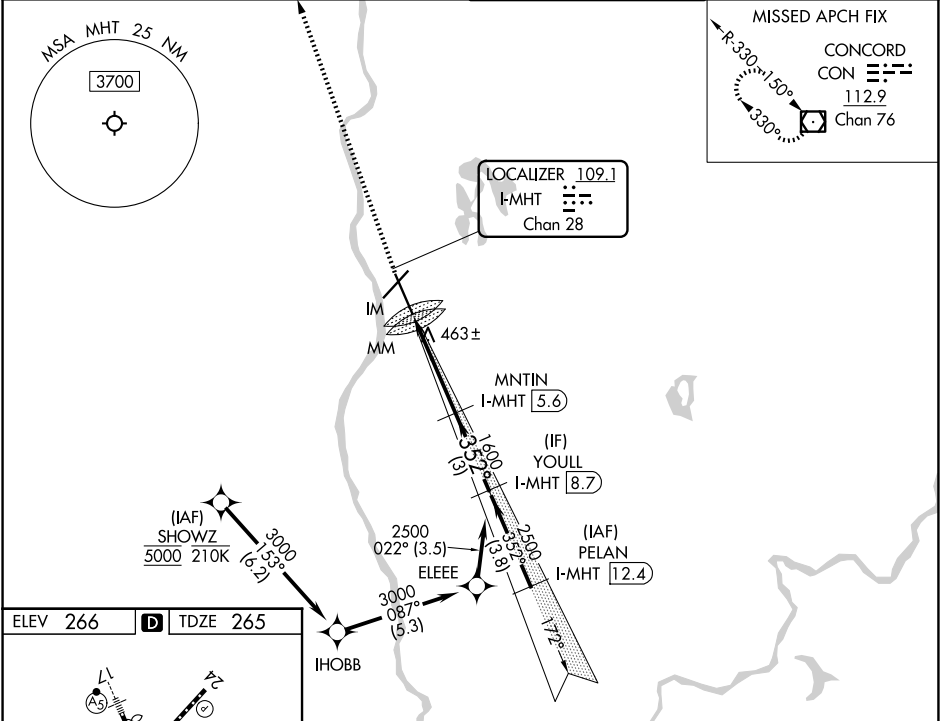
NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-MHT 109.1 Chan 28	APP CRS 352°	Rwy Ldg 7650 TDZE 265 Apt Elev 266
--	------------------------	---

ILS RWY 35 (CAT II & III)
MANCHESTER BOSTON RGNL (MHT)

From SHOWZ: RNAV 1-DME/DME/IRU or GPS required. DME or RADAR required.	ALSIF-2 	MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.
Rwy 35 helicopter visibility reduction below RVR 4000 NA.		

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9
-----------------------	--	--	-------------------------



4000 CON ↑	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 68).			
IM 410 MM 509 MNTIN I-MHT 5.6 1600 YOUILL I-MHT 8.7 2500 → 1222 0.4 NM 3.6 NM 3 NM 352° 1600 GS 3.00° TCH 55				
CATEGORY	A	B	C	D
S-ILS 35	CAT II RA 101/12 100 DA 365			
S-ILS 35	CAT III RVR 700			
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
171°

Rwy Ldg
TDZE
229

Apt Elev
266

RNAV (RNP) Z RWY 17

MANCHESTER BOSTON RGNL (MHT')

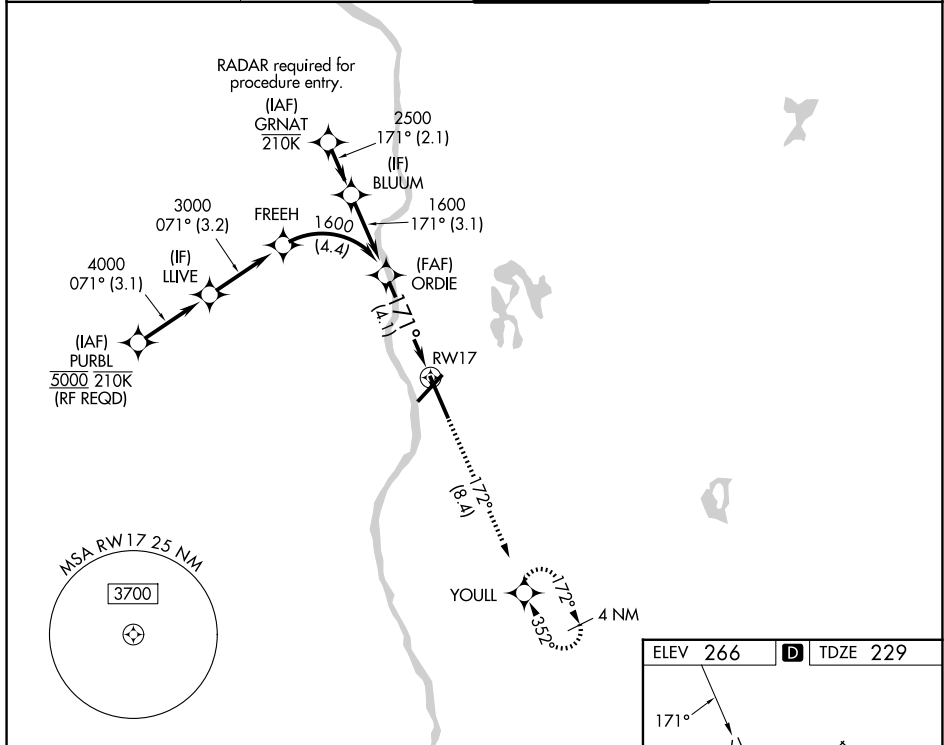
▼ For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 48°C (118°F). When local altimeter setting not received, procedure NA. GPS required. For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.26 all Cats visibility to 1¾ miles, and RNP 0.30 all Cats visibility to 2 miles.

MALSR

(A5)

MISSED APPROACH:
Climb to 2100 on track 172° to YOULL and hold.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9
-----------------------	--	--	-------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 67).

ORDIE

1600

171°

GP 3.10°
TCH 49

4.1 NM

2100

tr 172°

YOULL

See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.11 DA		604/40	375 (400-¾)	
RNP 0.26 DA		761/60	532 (500-1¼)	
RNP 0.30 DA		835-1½	606 (600-1½)	

AUTHORIZATION REQUIRED

ELEV 266

D TDZE 229

REIL Rwy 6 and 24
TDZL/RCLS Rwy 17 and 35
HIRL Rwy 6-24 and 17-35

APP CRS	Rwy Ldg	7650
352°	TDZE	265
	Apt Elev	266

RNAV (RNP) Z RWY 35

MANCHESTER BOSTON RGNL (MHT)

▼

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. When local altimeter not received, procedure NA. For inop ALSF-2, increase RNP 0.20 all Cats visibility to 1½ SM and RNP 0.30 all Cats visibility to 1¾ SM.

ALFS-2

MISSED APPROACH: Climb to 3000 on track 352° to BLUUM and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON
119.55	124.9 269.075	121.3 239.025	121.9

MISSED APCH FIX

BLUUM

MSA RW35 25 NM

(IAF) SHOWZ
5000 210K
(RF REQD)

4000 108°
(3)

(IF) OLDMN

3000 107°
(3)

OF THE

1600 160
(5.11)

(FAF) MNTIN

1600 352°
(3)

(IF) YOULL

2500 352°
(3.18)

(IAF) PELAN
210K

ELEV 266

D

TDZE 265

TWR

352°

3000

↑

tr 352°

BLUUM

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

MNTIN

1600

1600

GP 3.00°
TCH 55

See planview for multiple IF locations.			
4 NM			
CATEGORY	A	B	C
RNP 0.20 DA	755/60	490 (500-1¼)	
RNP 0.30 DA	802-1⅔	537 (600-1⅓)	
AUTHORIZATION REQUIRED			

MANCHESTER, NEW HAMPSHIRE
Orig-A 17AUG17

42°56'N-71°26'W

MANCHESTER BOSTON RGNL (MHT)
RNAV (RNP) Z RWY 35

219

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

MANCHESTER, NEW HAMPSHIRE

AL-246 (FAA)

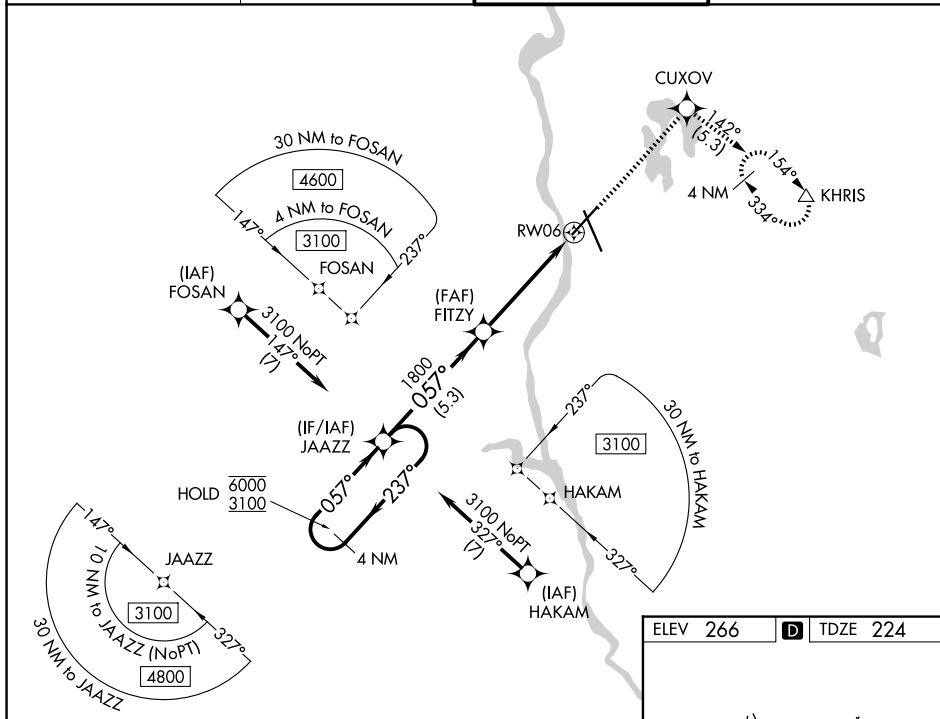
26190

WAAS CH 58214 W06A	APP CRS 057°	Rwy Ldg TDZE 224 Apt Elev 266
--	------------------------	---

RNAV (GPS) RWY 6

MANCHESTER BOSTON RGNL (MHT')

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct CUXOV and track 142° to KHRIS and hold, continue climb-in-hold to 3000.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.			
ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9



4 NM Holding Pattern JAAZZ		3000	CUXOV	tr 142°	KHRIS
6000 ← 237° 3100 → 057°		GP 3.00° TCH 50 1800 1.8 NM to RW06			
CATEGORY	A	B	C	D	
LPV DA	474/40		250 (300-¾)		
LNAV/VNAV DA	840-1¾		616 (600-1¾)		
LNAV MDA	840/55		840-1¾ 616 (600-1¾)		
CIRCLING	900-1 634 (700-1)		940-2 814 (900-2¾)		

ELEV 266 TDZE 224

D

TWR

7651 X 180

0.3% UP

2200 X 190

0.8% DOWN

35

057°

MANCHESTER, NEW HAMPSHIRE

Amdt 4 09JUL26

42°56'N-71°26'W

MANCHESTER BOSTON RGNL (MHT')

RNAV (GPS) RWY 6

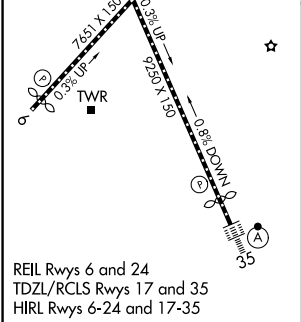
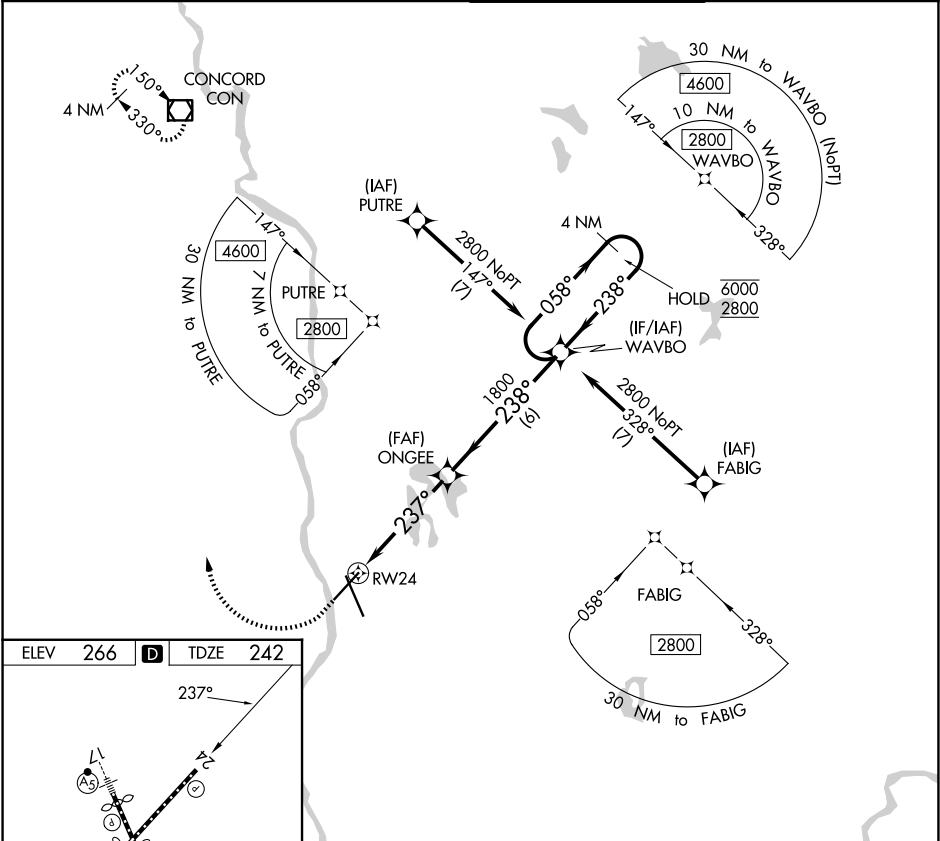
REIL Rwy 6 and 24
TDZL/RCLS Rwy 17 and 35
HIRL Rwy 6-24 and 17-35

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	6850
237°	TDZE	242
	Apt Elev	266

RNAV (GPS) RWY 24
MANCHESTER BOSTON RGNL (MHT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 700 then climbing right turn to 2600 direct CON VOR/DME and hold.	
Rwy 24 helicopter visibility reduction below RVR 4000 NA.			
ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9



ELEV 266 D TDZE 242		700 2600 CON		WAVBO 4 NM Holding Pattern	
RW24 1.8 NM to RW24		ONGEE		058° 238° 6000 2800	
1.8 3 NM 6 NM		CATEGORY A B C D			
LNAV MDA		860/55 618 (600-1) 860-1¾ 618 (600-1¾)			

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

MANCHESTER, NEW HAMPSHIRE

AL-246 (FAA)

26134

WAAS CH 93807 W17A	APP CRS 171°	Rwy Ldg TDZE 229 Apt Elev 266
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RNAV (GPS) Y RWY 17

MANCHESTER BOSTON RGNL (MHT)

RNP APCH-GPS.



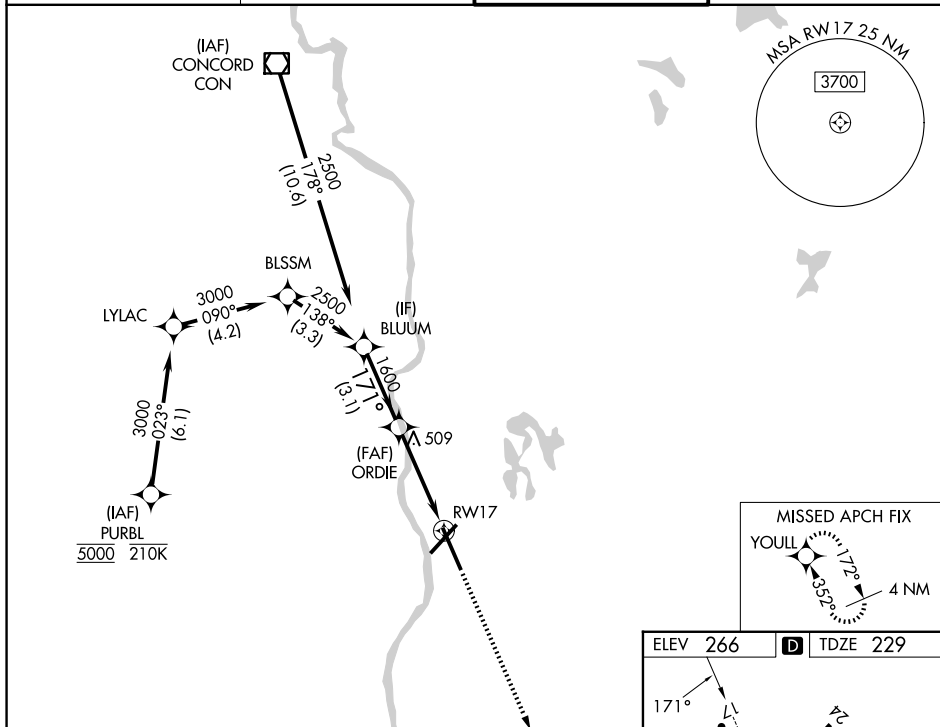
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
For inop ALS, increase LNAV CAT A/B visibility to RVR 5500.

MALSR

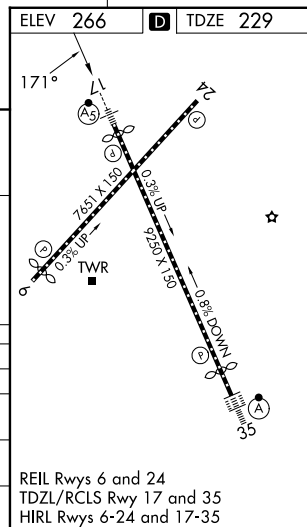


MISSED APPROACH:
Climb to 2000 direct
YOULL and hold.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9
-----------------------	--	--	-------------------------



BLUUM 2500 171° GP 3.10° TCH 49 1600 ORDIE 1.4 NM to RWY 17 RWY 17 3.1 NM 2.7 NM 1.4 NM				2000 YOU
CATEGORY	A	B	C	D
LPV DA	429/18 200 (200-½)			
LNAV/VNAV DA	760/55 531 (500-1)			
LNAV MDA	760/24	531 (500-½)	760/55	531 (500-1)
CIRCLING	880-1	614 (700-1)	980-2	1100-2¾
			714 (800-2)	834 (900-2¾)



MANCHESTER, NEW HAMPSHIRE

Amdt 1D 17JUN21

42°56'N-71°26'W

MANCHESTER BOSTON RGNL (MHT)

RNAV (GPS) Y RWY 17

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99614 W35A	APP CRS 352°	Rwy Ldg TDZE Apt Elev	7650 265 266
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RNAV (GPS) Y RWY 35
MANCHESTER BOSTON RGNL (MHT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashua altimeter setting: increase LPV DA to 497 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 793 and all Cats visibility ½ mile; increase all MDA 40 feet and LNAV Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. For inop ALSF, increase LNAV Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1¾ mile. VDP and Baro-VNAV NA when using Nashua altimeter setting. Helicopter visibility reduction below ¾ SM NA for LNAV/VNAV and LNAV. Inop table does not apply to LPV when using Nashua altimeter setting; for inop ALSF when using Nashua altimeter setting, increase LNAV Cats A/B visibility to RVR 6000 and LNAV Cats C/D to 1¾ mile.

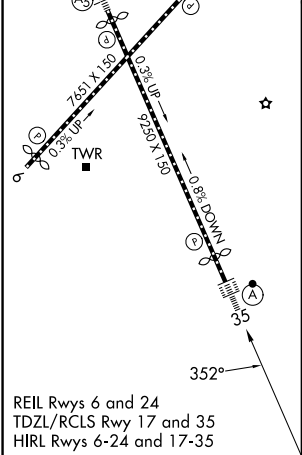
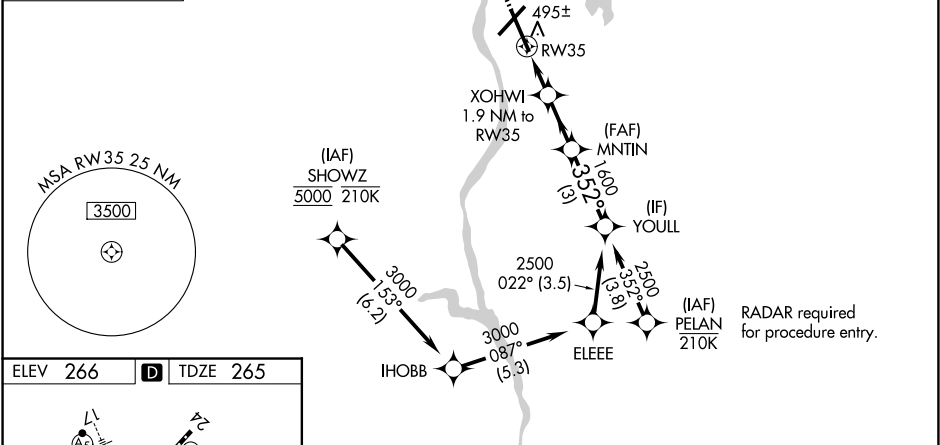
ALSF-2

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

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9
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MISSED APCH FIX

BLUUM



3000	BLUUM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).			
					
*LNAV only.					

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

MANCHESTER BOSTON RGNL (MHT)
MANCHESTER, NEW HAMPSHIRE

AL-246 (FAA)

ATIS
119.55
MANCHESTER TOWER
121.3 239.025
GND CON
121.9
CLNC DEL
135.9

D

SAID in use. Operate transponders with
altitude reporting mode and ADS-B (if equipped)
enabled on all airport surfaces.

HANGAR 6
HANGAR 10

NORTHEAST
RAMP

ELEV
242
EMAS

ELEV
216

42°56.5'N



JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

7651 X 150

FIRE STATION/OPS

FBO RAMP

US
CUSTOMS

42°56.0'N

NORTH
CARGO
RAMPHANGAR
5EAST RAMP
EAST GENERAL
AVIATION
PARKINGELEV
221

TWR

TERMINAL

H

42°55.5'N

WEST
CARGO
RAMPMHT HEX
HANGARSTECH
RAMPCORPORATE
RAMPSOUTH
CARGO
RAMP

F

E

F

A

A

A

A

A

A

A

A

A

A

A

A

A

A

HIRL all rwy's
REIL Rwy's 6 and 24
TDZL/RCLS Rwy's 17 and 35

RWYS 06-24, 17-35
PCR 700 F/C/X/T
S-200, D-300, 2D-350

FIELD
ELEV
266

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

71°27.0'W

71°26.5'W

71°26.0'W

71°25.5'W

42°55.0'N

35

AIRPORT DIAGRAM

MANCHESTER, NEW HAMPSHIRE
MANCHESTER BOSTON RGNL (MHT)

26134

NE-1, 03 SEP 2026 to 29 OCT 2026

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

TOP ALTITUDE:
3000

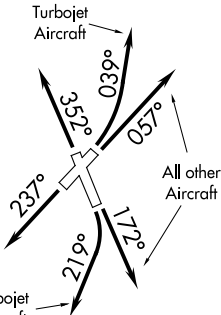
CAMBRIDGE
115.0 CAM
Chan 97

CONCORD
112.9 CON
Chan 76

KENNEBUNK
117.1 ENE
Chan 118

BOSTON
112.7 BOS
Chan 74

GARDNER
116.95 GDM
Chan 116 (Y)



TAKEOFF MINIMUMS:

- Rwy 6: Standard.
Rwy 17: 300-1½ or standard with a minimum climb of 270' per NM to 600.
Rwy 24: Standard with a minimum climb of 335' per NM to 800.
Rwy 35: 300-1½ or standard with a minimum climb of 265' per NM to 1400.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 6: TURBOJET AIRCRAFT - Climbing left turn heading 039°, thence....
ALL OTHER AIRCRAFT - Climb on heading 057° or as assigned by ATC, thence....
TAKEOFF RUNWAY 17: TURBOJET AIRCRAFT - Climbing right turn heading 219°, thence....
ALL OTHER AIRCRAFT - Climb on heading 172° or as assigned by ATC, thence....
TAKEOFF RUNWAY 24: Climb on heading 237° or as assigned by ATC, thence....
TAKEOFF RUNWAY 35: Climb on heading 352° or as assigned by ATC, thence....

...expect vectors to assigned route/navaid/fix. Maintain 3000 or as assigned by ATC.
Expect clearance to filed altitude/flight level within five (5) minutes after departure.

(PPORT4.PPORT) 21280

MANCHESTER BOSTON RGNL (MHT')
MANCHESTER, NEW HAMPSHIRE

PPOINT FOUR DEPARTURE (RNAV)

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

TOP ALTITUDE:
3000

TAKEOFF MINIMUMS:

Rwys 6, 17, 35: Standard with minimum
climb of 325' per NM to 3000.

Rwy 24: Standard with minimum climb
of 335' per NM to 3000.

NOTE: For Turbojets only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: RNAV 1.

BARNES
BAF



NELIE



CALVERTON
CCC

YANTC

COTEE

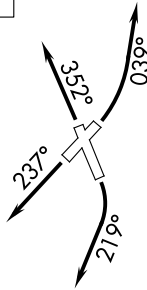
JJIMY

PPOINT

5000
*1600
135°

SHOEL

RBELA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing left turn on
heading 039°, then. . .

TAKEOFF RUNWAY 17: Climbing right turn
on heading 219°, then. . .

TAKEOFF RUNWAY 24: Climb on heading
237°, then. . .

TAKEOFF RUNWAY 35: Climb on heading
352°, then. . .

. . . expect vectors to cross TYLIR at or
above 3000, then on track 092° to
PPOINT, then on assigned transition.
Expect clearance to filed altitude/flight
level within five (5) minutes after
departure.

BARNES TRANSITION (PPOINT4.BAF):

CALVERTON TRANSITION (PPOINT4.CCC):

NELIE TRANSITION (PPOINT4.NELIE):

NOTE: Chart not to scale.

PPOINT FOUR DEPARTURE (RNAV)

(PPOINT4.PPOINT) 07OCT21

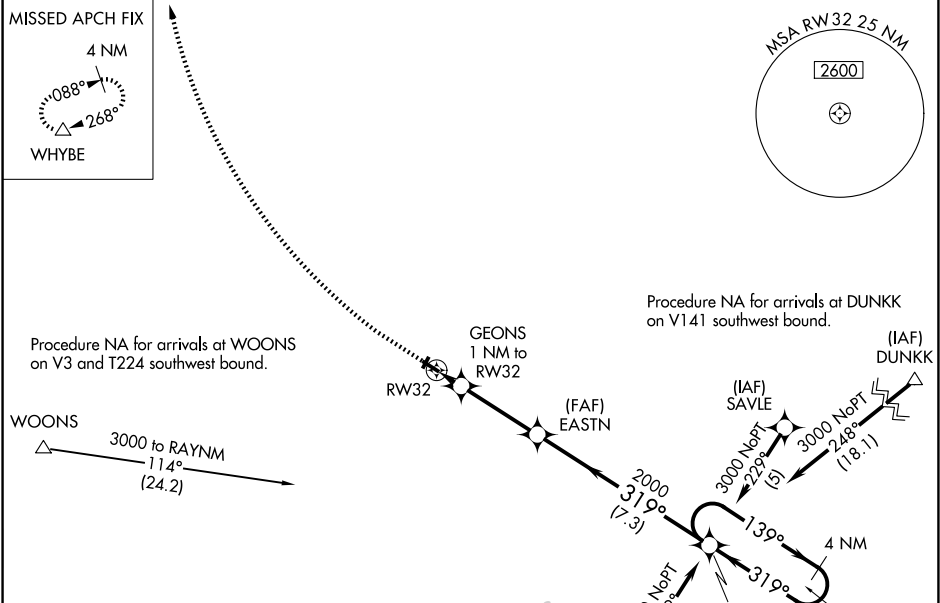
MANCHESTER, NEW HAMPSHIRE
MANCHESTER BOSTON RGNL (MHT')

WAAS CH 97644 W32A	APP CRS 319°	Rwy Ldg TDZE Apt Elev	3263 121 123
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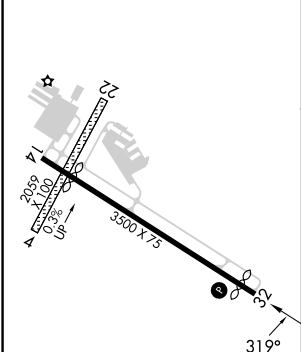
RNAV (GPS) RWY 32
MANSFIELD MUNI (1B9)

RNP APCH - GPS. ⚠ Circling NA to Rwy 4 and 22. Circling Rwy 14 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV NA when using OWD altimeter setting. When local altimeter setting not received, use OWD altimeter setting: increase LPV DA to 432 feet; increase LNAV/VNAV DA to 427 feet; increase all MDAs 40 feet.	MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WHYBE and hold.
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AWOS-3PT 118.675	BOSTON APP CON 124.1	UNICOM 123.0 (CTAF) 0
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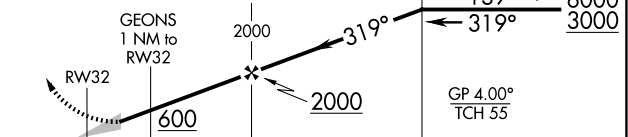


ELEV 123	TDZE 121
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Procedure NA for arrivals at AVONN on V146 northwest bound and V268 and T358 southwest bound.

700	3000	WHYBE △
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CATEGORY	A	B	C	D
LPV DA	395-7/8	274 (300-7/8)		NA
LNAV/VNAV DA	390-7/8	269 (300-7/8)		NA
LNAV MDA	500-1	379 (400-1)		NA
CIRCLING	600-1	477 (500-1)		NA

MANSFIELD, MASSACHUSETTS

AL-5322 (FAA)

26246

WAAS CH 90444 W14A	APP CRS 139°	Rwy Ldg TDZE Apt Elev	2991 121 123
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RNAV (GPS) Z RWY 14

MANSFIELD MUNI (1B9)

RNP APCH - GPS.

⚠ Circling NA to Rwys 4 and 22. Rwy 14 helicopter visibility reduction below 1 SM NA.

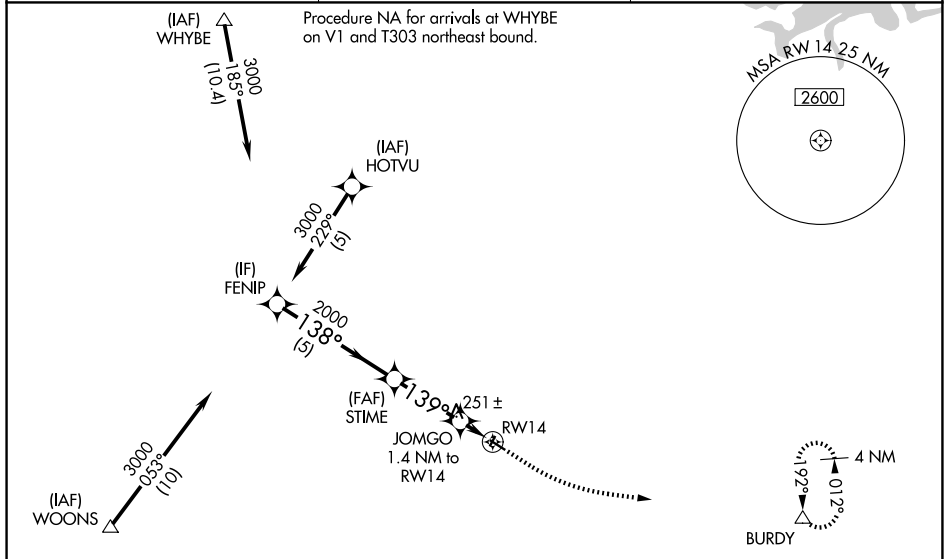
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Baro-VNAV NA when using OWD altimeter setting. When local altimeter setting not received, use OWD altimeter setting: increase LPV DA to 523 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 557 feet and all visibilities 1/8 SM; increase all MDAs 40 feet.

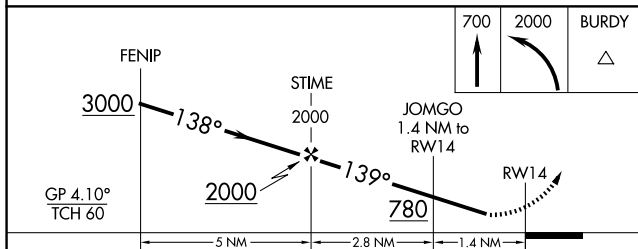
Straight-in and Circling Rwy 14 NA at night.

MISSED APPROACH:
Climb to 700 then
climbing left turn
to 2000 direct
BURDY and hold.

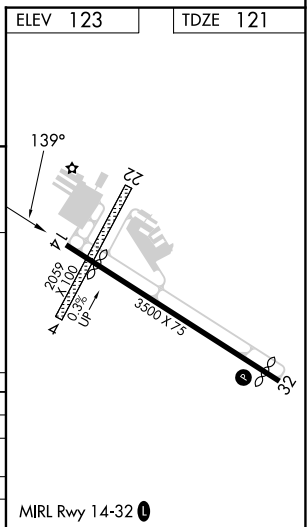
AWOS-3PT 118.675	BOSTON APP CON 124.1	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals at WOODS on V3 and T224 southwest bound.



CATEGORY	A	B	C	D
LPV DA	486-1	365 (400-1)		NA
LNAV/VNAV DA	520-1 1/8	399 (400-1 1/8)		NA
LNAV MDA	520-1	399 (400-1)		NA
CIRCLING	600-1	477 (500-1)		NA



MANSFIELD, MASSACHUSETTS

Amdt 2 03SEP26

42°00'N-71°12'W

RNAV (GPS) Z RWY 14

MANSFIELD MUNI (1B9)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

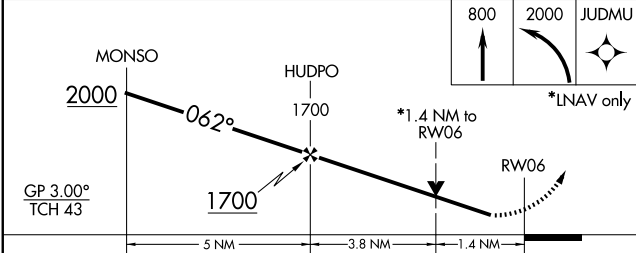
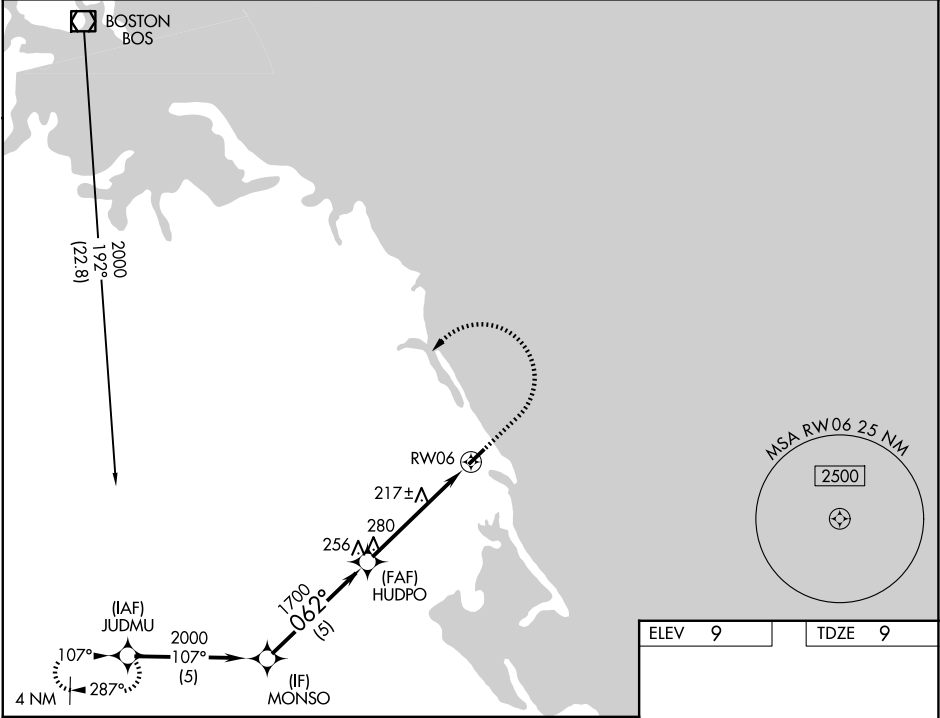
WAAS CH 50237 W06A	APP CRS 062°	Rwy Ldg TDZE Apt Elev	3300 9 9
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RNAV (GPS) RWY 6
MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

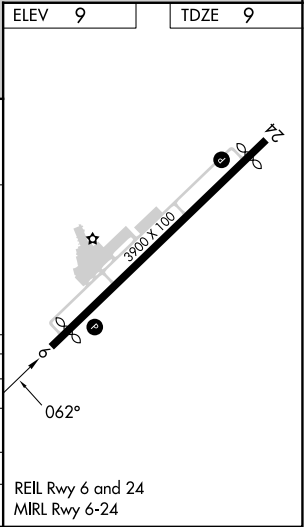
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Plymouth altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Plymouth altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

AWOS-3 120.0	BOSTON APP CON 124.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	282-7/8	273 (300-7/8)		NA
LNAV/VNAV DA	445-1½	436 (500-1½)		NA
LNAV MDA	480-1	471 (500-1)		NA
CIRCLING	500-1 491 (500-1)	880-1¼ 871 (900-1¼)		NA



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86337 W24A	APP CRS 242°	Rwy Ldg TDZE Apt Elev	3300 9 9
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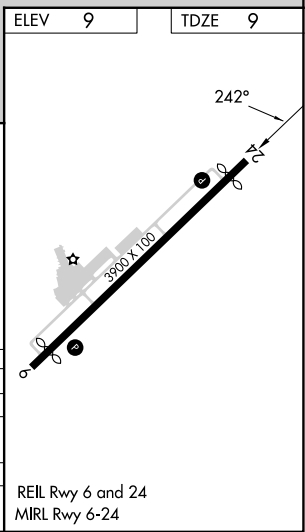
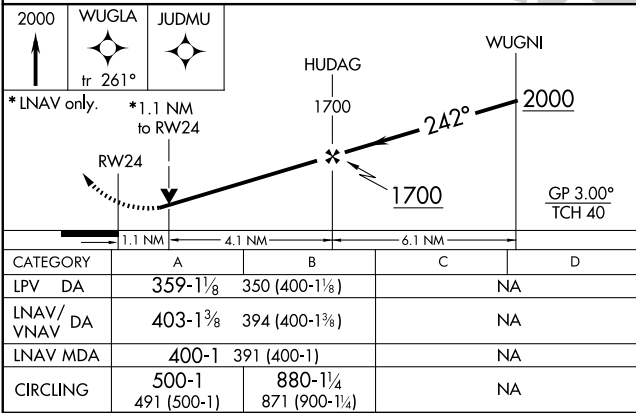
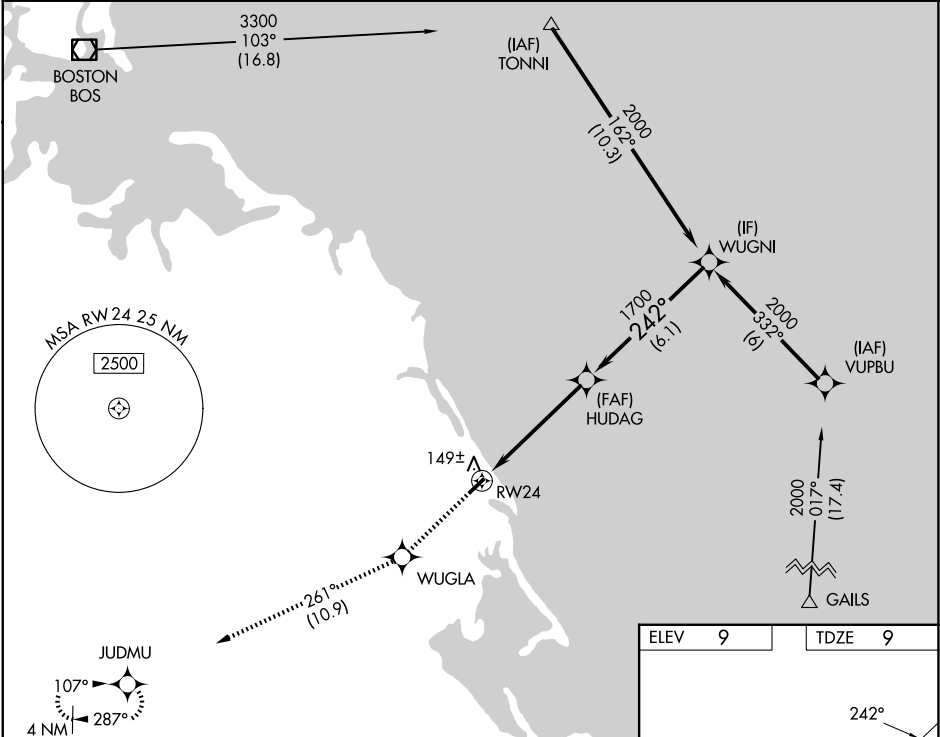
RNAV (GPS) RWY 24

MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Plymouth altimeter setting and increase all DA 47 feet, and all MDA 60 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅓ mile. Baro VNAV and VDP NA when using Plymouth altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct WUGLA and on track 261° to JUDMU and hold.

AWOS-3 120.0	BOSTON APP CON 124.1	UNICOM 122.8 (CTAF) 0
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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

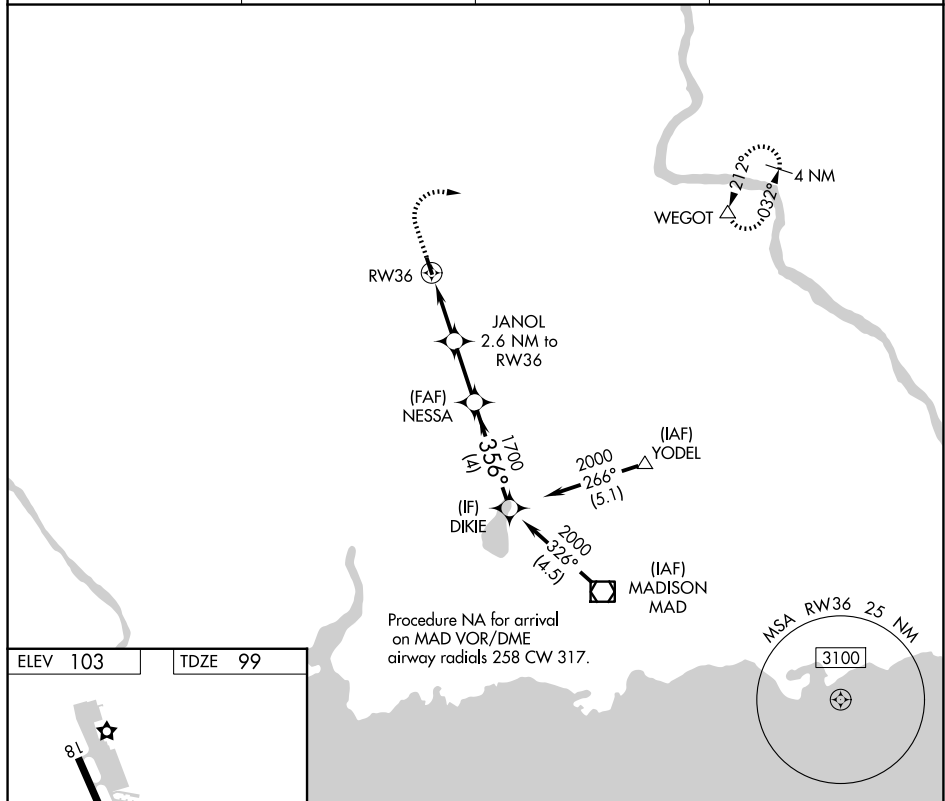
25275

RNAV (GPS) RWY 36
MERIDEN MARKHAM MUNI(MMK)

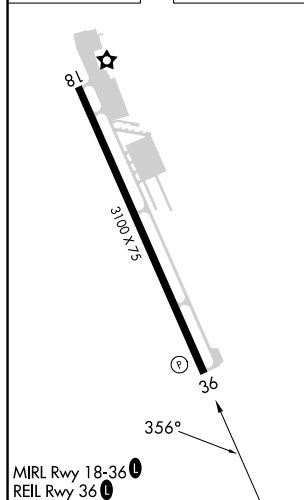
T Procedure NA at night.
A Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct WEGOT and hold.

ASOS 134.925	BRADLEY APP CON 127.8 269.325	CLNC DEL 120.65	UNICOM 123.05 (CTAF) 0
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ELEV 103		TDZE 99
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800 ↑	2500 ↗	WEGOT △	Visual Segment - Obstacles.			
CATEGORY	A		B		C	D
LP MDA	660-1		561 (600-1)		NA	
LNAV MDA	760-1		661 (700-1)		NA	
CIRCLING	780-1		677 (700-1)		NA	

MERIDEN MARKHAM MUNI(MMK)
RNAV (GPS) RWY 36

MERIDEN, CONNECTICUT

AL-5493 (FAA)

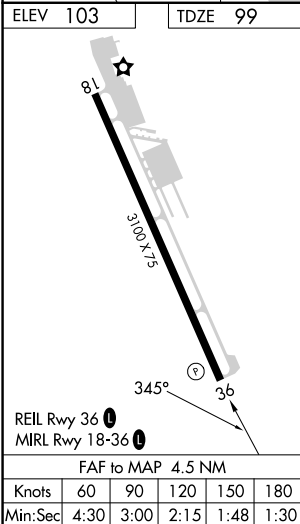
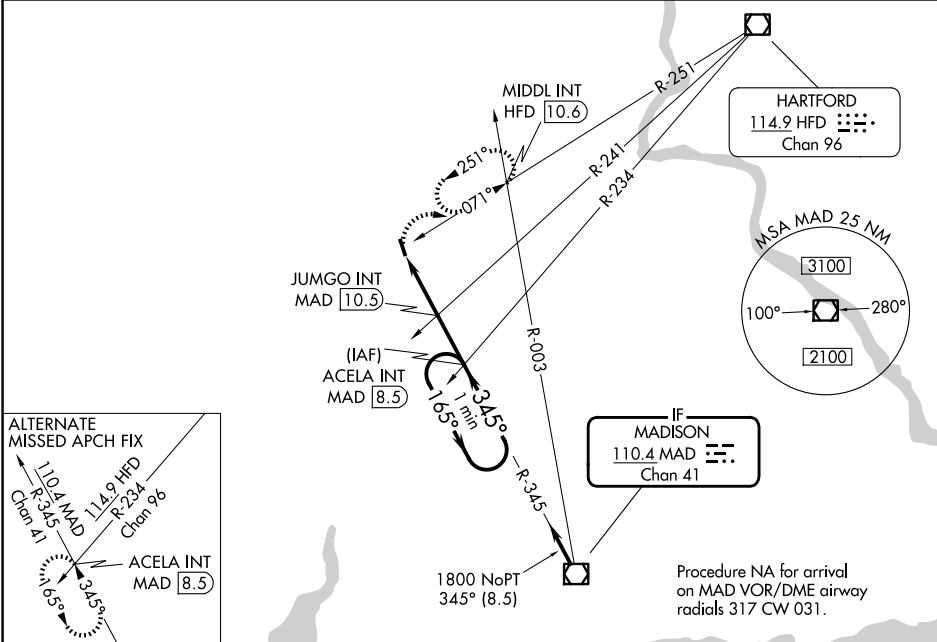
25275

VOR/DME MAD	APP CRS	Rwy Ldg	3100
110.4	345°	TDZE	99
Chan 41		Apt Elev	103

VOR RWY 36

MERIDEN MARKHAM MUNI (MMK)

▼ Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night. ▲		MISSED APPROACH: Climbing right turn to 2700 on HFD VOR/DME R-251 to MIDDLE INT/HFD 10.6 DME and hold, continue climb-in-hold to 2700.	
ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
134.925	127.8 269.325	120.65	123.05 (CTAF) 0



2700 HFD R-251		MIDDL INT	JUMGO INT MAD 10.5		ACELA INT MAD 8.5	One Minute Holding Pattern
			3.50° TCH 38	165° 1800	2100	345°
			1060			
		2.5 NM	2 NM			
CATEGORY	A	B	C	D		
S-36	1060-1¼ 961 (1000-1¼)	1060-1½ 961 (1000-1½)	NA			
CIRCLING	1060-1¼ 957 (1000-1¼)	1060-1½ 957 (1000-1½)	NA			
JUMGO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)						
S-36	880-1 781 (800-1)	880-1¼ 781 (800-1¼)	NA			
CIRCLING	880-1 777 (800-1)	920-1¼ 817 (900-1¼)	NA			

MERIDEN, CONNECTICUT
Amdt 5 24MAY18

41°31'N-72°50'W

MERIDEN MARKHAM MUNI (MMK)
VOR RWY 36

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 78328 W11A	APP CRS 107°	Rwy Ldg TDZE Apt Elev 408
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RNAV (GPS) RWY 11

MILLINOCKET MUNI (MLT')

RNP APCH.

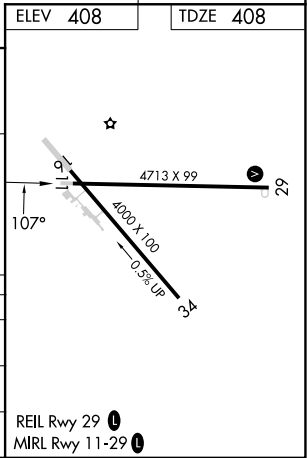
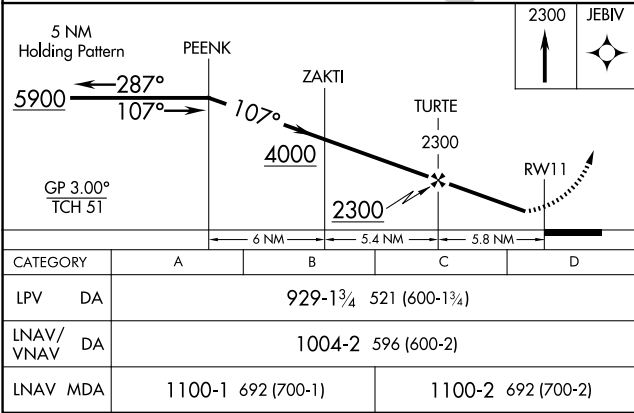
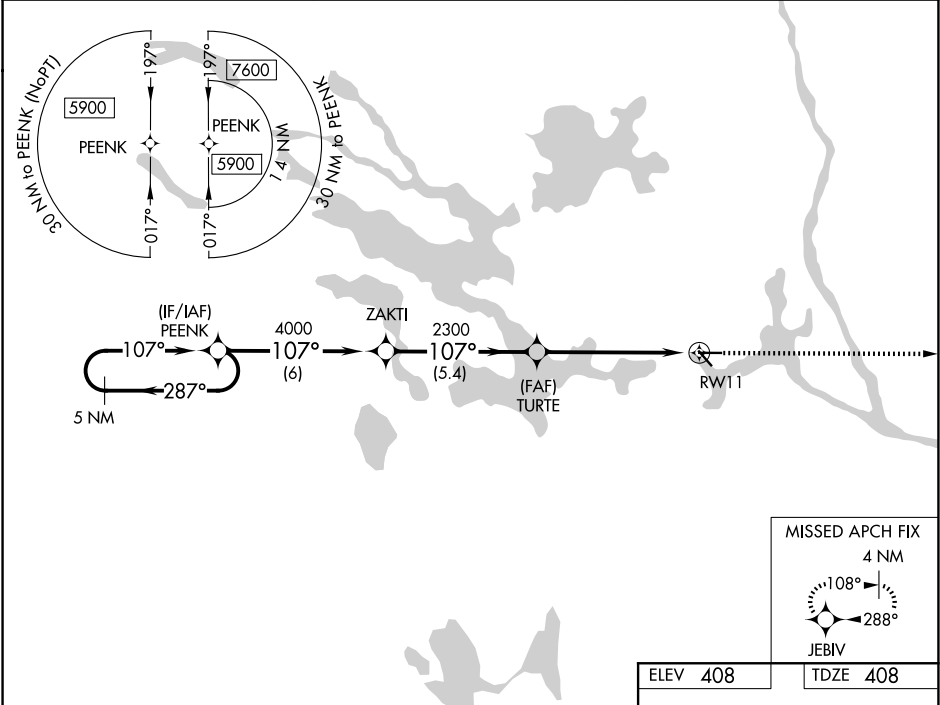
▼

▲

Baro-VNAV NA when using Houlton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C. Rwy 11 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase all DA and MDA 120 feet; increase LPV and LNAV/VNAV visibility all Cats ½ SM and LNAV visibility Cat B ¼ SM and Cat C/D ½ SM. Procedure NA at night.

MISSED APPROACH:
Climb to 2300 direct JEBIV and hold.

ASOS 135.225	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF)
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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

MILLINOCKET, MAINE

AL-261 (FAA)

26246

WAAS CH 53628 W29A	APP CRS 287°	Rwy Ldg TDZE Apt Elev	4713 408 408
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RNAV (GPS) RWY 29

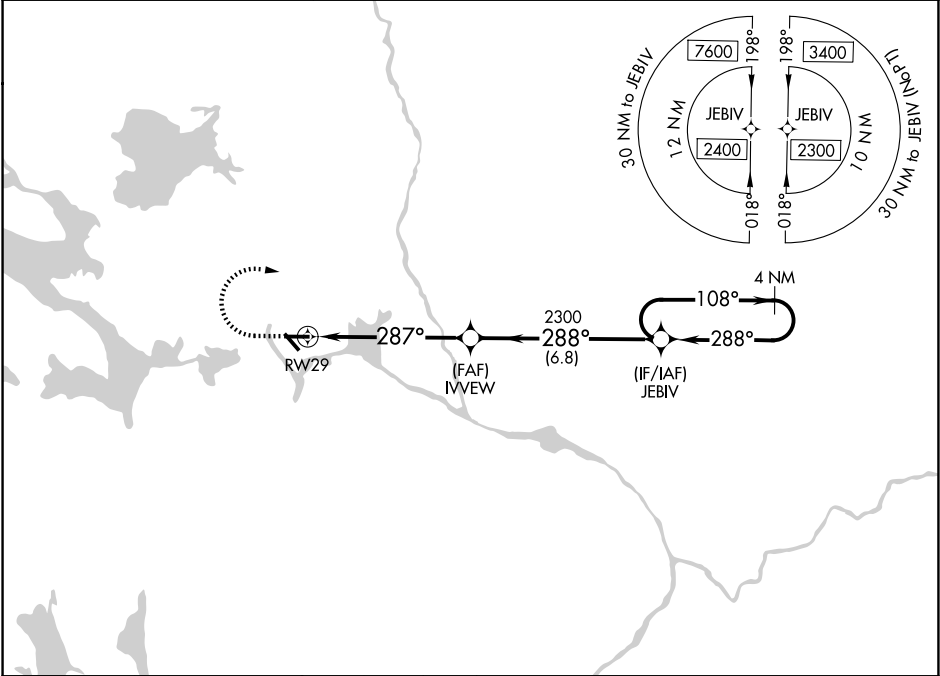
MILLINOCKET MUNI (MLT')

⚠

Baro-VNAV NA when using Houlton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase LPV DA to 817 feet and all Cats visibility ¾ SM; increase LNAV/VNAV DA to 935 feet and all Cats visibility ¾ SM; increase all MDAs 120 feet and LNAV Cat C/D visibility ¾ SM, and Circling Cat A/B visibility ¼ SM and Cat C visibility ½ SM. Night landing: Rwy 11, 34 NA.

MISSED APPROACH:
Climb to 920 then climbing right turn to 2300 direct JEBIV and hold.

ASOS 135.225	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF)
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ELEV 408

TDZE 408

920

2300

JEBIV

* LNAV only

RW29

IVVEW

JEBIV

1.5 NM

4.3 NM

6.8 NM

4 NM Holding Pattern

GP 3.00° TCH 51

REIL Rwy 29

MIRL Rwy 11-29

CATEGORY	A	B	C	D
LPV DA	697-1		289 (300-1)	
LNAV/VNAV DA	815-1 3/8		407 (500-1 3/8)	
LNAV MDA	920-1	512 (600-1)	920-1 1/2	512 (600-1 1/2)
CIRCLING	1100-1	692 (700-1)	1100-2 692 (700-2)	1380-3 972 (1000-3)

MILLINOCKET, MAINE
Amdt 1C 09SEP21

45°39'N-68°41'W

MILLINOCKET MUNI (MLT')

RNAV (GPS) RWY 29

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

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

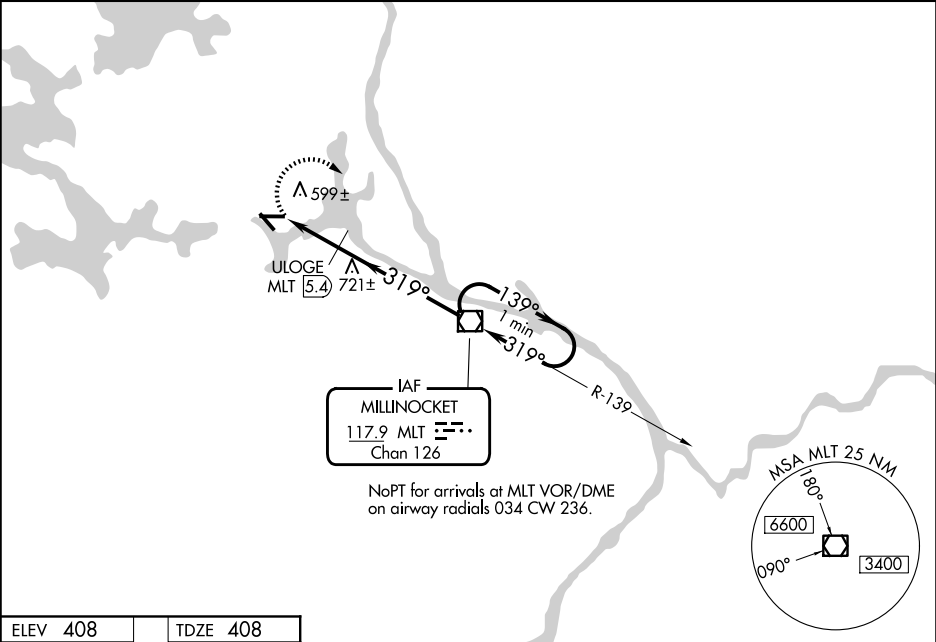
VOR RWY 29

MILLINOCKET MUNI (MLT)

⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 and Circling Cat A/B visibility ¼ SM, Cat C visibility ½ SM; increase S-29 Cat D visibility ½ SM; ULOGE fix minimums: increase S-29 Cat C/D and Circling Cat A/B visibility ¼ SM, and Circling Cat C visibility ½ SM. Procedure NA at night.

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

ASOS 135.225	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF) 0
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ELEV 408	TDZE 408
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REIL Rwy 29 **0**
MIRL Rwy 11-29 **0**

FAF to MAP 7.7 NM

Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

3000 MLT *1180 When using Houlton altimeter setting.

One Minute Holding Pattern

MLT VOR/DME

ULOGE MLT 5.4

ULOGE MLT 7.7

1060* $\leq 3.14^\circ$ TCH 51

2.3 NM **5.4 NM**

CATEGORY	A	B	C	D
S-29	1060-1 652 (700-1)		1060-1¾ 652 (700-1¾)	1060-2 652 (700-2)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1380-3 972 (1000-3)
ULOGE FIX MINIMUMS				
S-29	880-1 472 (500-1)		880-1¼ 472 (500-1¼)	880-1½ 472 (500-1½)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1380-3 972 (1000-3)

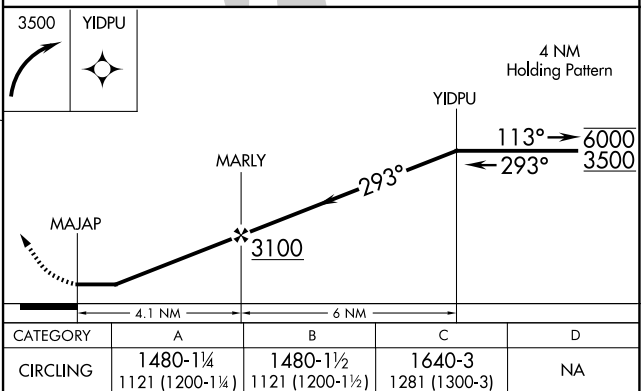
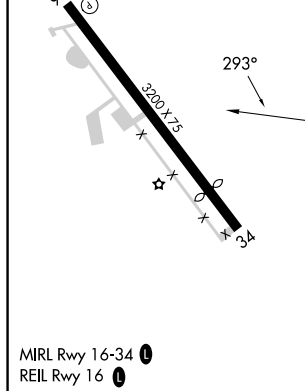
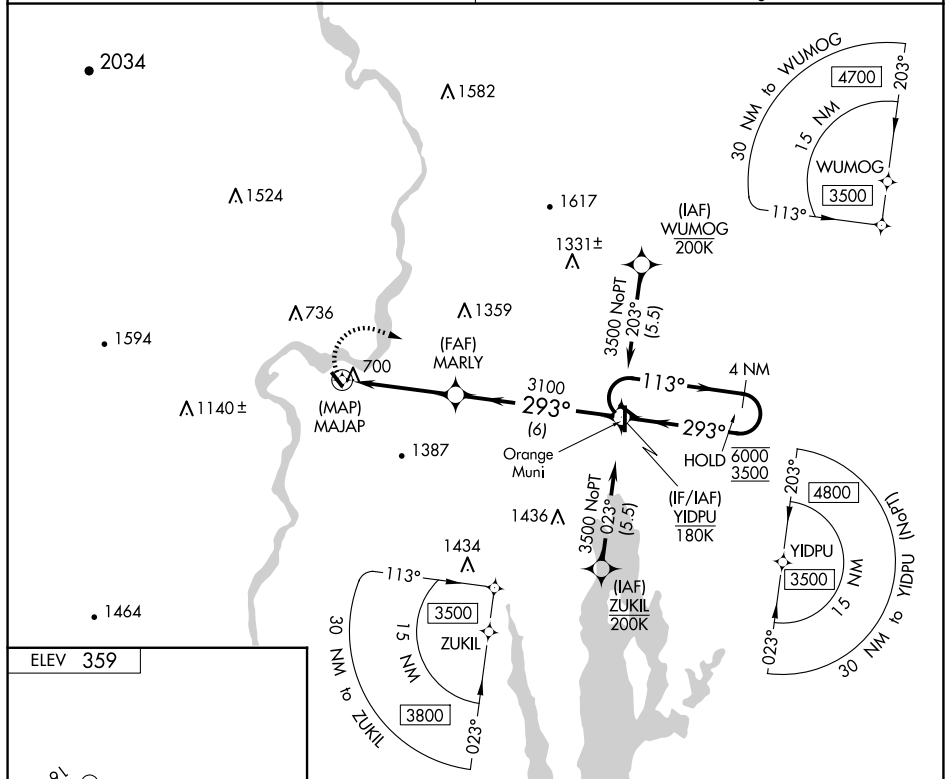
APP CRS	Rwy Ldg	N/A
293°	TDZE	N/A
	Apt Elev	359

RNAV (GPS)-B

TURNERS FALLS (ØB5)

RNP APCH.	MISSED APPROACH: (MAX 210K) Climbing right turn to 3500 direct YIDPU and hold.
NA -25°C	

BOSTON CENTER 123.75 338.2	UNICOM 123.0 (CTAF) 1
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WAAS CH 72731 W19A	APP CRS 194°	Rwy Ldg 3950 TDZE 733 Apt Elev 733
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RNAV (GPS) Y RWY 19
MORRISVILLE-STOWE STATE (MVL)

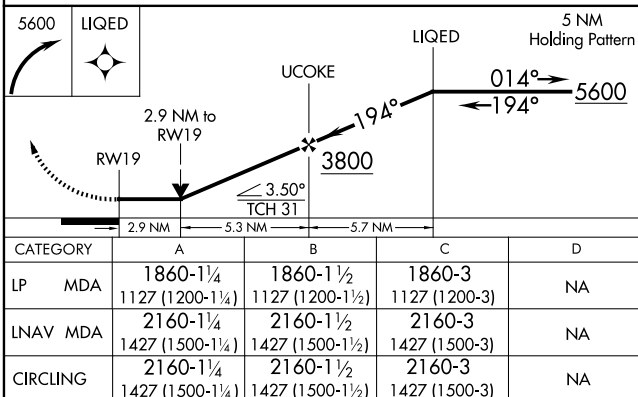
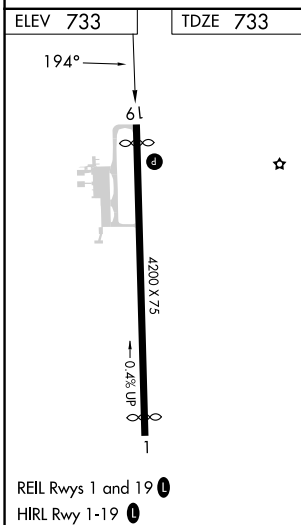
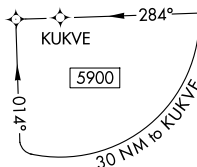
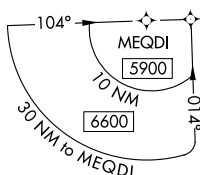
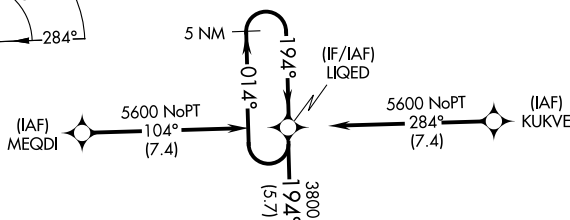
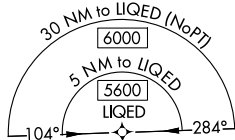
T
A
19°C

Circling NA for Cat C E of Rwy 1-19. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME/DME RNP-0.3 NA. VDP NA when using Burlington altimeter setting. When local altimeter setting not received, use Burlington altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: (Do not exceed 165K until LIQED) Climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

ASOS
135.625

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) **L**

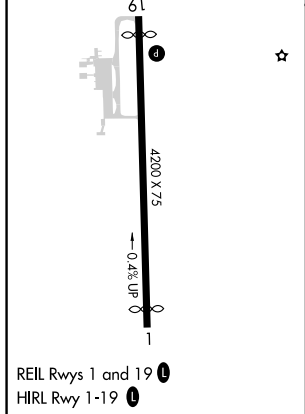
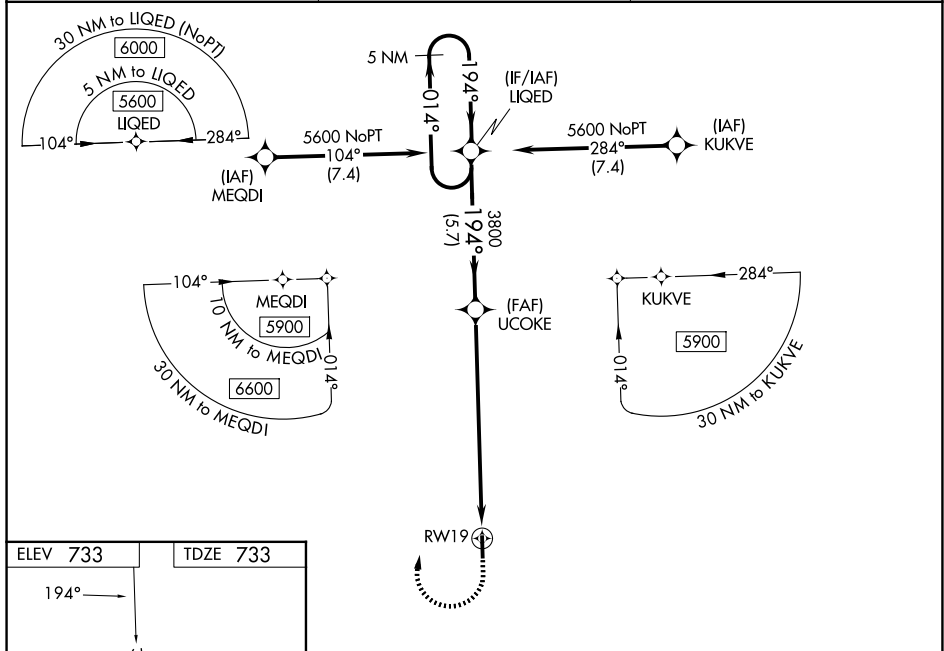
WAAS CH 97531 W19B	APP CRS 194°	Rwy Ldg TDZE Apt Elev	3950 733 733
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RNAV (GPS) Z RWY 19

MORRISVILLE-STOWE STATE (MVL)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 165K until LIQED) Climb to 2200 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600. Missed approach requires minimum climb of 325 feet per NM to 3000; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.
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ASOS 135.625	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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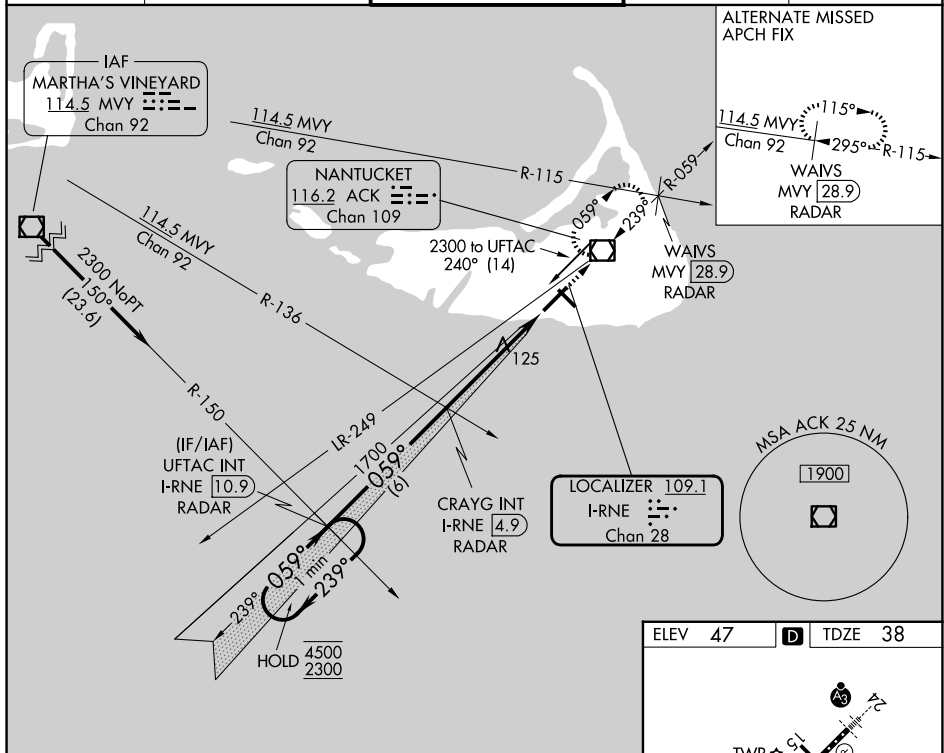
2200 ↑		5600 ↗		LIQED ✦		5 NM Holding Pattern	
* LNAV only		* 2.7 NM to RW19		UCOKE 3800		LIQED 5600	
RW19		↘		↗ 194°		014° ← 194°	
2.7 NM		5.5 NM		3800		GP 3.50° TCH 31	
CATEGORY	A		B		C		D
LPV DA	1270-1½		537 (600-1½)				NA
LNAV/VNAV DA	1580-2½		847 (900-2½)				NA
LNAV MDA	1760-1¼ 1027 (1100-1¼)	1760-1½ 1027 (1100-1½)	1760-3 1027 (1100-3)				NA
CIRCLING	1760-1¼ 1027 (1100-1¼)	1780-1½ 1047 (1100-1½)	1980-3 1247 (1300-3)				NA

ILS or LOC RWY 6
NANTUCKET MEML (ACK)

MALSF

MISSED APPROACH: Climb to 1800 direct
ACK VOR/DME and hold, continue climb-
in-hold to 1800.

ATIS 127.5	BOSTON APP CON 126.1 318.1	NANTUCKET TOWER ★ 118.3 (CTAF) 0	GND CON 132.5	UNICOM 122.95
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One Minute Holding Pattern

UFTAC INT I-RNE 10.9

CRAYG INT I-RNE 4.9

I-RNE DME ANTENNA

I-RNE 0.7

I-RNE 0.2

1800

ACK

4500

2300

239°

059°

059°

1700

1700

GS 3.00°

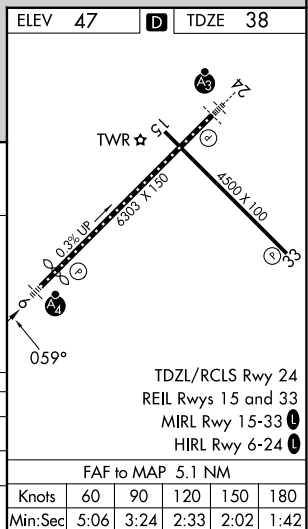
TCH 57

6 NM

4.1 NM

0.9 NM

CATEGORY	A	B	C	D
S-ILS 6		238/40	200 (200-¾)	
S-LOC 6		380/40	342 (400-¾)	
CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)

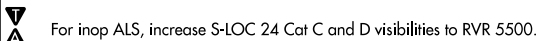
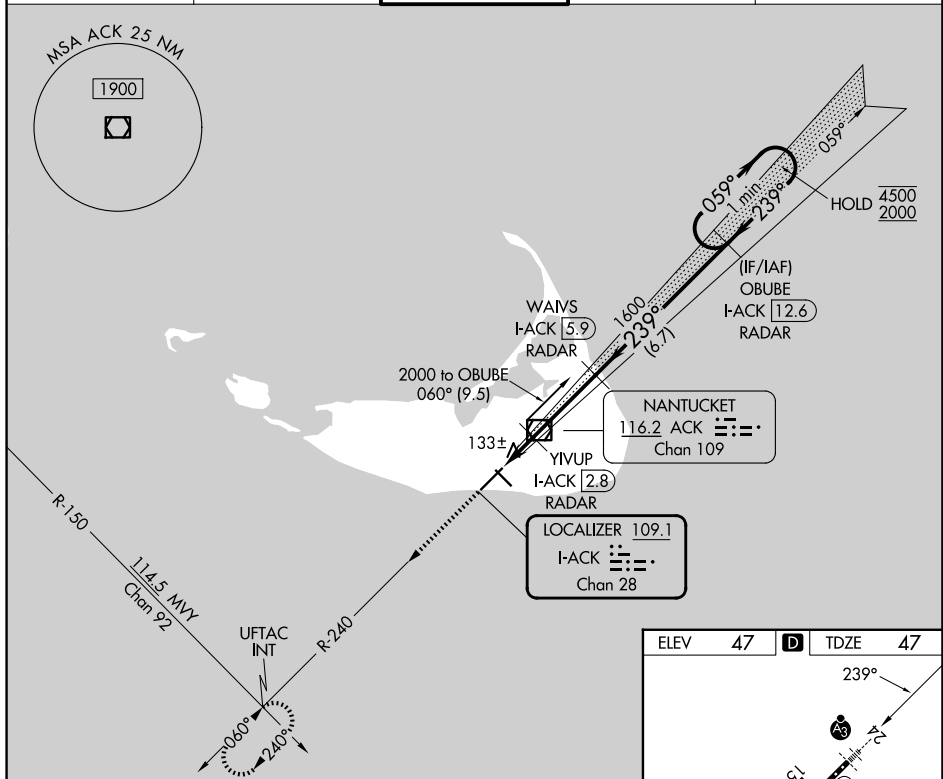


NANTUCKET MEML (ACK)
ILS or LOC RWY 6

NE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 24
NANTUCKET MEML (ACK)

MISSED APPROACH: Climb to 2300 on ACK VOR/DME R-240 to UFTAC INT and hold.

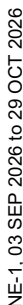
SSALR

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1.03 SEP 2026 to 29 OCT 2026

ILS RWY 24 (SA CAT I)
NANTUCKET MEML (ACK)

MISSED APPROACH: Climb to 2300 on ACK VOR/DME R-240 to UFTAC INT and hold.

UNICOM
122.95

ELEV 47

TDZE 47

0.3% UP

6303 X 150

4500 X 100

TWR ☆

SL

R

TDZL/RCLS Rwy 24

HIRL Rwy 6-24

MIRL Rwy 15-33

REIL Rwy 15 and 33

WAAS CH 81912 W06A	APP CRS 059°	Rwy Ldg TDZE Apt Elev	5765 38 47
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RNAV (GPS) RWY 6

NANTUCKET MEML (ACK)

RNP APCH - GPS.

T

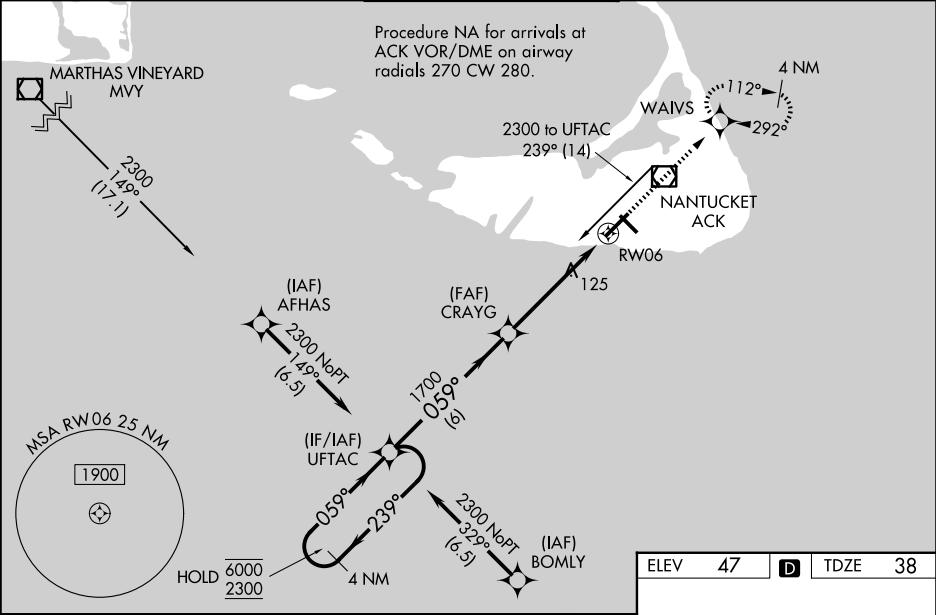
A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS increase LNAV/VNAV visibility all Cats to RVR 4500, and LNAV visibility all Cats to RVR 5500. Inop table does not apply to LPV.

MALSF

MISSED APPROACH:
Climb to 1800 direct
WAIVS and hold,
continue climb
in hold to 1800.

ATIS 127.5	BOSTON APP CON 126.1 318.1	NANTUCKET TOWER ★ 118.3 (CTAF) 0	GND CON 132.5	UNICOM 122.95
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4 NM Holding Pattern UFTAC

1800 WAIVS

GP 3.00° TCH 57

6000 2300

239° 059°

059°

1700

CRAYG

1700

0.9 NM to RW06

RW06

6 NM 4.2 NM 0.9

CATEGORY	A	B	C	D
LPV DA		238/40	200 (200-¾)	
LNAV/VNAV DA		300/40	262 (300-¾)	
LNAV MDA		380/40	342 (400-¾)	
CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)

TWR ★ 51

0.3% UP

2303 X 150

4500 X 100

059°

TDZL/RCLS Rwy 24

REIL Rws 15 and 33

MIRL Rwy 15-33 0

HIRL Rwy 6-24 0

NANTUCKET, MASSACHUSETTS

AL-659 (FAA)

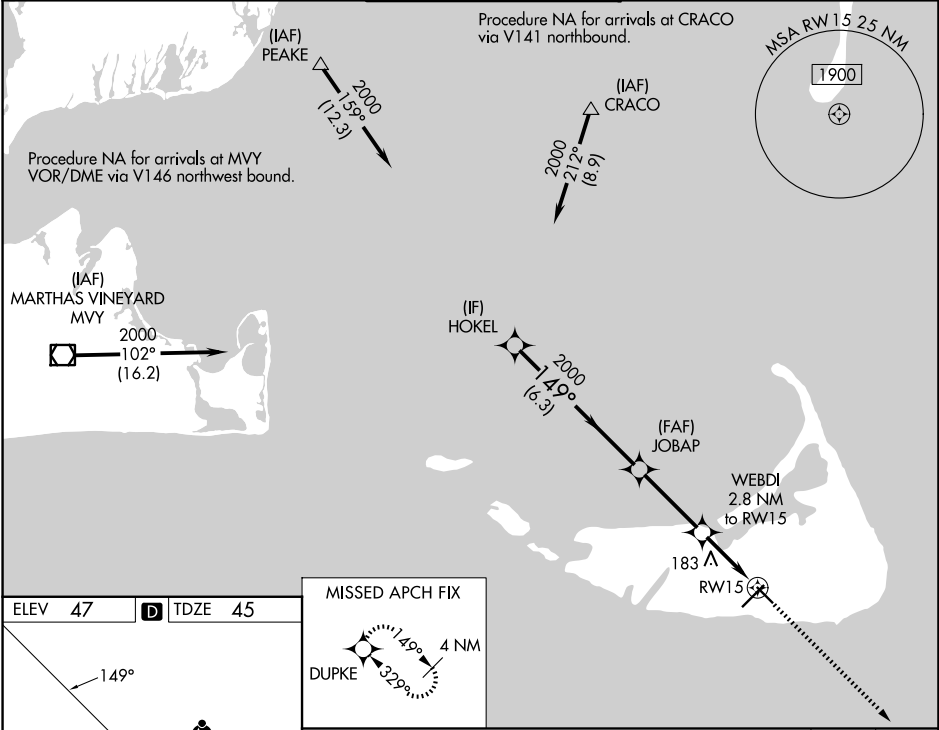
26078

WAAS CH 97623 W15A	APP CRS 149°	Rwy Ldg 4500 TDZE 45 Apt Elev 47
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RNAV (GPS) RWY 15
NANTUCKET MEML (ACK)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2300 direct DUPKE and hold.
Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.		

ATIS 127.5	BOSTON APP CON 126.1 318.1	NANTUCKET TOWER ★ 118.3 (CTAF) 0	GND CON 132.5	UNICOM 122.95
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ELEV 47 D TDZE 45		MISSED APCH FIX		2300	
TDZL/RCLS Rwy 24 REIL Rws 15 and 33 MIRL Rwy 15-33 0 HIRL Rwy 6-24 0		CATEGORY		A	
		LPV DA		295-1 250 (300-1)	
		LNAV/VNAV DA		480-1½ 435 (500-1½)	
		LNAV MDA		440-1 395 (400-1)	
				440-1⅛ 395 (400-1⅛)	

NANTUCKET, MASSACHUSETTS
Orig-C 19MAR26

41°15'N-70°04'W

NANTUCKET MEML (ACK)
RNAV (GPS) RWY 15

NE-1, 03 SEP 2026 to 29 OCT 2026

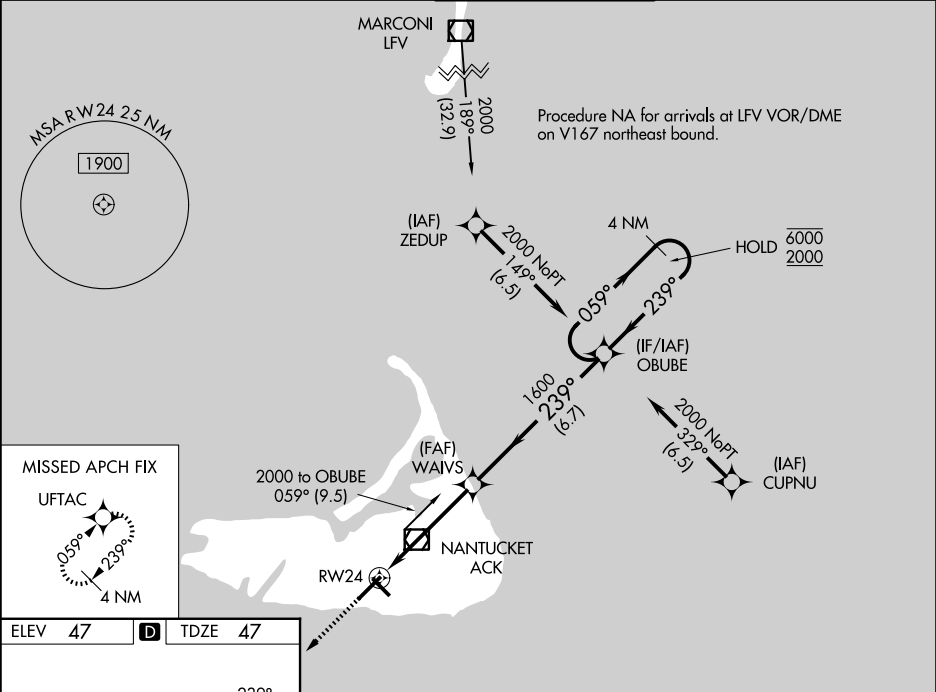
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 93612 W24A	APP CRS 239°	Rwy Ldg 6303 TDZE 47 Apt Elev 47
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RNAV (GPS) RWY 24

NANTUCKET MEML (ACK)

RNP APCH - GPS.			SSALR	MISSED APPROACH: Climb to 2300 direct UFTAC and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. ▲ For inop ALS increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cats C/D visibility to 1½ SM.				
ATIS 127.5	BOSTON APP CON 126.1 318.1	NANTUCKET TOWER ★ 118.3 (CTAF) 0	GND CON 132.5	UNICOM 122.95



ELEV **47**

D

TDZE **47**

239°

2300

UFTAC

TWR ★

61

0.2% UP

6303 × 150

4500 × 100

63

TDZL/RCLS Rwy 24

REIL Rwys 15 and 33

MIRL Rwy 15-33 **0**

HIRL Rwy 6-24 **0**

CATEGORY		A	B	C	D
LPV DA		247/18 200 (200-½)			
LNAV/VNAV DA		300/24 253 (300-½)			
LNAV MDA		520/24 473 (500-½)		520/50 473 (500-1)	
CIRCLING		520-1 473 (500-1)		720-2 673 (700-2)	720-2¼ 673 (700-2¼)

1.3 NM

3.4 NM

6.7 NM

OBUBE

4 NM Holding Pattern

059° → 6000

← 239° 2000

GP 3.00°

TCH 47

ACK VOR/DME	APP CRS	Rwy Ldg
116.2	240°	6303
Chan 109		TDZE 48
		Apt Elev 48

VOR RWY 24

NANTUCKET MEML (ACK)

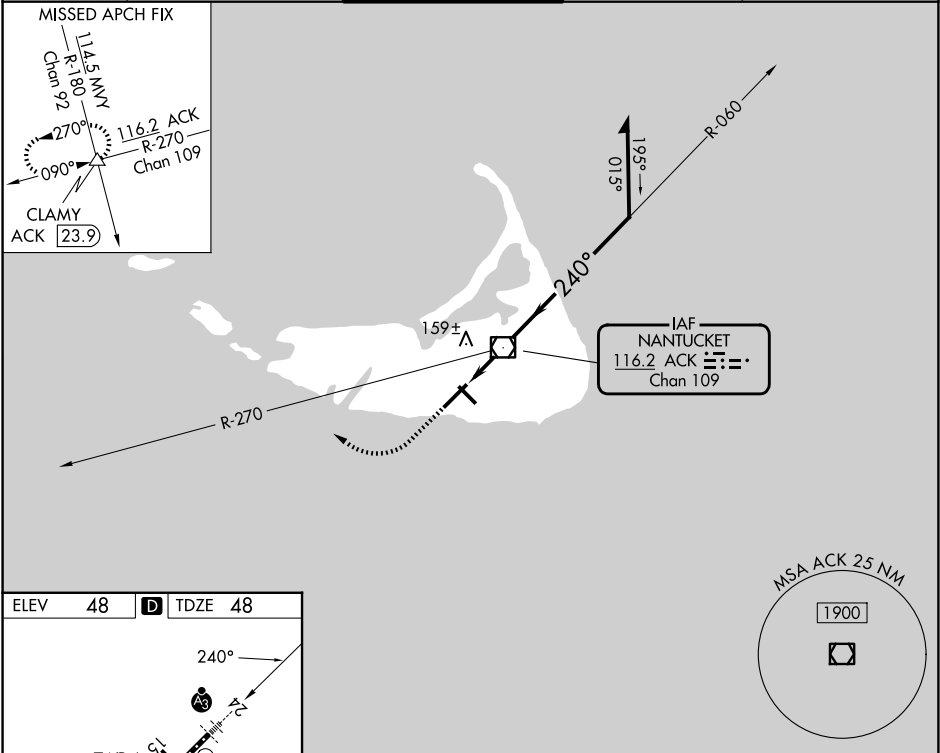
⚠ When local altimeter setting not received, use HYA altimeter setting and increase all MDAs 80 feet and S-24 visibility Cat C and D to RVR 5000 and increase Circling visibility Cats C and D ¼ SM. For inoperative SSALR: for inop ALS, increase S-24 Cats C and D visibility to RVR 6000. For inop ALS when using HYA altimeter setting, increase S-24 Cats C and D visibility to 1 ¾.

SSALR

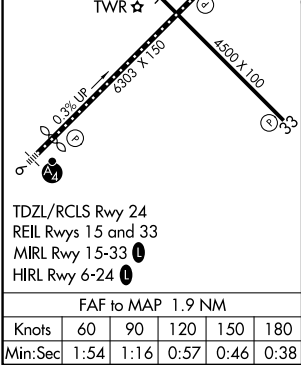


MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY INT/ACK 23.9 DME and hold.

ATIS	BOSTON APP CON	NANTUCKET TOWER ★	GND CON	UNICOM
127.5	126.1 318.1	118.3 (CTAF) 0	132.5	122.95



ELEV	48	D	TDZE	48
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TDZL/RCLS Rwy 24
REIL Rws 15 and 33
MIRL Rwy 15-33 0
HIRL Rwy 6-24 0

FAF to MAP 1.9 NM

Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

700	2500	CLAMY	ACK VOR/DME	Remain within 10 NM
hdg 310°	ACK R-270	ACK 0.9	6000	
		ACK 1.9	1800	
		3.47° TCH 48	800	
		1 NM	0.9 NM	
CATEGORY	A	B	C	D
S-24	440/24	393 (400-½)	440/40	393 (400-¾)
CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).

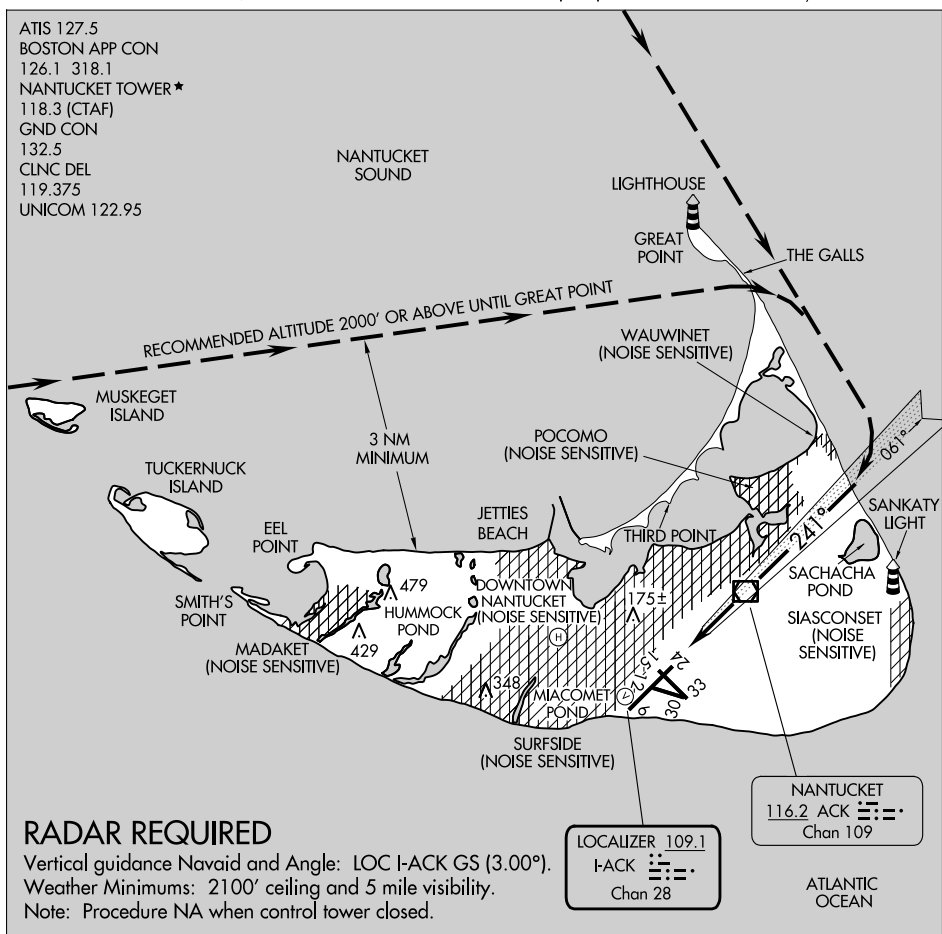
NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

GREAT POINT VISUAL RWY 24 AL-659 (FAA)

NANTUCKET MEML (ACK)
NANTUCKET, MASSACHUSETTS

ATIS 127.5
 BOSTON APP CON
 126.1 318.1
 NANTUCKET TOWER ★
 118.3 (CTAF)
 GND CON
 132.5
 CLNC DEL
 119.375
 UNICOM 122.95



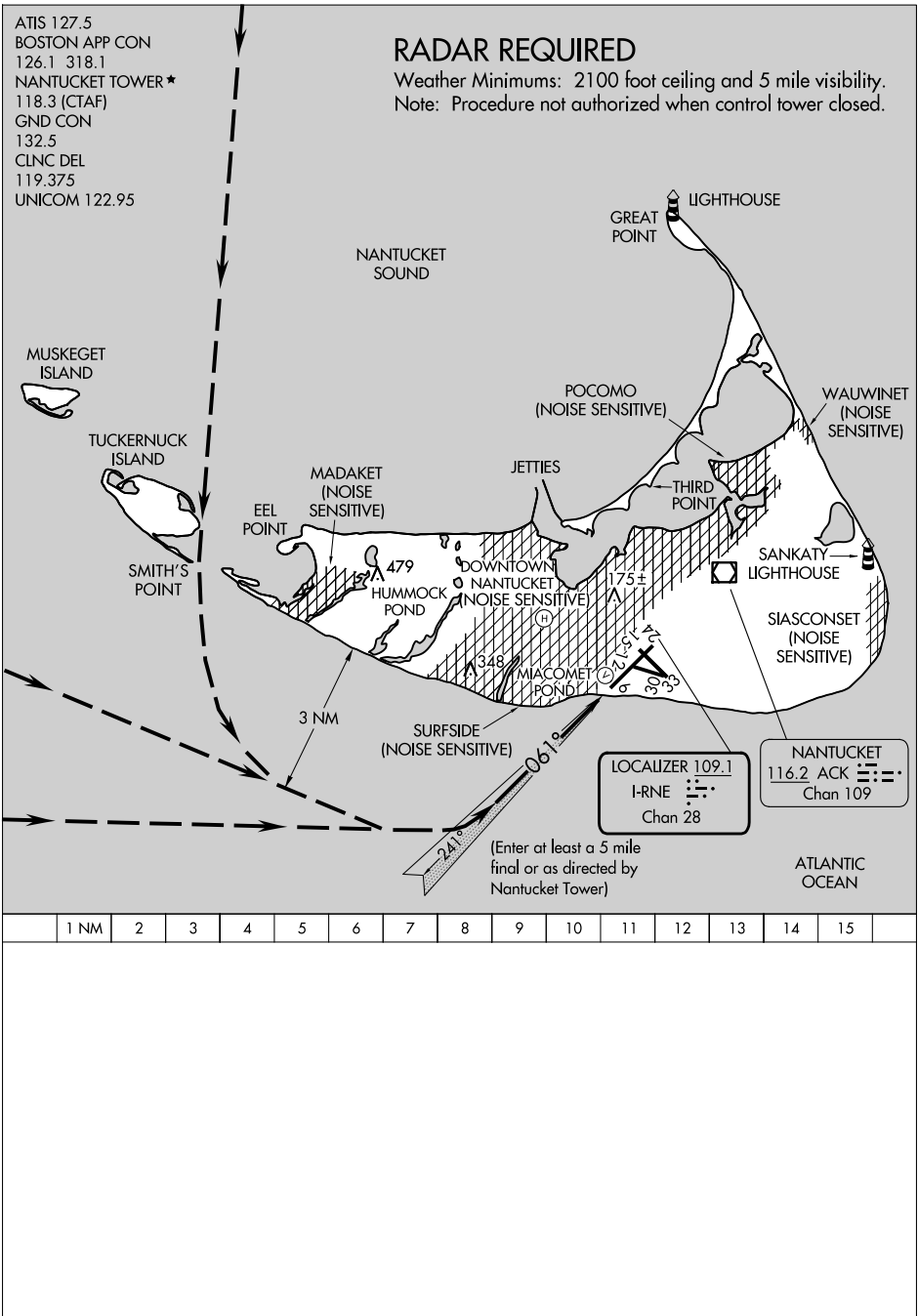
NE-1, 03 SEP 2026 to 29 OCT 2026

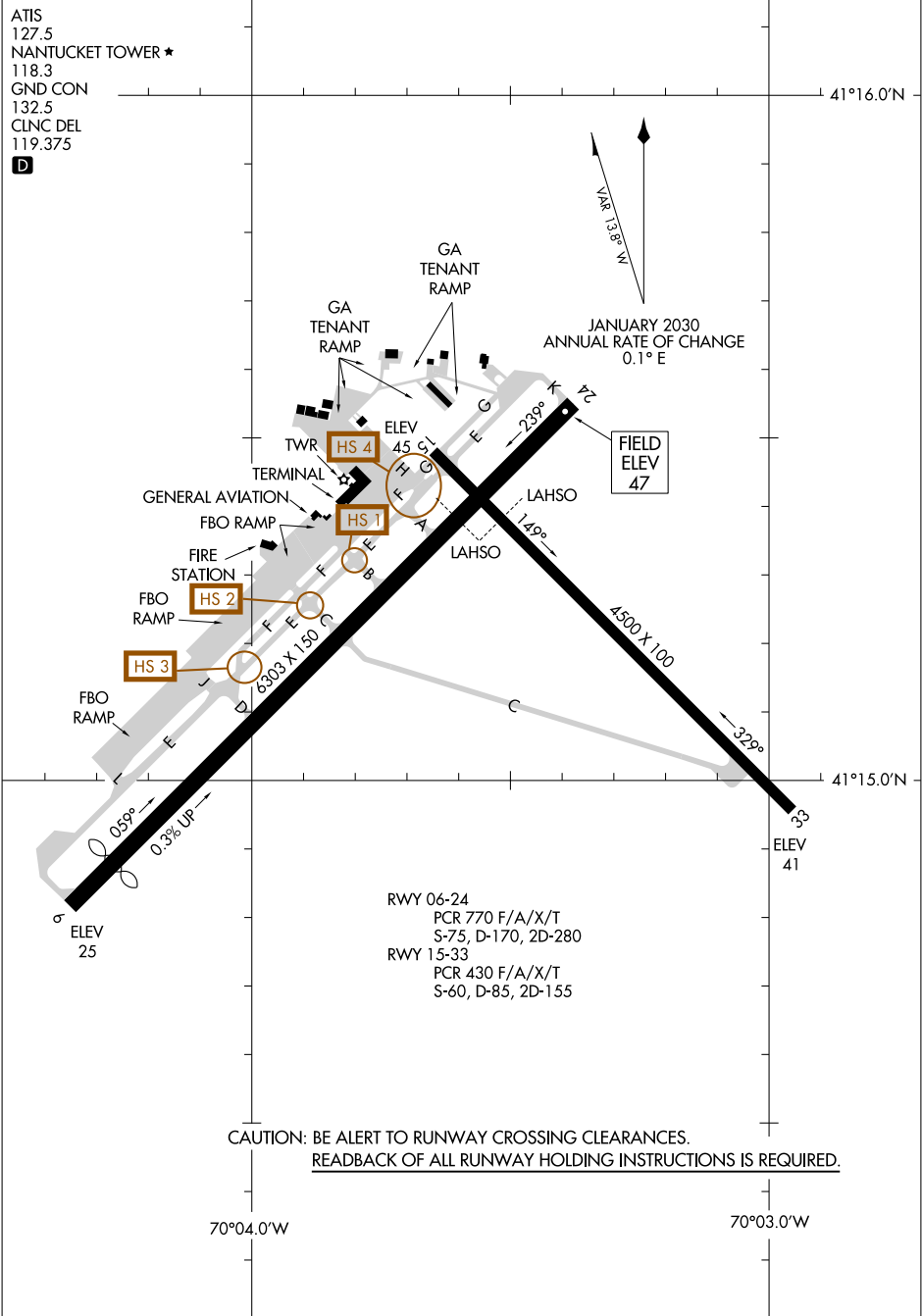
	1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15

GREAT POINT VISUAL RWY 24 41°15'N-70°04'W

Amdt 1 10NOV16

NANTUCKET, MASSACHUSETTS
NANTUCKET MEML (ACK)





NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LOC I-ASH <u>109.7</u>	APP CRS 139°	Rwy Ldg 5650 TDZE 200 Apt Elev 200
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ILS or LOC RWY 14
BOIRE FLD (ASH)

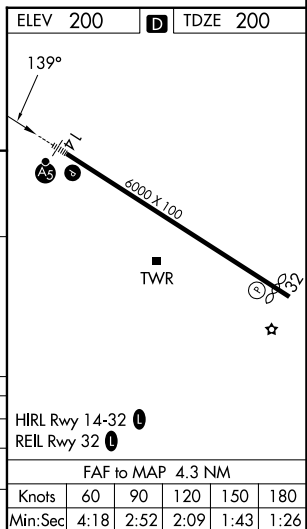
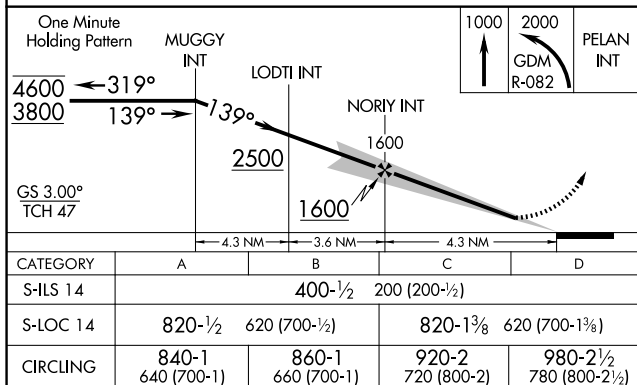
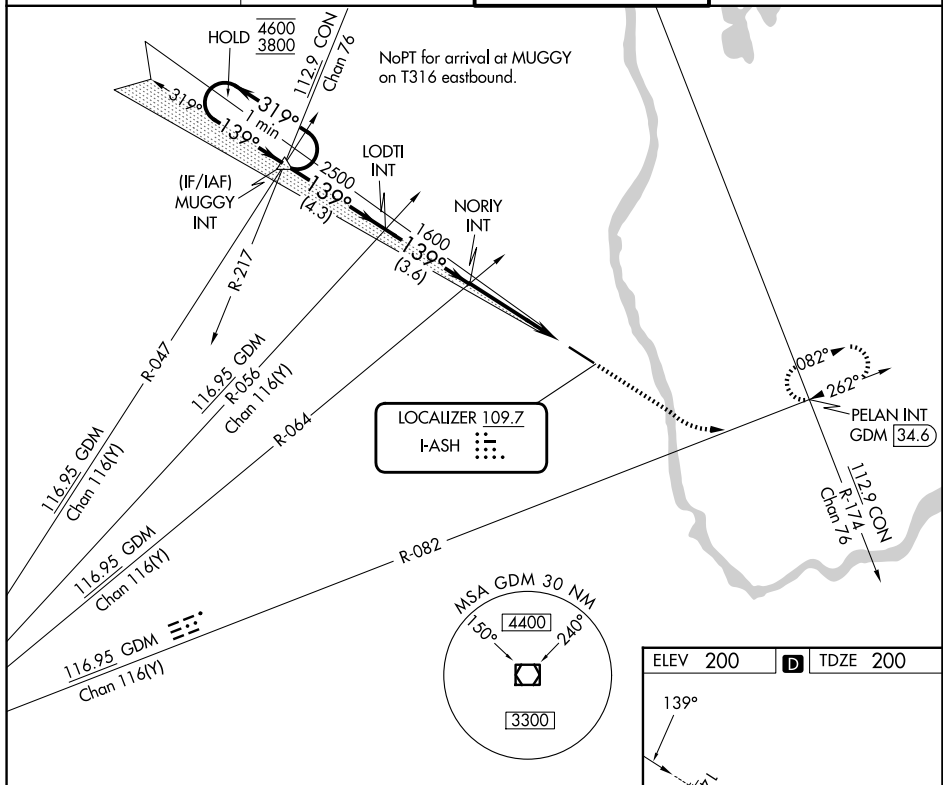
RADAR required for procedure entry.

T
A For inop ALS, increase S-LOC Cat C/D visibility to 1¾ SM.

MALSR
A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on GDM VOR/DME R-082 to PELAN INT/GDM R-082/34.6 DME and hold.

ATIS 125.1	BOSTON APP CON 124.9 269.075	NASHUA TOWER 133.2 (CTAF) 0	GND CON 121.8
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NASHUA, NEW HAMPSHIRE

AL-5036 (FAA)

26134

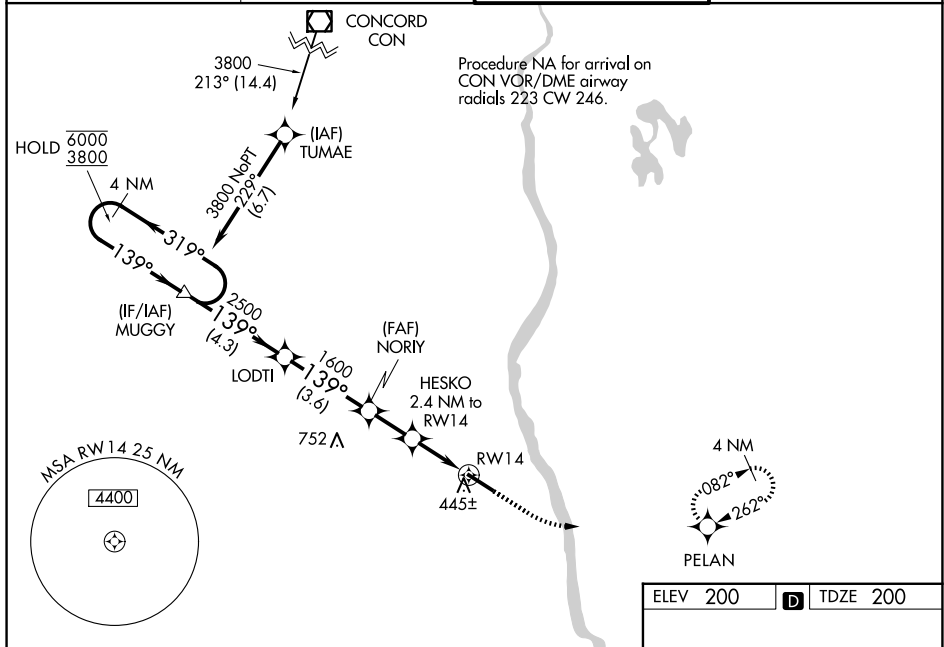
WAAS CH 97730 W14A	APP CRS 139°	Rwy Ldg TDZE 200 Apt Elev 200
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RNAV (GPS) RWY 14

BOIRE FLD (ASH)

RNP APCH - GPS.		MALSR 	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct PELAN and hold.
  For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D visibility to 1¾ SM.			

ATIS 125.1	BOSTON APP CON 124.9 269.075	NASHUA TOWER 133.2 (CTAF) 0	GND CON 121.8
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4 NM Holding Pattern		MUGGY	LODTI	NORIY	HESKO	PELAN
6000	3800	139°	2500	1600	1000	139°
GP 3.00° TCH 47		4.3 NM	3.6 NM	1.9 NM	1 NM	1.4 NM
CATEGORY	A	B	C	D		
LPV DA	400-½		200 (200-½)			
LNAV/VNAV DA	614-¾		414 (500-¾)			
LNAV MDA	700-½	500 (500-½)	700-1 500 (500-1)			
CIRCLING	840-1 640 (700-1)	860-1 660 (700-1)	920-2 720 (800-2)	980-2½ 780 (800-2½)		

ELEV 200	TDZE 200
HIRL Rwy 14-32 0 REIL Rwy 32 0	

NASHUA, NEW HAMPSHIRE
Amdt 3 05SEP24

42°47'N-71°31'W

RNAV (GPS) RWY 14

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 73030 W32A	APP CRS 319°	Rwy Ldg TDZE Apt Elev	5650 193 200
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APP CRS
319°

Rwy Ldg	5650
TDZE	193
Apt Elev	200

RNAV (GPS) RWY 32

BOIRE FLD (ASH)

RNP APCH.



Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C or above 54°C.

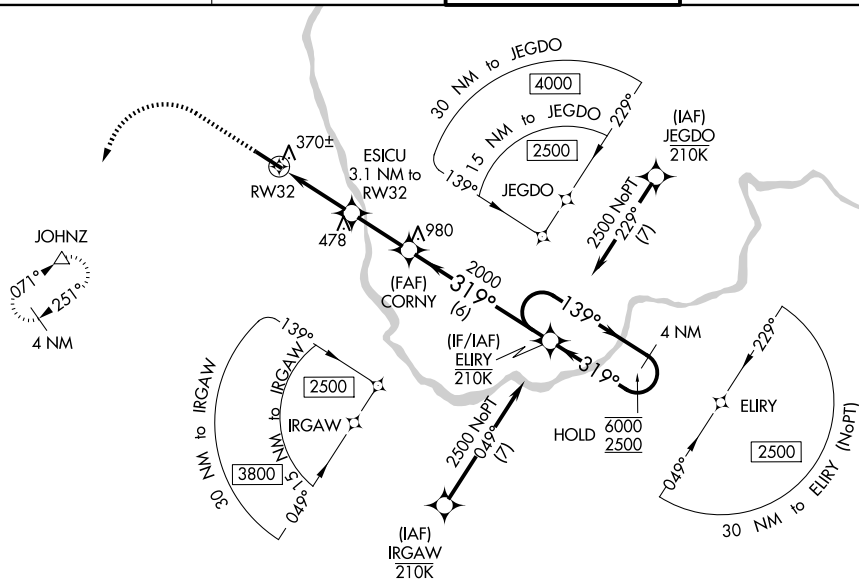
MISSED APPROACH:
Climb to 800 then climbing
left turn to 4000 direct
JOHNZ and hold, continue
climb-in-hold to 4000.

ATIS
125.1

BOSTON APP CON
124.9 269.075

NASHUA TOWER
133.2 (CTAF) **L**

GND CON
121.8



800 4000 JOHNZ *LNAV only.

ELIRY 4 NM Holding Pattern

CORNY 2000

139° 319° 6000 2500

319° 2000

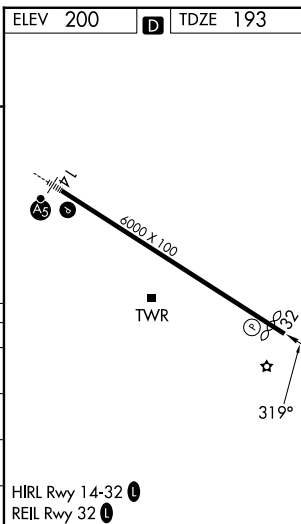
*1.2 NM to RW32

ESICU 3.1 NM to RW32

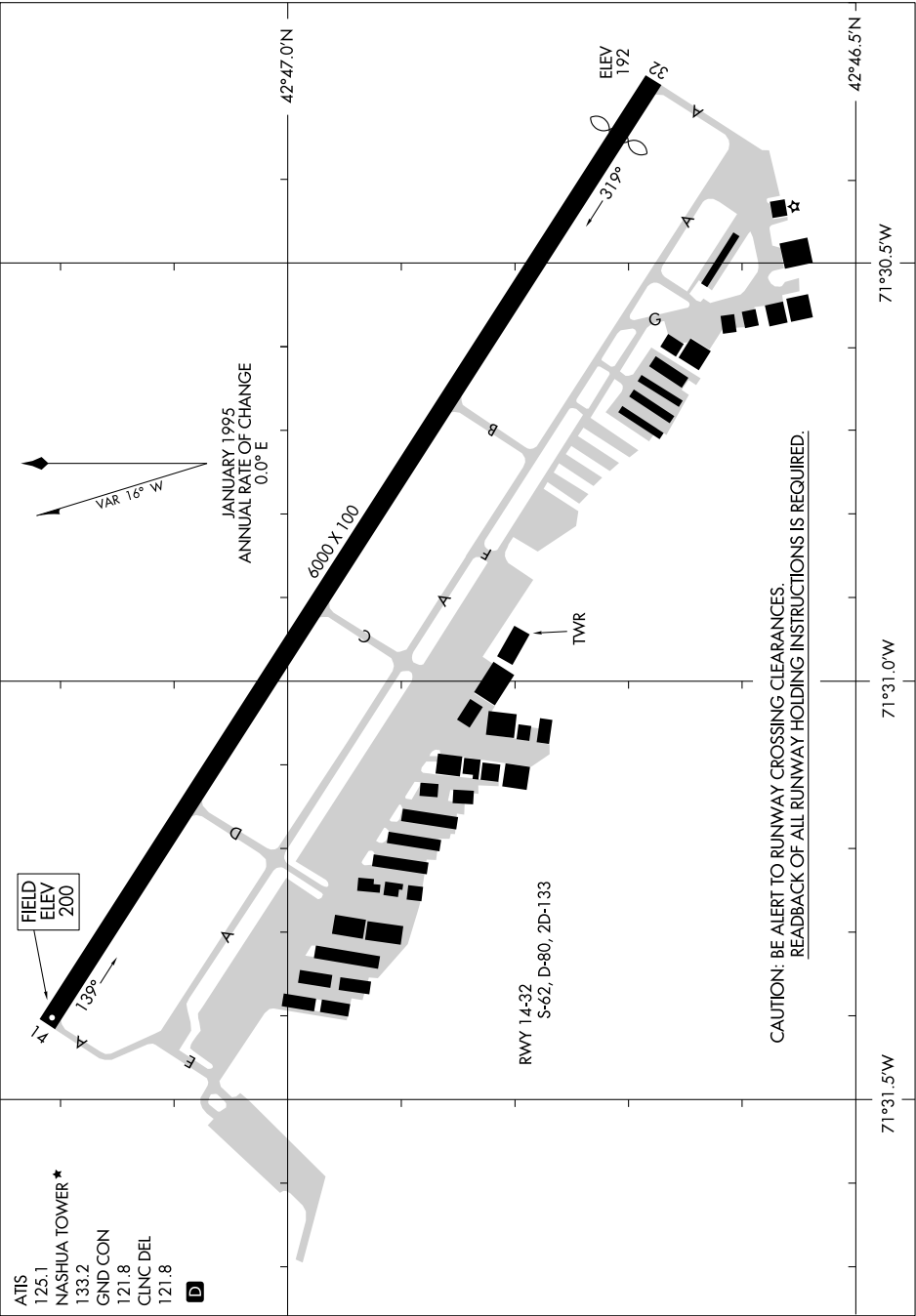
*1220

GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA	477-7/8 284 (300-7/8)			
INAV/ VNAV DA	633-1 1/4 440 (500-1 1/4)			
INAV MDA	620-1 427 (500-1)		620-1 1/4 427 (500-1 1/4)	
CIRCLING	820-1 620 (700-1)	840-1 640 (700-1)	900-2 700 (700-2)	1000-2 1/2 800 (800-2 1/2)



NE-1, 03 SEP 2026 to 29 OCT 2026

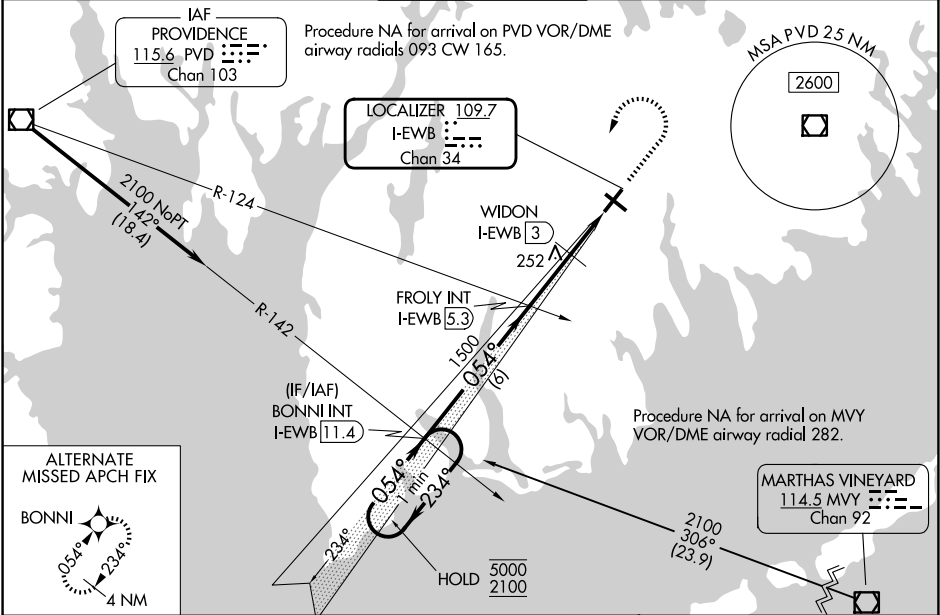


NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-EWB 109.7 Chan 34	APP CRS 054°	Rwy Ldg TDZE Apt Elev 5400 70 79
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ILS or LOC RWY 5
NEW BEDFORD RGNL (EWB)

DME required.			MALSR A5	MISSED APPROACH: Climb to 800 then climbing left turn to 2100 on heading 210° and on I-EBW localizer SW course R-234 to BONNI INT/I-EBW 11.4 DME and hold.
V A Autopilot coupled approach NA below 470. Circling Rwy 14 NA at night. * RVR 1800 authorized with use of FD or AP or HUD to DA				
ATIS 126.85	PROVIDENCE APP CON★ 128.7 269.525	NEW BEDFORD TOWER★ 118.1 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95



One Minute Holding Pattern		BONNI INT I-EBW 11.4		FROLY INT I-EBW 5.3		WIDON I-EBW 3		I-EBW 2.4		I-EBW 1		BONNI INT		ELEV 79	TDZE 70
5000 ← 234° 2100 → 054°		1500		1500		720		720		720		720		MIRL Rwy 14-32 HIRL Rwy 5-23 REIL Rwy 32	
GS 3.00° TCH 49		6 NM		2.4 NM		0.6 NM		1.4 NM							
CATEGORY	A	B	C	D											
S-ILS 5*	270/24 200 (200-½)														
S-LOC 5	720/24 650 (700-½)			720-1⅜		650 (700-1⅜)									
CIRCLING	720-1 641 (700-1)			720-1⅞		641 (700-1⅞)									
WIDON FIX MINIMUMS															
S-LOC 5	560/24 490 (500-½)			560/50		490 (500-1)									
CIRCLING	620-1 541 (600-1)			640-1 561 (600-1)		720-1¾ 641 (700-1¾)		960-3 881 (900-3)							
FAF to MAP 4.4 NM															
Knots		60	90	120	150	180									
Min:Sec		4:24	2:56	2:12	1:46	1:28									

NEW BEDFORD, MASSACHUSETTS

AL-644 (FAA)

26134

WAAS CH 60938 W05A	APP CRS 054°	Rwy Ldg TDZE 70 Apt Elev 79
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RNAV (GPS) RWY 5
NEW BEDFORD RGNL (E W B)

RNP APCH - GPS.

⚠

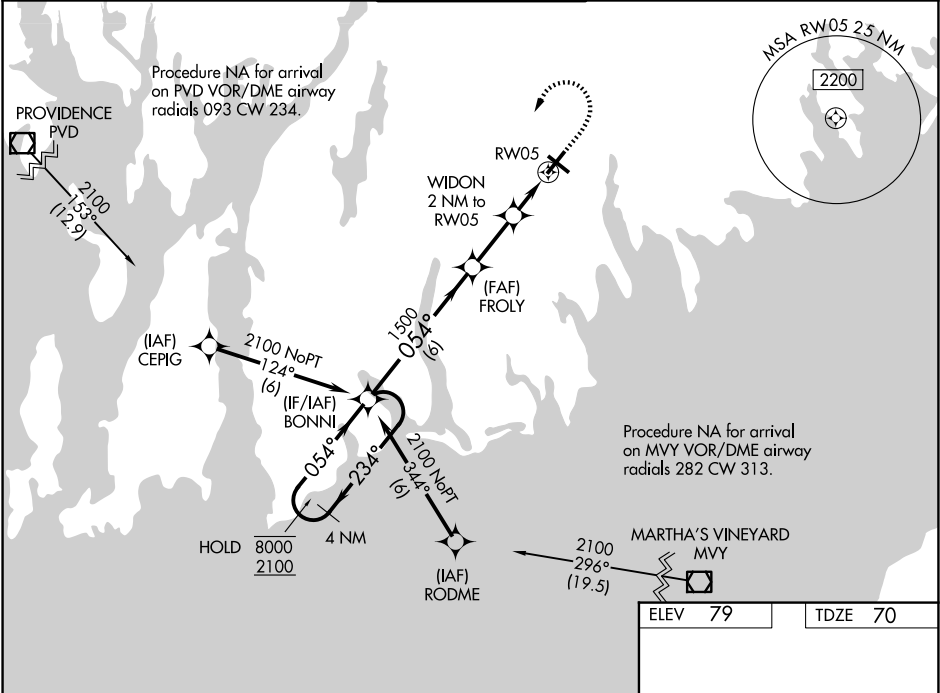
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Circling Rwy 14 NA at night. For inop ALS, increase LNAV/ VNAV all Cts and LNAV Cat C/D visibility to 1½ SM.

MALSR

AS

MISSED APPROACH: (Do not exceed 235K until BONNI) climb to 700 then climbing left turn to 2100 direct BONNI and hold.

ATIS 126.85	PROVIDENCE APP CON★ 128.7 269.525	NEW BEDFORD TOWER★ 118.1 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern				
GP 3.00° TCH 49				
6 NM 2.4 NM 0.7 1.3				
CATEGORY	A	B	C	D
LPV DA	285/24		215 (300-½)	
LNAV/VNAV DA	540/50		470 (500-1)	
LNAV MDA	540/24	470 (500-½)	540/50	470 (500-1)
CIRCLING	620-1 541 (600-1)	640-1 561 (600-1)	720-1¾ 641 (700-1¾)	960-3 881 (900-3)

ELEV 79 TDZE 70

700 2100 BONNI

1500

740

1.3 NM to RW05

5400 X 150

5000 X 75

TWR

0.3% Up

054°

MIRL Rwy 14-32

HIRL Rwy 5-23

REIL Rwy 32

NEW BEDFORD, MASSACHUSETTS
Amdt 1E 14MAY26

41°41'N-70°57'W

NEW BEDFORD RGNL (E W B)
RNAV (GPS) RWY 5

NE-1, 03 SEP 2026 to 29 OCT 2026

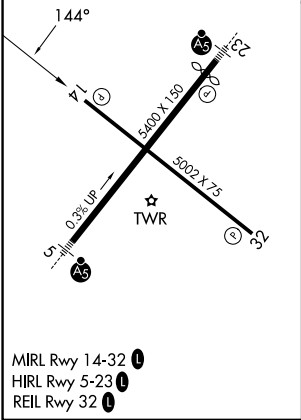
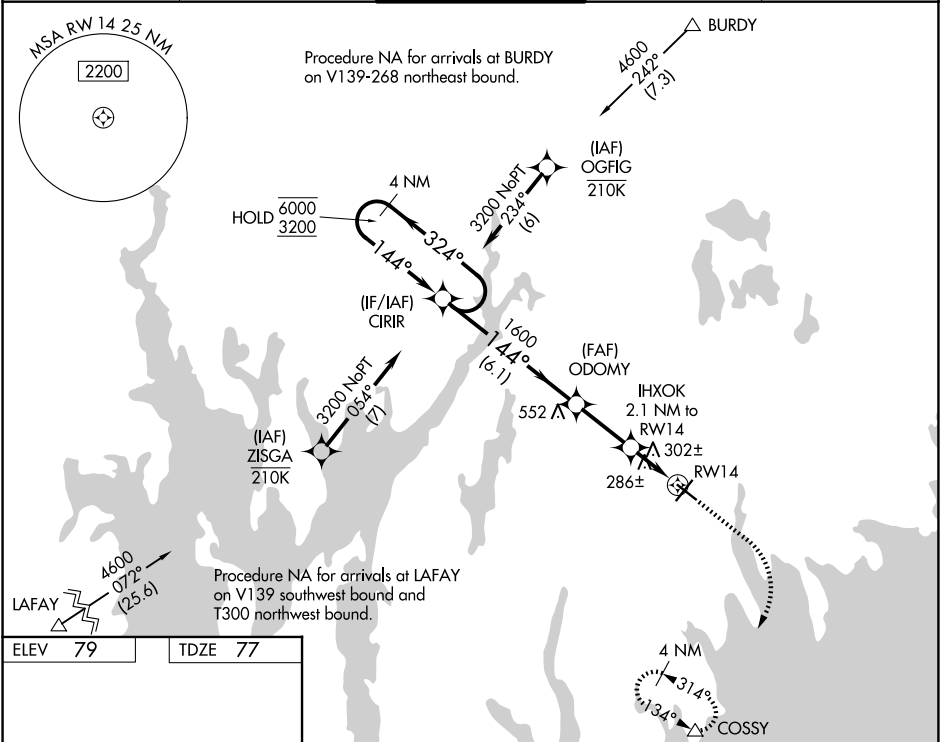
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 62927 W14A	APP CRS 144°	Rwy Ldg TDZE 5002 77 Apt Elev 79
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RNAV (GPS) RWY 14

NEW BEDFORD RGNL (EWB)

RNP APCH - GPS.			MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct COSSY and hold.	
⚠ Rwy 14 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet, and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ½ SM.				
ATIS 126.85	PROVIDENCE APP CON* 128.7 269.525	NEW BEDFORD TOWER* 118.1 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95



4 NM Holding Pattern		CIRIR	Visual Segment - Obstacles.		600	3000	COSSY
6000 3200 ←324° 144°→			ODOMY	IHXOK 2.1 NM to RW14			
			1600	780			
		6.1 NM		2.5 NM	2.1 NM		
CATEGORY	A	B	C	D			
LP MDA	540-1	463 (500-1)	540-1 ³ / ₈ 463 (500-1 ³ / ₈)	NA			
LNAV MDA	560-1	483 (500-1)	560-1 ³ / ₈ 483 (500-1 ³ / ₈)	NA			
CIRCLING	620-1 541 (600-1)	640-1 561 (600-1)	720-1 ³ / ₄ 641 (700-1 ³ / ₄)	NA			

NEW BEDFORD, MASSACHUSETTS

AL-644 (FAA)

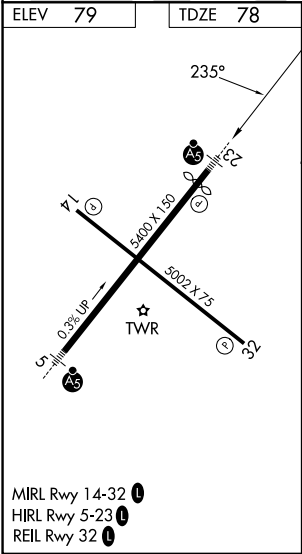
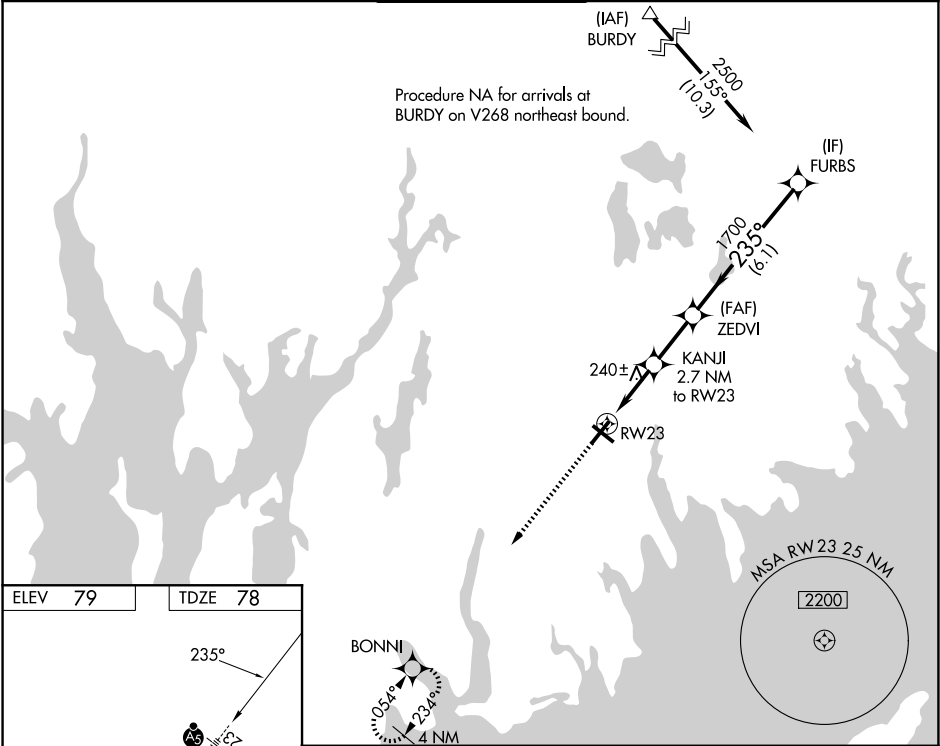
26190

WAAS CH 65638 W23A	APP CRS 235°	Rwy Ldg TDZE 78 Apt Elev 79	5000
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RNAV (GPS) RWY 23

NEW BEDFORD RGNL (E W B)

RNP APCH - GPS.				MALSR A5 MISSED APPROACH: Climb to 2100 direct BONNI and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14 NA at night. For inop ALS, increase LPV all Cats visibility to ⅞ mile, increase LNAV/VNAV all Cats and LNAV Cats A/B visibility to 1 SM.				
ATIS 126.85	PROVIDENCE APP CON★ 128.7 269.525	NEW BEDFORD TOWER★ 118.1 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95



2100 ↑		BONNI ✧		KANJI 2.7 NM to RW23		ZEDVI 1700		FURBS 2500	
		RW23 1.2 NM to RW23		980		1700		235°	
		GP 3.00° TCH 46							
		1.2		1.5 NM		2.3 NM		6.1 NM	
CATEGORY		A		B		C		D	
LPV DA				359-¾ 281 (300-¾)					
LNAV/ VNAV DA				453-¾ 375 (400-¾)					
LNAV MDA				500-¾ 422 (500-¾)					
CIRCLING		620-1 541 (600-1)		640-1 561 (600-1)		720-1¾ 641 (700-1¾)		960-3 881 (900-3)	

NEW BEDFORD, MASSACHUSETTS
Amdt 1C 09JUL26

41°41'N-70°57'W

NEW BEDFORD RGNL (E W B)

RNAV (GPS) RWY 23

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

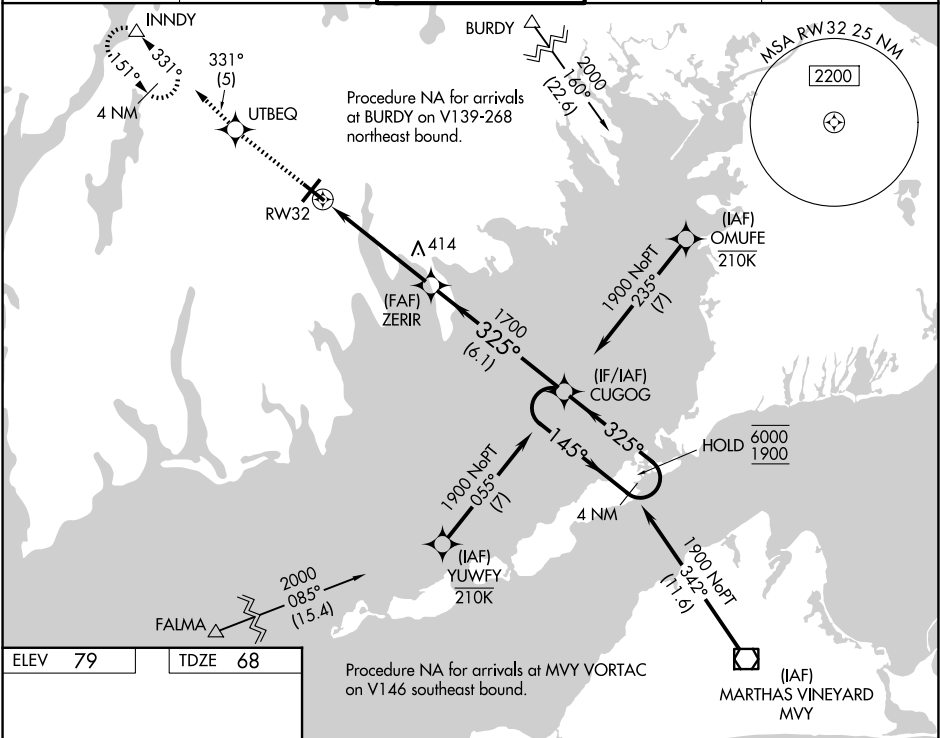
WAAS CH 99427 W32A	APP CRS 325°	Rwy Ldg TDZE Apt Elev	5002 68 79
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RNAV (GPS) RWY 32

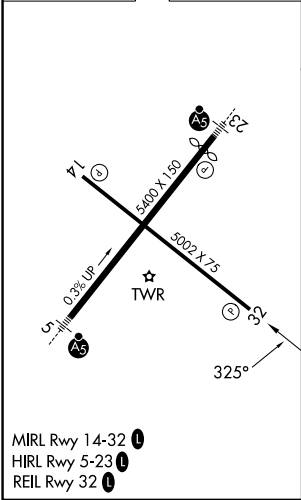
NEW BEDFORD RGNL (EWB)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct UTBEQ and on track 331° to INNDY and hold.
▼ Circling to Rwy 14 NA at night. ▲ Rwy 32 helicopter visibility reduction below ¾ SM NA.	

ATIS 126.85	PROVIDENCE APP CON ★ 128.7 269.525	NEW BEDFORD TOWER ★ 118.1 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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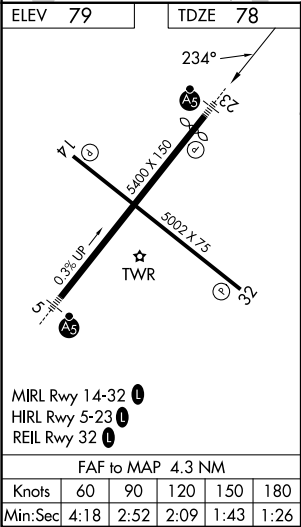
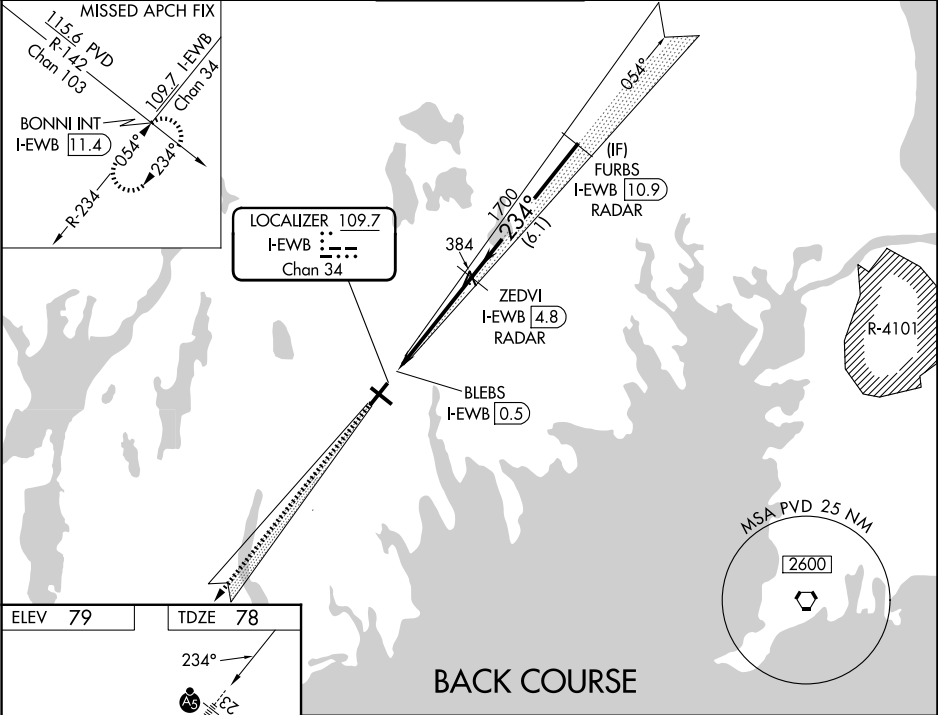
ELEV 79	TDZE 68
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LOC/DME I-EWB	APP CRS	Rwy Ldg	5000
109.7	234°	TDZE	78
Chan 34		Apt Elev	79

LOC BC RWY 23
NEW BEDFORD RGNL (EWB)

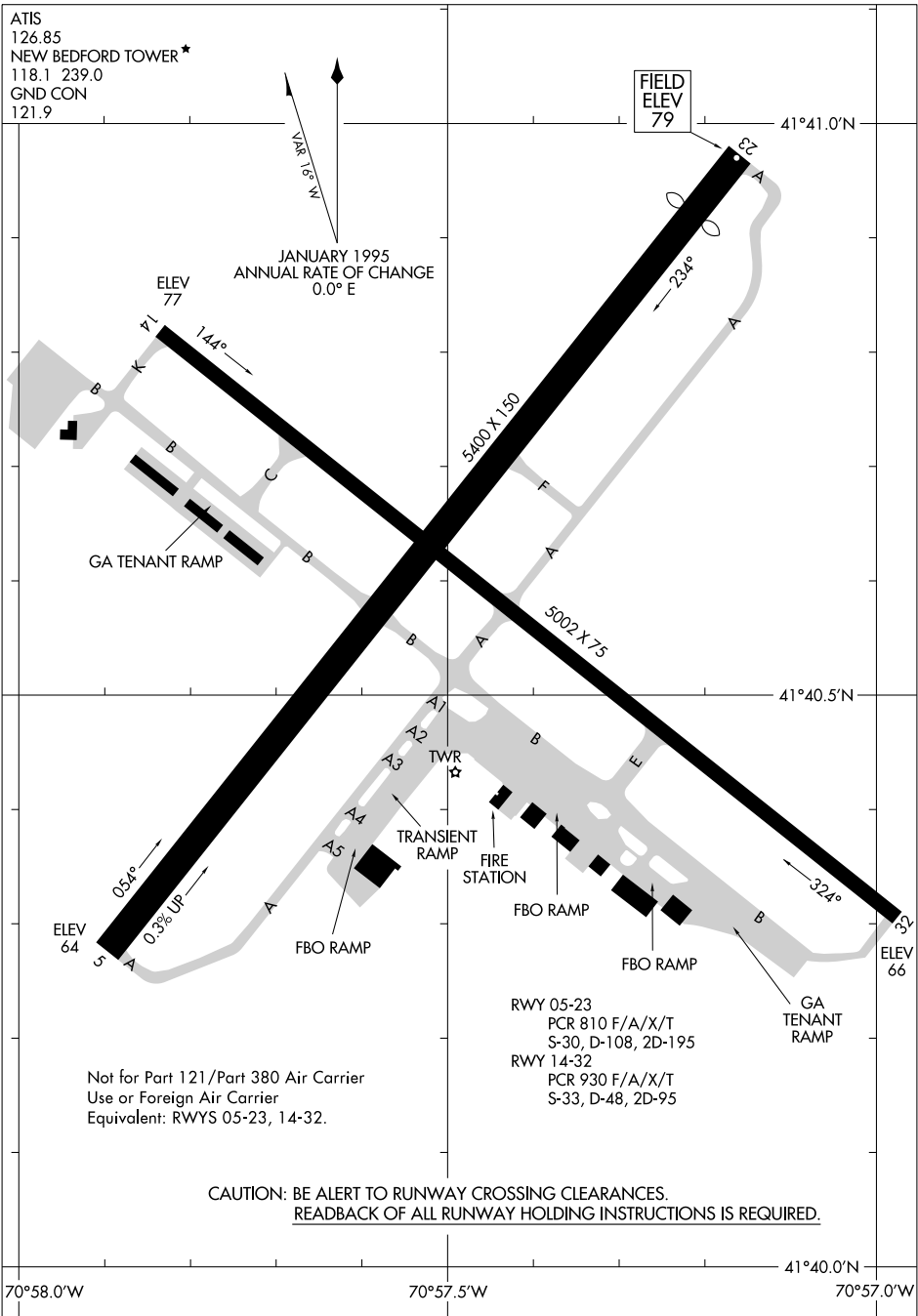
RADAR required for procedure entry.			MALSR	MISSED APPROACH: Climb to 2100 on I-EWB SW course to BONNI INT/I-EWB 11.4 DME and hold.
⚠ Circling Rwy 14 NA at night. Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ NA. For inop ALS, increase S-23 Cat A/B visibility to 1 SM and Cat C/D to $1\frac{1}{2}$ SM.				
ATIS 126.85	PROVIDENCE APP CON* 128.7 269.525	NEW BEDFORD TOWER* 118.1 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95



2100	I-EBW SW crs	BONNI I-EBW 11.4	FURBS I-EBW 10.9
Disregard GS indications.			
CATEGORY	A	B	C
S-23	580- $\frac{3}{4}$ 502 (600- $\frac{3}{4}$)	580-1 502 (600-1)	
CIRCLING	620-1 541 (600-1)	640-1 561 (600-1)	720-1 $\frac{3}{4}$ 641 (700-1 $\frac{3}{4}$) 960-3 881 (900-3)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



ILS or LOC RWY 2 TWEED/NEW HAVEN (HVN)

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

ELEV 13

D

TDZE 7

020

(d)

TWR

☆

□

5600 x 150

016°

(P)

2

HIRL Rwy 2-20

●

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

TWEED/NEW HAVEN (HVN)
ILS or LOC RWY 2

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86999	APP CRS 016°	Rwy Ldg TDZE Apt Elev	5600 7 13
W02A			

RNAV (GPS) RWY 2

TWEED/NEW HAVEN (HVN)

RNP APCH - GPS.

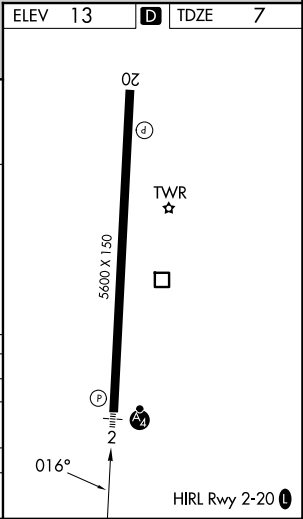
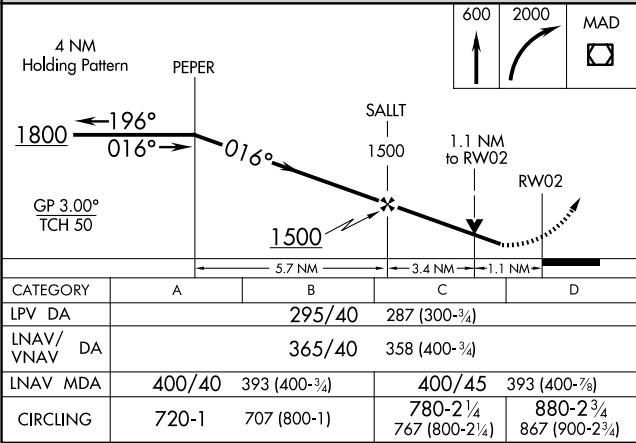
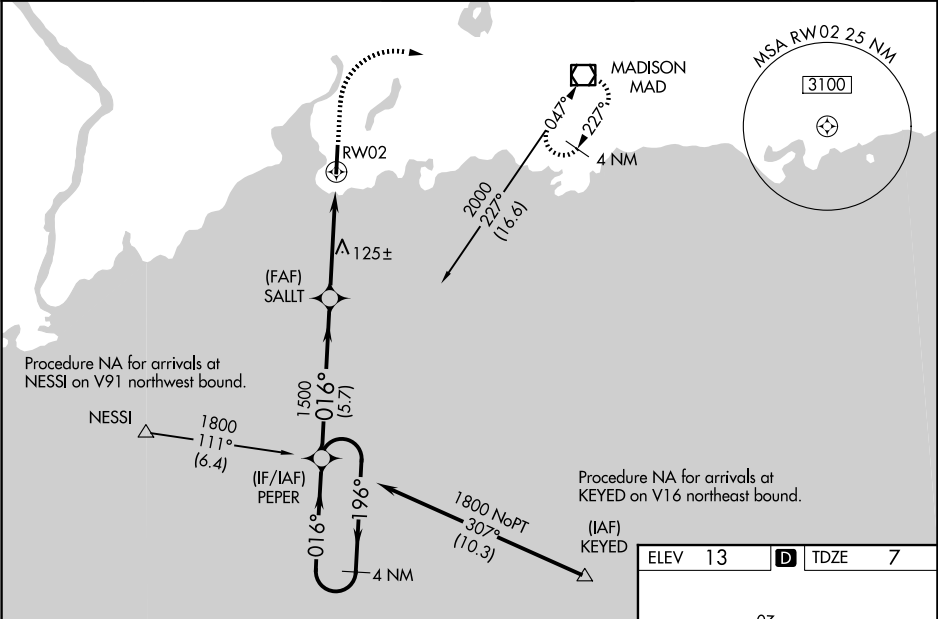
⚠

When local altimeter setting not received, use Long Island Mac Arthur altimeter setting: increase LPV DA to 375 feet; increase LNAV/VNAV DA to 446 feet and all visibilities to RVR 5000; increase all MDAs 100 feet and LNAV visibility Cat C/D to RVR 6000 and Circling visibility Cat C/D ¼ SM. For inop ALS when using Long Island Mac Arthur altimeter setting, increase LPV visibility all Cats to RVR 5500. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Night landing: Rwy 14, 32 NA. Rwy 2 helicopter visibility reduction below RVR 4000 NA. Baro-VNAV and VDP NA when using Long Island Mac Arthur altimeter setting. For inop ALS, increase LPV all Cats visibility to RVR 4500.

MALSF

MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS 133.65	NEW YORK APP CON 124.075 343.65	NEW HAVEN TOWER★ 124.8 (CTAF)	GND CON 121.7	UNICOM 122.95
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NEW HAVEN, CONNECTICUT

AL-671 (FAA)

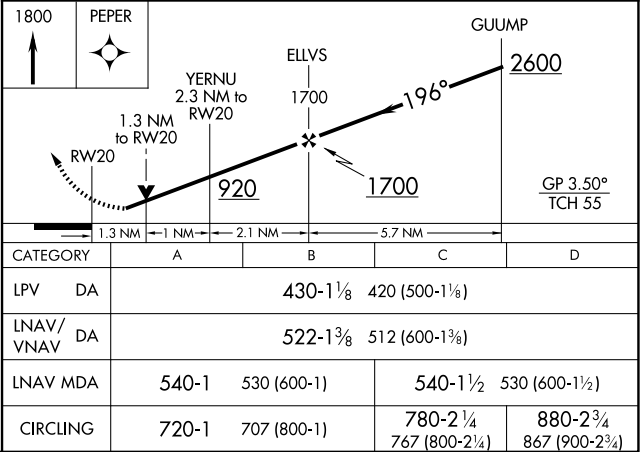
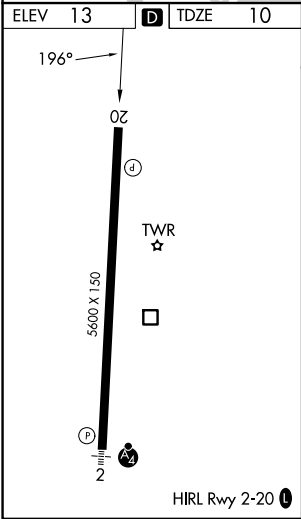
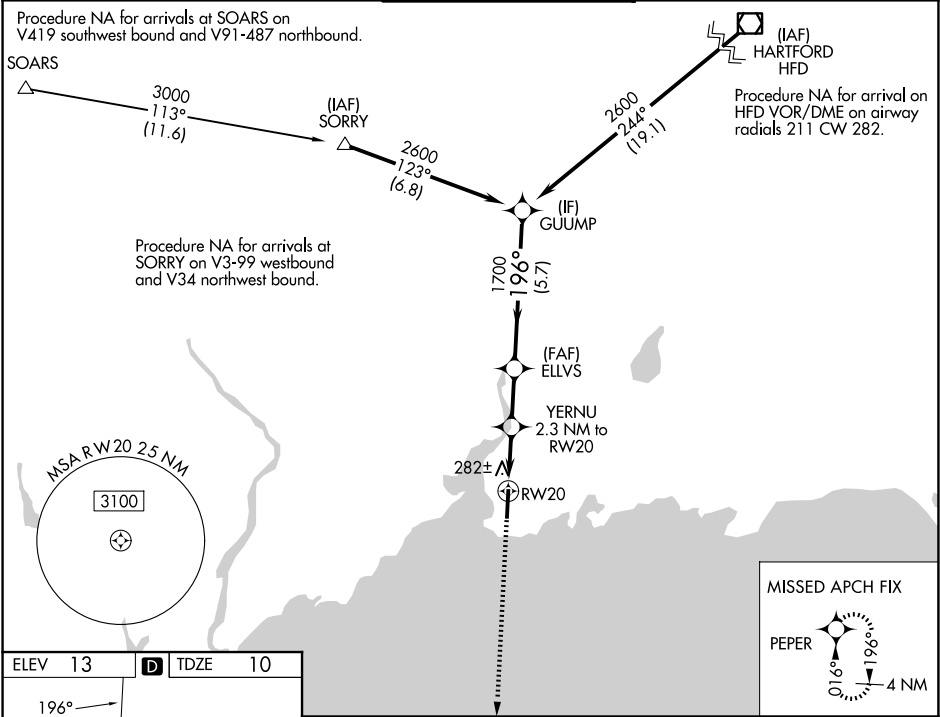
26134

WAAS CH 45937 W20A	APP CRS 196°	Rwy Ldg TDZE 10 Apt Elev 13
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RNAV (GPS) RWY 20
TWEED/NEW HAVEN (HVN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1800 direct PEPER and hold.
Rwy 20 helicopter visibility reduction below 3/4 SM NA.	

ATIS 133.65	NEW YORK APP CON 124.075 343.65	NEW HAVEN TOWER ★ 124.8 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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NEW HAVEN, CONNECTICUT

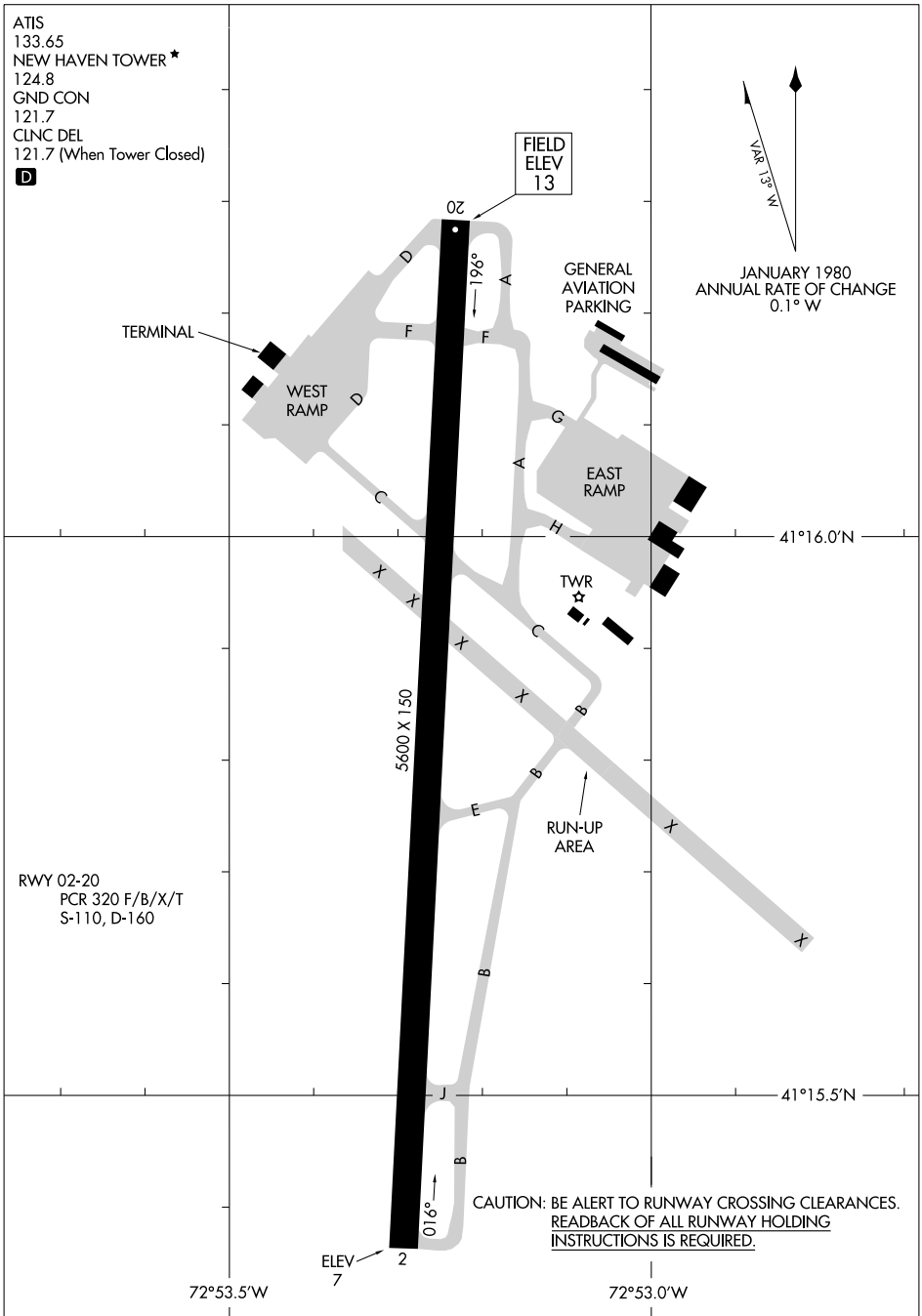
Amdt 1 08SEP22

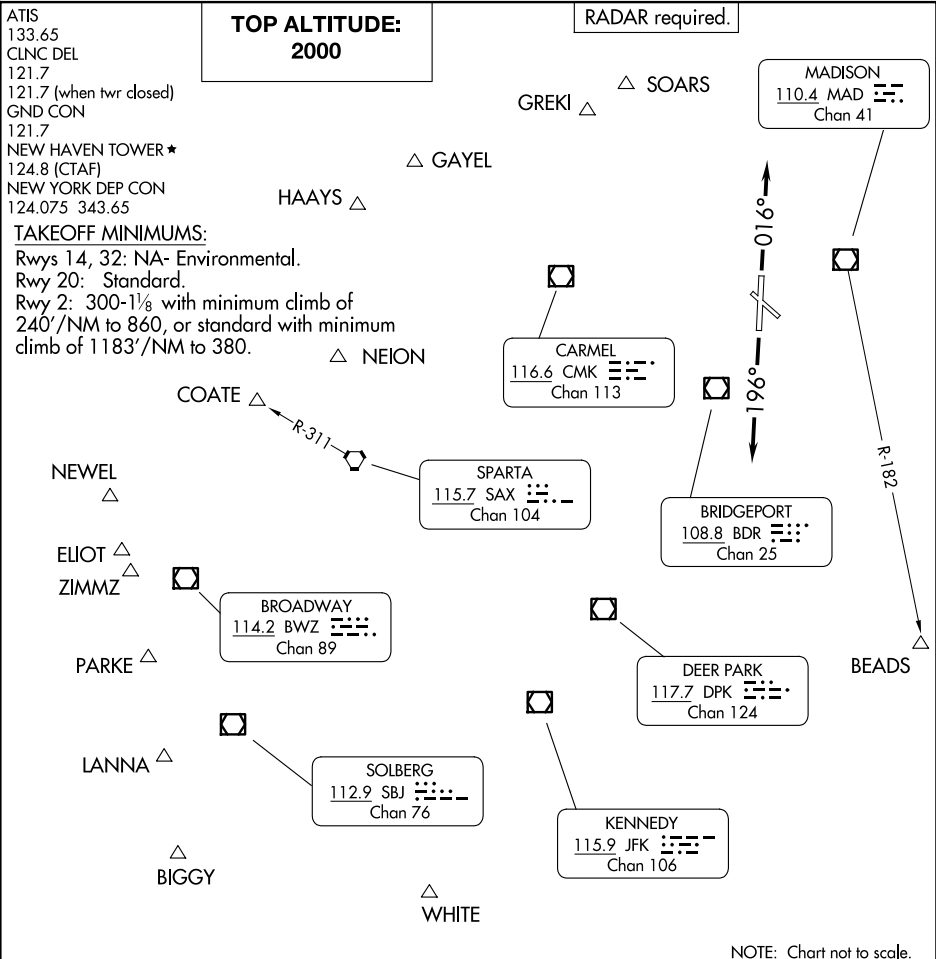
41°16'N-72°53'W

TWEED/NEW HAVEN (HVN)
RNAV (GPS) RWY 20

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026





NOTE: BEADS Departures expect vectors to MAD R-182.

NOTE: COATE Departures expect vectors to SAX/SAX R-311.

NOTE: ELIOT authorized for all aircraft types but restricted to a final altitude of 14000 or 16000.

NOTE: NEWEL authorized only for jet aircraft requesting a final altitude of FL180 and above.

NOTE: ZIMMZ authorized for all aircraft types but restricted to a final altitude of FL180 and above.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°, thence. . .

TAKEOFF RUNWAY 20: Climb heading 196°, thence. . .

. . . expect vectors to assigned route/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

APP CRS
002°

Rwy Ldg
TDZE
Apt Elev

N/A
N/A
785

RNAV (GPS)-A
PARLIN FLD (2B3)

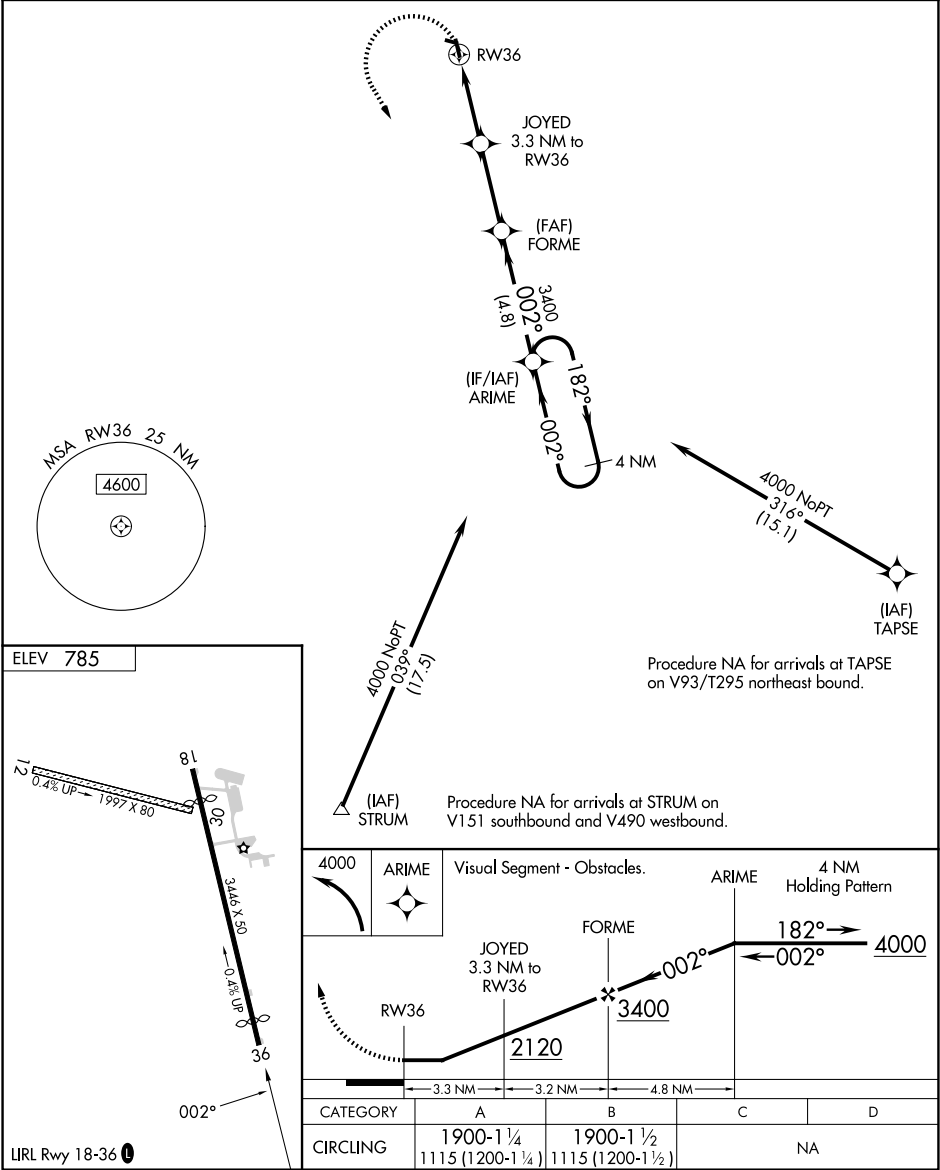
▼

▲ NA

DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA to Rwy 12 and 30. Circling NA east of Rwy 18-36. Helicopter visibility reduction below 1 SM NA. Use Lebanon altimeter setting.

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

LEB ASOS 118.65	BOSTON CENTER 134.7 269.475	UNICOM 122.8 (CTAF) 0
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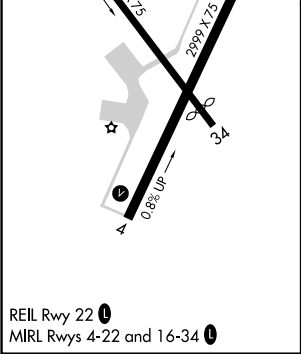
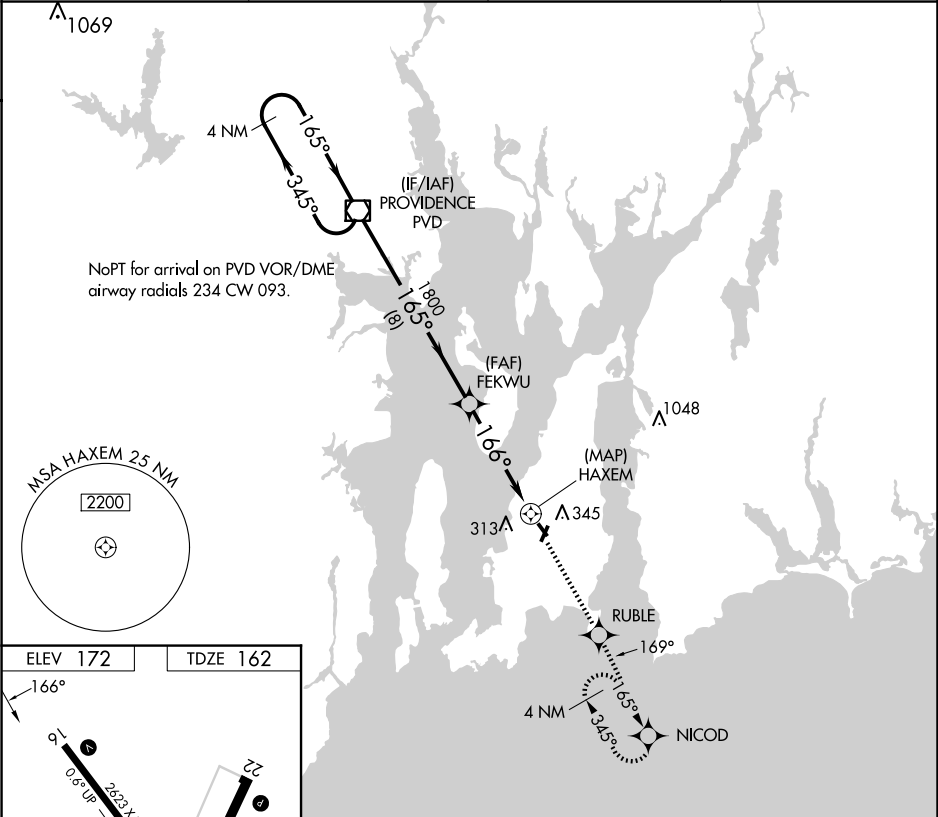
APP CRS	Rwy Ldg	2623
166°	TDZE	162
	Apt Elev	172

RNAV (GPS) RWY 16

NEWPORT STATE (UUU)

RNP APCH	When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. Circling Rwy 4, 22, 34 NA at night. Rwy 16 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2100 direct RUBLE and via 169° track to NICOD and hold.
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ASOS 132.075	PROVIDENCE APP CON★ 128.7 269.525	CLNC DEL 127.25	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern	PVD VOR/DME	2100	RUBLE	tr 169°	NICOD
3000	345°	165°	165°	FEKWU	3.04° TCH 40
VGSi and descent angles not coincident (VGSi Angle 3.75/TCH 40).		1800	166°	HAXEM	
		8 NM	4.5 NM	0.5	
CATEGORY	A	B	C	D	
LNAV MDA	600-1	438 (500-1)	600-1¼ 438 (500-1¼)	NA	
CIRCLING	700-1 528 (600-1)	760-1 588 (600-1)	780-1¾ 608 (700-1¾)	NA	

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

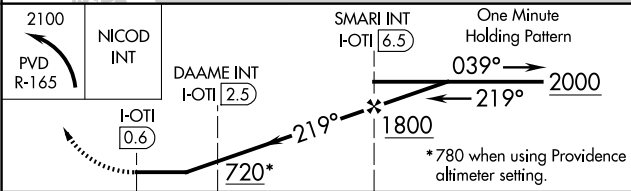
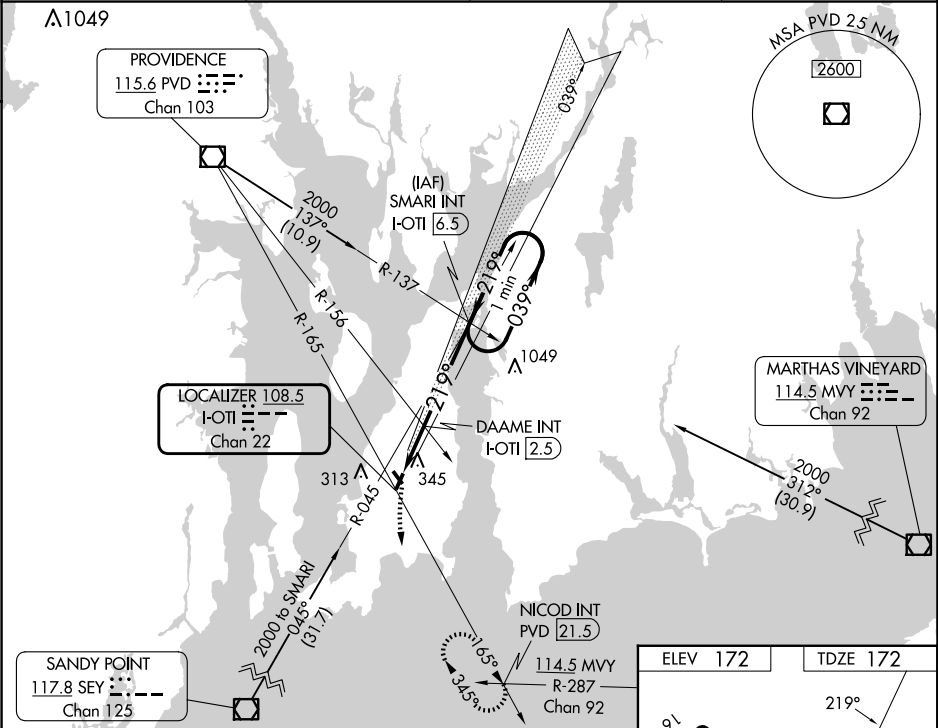
LOC/DME	I-OTI	APP CRS	Rwy Ldg
108.5		219°	2999
Chan 22			TDZE 172
			Apt Elev 172

LOC RWY 22

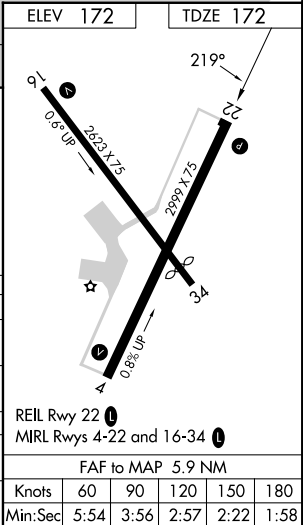
NEWPORT STATE (UUU)

NA When local altimeter setting not received, use Providence altimeter setting and increase all MDA 60 feet. Straight-in Rwy 22 NA at night, Circling Rwy 4, 22, 34 NA at night.	MISSED APPROACH: Climbing left turn to 2100 via PVD VOR/DME R-165 to NICOD INT/21.5 DME and hold.
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ASOS 132.075	PROVIDENCE APP CON* 128.7 269.525	CLNC DEL 127.25	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-22	720-1 548 (600-1)		720-1 ⁵ / ₈ 548 (600-1 ⁵ / ₈)	NA
CIRCLING	760-1 588 (600-1)		780-1 ³ / ₄ 608 (700-1 ³ / ₄)	NA
DAAME FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-22	640-1 468 (500-1)		640-1 ¹ / ₄ 468 (500-1 ¹ / ₄)	NA
CIRCLING	760-1 588 (600-1)		780-1 ³ / ₄ 608 (700-1 ³ / ₄)	NA



VOR/DME PVD	APP CRS	Rwy Ldg	2623
115.6	164°	TDZE	162
Chan 103		Apt Elev	172

VOR/DME RWY 16

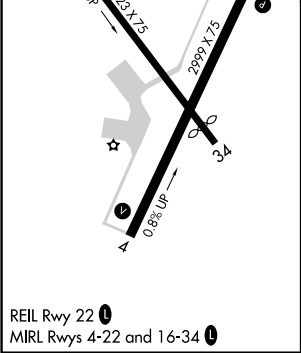
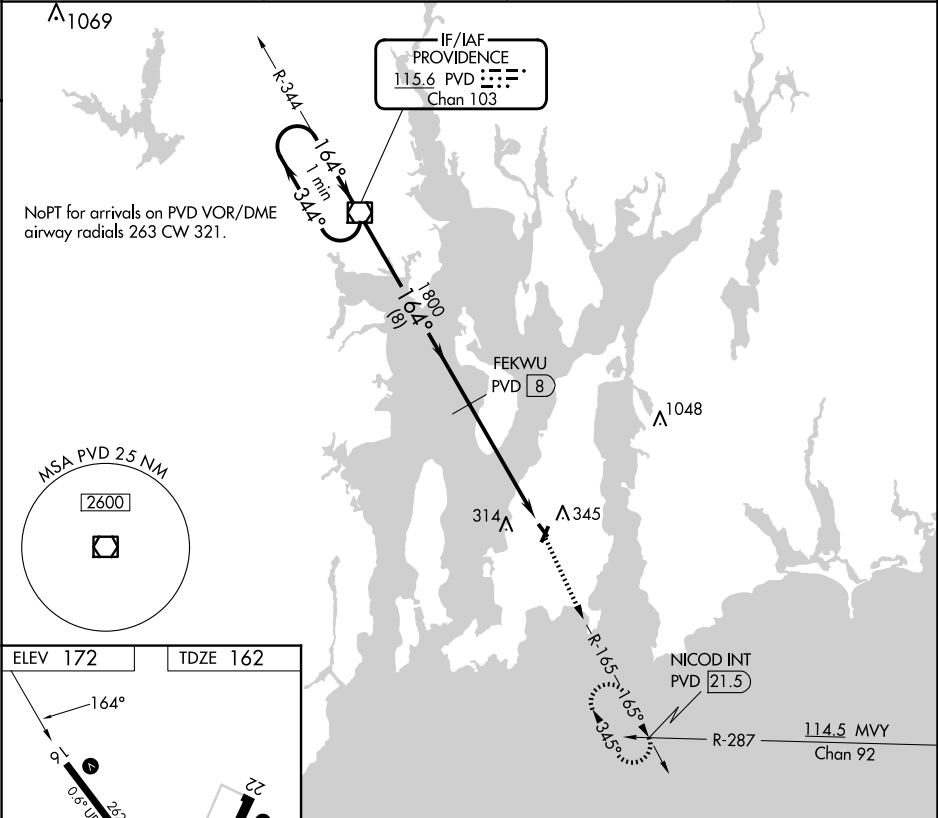
NEWPORT STATE (UUU)

⚠

When local altimeter setting not received, use Providence altimeter setting and increase all MDA 60 feet; increase S-16 Cat C visibility ¼ mile. Circling Rwy 4, 22, 34 NA at night. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2100 via PVD R-165 to NICOD INT/21.5 DME and hold.

ASOS 132.075	PROVIDENCE APP CON ★ 128.7 269.525	CLNC DEL 127.25	UNICOM 123.05 (CTAF) 📻
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One Minute Holding Pattern		PVD VOR/DME		2100 PVD R-165		NICOD INT	
3000		344° 164°		FEKWU PVD (8)		1800	
VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 40).		164°		3.04° TCH 40		PVD (13)	
		8 NM		5 NM			
CATEGORY	A	B	C	D			
S-16	680-1	518 (600-1)	680-1½ 518 (600-1½)	NA			
CIRCLING	700-1 528 (600-1)	760-1 588 (600-1)	780-1¾ 608 (700-1¾)	NA			

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NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82737 W36A	APP CRS 357°	Rwy Ldg TDZE 934 Apt Elev 934
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RNAV (GPS) RWY 36

NORTHEAST KINGDOM INTL (EFK)

RNP APCH - GPS.

⚠

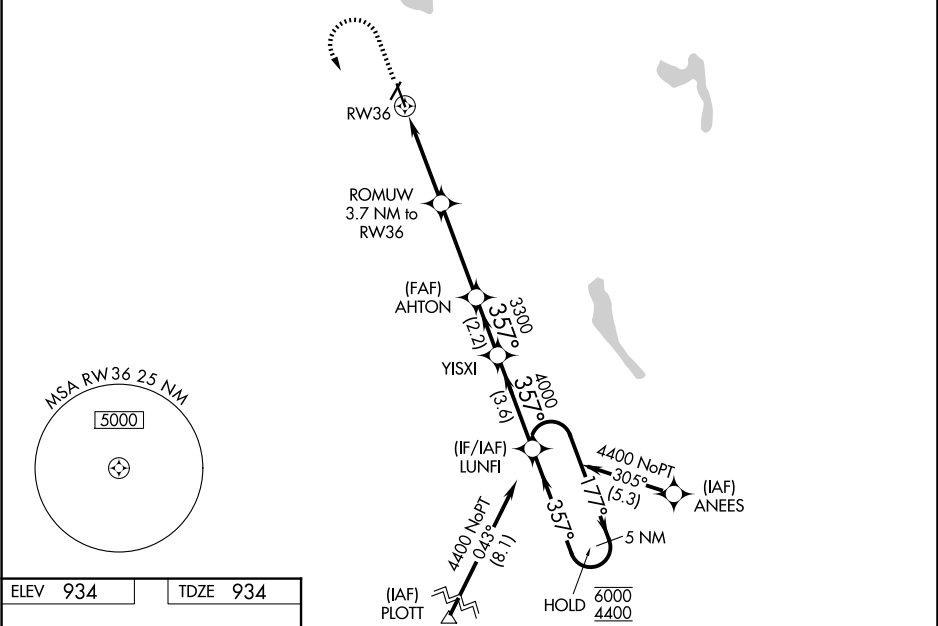
⚠

⚠

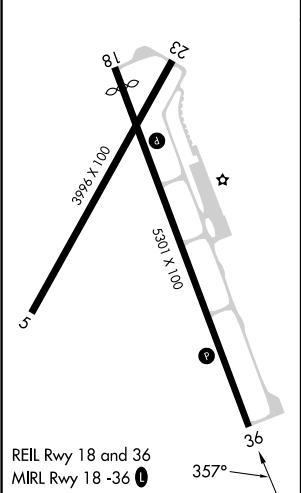
Circling to Rwy 5 and 23 NA at night. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use MVL altimeter setting and increase LPV DA to 1275 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 1557 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 100 feet and LNAV visibility Cat C $\frac{3}{8}$ SM. Baro-VNAV and VDP NA when using MVL altimeter setting.

MISSED APPROACH:
Climb to 2300 then climbing left turn to 4400 direct LUNFI and hold.

AWOS-3P 118.275	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 1
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ELEV 934	TDZE 934
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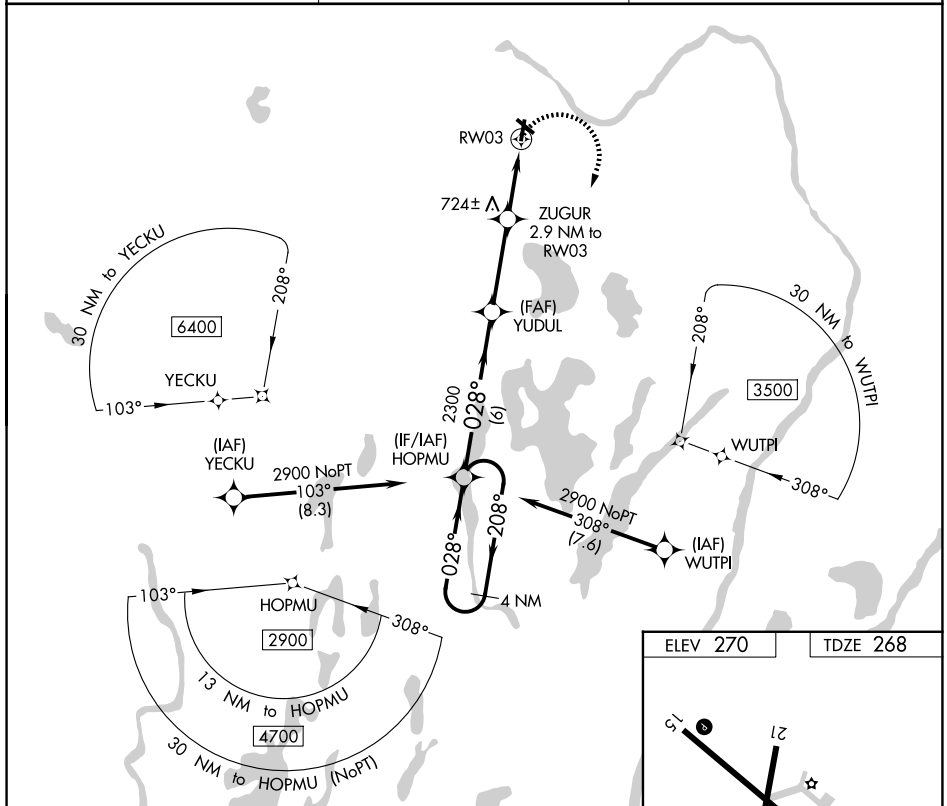
2300	4400	LUNFI	5 NM Holding Pattern	
↑	↶	✦		
CATEGORY	A	B	C	D
LPV DA	1185-¾ 251 (300-¾)			NA
LNAV/VNAV DA	1467-1½ 533 (600-1½)			NA
LNAV MDA	1520-1	586 (600-1)	1520-1¾ 586 (600-1¾)	NA
CIRCLING	1520-1 586 (600-1)	1600-1 666 (700-1)	1980-3 1046 (1100-3)	NA

APP CRS	Rwy Ldg	3998
028°	TDZE	268
	Apt Elev	270

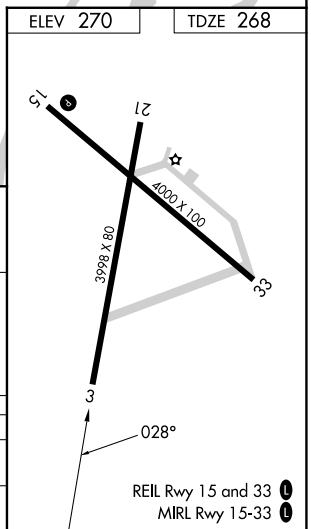
RNAV (GPS) RWY 3
CENTRAL MAINE/NORRIDGEWOCK (OWK)

▼	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta State altimeter setting and increase all MDA 80 feet; increase LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile and Circling Cat B visibility ¼ mile and Cat C visibility ½ mile.	MISSED APPROACH: Climbing right turn to 2900 direct HOPMU and hold.
▲ NA	Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	

AWOS-AV 123.075	PORTLAND APP CON ★ 128.35 299.2	UNICOM 122.8 (CTAF) 0
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	4 NM Holding Pattern	HOPMU	Visual Segment - Obstacles.	2900	HOPMU
	2900	208°	028°	2300	1220
	6 NM	3.4 NM	2.9 NM		
CATEGORY	A	B	C	D	
LNAV MDA	980-1	712 (800-1)	980-2 712 (800-2)	NA	
CIRCLING	980-1	710 (800-1)	1080-2¼ 810 (900-2¼)	NA	



WAAS CH 77740 W15A	APP CRS 148°	Rwy Ldg TDZE Apt Elev	4000 270 270
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RNAV (GPS) RWY 15

CENTRAL MAINE/NORRIDGEWOCK (OWK)

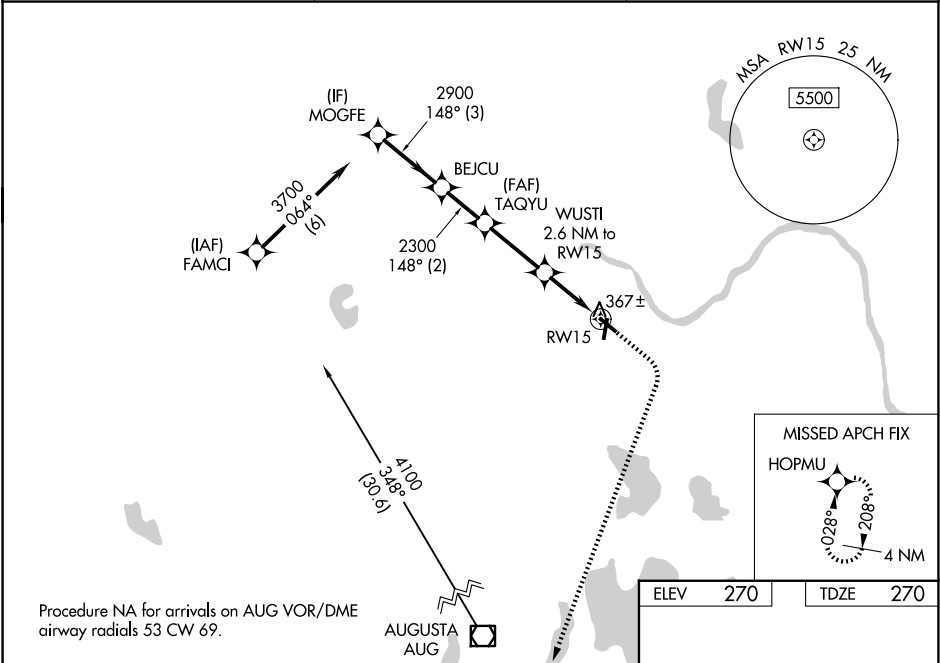
▽

△ NA

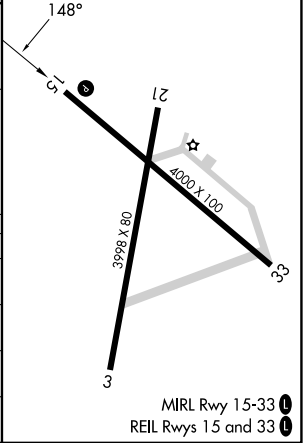
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Augusta State altimeter setting. Rwy 15 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta State altimeter setting: increase LPV DA to 607 feet, LNAV/VNAV DA 659 feet and LNAV/VNAV visibility all Cats. ½ SM. Increase all MDA 80 feet and LNAV Cat C visibility ¼ SM and Circling Cat C visibility ½ SM. Circling Rwy 3, 21, 33 NA at night.

MISSED APPROACH:
Climb to 800 then climbing right turn to 2900 direct HOPMU and hold.

AWOS-AV 123.075	PORTLAND APP CON ★ 128.35 299.2	UNICOM 122.8 (CTAF) 0
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MOGFE		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).		800	2900	HOPMU
3700		148°		↑	↷	★
GP 3.50° TCH 40		BEJCU	TAQYU	WUSTI	*1 NM to RW15	
2900		2300	2300	2.6 NM to RW15	*LNAV only.	
3 NM		2 NM	2.8 NM	1.6 NM	1 NM	
CATEGORY		A	B	C	D	
LPV DA		540-1	270 (300-1)		NA	
LNAV/VNAV DA		592-1	322 (400-1)		NA	
LNAV MDA		680-1	410 (500-1)	680-1 ⅛ 410 (500-1 ⅛)	NA	
CIRCLING		800-1 530 (600-1)	960-1 690 (700-1)	1080-2 ¼ 810 (900-2 ¼)	NA	

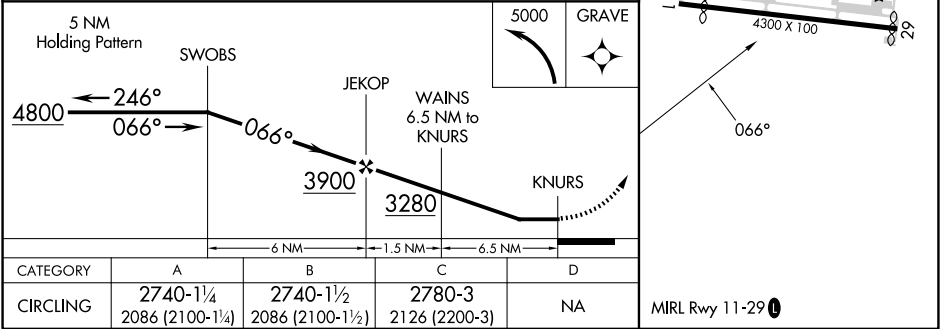
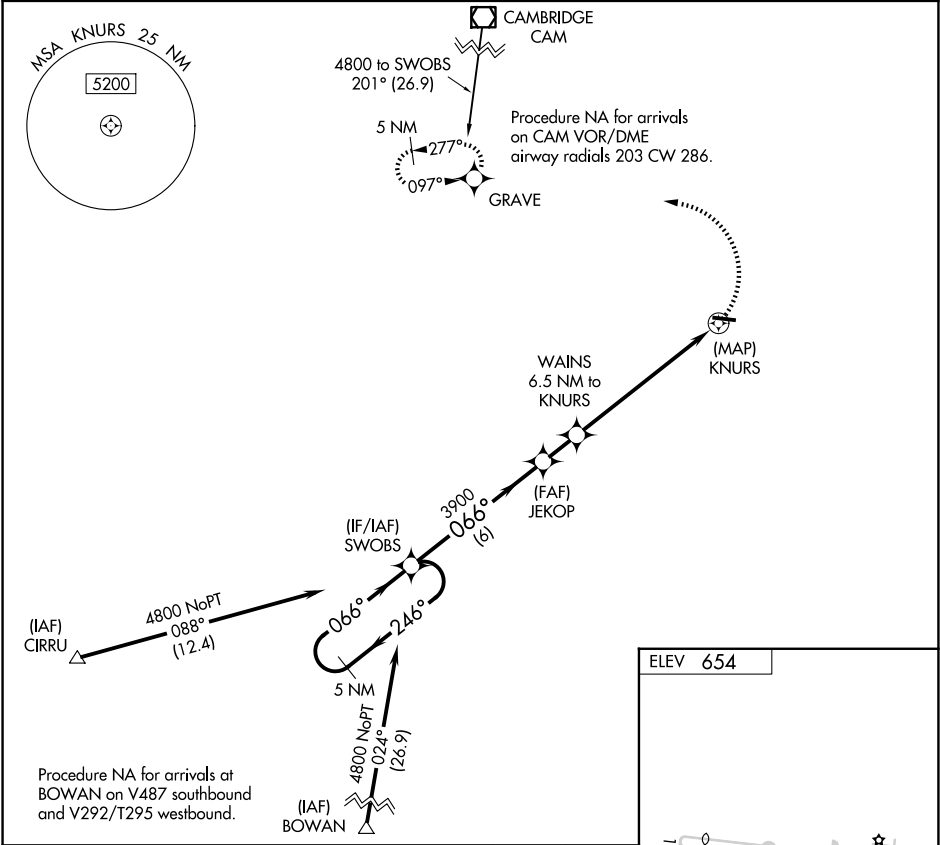


APP CRS	Rwy Ldg	N/A
066°	TDZE	N/A
	Apt Elev	654

RNAV (GPS)-A
HARRIMAN-AND-WEST (AQW)

	When local altimeter setting not received, use Bennington altimeter setting and increase all MDA 60 feet. Circling NA south of Rwy 11-29. DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climbing left turn to 5000 direct GRAVE and hold, continue climb-in-hold to 5000.
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ASOS 134.775	ALBANY APP CON 132.825 307.2	UNICOM 122.8 (CTAF) 0
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NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS

299°

Rwy Ldg

N/A

TDZE

N/A

Apt Elev

654

RNAV (GPS)-B

HARRIMAN-AND-WEST (A.Q.W)

RNP APCH.

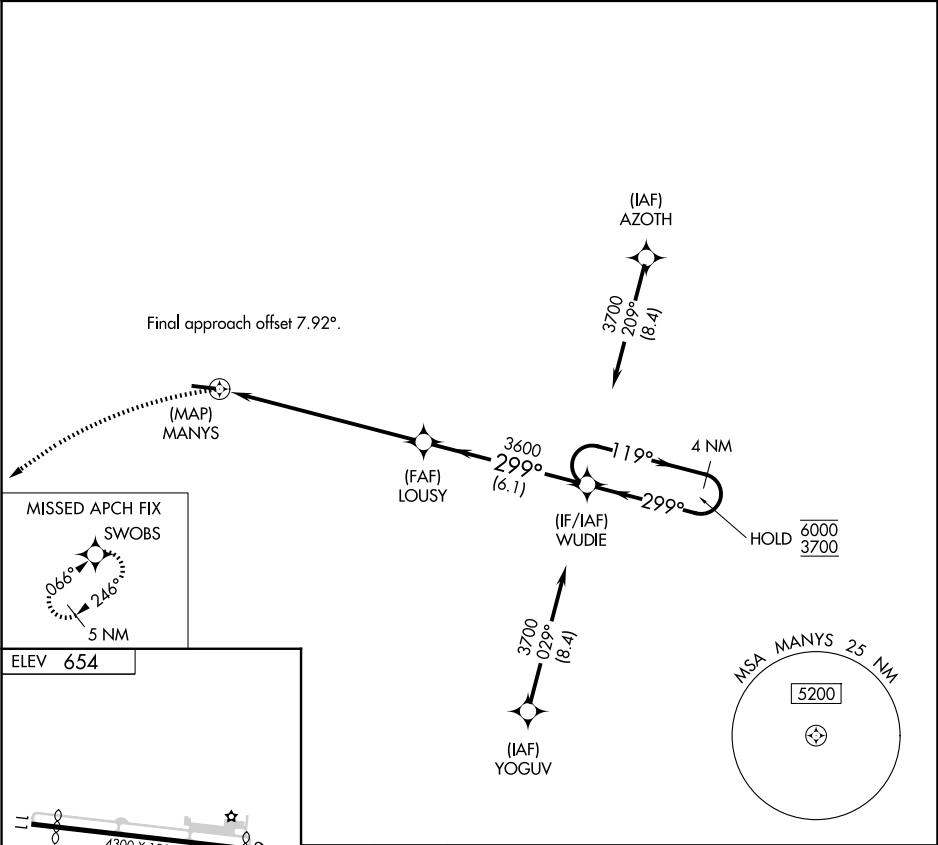
▼

▲

Circling NA south of Rwy 11-29. Procedure NA at night.
Rwy 29 helicopter visibility reduction below 1 SM NA.

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

ASOS 134.775	ALBANY APP CON 132.825 307.2	UNICOM 122.8 (CTAF) 0
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MIRL Rwy 11-29 0

4300 X 100

299°

4800 SWOBS

Visual Segment - Obstacles.

4 NM Holding Pattern

MANYS

LOUSY

WUDIE

119° → 6000

← 299° 3700

3600

7.6 NM

6.1 NM

CATEGORY	A	B	C	D
CIRCLING	3280-1¼ 2626 (2700-1¼)	3280-1½ 2626 (2700-1½)	3280-3 2626 (2700-3)	NA

APP CRS	Rwy Ldg	7000
340°	TDZE	12
	Apt Elev	18

RNAV (GPS) RWY 34
QUONSET STATE (OQU)

RNP APCH - GPS.



Circling Rwy 5 NA at night.

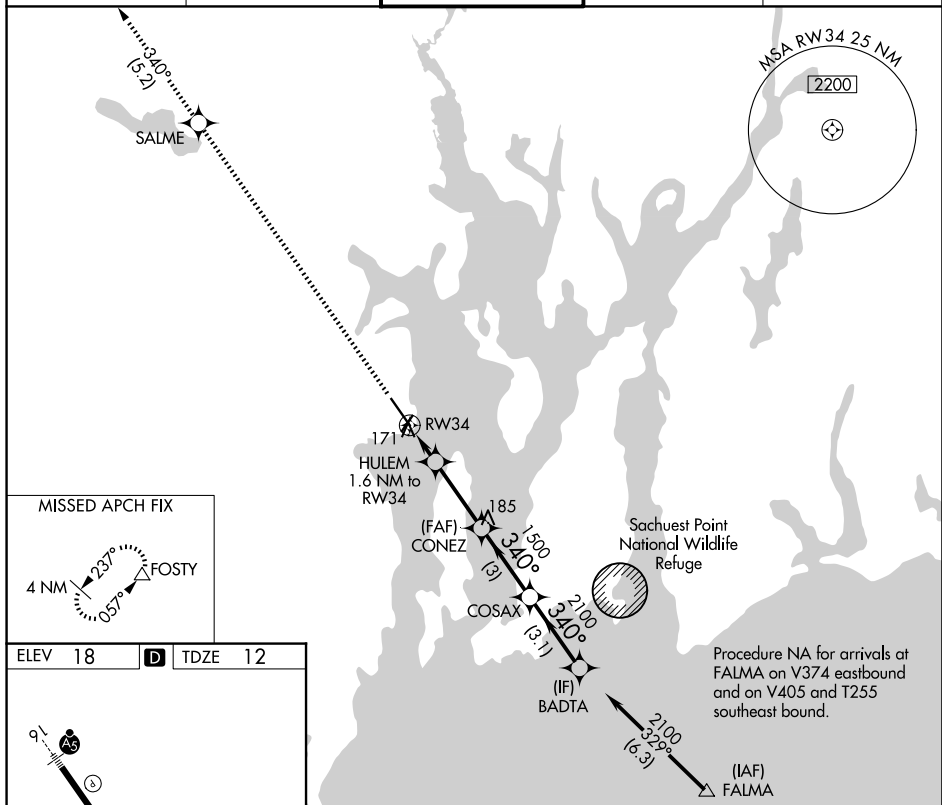
MISSED APPROACH: Climb to 2500 direct SALME and on track 340° to FOSTY and hold.

ATIS
118.6

PROVIDENCE APP CON★
123.675 244.875

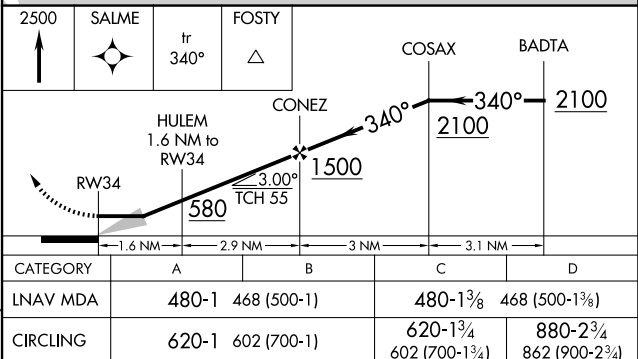
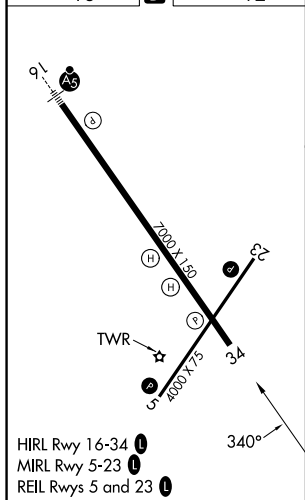
QUONSET TOWER ★
126.35(CTAF) L 252

GND CON
134.5 226.675

UNICOM
122.95

Procedure NA for arrivals at FALMA on V374 eastbound and on V405 and T255 southeast bound.

ELEV	18	D	TDZE	12
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CATEGORY	A	B	C	D
INAV MDA	480-1	468 (500-1)	480-1 $\frac{1}{6}$	468 (500-1 $\frac{1}{6}$)
CIRCLING	620-1	602 (700-1)	620-1 $\frac{1}{4}$ 602 (700-1 $\frac{1}{4}$)	880-2 $\frac{3}{4}$ 862 (900-2 $\frac{3}{4}$)

LOC/DME I-OQU	APP CRS	Rwy Ldg	7000
109.5	160°	TDZE	18
Chan 32		Apt Elev	18

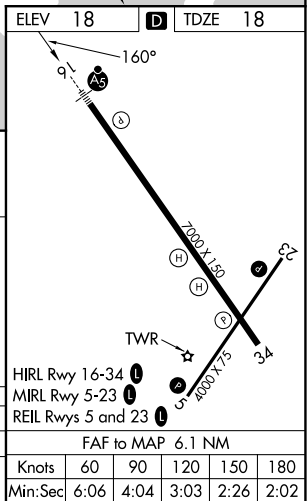
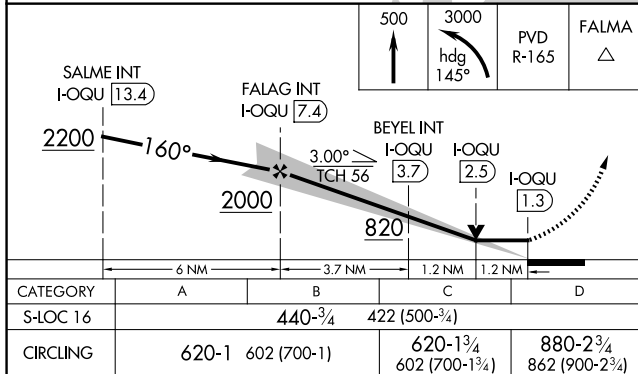
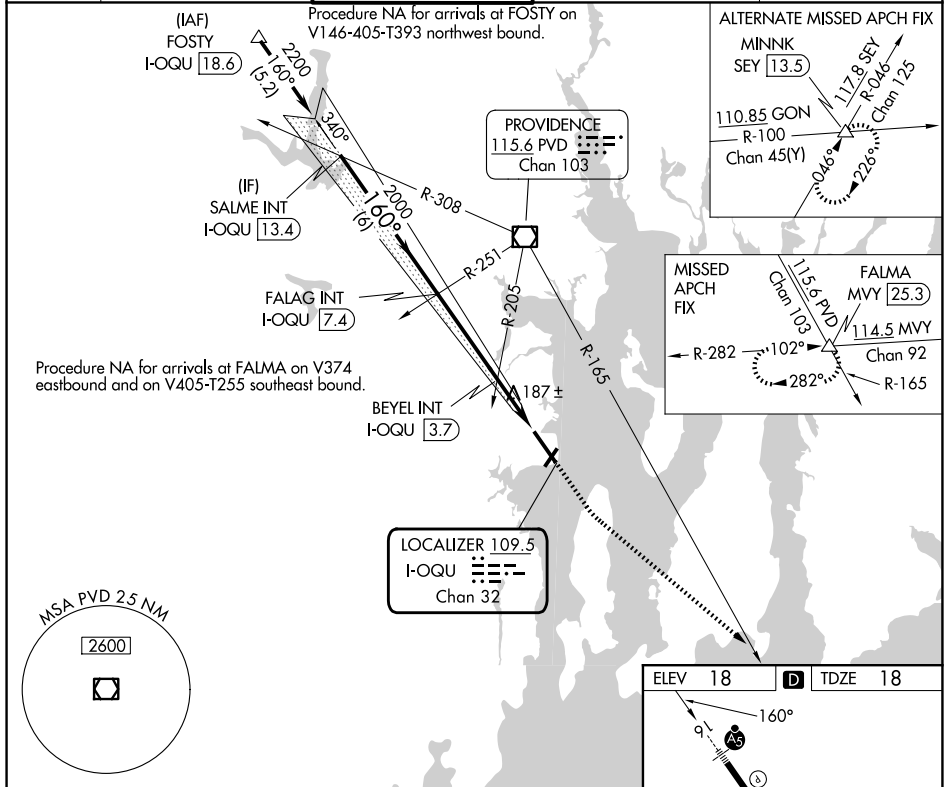
LOC RWY 16
QUONSET STATE (OQU)

⚠ Circling Rwy 5 NA at night.
Rwy 16 helicopter visibility reduction below ¾ SM NA.
For inop ALS, increase S-LOC 16 Cat A/B to 1 SM.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 145° and PVD VOR/DME R-165 to FALMA INT/MVY 25.3 DME and hold.

ATIS 118.6	PROVIDENCE APP CON ★ 123.675 244.875	QUONSET TOWER ★ 126.35 (CTAF) 0 252.9	GND CON 134.5 226.675	UNICOM 122.95
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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

VOR RWY 34
QUONSET STATE (OQU)

Circling Rwy 5 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 on heading 240° and PVD VOR/DME R-186 to LOOOF/PVD 13.1 DME and hold.

PROVIDENTIA
115.6 PVD
Chan 103

1800 to LOOOF
186° (13.1)

182°

CEPGU
PVD (8)

WATIR
PVD (9.9)

(IAF)
LOOOF
PVD (13.1)

186°

1700
006° (6)

(IF)
JAGRA INT
PVD (19.2)

R-048

141°

321°

R-186

MSA PVD 25 NM
2600

Procedure NA for arrival on PVD VOR/DME
airway radials 115 CW 263.

Procedure NA for arrival on SEY VOR/DME
airway radials 046 CW 099.

IAF
SANDY POINT
117.8 SEY
Chan 125

1700 N/PT
048° (17.1)

ELEV 18	TDZE 12
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HIRL Rwy 16-34
MIRL Rwy 5-23
REIL Rws 5 and 23

NORTH KINGSTOWN, RHODE ISLAND

AL-338 (FAA)

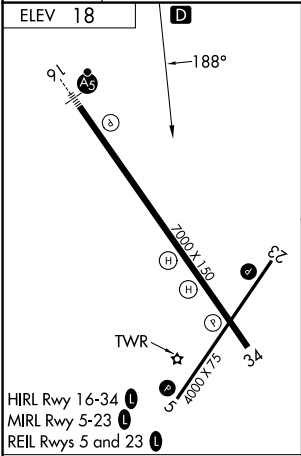
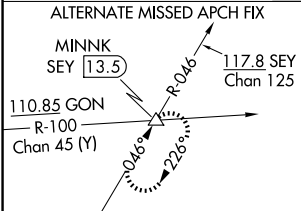
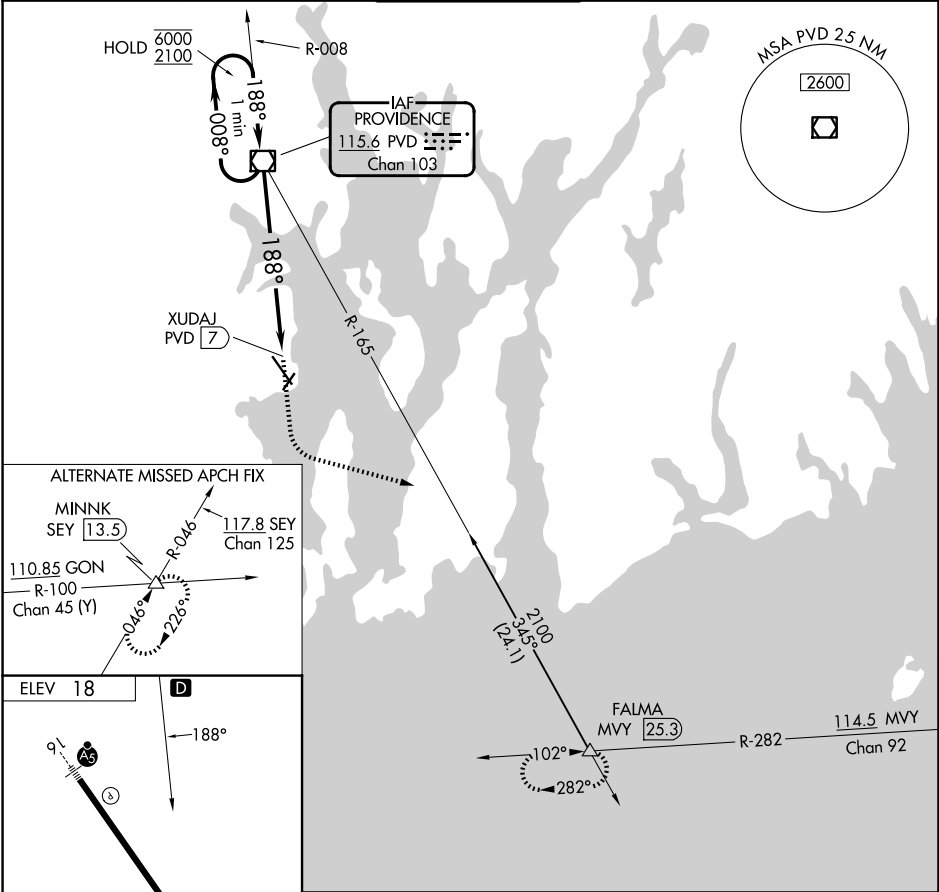
26022

VOR/DME PVD 115.6 Chan 103	APP CRS 188°	Rwy Ldg TDZE Apt Elev	N/A N/A 18
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VOR-A
QUONSET STATE (OQU)

A	Circling Rwy 5 NA at night.	MISSED APPROACH: Climb to 700, then climbing left turn to 2000 on heading 120° and PVD VOR/DME R-165 to FALMA INT/MVY 25.3 DME and hold.
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ATIS 118.6	PROVIDENCE APP CON★ 123.675 244.875	QUONSET TOWER★ 126.35(CTAF) 0 252.9	GND CON 134.5 226.675	UNICOM 122.95
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FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

One Minute Holding Pattern		PVD VOR/DME		700	2000	PVD R-165	FALMA
6000 2100		008° 188°		↑	hdg 120°	△	
		188°		XUDAJ PVD (7)			
				7 NM			
CATEGORY	A	B	C	D			
CIRCLING	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	880-2¾ 862 (900-2¾)			

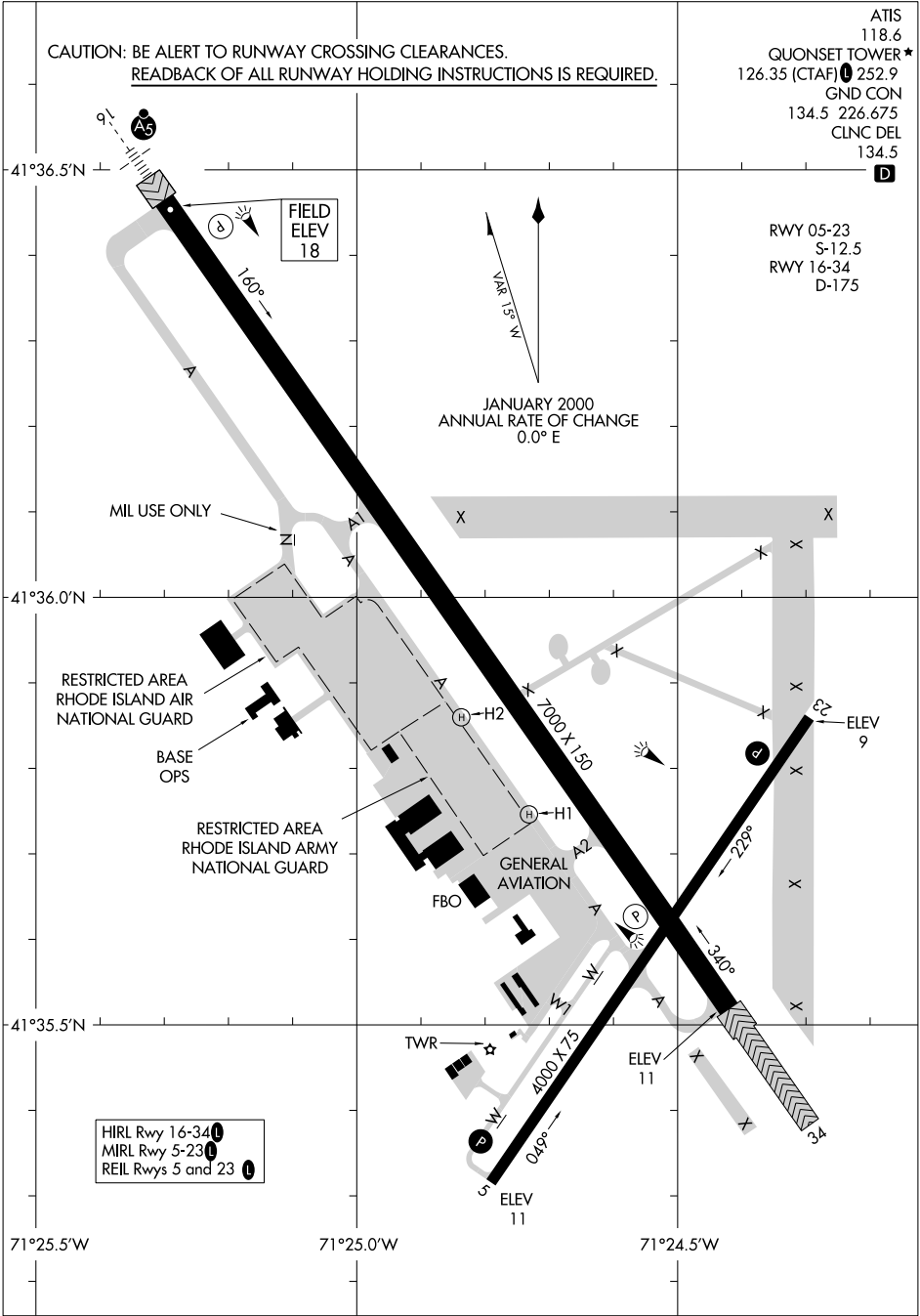
NORTH KINGSTOWN, RHODE ISLAND
Amdt 7 22JAN26

41°36'N-71°25'W

QUONSET STATE (OQU)
VOR-A

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



NORTHAMPTON, MASSACHUSETTS

AL-5784 (FAA)

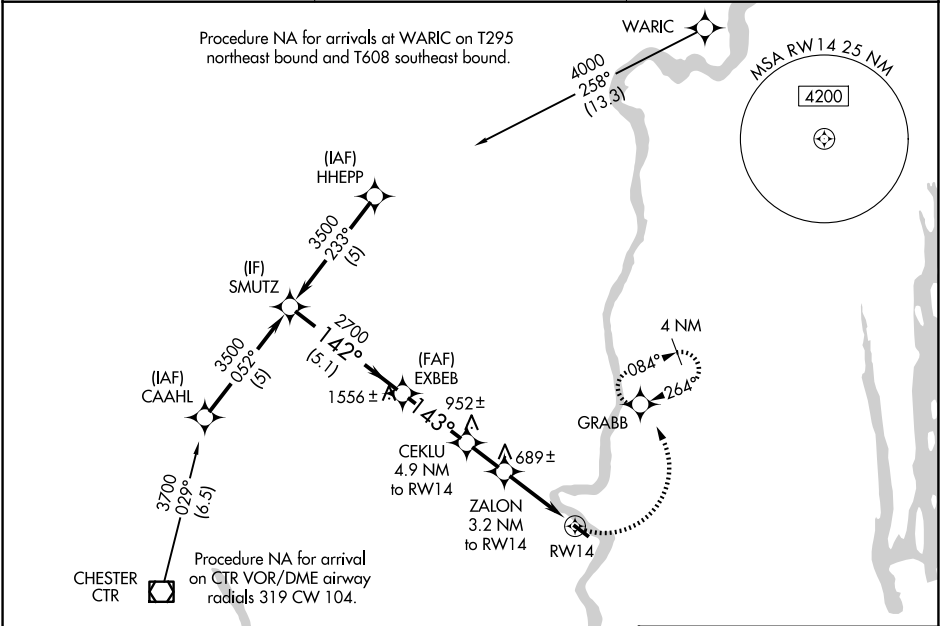
25275

APP CRS	Rwy Ldg	3335
143°	TDZE	121
	Apt Elev	121

RNAV (GPS) RWY 14
NORTHAMPTON (7B2)

RNP APCH - GPS.	
▼ ▲ NA ❄ -24°C Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Windsor Locks altimeter setting. Rwy 14 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 3000 direct GRABB and hold, continue climb-in-hold to 3000.

BRADLEY APP CON 125.35 281.5	CLNC DEL 133.6	UNICOM 122.7 (CTAF) 0
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VGSIs and descent angles not coincident (VGSIs Angle 4.50/TCH 60). * 1820 when using Windsor Locks altimeter setting. ** 1260 when using Windsor Locks altimeter setting.				ELEV 121		TDZE 121	
CATEGORY	A	B	C	D			
LNAV MDA	940-1 819 (900-1)	940-1¼ 819 (900-1¼)		NA			
CIRCLING	940-1¼ 819 (900-1¼)	1400-1½ 1279 (1300-1½)		NA			
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS							
LNAV MDA	1020-1¼	899 (900-1¼)		NA			
CIRCLING	1020-1¼ 899 (900-1¼)	1460-1½ 1339 (1400-1½)		NA			

NORTHAMPTON, MASSACHUSETTS

Orig-C 07SEP23

42°20'N-72°37'W

NORTHAMPTON (7B2)

RNAV (GPS) RWY 14

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

VORTAC BAF

113.0

Chan 77

APP CRS

219°

Rwy Ldg

TDZE

Apt Elev

N/A

N/A

121

VOR/DME-B
NORTHAMPTON (7B2)

NA

-24°C

Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 via CTR R-095 to CTR VOR/DME and hold.

BRADLEY APP CON

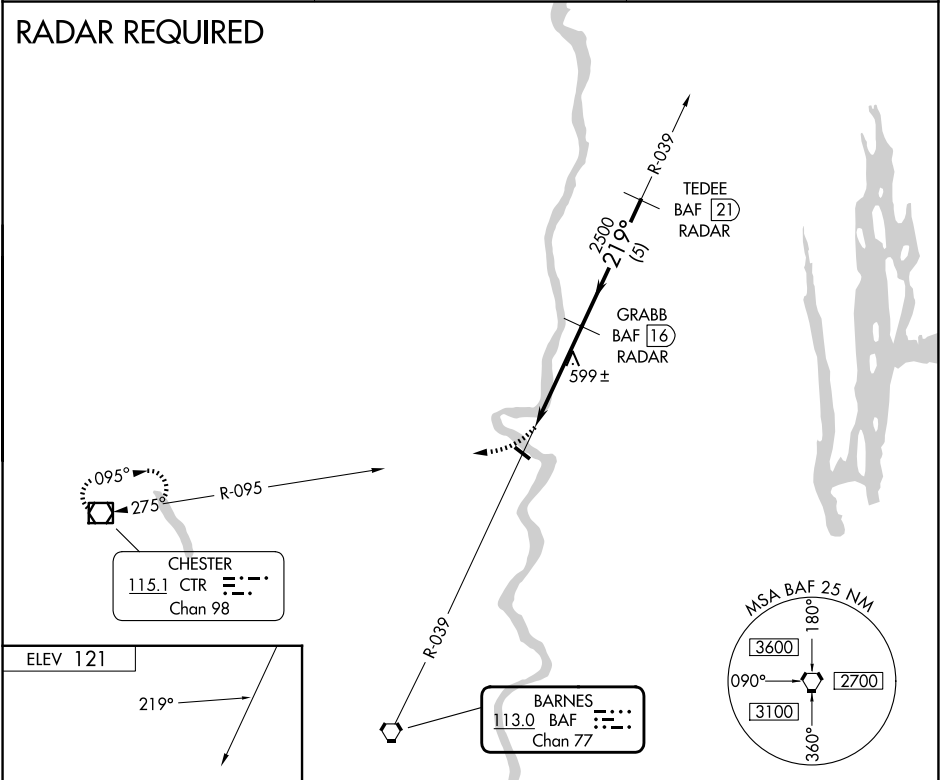
125.35 281.5

CLNC DEL

133.6

UNICOM

122.7 (CTAF) 0



ELEV 121

219°

4000

CTR

BAF 12

GRABB BAF 16 RADAR

TEDEE BAF 21 RADAR

3000

1 NM

4 NM

5 NM

CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 1179 (1200-1¼)	1400-1½ 1279 (1300-1½)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1¼ 1239 (1300-1¼)	1460-1½ 1339 (1400-1½)	NA	

MIRL Rwy 14-32 0

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

NORWOOD, MASSACHUSETTS

AL-725 (FAA)

26190

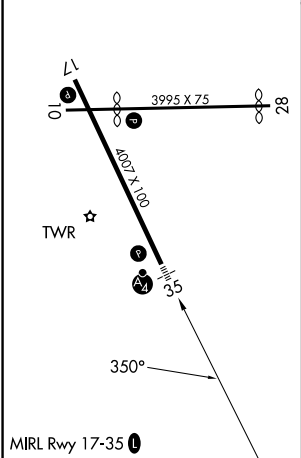
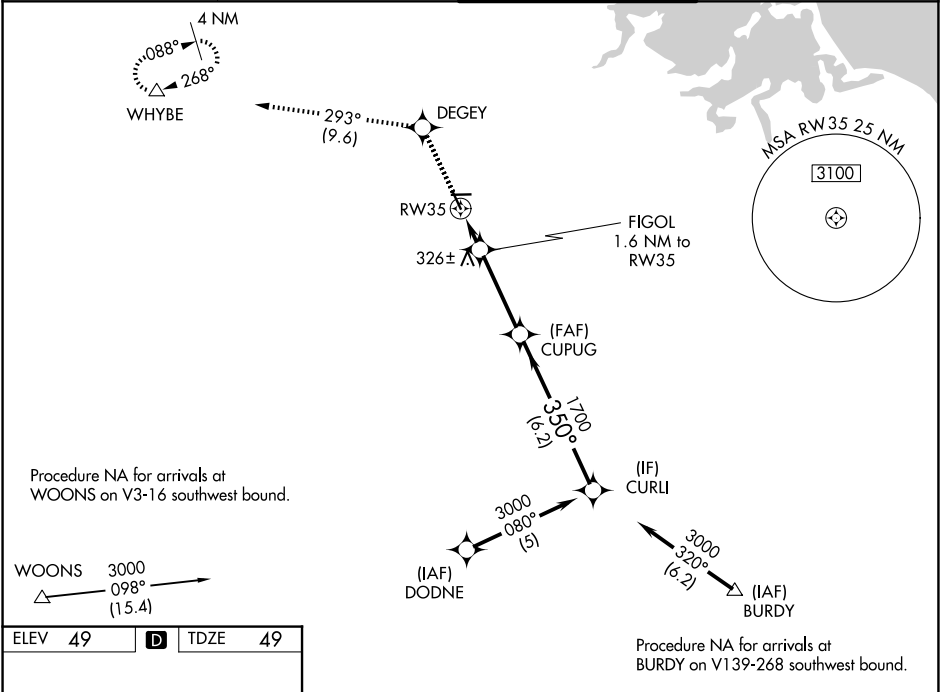
WAAS CH 86400 W35A	APP CRS 350°	Rwy Ldg TDZE Apt Elev	4007 49 49
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RNAV (GPS) RWY 35

NORWOOD MEML (OWD)

RNP APCH. ▼ ▲ Rwy 35 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LPV all Cats visibility to ¾ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Circling NA at night.	MALSF ▲ =	MISSED APPROACH: Climb to 3000 direct DEGEY and on track 293° to WHYBE and hold, continue climb-in-hold to 3000.
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ATIS 119.95	BOSTON APP CON 124.1 263.1	NORWOOD TOWER ★ 126.0 (CTAF) 0	GND CON 121.8
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3000	DEGEY	tr 293°	WHYBE	
* LNAV only				
	FIGOL 1.6 NM to RW35	CUPUG 1700	350°	3000
	RW35	*600	1700	GP 3.00° TCH 40
	1.6	3.4 NM	6.2 NM	
CATEGORY	A	B	C	D
LPV DA	344-¾ 295 (300-¾)			
LNAV/VNAV DA	594-1⅜ 545 (600-1⅜)			
LNAV MDA	580-¾	531 (600-¾)	580-1¼	531 (600-1¼)
CIRCLING	600-1 551 (600-1)	700-1 651 (700-1)	1220-3	1171 (1200-3)

NORWOOD, MASSACHUSETTS
Amdt 1E 31DEC20

42°11'N-71°10'W

NORWOOD MEML (OWD)

RNAV (GPS) RWY 35

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-OWD
108.3
Chan 20

APP CRS
350°

Rwy Ldg
TDZE **49**
Apt Elev **49**

LOC RWY 35
NORWOOD MEML (OWD)

DME required.

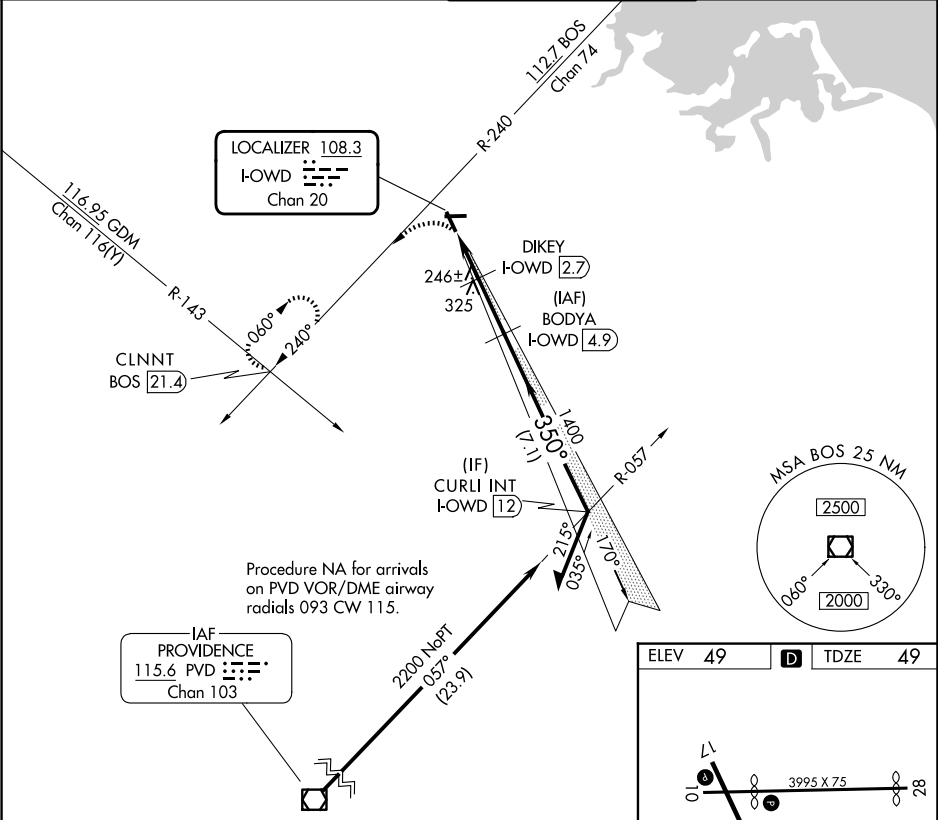
⚠

Helicopter visibility reduction below ¾ SM NA. Circling NA at night.
For inop ALS, increase S-35 Cat C/D visibility to 1¾ SM.

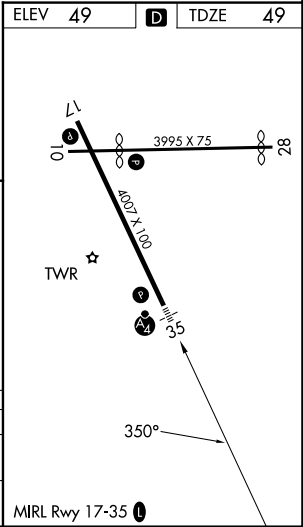
MALSF

MISSED APPROACH: Climbing left turn to 2000 on heading 200 and on BOS VOR/DME R-240 to CLNNT INT/ BOS VOR/DME 21.4 DME and hold.

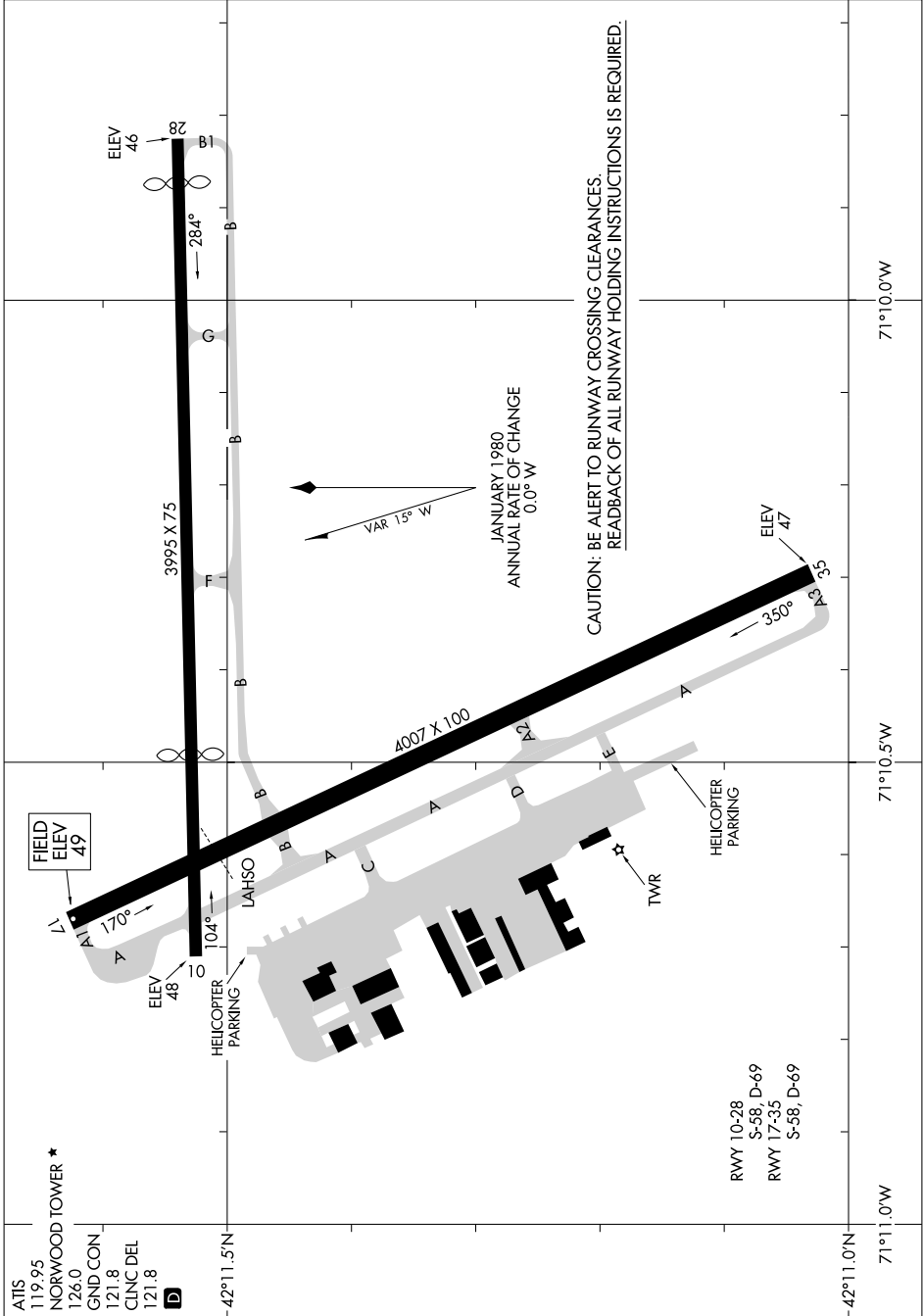
ATIS 119.95	BOSTON APP CON 124.1 263.1	NORWOOD TOWER ★ 126.0 (CTAF) 0	GND CON 121.8
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2000 hdg 200	BOS R-240	CLNNT INT	BODYA I-OWD 4.9	Remain within 10 NM
I-OWD 0.8	I-OWD 2.1	DIKEY I-OWD 2.7	2100	2100
700		1400	350°	
1.3 NM		0.6 NM	2.2 NM	
CATEGORY	A	B	C	D
S-LOC 35	500-¾	451 (500-¾)	500-1	451 (500-1)
CIRCLING	600-1 551 (600-1)	700-1 651 (700-1)	1220-3	1171 (1200-3)

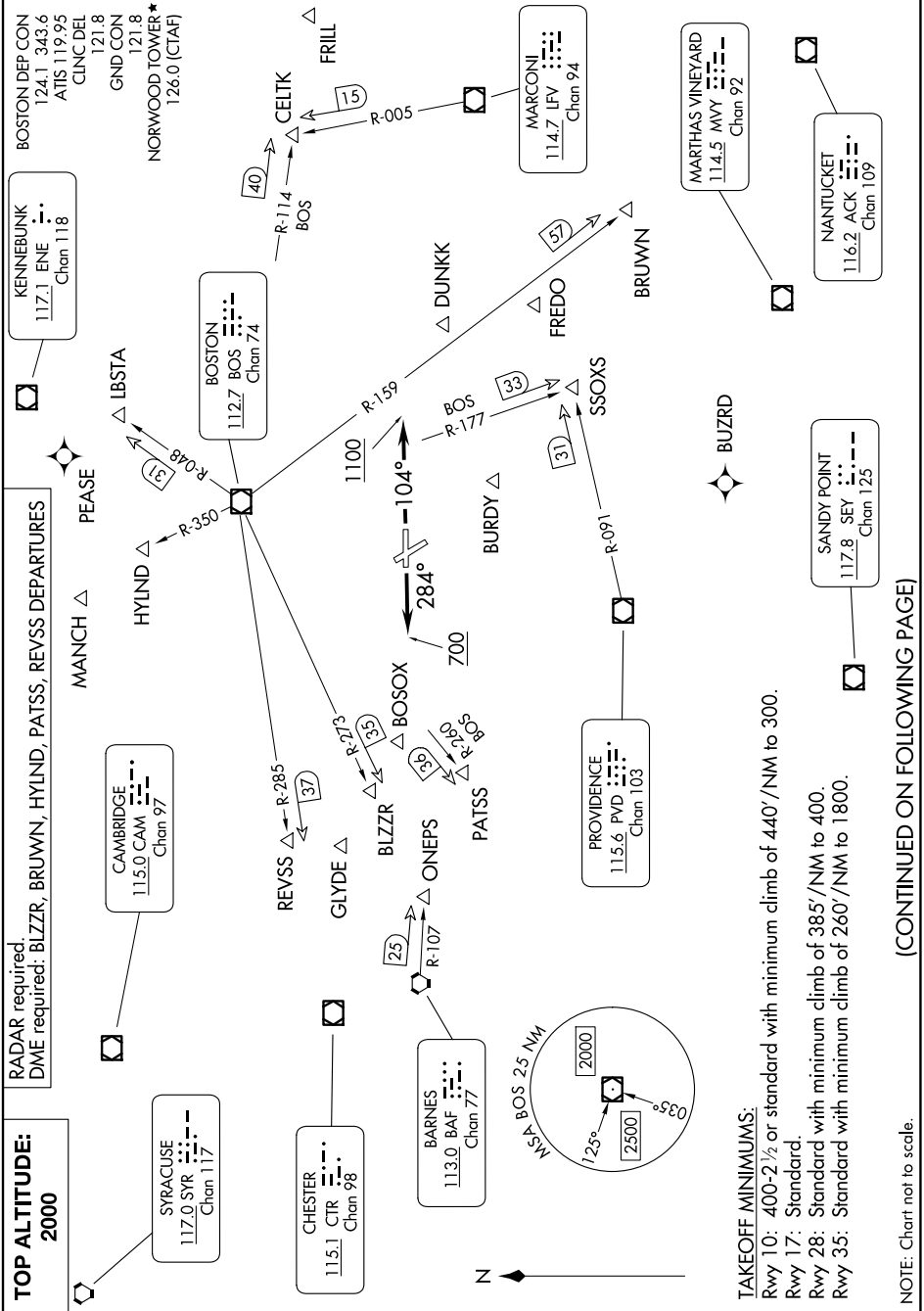


NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

NORWOOD FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 104° to 1100, then as assigned by ATC, thence

TAKEOFF RUNWAY 17: Climb on assigned heading, thence...

TAKEOFF RUNWAY 28: Climb on heading 284° to 700, then as assigned by ATC, thence

TAKEOFF RUNWAY 35: Climb on heading 280° CW 330° as assigned by ATC, thence

. . . . for RADAR vectors to assigned route/NAVAID/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

- NOTE: BLZZR DEPARTURES expect vectors on BOS R-273.
- NOTE: BRUWN DEPARTURES expect vectors on BOS R-159.
- NOTE: CELTK DEPARTURES expect vectors on BOS R-114.
- NOTE: HYLND DEPARTURES expect vectors on BOS R-350.
- NOTE: PATSS DEPARTURES expect vectors on BOS R-260.
- NOTE: REVSS DEPARTURES expect vectors on BOS R-285.
- NOTE: SSOXS DEPARTURES expect vectors on BOS R-177.

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 42647 W12A	APP CRS 111°	Rwy Ldg TDZE Apt Elev	4001 125 127
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RNAV (GPS) RWY 12
DEWITT FLD/OLD TOWN MUNI (OLD)

RNP APCH - GPS.

T Rwy 12 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling NA to Rwy 17W and 35W. Circling Rwy 4 NA at night. Use BGR altimeter setting; when not received, use BHB altimeter setting and increase LPV data to 497 feet; increase all MDAs 60 feet and LNAV visibility Cat C $\frac{1}{2}$ SM, and Circling visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3100 direct SAAWA and on track 025° to NASHU and on track 351° to NIELD and hold, continue climb-in-hold to 3100.

BGR ASOS
127.75

BANGOR APP CON
118.925 239.3

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrival on MLT VOR/DME
airway radials 219 CW 284.

Procedure NA for arrivals at NIELD
on T295 northeast bound.

OME  MILLINOCKET

(IF/IAF)
ZIMEA

1900
111°
(6.2)

27

DEEPWOODS MOA
1455 A

MSA RW12 25 NM

3100

(IAF)
AAIYS

3000 NoPT
032°
(18.9)

4 NM
Holding Pattern

3100	SAAWA	tr 025°	NASHU	tr 351°	NIELD

$$\begin{array}{r} 6000 \\ 3000 \end{array}$$
$$\frac{\text{GP } 3.50^\circ}{\text{TCH } 60}$$

CATEGORY	A	B	C	D
LPV DA	449-1 324 (400-1)			NA
LNAV MDA	560-1	435 (500-1)	560-1¼ 435 (500-1¼)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	760-1¾ 633 (700-1¾)	NA

ELEV 127		TDZE 125
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REIL Rwy 4 **L**
MIRL Rwy 4-22 and 12-30 **L**

OLD TOWN, MAINE

AL-849 (FAA)

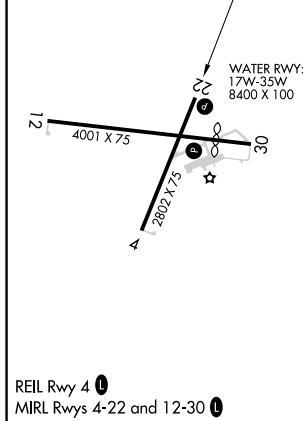
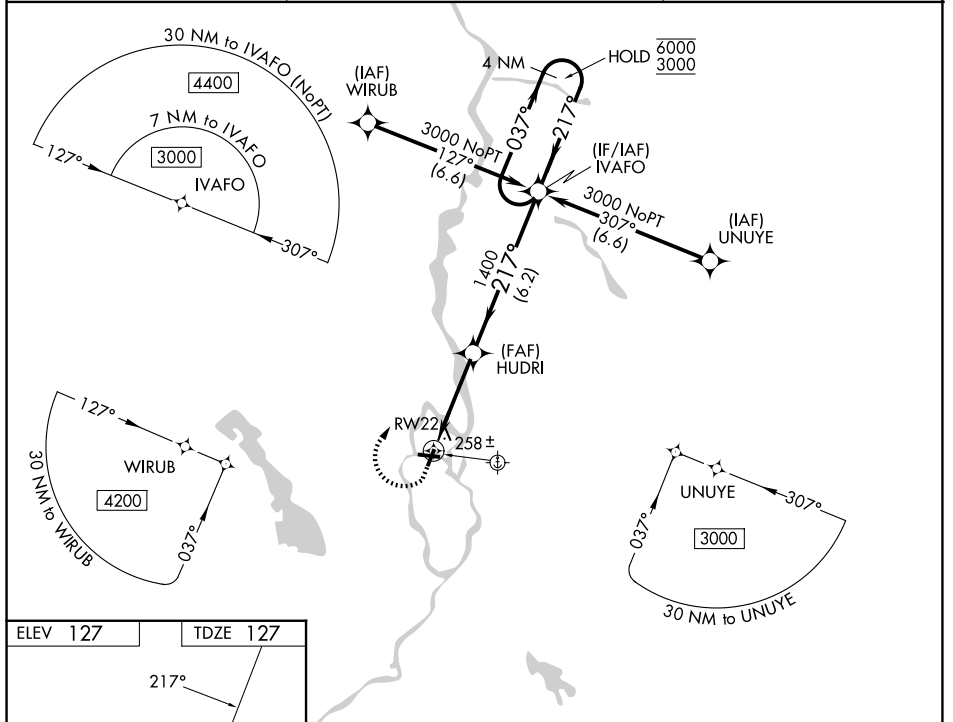
26134

WAAS CH 61044 W22A	APP CRS 217°	Rwy Ldg TDZE 127 Apt Elev 127
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RNAV (GPS) RWY 22

DEWITT FLD/OLD TOWN MUNI (OLD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct IVAFO and hold, continue climb-in-hold to 3000.
Circling NA to Rwy 17W and 35W. Circling Rwy 4, 12, 22, 30 NA at night. Rwy 22 helicopter visibility reduction below 3/4 SM NA. Use Bangor Intl altimeter setting and increase all MDA 60 feet and increase LPV visibility all Cats 1/8 SM.		
BGR ASOS 127.75	BANGOR APP CON 118.925 239.3	UNICOM 122.8 (CTAF) 0



700		3000		IVAFO		VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 41).		4 NM Holding Pattern	
CATEGORY		A		B		C		D	
LPV DA		467-1		340 (400-1)				NA	
LNAV MDA		560-1		433 (500-1)				NA	
CIRCLING		640-1 513 (600-1)		700-1 573 (600-1)				NA	

OLD TOWN, MAINE
Amdt 1 19MAY22

44°57'N-68°40'W

DEWITT FLD/OLD TOWN MUNI (OLD)
RNAV (GPS) RWY 22

NE-1, 03 SEP 2026 to 29 OCT 2026

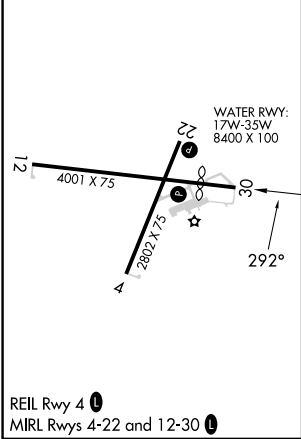
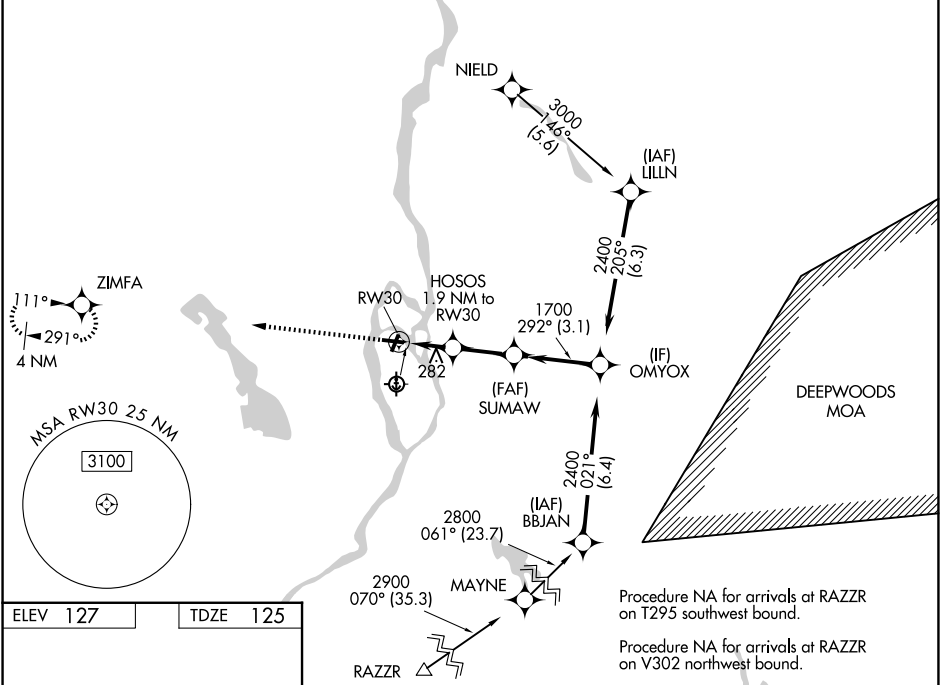
WAAS CH 72744 W30A	APP CRS 292°	Rwy Ldg TDZE 125 Apt Elev 127
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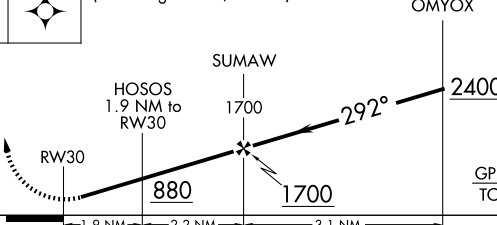
RNAV (GPS) RWY 30

DEWITT FLD/OLD TOWN MUNI (OLD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct ZIMFA and hold, continue climb-in-hold to 3000.
Circling NA to Rwy 17W and 35W. Rwy 30 helicopter visibility reduction below ¾ SM NA. Circling Rwy 4 NA at night. Use BGR altimeter setting; when not received, use BHB altimeter setting and increase LPV DA to 521 feet and all visibilities ½ SM. Increase all MDAs 60 feet and Circling visibility Cat C ¼ SM. Procedure entry from RAZZR NA when Deepwoods MOA active.		

BGR ASOS 127.75	BANGOR APP CON 118.925 239.3	UNICOM 122.8 (CTAF) 0
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3000		ZIMFA		VGSi and RNAV glidepath not coincident (VGSi Angle 4.00°/TCH 40).	
					
					
CATEGORY		A		B	
LPV DA		473-1		348 (400-1)	
LNAV MDA		580-1		580-1 3/8 455 (500-1 3/8)	
CIRCLING		640-1 513 (600-1)		760-1 3/4 633 (700-1 3/4)	

OLD TOWN, MAINE

AL-849 (FAA)

26246

VORTAC BGR	APP CRS	Rwy Ldg	2802
114.8	251°	TDZE	127
Chan 95		Apt Elev	127

VOR RWY 22
DEWITT FLD/OLD TOWN MUNI (OLD)

DME required.

NA Circling NA to Rws 17W and 35W. Procedure NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 on BGR VORTAC R-071 to CAVIL/BGR 14.6 DME and hold, continue climb-in-hold to 3100.

BGR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) 0

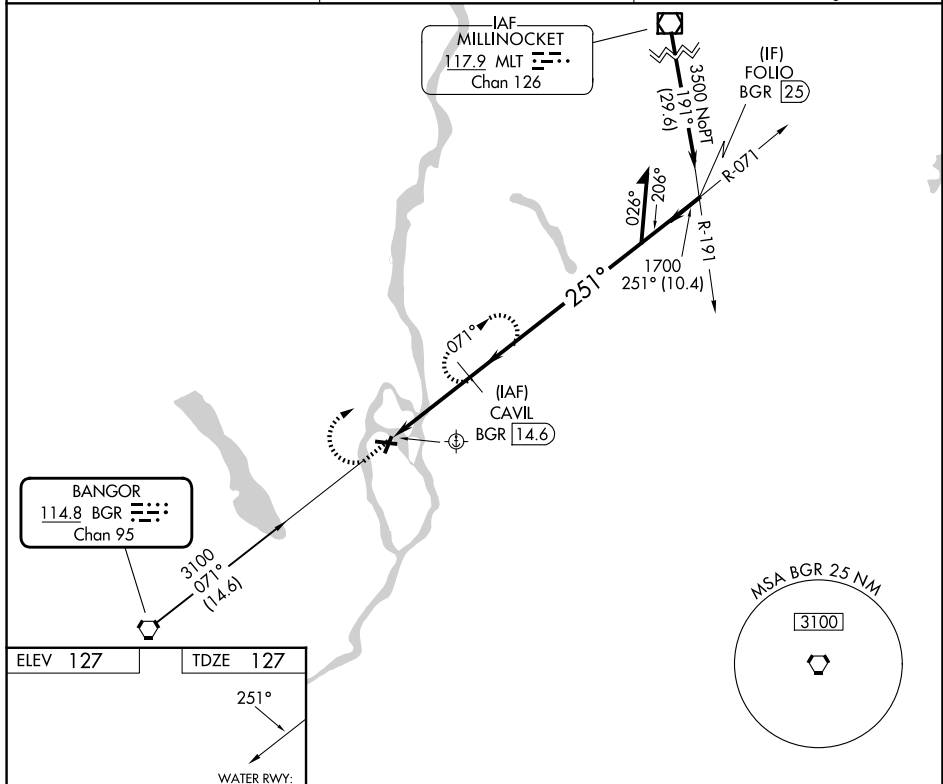


Diagram of the airport layout showing Runway 22 (2802 x 75) and Runway 12 (4001 x 75). A note indicates a water runway (17W-35W) is 8400 x 100 ft.

REIL Rwy 4 **L**

MIRL Rws 4-22 and 12-30 **L**

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-22	640-1 513 (600-1)		NA	
CIRCLING	640-1 513 (600-1)		NA	
	700-1 573 (600-1)			

OLD TOWN, MAINE

Amdt 6 14JUL22

DEWITT FLD/OLD TOWN MUNI (OLD)

44°57'N-68°40'W

VOR RWY 22

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **87027**
W32A

APP CRS
322°

Rwy Ldg **3510**
TDZE **545**
Apt Elev **556**

RNAV (GPS) RWY 32
ORANGE MUNI (O.R.E.)

RNP APCH - GPS

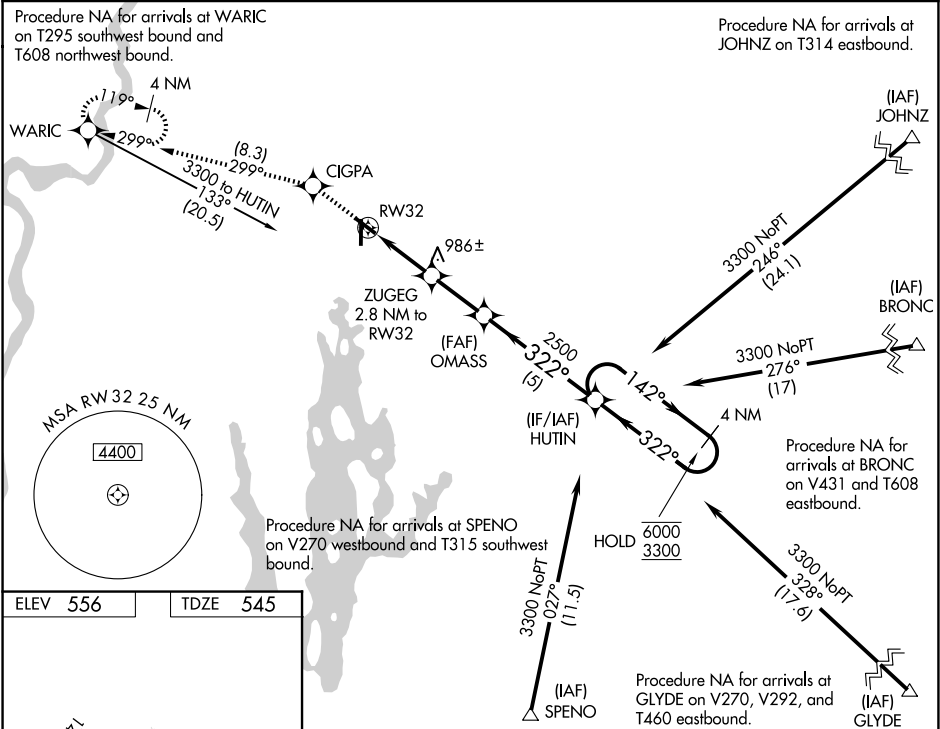
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA. Circling Rwy 1, 19 NA at night. Baro-VNAV and VDP NA when using Keene altimeter setting. When local altimeter setting not received, use Keene altimeter setting and increase LPV DA to 928 and all visibilities ⅓ SM, LNAV/VNAV DA to 1343 and all visibilities ½ SM, and all MDAs 60 feet and LNAV visibility Cat B ¼ SM, and Circling visibility Cat B ¼ SM.

MISSED APPROACH: Climb to 3500 direct CIGPA and on track 299° to WARIC and hold, continue climb-in-hold to 3500.

ASOS 135.675	BOSTON CENTER 123.75 338.2	UNICOM 122.8 (CTAF) 1
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3500 CIGPA tr 299° WARIC				
HUTIN 4 NM Holding Pattern 142° → 6000 ← 322° 3300 GP 3.50° TCH 45				
RW32 1.7 NM to RW32 ZUGEG 2.8 NM to RW32 OMASS 2500 1600 2500 322° 142° 5 NM 2.3 NM 1.1 NM 1.7 NM				
CATEGORY	A	B	C	D
LPV DA	873-1	328 (400-1)	NA	
LNAV/VNAV DA	1288-2	743 (800-2)	NA	
LNAV MDA	1240-1	695 (700-1)	NA	
CIRCLING	1260-1 704 (800-1)	1320-1 764 (800-1)	NA	

ORANGE, MASSACHUSETTS

AL-995 (FAA)

26246

VOR/DME GDM 116.95 Chan 116 (Y)	APP CRS 292°	Rwy Ldg TDZE Apt Elev N/A 556
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VOR-A
ORANGE MUNI(ORE)

DME required.

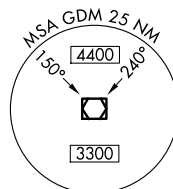
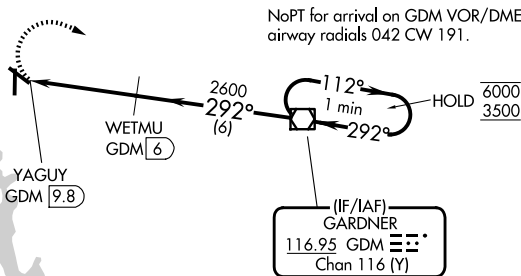
- ▼ Rwy 1, 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Keene altimeter setting and increase all MDAs 60 feet and Cat B visibility ¼ SM. Circling NA for Cats C/D to Rws 14 and 32. Circling Rwy 1, 19 NA at night.

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold, continue climb-in-hold to 3500.

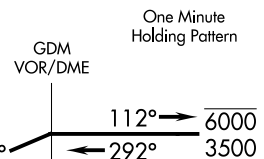
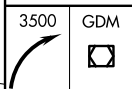
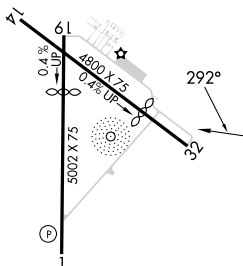
ASOS
135.675

BOSTON CENTER
123.75 338.2

UNICOM
122.8 (CTAF) **0**



ELEV 556

MIRL Rws 1-19 and 14-32 **0**

ORANGE, MASSACHUSETTS

Amdt 8 12AUG21

42°34'N-72°17'W

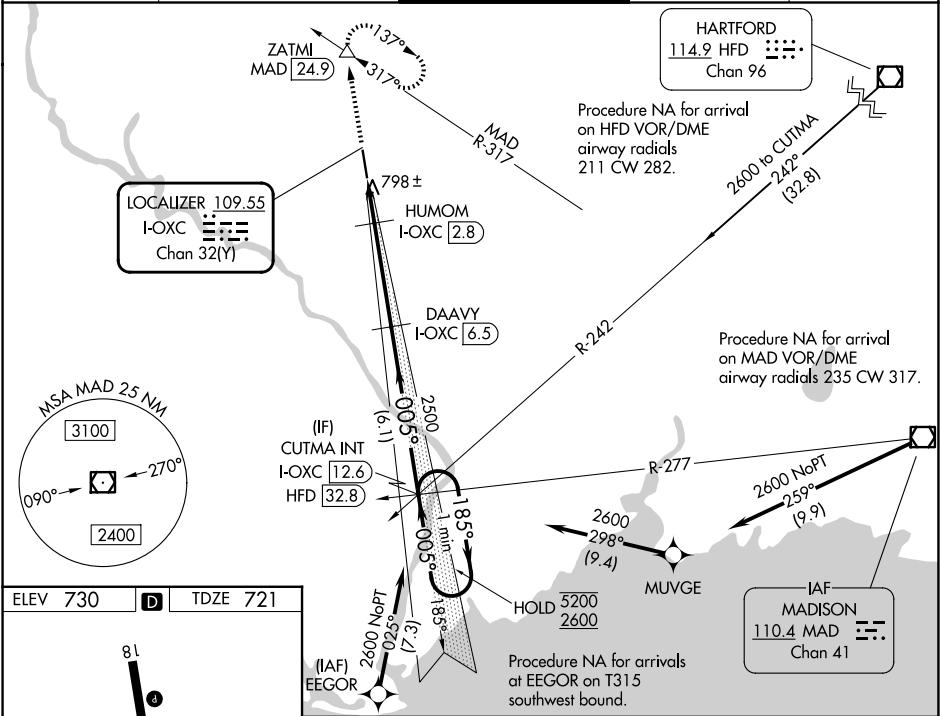
ORANGE MUNI(ORE)
VOR-A

NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-OXC 109.55 Chan 32 (Y)	APP CRS 005°	Rwy Ldg 5301 TDZE 721 Apt Elev 730	ILS or LOC RWY 36 WATERBURY-OXFORD (OXC)	
--	------------------------	---	---	--

RNP APCH - GPS. From EEGOR or MAD VOR/DME. DME required.			MISSED APPROACH: Climb to 3000 on heading 005° and MAD VOR/DME R-317 to ZATMI/MAD 24.9 DME and hold, continue climb-in-hold to 3000.	
▼ ▲ Rwy 36 helicopter visibility reduction below ¾ SM NA. When local weather not received, use DXR altimeter setting: increase S-ILS S-DA to 1049 and all Cats visibilities ¼ SM; increase all MDAs 80 feet and ILS 36 visibility Cat C and D ½ SM, and Circling visibility Cat C and D ¼ SM.				

ATIS 132.975	NEW YORK APP CON 124.075 343.65	OXFORD TOWER ★ 118.475 (CTAF) 0	GND CON 121.65	UNICOM 122.95
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3000	↑	hdg 005°	MAD R-317	ZATMI △	DAAVY I-OXC 6.5	CUTMA INT I-OXC 12.6	One Minute Holding Pattern
					HUMOM I-OXC 2.8		
					I-OXC 1		
					2500	185° → 5200 ← 005° 2600	
					2500		
					1300	GS unusable below 965 MSL.	GS 3.00° TCH 56
					1.8 NM	3.8 NM	6.1 NM
CATEGORY		A	B	C	D		
S-ILS 36			971- ³ / ₄	250 (300- ³ / ₄)			
S-LOC 36		1180-1	459 (500-1)	1180-1 ³ / ₈	459 (500-1 ³ / ₈)		
CIRCLING		1360-1	630 (700-1)	1380-1 ³ / ₄	650 (700-1 ³ / ₄)	1460-2 ¹ / ₄	730 (800-2 ¹ / ₄)

RNAV (GPS) RWY 18

WATERBURY-OXFORD (0XC)

MISSED APPROACH:
Climb to 2600 direct
CUTMA and hold.

WATERBURY-OXFORD (OXC)
RNAV (GPS) RWY 18

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 72922 W36A	APP CRS 005°	Rwy Ldg 5301 TDZE 721 Apt Elev 730
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RNAV (GPS) RWY 36
WATERBURY-OXFORD (OXC)

RNP APCH - GPS.

T Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using DXR altimeter setting. When local altimeter setting not received, use DXR altimeter setting: increase LPV DA to 1049 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 1175 feet and all visibilities $\frac{3}{8}$ SM; increase all MDAs 80 feet and LNAV visibility Cats C and D $\frac{1}{8}$ SM, and Circling visibility Cats C and D $\frac{1}{4}$ SM.

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

ATIS 132.975	NEW YORK APP CON 124.075 343.65	OXFORD TOWER ★ 118.475 (CTAF) 0	GND CON 121.65	UNICOM 122.95
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Procedure NA for arrivals at
ZATMI on V34 northwest bound.

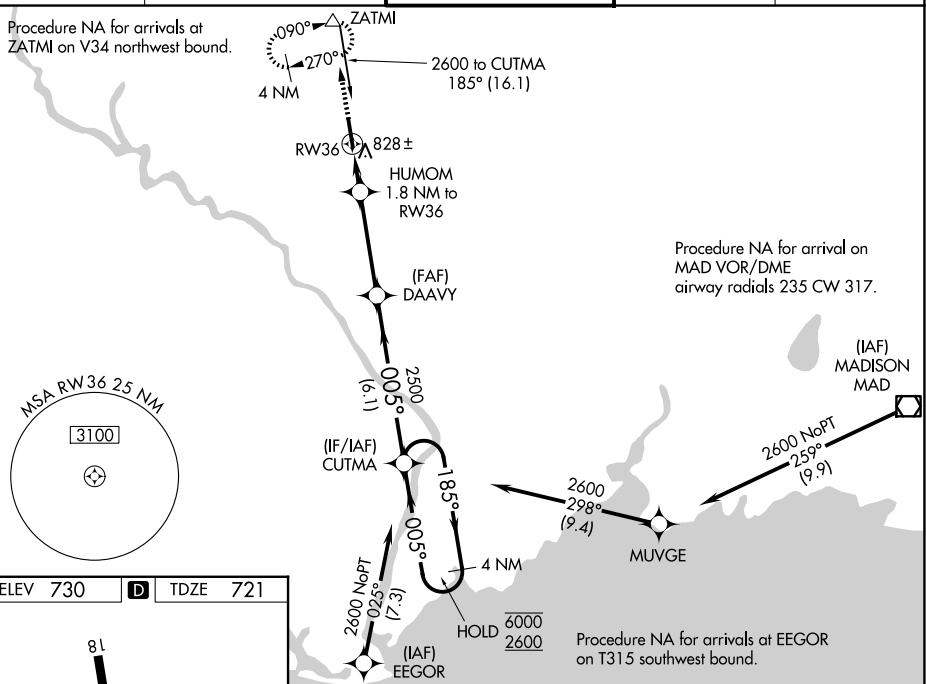


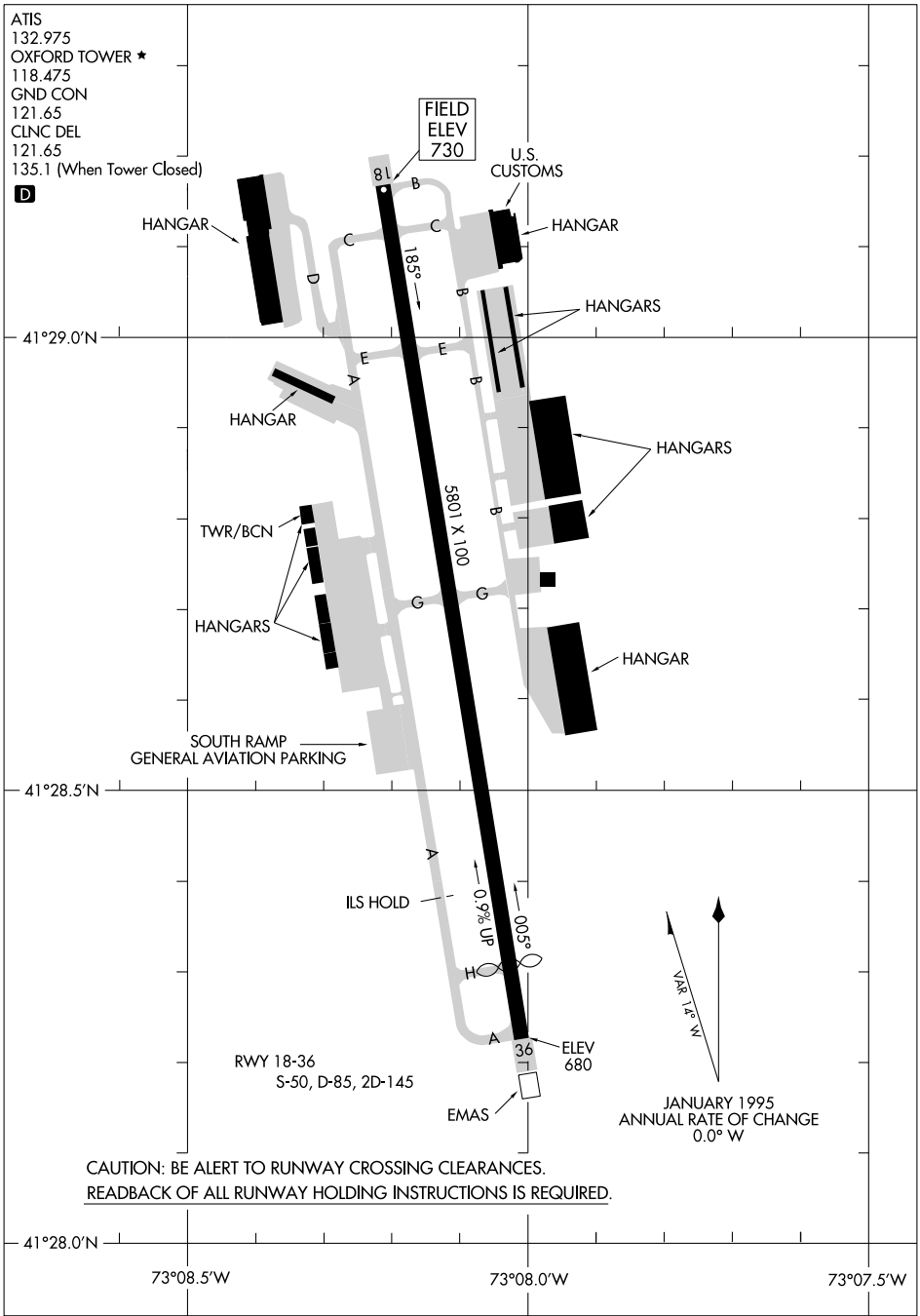
Diagram illustrating a 4 NM Holding Pattern for RW36. The pattern is defined by a 185° turn followed by a 005° turn. The distance between turns is 3.8 NM. The distance from the fix (DAVY) to the start of the pattern is 1.2 NM. The distance from the fix to the end of the pattern is 6.1 NM. The pattern is labeled "4 NM Holding Pattern".

CATEGORY	A	B	C	D
LPV DA	971- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
LNAV/VNAV DA	1097-1	376 (400-1)		
LNAV MDA	1120-1	399 (400-1)	1120-1 $\frac{1}{8}$	399 (400-1 $\frac{1}{8}$)
CIRCLING	1360-1	630 (700-1)	1380-1 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$)	1460-2 $\frac{1}{4}$ 730 (800-2 $\frac{1}{4}$)

OXFORD, CONNECTICUT
Amdt 4 07AUG25

41°29'N-73°08'W
297

WATERBURY-OXFORD (0XC)
RNAV (GPS) RWY 36



NE-1, 03 SEP 2026 to 29 OCT 2026

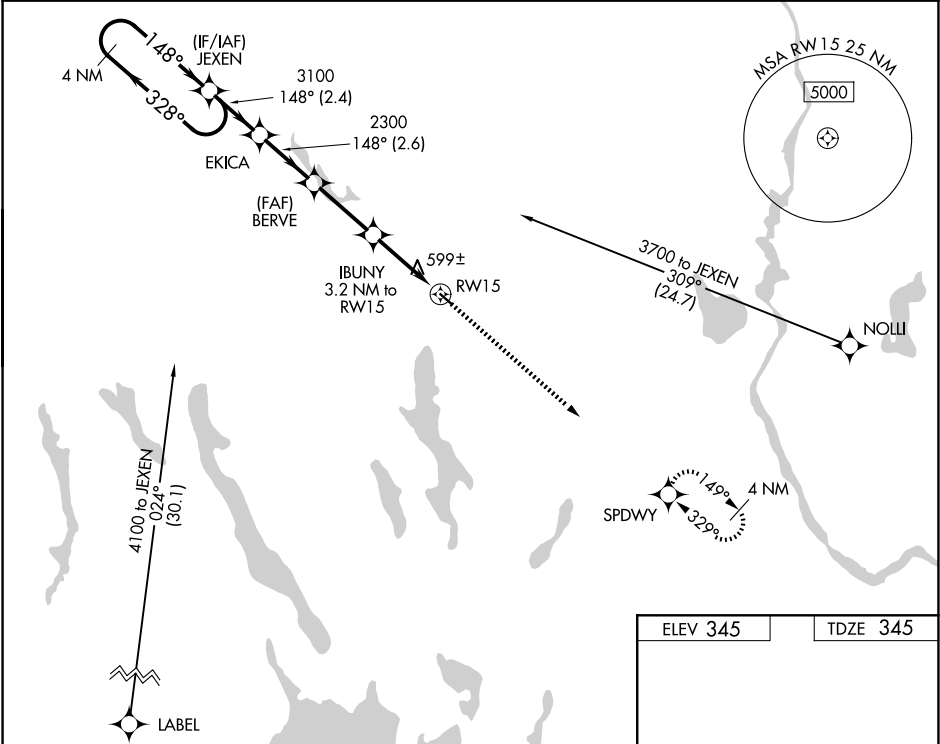
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 48929 W15A	APP CRS 148°	Rwy Ldg TDZE Apt Elev	2997 345 345
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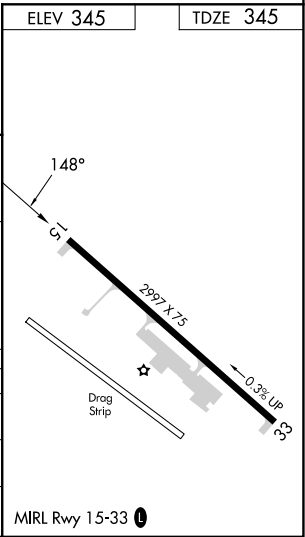
RNAV (GPS) RWY 15
OXFORD COUNTY RGNL (81B)

▼ NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Auburn/Lewiston altimeter setting; when not received, use Fryeburg altimeter setting and increase all MDAs 40 feet. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3600 direct SPDWY and hold, continue climb-in-hold to 3600.
--	--

LEW AWOS-3 118.025	PORTLAND APP CON ★ 125.5 353.9	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern 3700 ← 328° → 148° → 148° → 3100				Visual Segment - Obstacles. JEXEN EKICA BERVE IBUNY 3.2 NM to RW15 2300 1400 ← 2.4 NM → 2.6 NM → 2.8 NM → 3.2 NM →				3600 ↑	SPDWY ✦
CATEGORY	A		B		C		D		
LP MDA	900-1		555 (600-1)		NA				
LNAV MDA	1140-1 795 (800-1)		1140-1¼ 795 (800-1¼)		NA				
CIRCLING	1220-1¼ 875 (900-1¼)		1400-1½ 1055 (1100-1½)		NA				



OXFORD, MAINE

AL-9228 (FAA)

26246

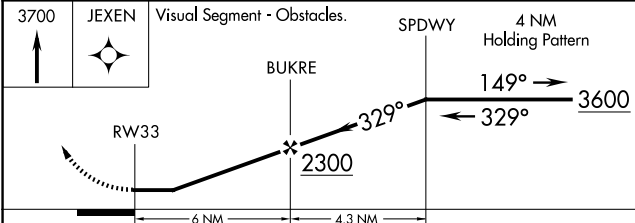
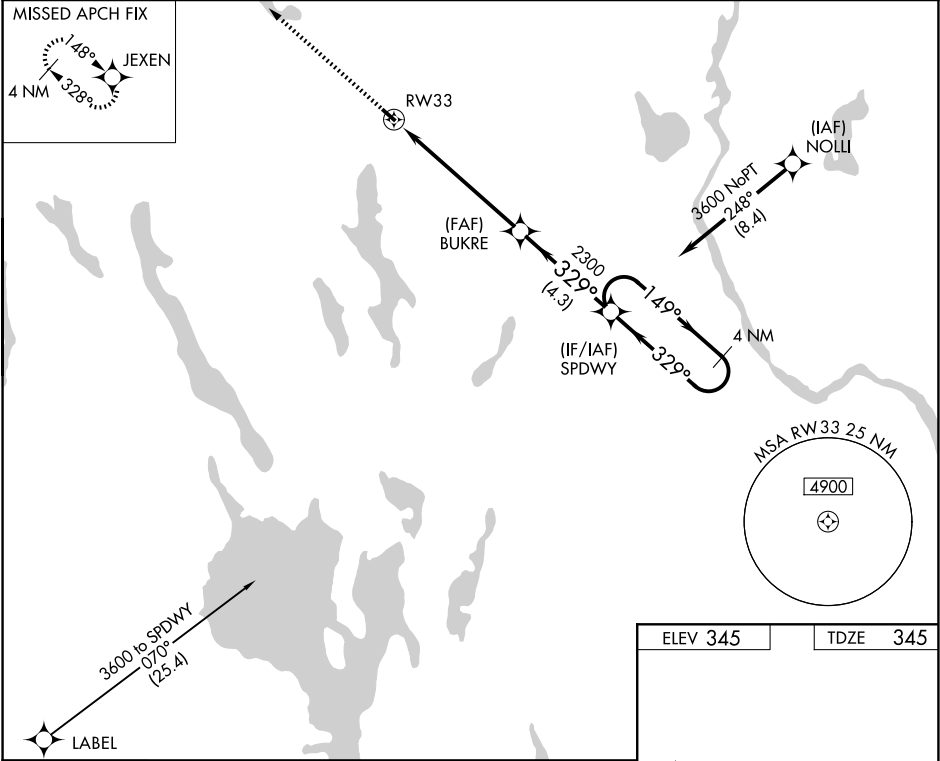
WAAS CH 86329 W33A	APP CRS 329°	Rwy Ldg TDZE Apt Elev	2997 345 345
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RNAV (GPS) RWY 33

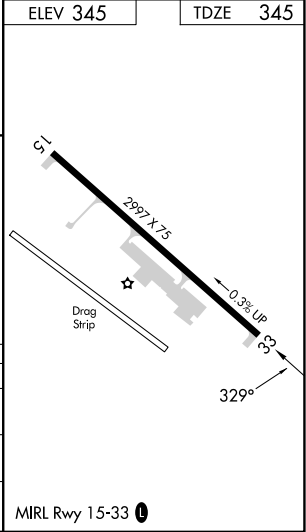
OXFORD COUNTY RGNL (81B)

▼ ▲ NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Auburn/Lewiston altimeter setting; when not received, use Fryeburg altimeter setting and increase all MDAs 40 feet. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3700 direct JEXEN and hold, continue climb-in-hold to 3700.
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LEW AWOS-3 118.025	PORTLAND APP CON ★ 125.5 353.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1120-1 775 (800-1)	1120-1¼ 775 (800-1¼)	NA	
LNAV MDA	1140-1 795 (800-1)	1140-1¼ 795 (800-1¼)	NA	
CIRCLING	1220-1¼ 875 (900-1¼)	1400-1½ 1055 (1100-1½)	NA	



OXFORD, MAINE
Orig-E 08SEP22

44°09'N-70°29'W

OXFORD COUNTY RGNL (81B)

RNAV (GPS) RWY 33

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 50231 W05A	APP CRS 047°	Rwy Ldg TDZE 429 Apt Elev 441
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RNAV (GPS) RWY 5

NORTH CENTRAL STATE (SF'Z)

RNP APCH - GPS.

⚠

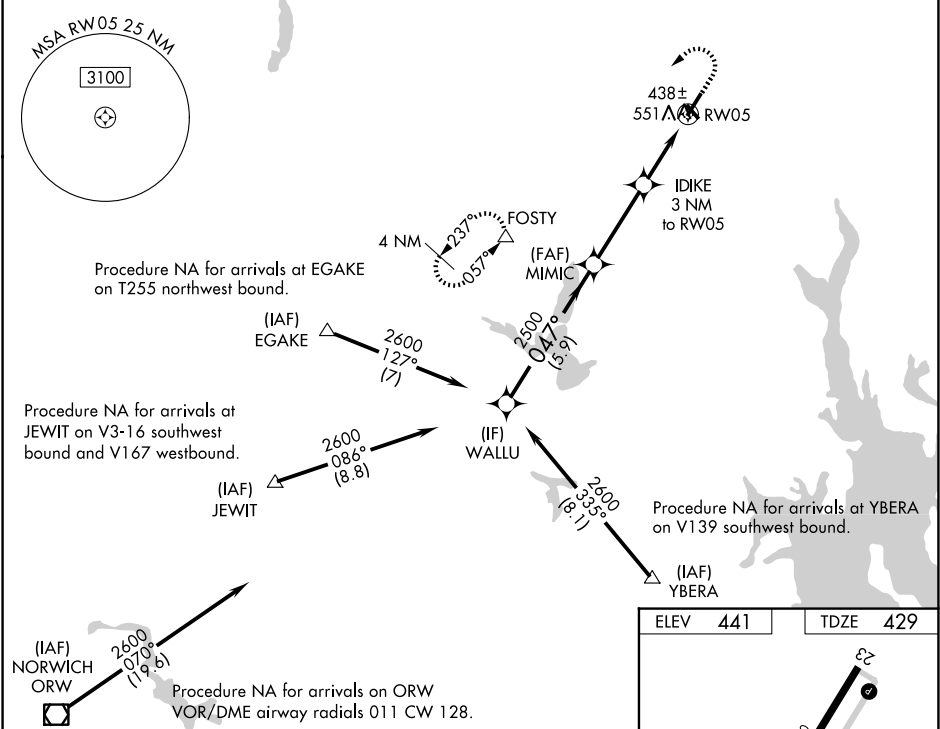
Circling Rwy 15, 33 NA at night. For inoperative MALS, increase LPV all Cats visibility to ¾ mile. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1 ½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MALS

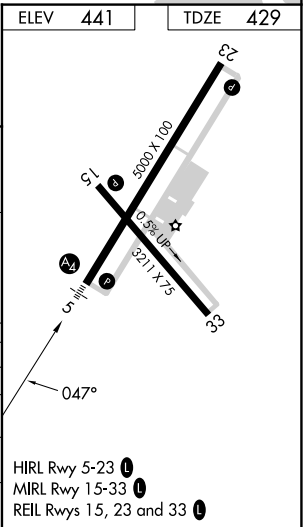


MISSED APPROACH:
Climb to 2000 then climbing left turn to 2500 direct FOSTY and hold.

AWOS-3PT 120.775	PROVIDENCE APP CON ★ 123.675 244.875	CLNC DEL 124.35	UNICOM 123.075 (CTAF) 0
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WALLU		MIMIC		IDIKE		FOSTY	
2600		2500		2500		2500	
GP 3.00°		047°		1.1 NM to RW05		RW05	
TCH 52		2500		*1420			
		5.9 NM		3.4 NM		1.9 NM	
CATEGORY	A	B	C	D			
LPV DA	700-¾		271 (300-¾)		NA		
LNAV/VNAV DA	835-1		406 (400-1)		NA		
LNAV MDA	820-¾ 391 (400-¾)		820-⅞ 391 (400-⅞)		NA		
CIRCLING	900-1 459 (500-1)		900-1½ 459 (500-1½)		NA		



PAWTUCKET, RHODE ISLAND

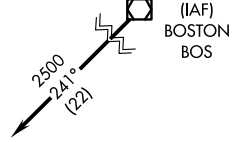
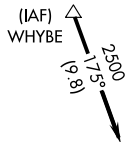
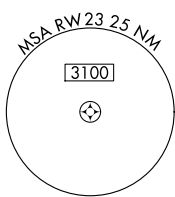
WAAS CH 86431 W23A	APP CRS 227°	Rwy Ldg 5000 TDZE 429 Apt Elev 441
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RNAV (GPS) RWY 23

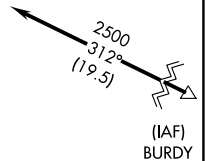
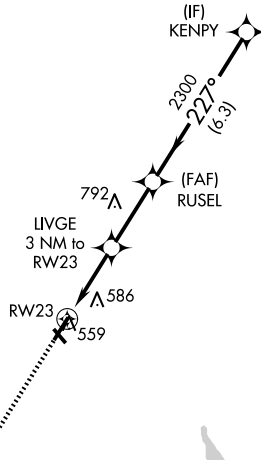
NORTH CENTRAL STATE (SFZ)

- | | | |
|------------------------------|---|---|
| <p>T
A</p> | <p>Circling Rwy 15, 33 NA at night. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV all Cats visibility to 1$\frac{1}{2}$, LNAV/VNAV all Cats visibility to 1$\frac{1}{2}$ and LNAV Cat C visibility to 1$\frac{1}{2}$. Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p> | <p>MISSED APPROACH:
Climb to 2600 direct WALLU and hold.</p> |
|------------------------------|---|---|

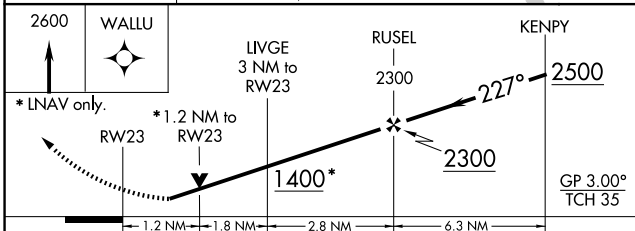
AWOS-3PT 120.775	PROVIDENCE APP CON ★ 123.675 244.875	CLNC DEL 124.35	UNICOM 123.075 (CTAF) 0
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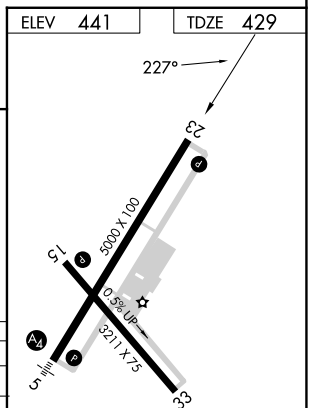
Procedure NA for arrivals on BOS
VOR/DME airway radials 240 CW 278.



Procedure NA for arrivals at BURDY
on V139-268 northeast bound.



CATEGORY		A		B		C		D	
LPV	DA	679-7 $\frac{7}{8}$		250 (300-7 $\frac{7}{8}$)				NA	
RNAV/ VNAV	DA	849-1 $\frac{1}{2}$		420 (500-1 $\frac{1}{2}$)				NA	
RNAV	MDA	820-1 391 (400-1)		820-1 $\frac{1}{8}$ 391 (400-1 $\frac{1}{8}$)				NA	
CIRCLING		900-1 459 (500-1)		900-1 $\frac{1}{2}$ 459 (500-1 $\frac{1}{2}$)				NA	



HIRL Rwy 5-23 **L**
MIRL Rwy 15-33 **L**
REIL Rwy 15, 23 and 33 **L**

PAWTUCKET, RHODE ISLAND
Amdt 1B 16JUL20

41°55'N-71°29'W

NORTH CENTRAL STATE (SFZ)
RNAV (GPS) RWY 23

NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-SFZ	APP CRS	Rwy Ldg	5000
111.9	047°	TDZE	429
Chan 56		Apt Elev	441

LOC RWY 5

NORTH CENTRAL STATE (SF'Z)

NA

Procedure NA for arrivals on ORW VOR/DME airway radials 057 CW 128.

Circling Rwy 15, 33 NA at night. VDP NA with Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet; increase S-5 Cat C and Circling Cat C visibility ¼ mile, and ESULE fix minimums S-5 Cat C visibility ¼ mile.

MALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 on ORW VOR/DME R-057 to FOSTY INT/ ORW 23.5 DME and hold.

AWOS-3PT	PROVIDENCE APP CON ★	CINC DEL	UNICOM
120.775	123.675 244.875	124.35	123.075 (CTAF) 0

	BARYS INT I-SFZ 15.5	MIMIC INT I-SFZ 7.2	1000	2500	ORW R-057	FOSTY	
	2500	2500	3.00°	TCH 52	ESULE INT I-SFZ 2.6	I-SFZ 1.9	I-SFZ 0.8
	*1140 when using Providence altimeter setting.						
	8.3 NM 4.6 NM 0.8 NM 1 NM						
CATEGORY	A	B	C	D			
S-5	1040-¾ 611 (600-¾)		1040-1½ 611 (600-1½)	NA			
CIRCLING	1040-1 599 (600-1)		1040-1¾ 599 (600-1¾)	NA			
ESULE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)							
S-5	800-¾ 371 (400-¾)		800-¾ 371 (400-¾)	NA			
CIRCLING	900-1 459 (500-1)		900-1½ 459 (500-1½)	NA			

PAWTUCKET, RHODE ISLAND
Amdt 7C 16JUL20

41°55'N-71°29'W

303

NORTH CENTRAL STATE (SF'Z)

LOC RWY 5

PAWTUCKET, RHODE ISLAND

AL-5256 (FAA)

26078

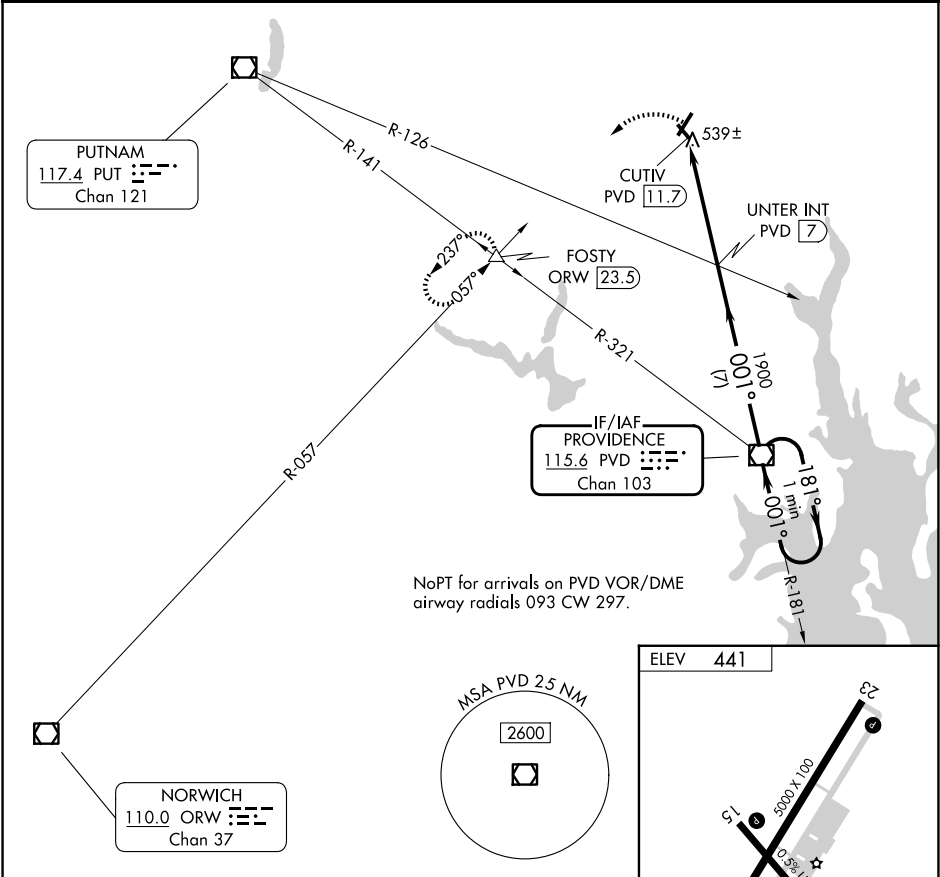
VOR/DME PVD 115.6 Chan 103	APP CRS 001°	Rwy Ldg TDZE Apt Elev 441	N/A N/A 441
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VOR-A

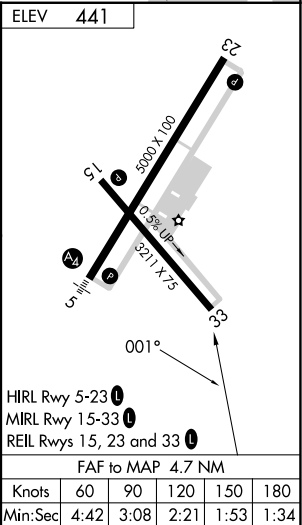
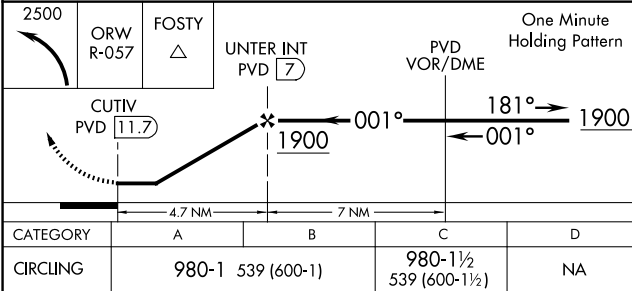
NORTH CENTRAL STATE (SIFZ)

⚠ When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile. Circling to Rwy 15/33 NA at night.	MISSED APPROACH: Climbing left turn to 2500 via ORW VOR/DME R-057 to FOSTY INT/ORW 23.5 DME and hold.
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AWOS-3PT 120.775	PROVIDENCE APP CON ★ 123.675 244.875	CLNC DEL 124.35	UNICOM 123.075 (CTAF) 0
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NoPT for arrivals on PVD VOR/DME airway radials 093 CW 297.



PAWTUCKET, RHODE ISLAND
Amdt 7C 16JUL20

41°55'N-71°29'W

NORTH CENTRAL STATE (SIFZ)

VOR-A

NE-1, 03 SEP 2026 to 29 OCT 2026

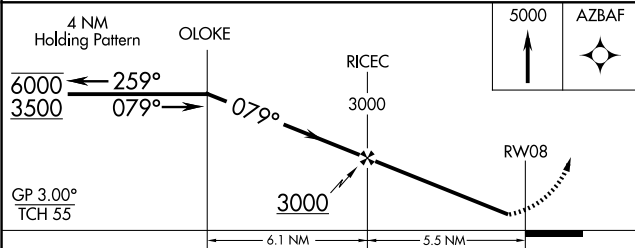
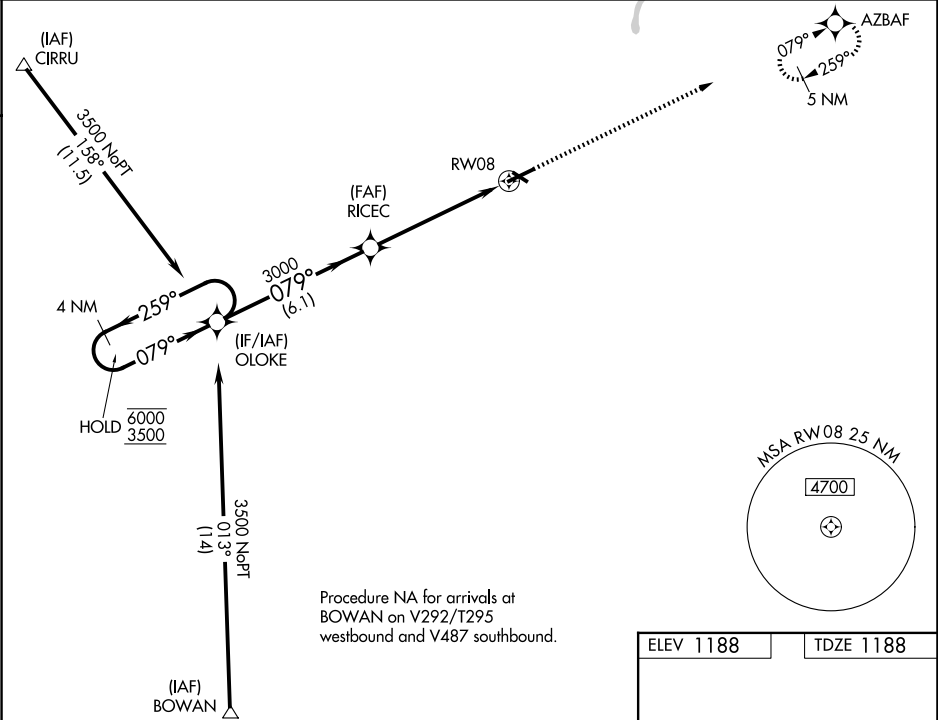
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 93935 W08A	APP CRS 079°	Rwy Ldg TDZE 1188 Apt Elev 1188
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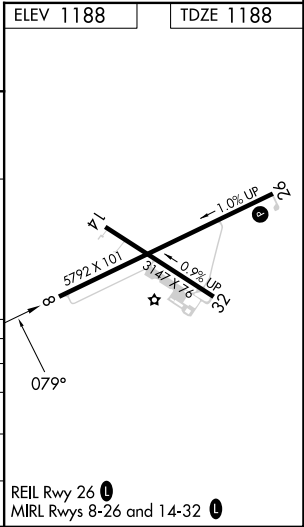
RNAV (GPS) RWY 8

PITTSFIELD MUNI (PSF')

RNP APCH - GPS.		MISSED APPROACH: Climb to 5000 direct AZBAF and hold, continue climb-in-hold to 5000.	
▼ ▲ ☒ -21°C		Circling NA south of Rwy 8 and southwest of Rwy 32. Rwy 8 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.	
ASOS 135.375	ALBANY APP CON 132.825 307.2	CLNC DEL 128.6	UNICOM 122.7 (CTAF) ①



CATEGORY	A	B	C	D
LPV DA	1475-1		287 (300-1)	
LNAV/VNAV DA	2073-2½		885 (900-2½)	
LNAV MDA	2140-1¼ 952 (1000-1¼)	2140-1½ 952 (1000-1½)	2140-3	952 (1000-3)
CIRCLING	2140-1¼ 952 (1000-1¼)	2160-1½ 972 (1000-1½)	2400-3 1212 (1300-3)	2680-3 1492 (1500-3)



RNAV (GPS) RWY 26
PITTSFIELD MUNI (PSF)

* Missed approach requires minimum climb of 285 feet per NM to 2700.

122.7 (CTAF) L



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NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-EIF 108.3 Chan 20	APP CRS 259°	Rwy Ldg TDZE 1159 Apt Elev 1188
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LOC RWY 26
PITTSFIELD MUNI (PSF)

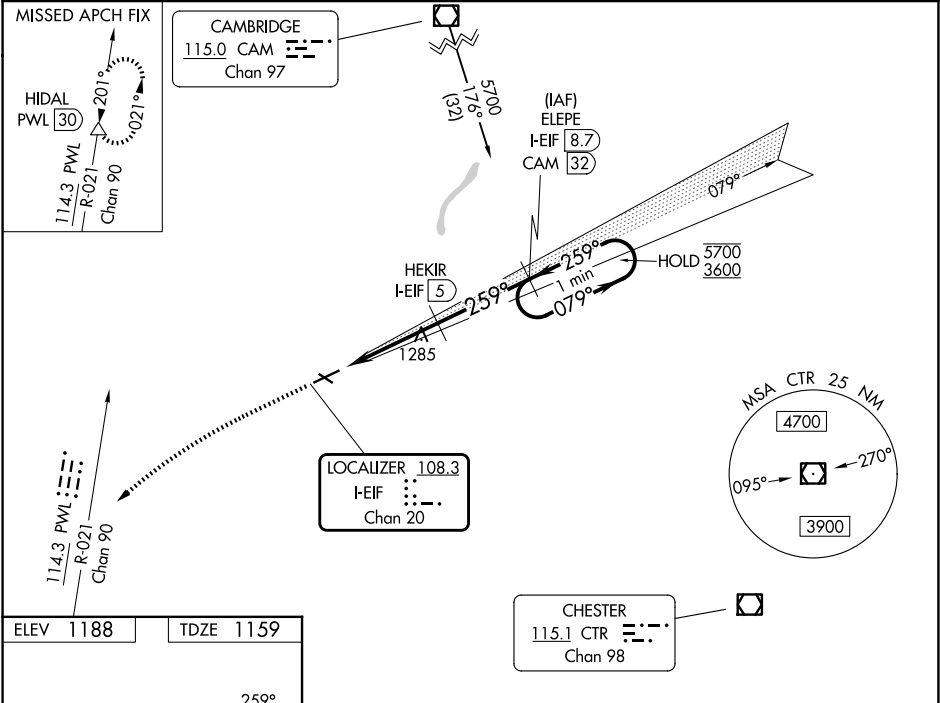
DME required.

▼ Circling NA south of Rwy 8 and southwest of Rwy 32.

❄ -21°C

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 on heading 240° and PWL VOR/DME R-021 to HIDAL INT/PWL 30 DME and hold.
*Missed approach requires minimum climb of 300 feet per NM to 2800.

ASOS 135.375	ALBANY APP CON 132.825 307.2	CLNC DEL 128.6	UNICOM 122.7 0 (CTAF)
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2800	4000	PWL R-021	HIDAL	ELEPE I-EIF 8.7	One Minute Holding Pattern
259°	hdg 240°				
HEKIR I-EIF 5	HEKIR I-EIF 5	HEKIR I-EIF 5	HEKIR I-EIF 5	HEKIR I-EIF 5	HEKIR I-EIF 5
259°	259°	259°	259°	259°	259°
2440	2440	2440	2440	2440	2440
1.1 NM	2.8 NM	3.7 NM			
CATEGORY	A	B	C	D	
S-LOC 26*	1540-1	381 (400-1)	1540-1 1/8	381 (400-1 1/8)	
S-LOC 26	1880-1	721 (700-1)	1880-2	721 (700-2)	
CIRCLING	1880-1 692 (700-1)	2160-1 1/2 972 (1000-1 1/2)	2400-3 1212 (1300-3)	2680-3 1492 (1500-3)	

PITTSFIELD, MAINE

AL-5413 (FAA)

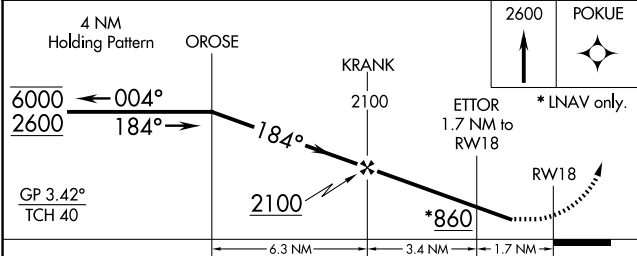
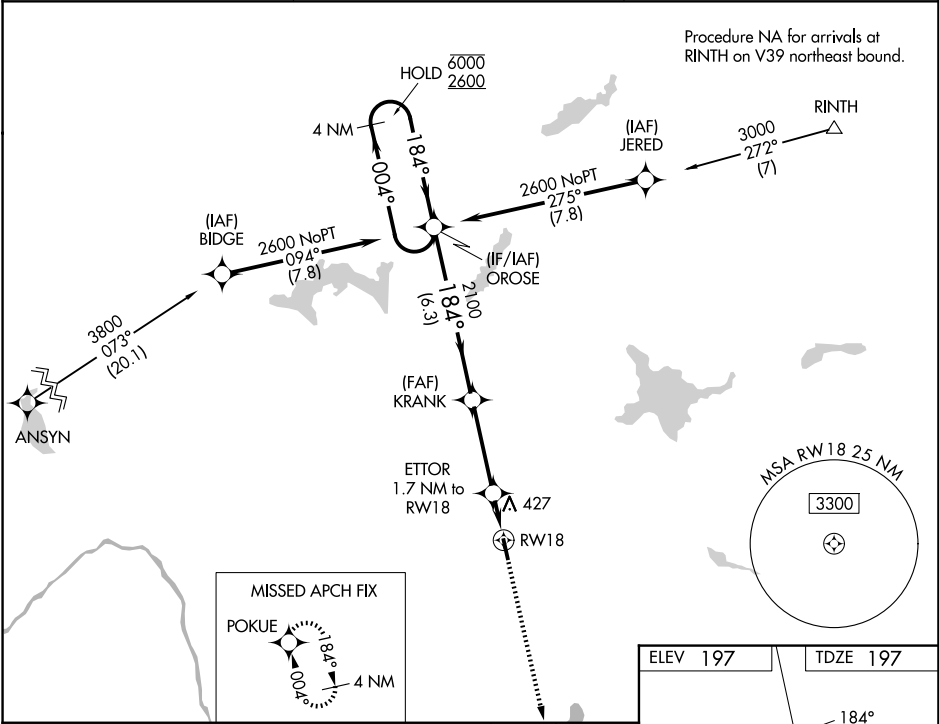
26078

WAAS CH 53342 W18A	APP CRS 184°	Rwy Ldg TDZE 197 Apt Elev 197	4003
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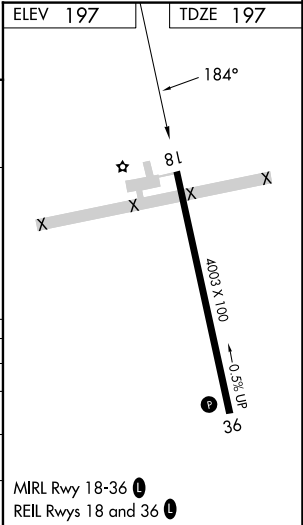
RNAV (GPS) RWY 18

PITTSFIELD MUNI (2B7)

RNP APCH.		MISSED APPROACH: Climb to 2600 direct POKUE and hold.
Rwy 18 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Bangor altimeter setting; when not received procedure NA.		
BGR ASOS 127.75	BANGOR APP CON 118.925 239.3	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	610-1½	413 (500-1½)		NA
LNAV/VNAV DA	785-1¾	588 (600-1¾)		NA
LNAV MDA	740-1	543 (600-1)	740-1 5/8 543 (600-1½)	NA
CIRCLING	800-1	603 (700-1)	880-2 683 (700-2)	NA



PITTSFIELD, MAINE
Amdt 1A 05NOV20

44°46'N-69°22'W

RNAV (GPS) RWY 18

NE-1, 03 SEP 2026 to 29 OCT 2026

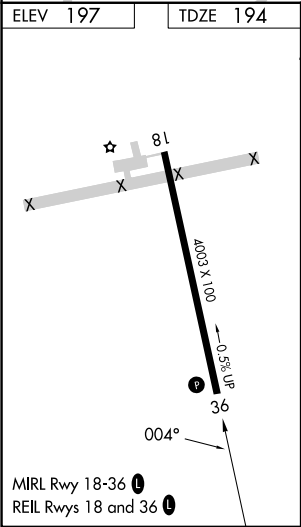
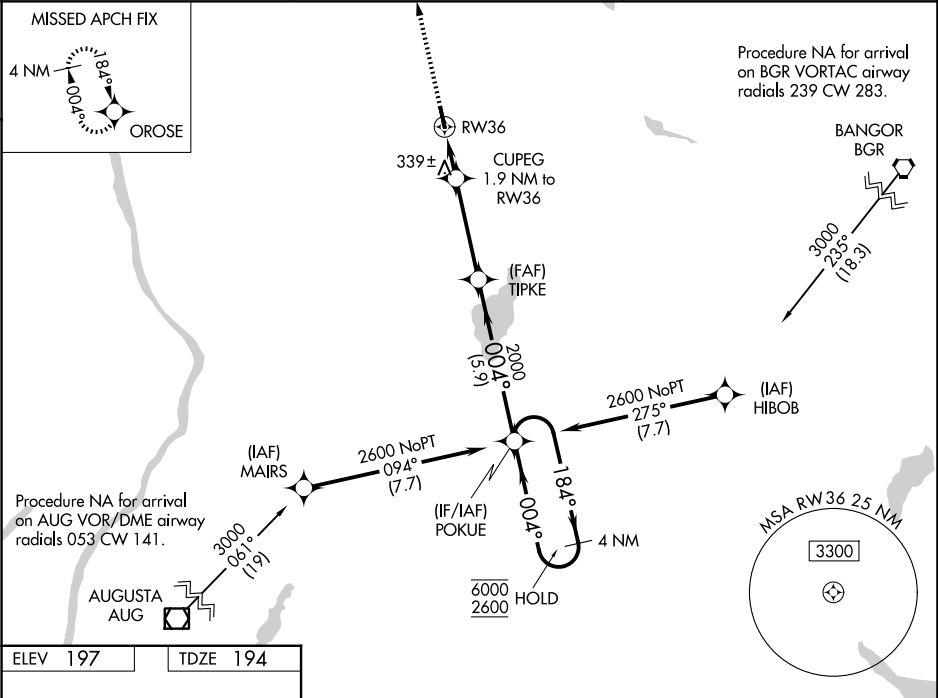
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90242 W36A	APP CRS 004°	Rwy Ldg TDZE 194 Apt Elev 197	4003
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RNAV (GPS) RWY 36
PITTSFIELD MUNI (2B7)

RNP APCH. ▼ Rwy 36 helicopter visibility reduction below ¾ SM NA. ▲ NA Baro-VNAV NA. Use Bangor altimeter setting; when not received procedure NA.	MISSED APPROACH: Climb to 2600 direct OROSE and hold.
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BGR ASOS 127.75	BANGOR APP CON 118.925 239.3	UNICOM 122.8 (CTAF) 0
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2600	OROSE	4 NM	POKUE	Holding Pattern
*LNAV only.	CUPEG 1.9 NM to RW36	TIPKE 2000	184° → 6000 ← 004° 2600	GP 3.00° TCH 40
RW36	*820	2000		
1.9 NM	3.7 NM	5.9 NM		
CATEGORY	A	B	C	D
LPV DA	499-1	305 (400-1)		NA
LNAV/VNAV DA	499-1	305 (400-1)		NA
LNAV MDA	660-1	466 (500-1)	660-1 ¾ 466 (500-1 ¾)	NA
CIRCLING	800-1	603 (700-1)	880-2 683 (700-2)	NA

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

PLAINVILLE, CONNECTICUT

AL-10074 (FAA)

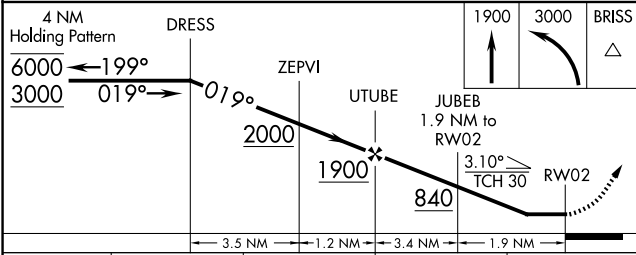
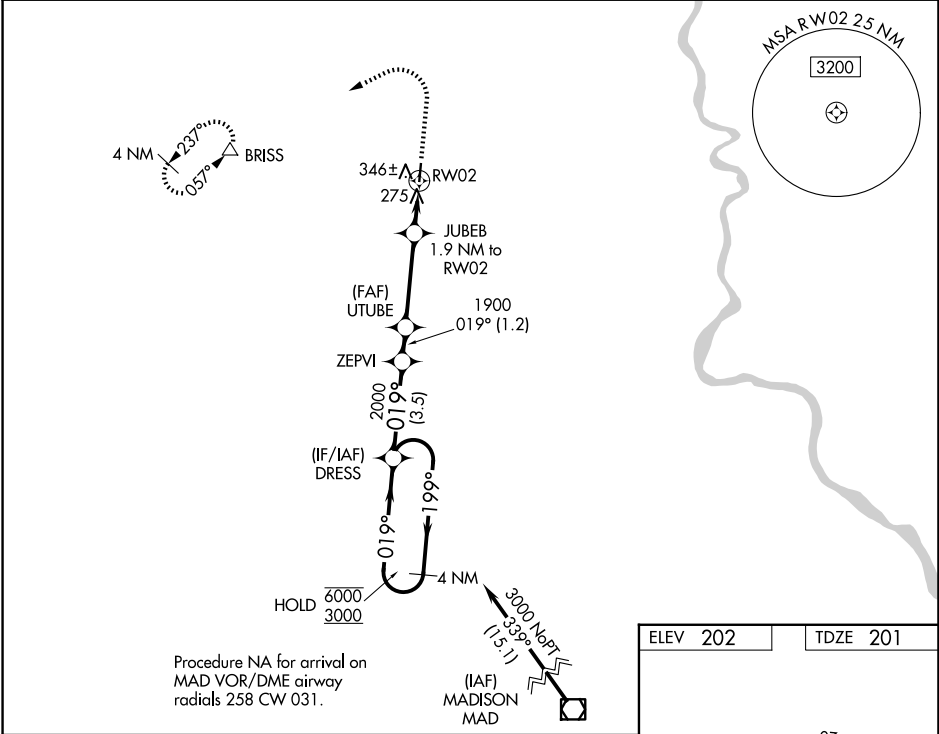
25331

WAAS CH 65737 W02A	APP CRS 019°	Rwy Ldg TDZE Apt Elev	3666 201 202
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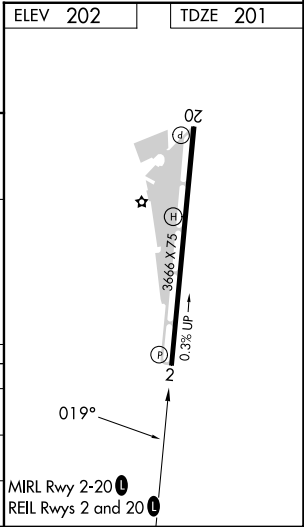
RNAV (GPS) RWY 2
ROBERTSON FLD (4B8)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct BRISS and hold.
Rwy 2 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 2-20. Circling Rwy 20 NA at night.	

AWOS-3PT 119.175	BRADLEY APP CON 123.95 290.55	CLNC DEL 134.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	540-1	339 (400-1)		NA
LNAV MDA	640-1	439 (500-1)	640-1¼ 439 (500-1¼)	NA
CIRCLING	840-1	638 (700-1)	960-2¼ 758 (800-2¼)	NA



PLAINVILLE, CONNECTICUT

Amdt 2 17APR25

41°41'N-72°52'W

RNAV (GPS) RWY 2
ROBERTSON FLD (4B8)

NE-1, 03 SEP 2026 to 29 OCT 2026

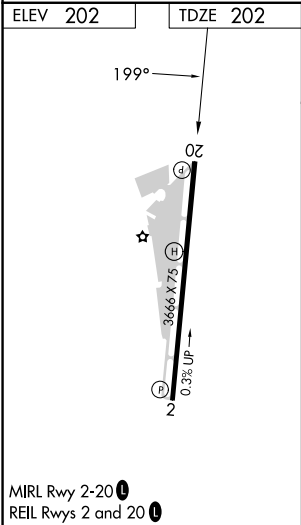
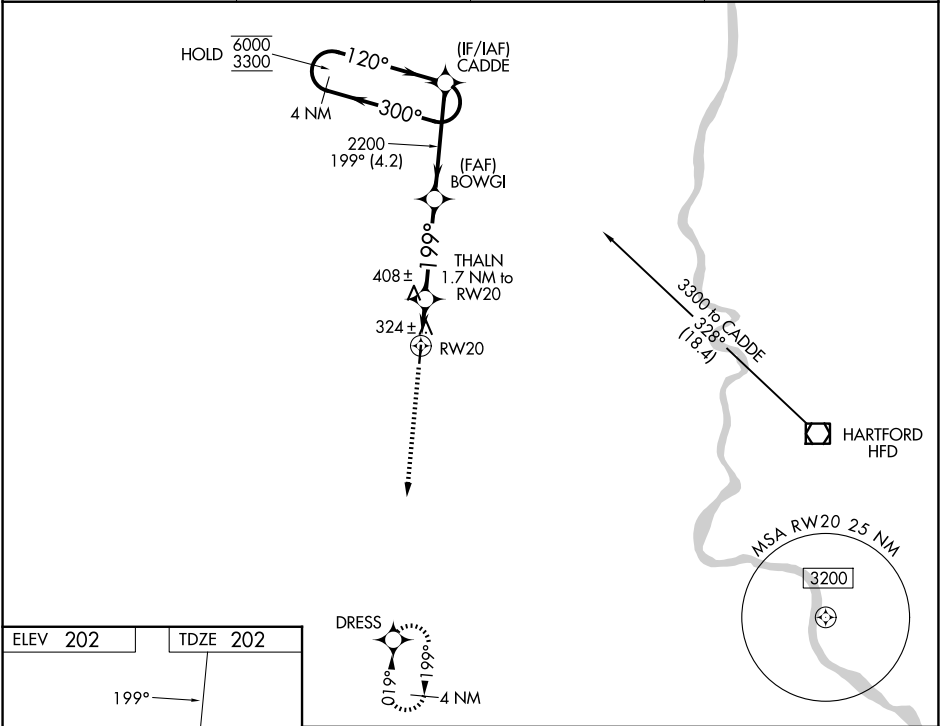
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82347 W20A	APP CRS 199°	Rwy Ldg TDZE Apt Elev	3666 202 202
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RNAV (GPS) RWY 20

ROBERTSON FLD (4B8)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct DRESS and hold. Continue climb-in-hold to 3000.	
Circling Rwy 20 NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 2-20.			
AWOS-3PT 119.175	BRADLEY APP CON 123.95 290.55	CLNC DEL 134.5	UNICOM 122.8 (CTAF) 1



3000 DRESS		4 NM Holding Pattern			
					
THALN 1.7 NM to RW20		BOWGI		CADDE	
RW20		2200		300° → 6000 ← 120° 3300	
860		199°			
1.7 NM		3.6 NM		4.2 NM	
≤ 3.50° TCH 36					
CATEGORY	A	B	C	D	
LP MDA	580-1 378 (400-1)			NA	
LNAV MDA	680-1	478 (500-1)	680-1 3/8 478 (500-1 3/8)	NA	
CIRCLING	840-1	638 (700-1)	960-2 1/4 758 (800-2 1/4)	NA	

PLYMOUTH, MASSACHUSETTS

AL-5295 (FAA)

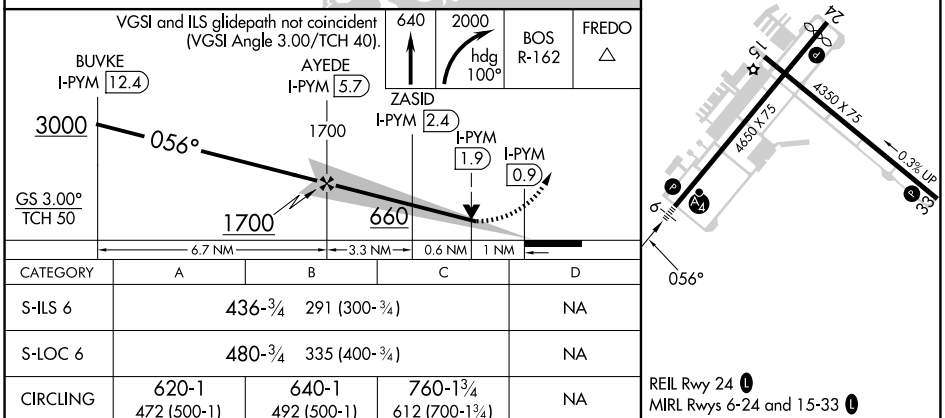
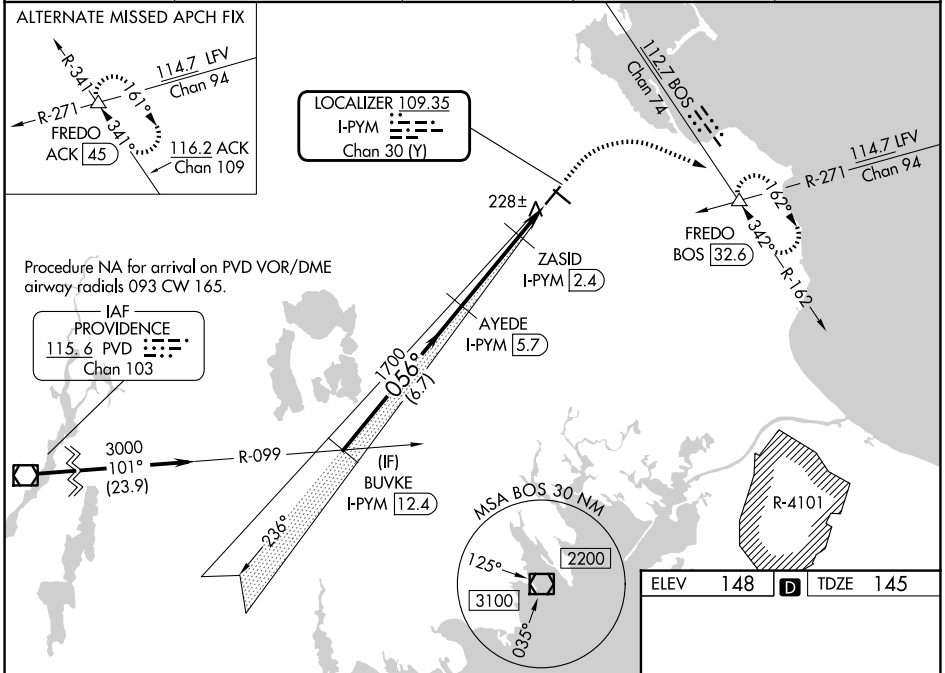
26246

LOC/DME I-PYM 109.35 Chan 30 (Y)	APP CRS 056°	Rwy Ldg TDZE Apt Elev 4650 145 148
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ILS or LOC RWY 6

PLYMOUTH MUNI (PYM)

RNP APCH - GPS. From PVD VOR/DME.			MALSF 	MISSED APPROACH: Climb to 640 then climbing right turn to 2000 on heading 100° and on BOS VOR/DME R-162 to FREDO INT/BOS 32.6 DME and hold.
DME required for LOC only. Aircraft not GPS equipped - RADAR required for procedure entry.				
T A Circling Rwy 15 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS 6 visibility all Cats to ½ SM.				
ASOS 135.625	BOSTON APP CON 118.2 284.6	CLNC DEL 127.75	UNICOM 122.725 (CTAF)	122.9 



PLYMOUTH, MASSACHUSETTS

Amdt 11 31OCT24

41°55'N-70°44'W

ILS or LOC RWY 6

PLYMOUTH MUNI (PYM)

NE-1, 03 SEP 2026 to 29 OCT 2026

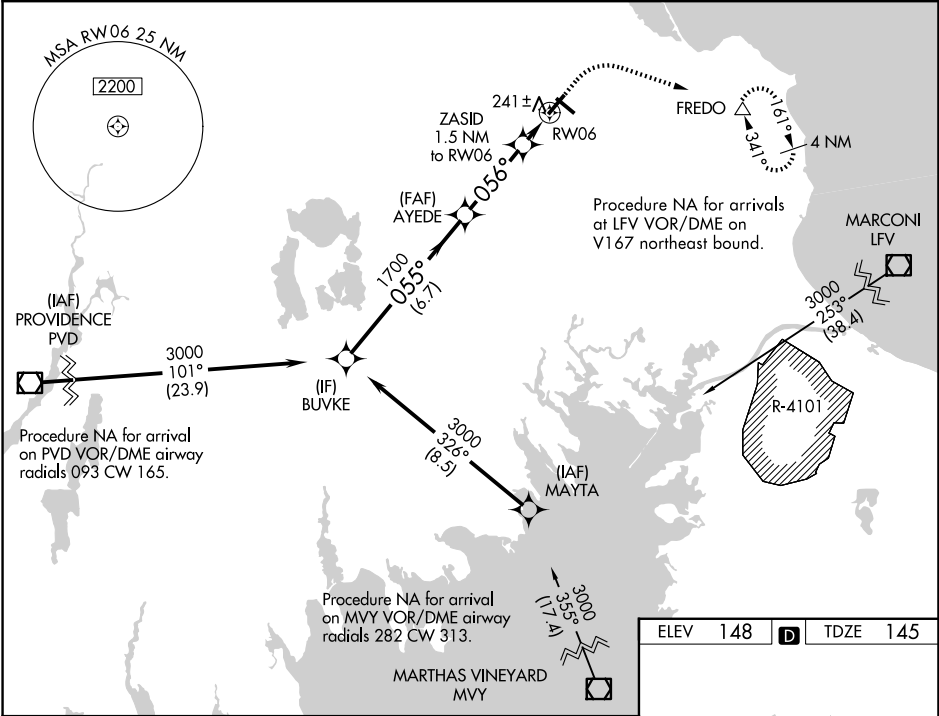
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40422 W06A	APP CRS 056°	Rwy Ldg TDZE 145 Apt Elev 148
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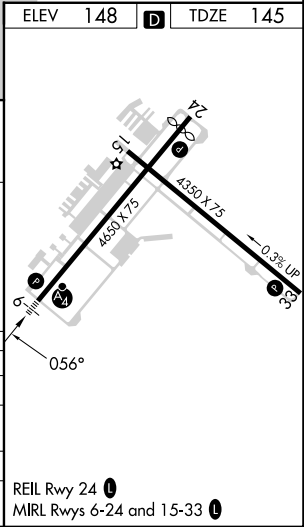
RNAV (GPS) RWY 6
PLYMOUTH MUNI (PYM)

RNP APCH - GPS. ▼ Circling Rwy 15 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to ½ SM.	MALSF [Symbol]	MISSED APPROACH: Climb to 640 then climbing right turn to 1900 direct FREDO and hold.
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ASOS 135.625	BOSTON APP CON 118.2 284.6	CLNC DEL 127.75	UNICOM 122.725 (CTAF)	122.9 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).				
BUVKE				
3000				
055°				
1700				
056°				
660				
RW06				
GP 3.00° TCH 50				
6.7 NM				
3.3 NM				
1.5 NM				
A B C D				
LPV	DA	436-¾	291 (300-¾)	NA
LNAV/VNAV	DA	426-¾	281 (300-¾)	NA
LNAV	MDA	500-¾	355 (400-¾)	NA
CIRCLING		620-1 472 (500-1)	640-1 492 (500-1)	760-1¾ 612 (700-1¾)



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

PLYMOUTH, MASSACHUSETTS

AL-5295 (FAA)

26078

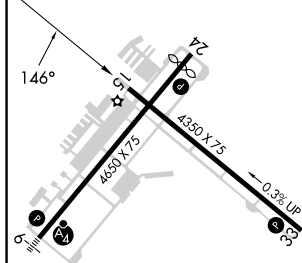
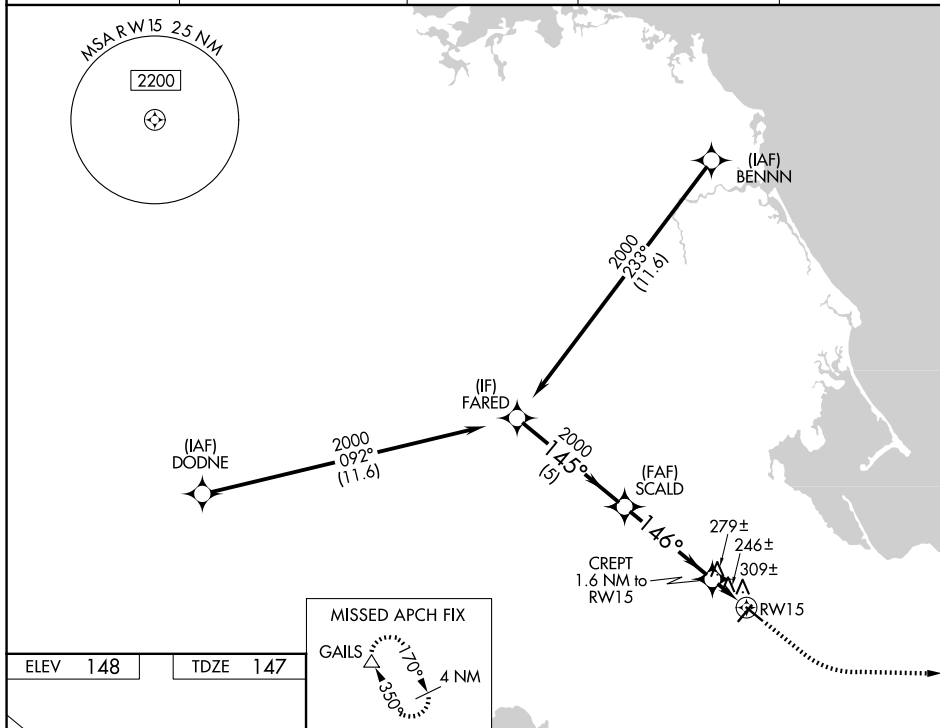
WAAS CH 93639 W15A	APP CRS 146°	Rwy Ldg TDZE 147 Apt Elev 148
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RNAV (GPS) RWY 15

PLYMOUTH MUNI (PYM)

RNP APCH - GPS.	MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct GAILS and hold.
Rwy 15 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.	

ASOS 135.625	BOSTON APP CON 118.2 284.6	CLNC DEL 127.75	UNICOM 122.725 (CTAF)	122.9
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REIL Rwy 24 **1**

MIRL Rwy 6-24 and 15-33 **1**

PLYMOUTH, MASSACHUSETTS

Orig-C 31OCT24

PLYMOUTH MUNI (PYM)

41°55'N-70°44'W

RNAV (GPS) RWY 15

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

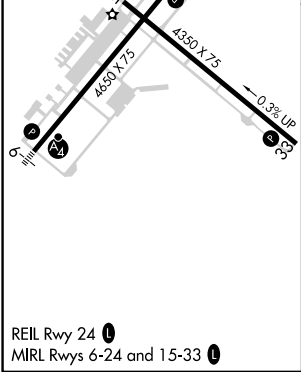
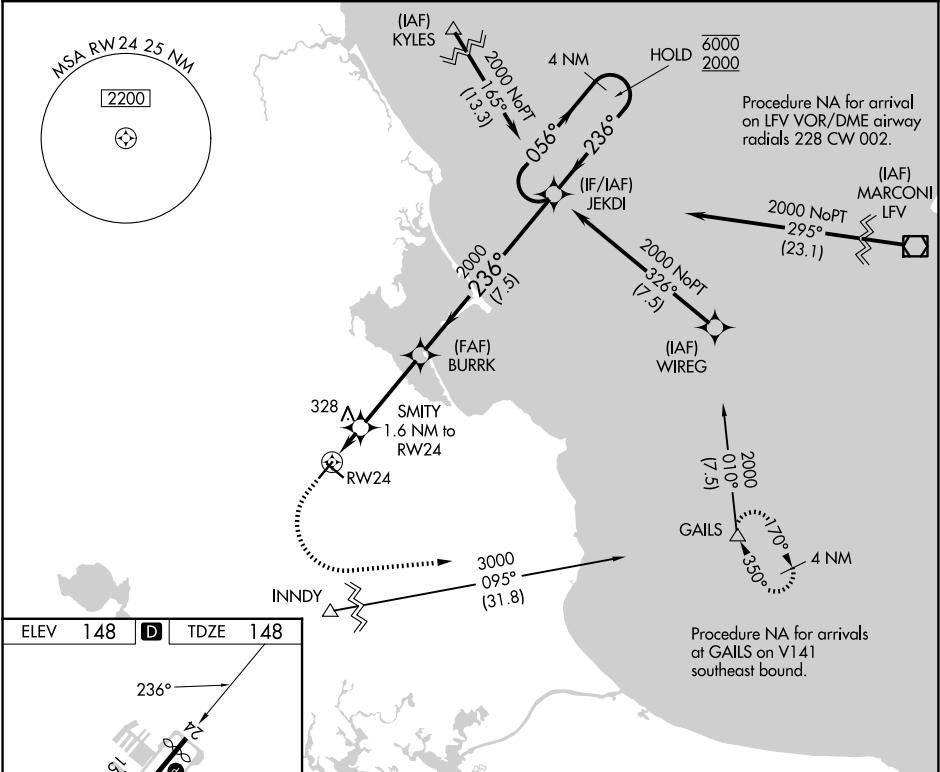
APP CRS	Rwy Ldg	4350
236°	TDZE	148
	Apt Elev	148

RNAV (GPS) RWY 24

PLYMOUTH MUNI (PYM)

RNP APCH - GPS.		MISSED APPROACH: Climb to 640 then climbing left turn to 2000 direct GAILS and hold.
T A	Rwy 24 helicopter visibility reduction below 1 SM NA. Circling Rwy 15 NA at night.	

ASOS 135.625	BOSTON APP CON 118.2 284.6	CLNC DEL 127.75	UNICOM 122.725 (CTAF)	122.9
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640 2000		GAILS		VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).	
				BURRK JEKDI	
RW24		SMITY 1.6 NM to RW24		236° 056° 6000 2000	
780		3.40° TCH 60		4 NM Holding Pattern	
1.6 NM		3.4 NM		7.5 NM	
CATEGORY	A	B	C	D	
INAV MDA	580-1	432 (500-1)	580-1¼ 432 (500-1¼)	NA	
CIRCLING	620-1 472 (500-1)	640-1 492 (500-1)	760-1¾ 612 (700-1¾)	NA	

PLYMOUTH, MASSACHUSETTS

AL-5295 (FAA)

26078

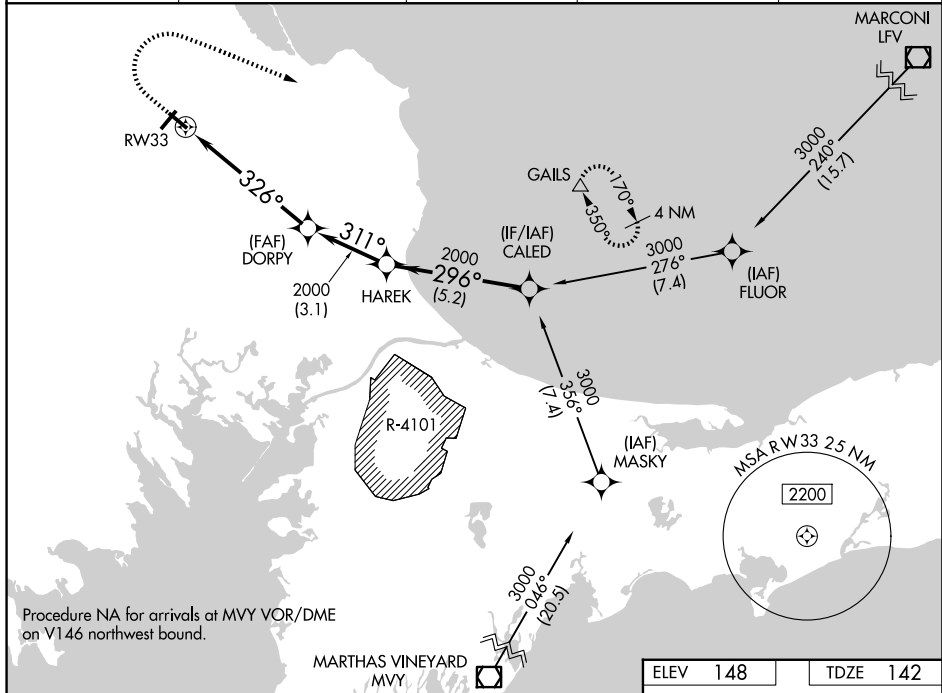
WAAS CH 63241 W33A	APP CRS 326°	Rwy Ldg TDZE Apt Elev	4350 142 148
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RNAV (GPS) RWY 33

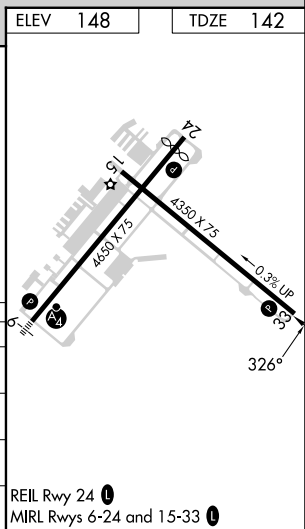
PLYMOUTH MUNI (PYM)

RNP APCH - GPS.	MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct GAILS and hold.
▼ Circling Rwy 15 NA at night. Rwy 33 helicopter visibility reduction below ¾ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.	

ASOS 135.625	BOSTON APP CON 118.2 284.6	CINC DEL 127.75	UNICOM 122.725 (CTAF)	122.9 0
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700	3000	GAILS △		
* LNAV only				
RW33 *1.5 NM to RW33 DORPY 2000 HAREK CALED 3000 326° 311° 296° 2000 2000 GP 3.03° TCH 40 1.5 NM 4.2 NM 3.1 NM 5.2 NM				
CATEGORY	A	B	C	D
LPV DA	393-¾	251 (300-¾)		NA
LNAV/VNAV DA	486-1	344 (400-1)		NA
LNAV MDA	660-1	518 (600-1)	660-1¾ 518 (600-1¾)	NA
CIRCLING	660-1	512 (600-1)	760-1¾ 612 (700-1¾)	NA



PLYMOUTH, MASSACHUSETTS
Amdt 1B 31OCT24

41°55'N-70°44'W

PLYMOUTH MUNI (PYM)
RNAV (GPS) RWY 33

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 11
PORTLAND INTL JETPORT (PWM)

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

(IAF) PARSO
I-PWM [21]

(IF/IAF) BUXTO
I-PWM [10.6]
RADAR 2300

MAINA INT
I-PWM [6.6]

AIMME INT
I-PWM [16.3]

HIKOD INT
CON [33]

CONCORD
112.9 CON [---] Chan 76

LOCALIZER 109.9
I-PWM [---] Chan 36

MSA ENE 25 NM
3600
3100
1900

Procedure NA for arrivals on CON VOR/DME airway radials 037 CW 088.

Procedure NA for arrivals on ENE VOR/DME airway radial 062.

KENNEBUNK
117.1 ENE [---] Chan 118

FLEV Z6 TDZF Z6

ELEV 76 **D** TDZE 76

110°

8L

TWR

7200 X 150

0.5% UP

36

TDZL/RCLS Rwy 11

MIRL Rwy 18-36

HIRL Rwy 11-29

REIL Rwy 18 and 36

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

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, MAINE

AL-329 (FAA)

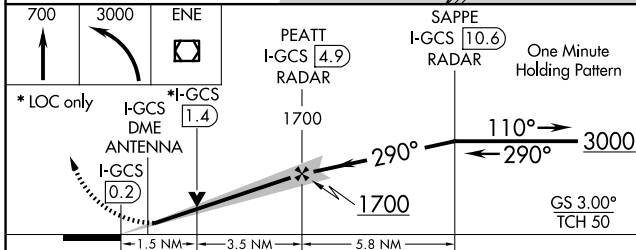
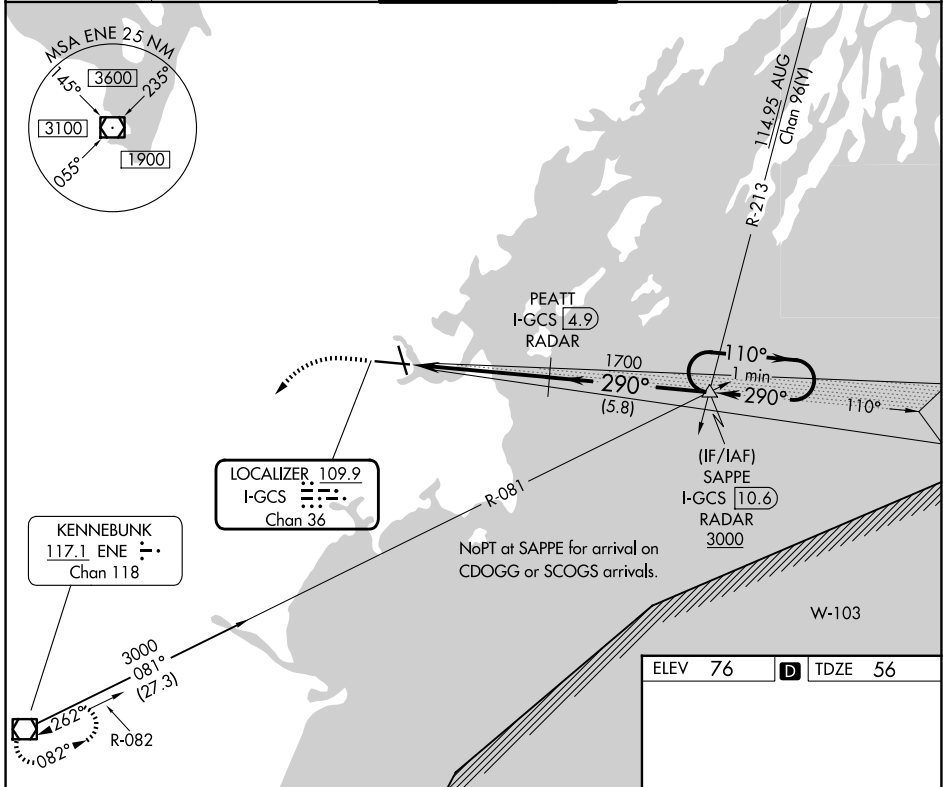
26246

LOC/DME I-GCS 109.9 Chan 36	APP CRS 290°	Rwy Ldg 7200 TDZE 56 Apt Elev 76
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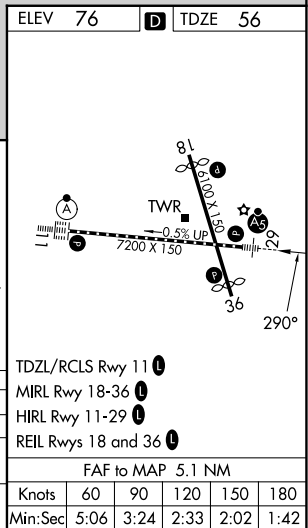
ILS or LOC RWY 29 **PORTLAND INTL JETPORT (PWM)**

V A **RVR 1800 authorized with use of FD or AP or HUD to DA. DME or RADAR required.	MAISR A5	MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.
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ATIS 119.05	PORTLAND APP CON * 119.75 269.35	PORTLAND TOWER * 120.9 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 29**	256/24 200 (200-½)			
S-LOC 29	580/24 524 (600-½)	580/55 524 (600-1)		
CIRCLING	620-1 544 (600-1)	640-1 564 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)


 PORTLAND, MAINE
 Amdt 4A 16JUL20

43°39'N-70°19'W

 PORTLAND INTL JETPORT (PWM)
ILS or LOC RWY 29

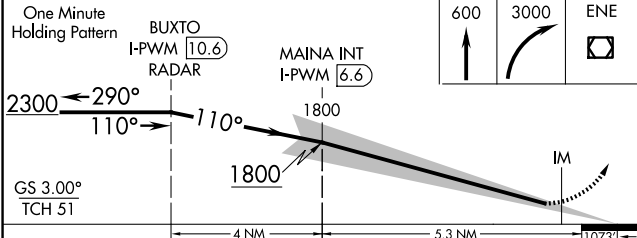
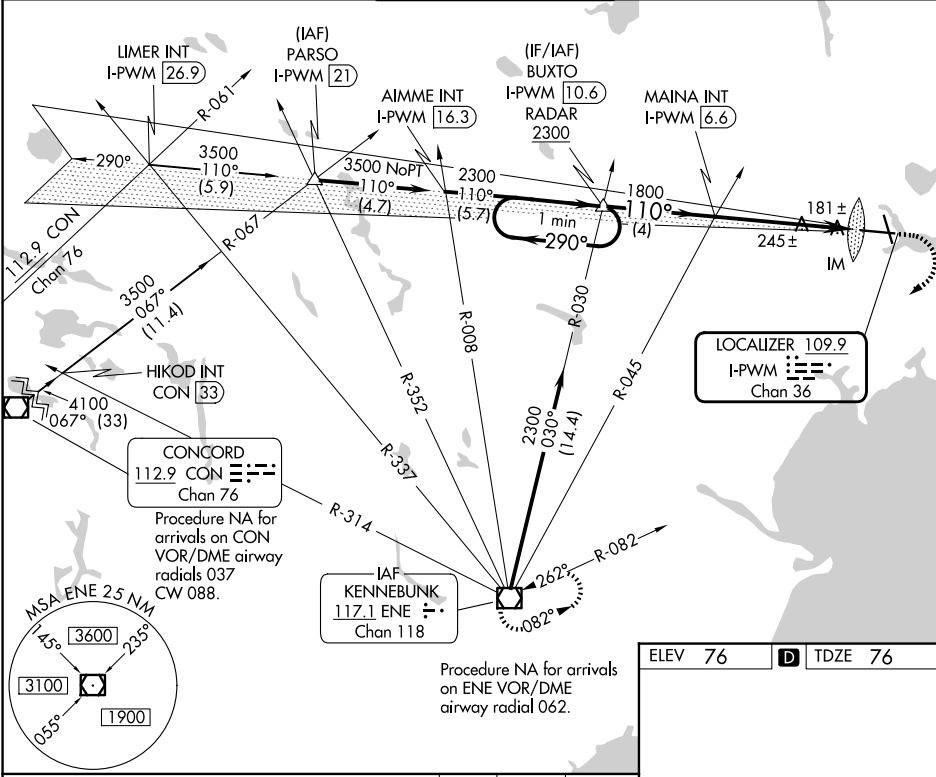
NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-PWM 109.9 Chan 36	APP CRS 110°	Rwy Ldg 7200 TDZE 76 Apt Elev 76
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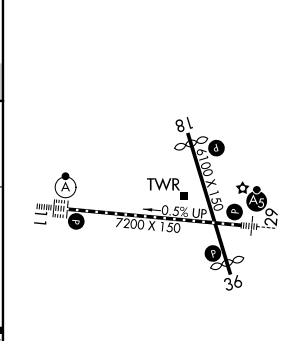
ILS RWY 11 (SA CAT I)
PORTLAND INTL JETPORT (PWM)

⚠ Procedure NA when control tower closed. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSIF-2 	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.
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ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 0 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 76	TDZE 76
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CATEGORY	A	B	C	D
S-ILS 11	RA 166/14 150 DA 226			

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

- TDZL/RCLS Rwy 11
- MIRL Rwy 18-36
- HIRL Rwy 11-29
- REIL Rwy 18 and 36

PORTLAND, MAINE

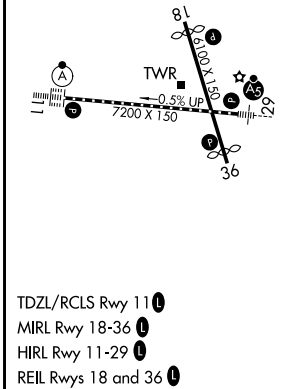
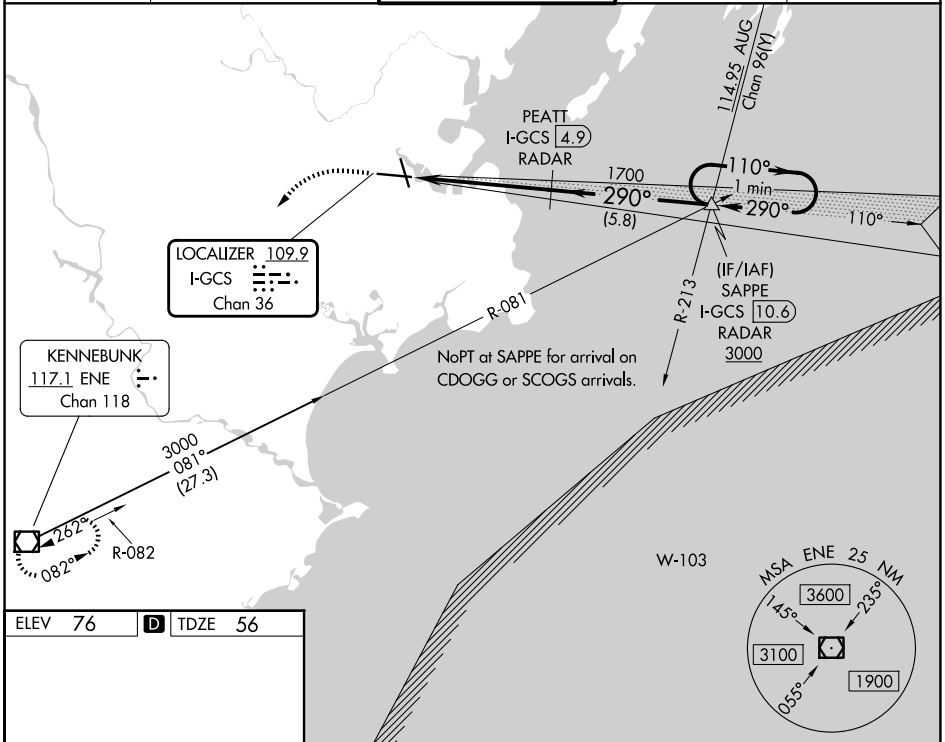
LOC/DME I-GCS <u>109.9</u> Chan 36	APP CRS 290°	Rwy Ldg 7200 TDZE 56 Apt Elev 76
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ILS RWY 29(SA CAT I & II)

PORTLAND INTL JETPORT (PWM)

T A	DME or RADAR required. DME required when Portland approach control closed. Procedure NA when control tower closed. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.	MAJSR 	MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.
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ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER★ 120.9 0 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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700 ↑	3000 ↖	ENE 	PEATT I-GCS 4.9 RADAR SAPPE I-GCS 10.6 RADAR One Minute Holding Pattern 1700 290° 110° → ← 290° 3000 GS 3.00° TCH 50 875' 5.1 NM 5.8 NM					
CATEGORY	A		B		C		D	
S-ILS 29	SA CAT I		RA 206/14		150 DA 206			
S-ILS 29	SA CAT II		RA 146/12		100 DA 156			
SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED								

PORTLAND, MAINE
Amdt 4A 16JUL20

43°39'N-70°19'W

PORTLAND INTL JETPORT (PWM)

ILS RWY 29 (SA CAT I & II)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-PWM 109.9 Chan 36	APP CRS 110°	Rwy Ldg 7200 TDZE 76 Apt Elev 76
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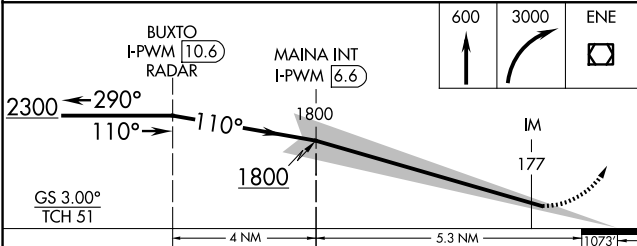
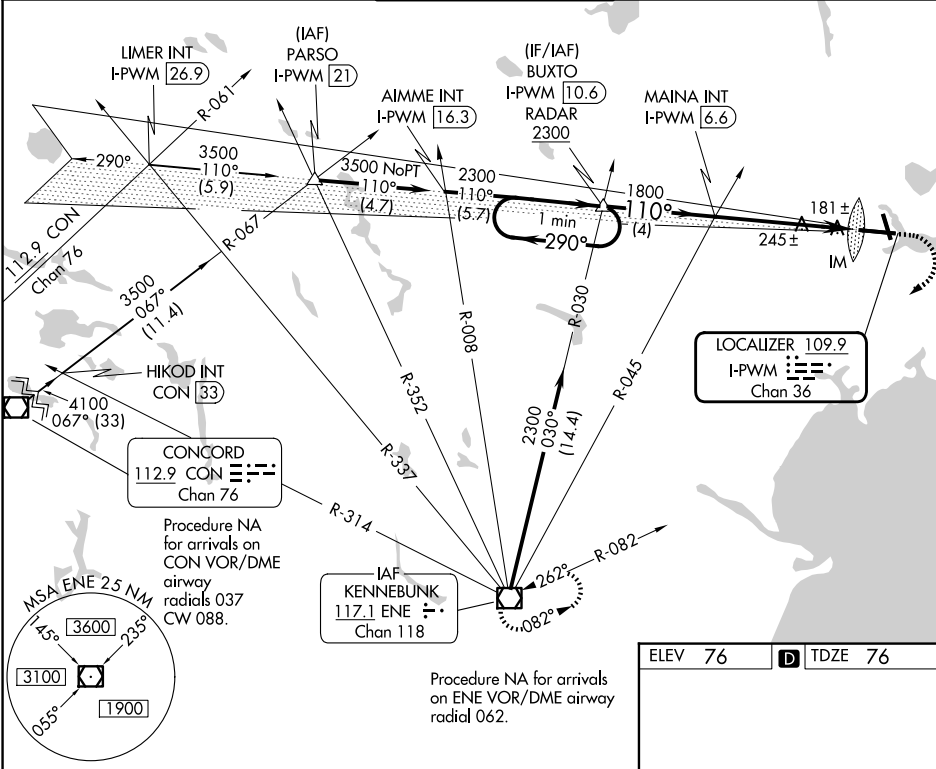
ILS RWY 11 (CAT II & III)
PORTLAND INTL JETPORT (PWM)

Procedure NA when control tower closed.

ALSF-2

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

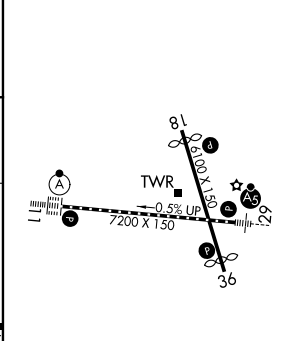
ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 0 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 11	CAT II	RA 108/12	100 DA 176	
S-ILS 11		CAT III	RVR 06	

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

ELEV 76	TDZE 76
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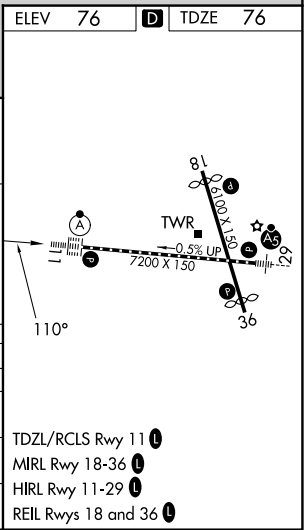
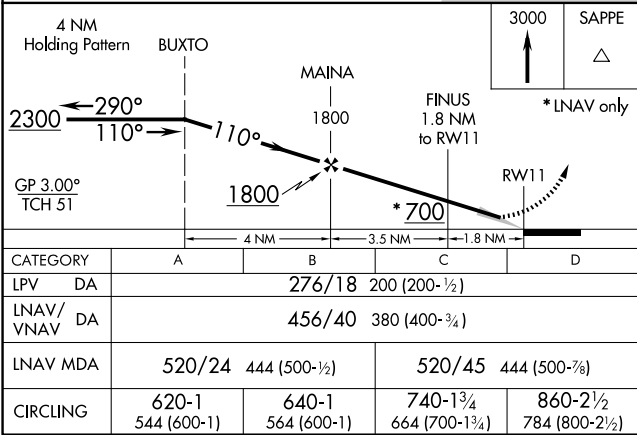
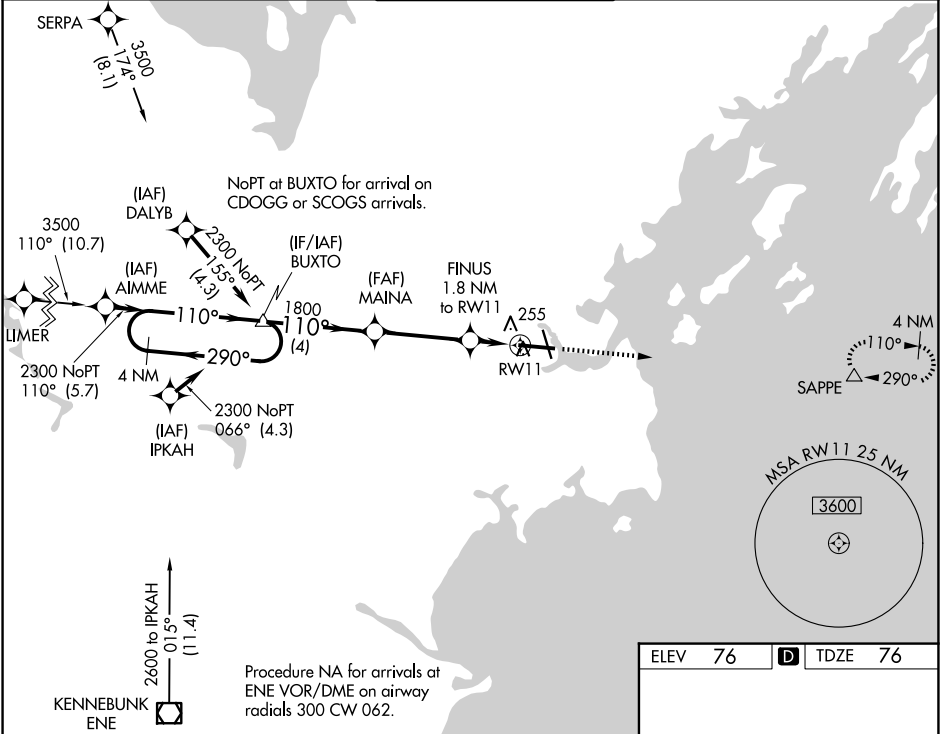


- TDZL/RCLS Rwy 11 0
- MIRL Rwy 18-36 0
- HIRL Rwy 11-29 0
- REIL Rwy 18 and 36 0

WAAS CH 70306 W11A	APP CRS 110°	Rwy Ldg TDZE 76 Apt Elev 76
--	------------------------	---

RNAV (GPS) RWY 11
PORTLAND INTL JETPORT (PWM)

RNP APCH - GPS.		ALSF-2	MISSED APPROACH: Climb to 3000 direct SAPPE and hold, continue climb-in-hold to 3000.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.				
ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 0 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, MAINE

AL-329 (FAA)

26246

WAAS CH 77925 W18A	APP CRS 178°	Rwy Ldg TDZE Apt Elev	5150 50 76
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RNAV (GPS) RWY 18

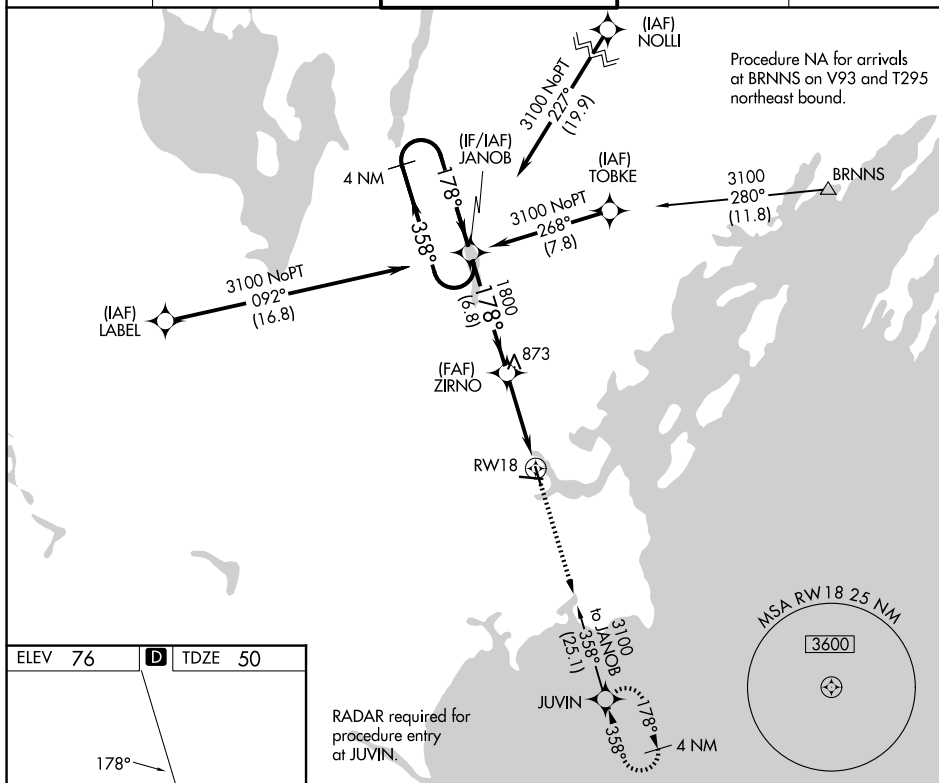
PORTLAND INTL JETPORT (PWM)

RNP APCH.

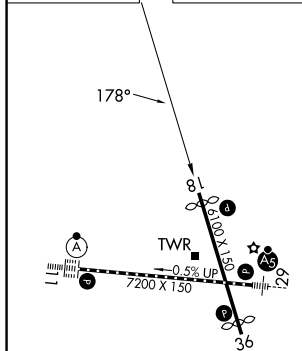
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F)
▲ or above 54°C (130°F). Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to
3100 direct JUVIN and hold,
continue climb-in-hold to 3100.

ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 0 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 76	D	TDZE 50
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TDZL/RCLS Rwy 11 **1**
 MIRL Rwy 18-36 **1**
 HIRL Rwy 11-29 **1**
 REIL Rws 18 and 36 **1**

4 NM Holding Pattern		JANOB	3100		JUVIN
GP 3.00° TCH 50		ZIRNO	1800		*2 NM to RWY 18
			1800		*LNAV only
			6.8 NM		3.4 NM
			2 NM		
CATEGORY	A	B	C	D	
LPV DA	300- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)		
LNAV/VNAV DA	477- $\frac{13}{8}$		427 (500- $\frac{13}{8}$)		
LNAV MDA	740-1 690 (700-1)		740-2 690 (700-2)		
CIRCLING	740-1 664 (700-1)		740-2 860-2 $\frac{1}{2}$ 784 (800-2 $\frac{1}{2}$)		

PORTLAND, MAINE
 Amdt 2A 16JUL20

43°39'N-70°19'W

PORTLAND INTL JETPORT (PWM)
RNAV (GPS) RWY 18

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 65626 W29A	APP CRS 290°	Rwy Ldg 7200 TDZE 56 Apt Elev 76
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RNAV (GPS) RWY 29
PORTLAND INTL JETPORT (PWM)

RNP APCH.

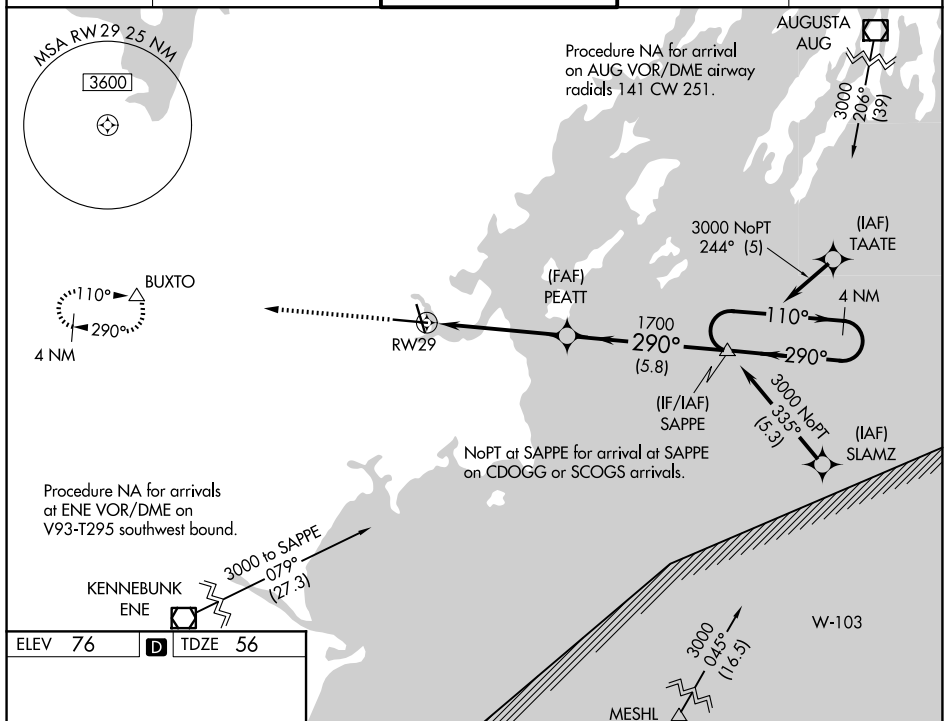
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1¾ mile, increase LNAV Cat C/D visibility to 1¾ mile.
A **RVR 1800 authorized with use of ED or AP or HUD to DA.

MALSR

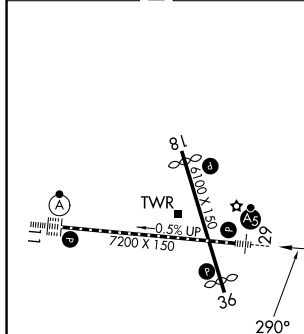


MISSED APPROACH: Climb to 3000 direct BUXTO and hold, continue climb-in-hold to 3000.

ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 0 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 76	D	TDZE 56
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[illegible]

NE-1, 03 SEP 2026 to 29 OCT 2026

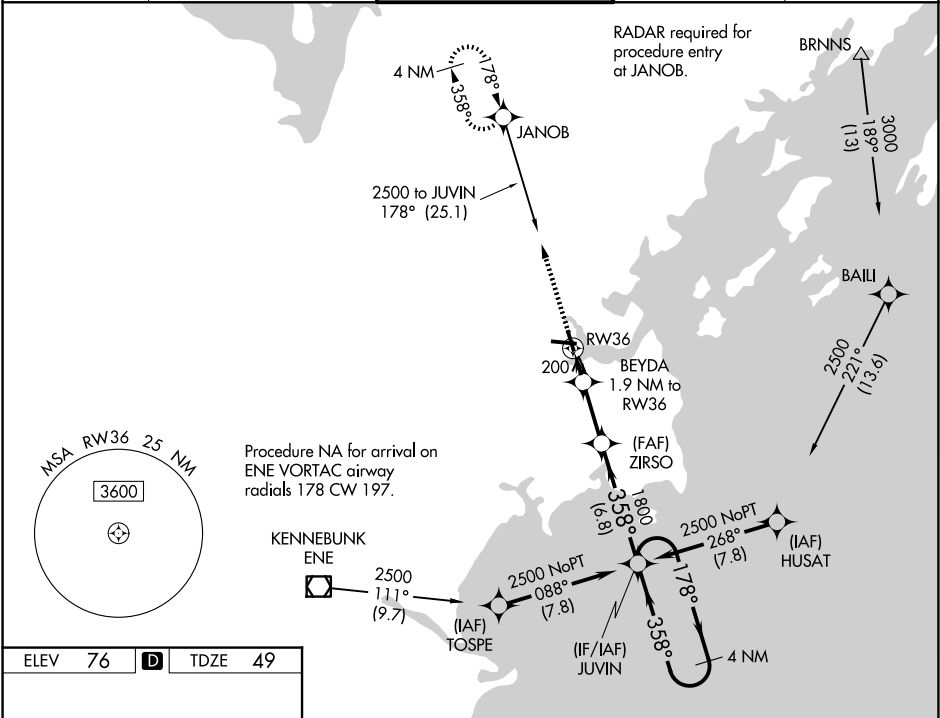
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49225 W36A	APP CRS 358°	Rwy Ldg TDZE 49 Apt Elev 76
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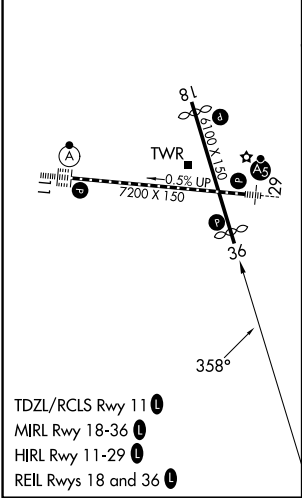
RNAV (GPS) RWY 36
PORTLAND INTL JETPORT (PWM)

RNP APCH.	MISSED APPROACH: Climb to 3100 direct JANOB and hold, continue climb-in-hold to 3100.
▼ ▲ Rwy 36 helicopter visibility reduction below ¾ SM NA.	

ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
-----------------------	--	--	-------------------------	-------------------------



ELEV 76	D	TDZE 49
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3100	JANOB	VGSI and descent angles not coincident (VGSI Angle 3.25/TCH 54).		4 NM Holding Pattern	
		BEYDA 1.9 NM to RW36	ZIRSO	JUVIN	
		1 NM to RW36	1800	2500	
		700	3.00° TCH 54		
		1 NM, 0.9 NM	3.4 NM	6.8 NM	
CATEGORY		A	B	C	D
LP	MDA	460-1	411 (400-1)	460-1 $\frac{1}{8}$	411 (400-1 $\frac{1}{8}$)
LNAV	MDA	560-1	511 (500-1)	560-1 $\frac{3}{8}$	511 (500-1 $\frac{3}{8}$)
CIRCLING		620-1 544 (600-1)	640-1 564 (600-1)	740-1 $\frac{1}{4}$ 664 (700-1 $\frac{1}{4}$)	860-2 $\frac{1}{2}$ 784 (800-2 $\frac{1}{2}$)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

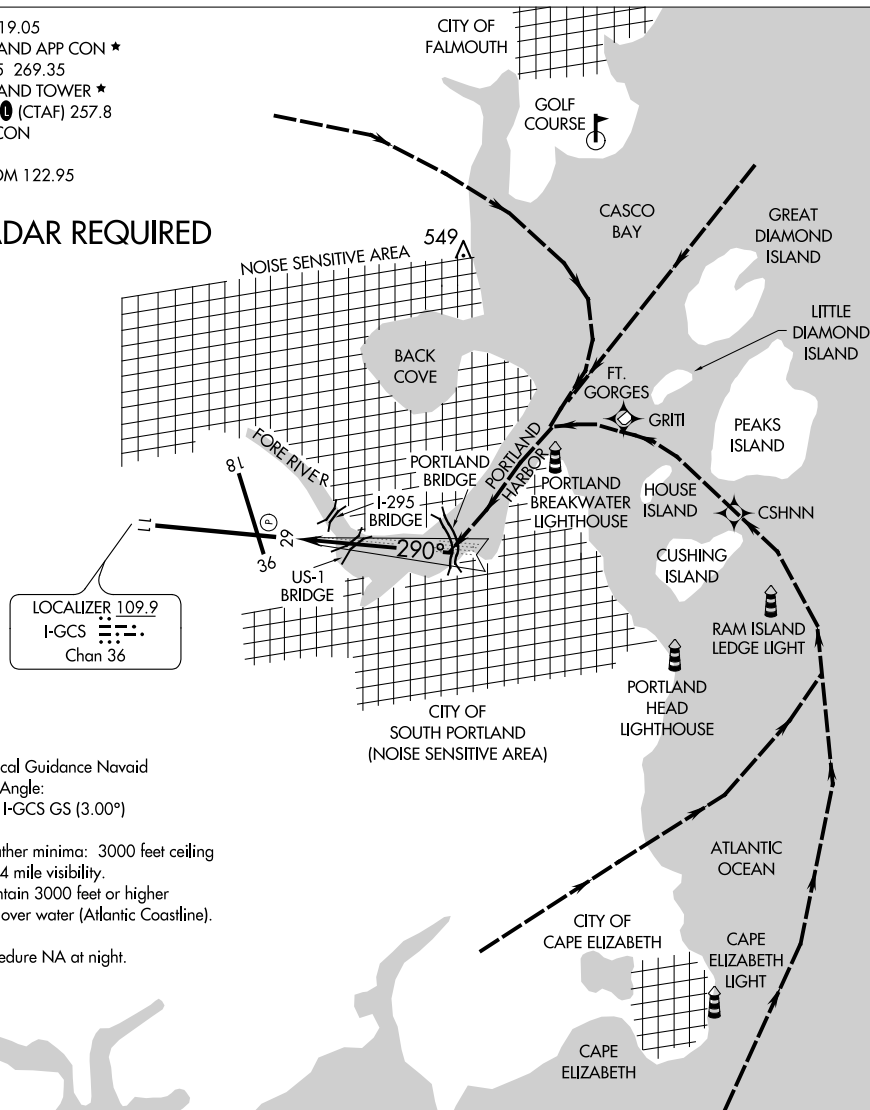
HARBOR VISUAL RWY 29

PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE

ATIS 119.05
PORTLAND APP CON ★
119.75 269.35
PORTLAND TOWER ★
120.9 **L** (CTAF) 257.8
GND CON
121.9
UNICOM 122.95

AL-329 (FAA)

RADAR REQUIRED



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

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

Procedure NA at night.

1 NM	2	3	4	5	6	7	8
------	---	---	---	---	---	---	---

From the south over Cape Elizabeth proceed over water keeping Portland Head Lighthouse and Ram Island Ledge Light on the left. Proceed north of Cushing Island passing over the southwest edge of Peaks Island. Turn left towards the entrance of Portland Harbor between Fort Gorges on the right and Portland Breakwater Lighthouse on the left. Proceed southwest towards the Portland bridge and LOC course.

From the north, proceed to the entrance of Portland Harbor with Fort Gorges on the left. Then proceed southwest toward the Portland bridge and LOC course.

HARBOR VISUAL RWY 29

43°39'N-70°19'W

PORTLAND, MAINE
PORTLAND INTL JETPORT (PWM)

Amdt 3 02DEC21

327

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

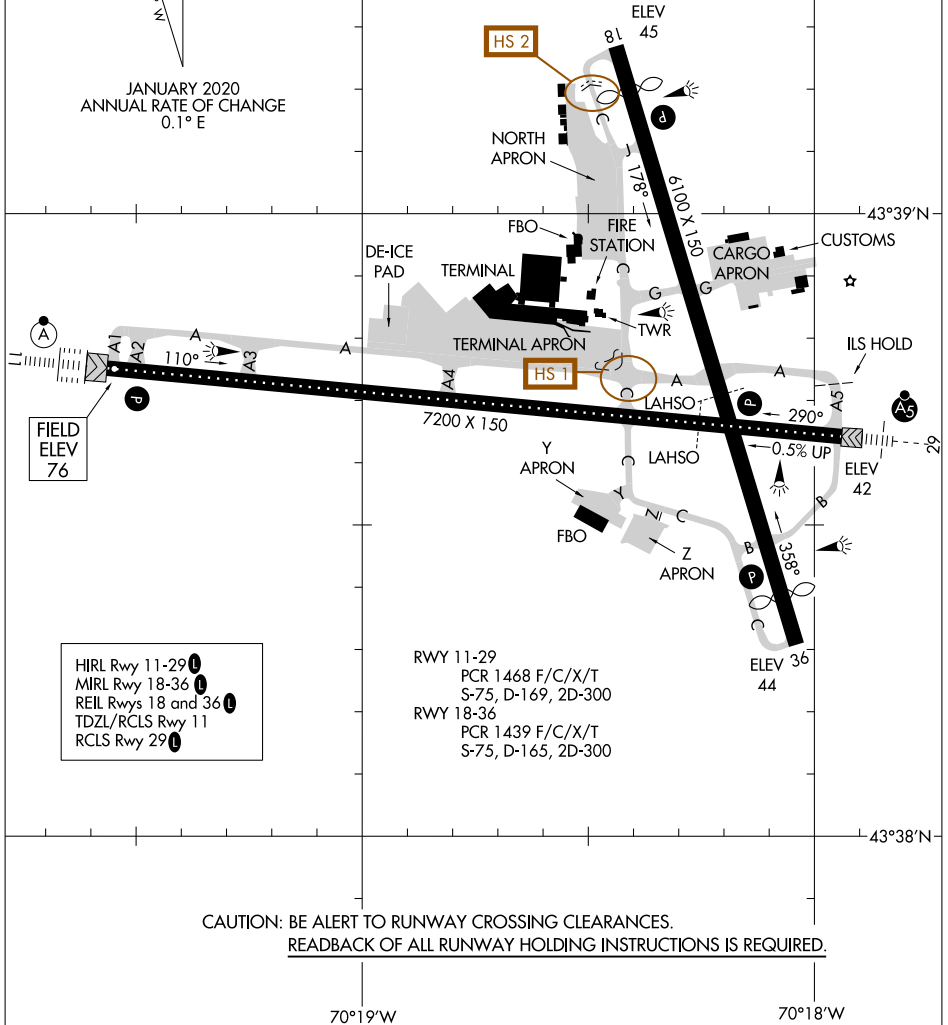
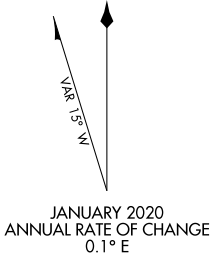
26134

AIRPORT DIAGRAM

AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE

ATIS
119.05
PORTLAND TOWER ★
120.9 (CTAF) 257.8
GND CON
121.9
CLNC DEL
121.9
D



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

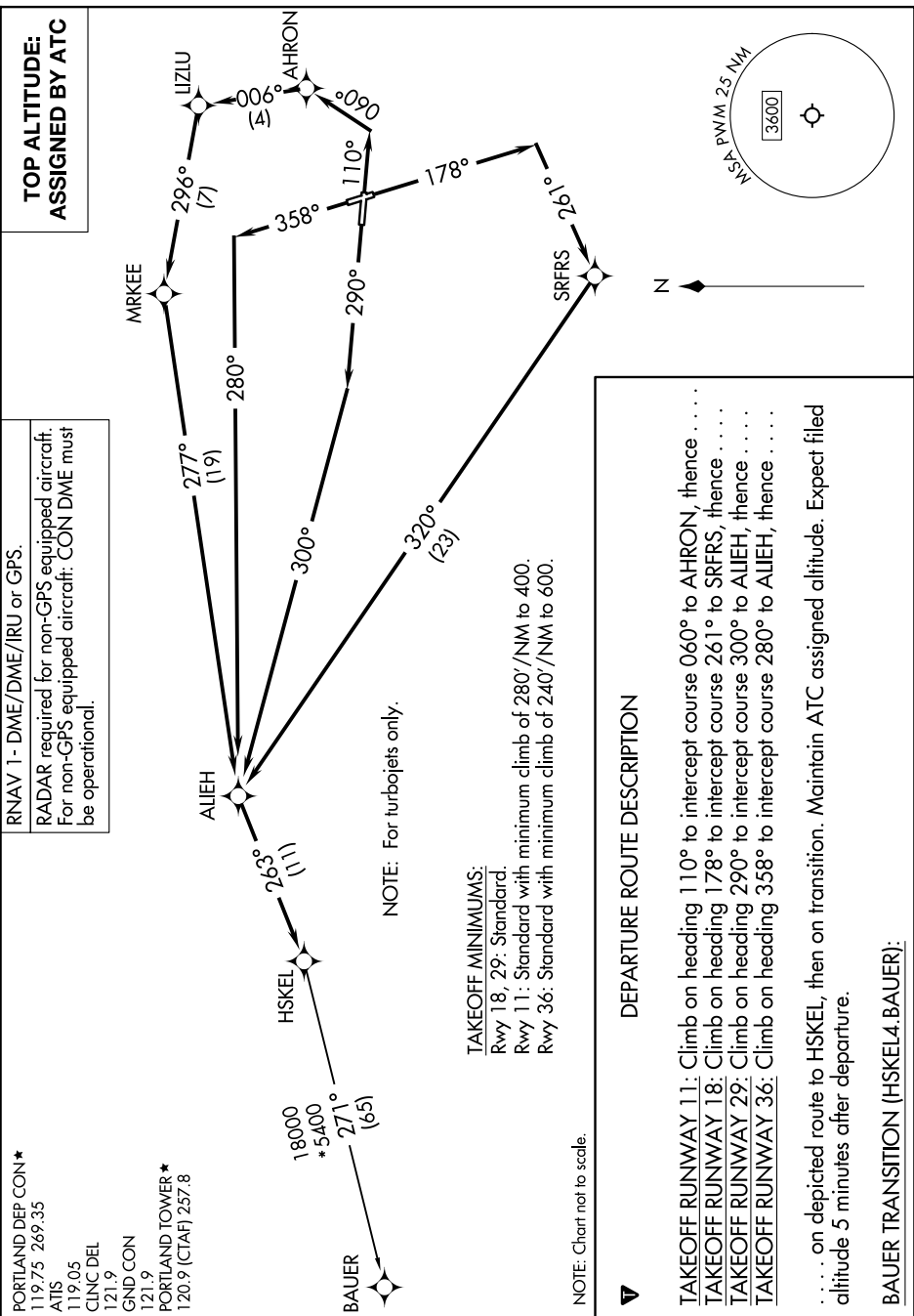
26134

PORTLAND, MAINE
PORTLAND INTL JETPORT (PWM)

NE-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND DEP CON★
119.75 269.35
ATIS
119.05
CUNC DEL
121.9
GND CON
121.9
PORTLAND TOWER ★
120.9 (CTAF) 257.8

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.
For non-GPS equipped aircraft: CON DME must be operational.

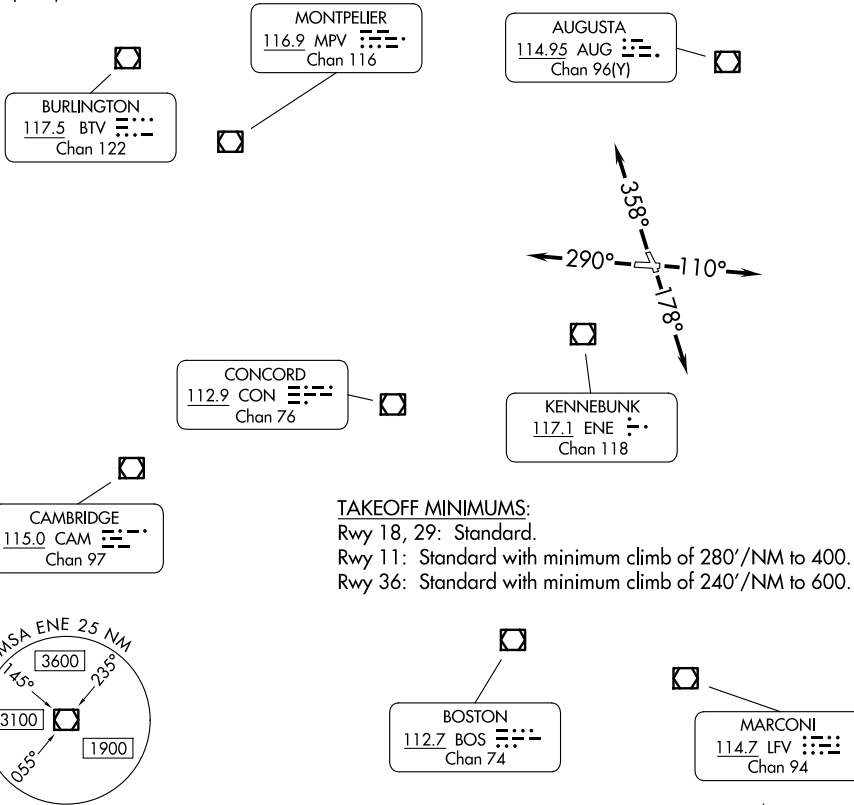


PORTLAND SEVEN DEPARTURE

PORTLAND DEP CON ★
119.75 269.35
ATIS
119.05
CLNC DEL
121.9
GND CON
121.9
PORTLAND TOWER ★
120.9 (CTAF) 257.8

RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

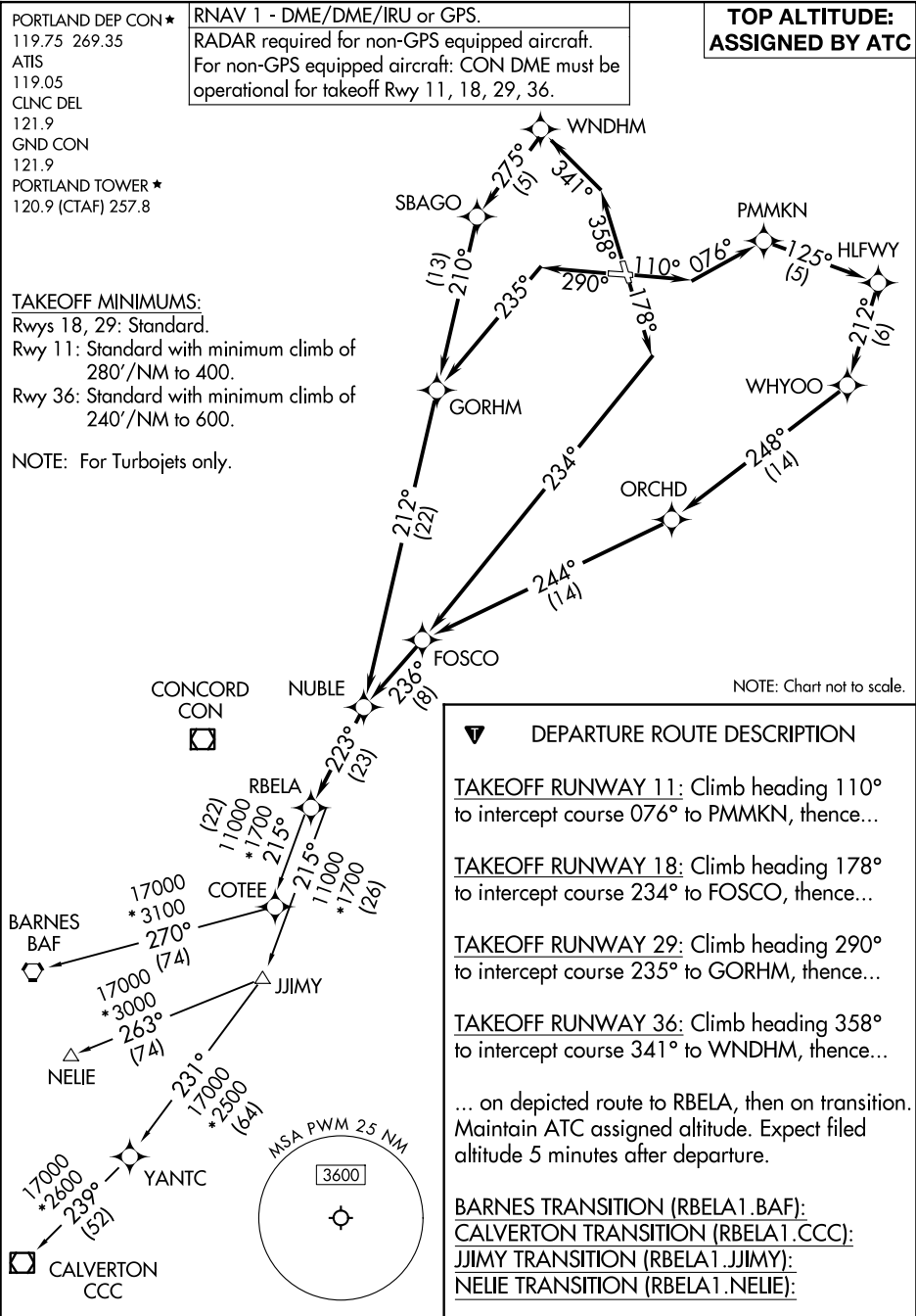
TAKEOFF RUNWAY 11: Climb on heading 110° for vectors to assigned route/NAVAID/fix. Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.

TAKEOFF RUNWAY 18: Climb on heading 178° for vectors to assigned route/NAVAID/fix. Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.

TAKEOFF RUNWAY 29: Climb on heading 290° for vectors to assigned route/NAVAID/fix. Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.

TAKEOFF RUNWAY 36: Climb on heading 358° for vectors to assigned route/NAVAID/fix. Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.

PORTLAND SEVEN DEPARTURE



PORTSMOUTH, NEW HAMPSHIRE

AL-678 (FAA)

25219

LOC I-PGQ 110.1	APP CRS 165°	Rwy Ldg TDZE 100 Apt Elev 100
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ILS or LOC RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

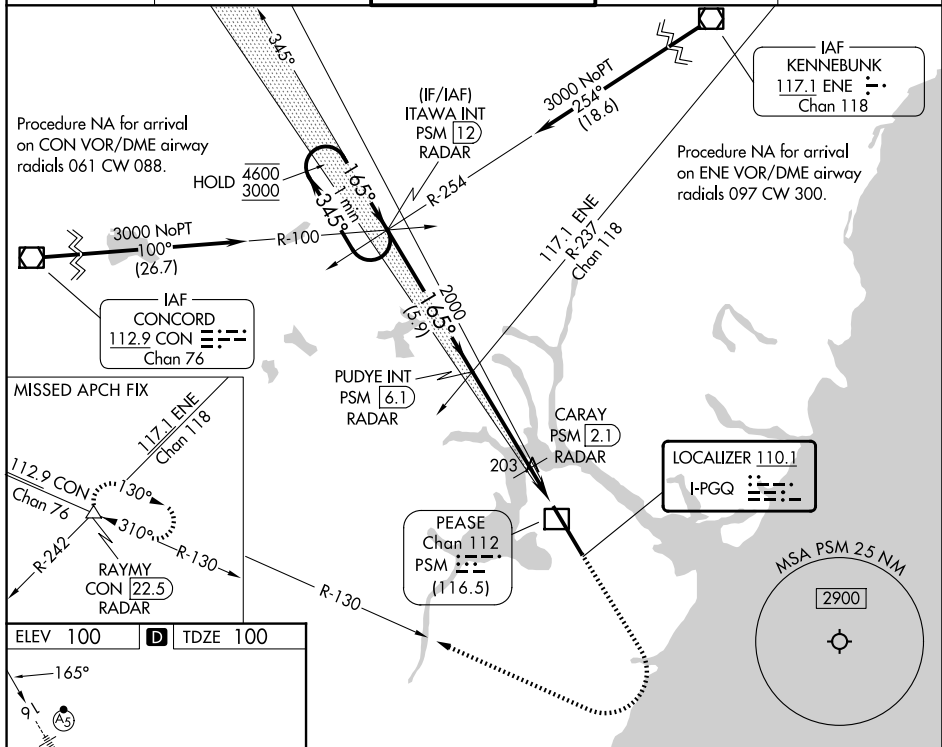
DME or RADAR required.

⚠ Circling NA east of Rwy 16-34. DME from PSM DME. Simultaneous reception of I-PGQ and PSM DME required. For inop ALS, increase S-ILS 16 Cat D visibility to RVR 4000; increase S-LOC 16 Cat C/D/E visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).

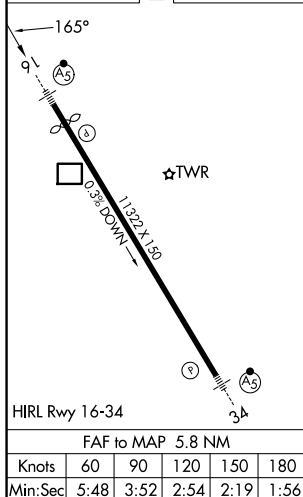


MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on CON VOR/DME R-130 to RAYMY INT/CON VOR/DME 22.5 DME/RADAR and hold.

ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PORTSMOUTH TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8
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ELEV 100	D	TDZE 100
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				
One Minute Holding Pattern				
ITAWA INT PSM [12] RADAR				
PUDYE INT PSM [6.1] RADAR				
CARAY PSM [2.1] RADAR				
RAYMY CON R-130				
GS 3.00° TCH 55				
5.9 NM 4 NM 0.8 1 NM				
CATEGORY	A	B	C	D
S-ILS 16*	300/24 200 (200-½)			
S-LOC 16	480/24 380 (400-½)		480/35 380 (400-¾)	
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	680-1½ 580 (600-1½)	780-2¼ 680 (700-2¼)

PORTSMOUTH, NEW HAMPSHIRE

Amdt 3A 30DEC21

43°05'N-70°49'W

PORTSMOUTH INTL AT PEASE (PSM)

ILS or LOC RWY 16

NE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn on heading 290° to 3000 and ENE VOR/DME R-242 to RAYMY INT/CON VOR/DME 22.5 DME/RADAR and hold.

117.1 ENE
Chan 118

KENNEBUNK
117.1 ENE
Chan 118

LOCALIZER 110.1
I-PSM

PEASE
Chan 112
PSM 116.5

CONCORD
112.9 CON
Chan 76

YOKNHAM
PSM 6.3
RADAR

3000 203° (31.1)

3000 130° (43.3)

1700 130° (43.3)

R-242

R-130

R-203

165°

165°

HOLD 4600 3000

(IF/IAF)
IDEED INT
PSM 12.3
RADAR
CON 43.3
ENE 31.1

Procedure NA for arrival on
ENE VOR/DME airway
radials 178 CW 271.

Procedure NA for arrival on
CON VOR/DME airway
radials 061 CW 172.

MISSED APCH FIX
RAYMY
CON 22.5
RADAR

112.9 CON
Chan 76

117.1 ENE
Chan 118

30°

310°

R-242

R-130

MSA PSM 25 NM
2900

ELEV 100

TDZE 84

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

PORTSMOUTH, NEW HAMPSHIRE

AL-678 (FAA)

25219

WAAS CH 40012 W16A	APP CRS 165°	Rwy Ldg 10518 TDZE 100 Apt Elev 100
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RNAV (GPS) RWY 16
PORTSMOUTH INTL AT PEASE (PSM)

RNP APCH - GPS.

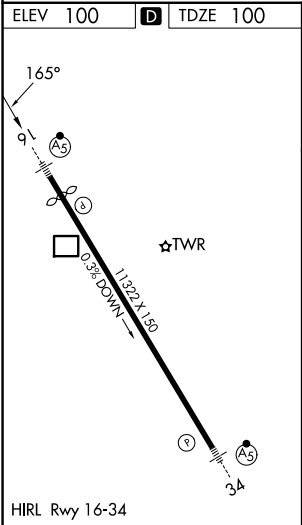
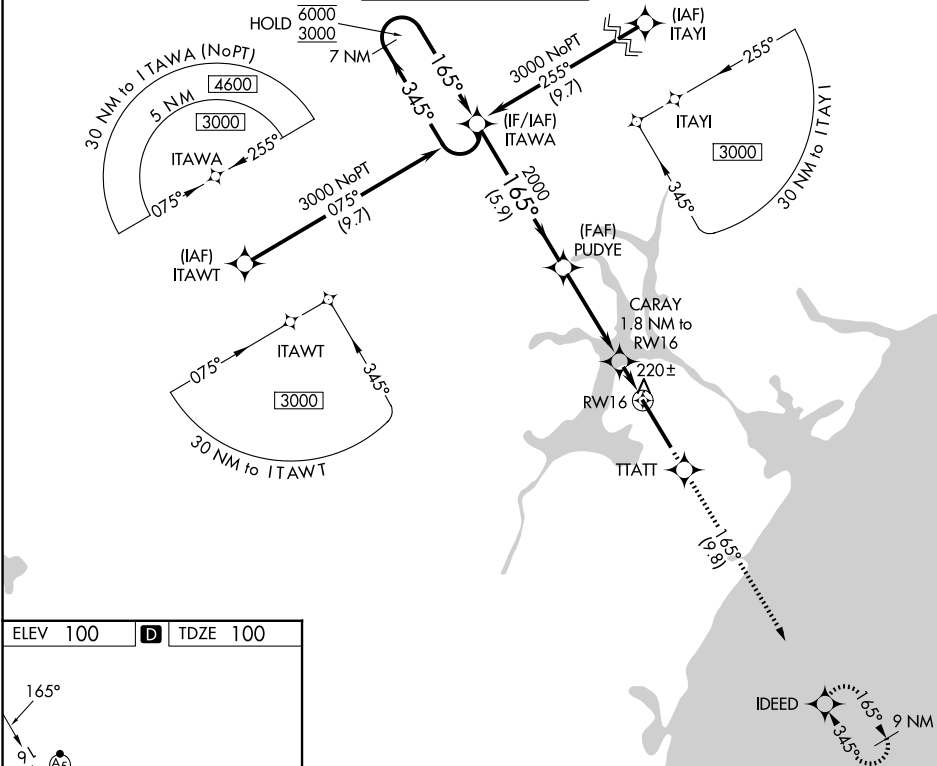
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwy 16-34. For inop ALS, increase LPV Cat E visibility to RVR 4500; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat C/D/E visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).

MALSR



MISSED APPROACH:
Climb to 3000 direct
TTATT and track 165° to
IDEED and hold, continue
climb-in-hold to 3000.

ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PORTSMOUTH TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72). Holding Pattern ITAWA					
6000 3000		PUDYE 2000		CARAY 1.8 NM to RW16	
GP 3.00° TCH 55		720		RW16	
← 345°		165° →		165°	
← 5.9 NM		← 4 NM		← 0.8 NM	
← 1 NM					
CATEGORY	A	B	C	D	E
LPV DA*	300/24 200 (200-½)				
LNAV/VNAV DA	397/24 297 (300-½)				
LNAV MDA	480/24	380 (400-½)	480/35	380 (400-¾)	
CIRCLING	500-1	560-1	680-1½	780-2¼	800-2½
	400 (400-1)	460 (500-1)	580 (600-1½)	680 (700-2¼)	700 (700-2½)

PORTSMOUTH, NEW HAMPSHIRE
Amdt 3A 30DEC21

43°05'N-70°49'W

PORTSMOUTH INTL AT PEASE (PSM)
RNAV (GPS) RWY 16

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

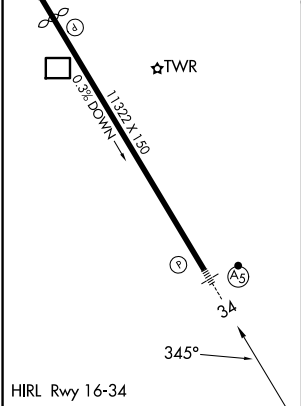
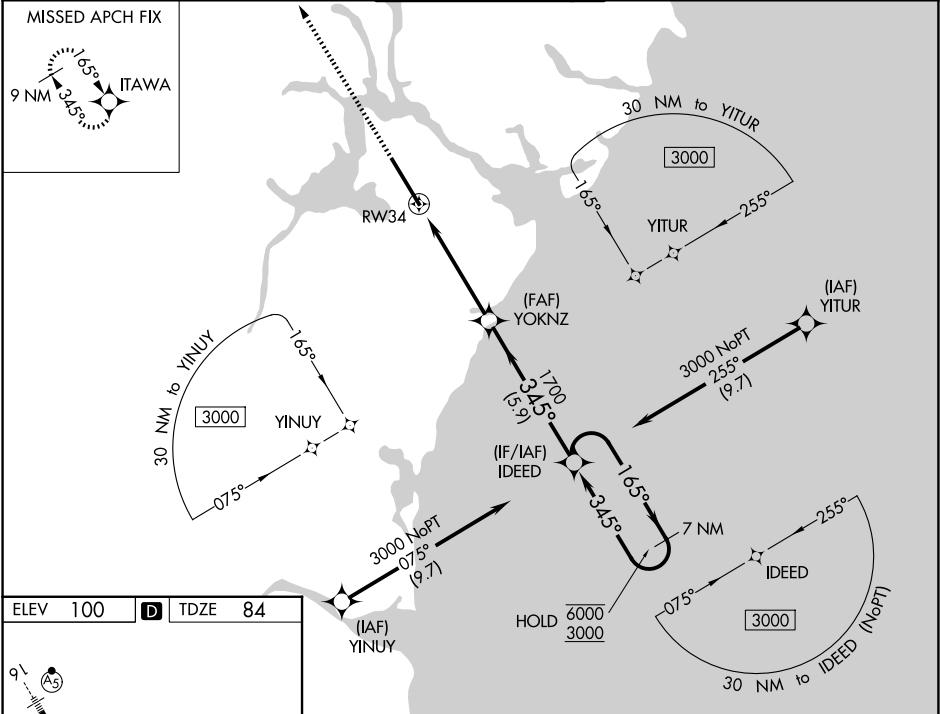
WAAS Ch 97323 W34A	APP CRS 345°	Rwy Ldg TDZE Apt Elev	11321 84 100
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RNAV (GPS) RWY 34

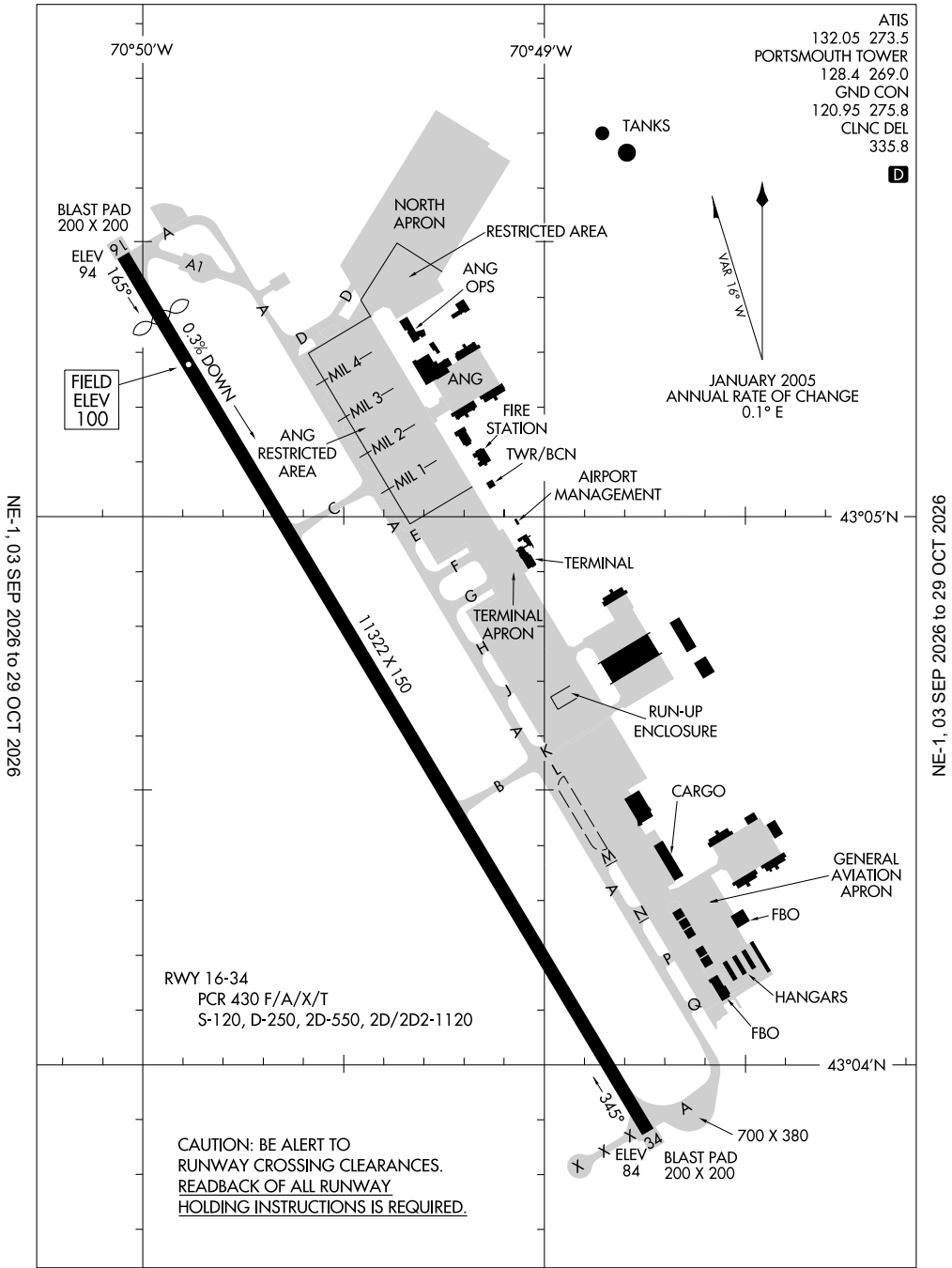
PORTSMOUTH INTL AT PEASE (PSM)

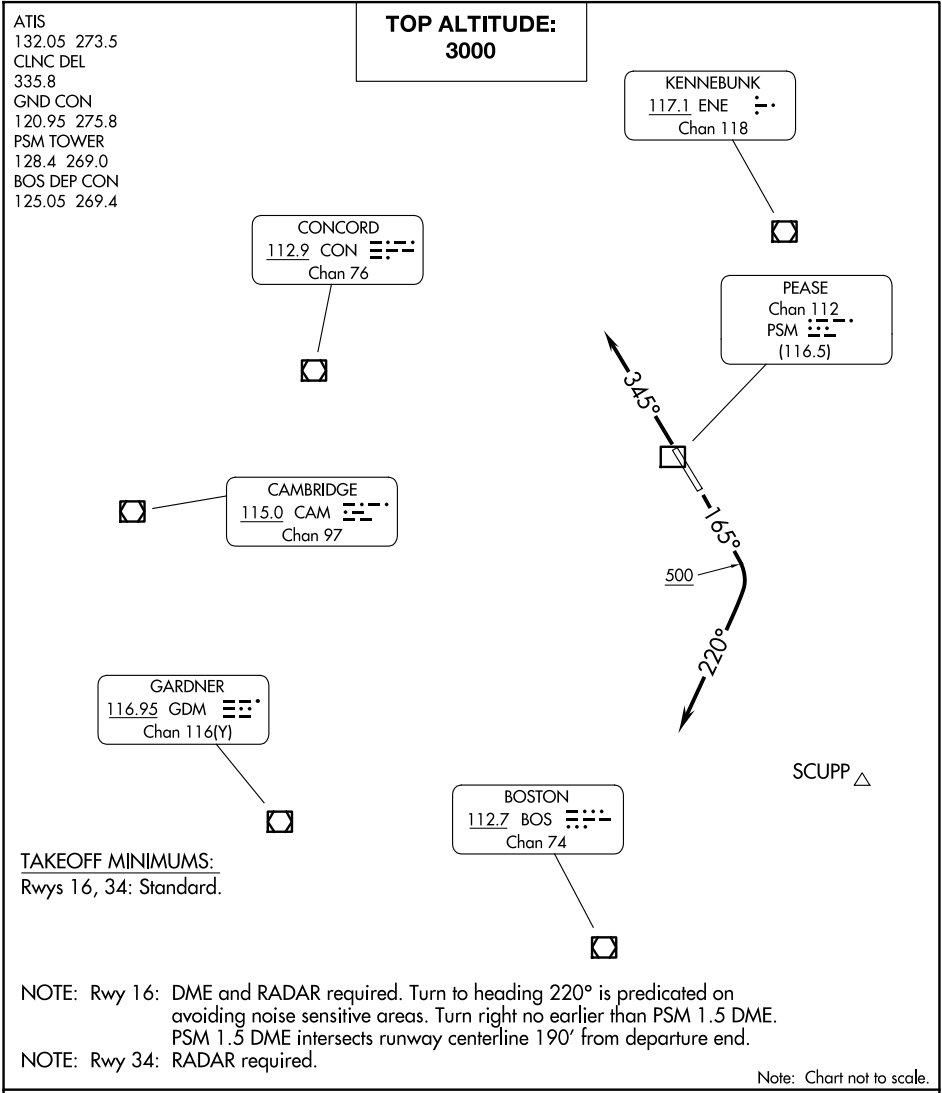
RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 3300 direct ITAWA and hold, continue climb-in-hold to 3300
▼ ▲ Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat E visibility to 1 3⁄8 SM.		

ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PORTSMOUTH TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8
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3300 ↑		ITAWA ✦	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).			7 NM Holding Pattern	
			YOKNZ 1700	IDEED	165°→ ←345° 6000 3000		
		1.2 NM to RW34	1700	345°			
		RW34	1700		GP 3.00° TCH 64		
		1.2	3.7 NM	5.9 NM			
CATEGORY	A	B	C	D	E		
LPV DA	284/24		200 (200-½)				
LNAV/ VNAV DA	361/24		277 (300-½)				
LNAV MDA	540/24	456 (500-½)	540/45		456 (500-¾)		
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	680-1½ 580 (600-1½)	780-2¼ 680 (700-2¼)	800-2½ 700 (700-2½)		





▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to at or above 500, then turn right heading 220° or as assigned by ATC for RADAR vectors to assigned route/navaid/fix, thence

TAKEOFF RUNWAY 34: Climb on heading 345° or as assigned by ATC for RADAR vectors to assigned route/navaid/fix, thence

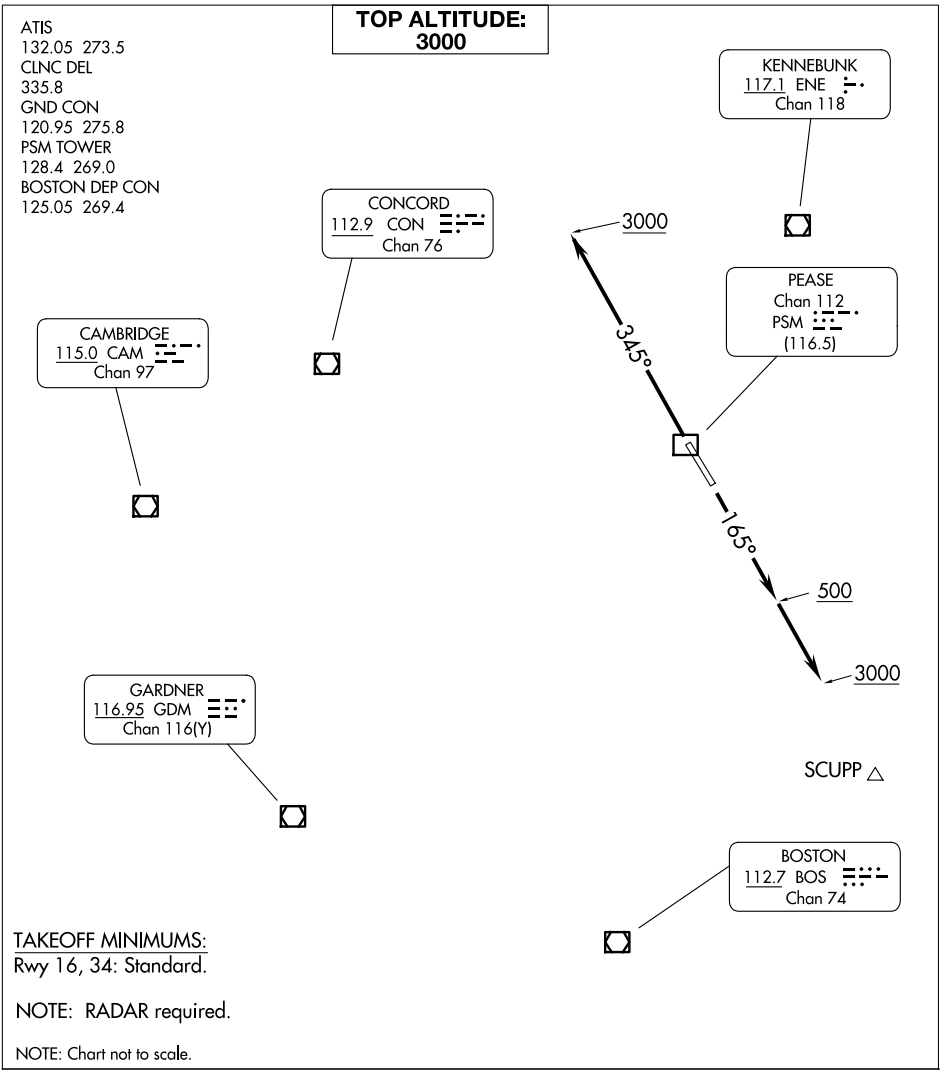
. . . . maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

(TANKR3.TANKR) 26246

TANKER THREE DEPARTURE

AL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 16: Climb on heading 165° to 500, continue climb to 3000 or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 34: Climb on heading 345° to 3000 or as assigned by ATC, thence. . . .
. . . . expect RADAR vectors to assigned route/navaid/fix. Expect further clearance to filed altitude/flight level 5 minutes after departure.

TANKER THREE DEPARTURE
(TANKR3.TANKR) 22APR21

PORTSMOUTH, NEW HAMPSHIRE
PORTSMOUTH INTL AT PEASE (PSM)

LOC I-PQI <u>108.7</u>	APP CRS 003°	Rwy Ldg 7441 TDZE 479 Apt Elev 534
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ILS or LOC RWY 1
PRESQUE ISLE INTL (PQI)

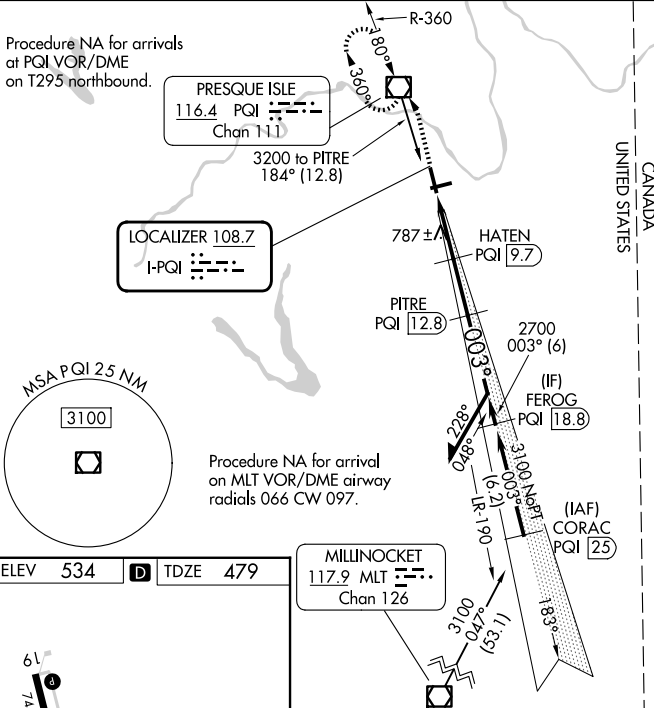
DME required.



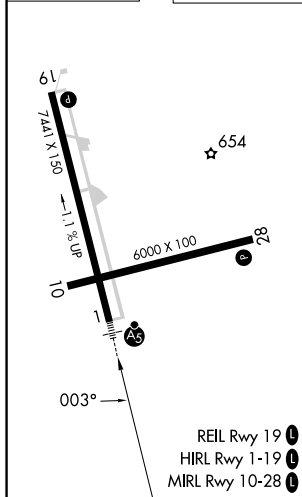
MISSED APPROACH:
Climb to 1100 then
climbing left turn to
3000 direct PQI
VOR/DME and hold,
continue climb-in-hold
to 3000.

AWOS-3PT 118.025	BOSTON CENTER 124.75 239.05	CLNC DEL 121.6	UNICOM 122.8 (CTAF)	122.6
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Procedure NA for arrivals
at PQI VOR/DME
on T295 northbound.



ELEV	534	D	TDZE	479
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*1800 when using HUL allimeter setting.						HATEN PQI 9.7						PITRE PQI 12.8						Remain within 10 NM											
PQI 5.9						PQI 7.6						2700						3200											
1700*						1700*						2700						GS 3.00° TCH 50											
CATEGORY A						CATEGORY B						CATEGORY C						CATEGORY D											
S-ILS 1						679-1/2 200 (200-1/2)						679-1/2 200 (200-1/2)						679-1/2 200 (200-1/2)											
S-LOC 1						1040-1/2 561 (600-1/2)						1040-1/2 561 (600-1/2)						1040-1/2 561 (600-1/2)											
CIRCLING						1140-1 606 (700-1)						1160-1 626 (700-1)						1320-2 1/4 786 (800-2 1/4)						1380-2 3/4 846 (900-2 3/4)					

PRESQUE ISLE, MAINE

AL-331 (FAA)

26134

WAAS CH 87012 W01A	APP CRS 003°	Rwy Ldg TDZE Apt Elev	7441 479 534
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RNAV (GPS) RWY 1

PRESQUE ISLE INTL (PQI)

RNP APCH - GPS.

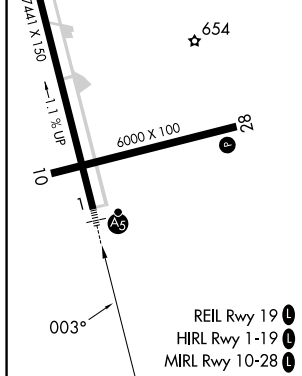
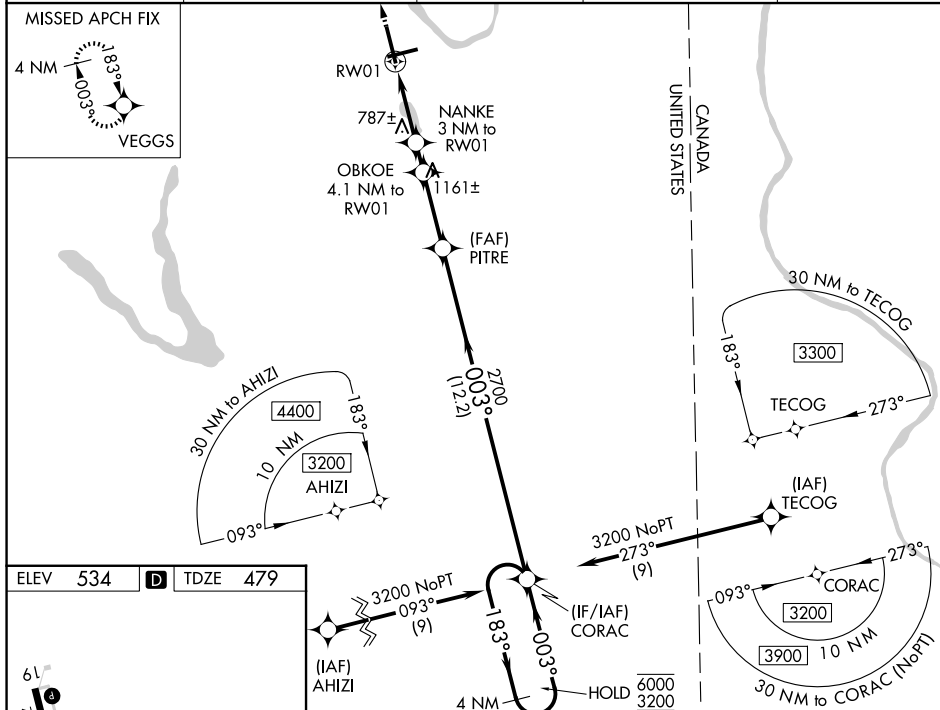
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C and D to 1½ SM. Circling Rwy 10 NA at night. When local altimeter setting not received, use HUL altimeter setting: increase LPV DA to 769 feet; increase LNAV/VNAV DA to 1062 feet and all visibilities ¼ SM; increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ SM, and Circling visibility Cat C ½ SM and Cat D ¼ SM. Baro-VNAV and VDP NA when using HUL altimeter setting. For inop ALS when using HUL altimeter setting, increase LPV all Cats visibility to ¾ SM, and LNAV Cats C and D to 1 ½ SM.

MALSR



MISSED APPROACH:
Climb to 3000 direct VEGGS and hold.

AWOS-3PT 118.025	BOSTON CENTER 124.75 239.05	CLNC DEL 121.6	UNICOM 122.8 (CTAF)	122.6
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3000 ↑	VEGGS ✦					OBKOE 4.1 NM to RW01	PITRE 2700	CORAC	4 NM Holding Pattern
		NANKE 3 NM to RW01	1.7 NM to RW01				183° → 6000 ← 003° 3200		
			1460	1800	2700				GP 3.00° TCH 50
		1.7 NM	1.3 NM	1.1 NM	2.8 NM	12.2 NM			
CATEGORY		A		B		C		D	
LPV DA				679-½		200 (200-½)			
LNAV/VNAV DA				972-1		493 (500-1)			
LNAV MDA		1040-½		561 (600-½)		1040-1¼		561 (600-1¼)	
CIRCLING		1180-1		646 (700-1)		1320-2¼ 786 (800-2¼)		1380-2¾ 846 (900-2¾)	

PRESQUE ISLE, MAINE

Amdt 2A 26DEC24

46°41'N-68°03'W

RNAV (GPS) RWY 1

PRESQUE ISLE INTL (PQI)

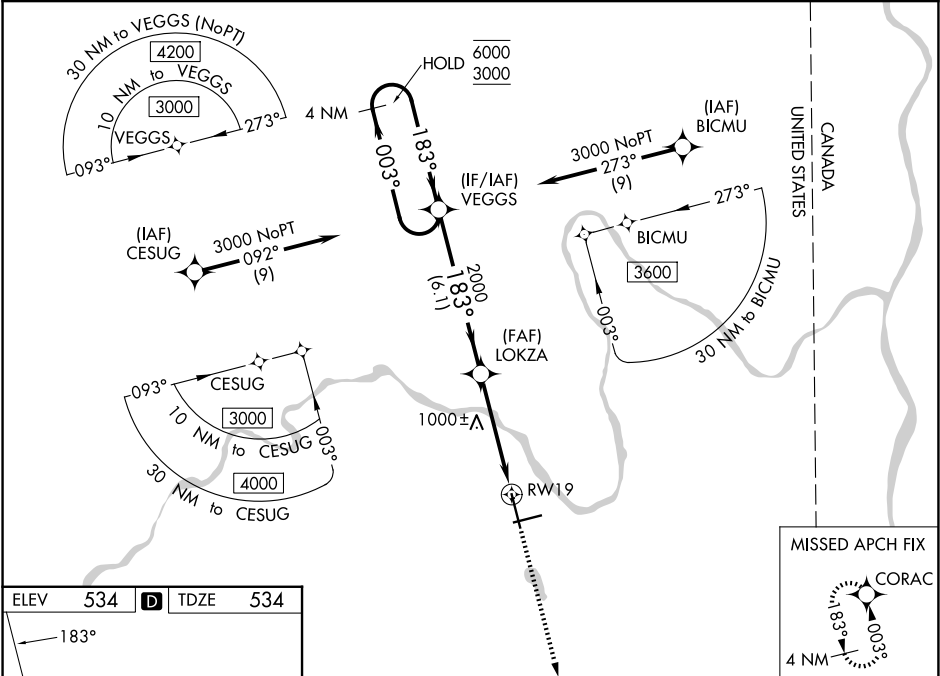
NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99712 W19A	APP CRS 183°	Rwy Ldg TDZE Apt Elev	7441 534 534
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RNAV (GPS) RWY 19

PRESQUE ISLE INTL (PQI)

RNP APCH - GPS				
▼ ▲ ❄ -36°C Rwy 19 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 10 NA at night. When local altimeter setting not received, use HUL altimeter setting: increase LPV DA to 1019 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1205 feet and all visibilities ½ SM; increase all MDAs 100 feet and LNAV visibility Cats B, C, and D ½ SM, and Circling visibility Cats B and C ½ SM and Cat D ¼ SM. Baro-VNAV and VDP NA when using HUL altimeter setting.	MISSED APPROACH: Climb to 3400 direct CORAC and hold.			
AWOS-3PT 118.025	BOSTON CENTER 124.75 239.05	CLNC DEL 121.6	UNICOM 122.8 (CTAF)	122.6 0



ELEV 534 D TDZE 534		3400 CORAC		VGSI and RNAV glidepath not coincident (VGSI Angle 3.70/TCH 50).		4 NM Holding Pattern	
183°		RWY 19		LOKZA		003° → 6000 ← 183° 3000	
61		1.7 NM to RWY 19		2000		GP 3.00° TCH 55	
7441 X 150		2.7 NM		6.1 NM			
6000 X 100		CATEGORY		A		B	
10		LPV DA		929-1⅛		395 (400-1⅛)	
1		LNAV/VNAV DA		1115-1¾		581 (600-1¾)	
6000 X 100		LNAV MDA		1240-1		706 (800-1)	
10		CIRCLING		1240-1		706 (800-1)	
1				1320-2¼		786 (800-2¼)	
				1380-2¾		846 (900-2¾)	

VOR/DME PQI	APP CRS	Rwy Ldg	7441
116.4	180°	TDZE	534
Chan 111		Apt Elev	534

VOR RWY 19

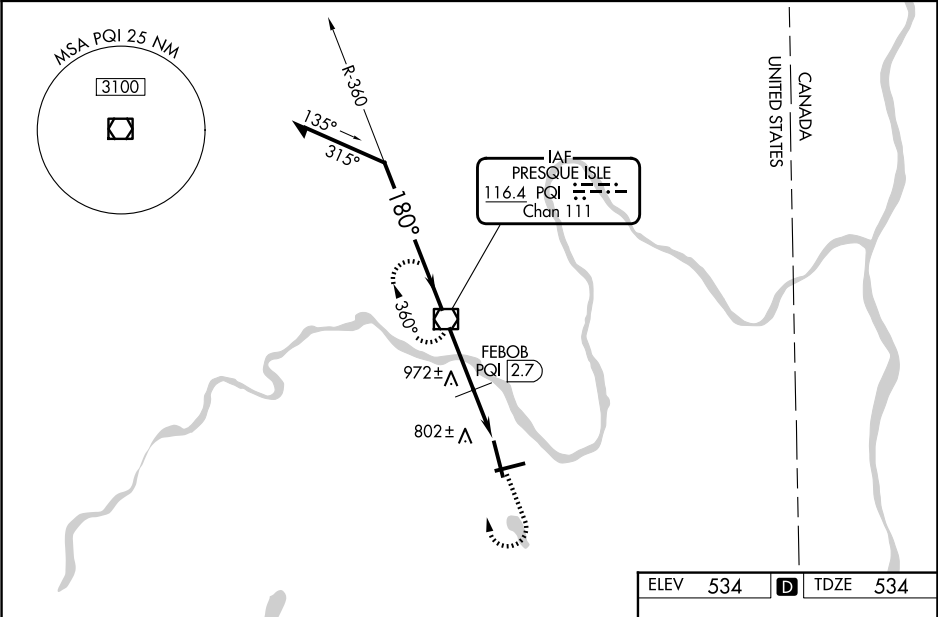
PRESQUE ISLE INTL (PQI)

DME required.

Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use HUL altimeter setting: increase all MDAs 100 feet and S-19 visibility Cats C and D ½ SM, and Circling visibility Cats A and D ¼ SM and Cat C ½ SM. FEBOB Fix minimums: increase S-19 visibility Cats C and D ¼ SM, and Circling visibility Cat C ½ SM and Cat D ¼ SM. VDP NA with HUL altimeter setting. Circling Rwy 10 NA at night.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2800 direct PQI VOR/DME and hold, continue climb-in-hold to 2800.

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



Remain within 10 NM

2700

360°

180°

2300

3.42° TCH 50

1280

2.7 NM

0.8 NM

1.3 NM

PQI VOR/DME

1400

2800

PQI

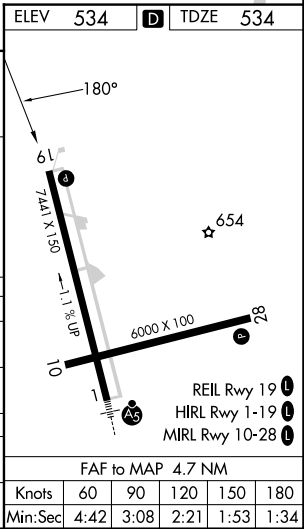
FEBOB PQI 2.7

PQI 3.5

PQI 4.7

VGSI and descent angles not coincident (VGSI Angle 3.70/TCH 50).

CATEGORY	A	B	C	D
S-19	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
CIRCLING	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1320-2¼ 786 (800-2¼)	1380-2¾ 846 (900-2¾)
FEBOB FIX MINIMUMS				
S-19	1080-1 546 (600-1)	1080-1½ 546 (600-1½)	1080-1¾ 546 (600-1¾)	
CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1320-2¼ 786 (800-2¼)	1380-2¾ 846 (900-2¾)



PRINCETON, MAINE

AL-656 (FAA)

26134

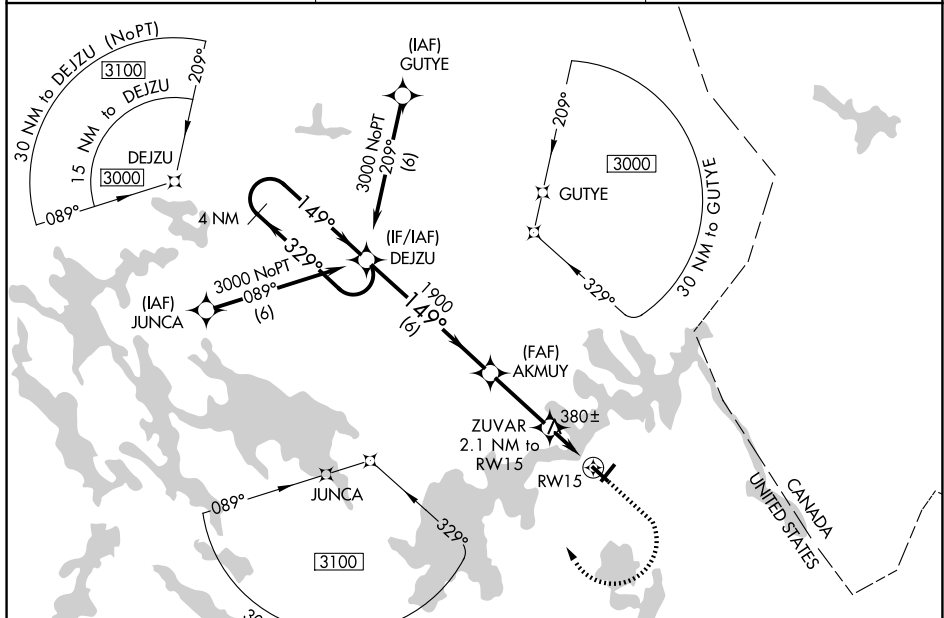
APP CRS	Rwy Ldg	4007
149°	TDZE	265
	Apt Elev	265

RNAV (GPS) RWY 15

PRINCETON MUNI (PNN)

RNP APCH.		MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct DEJZU and hold.
▼ ▲ NA Rwy 15 helicopter visibility reduction below ¾ SM NA. VDP NA when using Bangor altimeter setting. When local altimeter setting not received, use Bangor altimeter setting and increase all MDA 160 feet; increase LNAV Cat C and D and Circling Cat C and D visibility ½ SM.		

AWOS-AV 122.7	BOSTON CENTER 124.25 290.5	UNICOM 122.7 (CTAF) 0
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ELEV 265		TDZE 265		
CATEGORY	A	B	C	D
LNAV MDA	640-1 375 (400-1)			
CIRCLING	700-1 435 (500-1)	880-1 615 (700-1)	980-2 715 (800-2)	980-2¼ 715 (800-2¼)

PRINCETON, MAINE
Amdt 1D 26MAR20

45°12'N - 67°34'W

PRINCETON MUNI (PNN)

RNAV (GPS) RWY 15

WAAS CH 70346 W33A	APP CRS 330°	Rwy Ldg TDZE Apt Elev	4007 265 265
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RNAV (GPS) RWY 33

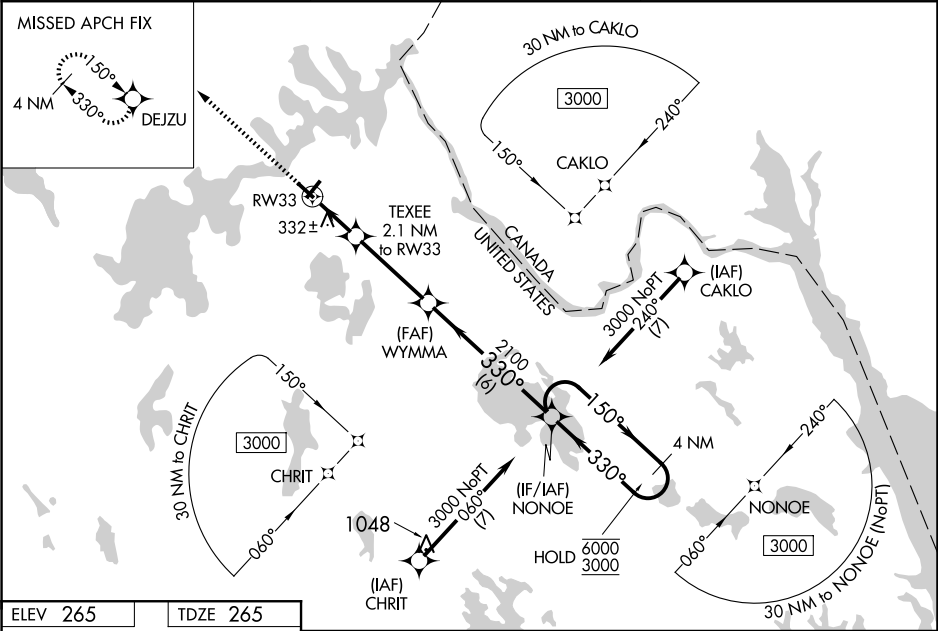
PRINCETON MUNI (PNN)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using Bangor altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Bangor altimeter setting: increase LPV DA to 661 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 683 feet and all visibilities 1/8 SM; increase all MDAs 160 feet and visibility LNAV Cat C/D 3/8 SM and Circling Cat C/D 1/2 SM.

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

AWOS-AV 122.7	BOSTON CENTER 124.25 290.5	UNICOM 122.7 (CTAF)
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ELEV 265	TDZE 265
3000 DEJZU TEXEE 2.1 NM to RW33 WYMM 2100 NONOE 4 NM Holding Pattern GP 3.00° TCH 55	
4007 X 75 33 330°	
MIRL Rwy 15-33	
CATEGORY	A B C D
LPV DA	515-1 250 (300-1)
LNAV/VNAV DA	537-1 272 (300-1)
LNAV MDA	600-1 335 (400-1)
CIRCLING	720-1 455 (500-1) 820-1 555 (600-1) 980-2 715 (800-2) 980-2 1/4 715 (800-2 1/4)

PROVIDENCE, RHODE ISLAND

AL-333 (FAA)

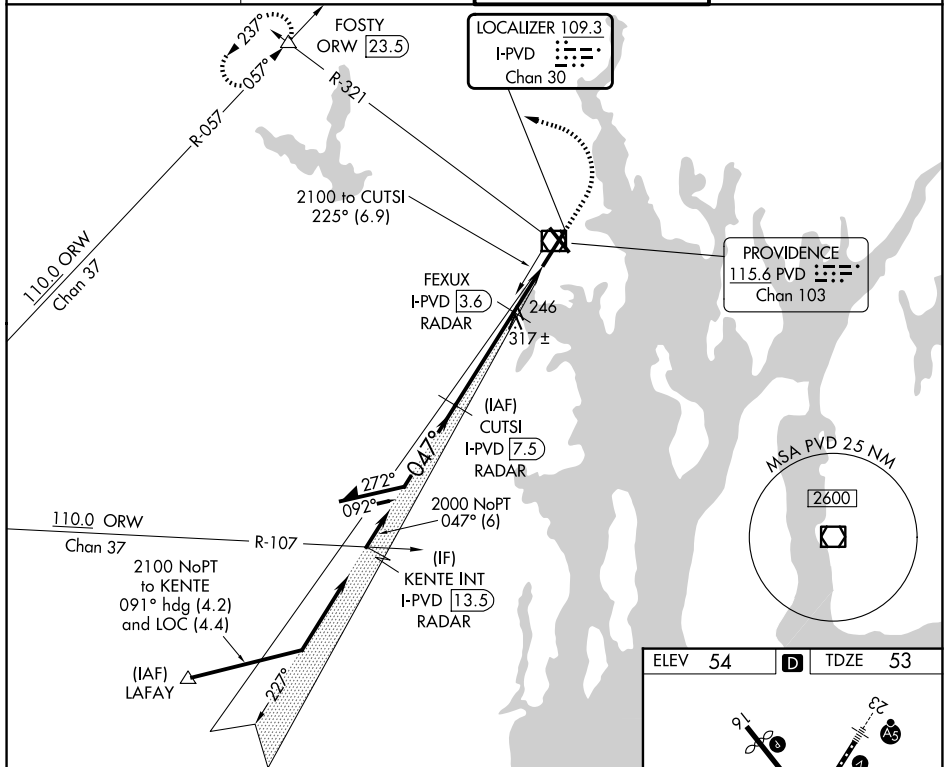
25331

LOC/DME I-PVD 109.3 Chan 30	APP CRS 047°	Rwy Ldg 8700 TDZE 53 Apt Elev 54
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ILS or LOC RWY 5 RHODE ISLAND TF GREEN INTL (PVD)

▼ When tower closed: increase S-ILS 5 all Cats and S-LOC 5 Cats A and B visibilities to ¾ SM, and S-LOC 5 Cats C and D visibility to 1 SM. ▲ When control tower closed, for inop ALS, increase S-LOC 5 Cats C and D visibility to 1¾ SM. RADAR or DME required for localizer minimums.	ALS-2 MISSED APPROACH: Climb to 800 then climbing left turn to 2500 on heading 270° and PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.
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D-ATIS 124.2	PROVIDENCE APP CON ★ 123.675 244.875	PROVIDENCE TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 348.6
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Remain within 10 NM 2100 → 227° → 2000 → 047° → 2000 GS 3.00° TCH 53 *740		CUTSI I-PVD 7.5 RADAR 800 2500 hdg 270° PVD R-321 FOSTY	*LOC only. FEXUX I-PVD 3.6 RADAR *I-PVD 2.8 I-PVD 1.6	
CATEGORY	A	B	C	D
S-ILS 5	253/18		200 (200-½)	
S-LOC 5	500/24 447 (500-½)		500/45 447 (500-¾)	
CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)

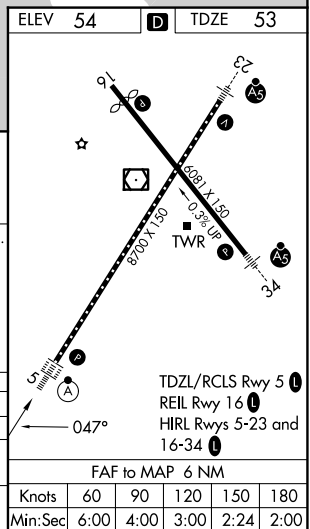
PROVIDENCE, RHODE ISLAND

Amdt 20 07DEC17

41°43'N-71°26'W

RHODE ISLAND TF GREEN INTL (PVD)

ILS or LOC RWY 5



ELEV 54	D	TDZE 53
TDZL/RCLS Rwy 5 1 REIL Rwy 16 1 HIRL Rws 5-23 and 16-34 1		
FAF to MAP 6 NM		
Knots	60	90 120 150 180
Min:Sec	6:00	4:00 3:00 2:24 2:00

NE-1, 03 SEP 2026 to 29 OCT 2026

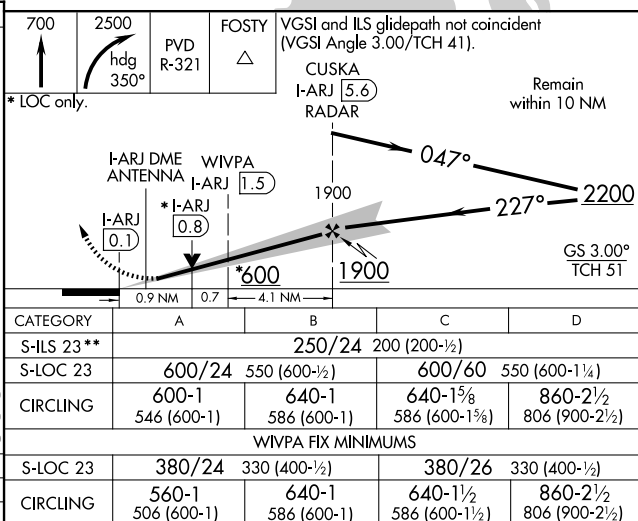
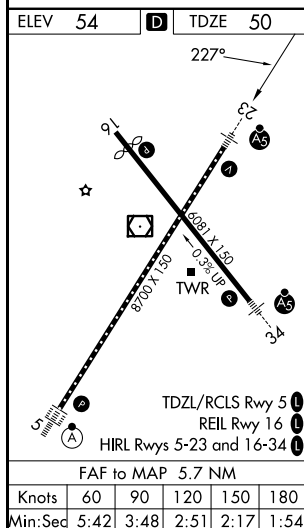
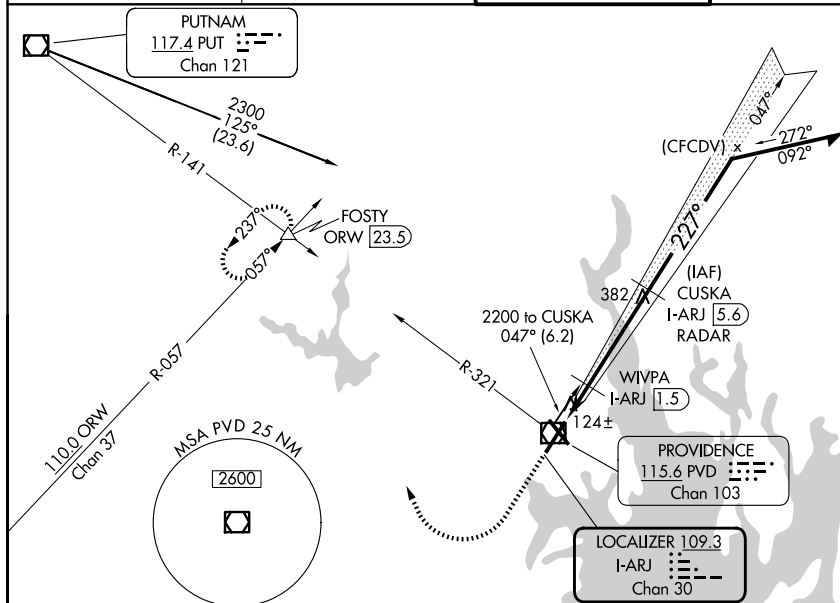
NE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 23
RHODE ISLAND TF GREEN INTL (PVD)

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 on heading 350° and PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.



GND CON
121.9 348.6



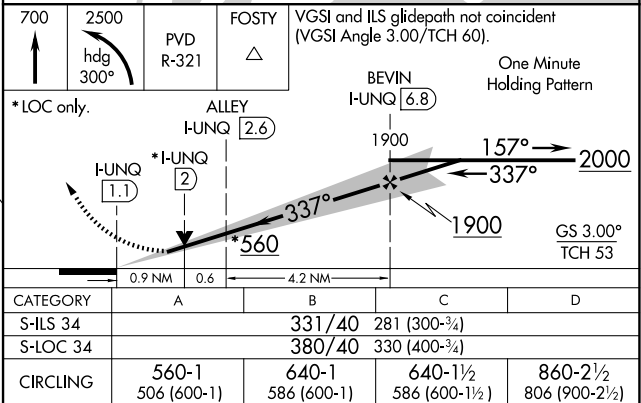
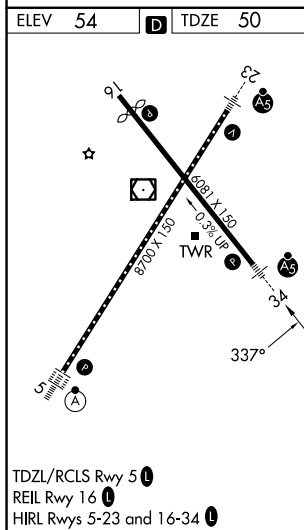
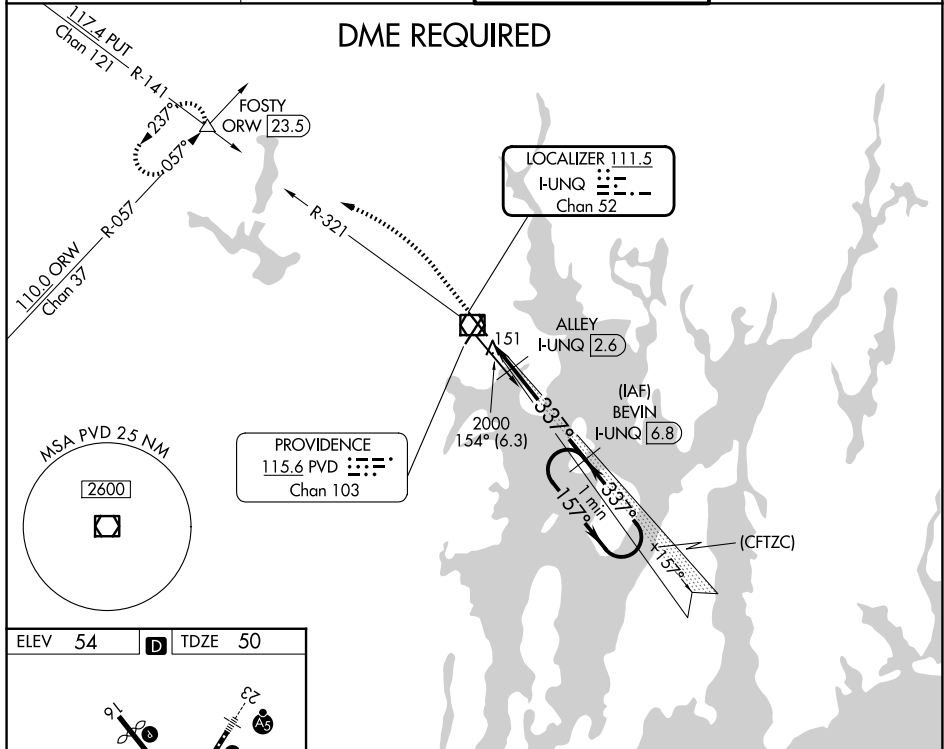
NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-UNQ	APP CRS	Rwy Ldg	6081
111.5	337°	TDZE	50
Chan 52		Apt Elev	54

ILS or LOC RWY 34
RHODE ISLAND TF GREEN INTL (PVD)

⚠ DME required. Rwy 34 helicopter visibility reduction below RVR 4000 NA. For inop MALSR, increase S-LOC Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 5000. Autopilot coupled approach NA below 300.	MALSR A5	MISSED APPROACH: Climb to 700 then climbing left turn to 2500 on heading 300° and on PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.
D-ATIS 124.2	PROVIDENCE APP CON ★ 123.675 244.875	PROVIDENCE TOWER ★ 120.7 (CTAF) 257.8
		GND CON 121.9 348.6

DME REQUIRED



LOC/DME I-ARJ	APP CRS	Rwy Ldg
109.3	227°	8700
Chan 30		TDZE 50
		Apt Elev 54

ILS RWY 23 (SA CAT I & II)

RHODE ISLAND TF GREEN INTL (PVD)

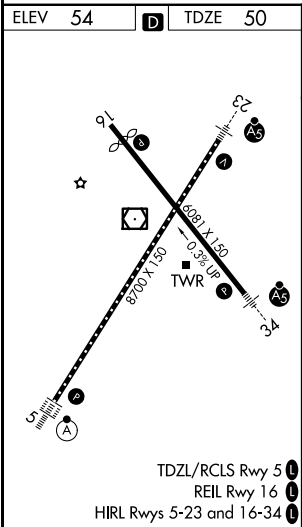
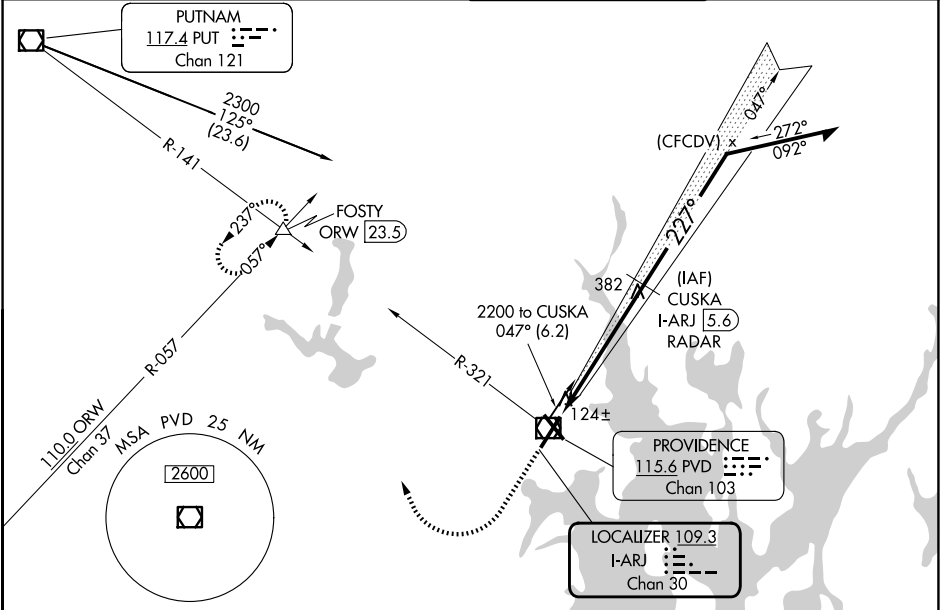
DME or RADAR required for procedure entry.

SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.
Procedure NA when tower closed.

MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 on heading 350° and PVD VOR/DME R-321 to FOSTY INT/ ORW 23.5 DME and hold.

D-ATIS 124.2	PROVIDENCE APP CON ★ 123.675 244.875	PROVIDENCE TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 348.6
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700
↑

2500
hdg 350°

PVD R-321

FOSTY
△

CUSKA I-ARJ 5.6 RADAR

Remain within 10 NM

I-ARJ DME ANTENNA

1900

047°

227°

2200

GS 3.00° TCH 51

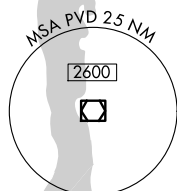
CATEGORY	A	B	C	D
S-ILS 23	SA CAT I	RA 163/14 150 DA 200		
S-ILS 23	SA CAT II	RA 103/12 100 DA 150		

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

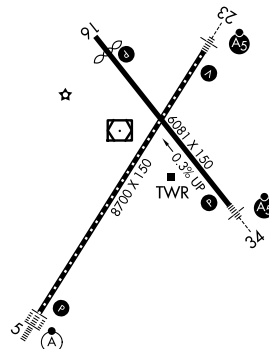
ILS RWY 5 (CAT II & III)
RHODE ISLAND TF GREEN INTL (PVD)

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 on heading 270° and PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

GND CON
121.9 348.6



The diagram illustrates the ILS approach path for Category II and III operations. It shows a final approach segment starting at 2100 feet MSL, descending at a 3.00% gradient to a threshold height of 53 feet MSL. The approach is aligned with the runway centerline, which is marked by a dashed line. Key navigation aids include the CUTSI I-PVD RADAR station located 2000 feet from the start of the approach, and the PVD R-321 station located 6 NM from the start of the approach. The approach is categorized as CAT II RA 106/12, with a DA of 153 feet AGL. The minimum descent altitude (MDA) is 700 feet AGL, and the minimum visibility requirement (RVR) is 700 feet. The approach is also labeled as CAT IIIc NA.



TDZL/RCLS Rwy 5 **L**
REIL Rwy 16 **L**
HIRL Rwys 5-23 and 16-34 **L**

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS

Rwy Ldg

227°

8700

TDZE

50

Apt Elev

54

RNAV (RNP) Z RWY 23

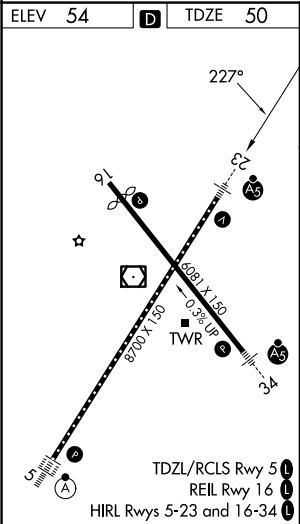
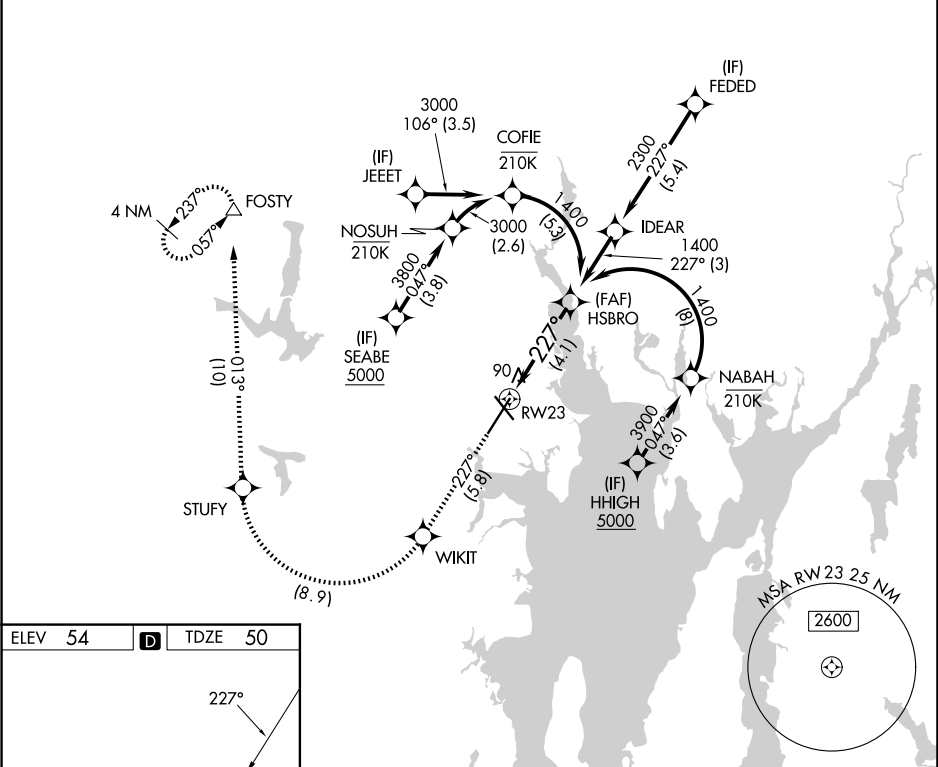
RHODE ISLAND TF GREEN INTL (PVD)

RNP AR APCH - GPS, RF. Authorization required.

MALSR

MISSED APPROACH: Climb to 2500 on track 227° to WIKIT, right turn to STUFY, and on track 013° to FOSTY and hold.

D-ATIS 124.2	PROVIDENCE APP CON ★ 123.675 244.875	PROVIDENCE TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 348.6
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2500 WIKIT

STUFY

tr 013°

FOSTY

HSBRO

1400

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).

RW23

227°

See planview for multiple IF locations.

GP 3.00° TCH 51

CATEGORY	A	B	C	D
RNP 0.30 DA	449/35 399 (400-%)			

AUTHORIZATION REQUIRED

PROVIDENCE, RHODE ISLAND

AL-333 (FAA)

25331

WAAS CH 86218 W05A	APP CRS 047°	Rwy Ldg TDZE 53 Apt Elev 54
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RNAV (GPS) RWY 5

RHODE ISLAND TF GREEN INTL (PVD)

▼

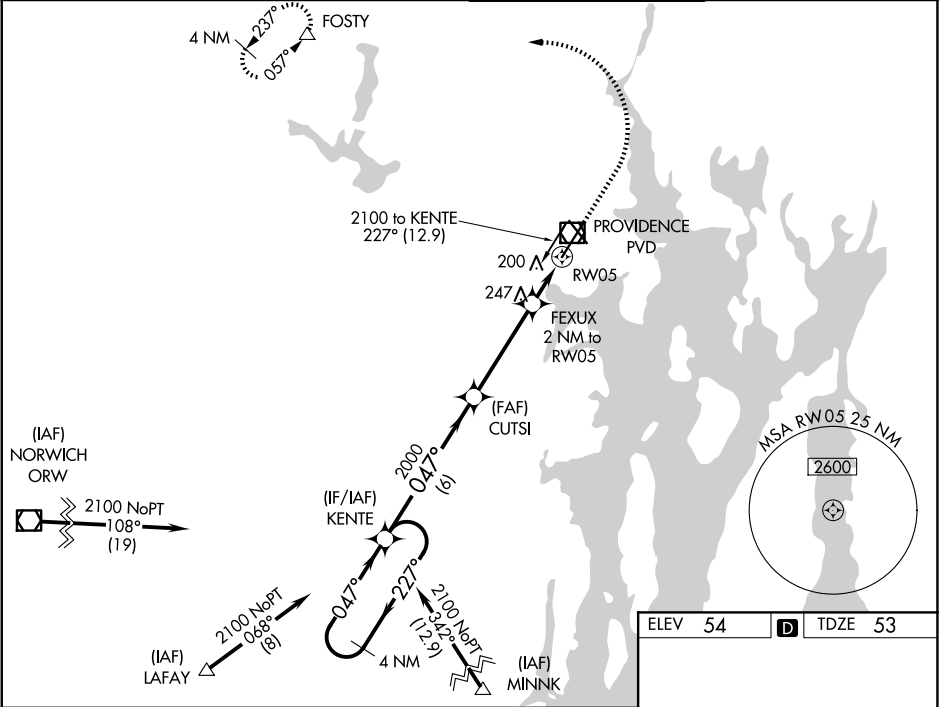
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When tower closed: increase LPV, LNAV/VNAV all Cats and LNAV Cats A and B visibilities to ¾ SM, and LNAV Cats C and D visibility to 1 SM. When control tower closed: For inop ALS, increase LNAV Cats C and D visibility to 1 ¾ SM.

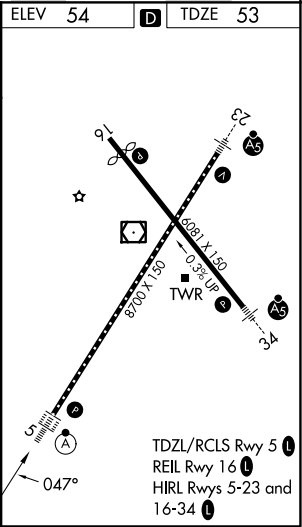
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 direct FOSTY and hold.

D-ATIS 124.2	PROVIDENCE APP CON ★ 123.675 244.875	PROVIDENCE TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 348.6
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4 NM Holding Pattern				
KENTE				
2100 ← 227° 047° →				
GP 3.00° TCH 53				
CUTSI				
2000				
FEXUX 2 NM to RW05 *1.1 NM to RW05				
*740				
6 NM 4 NM 0.9 1.1				
CATEGORY	A	B	C	D
LPV DA		253/18	200 (200-½)	
LNAV/VNAV DA		361/24	308 (400-½)	
LNAV MDA	460/24	407 (500-½)	460/40	407 (500-¾)
CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)



PROVIDENCE, RHODE ISLAND
Amdt 1 07DEC17

41°43'N - 71°26'W

RHODE ISLAND TF GREEN INTL (PVD)
RNAV (GPS) RWY 5

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
157°

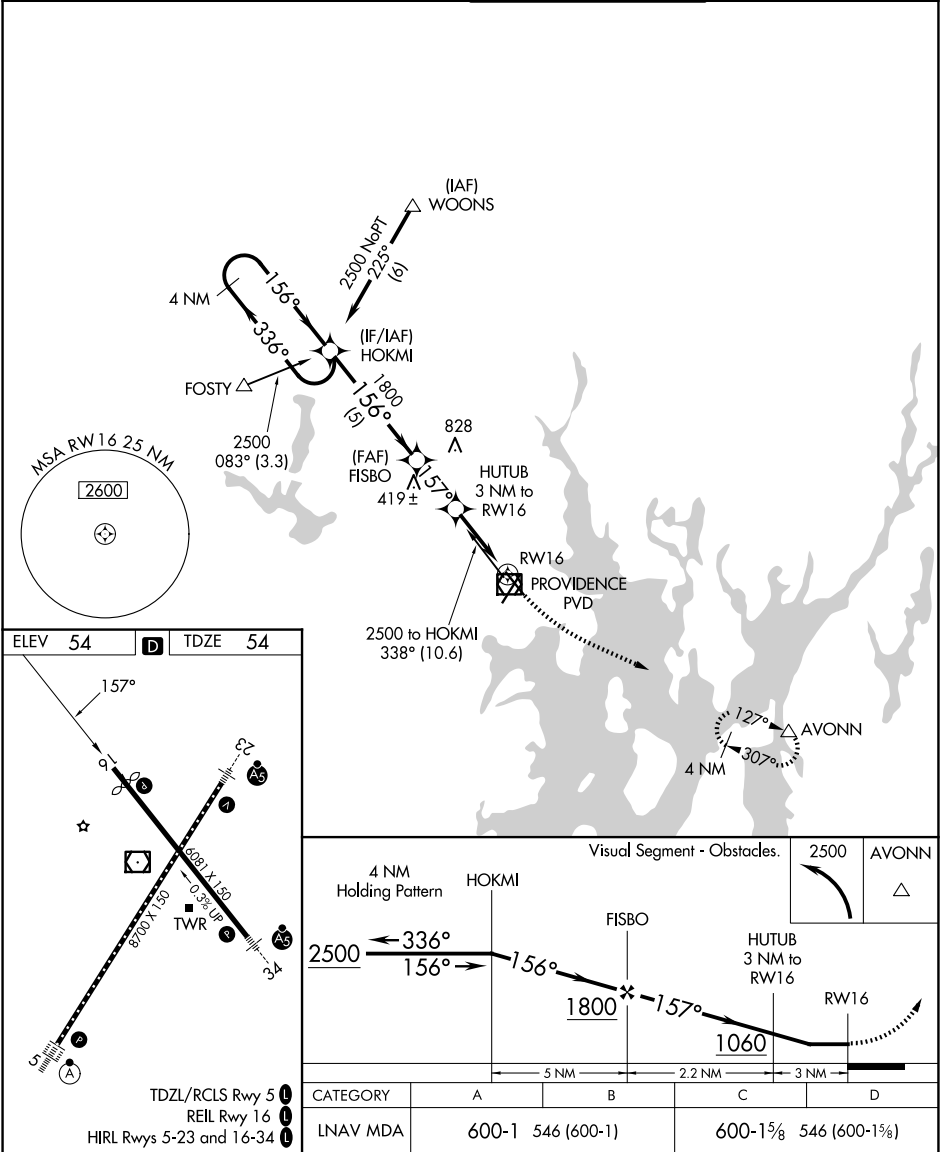
Rwy Ldg
TDZE
Apt Elev

5516
54
54

RNAV (GPS) RWY 16

RHODE ISLAND TF GREEN INTL (PVD)

RNP APCH.		MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.	
	Rwy 16 helicopter visibility reduction below ¾ SM NA.		
D-ATIS 124.2	PROVIDENCE APP CON ★ 123.675 244.875	PROVIDENCE TOWER ★ 120.7 (CTAF) 257.8	GND CON 121.9 348.6



PROVIDENCE, RHODE ISLAND

AL-333 (FAA)

25331

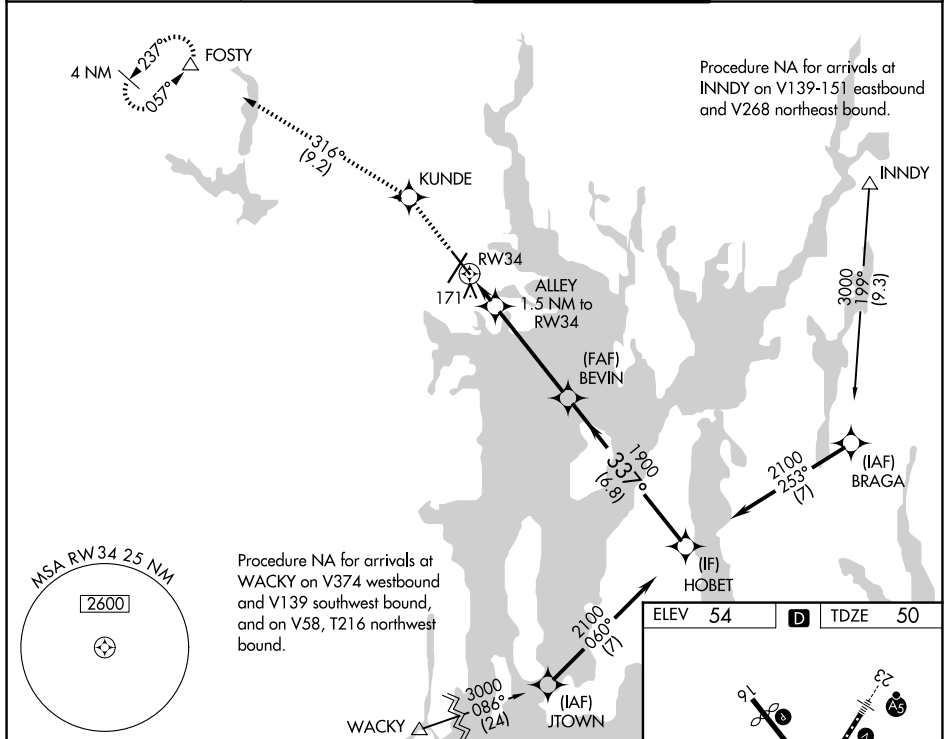
WAAS CH 58023 W34A	APP CRS 337°	Rwy Ldg TDZE Apt Elev 6081 50 54
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RNAV (GPS) RWY 34

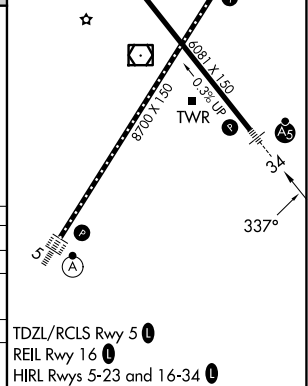
RHODE ISLAND TF GREEN INTL (PVD)

RNP APCH. ▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALSR, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000 NA.	MALSR AS MISSED APPROACH: Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.
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D-ATIS 124.2	PROVIDENCE APP CON ★ 123.675 244.875	PROVIDENCE TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 348.6
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2500 ↑ KUNDE tr 316° FOSTY	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 60.)			
*LNAV only.	ALLEY 1.5 NM to RW34	BEVIN 1900	337°	2100
RW34				GP 3.00° TCH 53
	1.5 NM	4.2 NM	6.8 NM	
CATEGORY	A	B	C	D
LPV DA		330/40	280 (300-¾)	
LNAV/VNAV DA		349/40	299 (300-¾)	
LNAV MDA		440/40	390 (400-¾)	
CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)



PROVIDENCE, RHODE ISLAND

Amdt 2A 20JUN19

41°43'N-71°26'W

RHODE ISLAND TF GREEN INTL (PVD)

RNAV (GPS) RWY 34

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

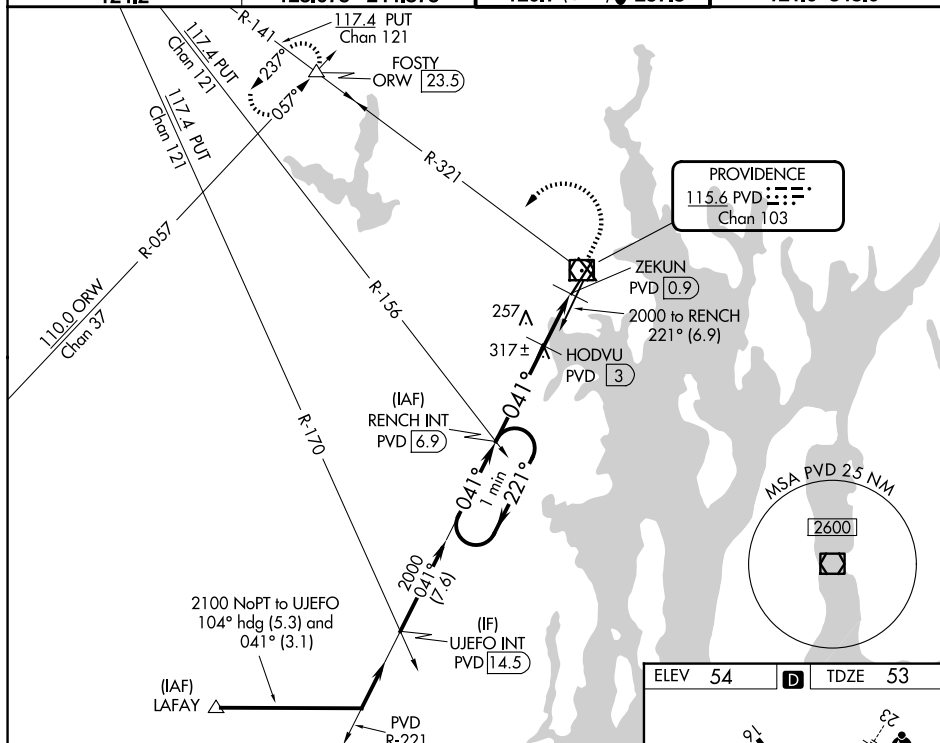
VOR/DME PVD 115.6 Chan 103	APP CRS 041°	Rwy Ldg 8700 TDZE 53 Apt Elev 54
--	------------------------	---

VOR RWY 5

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 on PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

GND CON
121.9 348.6

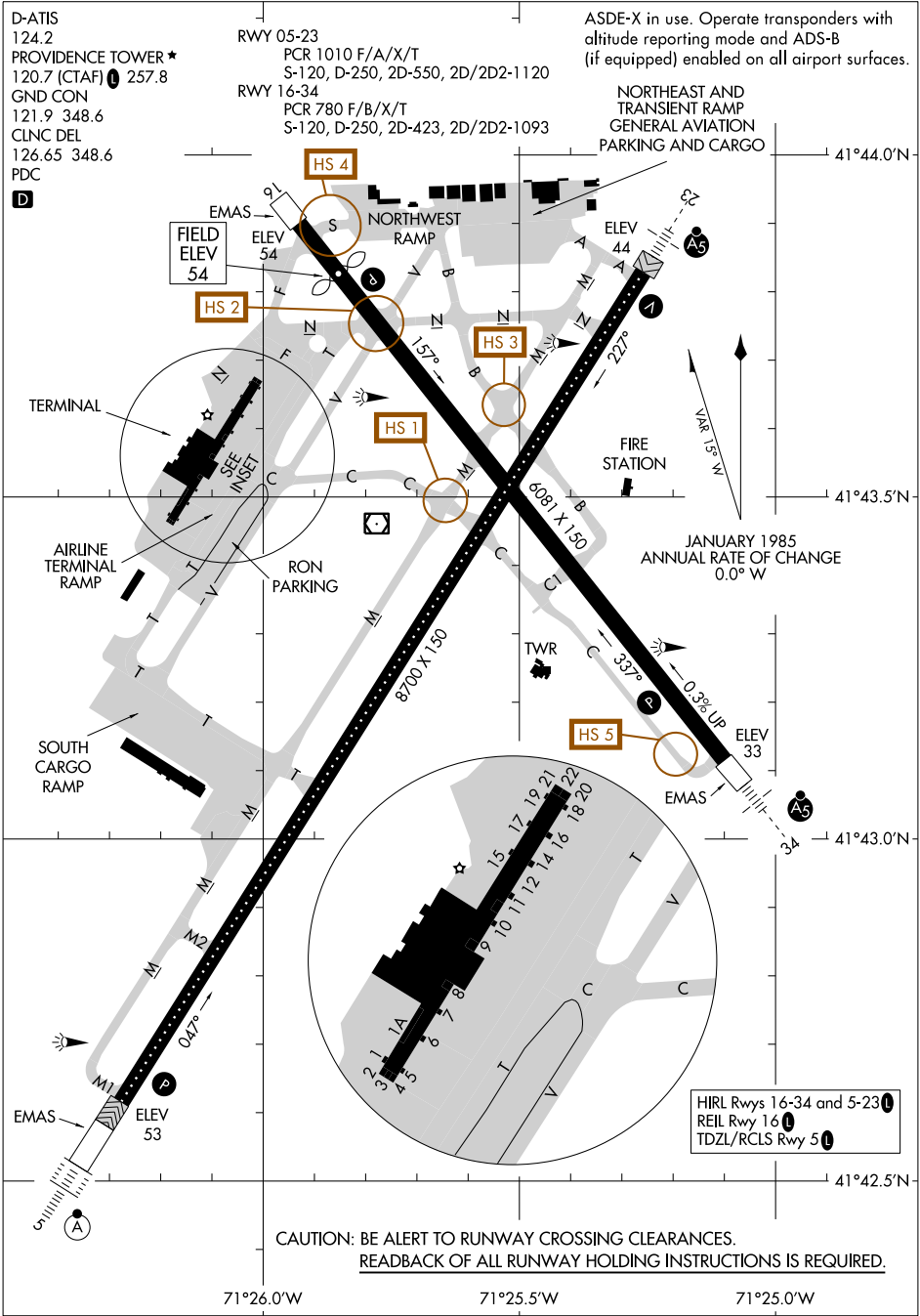


TDZL/RCLS Rwy 5 **L**
REIL Rwy 16 **L**
HIRL Rwys 5-23 and
16-34 **L**

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

VOR RWY 5

41°43'N-71°26'W



NE-1, 03 SEP 2026 to 29 OCT 2026

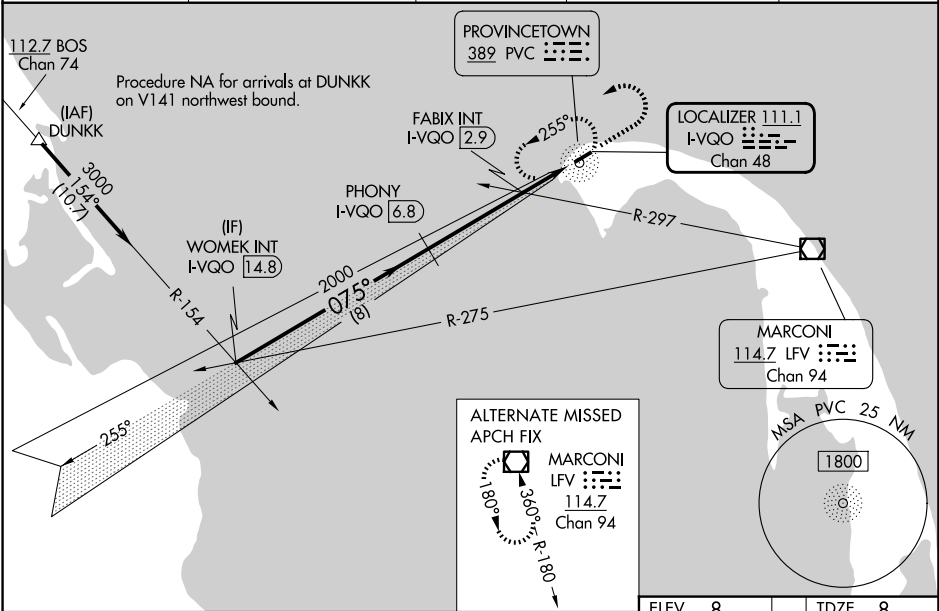
NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-VQO 111.1 Chan 48	APP CRS 075°	Rwy Ldg TDZE 3502 8 Apt Elev 8
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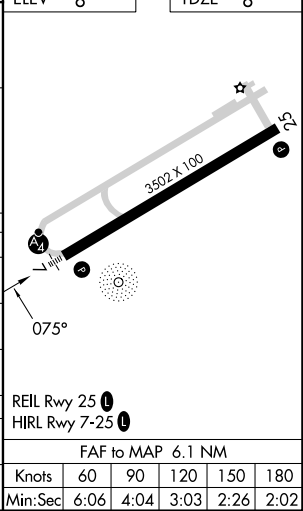
ILS or LOC RWY 7
PROVINCETOWN MUNI (PVC)

ADF required. DME required for LOC only.	MALSF 	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct PVC NDB and hold, continue climb-in-hold to 2000.
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AWOS-3PT 119.275	BOSTON APP CON 118.2	CLNC DEL 120.65	UNICOM 122.8 (CTAF)	122.85
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	WOMEK INT I-VQO [14.8]	PHONY I-VQO [6.8]	FABIX INT I-VQO [2.9]	I-VQO [1.5]	I-VQO [0.7]
	3000	2000	2000	800	2000
	075°	075°	075°	075°	075°
	8 NM	3.9 NM	1.3 NM	0.9 NM	
CATEGORY	A	B	C	D	
S-ILS 7	208-¾	200 (200-¾)	NA		
S-LOC 7	660-¾	652 (700-¾)	NA		
CIRCLING	660-1	652 (700-1)	NA		
FABIX FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 7	320-¾	312 (400-¾)	NA		
CIRCLING	460-1	660-1	NA		
	452 (500-1)	652 (700-1)			



RNAV (GPS) RWY 7
PROVINCETOWN MUNI (PVC)

MISSED APPROACH:
Climb to 3000 direct
WULGA and hold.

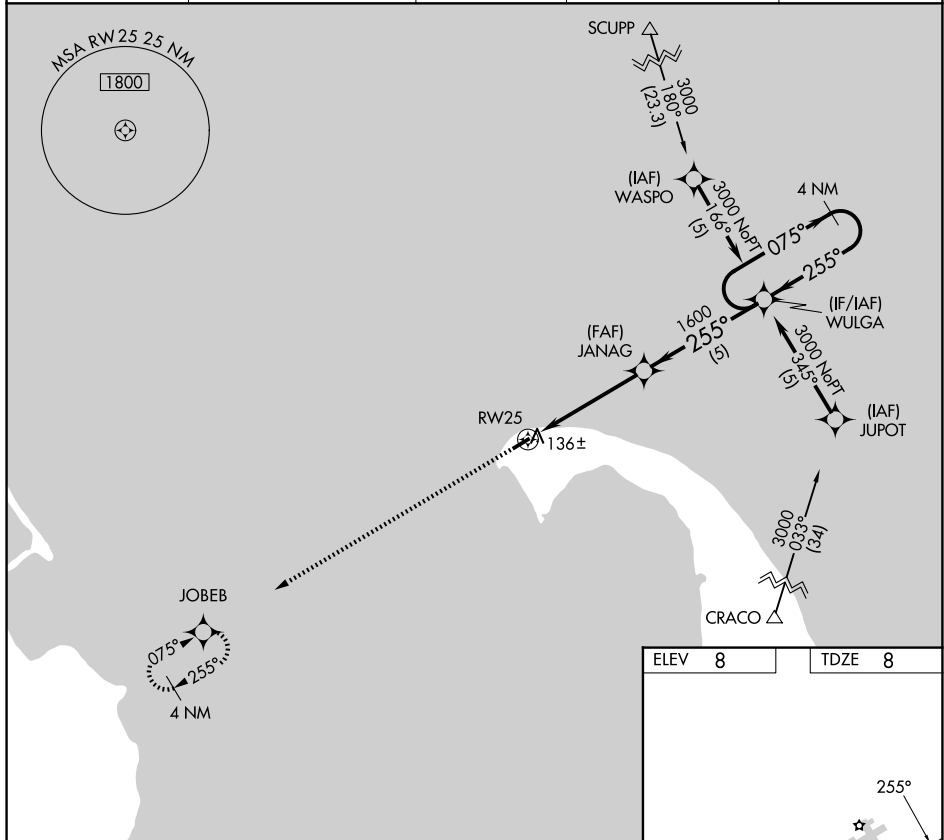
122.85

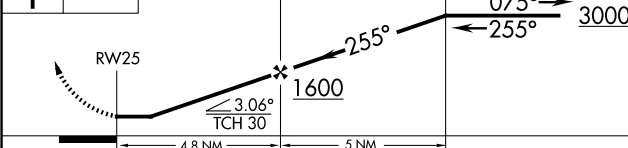
HIRL Rwy 7-25 **L**WUJGA

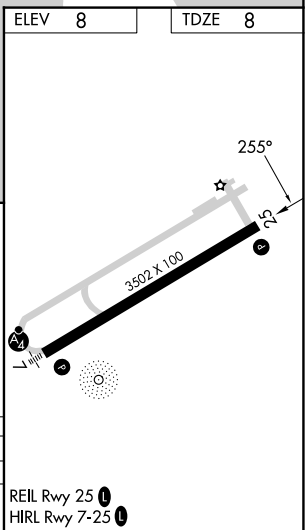
APP CRS 255°	Rwy Ldg	3502
	TDZE	8
	Apt Elev	8
RNAV (GPS) RWY 25		
PROVINCETOWN MUNI (PVC)		

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet. Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.	MISSED APPROACH: Climb to 3000 direct JOBEB and hold.
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AWOS-3PT 119.275	BOSTON APP CON 118.2	CLNC DEL 120.65	UNICOM 122.8 (CTAF)	122.85 📶
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3000	JOBEB	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).		4 NM Holding Pattern	
					
					
CATEGORY	A	B	C	D	
LNNAV MDA	400-1	392 (400-1)	NA		
CIRCLING	460-1 452 (500-1)	660-1 652 (700-1)	NA		



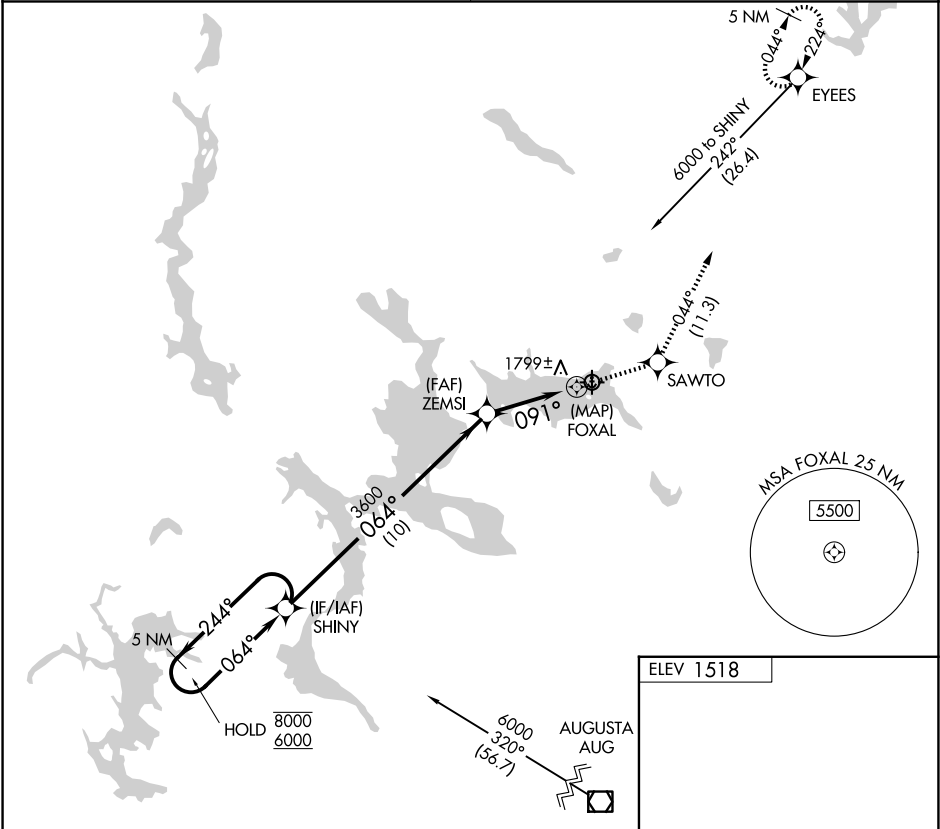
APP CRS	Rwy Ldg	N/A
091°	TDZE	N/A
	Apt Elev	1518

RNAV (GPS)-C
RANGELEY LAKE (M57)

RNP APCH.	MISSED APPROACH: Climb to 6000 direct SAWTO and on track 044° to EYEEES and hold, continue climb-in-hold to 6000.
NA -26°C	Procedure NA at night. Obtain local altimeter on CTAF; when not received, use Berlin altimeter setting.

BOSTON CENTER
124.25 290.5

CTAF
122.9

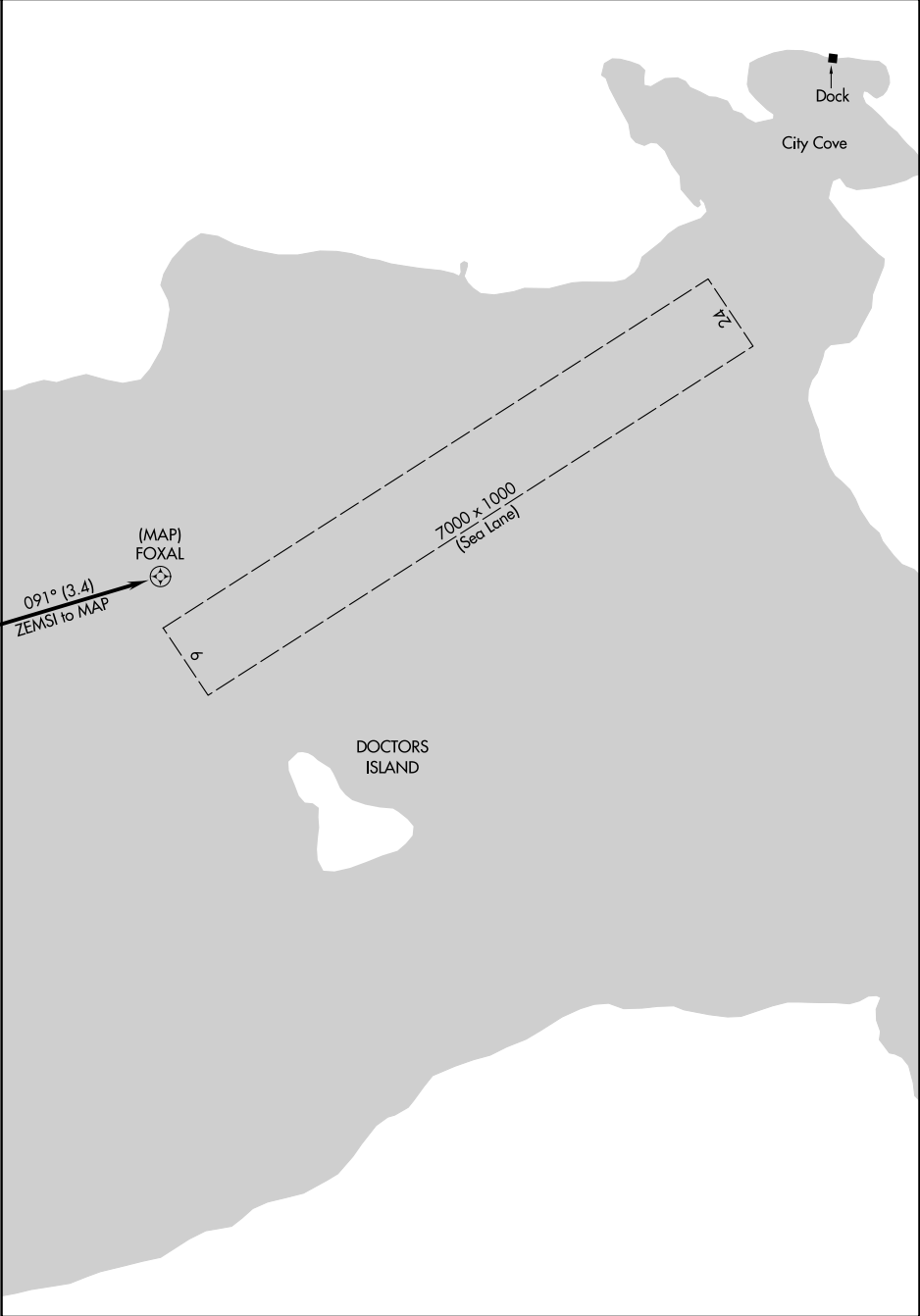


ELEV 1518

SEE
RANGELEY LAKE
LANDING CHART

5 NM Holding Pattern		SHINY	6000		SAWTO	tr 044°	EYEEES
8000 ← 244°		064° →		064°		ZEMSI	
6000		3600		091°		FOXAL	
		10 NM		3.4 NM			
CATEGORY	A		B		C	D	
CIRCLING	2400-1¼ 882 (900-1¼)		2620-1½ 1102 (1200-1½)		NA		
BERLIN ALTIMETER SETTING MINIMUMS							
CIRCLING	2540-1¼ 1022 (1100-1¼)		2760-1½ 1242 (1300-1½)		NA		

NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

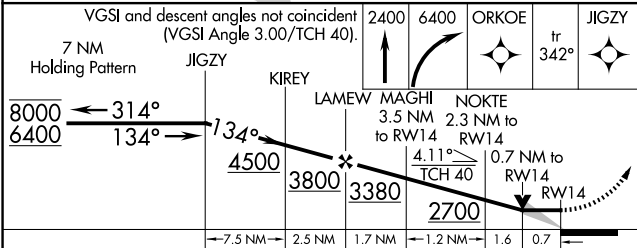
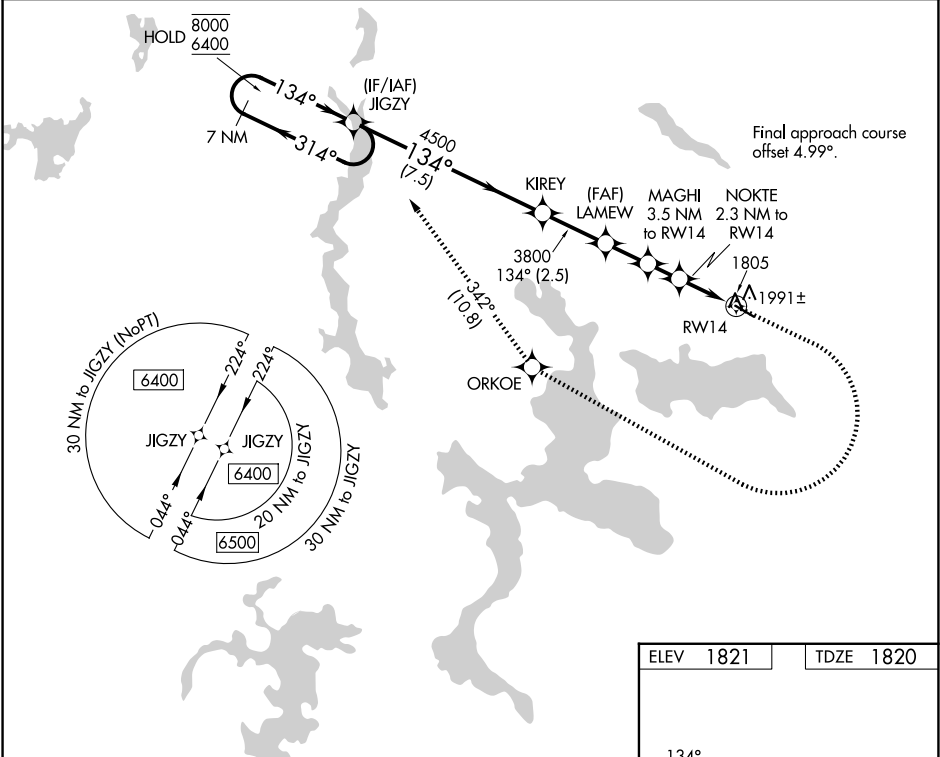
WAAS CH 40046 W14A	APP CRS 134°	Rwy Ldg TDZE 1820 Apt Elev 1821
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RNAV (GPS) RWY 14

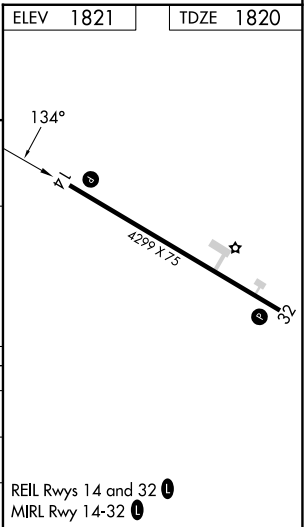
STEPHEN A BEAN MUNI (8BØ)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2400 then climbing right turn to 6400 direct ORKOE and track 342° to JIGZY and hold, continue climb-in-hold to 6400.
 	VDP NA when using BML altimeter setting. When local altimeter setting not received, use BML altimeter setting and increase all MDAs 180 feet. -30°C	

AWOS-3PT 118.0	BOSTON CENTER 124.25 290.5	UNICOM 122.8 (CTAF) Ø
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CATEGORY	A	B	C	D
LP MDA	2080-1	260 (300-1)	NA	NA
LNAV MDA	2260-1	440 (500-1)	NA	NA
CIRCLING	2360-1	539 (600-1)	NA	NA



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

RANGELEY, MAINE

AL-6863 (FAA)

26246

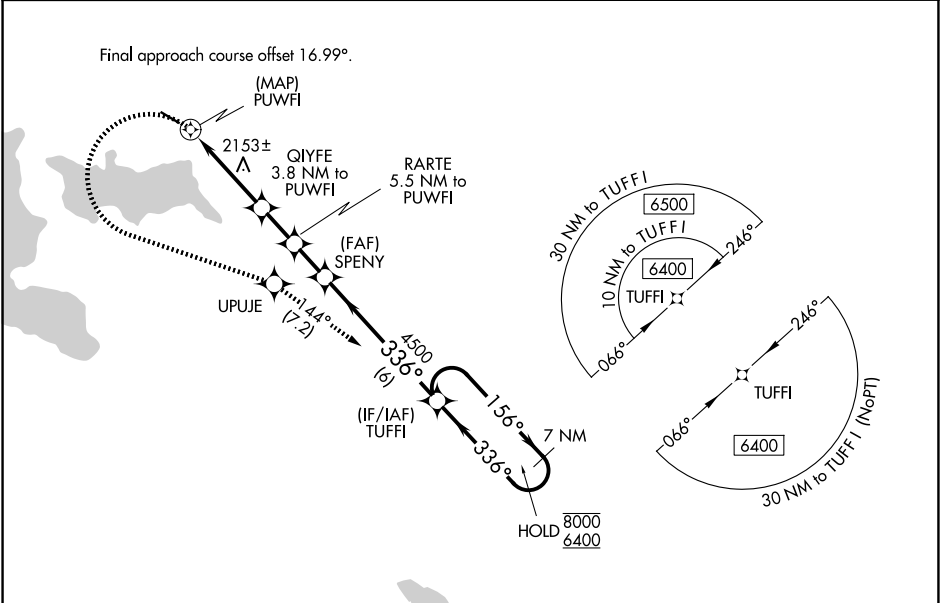
WAAS CH 99444 W32A	APP CRS 336°	Rwy Ldg 4299 TDZE 1821 Apt Elev 1821
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RNAV (GPS) RWY 32

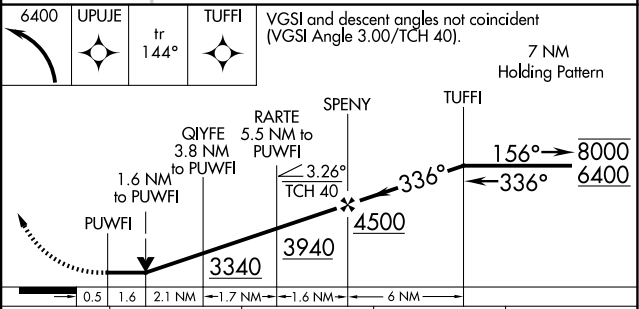
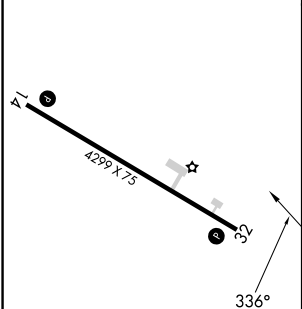
STEPHEN A BEAN MUNI (8BØ)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 6400 direct UPUJE and track 144° to TUFFI and hold, continue climb-in-hold to 6400.
 -30°C	

AWOS-3PT 118.0	BOSTON CENTER 124.25 290.5	UNICOM 122.8 (CTAF) Ø
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ELEV 1821	TDZE 1821
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CATEGORY	A	B	C	D
LP MDA	2540-1	719 (800-1)	2540-1¼ 719 (800-1¼)	NA
LNAV MDA	2700-1 879 (900-1)	2700-1¼ 879 (900-1¼)	2700-2½ 879 (900-2½)	NA
CIRCLING	2700-1¼	879 (900-1¼)	2700-2½ 879 (900-2½)	NA

RANGELEY, MAINE
Amdt 1 03SEP26

45°00'N-70°40'W

RNAV (GPS) RWY 32

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

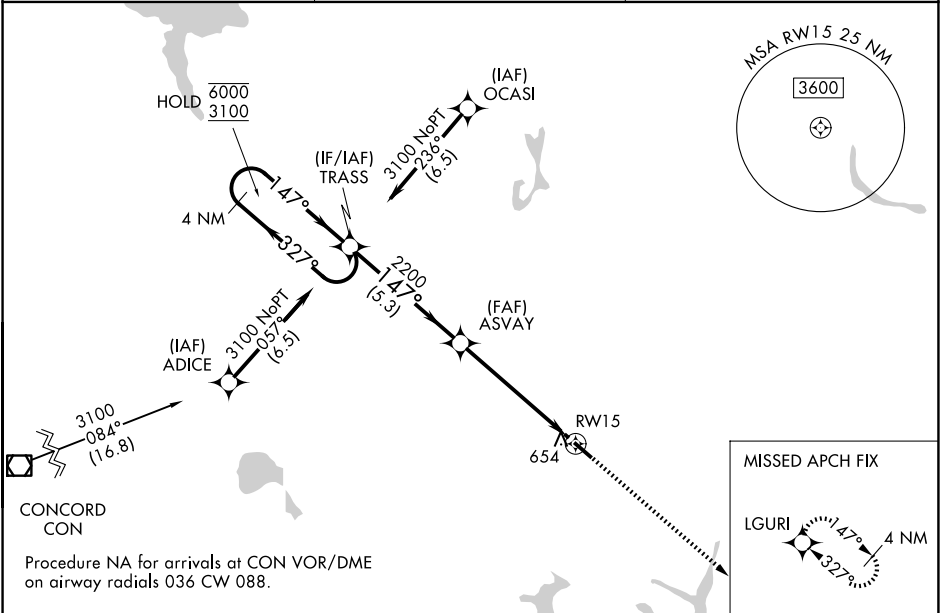
WAAS CH 87044 W15A	APP CRS 147°	Rwy Ldg TDZE 318 Apt Elev 322
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RNAV (GPS) RWY 15

SKYHAVEN (DAW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct LGURI and hold, continue climb-in-hold to 3000.
▼ Rwy 15 helicopter visibility reduction below ¾ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.	

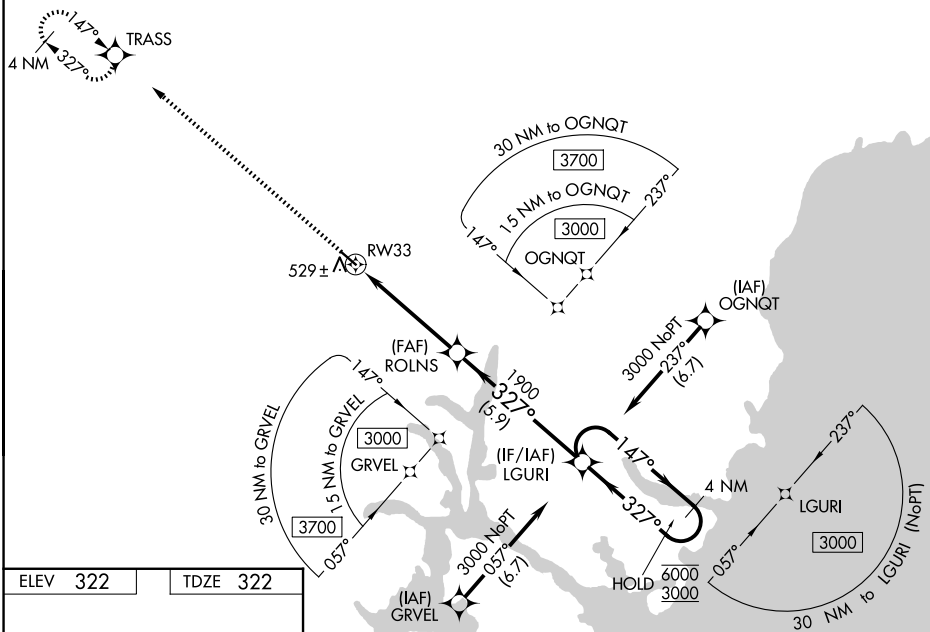
ASOS 135,275	BOSTON APP CON 125,05 269,4	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		ELEV 322		TDZE 318	
TRASS		3000 LGURI		147°	
6000 ← 327°		2200		0.5% UP	
3100 → 147°		1.7 NM to RWY 15		4201 X 75	
GP 3.20°		RWY 15		REIL Rwy 15 0	
TCH 50		5.3 NM		MIRL Rwy 15-33 0	
		3.8 NM			
		1.7 NM			
CATEGORY	A	B	C	D	
LPV DA	620-7/8	302 (300-7/8)		NA	
LNAV/VNAV DA	804-13/8	486 (500-13/8)		NA	
LNAV MDA	920-1	602 (600-1)	920-13/4 602 (600-13/4)	NA	
CIRCLING	960-1	638 (700-1)	960-13/4 638 (700-13/4)	NA	

RNAV (GPS) RWY 33
SKYHAVEN (DAW)

MISSED APPROACH: Climb to 3800 direct TRASS and hold, continue climb-in-hold to 3800.

UNICOM
122.7 (CTAF) **L**

3800	TRASS
	

4 NM
Holding Pattern

LGURI

$$\begin{array}{r} \rightarrow 6000 \\ \hline 3000 \end{array}$$

GP 3.00°
TCH 43

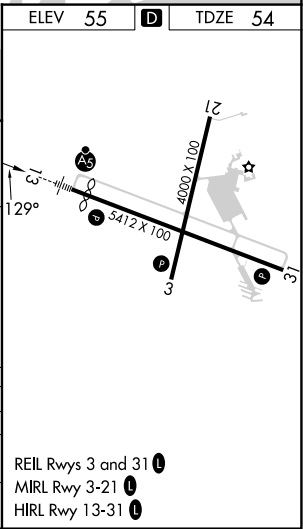
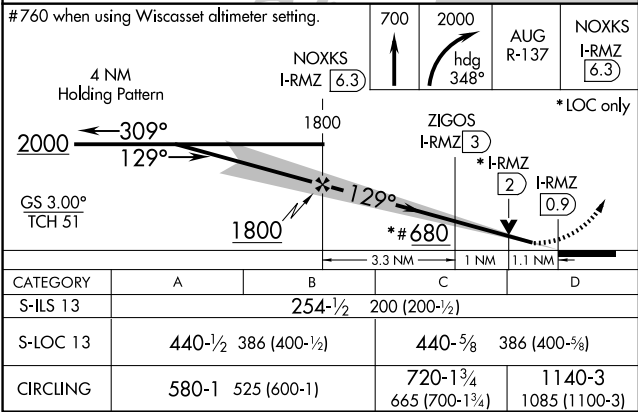
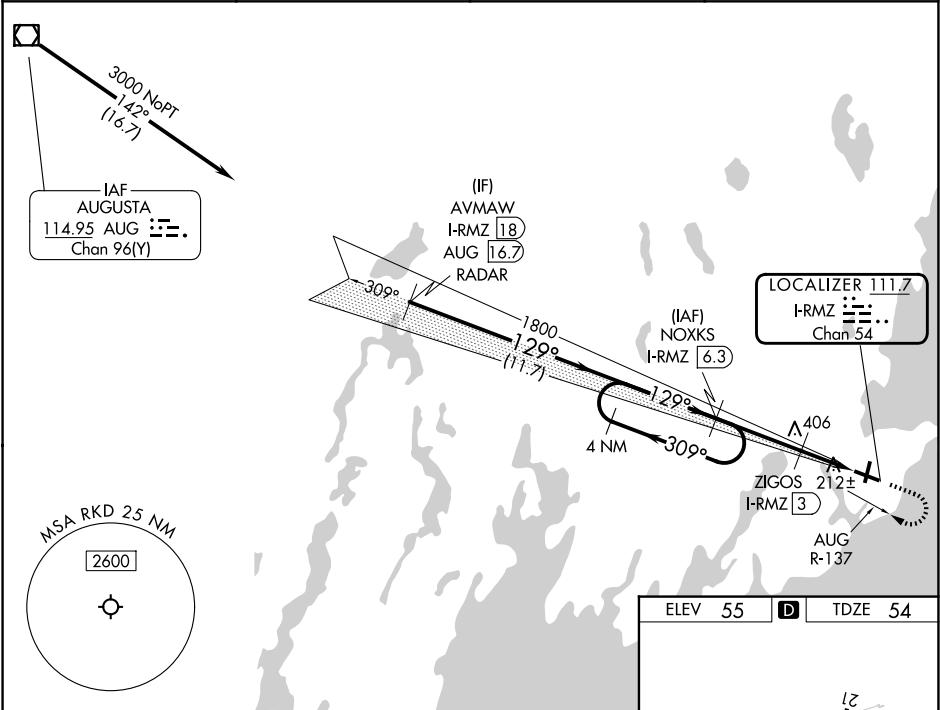
CATEGORY		A	B	C	D
LPV	DA	572- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		NA
LNNAV/ VNAV	DA	699-1	377 (400-1)		NA
LNNAV	MDA	780- $\frac{3}{4}$	458 (500- $\frac{3}{4}$)	780-1 $\frac{1}{8}$ 458 (500-1 $\frac{1}{8}$)	NA
CIRCLING		960-1	638 (700-1)	960-1 $\frac{3}{4}$ 638 (700-1 $\frac{3}{4}$)	NA

SKYHAVEN (DAW)
RNAV (GPS) RWY 33

LOC/DME I-RMZ	APP CRS	Rwy Ldg	5012
111.7	129°	TDZE	54
Chan 54		Apt Elev	55

ILS or LOC RWY 13
KNOX COUNTY RGNL (RKD)

DME required.			MALSR A5
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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

ROCKLAND, MAINE

AL-993 (FAA)

26134

WAAS CH 40210 W03A	APP CRS 031°	Rwy Ldg TDZE 54 Apt Elev 55
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RNAV (GPS) RWY 3

KNOX COUNTY RGNL (R.KD)

RNP APCH.

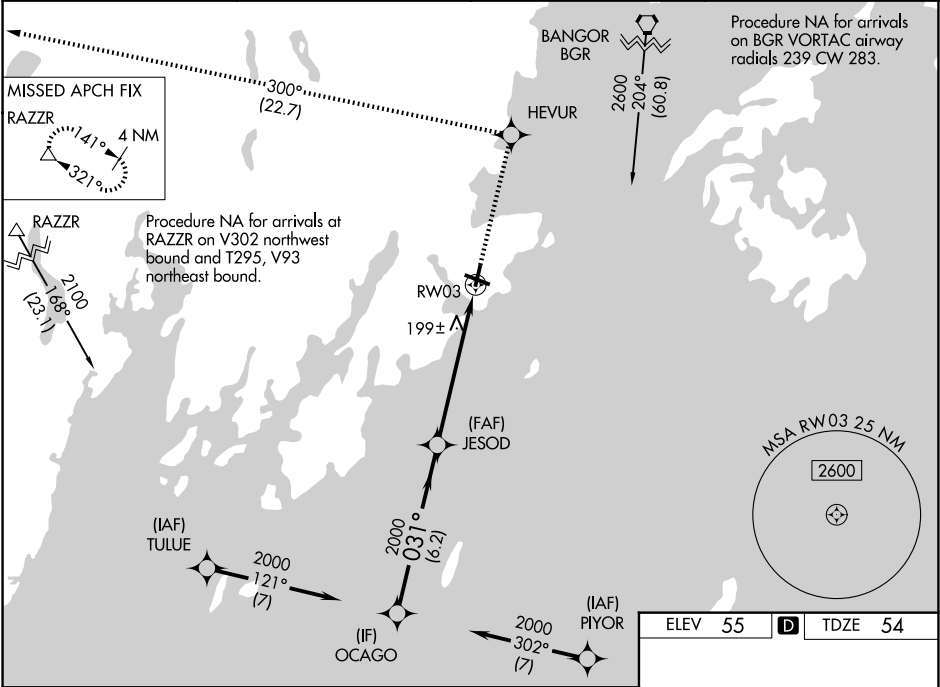
▼

▲

Rwy 3 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -15°C or above 54°C.

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

AWOS-3PT 119.025	PORTLAND APP CON ★ 120.4 299.2	CLNC DEL 123.8	UNICOM 123.05 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).				
OCAGO		JESOD		RAZZR
2000		2000		3000 HEVUR tr 300°
GP 3.00° TCH 40		2000		*1.5 NM to RW03 *LNAV only.
6.2 NM		4.4 NM		1.5 NM
CATEGORY	A	B	C	D
LPV DA	374-1 ¼ 320 (400-1 ¼)			
LNAV/VNAV DA	459-1 ½ 405 (500-1 ½)			
LNAV MDA	560-1 506 (600-1)	560-1 ⅜ 506 (600-1 ⅜)		560-1 ½ 506 (600-1 ½)
CIRCLING	600-1 545 (600-1)	720-1 ¾ 665 (700-1 ¾)		1140-3 1085 (1100-3)

REIL Rwy 3 and 31

MIRL Rwy 3-21

HIRL Rwy 13-31

ROCKLAND, MAINE
Orig-B 20JUN19

44°04'N - 69°06'W

KNOX COUNTY RGNL (R.KD)

RNAV (GPS) RWY 3

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 48940 W13A	APP CRS 129°	Rwy Ldg TDZE Apt Elev	5012 54 55
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RNAV (GPS) RWY 13

KNOX COUNTY RGNL (RKD)

▼

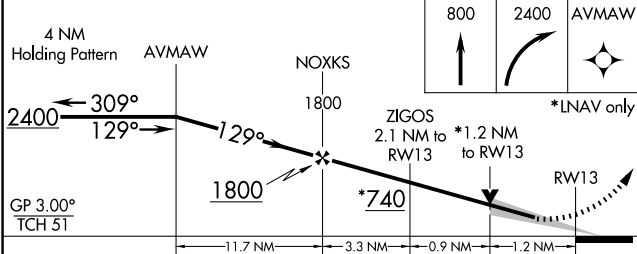
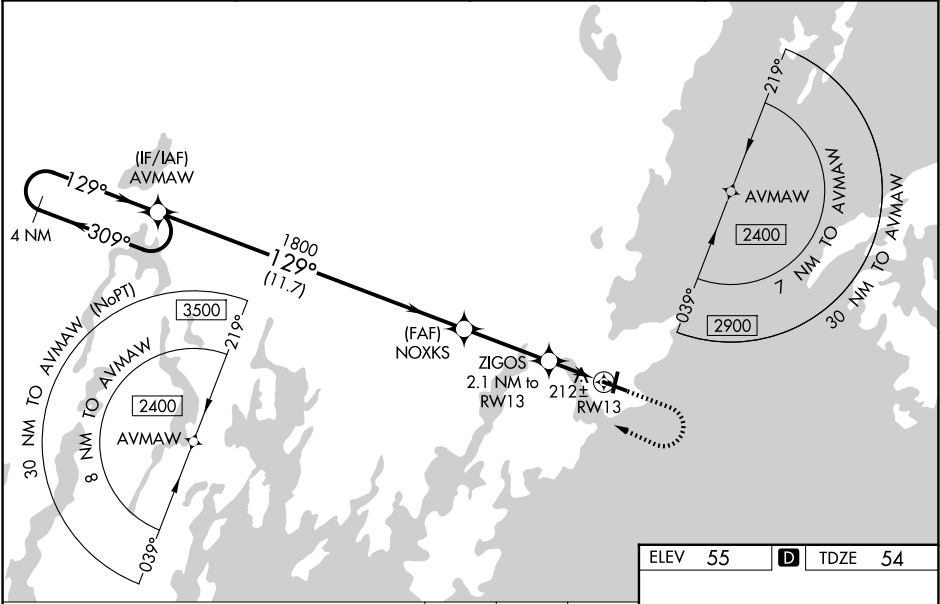
▲

DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Wiscasset altimeter setting. When local altimeter setting not received, use Wiscasset altimeter setting and increase LPV DA to 319 feet, LNAV/VNAV DA to 467 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats to 1 SM, LNAV Cat C/D to 1 SM and Circling Cat C to 2 ¼ SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 7⁄8 SM, LNAV/VNAV all Cats visibility to 1 3⁄8 SM and LNAV Cat C/D to 1 3⁄8 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

MALSRL

MISSED APPROACH:
Climb to 800 then
climbing right turn to
2400 direct AVMAW
and hold.

AWOS-3PT 119.025	PORTLAND APP CON ★ 120.4 299.2	CLNC DEL 123.8	UNICOM 123.05 (CTAF) 0
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ELEV 55 D TDZE 54

800

2400

AVMAW

GP 3.00°

TCH 51

129°

129°

129°

129°

REIL Rwy 3 and 31 0

MIRL Rwy 3-21 0

HIRL Rwy 13-31 0

RNAV (GPS) RWY 31
KNOX COUNTY RGNL (RKD)

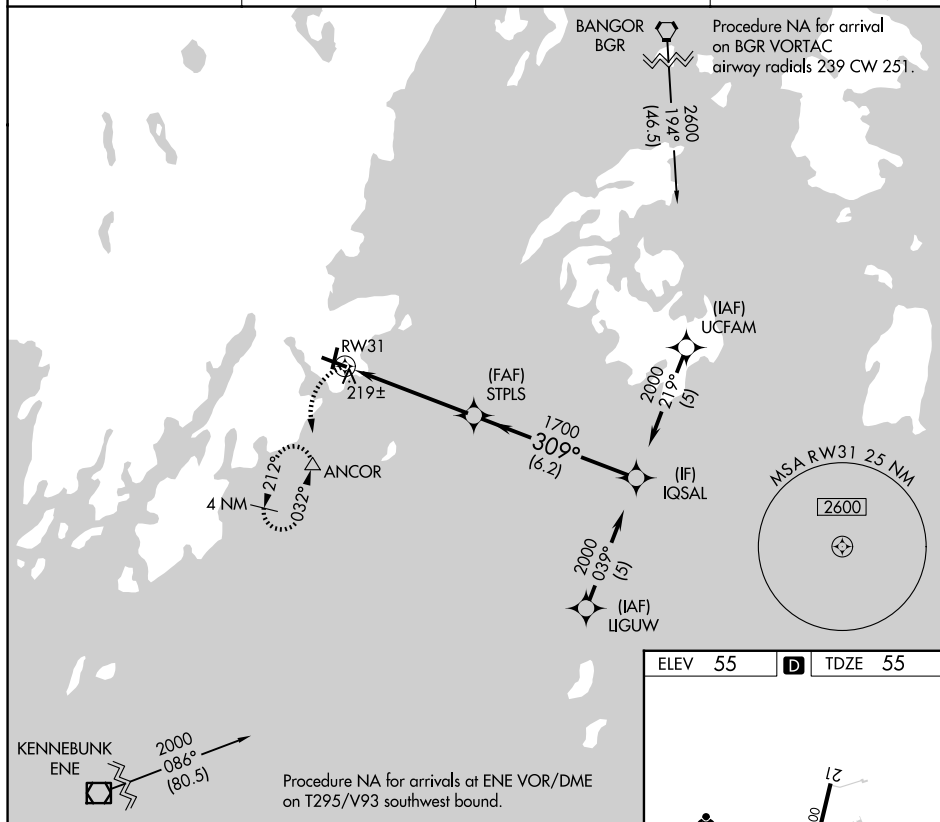
T
A Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

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

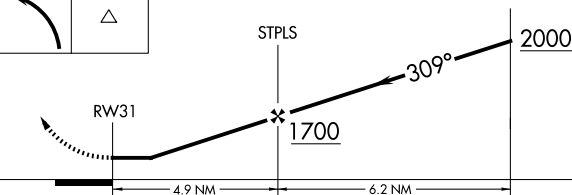
AWOS-3PT
119.025

PORTLAND APP CON ★
120.4 299.2

CLNC DEL
123.8

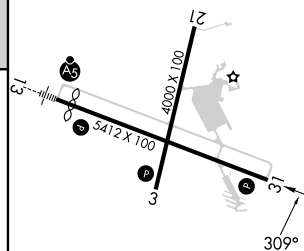
UNICOM
123.05 (CTAF) 

2000	ANCOR	Visual Segment - Obstacles.
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CATEGORY	A	B	C	D
LNAV MDA	480-1	425 (500-1)	480-1¼	425 (500-1¼)
CIRCLING	580-1	525 (600-1)	720-1¾ 665 (700-1¾)	1140-3 1085 (1100-3)

ELEV	55	D	TDZE	55
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REIL Rwy 3 and 31 **L**
MIRL Rwy 3-21 **L**
HIRL Rwy 13-31 **L**

ROCKLAND, MAINE
Orig-B 05NOV20

44°04'N - 69°06'W

KNOX COUNTY RGRL (RKD)
RNAV (GPS) RWY 31

NE-1, 03 SEP 2026 to 29 OCT 2026

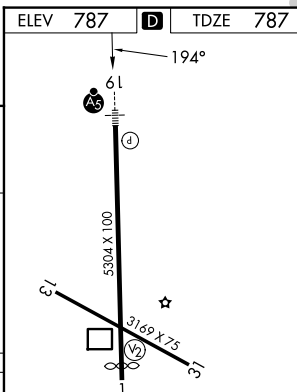
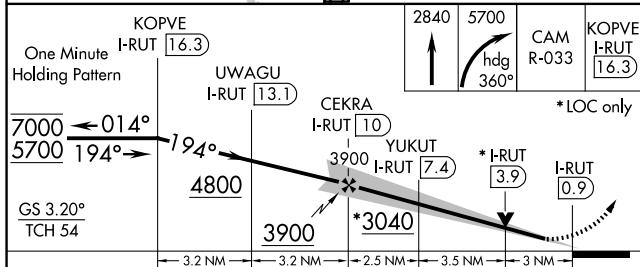
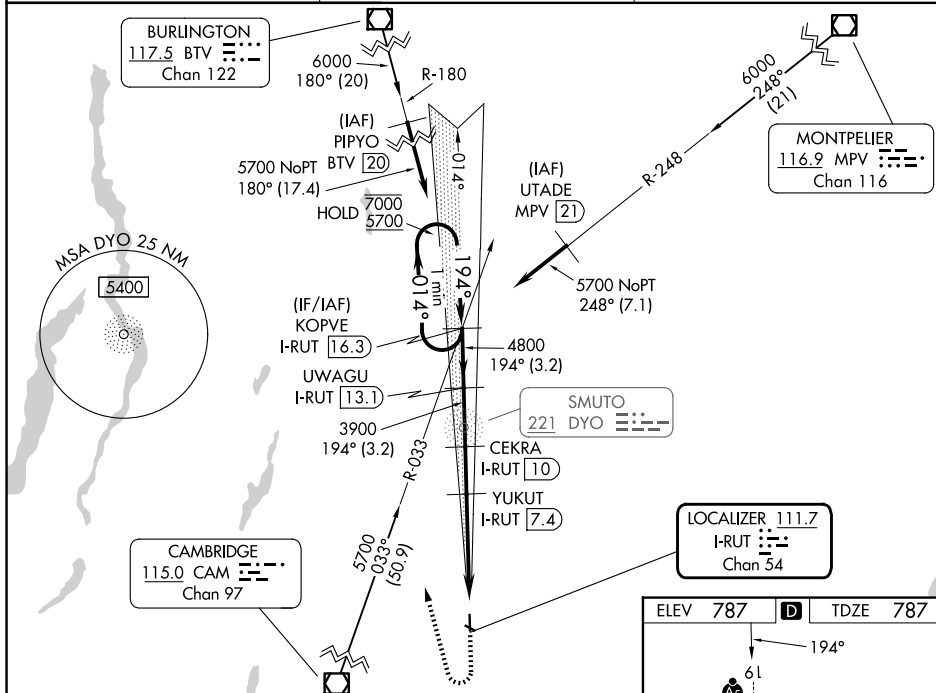
ILS Y or LOC Y RWY 19
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

T
A
-7°C

Circling to Rwy 13, 31 NA at night.
Circling NA northeast of Rws 19 and 31.
Inop table does not apply to S-ILS 19 all Cats, S-LOC 19 Cats C/D.

MALSR

MISSED APPROACH: Climb to 2840 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R-033 to KOPVE/I-RUT 16.3 DME and hold.

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-ILS 19	2162-5 1375 (1400-5)			
S-LOC 19	2160-3/4 1373 (1400-3/4)	2160-1 1373 (1400-1)	2160-3 1373 (1400-3)	
CIRCLING	2160-1/4 1373 (1400-1/4)	2160-1/2 1373 (1400-1/2)	2520-3 1733 (1800-3)	2760-3 1973 (2000-3)

HIRL Rwy 1-19 (L)
MIRL Rwy 13-31 (L)
REIL Rwy 13 (L)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1. 03 SEP 2026 to 29 OCT 2026

RUTLAND, VERMONT

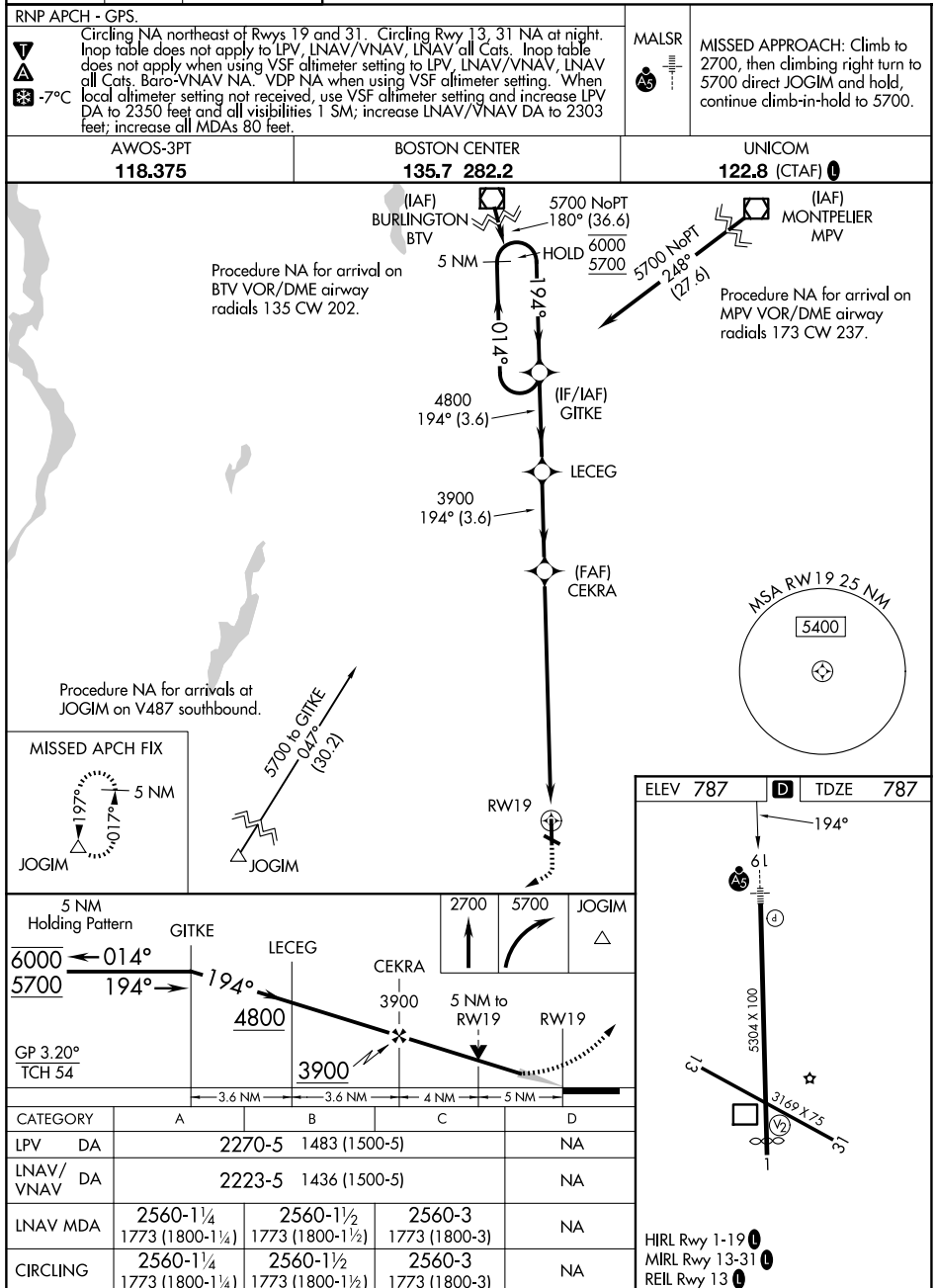
AL-968 (FAA)

26246

WAAS CH 65830 W19A	APP CRS 194°	Rwy Ldg TDZE 787 Apt Elev 787
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RNAV (GPS) Y RWY 19

RUTLAND/SOUTHERN VERMONT RGNL (RUT)



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

RUTLAND, VERMONT

Amdt 3A 17APR25

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

43°32'N-72°57'W

RNAV (GPS) Y RWY 19

WAAS CH 93730 W19B	APP CRS 194°	Rwy Ldg TDZE 787 Apt Elev 787
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RNAV (GPS) Z RWY 19

RUTLAND/SOUTHERN VERMONT RGNL (RUT)

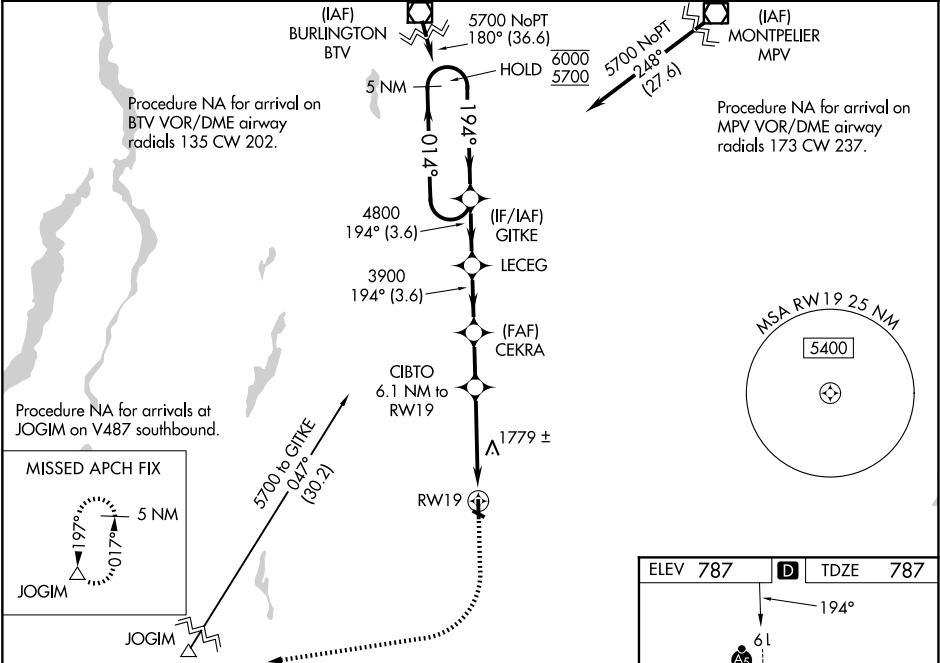
RNP APCH - GPS.

Circling NA northeast of Rwy 19 and 31. Circling Rwy 13, 31 NA at night. Inop table does not apply to LNAV/VNAV all Cats. Baro-VNAV NA. For inop ALS, increase LPV all Cats visibility to 1½ miles. VDP NA when using VSF altimeter setting. For inop ALS while using VSF altimeter setting, increase LPV all Cats visibility to 1½ miles. Inop table does not apply when using VSF altimeter setting to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not received, use VSF altimeter setting and increase LPV DA to 1281 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 2230 feet; increase all MDAs 80 feet and LNAV visibility Cat C ½ SM.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 5700 direct JOGIM and hold, continue climb-in-hold to 5700.
† Missed approach requires minimum climb of 420 feet per NM to 3200; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

AWOS-3PT 118.375	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		GITKE		LECEG		CEKRA		CIBTO		RW19		JOGIM △	
6000 ← 014°		194° →		194°		3900		6.1 NM to RW19		3 NM to RW19			
5700		4800		3900		2900							
GP 3.20° TCH 54		3.6 NM		3.6 NM		2.9 NM		3.1 NM		3 NM			
CATEGORY		A		B		C		D					
LPV	DA ↑	1201-¾		414 (500-¾)								NA	
LNAPV/ VNAV	DA	2150-5		1363 (1400-5)								NA	
LNAPV	MDA ↑	1820-¾ 1033 (1100-¾)		1820-1 1033 (1100-1)		1820-2½ 1033 (1100-2½)						NA	
CIRCLING		2560-1¼ 1773 (1800-1¼)		2560-½ 1773 (1800-½)		2560-3 1773 (1800-3)						NA	

AIRPORT DIAGRAM

RUTLAND/SOUTHERN VERMONT RGNL (RUT)
RUTLAND, VERMONT

AWOS-3PT
118.375
UNICOM
122.8 (CTAF) **(L)**

(D)

72°57.0'W

72°56.5'W

VAR 15° W
JANUARY 1995
ANNUAL RATE OF CHANGE
0.0° E

61
A5
ELEV
774

194°

43°32.0'N

FIELD
ELEV
787

NORTH-WEST
APRON

HANGARS

RWY 01-19
PCR 271 F/D/X/T
S-40, D-68
RWY 13-31
PCR 172 F/D/X/T
S-30

ELEV
782

134°

3169 X 75

FIRE
STATION

TERMINAL

MAIN
APRON

HANGARS

43°31.5'N

014°

ELEV
781

1

EMAS

314°

ELEV
782

HIRL Rwy 1-19 **(L)**
MIRL Rwy 13-31 **(L)**
REIL Rwy 13 **(L)**

AIRPORT DIAGRAM

26246

RUTLAND, VERMONT
RUTLAND/SOUTHERN VERMONT RGNL (RUT)

NE-1, 03 SEP 2026 to 29 OCT 2026

LOC I-SFM 111.5	APP CRS 075°	Rwy Ldg TDZE 241 Apt Elev 244
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ILS or LOC RWY 7
SANFORD SEACOAST RGNL (SFM)

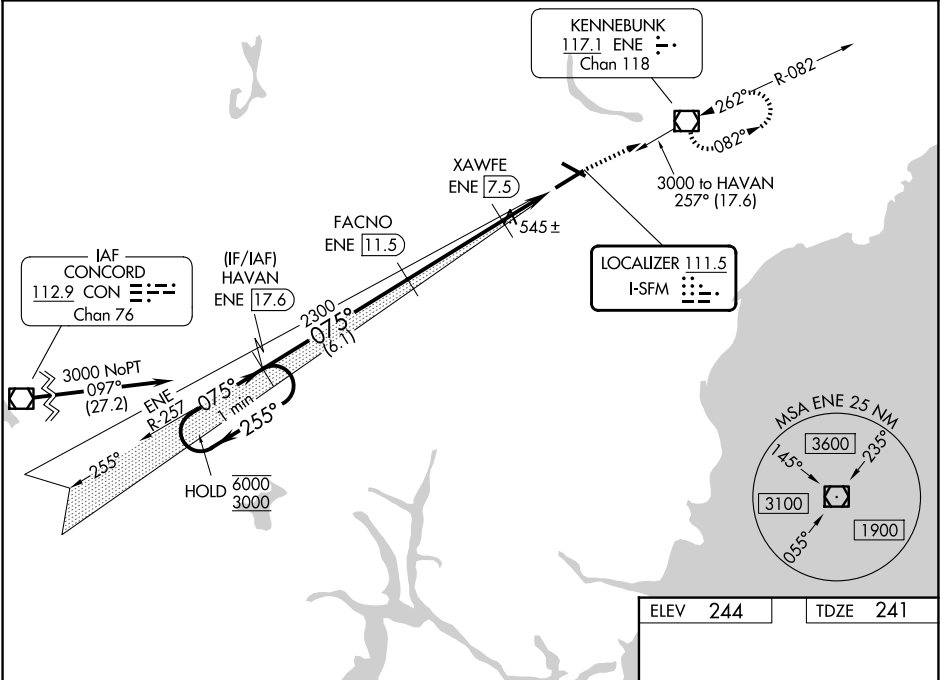
DME required.

▼ Rwy 7 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Rochester altimeter setting. DME from ENE VOR/DME. Simultaneous reception of I-SFM and ENE DME required. When local altimeter setting not received, use Rochester altimeter setting: increase S-ILS 7 DA to 479 feet; increase all MDAs 40 feet and S-LOC 7 Cats C/D visibility $\frac{1}{8}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM.

⚠

MISSED APPROACH: Climb to 2500 direct ENE VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3PT 120.025	PORTLAND APP CON★ 119.75 269.35	CLNC DEL 121.725	UNICOM 123.075 (CTAF) 0
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One Minute Holding Pattern

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

HAVAN ENE 17.6

FACNO ENE 11.5

XAWFE ENE 7.5

ENE 6.8

ENE 5.2

*1000 when using Rochester altimeter setting.

GS 3.00° TCH 56

2300

*960

6.1 NM

4 NM

0.7 NM

1.6 NM

CATEGORY	A	B	C	D
S-ILS 7	441- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 7	800-1 559 (600-1)		800-1 $\frac{5}{8}$ 559 (600-1 $\frac{5}{8}$)	
CIRCLING	800-1 556 (600-1)		1180-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$)	1240-3 996 (1000-3)

ELEV 244

TDZE 241

REIL Rwy 7 0

HIRL Rwy 7-25 0

MIRL Rwy 14-32 0

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

SANFORD, MAINE

AL-909 (FAA)

26022

WAAS CH 86921 W07A	APP CRS 075°	Rwy Ldg TDZE 241 Apt Elev 244
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RNAV (GPS) RWY 7

SANFORD SEACOAST RGNL (SFM)

RNP APCH - GPS.

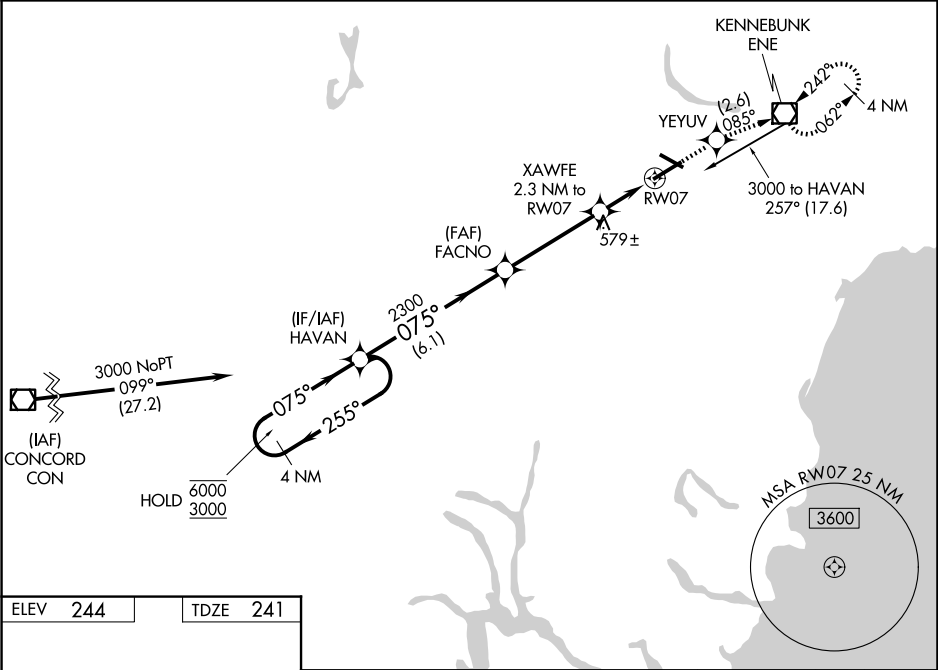
▼

⚠

Rwy 7 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Rochester altimeter setting. When local altimeter setting not received, use Rochester altimeter setting: increase LPV DA to 479; increase LNAV/VNAV DA to 699 and visibility all Cats $\frac{1}{8}$ SM, increase all MDAs 40 feet, and Circling Cat C visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3000 direct YEYUV and on track 085° to ENE VOR/DME and hold, continue climb-in-hold to 3000.

AWOS-3PT 120.025	PORTLAND APP CON★ 119.75 269.35	CLNC DEL 121.725	UNICOM 123.075 (CTAF) 0
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ELEV 244

TDZE 241

REIL Rwy 7 0

HIRL Rwy 7-25 0

MIRL Rwy 14-32 0

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).				3000	YEYUV	tr	ENE
4 NM Holding Pattern HAVAN						085°	
6000 ← 255° 075° → 2300				FACNO 2300			
GP 3.00° TCH 57				XAWFE 2.3 NM to RW07 1.7 NM to RW07			
				6.1 NM	4 NM	0.6 NM	1.7
CATEGORY	A	B	C	D			
LPV DA	441-3 $\frac{3}{4}$			200 (200-3 $\frac{3}{4}$)			
LNAV/VNAV DA	650-1 $\frac{3}{8}$			409 (500-1 $\frac{3}{8}$)			
LNAV MDA	840-1 599 (600-1)		840-1 $\frac{3}{4}$ 599 (600-1 $\frac{3}{4}$)				
CIRCLING	840-1 596 (600-1)		1180-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$)		1240-3 996 (1000-3)		

SANFORD, MAINE
Orig-E 16MAY24

43°24'N - 70°42'W

SANFORD SEACOAST RGNL (SFM)

RNAV (GPS) RWY 7

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53521 W25A	APP CRS 255°	Rwy Ldg TDZE 235 Apt Elev 244
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RNAV (GPS) RWY 25

SANFORD SEACOAST RGNL (SFM)

RNP APCH - GPS.

▼

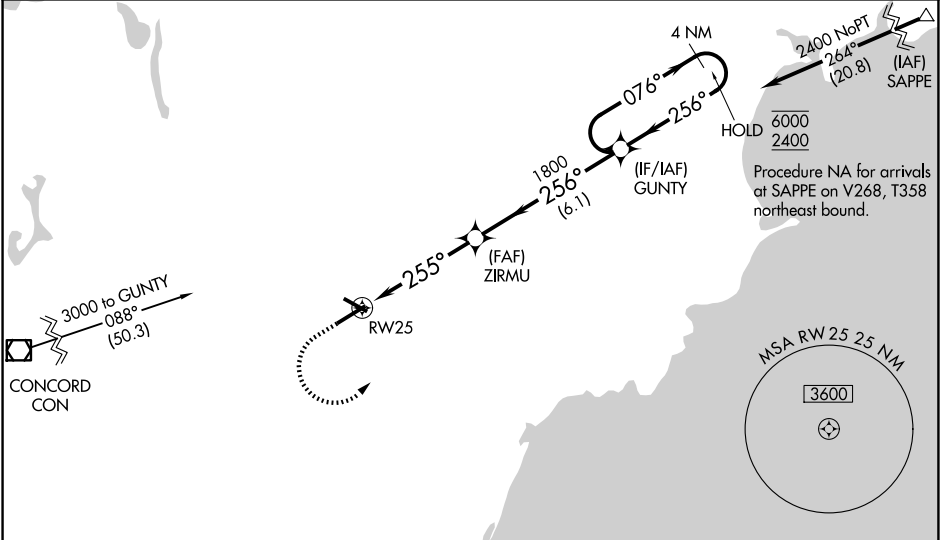
▲

Baro-VNAV and VDP NA when using Rochester altimeter setting. Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV or LNAV Cats A and B. For inop ALS, increase LNAV/VNAV all Cats visibility to $1\frac{1}{2}$ and LNAV Cats C/D visibility to $1\frac{1}{2}$. When local altimeter setting not received, use Rochester altimeter setting: increase LPV DA to 534; increase LNAV/VNAV DA to 713 and visibility all Cats $\frac{1}{2}$ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility $\frac{1}{2}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM. For inop ALS, when using Rochester altimeter setting, increase LNAV/VNAV all Cats visibility to $1\frac{1}{2}$ and LNAV Cats C/D visibility to $1\frac{1}{2}$.

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 direct GUNTY and hold.

AWOS-3PT 120.025	PORTLAND APP CON ★ 119.75 269.35	CLNC DEL 121.725	UNICOM 123.075 (CTAF) 0
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ELEV 244

TDZE 235

1000

2400

GUNTY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).

4 NM Holding Pattern

1.3 NM to RW25

1800

255°

076°

256°

6000

2400

GP 3.00°

TCH 52

1.3 NM

3.5 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA		496- $\frac{3}{4}$	261 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		675- $1\frac{1}{8}$	440 (500- $1\frac{1}{8}$)	
LNAV MDA	680- $\frac{3}{4}$	445 (500- $\frac{3}{4}$)	680- $1\frac{1}{8}$	445 (500- $1\frac{1}{8}$)
CIRCLING	760-1	516 (600-1)	1180-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$)	1240-3 996 (1000-3)

REIL Rwy 7 0

HIRL Rwy 7-25 0

MRL Rwy 14-32 0

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

SANFORD, MAINE

AL-909 (FAA)

26022

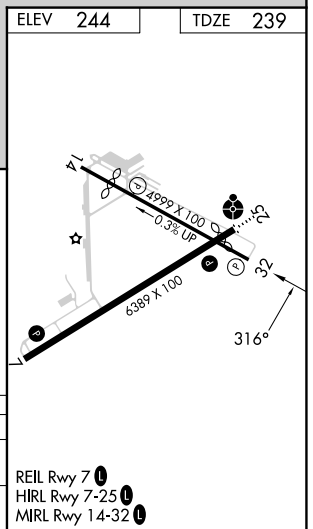
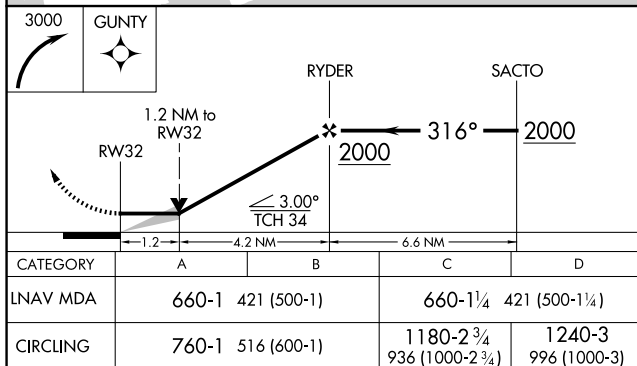
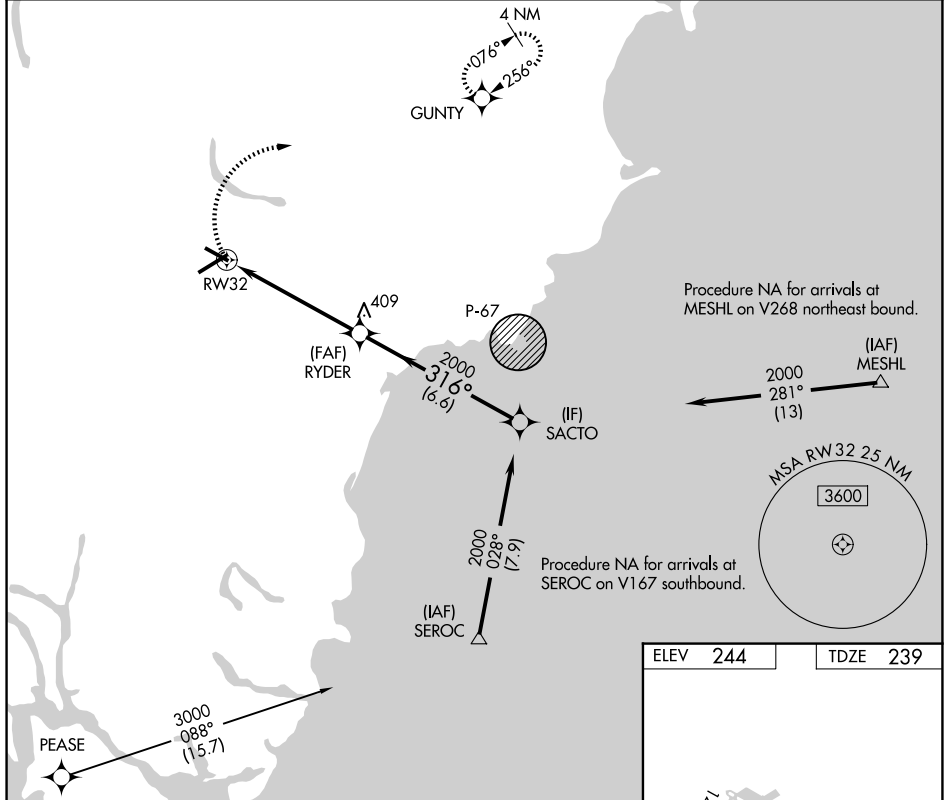
APP CRS 316°	Rwy Ldg TDZE Apt Elev	4999 239 244
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RNAV (GPS) RWY 32

SANFORD SEACOAST RGNL (SF'M)

RNP APCH.	MISSED APPROACH: Climbing right turn to 3000 direct GUNTY and hold, continue climb-in-hold to 3000.
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AWOS-3PT 120.025	PORTLAND APP CON* 119.75 269.35	CLNC DEL 121.725	UNICOM 123.075 (CTAF) 0
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SANFORD, MAINE
Amdt 1 17JUN21

43°24'N-70°42'W

SANFORD SEACOAST RGNL (SF'M)
RNAV (GPS) RWY 32

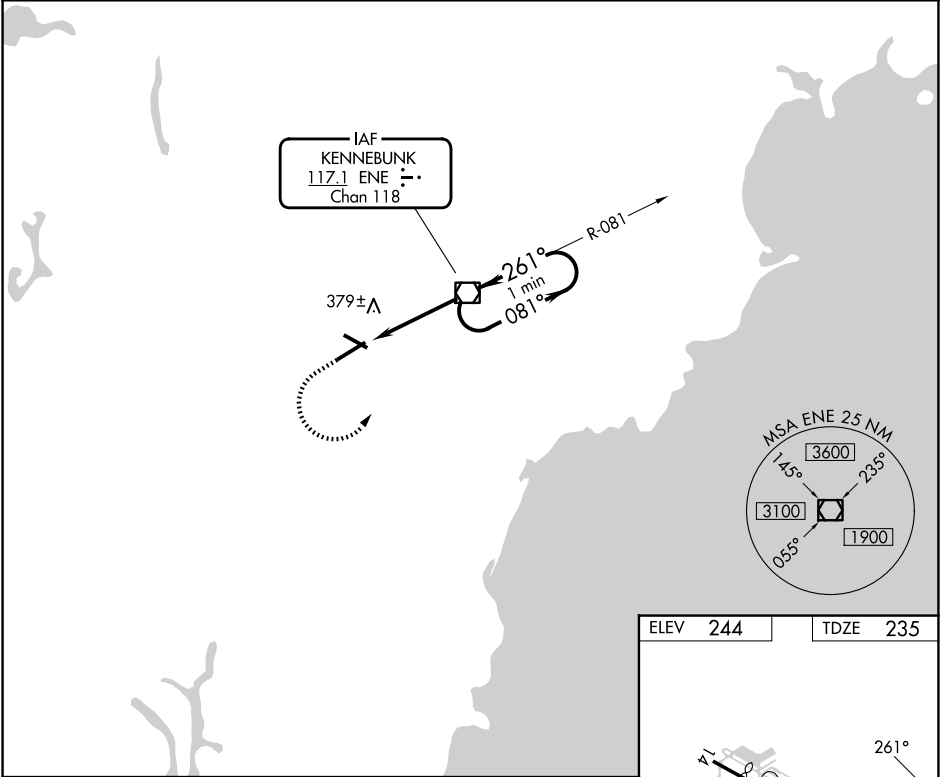
NE-1, 03 SEP 2026 to 29 OCT 2026

VORTAC ENE	APP CRS	Rwy Ldg	6001
117.1	261°	TDZE	235
Chan 118		Apt Elev	244

VOR RWY 25

SANFORD SEACOAST RGNL (SFM)

⚠ Inoperative table does not apply to S-25 Cats A/B. For inoperative ODALS, increase S-25 Cats C/D visibility to 1$\frac{1}{8}$. When local altimeter setting not received, use Rochester, NH altimeter setting increase all MDA 40 feet, S-25 Cats C/D visibility $\frac{1}{8}$ SM, and Circling Cat C visibility $\frac{1}{4}$ SM; for inop ODALS, increase S-25 Cats C/D visibility to 1$\frac{1}{8}$. Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA.		ODALS	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct ENE VOR/DME and hold.
AWOS-3PT 120.025	PORTLAND APP CON ★ 119.75 269.35	CLNC DEL 121.725	UNICOM 123.075 (CTAF) 0



800	2000	ENE	ENE VOR/DME	One Minute Holding Pattern
		ENE 3.1		
		ENE 4.2		
		261°		
		3.17°		
		TCH 47		
		1.1		
		3.1 NM		
CATEGORY	A	B	C	D
S-25	640-1 405 (400-1)			
CIRCLING	760-1 516 (600-1) 1180-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$) 1240-3 996 (1000-3)			

ELEV 244	TDZE 235
REIL Rwy 7 0	
HIRL Rwy 7-25 0	
MIRL Rwy 14-32 0	
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24

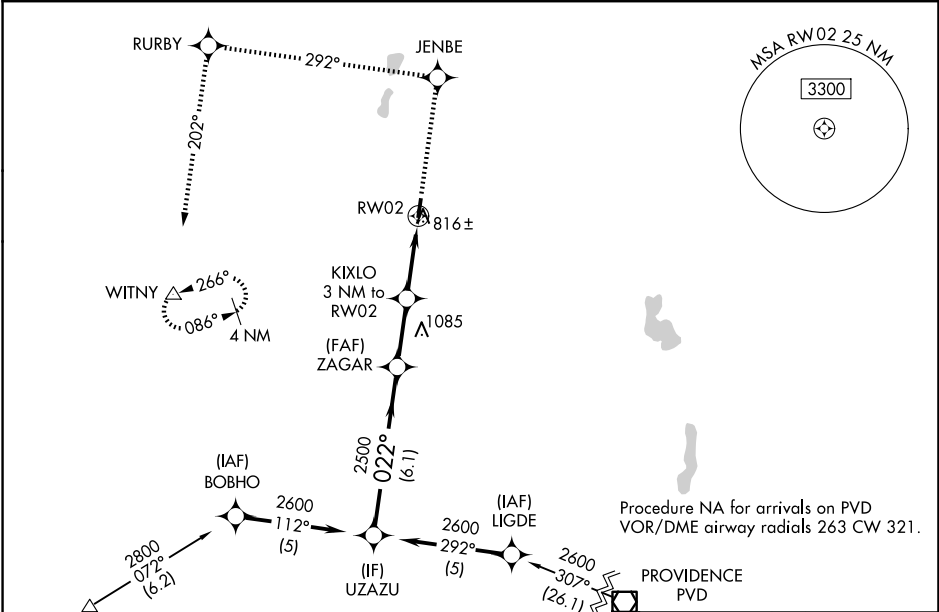
WAAS CH 42616 W02A	APP CRS 022°	Rwy Ldg TDZE 696 Apt Elev 699
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RNAV (GPS) RWY 2

SOUTHBRIDGE MUNI (3B0)

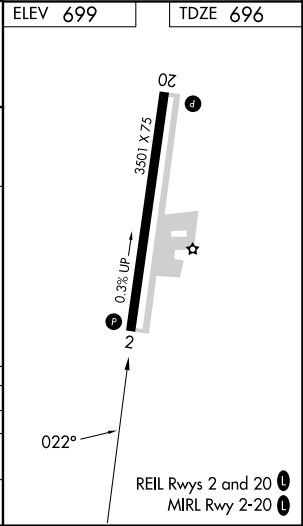
RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct JENBE and via track 292° to RUBY and via track 202° to WITNY and hold.
NA Circling Rwy 20 NA at night. Use Worcester Rgnl altimeter setting, when not received, use Windsor Locks altimeter setting: increase LPV DA to 1090 feet and all visibilities 1/8 SM. Increase all MDAs 80 feet and LNAV visibility Cat C 1/4 SM, and Circling visibility Cat C 1/2 SM.	

BRADLEY APP CON 119.0 327.1	UNICOM 122.8 (CTAF) 0
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ELEV 699	TDZE 696
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UZAZU	3000	JENBE	tr 292°	RUBY	tr 202°	WITNY
2600	ZAGAR	KIXLO 3 NM to RW02		RW02		
Procedure Turn NA	2500	*1680				
GP 3.00°						
TCH 40						
	6.1 NM	2.5 NM	3 NM			
CATEGORY	A	B	C	D		
LPV DA	1018-1	322 (400-1)		NA		
LNAV MDA	1300-1	604 (700-1)	1300-1 3/4	NA		
			604 (700-1 3/4)			
CIRCLING	1360-1	661 (700-1)	1360-1 3/4	NA		
			661 (700-1 3/4)			



APP CRS	Rwy Ldg	5501
050°	TDZE	575
	Apt Elev	578

RNAV (GPS) RWY 5

HARTNESS STATE (SPRINGFIELD) (VST')

RNP APCH - GPS.

▼

⚠

❄

Rwy 5 helicopter visibility reduction below ¾ SM NA. Circling Rwy 11, 23, 29 NA at night. When local altimeter setting not received, use LEB altimeter setting and increase all MDAs 60 feet. VDP NA when using LEB altimeter setting.

-19°C

MISSED APPROACH: Climb to 2100 then climbing right turn to 4400 direct LISBE and hold.

ASOS 121.425	BOSTON CENTER 134.7 269.475	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 59).		2100	4400	LISBE
6000 ← 230° 4400 → 050°		LISBE	JIMEX	DEVSE	FIDER	3.3 NM to RWY 05
*1900 when using LEB altimeter setting.		3400	3200	346°	TCH 59	2.7 NM to RWY 05
						*1840
		3.5 NM	1.5 NM	3.7 NM	0.6 NM	2.7
CATEGORY	A	B	C	D		
LNAV MDA	1780-1¼ 1205 (1300-1¼)	1780-1½ 1205 (1300-1½)	1780-3	1205 (1300-3)		
CIRCLING	1780-1¼ 1202 (1300-1¼)	1780-1½ 1202 (1300-1½)	2600-3	2022 (2100-3)		

SPRINGFIELD, VERMONT
Amdt 1A 12JUN25

43°21'N-72°31'W
383

HARTNESS STATE (SPRINGFIELD) (VST')

RNAV (GPS) RWY 5

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

SPRINGFIELD, VERMONT

AL-5057 (FAA)

25275

LOC/DME I-VSF	APP CRS	Rwy Ldg	5501
111.3	051°	TDZE	575
Chan 50		Apt Elev	578

LOC RWY 5
HARTNESS STATE (SPRINGFIELD) (VSF')

RNP APCH - GPS.
DME required.

▼

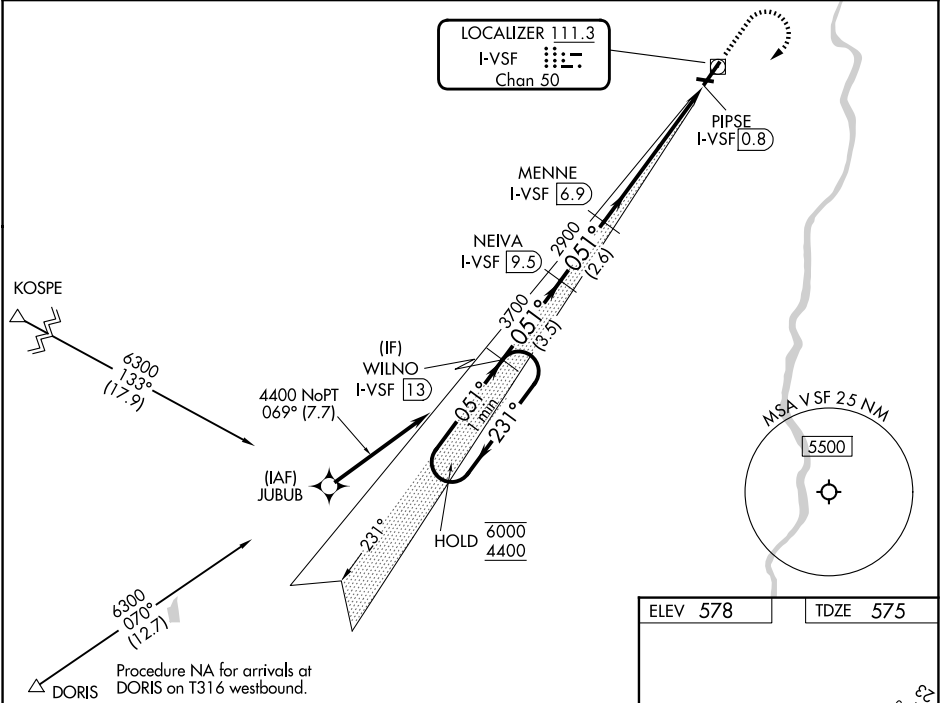
NA

-19°C

Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use LEB altimeter setting and increase all MDAs 60 feet. VDP NA when using LEB altimeter setting. Circling Rwy 11, 23, 29 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4400 direct WILNO/13 DME and hold.

ASOS 121.425	BOSTON CENTER 134.7 269.475	UNICOM 122.8 (CTAF) 0
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VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 59).

One Minute Holding Pattern

WILNO I-VSF 13

NEIVA I-VSF 9.5

MENNE I-VSF 6.9

PIPSE I-VSF 0.8

2000

4400

WILNO I-VSF 13

6000

4400

3700

2900

3.50° TCH 59

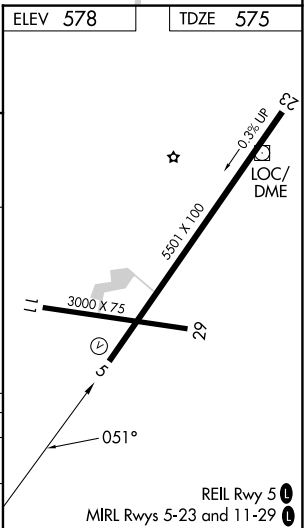
3.5 NM

2.6 NM

3.5 NM

2.6 NM

CATEGORY	A	B	C	D
S-5	1760-1¼ 1185 (1200-1¼)	1760-1½ 1185 (1200-1½)	1760-3	1185 (1200-3)
CIRCLING	1760-1¼ 1182 (1200-1¼)	1760-1½ 1182 (1200-1½)	2600-3	2022 (2100-3)



SPRINGFIELD, VERMONT
Amdt 5A 12JUN25

HARTNESS STATE (SPRINGFIELD) (VSF')
LOC RWY 5

43°21'N - 72°31'W

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
211°

Rwy Idg
TDZE
Apt Elev

3110
268
280

RNAV (GPS) RWY 21

MINUTE MAN AIR FLD (6B6)

RNP APCH - GPS.

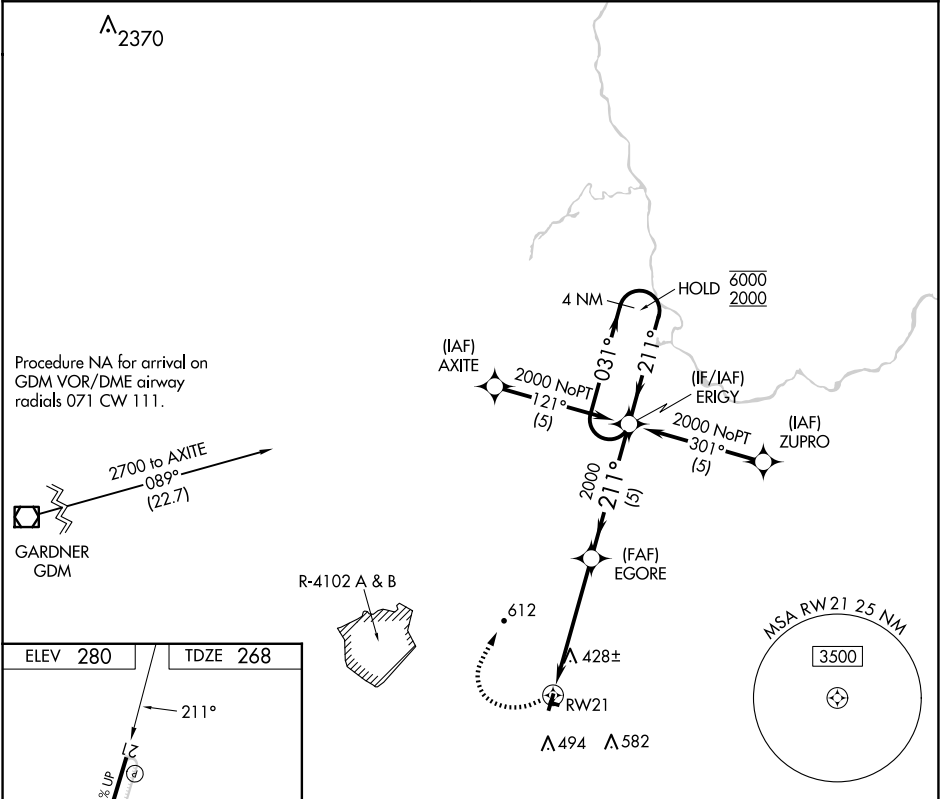
▼
▲ NA

Circling NA to Rwy 12 and 30. Rwy 21 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 3 NA at night. Use Bedford altimeter setting, when not received, use Boston altimeter setting and increase all MDAs 60 feet and visibility Cat B ¼ SM.

MISSED APPROACH:
Climbing right turn to 2000 direct ERIGY and hold.

BOSTON APP CON
124.4 279.6

UNICOM
122.8 (CTAF) 0



ELEV 280 TDZE 268

211°

2000 ERIGY Visual Segment - Obstacles.

EGORE ERIGY 4 NM Holding Pattern

RWY 21

5.1 NM 5 NM

CATEGORY	A	B	C	D
LNAV MDA	960-1	692 (700-1)	NA	
CIRCLING	960-1 680 (700-1)	1020-1 740 (800-1)	NA	

REIL Rwy 21 0
LRL Rwy 3-21

WAAS CH 99739 W12A	APP CRS 124°	Rwy Ldg 3499 TDZE 41 Apt Elev 42
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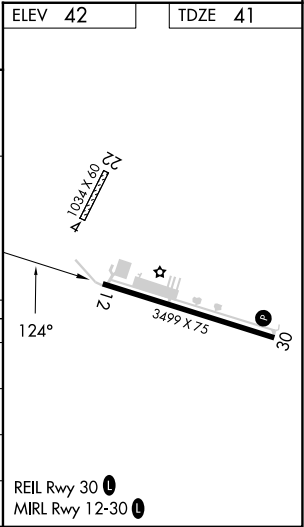
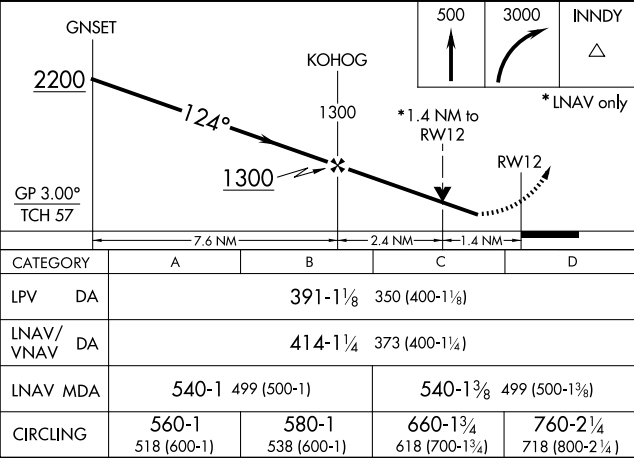
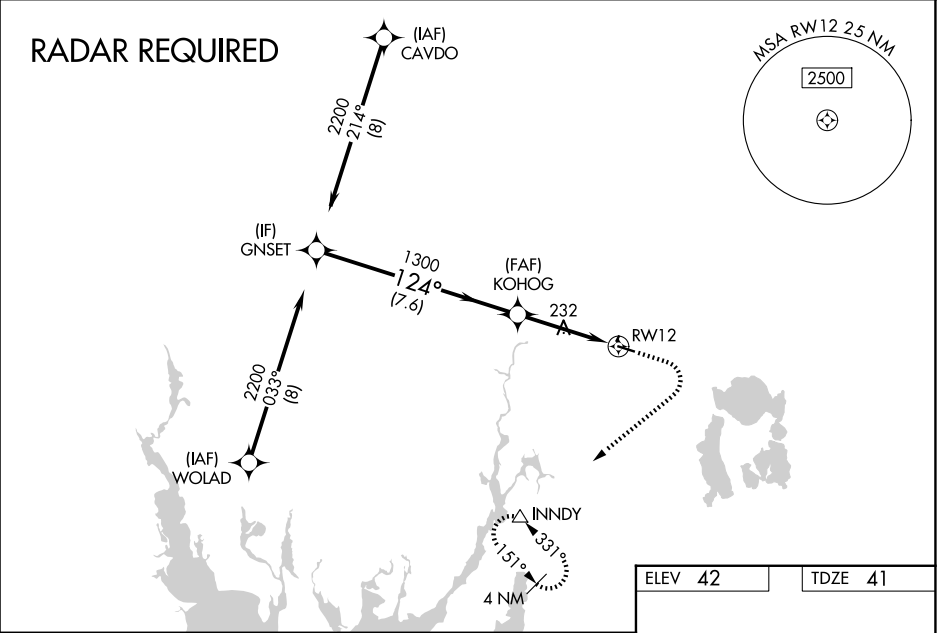
RNAV (GPS) RWY 12

TAUNTON MUNI/KING FLD (TAN)

⚠ Circling NA to Rwy 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 54°C (130°F). Baro-VNAV NA when using New Bedford altimeter setting. DME/DME RNP-0.3 NA. Rwy 12 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use New Bedford altimeter setting and increase LPV DA to 425 feet, LNAV/VNAV DA to 448 feet and all MDA 40 feet, increase LPV and LNAV/VNAV visibilities all Cats ⅓ SM, increase LNAV Cat C/D visibility ⅓ SM, and increase Circling Cat D visibility ⅓ SM.

MISSED APPROACH: (Do not exceed 210K until INNDY) Climb to 500 then climbing right turn to 3000 direct INNDY and hold, continue climb in hold to 3000.

ASOS 132.675	PROVIDENCE APP CON★ 128.7 269.525	UNICOM 122.7 (CTAF) 0
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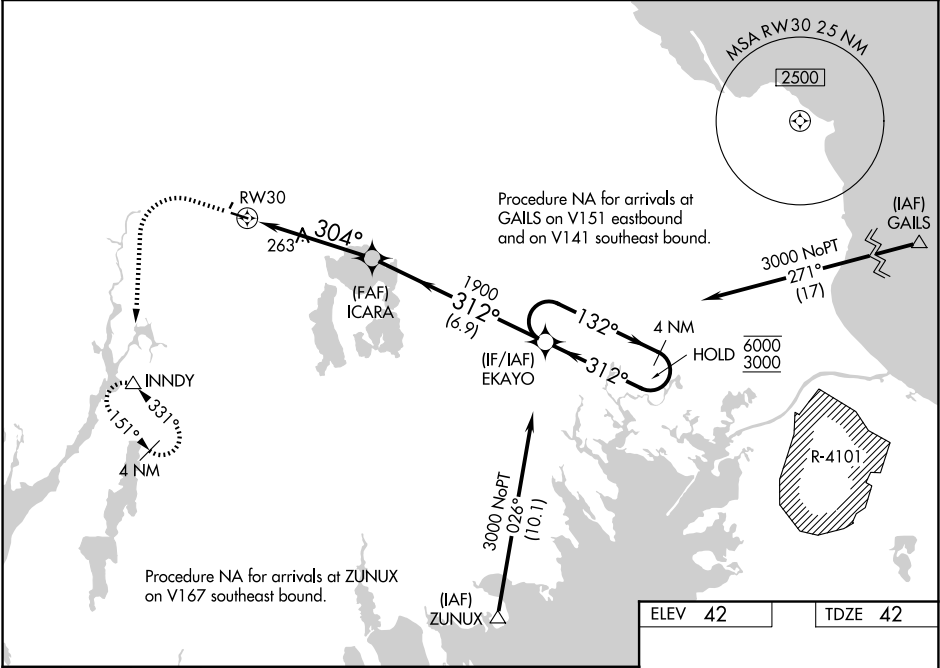


WAAS CH 58139 W30A	APP CRS 304°	Rwy Ldg TDZE Apt Elev	3499 42 42
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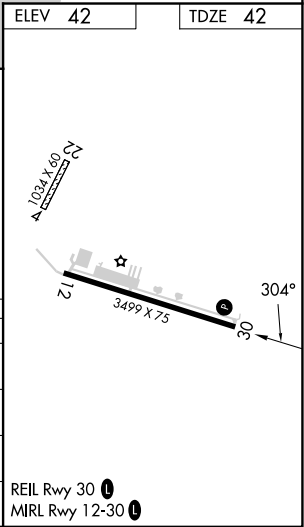
RNAV (GPS) RWY 30

TAUNTON MUNI/KING FLD (TAN)

RNP APCH. Circling NA to Rws 4 and 22. Rwy 30 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 46°C.		MISSED APPROACH: (Do not exceed 210K until INNDY) Climb to 600 then climbing left turn to 3000 direct INNDY and hold. Continue climb in hold to 3000.
ASOS 132.675	PROVIDENCE APP CON ★ 128.7 269.525	UNICOM 122.7 (CTAF) 0



600 3000 INNDY		VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 45).	
ICARA		EKAYO	
RW30		4 NM Holding Pattern	
304°		132°	
1900		6000 3000	
4.7 NM		6.9 NM	
GP 3.60° TCH 59			
CATEGORY	A	B	C
LPV DA	388-1	346 (400-1)	NA
LNAV/VNAV DA	526-1 $\frac{3}{8}$	484 (500-1 $\frac{3}{8}$)	NA
LNAV MDA	600-1	558 (600-1)	600-1 $\frac{5}{8}$ 558 (600-1 $\frac{5}{8}$)
CIRCLING	600-1	558 (600-1)	660-1 $\frac{3}{4}$ 618 (700-1 $\frac{3}{4}$)



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

VINEYARD HAVEN, MASSACHUSETTS

AL-694 (FAA)

26246

LOC/DME I-MVY	APP CRS	Rwy Ldg	5504
108.7	236°	TDZE	63
Chan 24		Apt Elev	67

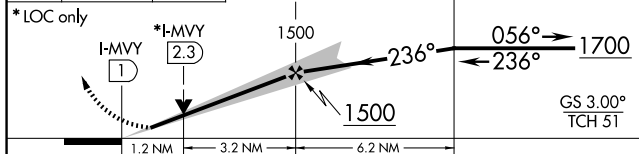
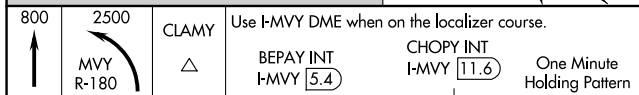
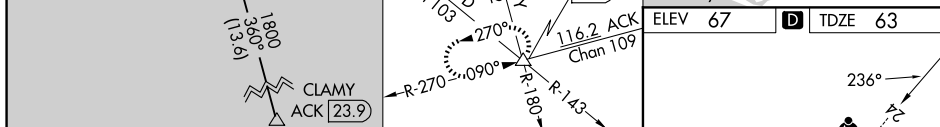
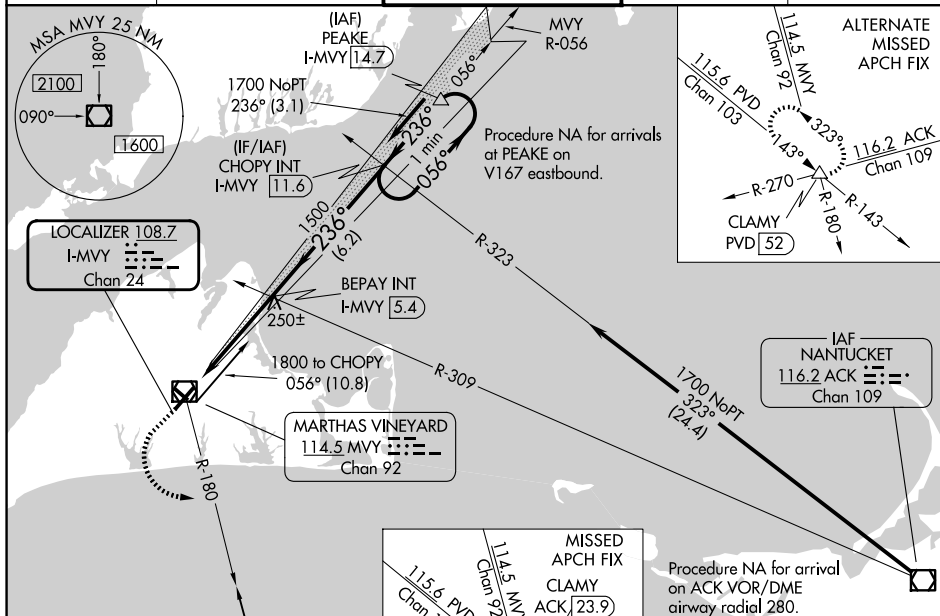
ILS or LOC RWY 24

MARTHA'S VINEYARD (MVY)

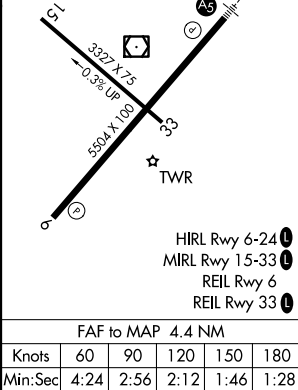
▼ VDP NA with Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA to 317 feet and all MDA 60 feet; increase S-LOC Cats C and D visibility to RVR 5000, Circling Cat C and D visibility 1/4 SM. **▲** For inoperative MALSR when using Hyannis altimeter setting, increase S-LOC Cats C and D visibility to 1 3/8 mile. Circling Rwy 15 NA at night. ** RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Hyannis altimeter setting).

MALSR  **MISSED APPROACH:** Climb to 800 then climbing left turn to 2500 on MVY VOR/DME R-180 to CLAMY INT/ACK 23.9 DME and hold.

ATIS 126.25	BOSTON APP CON 133.75	VINEYARD TOWER ★ 121.4 (CTAF) 0	GND CON 124.35	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 24**	263/24	200 (200-1/2)		
S-LOC 24	500/24	437 (500-1/2)	500/40	437 (500-3/4)
CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1 3/4 633 (700-1 3/4)	780-2 1/4 713 (800-2 1/4)



VINEYARD HAVEN, MASSACHUSETTS
Amdt 3C 23APR20

41°24'N-70°37'W

MARTHA'S VINEYARD (MVY)
ILS or LOC RWY 24

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 42601 W06A	APP CRS 056°	Rwy Ldg TDZE Apt Elev	5504 58 67
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RNAV (GPS) RWY 6

MARTHA'S VINEYARD (MVY)

RNP APCH.

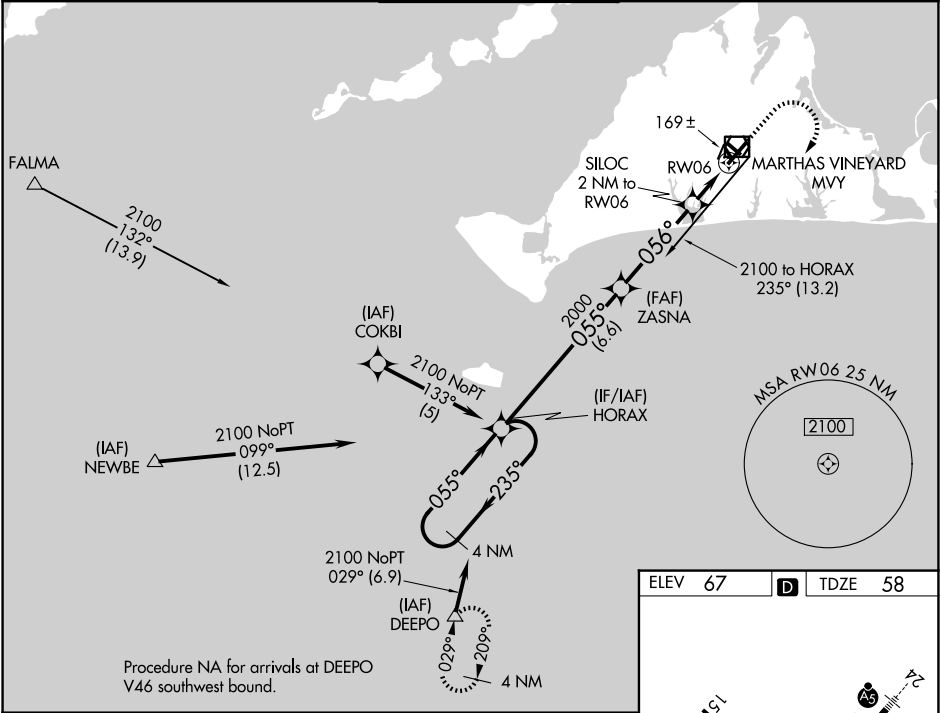
▼

Rwy 6 helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 362 feet and all Cats visibility by ¼ SM, increase LNAV/VNAV DA to 408 feet and all Cats visibility ⅓ SM; increase all MDAs 60 feet and Cats C and D visibility ¼ SM. Circling Rwy 15 NA at night.

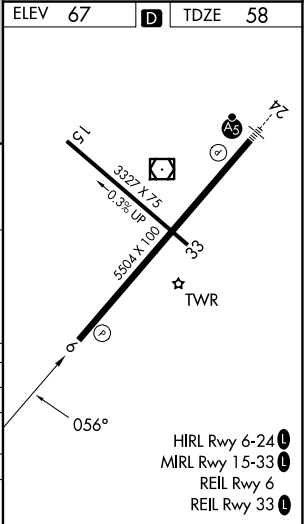
MISSED APPROACH:

Climb to 800 then climbing right turn to 3000 direct DEEPO and hold.

ATIS 126.25	BOSTON APP CON 133.75	VINEYARD TOWER ★ 121.4 (CTAF) 0	GND CON 124.35	UNICOM 122.95
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4 NM Holding Pattern		HORAX		ZASNA		800 ↑		3000 ↗		DEEPO ✦	
2100		←235° 055°→		055°		2000		056°		*1 NM to RW06 *LNAV only	
GP 3.00° TCH 50		6.6 NM		4 NM		1 NM		1 NM		RW06	
CATEGORY		A		B		C		D			
LPV DA		308-¾		250 (300-¾)							
LNAV/ VNAV DA		354-1		296 (300-1)							
LNAV MDA		420-1		362 (400-1)							
CIRCLING		500-1 433 (500-1)		540-1 473 (500-1)		700-1¾ 633 (700-1¾)		780-2¼ 713 (800-2¼)			



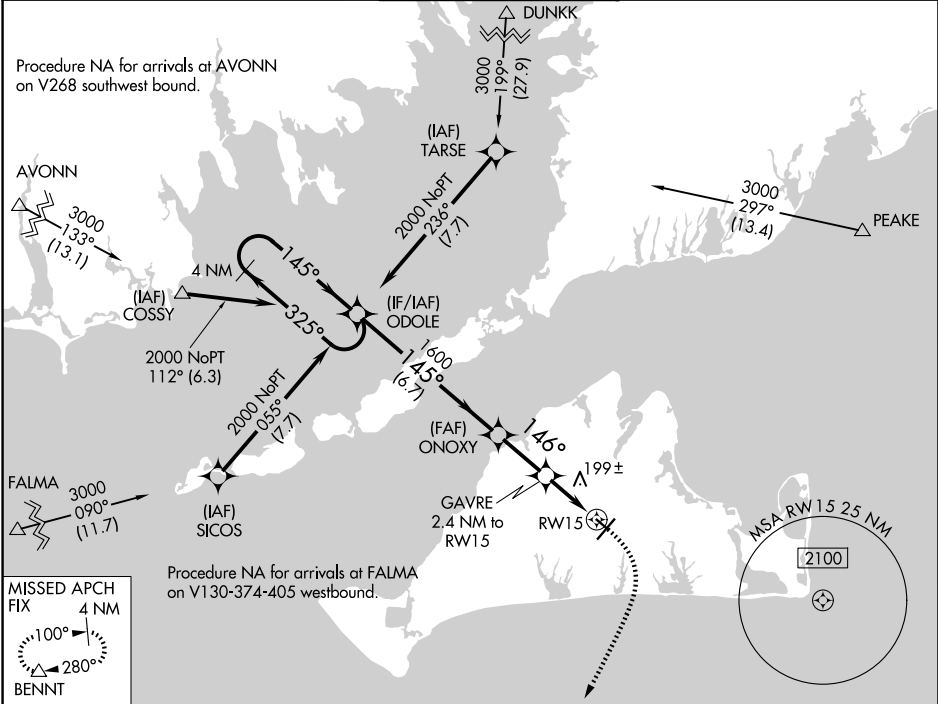
WAAS CH 93829 W15A	APP CRS 146°	Rwy Ldg TDZE Apt Elev	3327 67 67
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RNAV (GPS) RWY 15
MARTHA'S VINEYARD (MVY)

⚠ Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV Cat C and D visibility and Circling Cat C and D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 15 NA.

MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct BENNT and hold.

ATIS 126.25	BOSTON APP CON 133.75	VINEYARD TOWER ★ 121.4 (CTAF) 0	GND CON 124.35	UNICOM 122.95
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ELEV 67 **D** TDZE 67

HIRL Rwy 6-24 0
MRL Rwy 15-33 0
REIL Rwy 6
REIL Rwy 33 0

4 NM Holding Pattern

ODOLE ONOXY GAVRE 2.4 NM to RW15
1600 880*
RW15

*LNAV only

CATEGORY	A	B	C	D
LPV DA		317-1	250 (300-1)	
LNAV/VNAV DA		317-1	250 (300-1)	
LNAV MDA	460-1	393 (400-1)	460-1½	393 (400-1½)
CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)

WAAS CH 48804 W24A	APP CRS 236°	Rwy Ldg TDZE Apt Elev	5504 63 67
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RNAV (GPS) RWY 24

MARTHA'S VINEYARD (MVY)

⚠

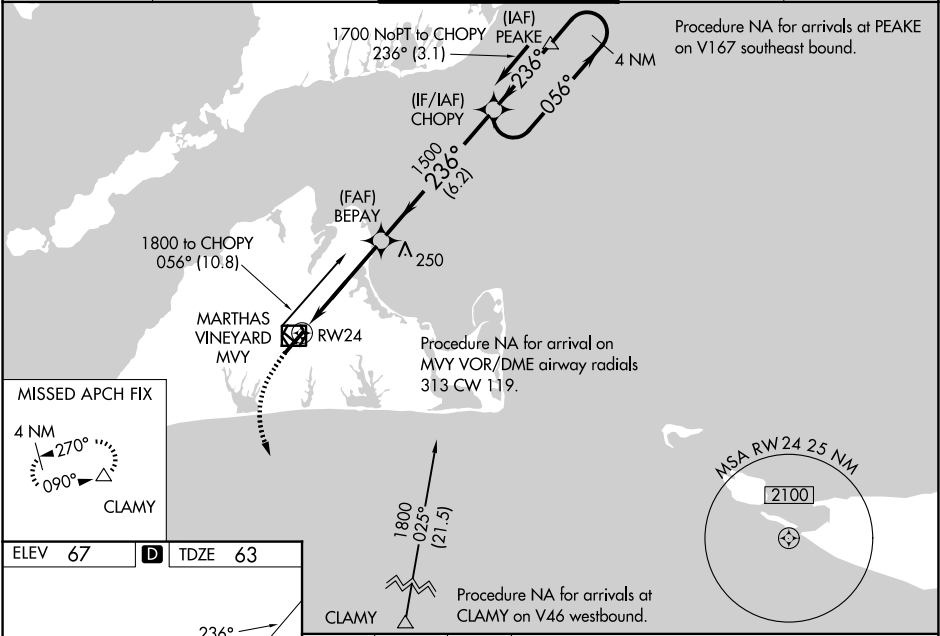
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility to RVR 5200; increase LNAV Cats C/D visibility to RVR 5000; increase Circling visibility Cats C to 2 miles and D to 2 ½ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile. For inop MALSR using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ mile and increase LNAV Cats C/D visibility to 1½ mile. VDP and Baro-VNAV NA when using Hyannis altimeter setting. Night landing: Rwy 15 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hyannis altimeter setting.

MALSR

MISSED APPROACH:

Climb to 500 then climbing left turn to 2500 direct CLAMY and hold.

ATIS 126.25	BOSTON APP CON 133.75	VINEYARD TOWER ★ 121.4 (CTAF) 0	GND CON 124.35	UNICOM 122.95
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500		2500	CLAMY	4 NM Holding Pattern	
*LNAV only		*1.2 NM to RW24	BEPAY 1500	CHOPY 056° 1700	GP 3.00° TCH 51
RW24		1500	236°	236°	
1.2 NM		3.2 NM	6.2 NM		
CATEGORY	A	B	C	D	
LPV DA	** 263/24		200 (200-½)		
LNAV/ VNAV DA	480/47		417 (500-1)		
LNAV MDA	500/24	437 (500-½)	500/40	437 (500-¾)	
CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)	

VINEYARD HAVEN, MASSACHUSETTS

AL-694 (FAA)

25275

WAAS CH 56629 W33A	APP CRS 326°	Rwy Ldg TDZE Apt Elev	3327 66 67
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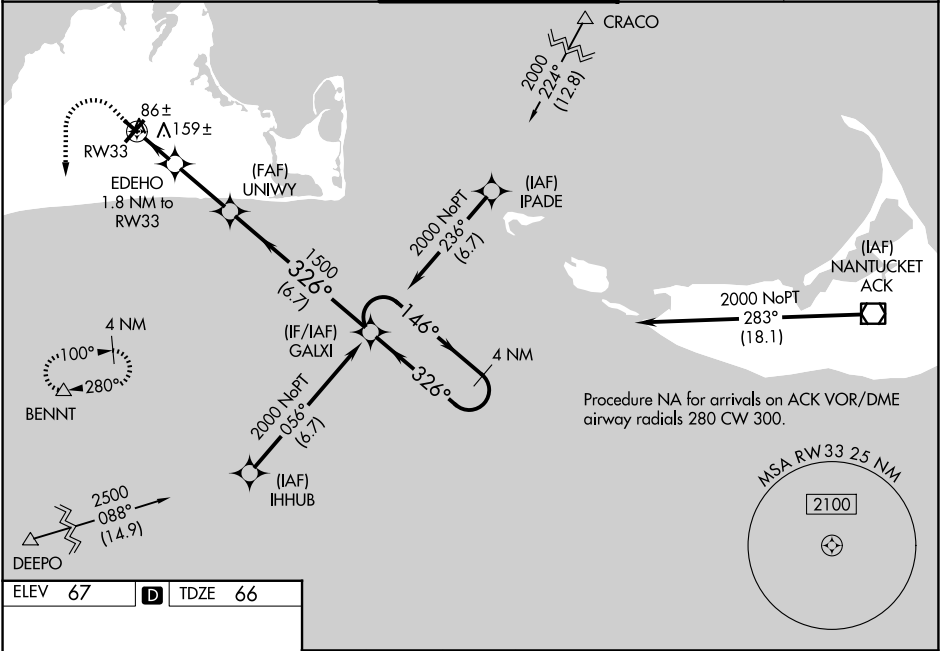
RNAV (GPS) RWY 33
MARTHA'S VINEYARD (MVY)

RNP APCH.

Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 33 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 370 feet, LNAV/VNAV DA to 393 feet, and all visibility 1/2 SM, increase all MDA 60 feet and Cat C and D visibilities 1/4 SM. Circling Rwy 15 NA at night. VDP NA with Hyannis altimeter setting.

MISSED APPROACH:
Climb to 1400 then climbing left turn to 2000 direct BENNT and hold.

ATIS 126.25	BOSTON APP CON 133.75	VINEYARD TOWER ★ 121.4 (CTAF) 0	GND CON 124.35	UNICOM 122.95
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ELEV 67 D TDZE 66

HIRL Rwy 6-24
MIRL Rwy 15-33
REIL Rwy 6
REIL Rwy 33

	1400	2000	BENNT	
	↑	↻	△	
*LNAV only.	EDEHO 1.8 NM to RWY 33	UNIWY 1500	GALXI 146° → ← 326° 2000	4 NM Holding Pattern
	*1 NM to RWY 33	*660	1500	GP 3.00° TCH 40
	1 NM	0.8 NM	2.6 NM	6.7 NM
CATEGORY	A	B	C	D
LPV DA		316-1	250 (300-1)	
LNAV/ VNAV DA		339-1	273 (300-1)	
LNAV MDA		420-1	354 (400-1)	
CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1 3/4 633 (700-1 3/4)	780-2 1/4 713 (800-2 1/4)

VINEYARD HAVEN, MASSACHUSETTS
Orig-B 30JAN20

41°24'N-70°37'W

MARTHA'S VINEYARD (MVY)
RNAV (GPS) RWY 33

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

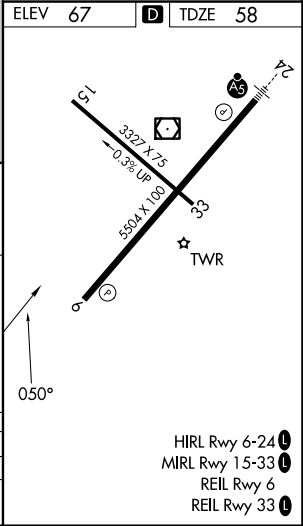
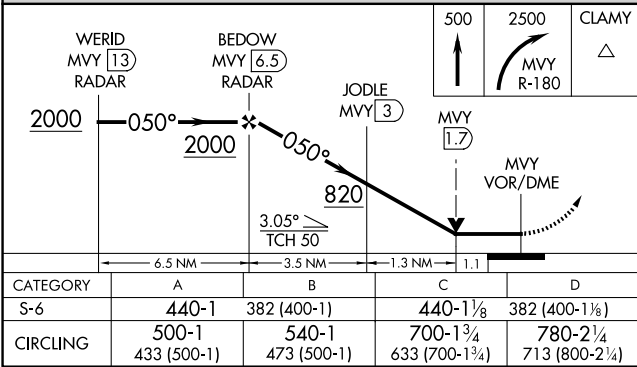
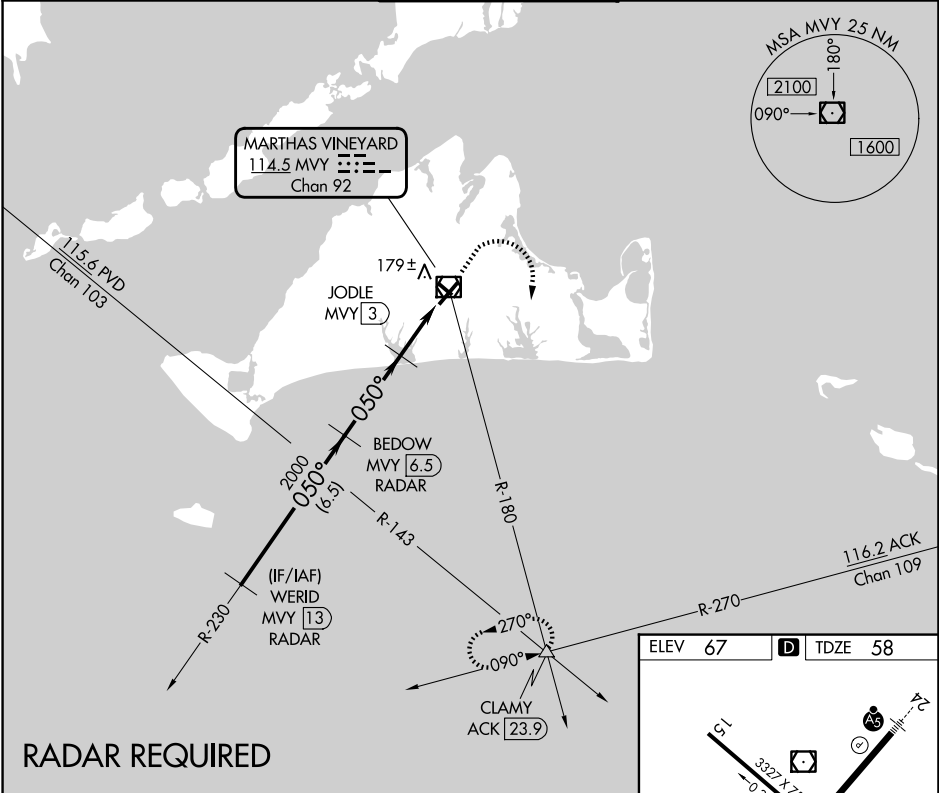
VOR/DME	MVY	Rwy Ldg	5504
114.5	APP CRS	TDZE	58
Chan 92	050°	Apt Elev	67

VOR RWY 6
MARTHA'S VINEYARD (MVY)

▼ DME required. Rwy 6 helicopter visibility reduction below ¾ SM NA.
VDP NA with Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 60 feet;
▲ increase S-6 Cats C and D visibility ¼ mile. Night landing: Rwy 15 NA.

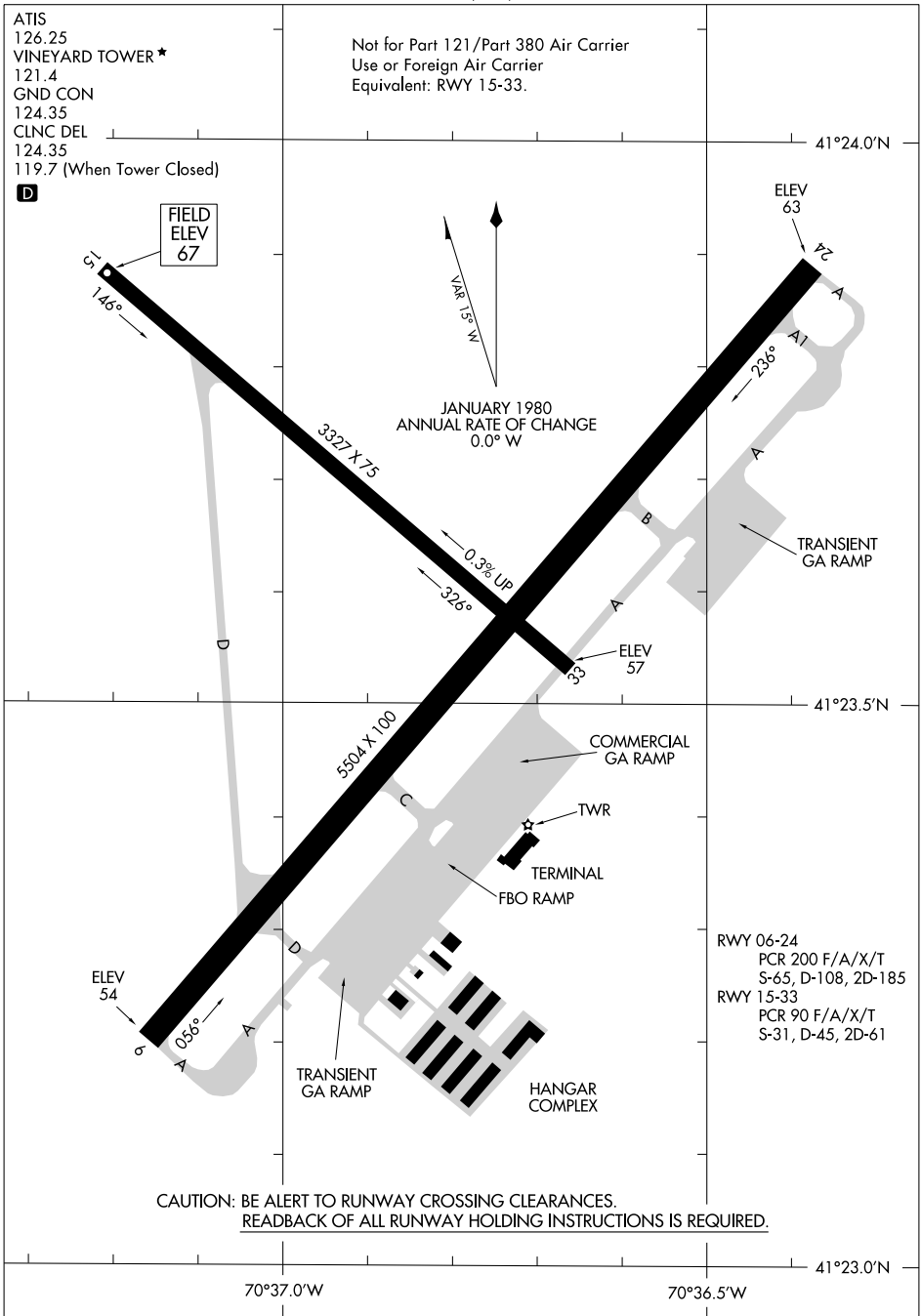
MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via MVY VOR/DME R-180 to CLAMY INT/ACK 23.9 DME and hold.

ATIS	BOSTON APP CON	VINEYARD TOWER ★	GND CON	UNICOM
126.25	133.75	121.4 (CTAF) 0	124.35	122.95



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-RLU 110.5 Chan 42	APP CRS 047°	Rwy Ldg TDZE Apt Elev 5500 309 333
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ILS or LOC/DME RWY 5

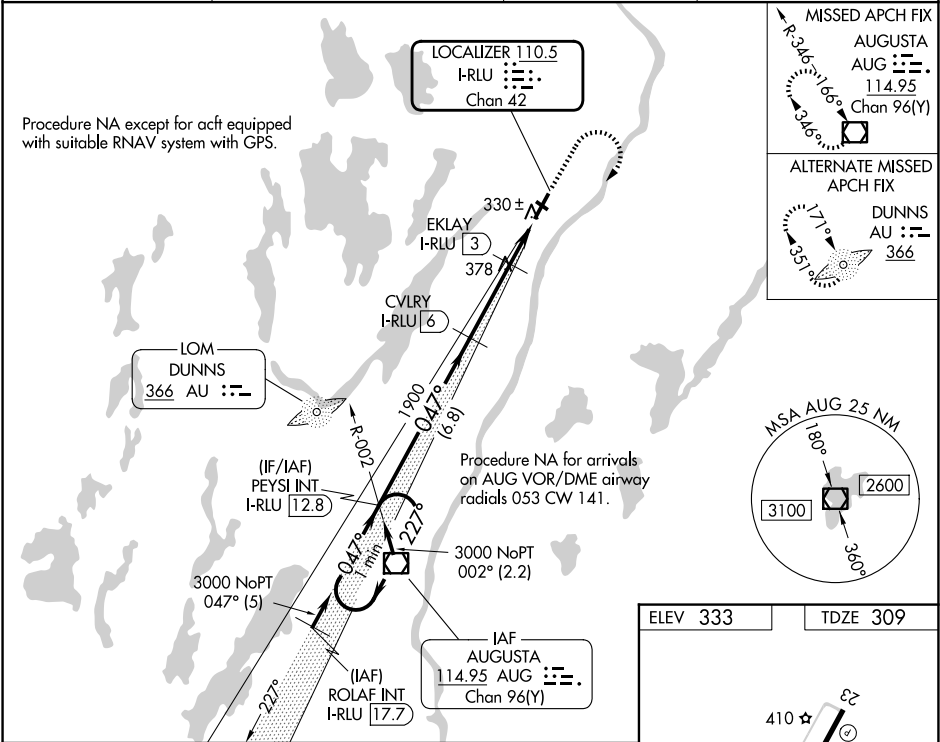
WATERVILLE RGNL (WVL)

⚠ Night landing: Rwy 14 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Augusta altimeter setting. When local altimeter setting not received, use Augusta altimeter setting and increase S-ILS 5 DA to 544 feet; increase all MDAs 40 feet and increase S-LOC 5 Cats C/D and Circling Cat D visibility ¼ SM. Inop table does not apply to S-ILS 5. For inop MALSF, increase S-LOC 5 Cat D visibility to 1 mile. For inop MALSF, when using Augusta altimeter setting, increase S-ILS 5 all Cats visibility to ¾ mile and S-LOC 5 Cat C/D visibility to 1½ mile. Autopilot coupled approach NA below 600.

MALSF

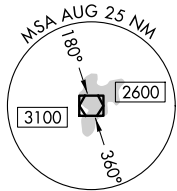
MISSED APPROACH:
Climb to 1200 then
climbing right turn to
3000 direct AUG
VOR/DME and hold.

AWOS-3PT 118.375	PORTLAND APP CON ★ 128.35 299.2	CLNC DEL 124.6 299.2	UNICOM 122.7 (CTAF) 0
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MISSED APCH FIX
AUGUSTA
AUG
114.95
Chan 96(Y)

ALTERNATE MISSED
APCH FIX
DUNNS
AU
366



One Minute Holding Pattern

PEYSI INT I-RLU 12.8

CVLRY I-RLU 6

EKLAY I-RLU 3

1200 3000 AUG

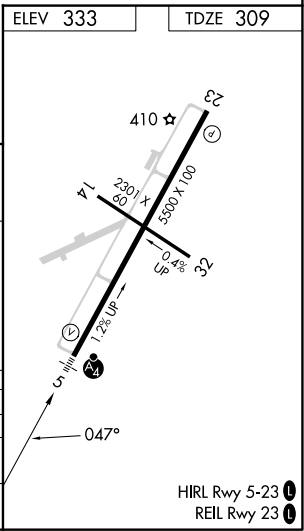
*LOC only.

*I-RLU 2.2 I-RLU 1.1

GS 3.00° TCH 48

6.8 NM 3.1 NM 0.8 NM 1.1 NM

CATEGORY	A	B	C	D
S-ILS 5		509-¾ 200 (200-¾)		
S-LOC 5		680-¾ 371 (400-¾)		
CIRCLING	860-1 527 (600-1)		1100-2¼ 767 (800-2¼)	1120-2½ 787 (800-2½)



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70418 W05A	APP CRS 047°	Rwy Ldg TDZE 309 Apt Elev 333
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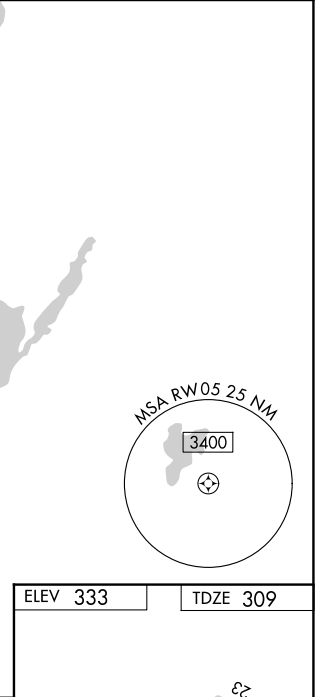
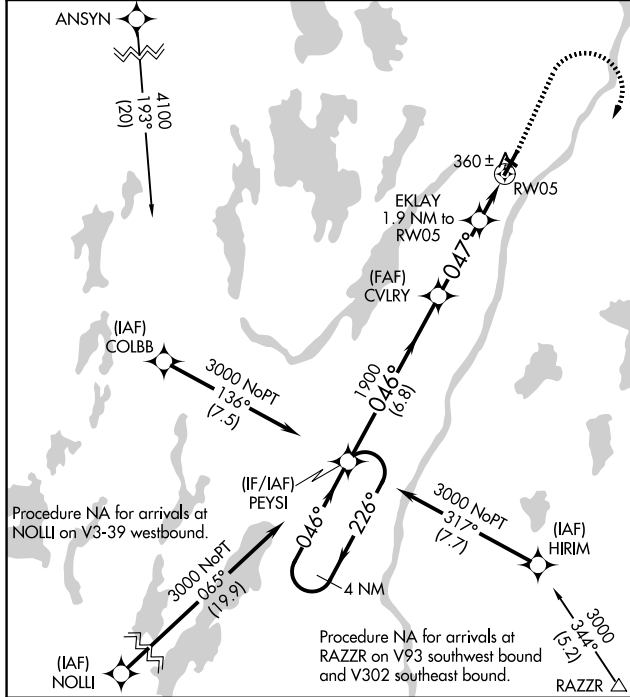
RNAV (GPS) RWY 5

WATERVILLE RGNL (WVL)

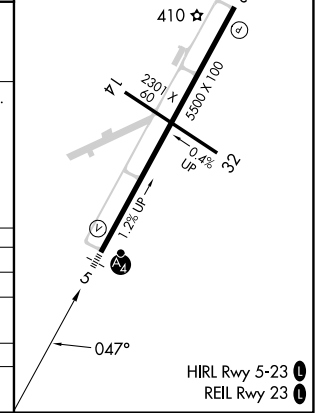
⚠ Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Augusta altimeter setting. When local altimeter setting not received, use Augusta altimeter setting; increase LPV DA to 544 feet, LNAV/VNAV DA to 623 feet and all visibilities ¾ SM; increase all MDAs 40 feet and Circling Cat C visibility ¼ SM. Night Landing: Rwy 14 NA. For inop MALSF, increase LNAV/VNAV Cat D visibility to 1 mile and LNAV Cats C/D visibility to ¾ mile. For inop MALSF, when using Augusta altimeter setting, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV Cat D visibility to 1 ½ mile, and LNAV Cat D visibility to 1 mile.

MALSF **MISSED APPROACH:** Climb to 1000 then climbing right turn to 3000 direct PEYSI and hold.

AWOS-3PT 118.375	PORTLAND APP CON ★ 128.35 299.2	CLNC DEL 124.6 299.2	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		PEYSI	CVLRY	EKLAY 1.9 NM to RW05	PEYSI
3000 ← 226°		046° →	1900	*0.9 NM to RW05	
GP 3.00° TCH 48		046° →	*920		
		6.8 NM	3.1 NM	1 NM	0.9 NM
CATEGORY	A	B	C	D	
LPV DA		509-¾	200 (200-¾)		
LNAV/VNAV DA		588-¾	279 (300-¾)		
LNAV MDA		620-¾	311 (300-¾)		
CIRCLING	860-1	527 (600-1)	1100-2¼ 767 (800-2¼)	1120-2½ 787 (800-2½)	



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

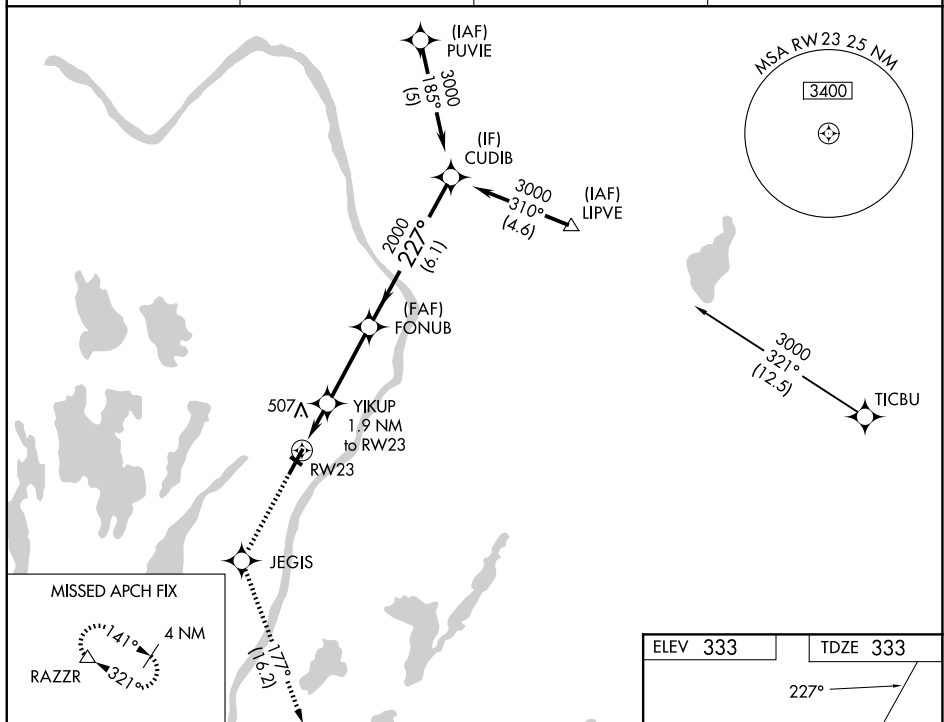
WAAS CH 63100 W23A	APP CRS 227°	Rwy Ldg 5500 TDZE 333 Apt Elev 333
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RNAV (GPS) RWY 23
WATERVILLE RGNL (WVL)

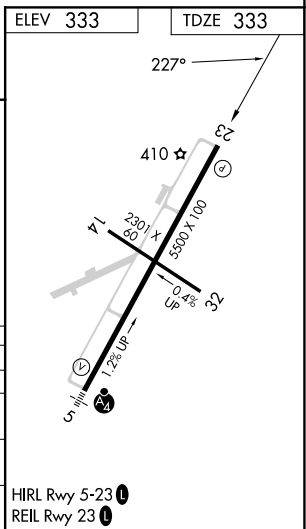
T Circling to Rwy 14 and 32 NA at night. DME/DME RNP-0.3 NA. When local
A altimeter setting not received, use Augusta altimeter setting; increase LPV DA to 618
 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 40 feet and increase LNAV Cat C
W and Circling Cat D visibility $\frac{1}{4}$ SM. VDP NA when using Augusta altimeter setting.

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

AWOS-3PT 118.375	PORTLAND APP CON ★ 128.35 299.2	CLNC DEL 124.6 299.2	UNICOM 122.7 (CTAF) 0
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3000 ↑	JEGIS ✦	tr 177°	RAZZR △				
*LNAV only.				YIKUP 1.9 NM to RW23 *1.4 NM to RW23 *980 2000 Procedure Turn NA GP 3.00° TCH 45			
CATEGORY	A		B		C		D
LPV DA			583-¾		250 (300-¾)		
LNAV/VNAV DA			NA				
LNAV MDA	800-1 467 (500-1)		800-1¼ 467 (500-1¼)		800-1½ 467 (500-1½)		
CIRCLING	860-1 527 (600-1)		1100-2½ 767 (800-2½)		1120-2½ 787 (800-2½)		



WESTERLY, RHODE ISLAND

AL-5249 (FAA)

26134

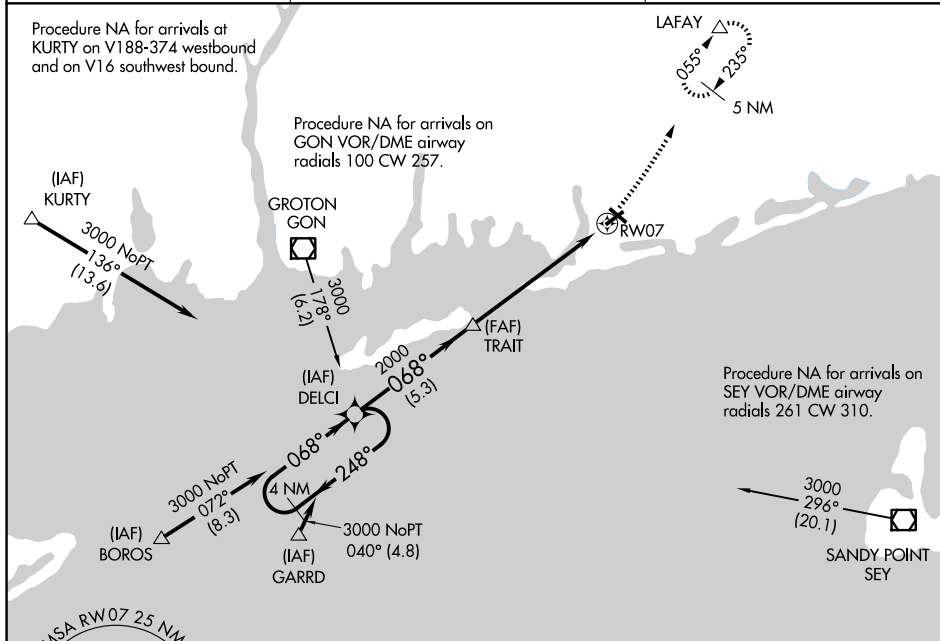
APP CRS	Rwy Ldg	4010
068°	TDZE	76
	Apt Elev	81

RNAV (GPS) RWY 7

WESTERLY STATE (WST)

 Inoperative table does not apply. DME/DME RNP-0.3 NA.	MALSF 	MISSED APPROACH: Climbing left turn to 2100 direct LAFAY and hold.
 NA		

ASOS 132.375	PROVIDENCE APP CON ★ 119.45 319.2	UNICOM 123.0 (CTAF) 0
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2600

Procedure NA for arrivals at GARRD
on V139 southwest bound and on
V34 westbound.

VGSI and descent angles not coincident
(VGSI Angle 3.50/TCH 46).

2100

LAFAY

4 NM
Holding Pattern

DEL CI

3000 ← 248°
068° →

TRAIT

2000

2.95°
TCH 52

RW07

5.3 NM

6.1 NM

CATEGORY

A

B

C

D

RNAV MDA

520-1 444 (500-1)

520-1¼
444 (500-1¼)

520-1½
444 (500-1½)

CIRCLING

580-1 499 (500-1)

720-1¾
639 (700-1¾)

760-2¼
679 (700-2¼)

ELEV 81

TDZE 76

REIL Rwy 14, 25 and 32
MIRL Rwy 7-25 and 14-32

WESTERLY, RHODE ISLAND

Orig-C 22APR21

41°21'N-71°48'W

WESTERLY STATE (WST)

RNAV (GPS) RWY 7

REIL Rwy 14, 25 and 32 0

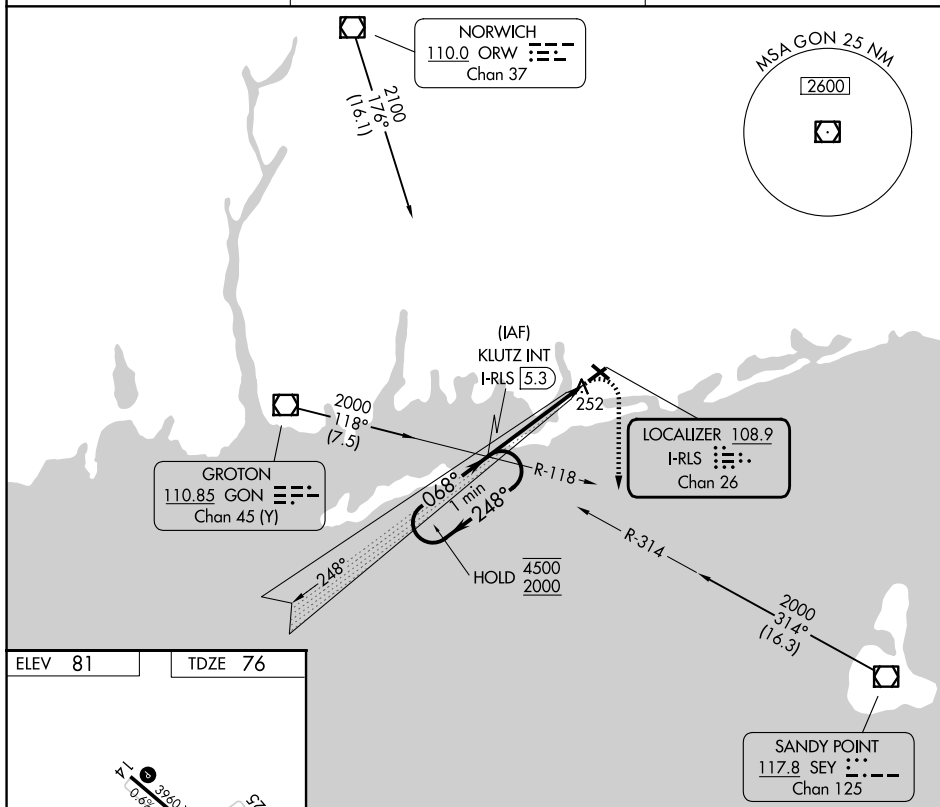
MRL Rwy 7-25 and 14-32 0

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

LOC RWY 7
WESTERLY STATE (WST)

MISSED APPROACH: Climbing right turn to 2000 on heading 180° and SEY R-314 to KLUTZ INT/I-RLS 5.3 DME and hold, continue climb-in-hold to 2000.

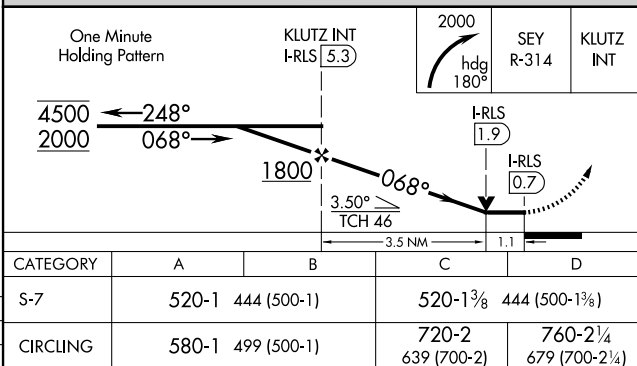
UNICOM
123.0 (CTAF) **L**

ELEV 81 TDZE 76

REIL Rwy 14, 25 and 32
MIRL Rwy 7-25 and 14-32

FAF to MAP 4.6 NM

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



LOC I-BAF 111.9	APP CRS 204°	Rwy Ldg 8919 TDZE 270 Apt Elev 270
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ILS or LOC RWY 20

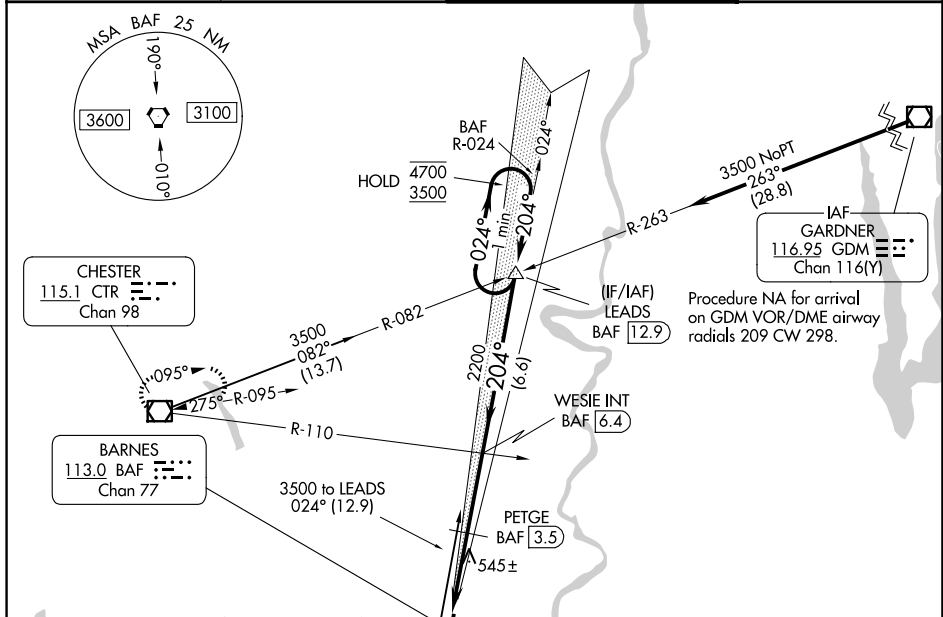
WESTFIELD-BARNES RGNL (BAF)

⚠ Circling Rwy 15 NA at night. DME from BAF VORTAC. DME use requires simultaneous reception of I-BAF and BAF DME. For inop ALS, increase S-ILS 20 Cat E visibility to RVR 4000; increase S-LOC 20 Cat E visibility to 3 SM; increase PETGE fix minimums S-LOC 20 Cat E visibility to 1½ SM.

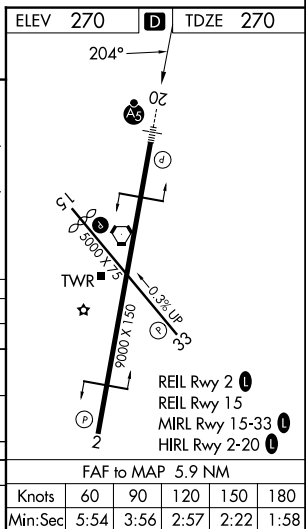
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb-in-hold to 4000.

ATIS 127.1 263.15	BRADLEY APP CON 125.35 281.5	WESTFIELD TOWER ★ 125.075 (CTAF) 0 251.1	GND CON 121.7 289.4
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	CTR	* LOC only.	WESIE INT BAF 6.4	LEADS BAF 12.9	One Minute Holding Pattern
BAF 0.5	BAF 2	PETGE BAF 3.5	2200	204°	4700 3500
GS 3.00° TCH 50					
-1.5 NM -1.5 NM 2.9 NM 6.6 NM					
CATEGORY	A	B	C	D	E
S-ILS 20	520/24 250 (300-½)				
S-LOC 20	1260/40 990 (1000-¾)	1260/55 990 (1000-1)	1260-2½ 990 (1000-2½)		
CIRCLING	1260-1¼ 990 (1000-1¼)	1260-1½ 990 (1000-1½)	1260-3 990 (1000-3)	1660-3 1390 (1400-3)	
PETGE FIX MINIMUMS (DME REQUIRED)					
S-LOC 20	800/24	530 (600-½)	800/55	530 (600-1)	
CIRCLING	1160-1¼ 890 (900-1¼)	1160-2¾ 890 (900-2¾)		1660-3 1390 (1400-3)	



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77817 W02A	APP CRS 024°	Rwy Ldg TDZE Apt Elev	9000 264 270
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 2
WESTFIELD-BARNES RGNL (BAF)

RNP APCH.

T Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated
A Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

 -20°C

When local altimeter setting not received, use Bradley Intl altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility $\frac{1}{4}$ mile. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

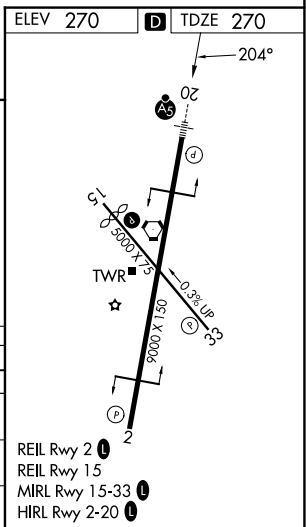
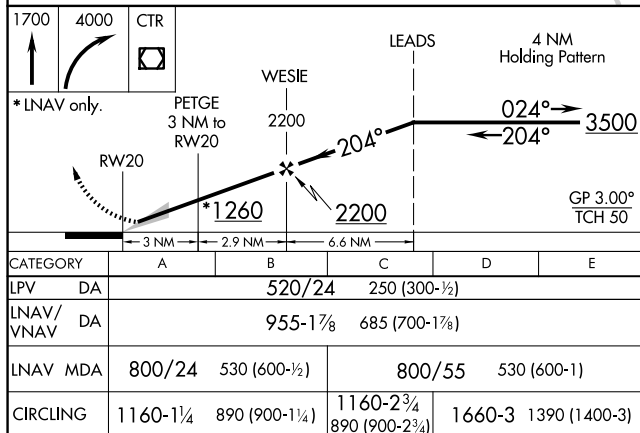
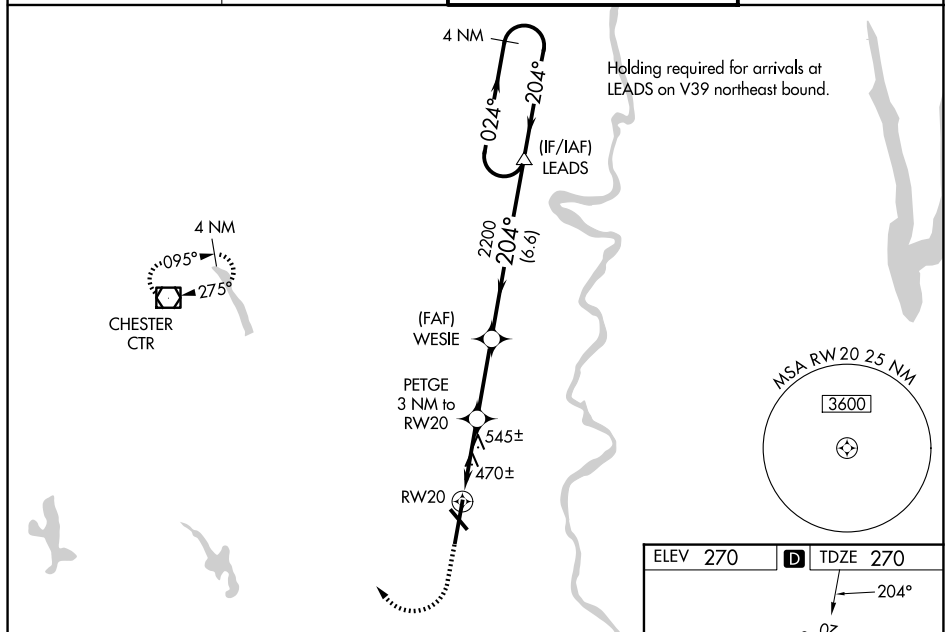
MISSED APPROACH: Climb to 3000 direct AGACO and on track 028° to KLYDE and hold, continue climb-in-hold to 3000.

ATIS 127.1 263.15	BRADLEY APP CON 125.35 281.5	WESTFIELD TOWER ★ 125.075 (CTAF) 0 251.1	GND CON 121.7 289.4
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WAAS CH 86405 W20A	APP CRS 204°	Rwy Ldg 8919 TDZE 270 Apt Elev 270
--	------------------------	---

   -20°C	Baro-VNAV NA when using Bradley Inlt altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bradley Inlt altimeter setting and increase LPV DA to 561; LNAV/VNAV DA to 996 and increase all Cats visibility to 2¼; all MDA 60 feet and LNAV Cats B, C, D and E visibility to 1¼. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 2½, LNAV Cat E visibility to 1½. Night landing: Rwy 15 NA.	MALSR 	MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct CTR VOR/DME and hold.
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GND CON
121.7 289.4



WESTFIELD-BARNES RGNL (BAF)
RNAV (GPS) RWY 20

NE-1, 03 SEP 2026 to 29 OCT 2026

BAF VORTAC	APP CRS	Rwy Ldg
113.0	208°	8919
Chan 77		TDZE 270
		Apt Elev 270

VOR RWY 20

WESTFIELD-BARNES RGNL (BAF')

For inoperative MALSR, increase Cat A/B visibility to RVR 5000. Night landing: Rwy 15 NA.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct CTR VOR/ DME and hold, continue climb in hold to 4000.

ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON
127.1 263.15	125.35 281.5	125.075 (CTAF) 0 251.1	121.7 289.4

1200

4000

CTR

KLYDE INT BAF 6

One Minute Holding Pattern

BAF VORTAC

BAF 2

208°

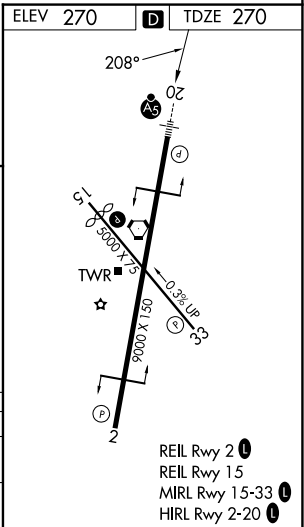
2100

3.04°

TCH 43

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

CATEGORY	A	B	C	D
S-20	940/40	670 (700-¾)	940/60 670 (700-1¼)	940-1½ 670 (700-1½)
CIRCLING	1160-1¼	890 (900-1¼)	1160-2¾ 890 (900-2¾)	1660-3 1390 (1400-3)



208°

20

0-3000 X 75

0-3000 X 150

0.3% UP

33

2

TWR

REIL Rwy 20

REIL Rwy 15

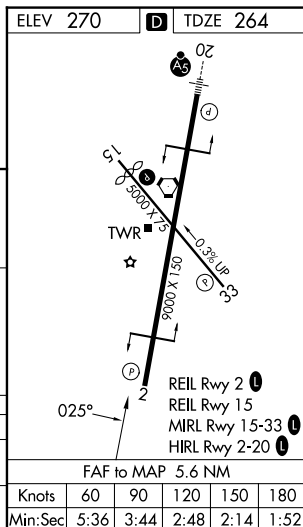
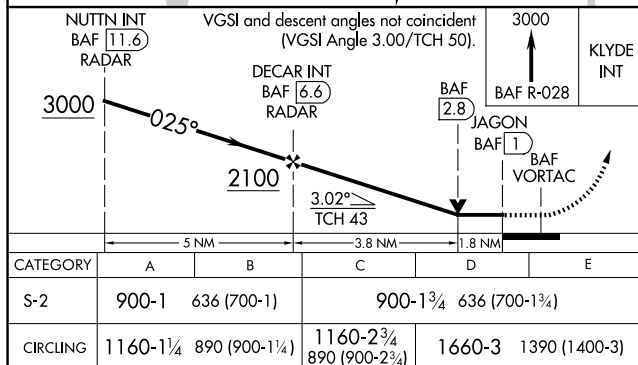
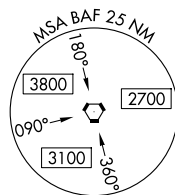
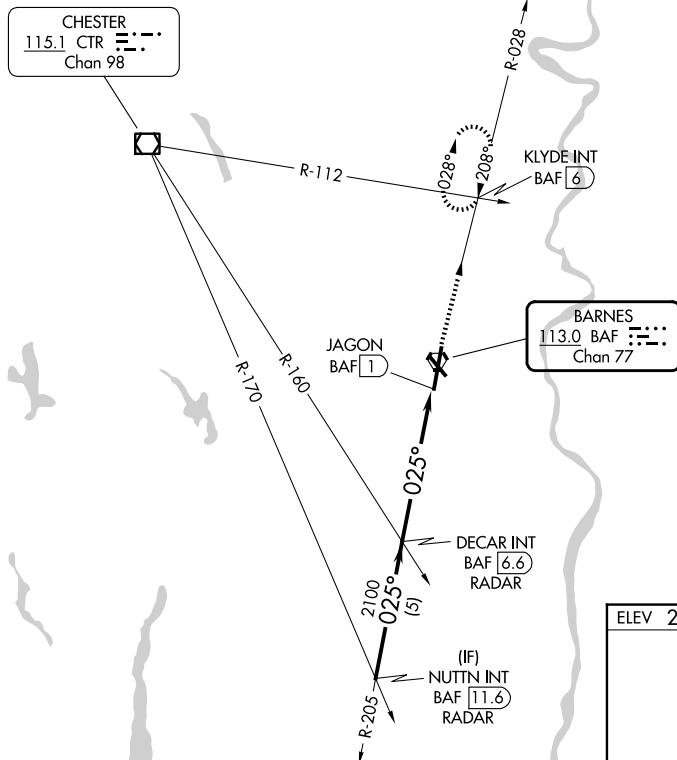
MIRL Rwy 15-33

HIRL Rwy 2-20

VOR or TACAN RWY 2
WESTFIELD-BARNES RGNL (BAF)

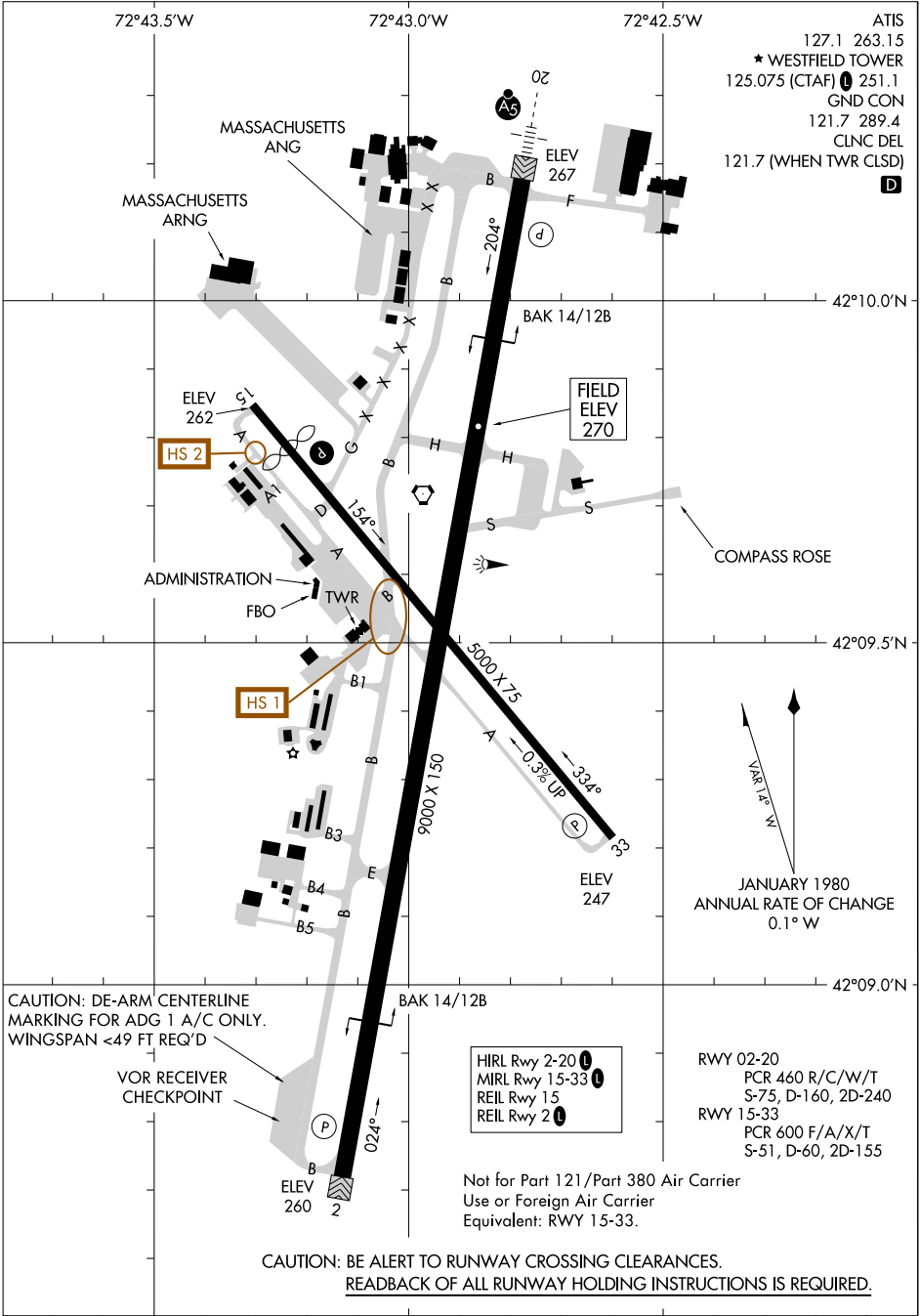
MISSED APPROACH: Climb to 3000 on BAF VORTAC R-028 to KLYDE INT/BAF 6 DME and hold, continue climb-in-hold to 3000.

GND CON
121.7 289.4



WESTFIELD-BARNES RGNL (BAF)
VOR or TACAN RWY 2

NE-1, 03 SEP 2026 to 29 OCT 2026



(THUMB1.THUMB) 26022

AL-446 (FAA)

WESTFIELD-BARNES RGNL (BAF)

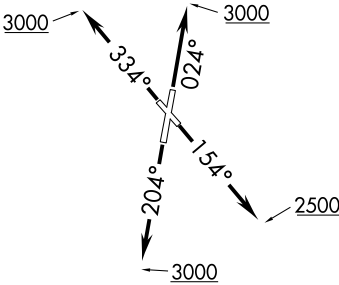
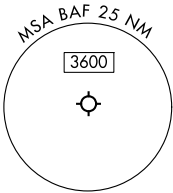
THUMB ONE DEPARTURE (RNAV)

WESTFIELD/SPRINGFIELD, MASSACHUSETTS

BRADLEY DEP CON
125.35 281.5
ATIS 127.1 263.15
GND CON
121.7 289.4
WESTFIELD TOWER ★
125.075 (CTAF) 251.1

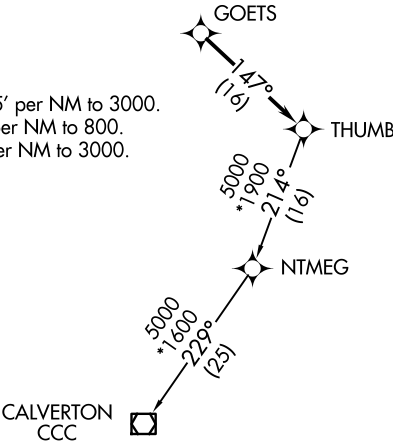
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
3000



TAKEOFF MINIMUMS:

Rwys 2, 20: Standard with minimum climb of 275' per NM to 3000.
Rwy 15: Standard with minimum climb of 460' per NM to 800.
Rwy 33: Standard with minimum climb of 500' per NM to 3000.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 024° to 3000 for RADAR vectors to GOETS, thence
TAKEOFF RUNWAY 15: Climb on heading 154° to 2500 for RADAR vectors to GOETS, thence
TAKEOFF RUNWAY 20: Climb on heading 204° to 3000 for RADAR vectors to GOETS, thence
TAKEOFF RUNWAY 33: Climb on heading 334° to 3000 for RADAR vectors to GOETS, thence

. . . . on track 147° to THUMB, then on CALVERTON Transition. Maintain 3000.
Expect filed altitude 10 minutes after departure.

CALVERTON TRANSITION (THUMB1.CCC)

THUMB ONE DEPARTURE (RNAV)
(THUMB1.THUMB) 27NOV25

WESTFIELD/SPRINGFIELD, MASSACHUSETTS
WESTFIELD-BARNES RGNL (BAF)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

ILS or LOC RWY 23

LOC I-CEF **APCH CRS** **Rwy Idg** **11,597'**
109.9 **228°** **TDZE** **241**
Arprt Elev **241**

[USAF] **WESTOVER ARB METROPOLITAN (KCEF)**

DME required. RADAR or RNAV required for missed apch.

ALSF-1 **MISSED APPROACH:** Climb to 2600 on heading 228° to intercept CEF TACAN R-229 direct BIGEE and hold, continue to climb-in-hold to 2600.

ATIS **★** **127.525** **BRADLEY APP CON** **125.35 281.5** **TOWER** **★** **134.85 (CTAF) 0 348.75** **GND CON** **118.35 275.8**

***** Circling not authorized from Rwy 23 clockwise to Rwy 33.**

• 1696

CHESTER
115.1 CTR
Chan 98

LOCALIZER 109.9
I-CEF

WESTOVER
CEF
Chan 87

EMERG SAFE ALT 100 NM 6400

2600 **hdg** **228°** **BIGEE** **CEF 7.3** **VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).** **DEPTE CTR R-112** **2.8** **ZODER** **0.4** **2.4 NM** **3.9 NM** **GS 3.00° TCH 46**

CATEGORY	A	B	C	D	E
S-ILS 23 *	441/24		200	(200-½)	
S-LOC 23 **	940/24 699 (700-½)		940-1½ 699 (700-1½)		
***	940-1 699 (700-1)		940-2 699 (700-2)	1060-2¾ 819 (900-2¾)	1080-3 839 (900-3)

C CIRCLING

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:00

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

42°12'N 72°32'W

WESTOVER ARB METROPOLITAN (KCEF)

Amdt 4 19MAY22

ILS or LOC RWY 23

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

SPRINGFIELD CHICOPEE, MASSACHUSETTS

RNAV (GPS) RWY 5

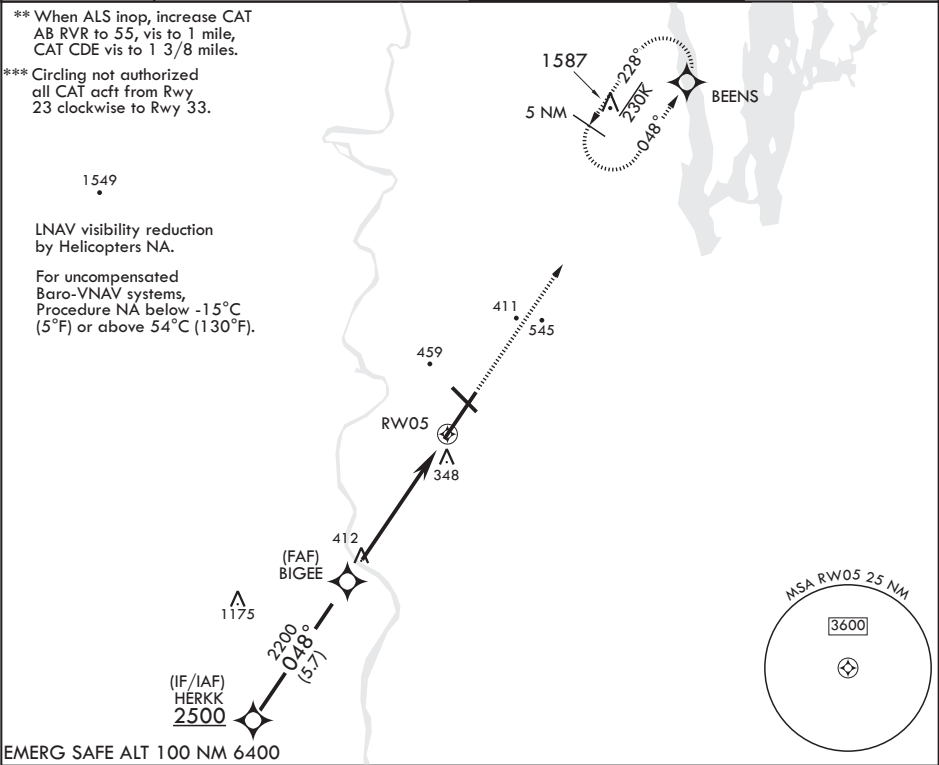
APCH CRS	Rwy Idg	10,395
048°	TDZE	237
	Arprt Elev	241

- (USAF)

WESTOVER ARB METROPOLITAN (KCEF)

RNP APCH	ALSF-1	MISSED APPROACH: Climb to 900 then climbing right turn to 2700 direct BEENS and hold.
DME/DME RNP-0.3 NA.	A1	
* When ALS inop, increase vis to 1 3/8 miles.		

ATIS★ 127.525	BRADLEY APP CON/DEP CON 125.35 281.5	TOWER★ 134.85 (CTAF) 0 348.75	GND CON 118.35 275.8
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HERKK		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).		900	2700	BEENS	ELEV 241	TDZE 237
2500		048°		BIGEE		Rwy 5 Idg 10,395'		
GP 3.00°		TCH 53		2200		1.2 NM to RW05		
6 NM		RW05						
CATEGORY	A	B	C	D	E			
LNAV/VNAV DA*	680/45		443		(500-7/8)			
LNAV MDA**	720/24	483 (500-1/2)	720/50	483	(500-1)			
CIRCLING***	760-1 519 (600-1)	780-1 539 (600-1)	840-1 1/2 599 (600-1 1/2)	1060-2 3/4 819 (900-2 3/4)	1080-3 839 (900-3)			

SPRINGFIELD CHICOPEE, MASSACHUSETTS

42°12'N - 72°32'W

WESTOVER ARB METROPOLITAN (KCEF)

Amdt 3 13JUN24

RNAV (GPS) RWY 5

SPRINGFIELD CHICOPEE, MASSACHUSETTS

RNAV (GPS) RWY 23

APCH CRS	Rwy Idg	11,597
228°	TDZE	241
	Arprt Elev	241

AL-447 (USAF)

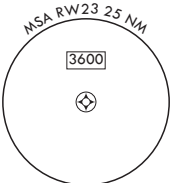
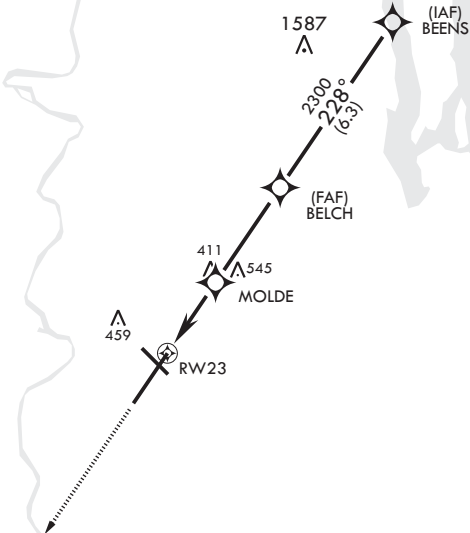
WESTOVER ARB METROPOLITAN (KCEF)

RNP APCH.	ALSF-1	MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct HERKK and hold.
DME/DME RNP-0.3 NA.		
* When ALS inop, increase vis to 1 3/8 miles.		

ATIS★ 127.525	BRADLEY APP CON/DEP CON 125.35 281.5	TOWER★ 134.85 (CTAF) 0 348.75	GND CON 118.35 275.8
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** When ALS inop, increase CAT
AB RVR to 55, vis to 1 mile;
CAT CDE vis to 1 3/8 miles.
*** Circling not authorized from
Rwy 23 clockwise to Rwy 33.

1549
For uncompensated
Baro-VNAV systems,
Procedure NA below -15°C
(5°F) or above 54°C (130°F).



EMERG SAFE ALT 100 NM 6400

VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 64)

ELEV 241

Rwy 5 Idg 10,395'

TDZE 241

CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	760/55		519	(600-1)	
LNAV MDA**	760/24	519 (600-½)	760/55	519	(600-1)
CIRCLING***	760-1	780-1	840-1½	1060-2¾	1080-3
	519 (600-1)	539 (600-1)	599 (600-½)	819 (900-2¾)	839 (900-3)

SPRINGFIELD CHICOPEE, MASSACHUSETTS 42°12'N - 72°32'W WESTOVER ARB METROPOLITAN (KCEF)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 23

TACAN RWY 5

TACAN CEF APCH CRS Rwy ldg **10,395'**
Chan **87** **052°** TDZE **237**
Arprt Elev **241**

[USAF] WESTOVER ARB METROPOLITAN (KCEF)

*** When ALS inop increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.**
**** Circling not authorized all CAT act from RWY 23 clockwise to RWY 33.**

ALSF-1
A1

MISSED APPROACH: Climb to 2700 on heading 048° to intercept CEF TACAN R-047 direct BELCH and hold.

ATIS ★ 127.525	BRADLEY APP CON 125.35 281.5	TOWER ★ 134.85 (CTAF) 348.75	GND CON 118.35 275.8
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EMERG SAFE ALT 100 NM 6400

CATEGORY	A	B	C	D	E
S-5 *	840/24 603 (600-½)		840-1¾ 603 (600-1¾)		
CIRCLING **	840-1 599 (600-1)		840-1¾ 599 (600-1¾)	1060-2¾ 819 (900-2¾)	1080-3 839 (900-3)

AGAWA CEP 13 HILDA CEP 7 VGSJ and descent angles not coincident (VGSJ Angle 3.00/TCH 72 ft)
2600 232° 052° 2300 3.34° TCH 60
CEP 2.7 FFRED CEP 1.9 CEF TACAN
2700 hdg 048° CEF R-047

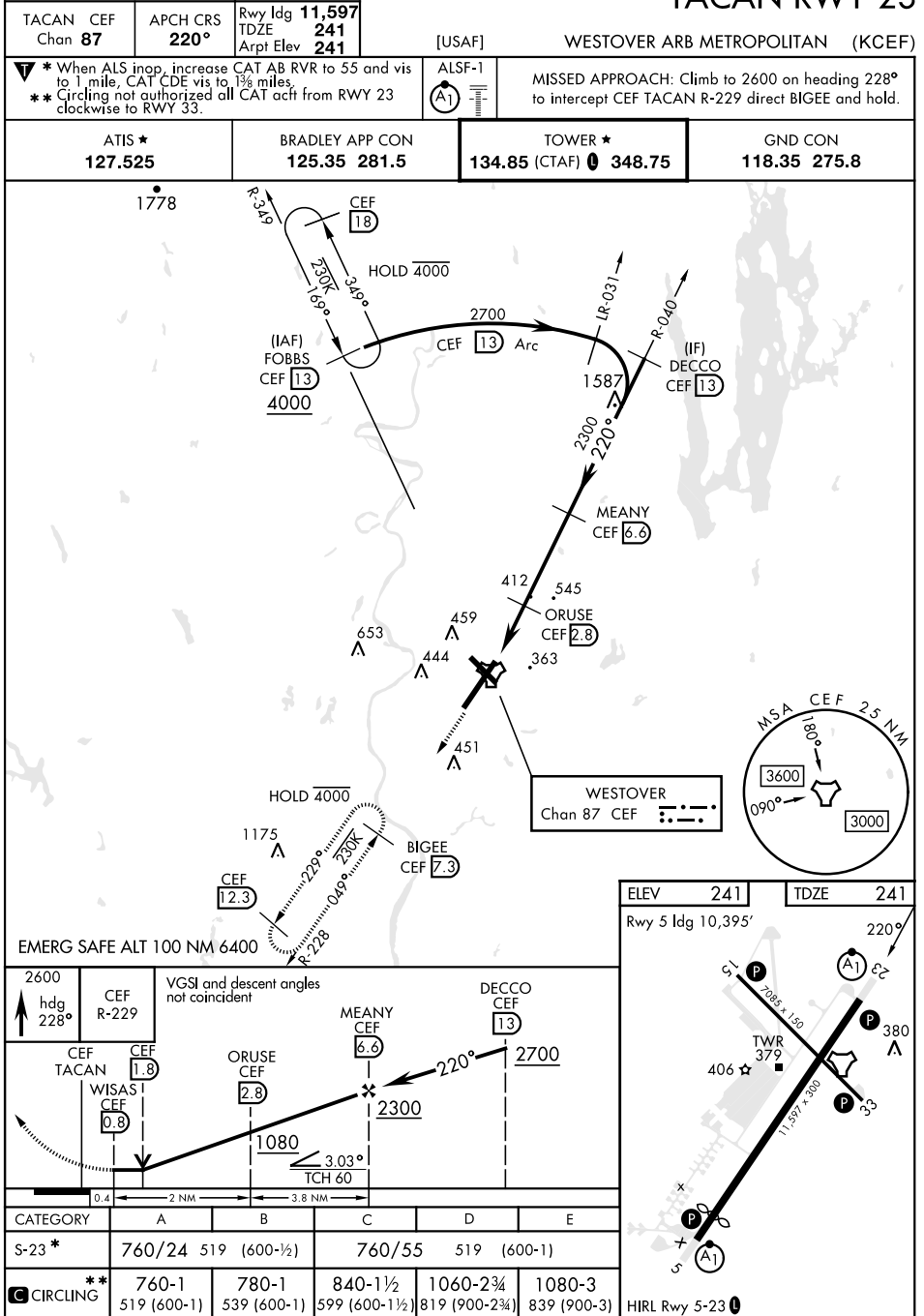
ELEV 241 TDZE 237
Rwy 5 ldg 10,395'

MSA CEF 2.5 NM
3600 3000
180° 090°

HILL all Rwy 23

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

TACAN RWY 23



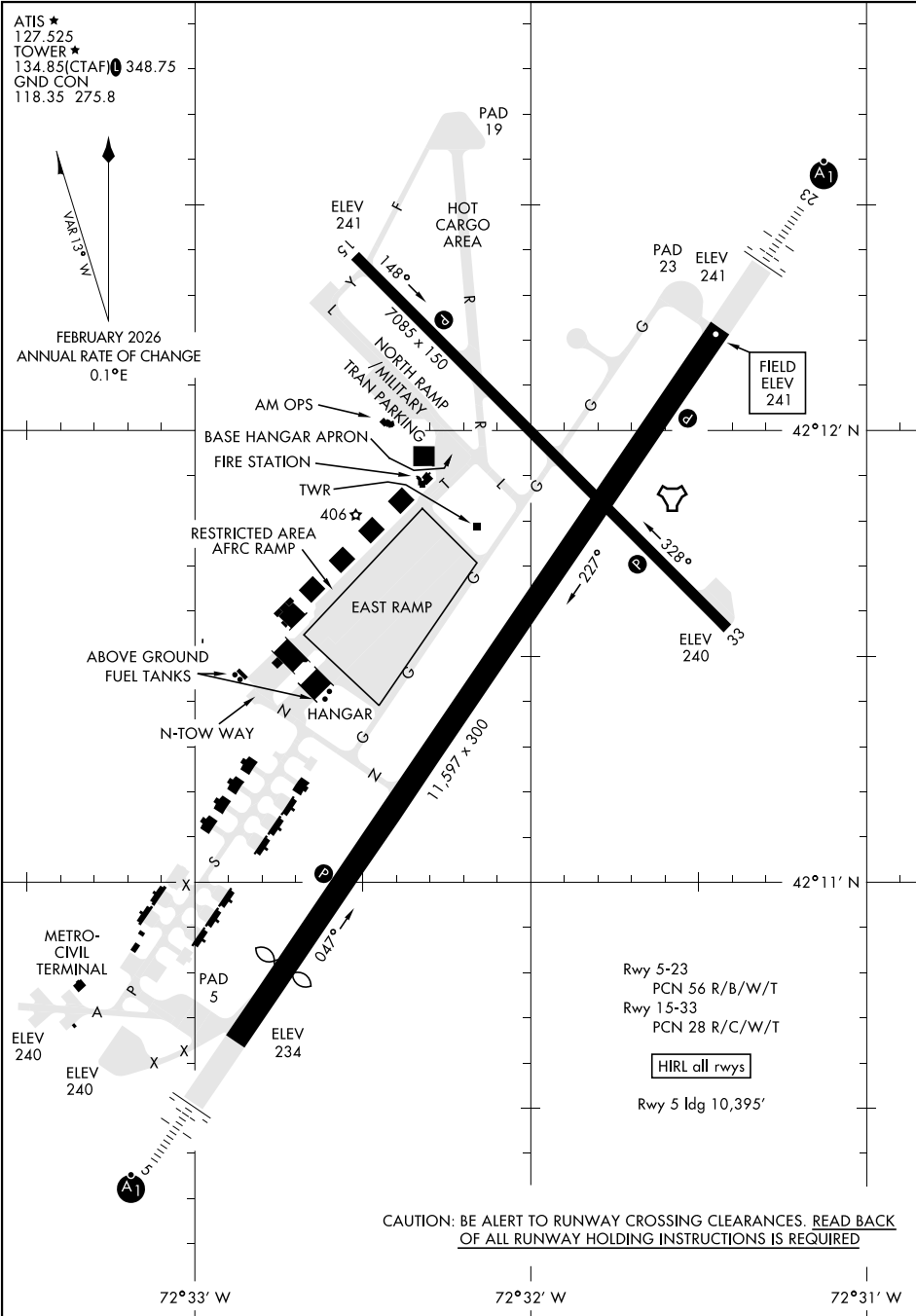
SPRINGFIELD/CHICOPEE, MASSACHUSETTS

42° 12' N - 72° 32' W

WESTOVER ARB METROPOLITAN (KCEF)

Amdt 4 19MAY22

TACAN RWY 23



NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

(THUMB1.THUMB) 26022

AL-447 (FAA)

WESTOVER ARB/METRO (CEF)

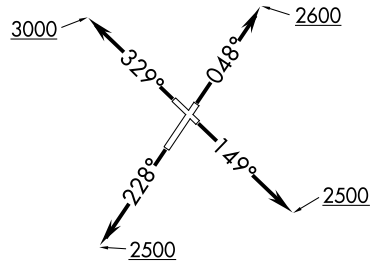
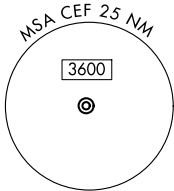
THUMB ONE DEPARTURE (RNAV)

SPRINGFIELD CHICOPEE, MASSACHUSETTS

BRADLEY DEP CON
125.35 281.5
ATIS 127.525 ★
GND CON
118.35 275.8
WESTOVER TOWER ★
134.85 (CTAF) 348.75

RNAV 1 - DME/DME/IRU or GPS.

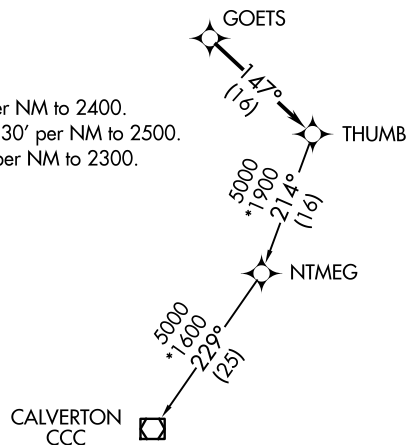
RADAR required.

TOP ALTITUDE:**3000**TAKEOFF MINIMUMS:

Rwy 5: Standard with minimum climb of 240' per NM to 2400.

Rwys 15, 23: Standard with minimum climb of 230' per NM to 2500.

Rwy 33: Standard with minimum climb of 325' per NM to 2300.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 2600 for RADAR vectors to GOETS, thenceTAKEOFF RUNWAY 15: Climb on heading 149° to 2500 for RADAR vectors to GOETS, thenceTAKEOFF RUNWAY 23: Climb on heading 228° to 2500 for RADAR vectors to GOETS, thenceTAKEOFF RUNWAY 33: Climb on heading 329° to 3000 for RADAR vectors to GOETS, thence

. . . . on track 147° to THUMB, then on CALVERTON Transition. Maintain 3000.
Expect filed altitude 10 minutes after departure.

CALVERTON TRANSITION (THUMB1.CCC)

THUMB ONE DEPARTURE (RNAV)

SPRINGFIELD CHICOPEE, MASSACHUSETTS

WESTOVER ARB/METRO (CEF)

(THUMB1.THUMB) 27NOV25

APP CRS	Rwy Ldg	4001
104°	TDZE	1057
	Apt Elev	1072

RNAV (GPS) Y RWY 10

MOUNT WASHINGTON RGNL (HIE')

RNP APCH - GPS.

▼

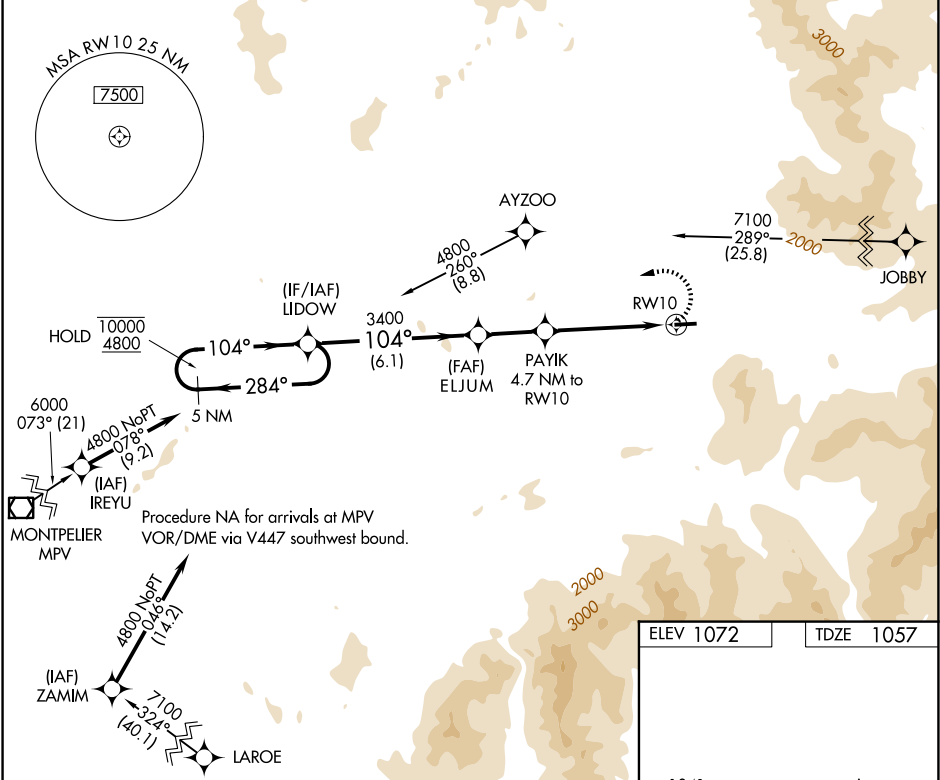
▲

☒

Rwy 10 helicopter visibility reduction below ¾ SM NA. Circling Rwy 28 NA at night. Circling NA south of Rwy 10-28. When local altimeter setting not received, use CDA altimeter setting and increase all MDAs 60 feet. VDP NA when using CDA altimeter setting.

MISSED APPROACH: (Do not exceed 220K until LIDOW) Climbing left turn to 4800 direct LIDOW and hold, continue climb-in-hold to 4800.

ASOS 118.525	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 45).

LIDOW

ELJUM

PAYIK

RW10

10000

4800

284°

104°

3400

2600

6.1 NM

2.4 NM

2.4 NM

2.3

4800

LIDOW

104°

0.6% UP

4001 X 75

28

CATEGORY	A	B	C	D
LNVA MDA	1940-1¼ 883 (900-1¼)	1940-2½ 883 (900-2½)	2080-3 1008 (1100-3)	NA
CIRCLING	1940-1¼ 868 (900-1¼)			NA

REIL Rwy 10 and 28 0
MIRL Rwy 10-28 0

WHITEFIELD, NEW HAMPSHIRE

AL-5082 (FAA)

25219

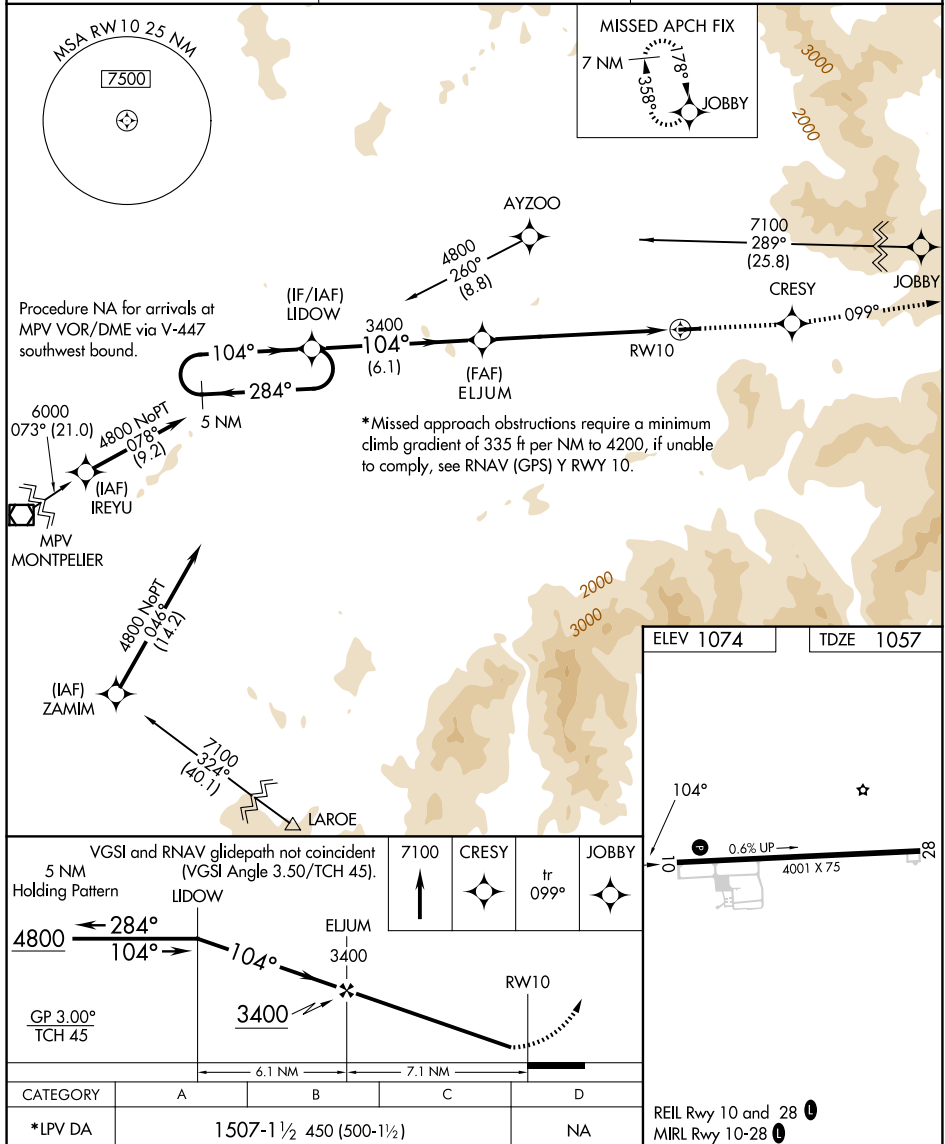
WAAS CH 53512 W10A	APP CRS 104°	Rwy Ldg TDZE Apt Elev 4001 1057 1074
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RNAV (GPS) Z RWY 10

MOUNT WASHINGTON RGNL (HIE')

 -28°C	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility ½ mile.	MISSED APPROACH: Climb to 7100 direct CRESY and via track 099° to JOBBY and hold, continue track-in-hold to 7100.
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ASOS 118.525	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WHITEFIELD, NEW HAMPSHIRE

Orig-A 29JUL10

44°22'N-71°33'W

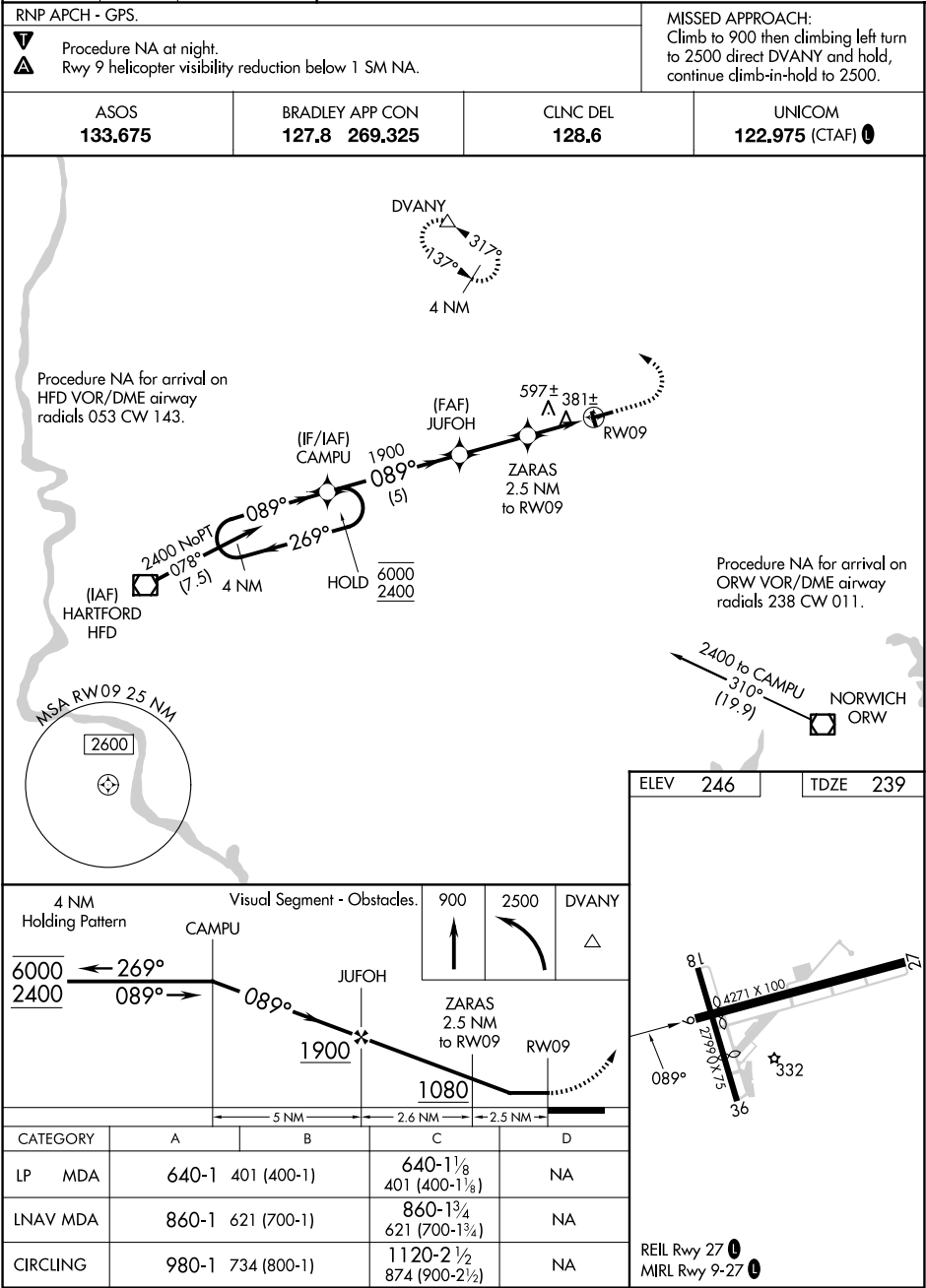
MOUNT WASHINGTON RGNL (HIE')

RNAV (GPS) Z RWY 10

WAAS CH 58024 W09A	APP CRS 089°	Rwy Ldg TDZE Apt Elev	4013 239 246
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RNAV (GPS) RWY 9

WINDHAM (IJD)



WILLIMANTIC, CONNECTICUT

AL-5250 (FAA)

25275

WAAS CH 69623 W27A	APP CRS 270°	Rwy Ldg TDZE 239 Apt Elev 246
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RNAV (GPS) RWY 27

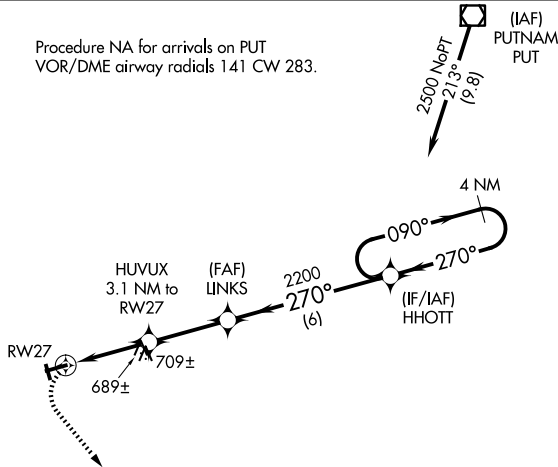
WINDHAM (IJD)

Procedure NA at night. DME/DME RNP-0.3 NA. Rwy 27 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDA 80 feet, increase LP and LNAV Cat B and Circling Cats A/B visibility ¼ SM, increase LP, LNAV and Circling Cat C visibility ½ SM.

MISSED APPROACH:
Climbing left turn to 2600 direct ORW VOR/DME and hold.

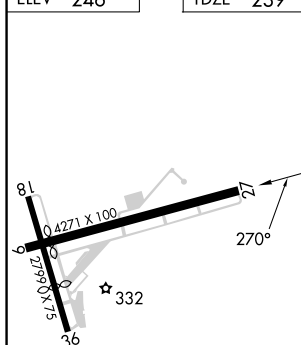
ASOS 133.675	BRADLEY APP CON 127.8 269.325	CLNC DEL 128.6	UNICOM 122.975 (CTAF) 0
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Procedure NA for arrivals on PUT
VOR/DME airway radials 141 CW 283.



Procedure NA for arrivals on ORW
VOR/DME airway radials 321 CW 082.

ELEV 246	TDZE 239
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REIL Rwy 27 **0**
MIRL Rwy 9-27 **0**

Visual Segment - Obstacles.				
2600	ORW	HUVUX 3.1 NM to RW27	LINKS	HHOTT
		1260	2200	2500
		3.1 NM	2.9 NM	6 NM
CATEGORY	A	B	C	D
LP MDA	940-1 701 (700-1)		940-2 701 (700-2)	NA
LNAV MDA	960-1 721 (800-1)		960-2 721 (800-2)	NA
CIRCLING	980-1 734 (800-1)		1120-2½ 874 (900-2½)	NA

WILLIMANTIC, CONNECTICUT

Amdt 1C 15JUL21

41°45'N-72°11'W

WINDHAM (IJD)

RNAV (GPS) RWY 27

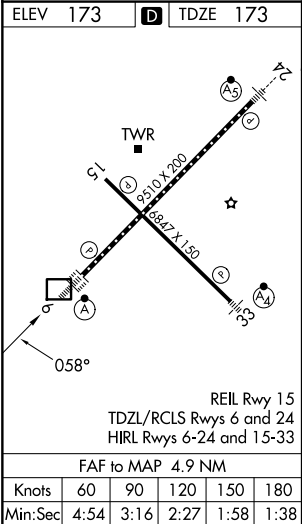
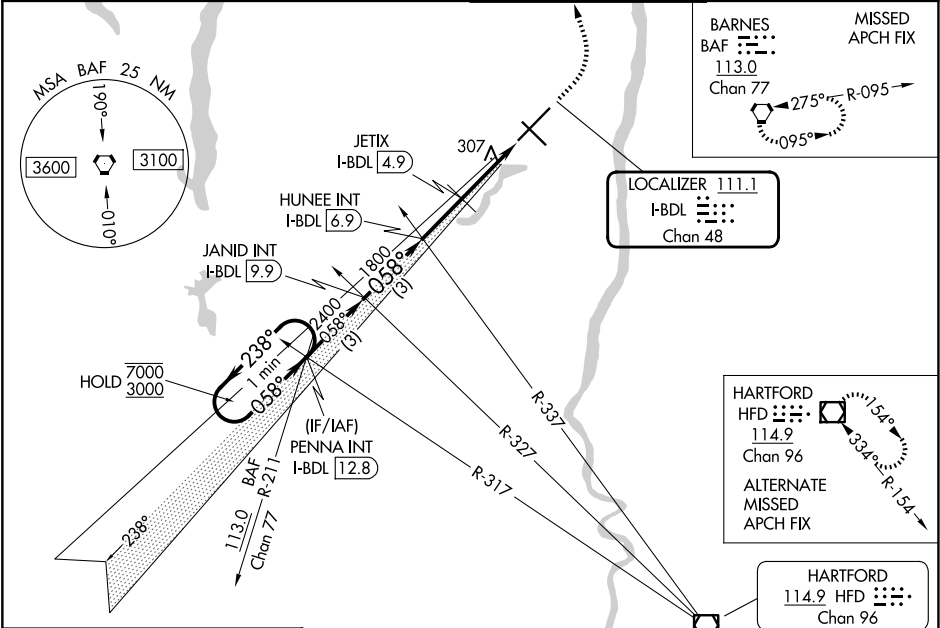
NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-BDL	APP CRS	Rwy Ldg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

ILS or LOC RWY 6

BRADLEY INTL (BDL)

RADAR required for procedure entry.		ALSF-2	MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.
D-ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON
118.15	123.95 290.55 (061°-240°)	120.3 351.8	121.9 348.6
	125.35 281.5 (241°-060°)		



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				4000			BAF 
One Minute Holding Pattern	PENNA INT I-BDL 12.8		JANID INT I-BDL 9.9	HUNEE INT I-BDL 6.9	JETIX I-BDL 4.9	I-BDL 2.9	I-BDL 1.9
7000 3000	←238°	058°	058°	1800	1800	1160	
GS 3.00° TCH 54							
		3 NM	3 NM	2 NM	2 NM	1 NM	
CATEGORY	A	B	C	D			
S-ILS 6	373/18 200 (200-½)						
S-LOC 6	1160/40 987 (1000-¾)	1160/55 987 (1000-1)	1160-2½	987 (1000-2½)			
JETIX FIX MINIMUMS (DME REQUIRED)							
S-LOC 6	560/24	387 (400-½)	560/35	387 (400-⅝)			

WINDSOR LOCKS, CONNECTICUT

AL-460 (FAA)

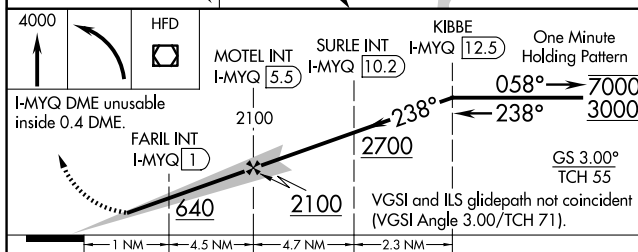
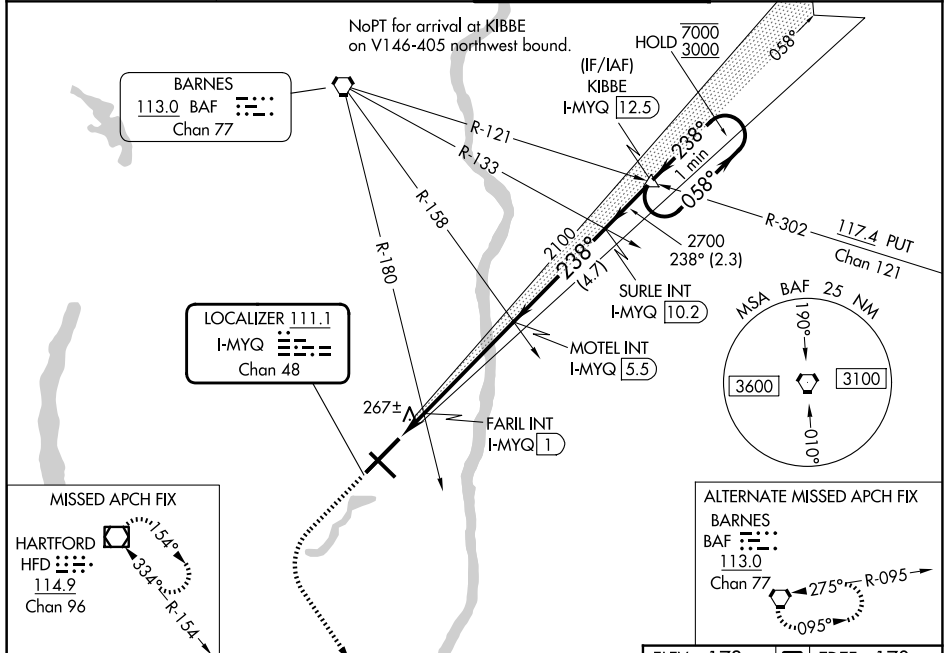
26078

LOC/DME I-MYQ 111.1 Chan 48	APP CRS 238°	Rwy Ldg TDZE 170 Apt Elev 173
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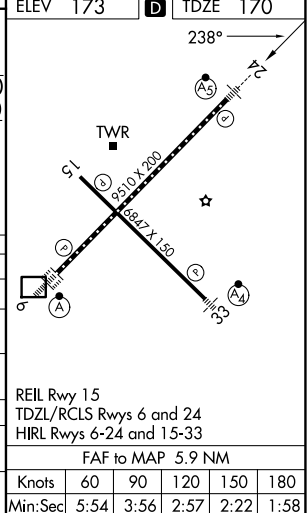
ILS or LOC RWY 24 BRADLEY INTL (BDL)

		MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6
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CATEGORY	A	B	C	D
S-ILS 24	370/18	200 (200-½)		
S-LOC 24	640/24	470 (500-½)	640/50	470 (500-1)
CIRCLING	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)
FARIL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 24	520/24	350 (400-½)	520/30	350 (400-¾)
CIRCLING	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)



WINDSOR LOCKS, CONNECTICUT

Amdt 13B 24MAR22

41°56'N-72°41'W

BRADLEY INTL (BDL)

ILS or LOC RWY 24

NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-KX	APP CRS	Rwy Ldg	6847
108.55	328°	TDZE	171
Chan 22(Y)		Apt Elev	173

ILS or LOC RWY 33

BRADLEY INTL (BDL)

Inop table does not apply to S-ILS 33 all Cats.
For inop ALS, increase S-LOC 33 Cat C/D to RVR 6000.

MALSF

MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 on heading 360° and BAF VORTAC R-225 to BAF VORTAC and hold, continue climb-in-hold to 4000.

D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6
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113.0 BAF R-225 Chan 77

LOCALIZER 108.55
I-KX
Chan 22(Y)

IDOCO I-KX 1.8

HOMEX INT I-KX 6.2

(IF/IAF) HADUX INT I-KX 12.2

R-004

R-025

2500 NoPT 025° (9.5)

HOLD 7000/2500

148°

328°

148°

BARNES MISSED APCH FIX
BAF 113.0
Chan 77
275° R-095
095°

MSA BAF 25 NM
3600 3100
106° 010°

Procedure NA for arrivals at HFD
VOR/DME on airway radial 053.

ELEV 173	D	TDZE 171
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HIRL Rwy 6-24 and 15-33
REIL Rwy 15
TDZL/RCLS Rwy 6 and 24

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

1800	4000	BAF R-225	BAF	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).	HADUX INT I-KX 12.2	One Minute Holding Pattern
	hdg 360°			HOMEX INT I-KX 6.2		
				IDOCO I-KX 1.8		
				I-KX 2.4		
				1800		
				328°		
				148°		
				7000/2500		
				GS 3.00° TCH 59		
				0.5 0.6 3.9 NM 5.9 NM		
CATEGORY	A	B	C	D		
S-ILS 33		371/40	200 (200-¾)			
S-LOC 33	580/40	409 (500-¾)	580/50	409 (500-1)		
CIRCLING	700-1	527 (600-1)	1100-2¾ 927 (1000-2¾)	1220-3 1047 (1100-3)		

WINDSOR LOCKS, CONNECTICUT
Amdt 11 14MAY26

41°56'N-72°41'W
421

BRADLEY INTL (BDL)
ILS or LOC RWY 33

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WINDSOR LOCKS, CONNECTICUT

AL-460 (FAA)

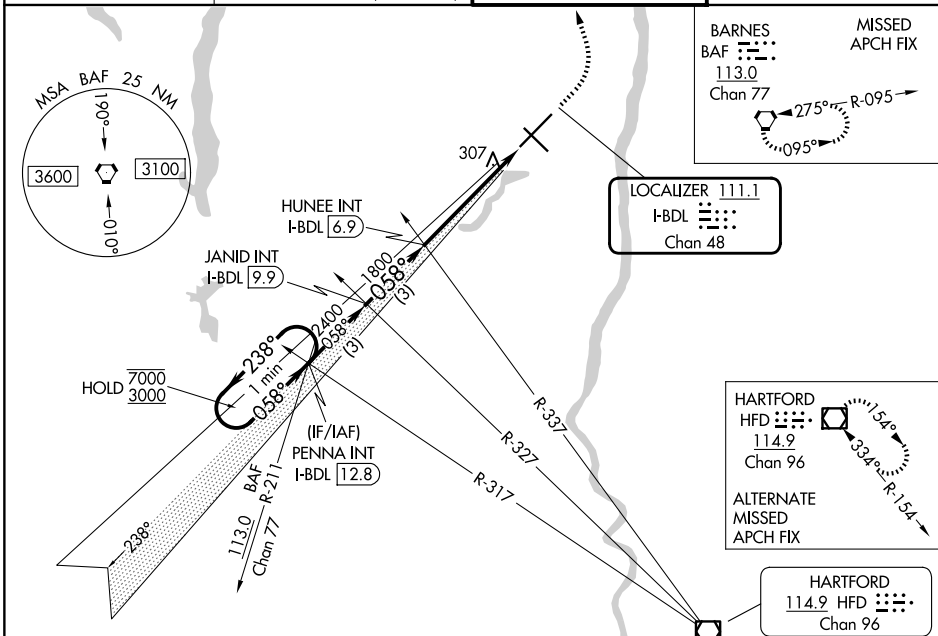
26078

LOC/DME I-BDL 111.1 Chan 48	APP CRS 058°	Rwy Ldg TDZE 173 Apt Elev 173
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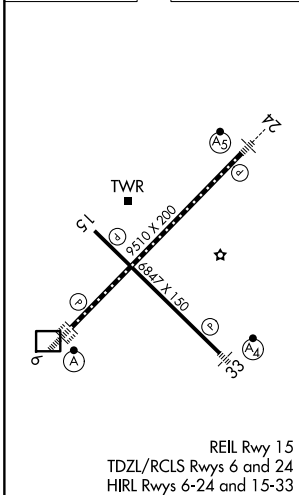
ILS RWY 6 (SA CAT I)

BRADLEY INTL (BDL)

RADAR required for procedure entry. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.		ALS-2 	MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.
D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6



ELEV 173	D	TDZE 173
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				4000	BAF
One Minute Holding Pattern					
PENNA INT I-BDL 12.8 JANID INT I-BDL 9.9 HUNEE INT I-BDL 6.9				7000 3000 238° 058° 058° 2400 1800	1800
GS 3.00° TCH 54				3 NM	3 NM
CATEGORY				A	B
S-ILS 6				C	D
RA 151/14 150 DA 323				1052'	

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WINDSOR LOCKS, CONNECTICUT

Amdt 38B 24MAR22

41°56'N-72°41'W

BRADLEY INTL (BDL)

ILS RWY 6 (SA CAT I)

NE-1, 03 SEP 2026 to 29 OCT 2026

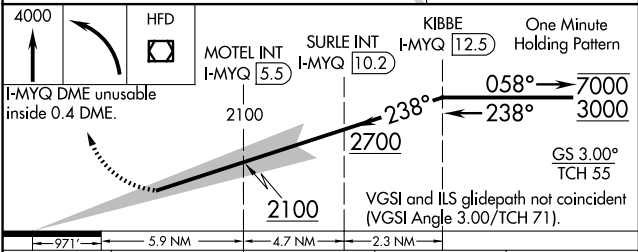
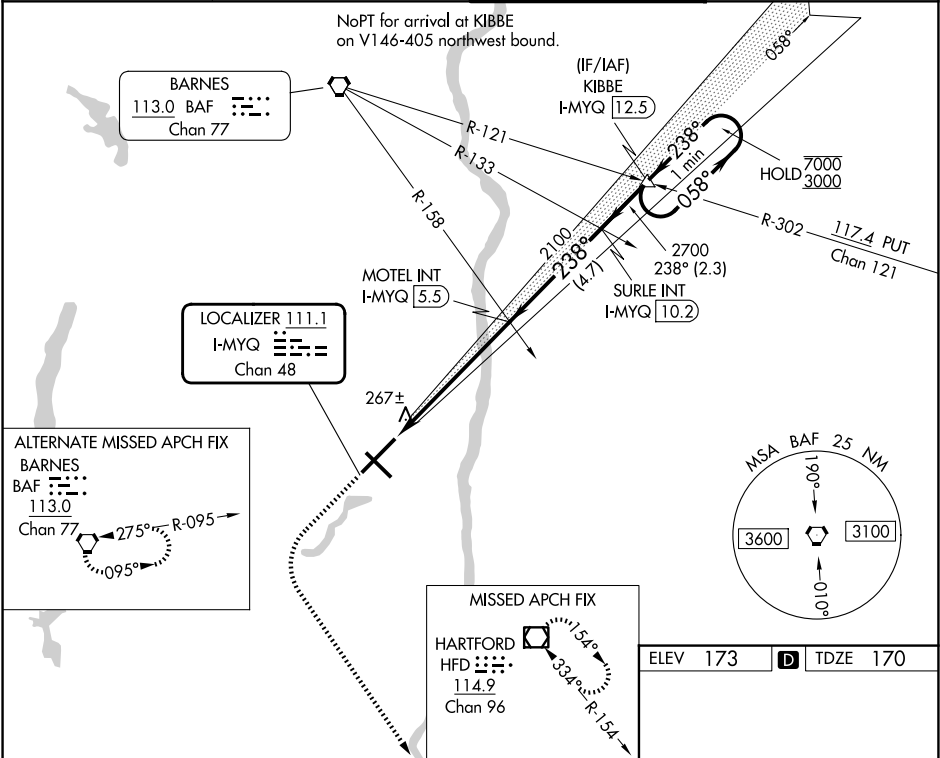
LOC/DME I-MYQ	APP CRS	Rwy Ldg	9509
111.1	238°	TDZE	170
Chan 48		Apt Elev	173

ILS RWY 24 (SA CAT I & II)

BRADLEY INTL (BDL)

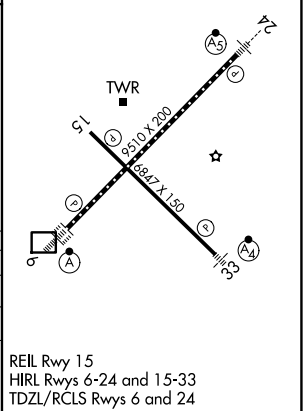
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval. SA CAT II: Requires specific OPSPEC, MSPEC or LOA approval.	MALSR	MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.
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D-ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON
118.15	123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	120.3 351.8	121.9 348.6



CATEGORY	A	B	C	D
S-ILS 24	SA CAT I	RA 163/14	150	DA 320
S-ILS 24	SA CAT II	RA 113/12	100	DA 270

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



WINDSOR LOCKS, CONNECTICUT

AL-460 (FAA)

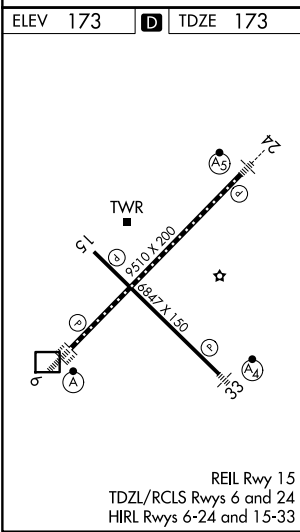
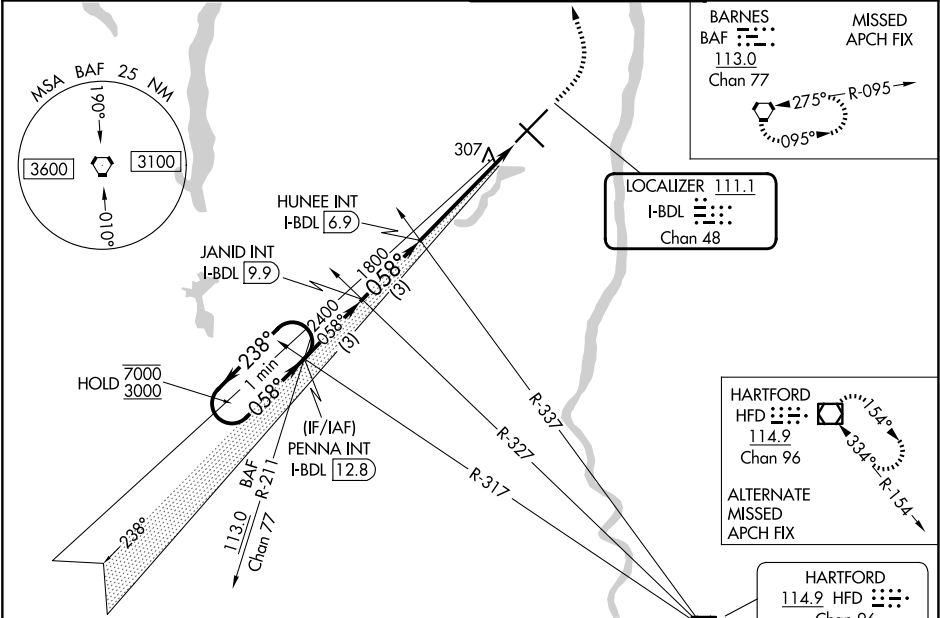
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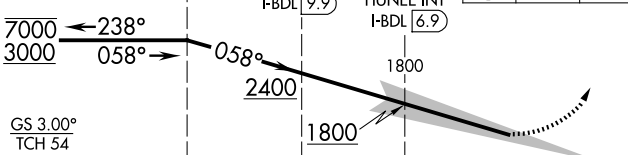
LOC/DME I-BDL 111.1 Chan 48	APP CRS 058°	Rwy Ldg TDZE 173 Apt Elev 173
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ILS RWY 6 (CAT II & III) BRADLEY INTL (BDL)

RADAR required for procedure entry.		ALS-2	MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.			

D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6
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One Minute Holding Pattern		PENNA INT I-BDL <u>12.8</u>		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).		4000 		 BAF 	
7000 ← 238° 3000 → 058°		JANID INT I-BDL <u>9.9</u>		HUNEE INT I-BDL <u>6.9</u>					
GS 3.00° TCH 54		2400		1800					
		3 NM		3 NM		4.9 NM		1052'	
CATEGORY	A	B	C	D					
S-ILS 6	CAT II RA 101/12 100 DA 273								
S-ILS 6	CAT III RVR 06								

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

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	9509
058°	TDZE	173
	Apt Elev	173

RNAV (RNP) Z RWY 6

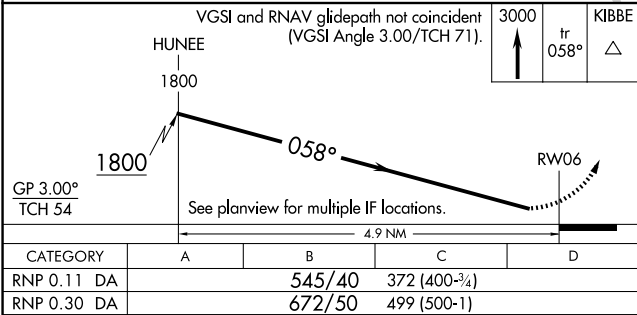
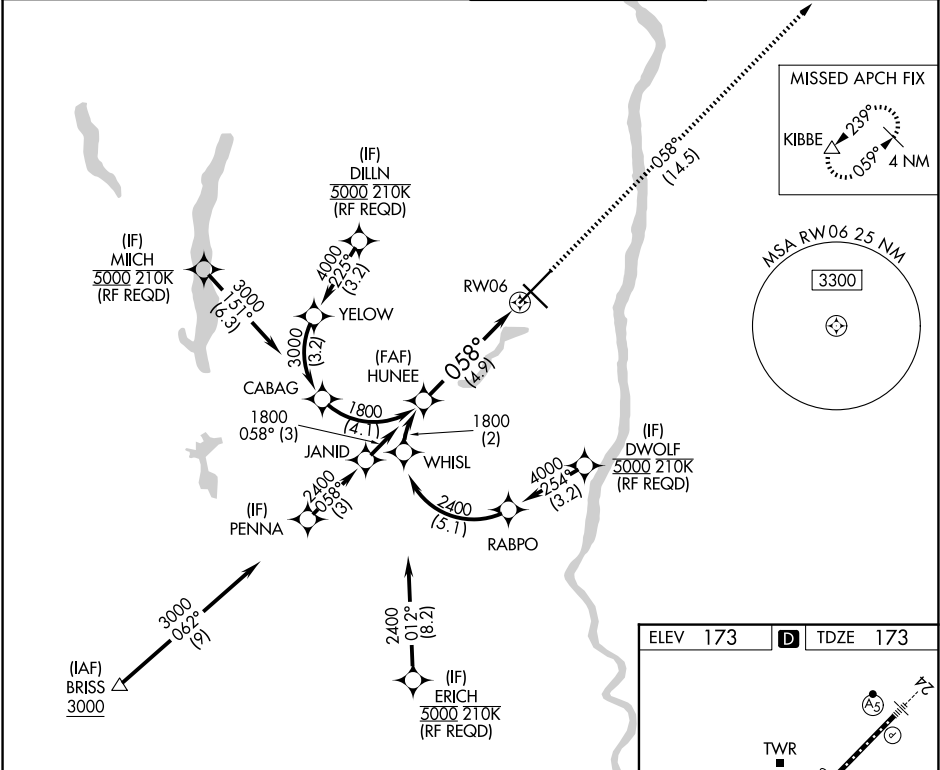
BRADLEY INTL (BDL)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1½ SM.

ALSF-2

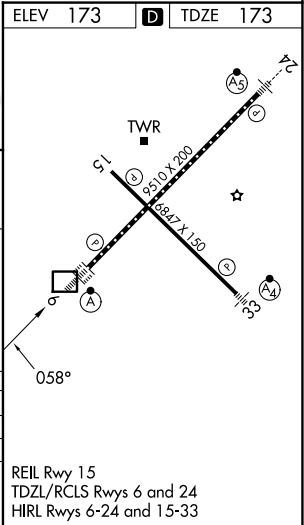
MISSED APPROACH:
Climb to 3000 on track 058° to KIBBE and hold.

D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6
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CATEGORY	A	B	C	D
RNP 0.11 DA		545/40	372 (400-¾)	
RNP 0.30 DA		672/50	499 (500-1)	

AUTHORIZATION REQUIRED



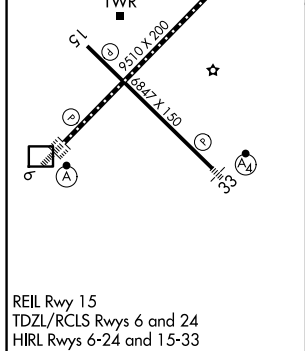
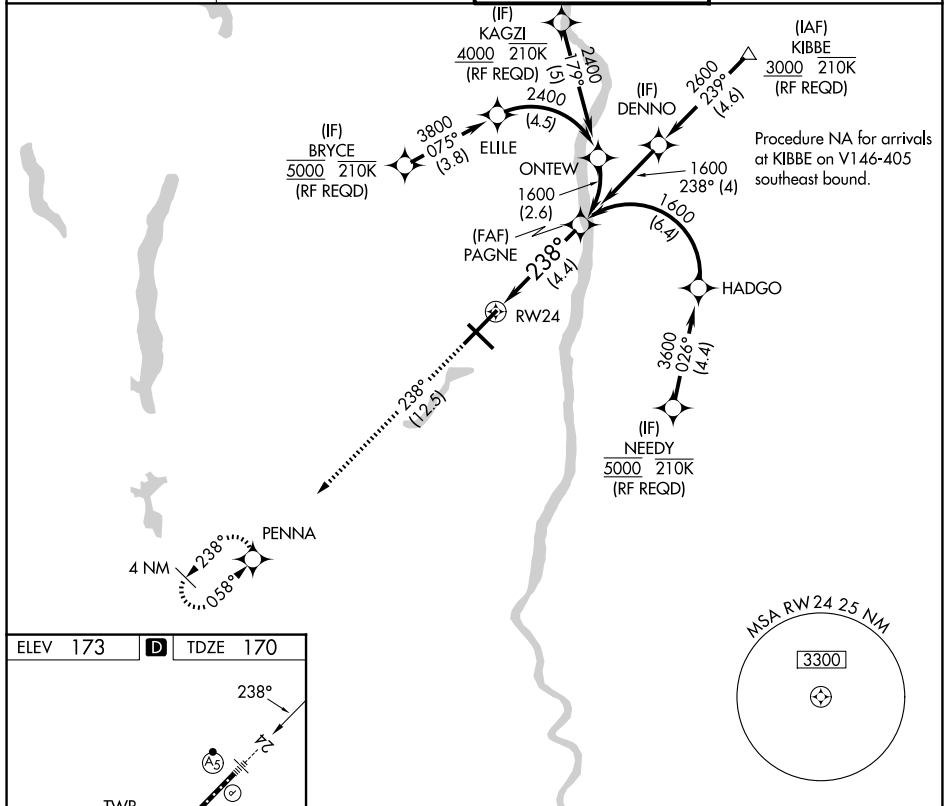
APP CRS	Rwy Ldg	9509
238°	TDZE	170
	Apt Elev	173

RNAV (RNP) Z RWY 24

BRADLEY INTL (BDL)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop ALS, increase all Cts visibility to 1½ SM.	MALSR 	MISSED APPROACH: Climb to 3000 on track 238° to PENNA and hold.
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D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6
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3000 ↑ tr 238°	PENNA 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		PAGNE 1600
RW24		238°		1600
		See planview for multiple IF locations.		GP 3.00° TCH 55
		4.4 NM		
CATEGORY	A	B	C	D
RNP 0.30 DA	622/60		452 (500-1¼)	
AUTHORIZATION REQUIRED				

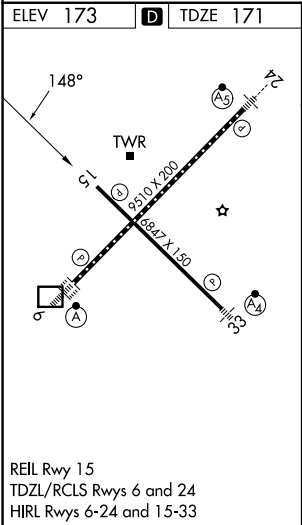
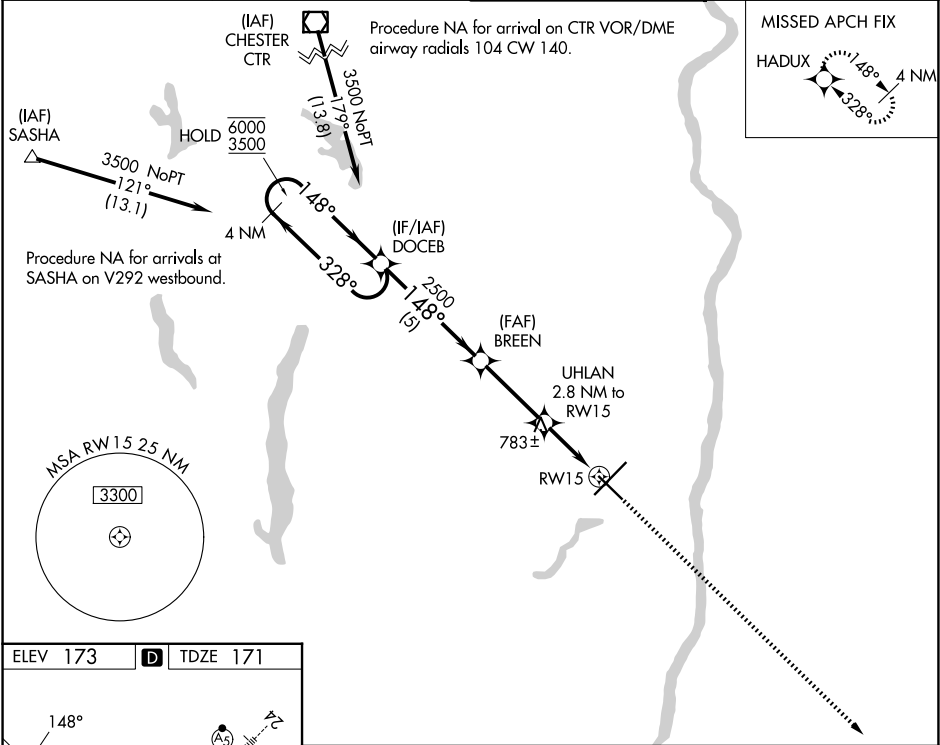
WAAS CH 60928 W15A	APP CRS 148°	Rwy Ldg TDZE Apt Elev	6847 171 173
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RNAV (GPS) RWY 15

BRADLEY INTL (BDL)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct HADUX and hold, continue climb-in-hold to 3000.
▼ ▲ Rwy 15 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 125.35 281.5 (061°-240°) (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6
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4 NM Holding Pattern	DOCEB	BREEN	UHLAN 2.8 NM to RWY 15	3000 HADUX
6000 ← 328°	2500	2500	2.2 NM to RWY 15	
3500 → 148°	1280			
GP 3.60°	5 NM	3.2 NM	0.6 NM	
TCH 60				
CATEGORY	A	B	C	D
LPV DA	478- $\frac{7}{8}$	307 (400- $\frac{7}{8}$)		NA
LNAV/VNAV DA	1040-2 $\frac{1}{2}$	869 (900-2 $\frac{1}{2}$)		NA
LNAV MDA	1040-1 869 (900-1)	1040-1 $\frac{1}{4}$ 869 (900-1 $\frac{1}{4}$)	1040-2 $\frac{1}{2}$ 869 (900-2 $\frac{1}{2}$)	NA
CIRCLING	1040-1 $\frac{1}{4}$	867 (900-1 $\frac{1}{4}$)	1100-2 $\frac{3}{4}$ 927 (1000-2 $\frac{3}{4}$)	NA

WINDSOR LOCKS, CONNECTICUT

AL-460 (FAA)

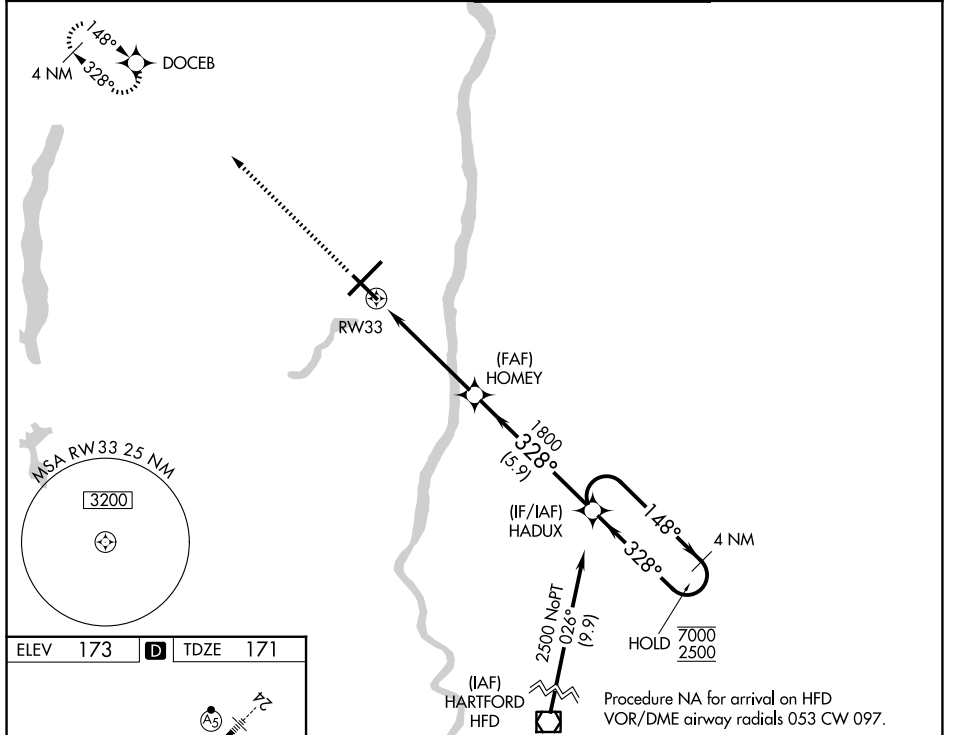
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WAAS CH 65628	APP CRS 328°	Rwy Ldg TDZE 171	6847
W33A		Apt Elev 173	

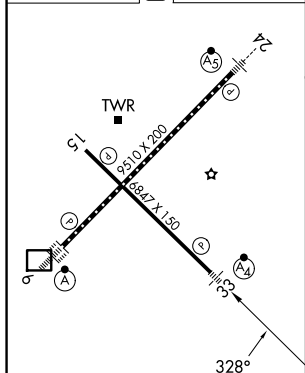
RNAV (GPS) RWY 33

BRADLEY INTL (BDL)

RNP APCH - GPS		MALSF	MISSED APPROACH: Climb to 3700 direct DOCEB and hold, continue climb-in-hold to 3700.
Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.			
D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6



ELEV 173	D	TDZE 171
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HIRL Rwy 6-24 and 15-33
REIL Rwy 15
TDZL/RCLS Rwy 6 and 24

3700	DOCEB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).		4 NM Holding Pattern
		HADUX		
		HOMEY		
		1800		
		1800		
		1 NM	3.9 NM	5.9 NM
CATEGORY	A	B	C	D
LPV DA		371/40	200 (200-¾)	
LNAV/VNAV DA		460/40	289 (300-¾)	
LNAV MDA	560/40	389 (400-¾)	560/45	389 (400-¾)
CIRCLING	700-1	527 (600-1)	1100-2¾ 927 (1000-2¾)	1220-3 1047 (1100-3)

WINDSOR LOCKS, CONNECTICUT
Amdt 4 14MAY26

41°56'N-72°41'W

BRADLEY INTL (BDL)

RNAV (GPS) RWY 33

NE-1, 03 SEP 2026 to 29 OCT 2026

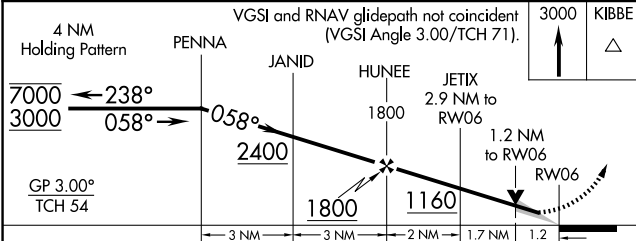
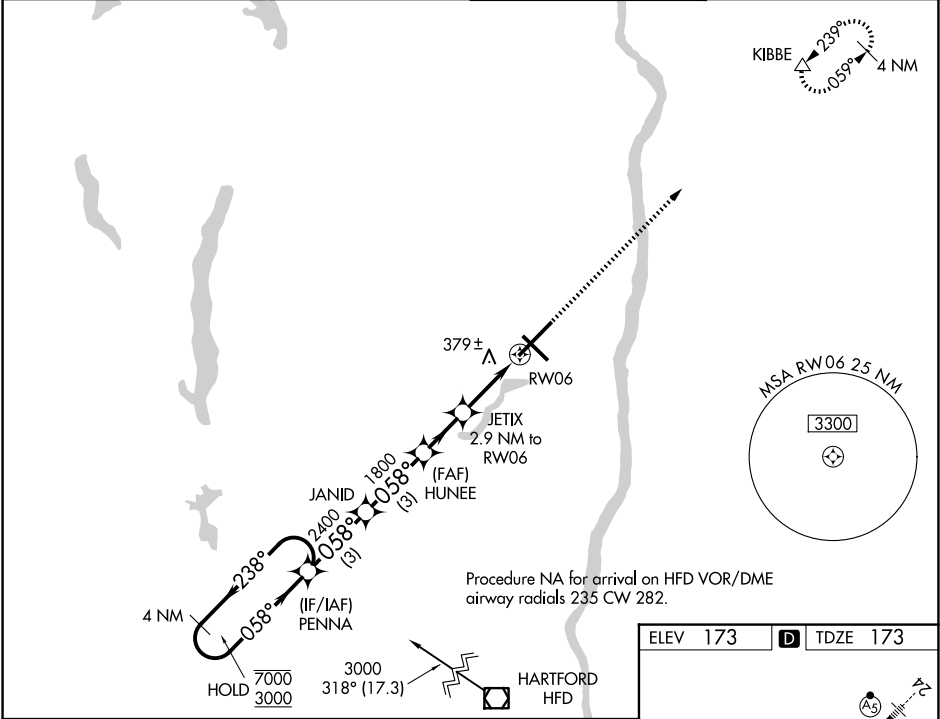
WAAS CH 70328 W06A	APP CRS 058°	Rwy Ldg TDZE Apt Elev	9509 173 173
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RNAV (GPS) Y RWY 6

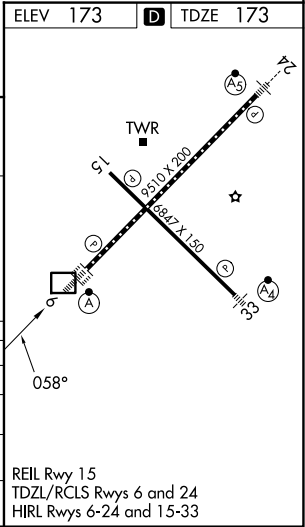
BRADLEY INTL (BDL)

RNP APCH - GPS.		ALSF-2	MISSED APPROACH: Climb to 3000 direct KIBBE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.			

D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6
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CATEGORY	A	B	C	D
LPV DA	373/18 200 (300-½)			
LNAV/VNAV DA	640/50 467 (500-1)			
LNAV MDA	640/24	467 (500-½)	640/50	467 (500-1)
CIRCLING	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)

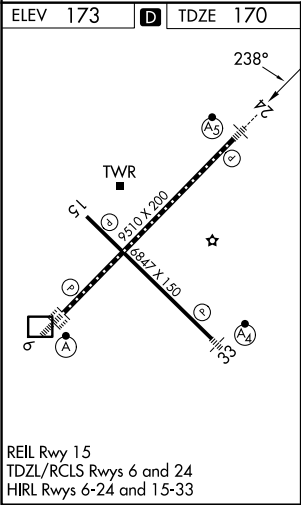
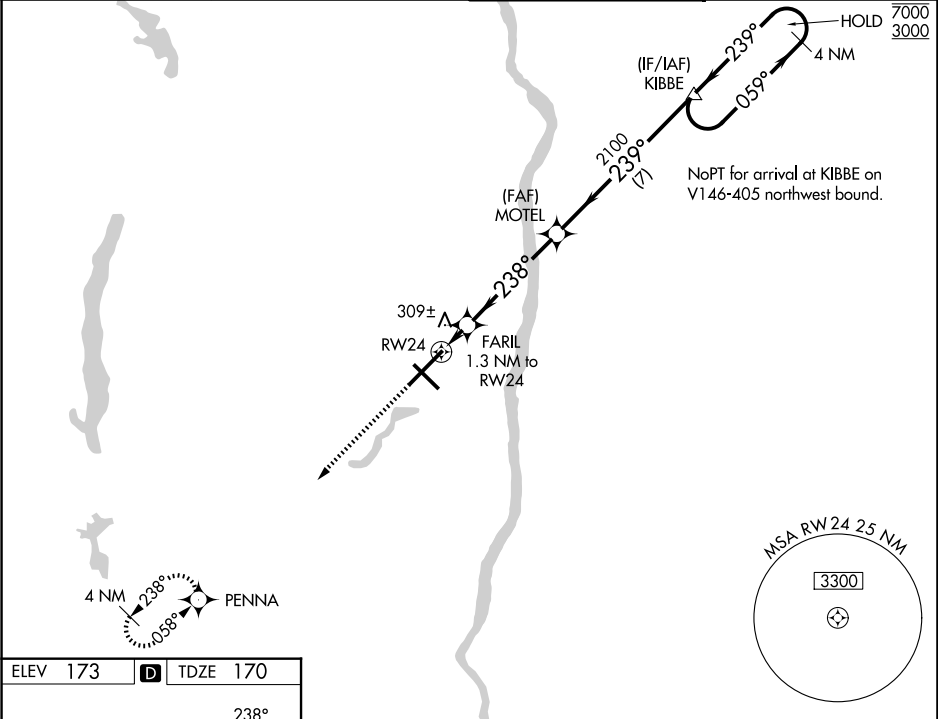


WAAS CH 97310 W24A	APP CRS 238°	Rwy Ldg TDZE 170 Apt Elev 173
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RNAV (GPS) Y RWY 24

BRADLEY INTL (BDL)

RNP APCH-GPS. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.		MALSR ⚠	MISSED APPROACH: Climb to 3000 direct PENNA and hold.
D-ATIS 118.15	BRADLEY APP CON 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°)	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6



ELEV 173 D TDZE 170		3000 PENNA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		KIBBE	4 NM Holding Pattern
TWR		FARIL 1.3 NM to RW24	MOTEL	2100	239°	7000 3000
RW24		640	238°	2100	239°	GP 3.00° TCH 55
1.3		4.6 NM	7 NM			
CATEGORY	A	B	C	D		
LPV DA	370/18		200 (200-½)			
LNAV/VNAV DA	560/45		390 (400-¾)			
LNAV MDA	560/24	390 (400-½)		560/35	390 (400-¾)	
CIRCLING	700-1	527 (600-1)		1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)	

D-ATIS
118.15
BRADLEY TOWER
120.3 351.8
GND CON
121.9 348.6
CLNC DEL
121.75 322.3
CPDLC
PDC

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

D

JANUARY 1980
ANNUAL RATE OF CHANGE
0.1° W

ELEV  42

— 41°57'N —

ARMY
NATIONAL
GUARD

GENERAL
AVIATION
PARKING

— 41°56'N —

FBO
SOUTH
RAMP

CONNECTICUT
ANG 1

FIELD
ELEV
173

RWY 06-24	PCR 1100 F/B/X/T	
	S-200, D-200, 2D-350, 2D/2D2-710	
RWY 15-33	PCR 1100 F/B/X/T	
	S-200, D-200, 2D-350	

HIRL Rwy 15-33 and 6-24
REIL Rwy 15
TDZL/RCLS Rwy 6 and 24

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

72°42'W

72°41'W

WINDSOR LOCKS, CONNECTICUT
BRADLEY INTL (BDL)

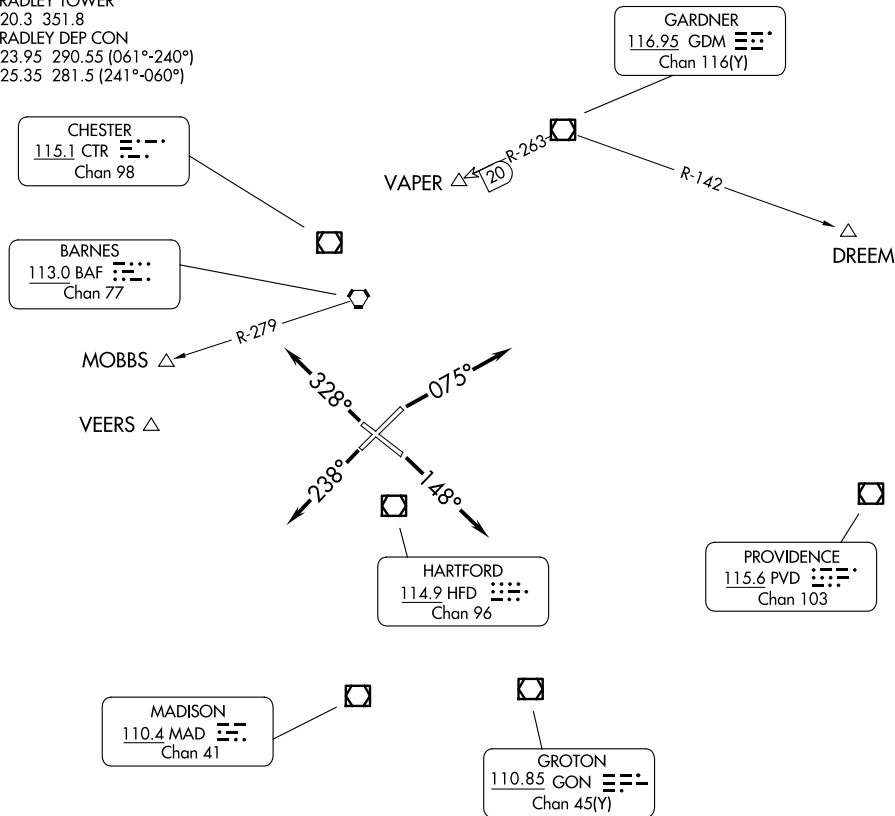
BRADLEY SIX DEPARTURE

BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT

D-ATIS 118.15
CLNC DEL
121.75 322.3
GND CON
121.9 348.6
CPDLC
BRADLEY TOWER
120.3 351.8
BRADLEY DEP CON
123.95 290.55 (061°-240°)
125.35 281.5 (241°-060°)

NOTE: RADAR required.
NOTE: Initial departure headings are predicated on avoiding noise sensitive areas, flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.
NOTE: Appropriate departure frequency to be assigned by ATC.

TOP ALTITUDE:
4000



TAKEOFF MINIMUMS

Rwys 6, 15, 24: Standard.

Rwy 33: Standard with minimum climb of 340' per NM to 1000.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 075° or as assigned, thence....

TAKEOFF RUNWAY 15: Climb heading 148° or as assigned, thence....

TAKEOFF RUNWAY 24: Climb heading 238° or as assigned, thence....

TAKEOFF RUNWAY 33: Climb heading 328° or as assigned, thence....

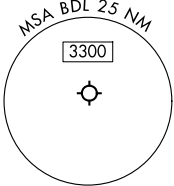
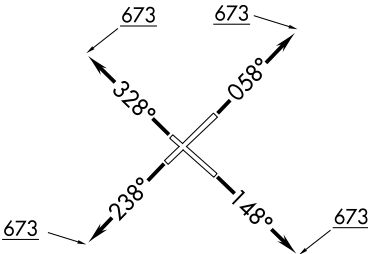
....on RADAR vectors to filed/assigned route or depicted fix. Maintain 4000 or assigned altitude, expect clearance to requested altitude/flight level 10 minutes after departure.

BRADLEY SIX DEPARTURE

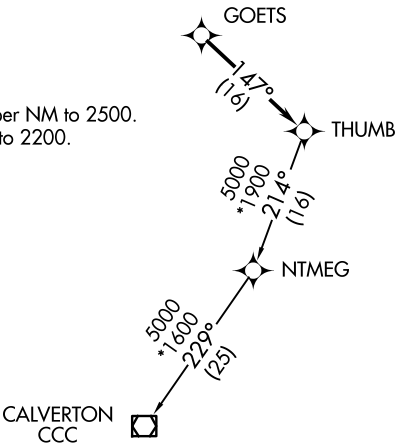
WINDSOR LOCKS, CONNECTICUT
BRADLEY INTL (BDL)

BRADLEY DEP CON
123.95 290.55 (061°-240°)
125.35 281.5 (241°-060°)
D-ATIS 118.15
CLNC DEL
121.75 322.3
GND CON
121.9 348.6
CPDLC
BRADLEY TOWER
120.3 351.8

RNAV 1- DME/DME/IRU or GPS.	TOP ALTITUDE: 4000
RADAR required.	



TAKEOFF MINIMUMS:
Rwys 6, 15, 24: Standard with minimum climb of 235' per NM to 2500.
Rwy 33: Standard with minimum climb of 345' per NM to 2200.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 6: Climb on heading 058° to 673, for RADAR vectors to GOETS, thence
- TAKEOFF RUNWAY 15: Climb on heading 148° to 673, for RADAR vectors to GOETS, thence
- TAKEOFF RUNWAY 24: Climb on heading 238° to 673, for RADAR vectors to GOETS, thence
- TAKEOFF RUNWAY 33: Climb on heading 328° to 673, for RADAR vectors to GOETS, thence

. . . . on track 147° to THUMB, then on CALVERTON Transition. Maintain 4000. Expect filed altitude 10 minutes after departure.

CALVERTON TRANSITION (THUMB1.CCC)

WISCASSET, MAINE

AL-6265 (FAA)

26246

WAAS CH 40148 W07A	APP CRS 066°	Rwy Ldg 3397 TDZE 70 Apt Elev 70
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RNAV (GPS) RWY 7

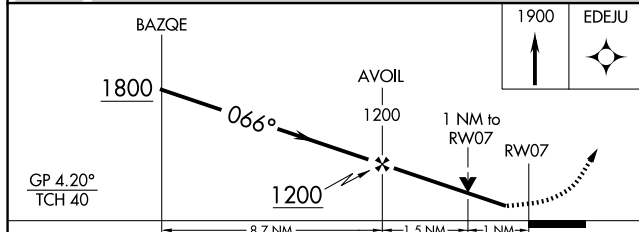
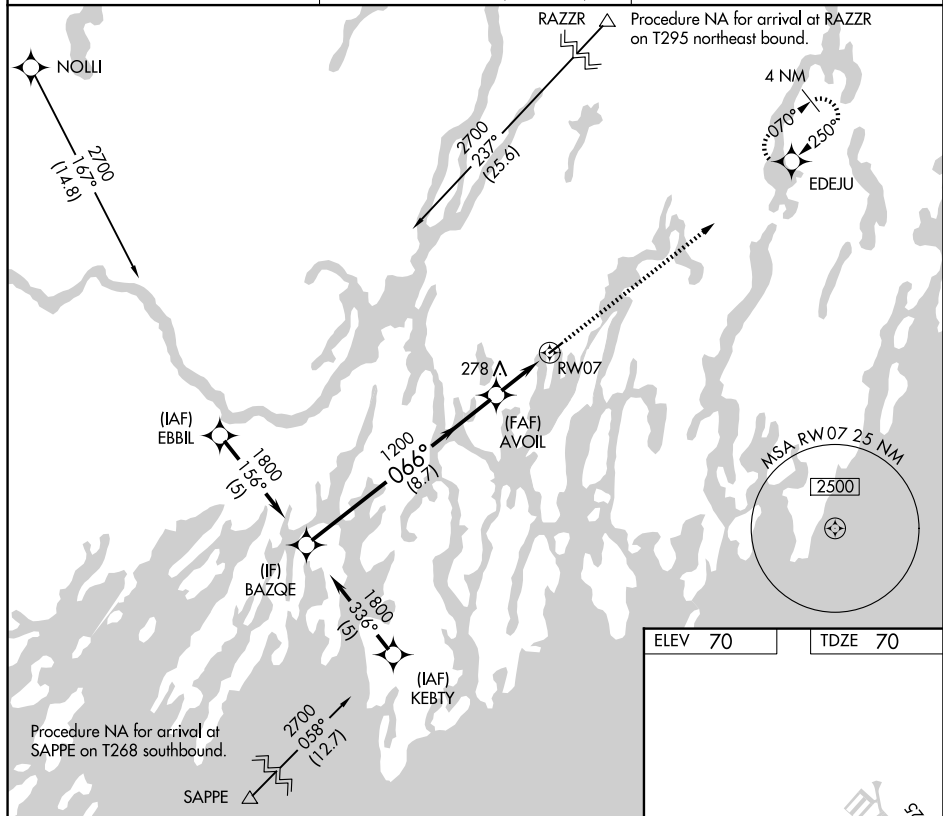
WISCASSET (IWI)

RNP APCH - GPS.

▼ Rwy 7 helicopter visibility reduction below ¾ SM NA. VDP NA when using RKD altimeter setting. When local altimeter setting not received, use RKD altimeter setting and increase LPV DA to 393 feet and all visibilities ¼ SM. Increase all MDAs 80 feet.

⚠ MISSED APPROACH: Climb to 1900 direct EDEJU and hold.

ASOS 135.725	PORTLAND APP CON★ 119.75 269.35 (112° -292°) 120.4 299.2 (293°-111°)	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	328-¾	258 (300-¾)	NA	NA
LNAV MDA	540-1	470 (500-1)	NA	NA

ELEV 70 TDZE 70

MIRL Rwy 7-25 0
REIL Rwy 7
REIL Rwy 25 0

WISCASSET, MAINE

Amtd 1 03SEP26

43°58'N - 69°43'W

RNAV (GPS) RWY 7

WISCASSET (IWI)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86348 W25A	APP CRS 246°	Rwy Ldg 3397 TDZE 67 Apt Elev 70
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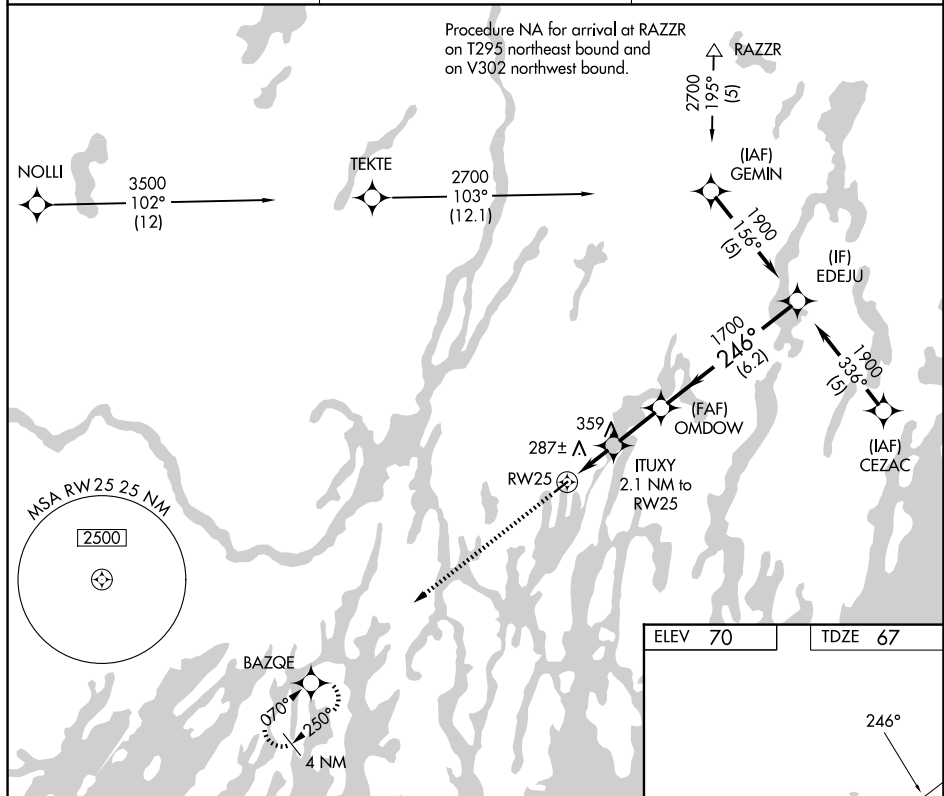
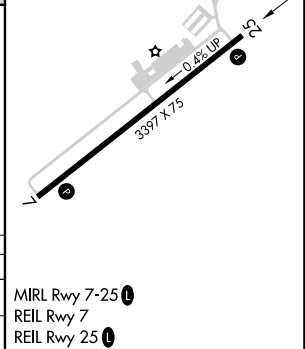
RNAV (GPS) RWY 25
WISCASSET (IWI)

RNP APCH - GPS.

T Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using RKD altimeter setting. When local altimeter setting not received use RKD altimeter setting and increase LPV DA to 525 feet and all visibilities $\frac{1}{4}$ SM. Increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1800 direct BAZQE and hold.

ASOS 135.725	PORTLAND APP CON* 119.75 269.35 (112° -292°) 120.4 299.2 (293°-111°)	UNICOM 122.8 (CTAF) 0
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[illegible]

WORCESTER, MASSACHUSETTS

AL-652 (FAA)

26246

LOC/DME I-RSR 110.9 Chan 46	APP CRS 109°	Rwy Ldg TDZE Apt Elev	7001 980 1009
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ILS or LOC RWY 11

WORCESTER RGNL (ORH)

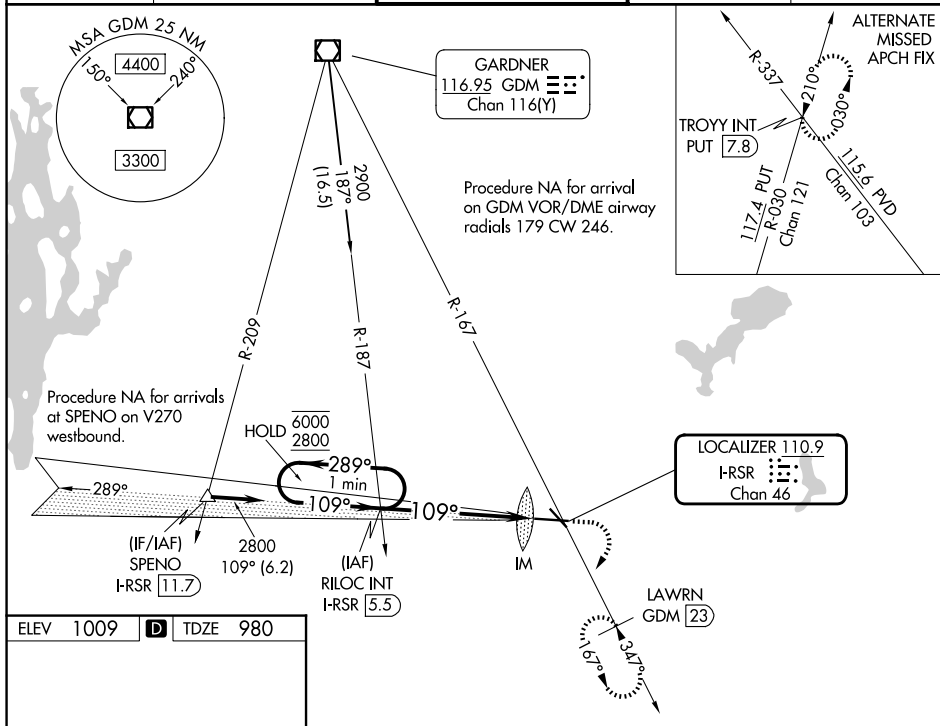
▼ For inop ALS, increase S-LOC 11 Cats C and D visibility to 1½ SM. When control tower closed: inop table does not apply to S-ILS 11 all Cats. When control tower closed: for inop ALS, increase S-LOC 11 Cat C and D visibility to 1½ SM.

ALSF-2



MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 on heading 230° and on GDM VOR/DME R-167 to LAWNRN/GDM 23 DME and hold, continue climb-in-hold to 3100.

ATIS 126.55	BRADLEY APP CON 119.0 327.1	WORCESTER TOWER ★ 120.5 (CTAF) 263.0	GND CON 123.85	UNICOM 122.95
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ELEV 1009	D	TDZE 980
TDZL/RCLS Rwy 11 REIL Rwy 15, 29 and 33 HIRL Rwy 11-29 MIRL Rwy 15-33		
FAF to MAP 5.5 NM		
Knots	60	90 120 150 180
Min:Sec	5:30	3:40 2:45 2:12 1:50

One Minute Holding Pattern		RILOC INT I-RSR 5.5	1800	3100	GDM R-167	LAWNRN GDM 23
		2800	2800	2800	I-RSR 1.4	IM
GS 3.00° TCH 55		4.1 NM	1.4 NM	0.1		
CATEGORY	A	B	C	D		
S-ILS 11	1180/18		200 (200-½)			
S-LOC 11	1500/24	520 (500-½)	1500/55	520 (500-1)		
CIRCLING	1560-1 551 (600-1)	1740-1 731 (800-1)	2000-3	991 (1000-3)		

WORCESTER, MASSACHUSETTS

Amdt 25B 05OCT23

42°16'N-71°53'W

WORCESTER RGNL (ORH)

ILS or LOC RWY 11

NE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-EKW	APP CRS	Rwy Ldg TDZE	7001 990
110.9 Chan 46	289°	Apt Elev	1009

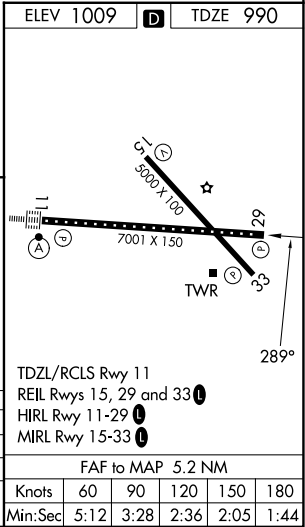
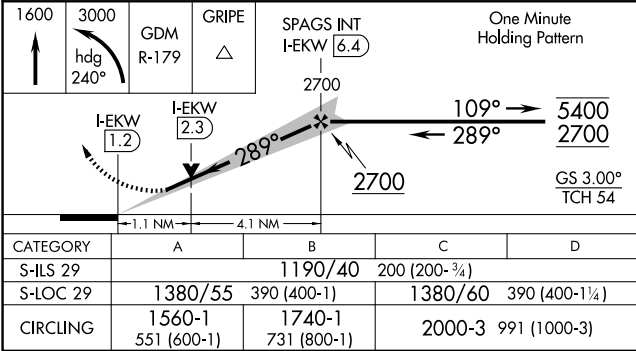
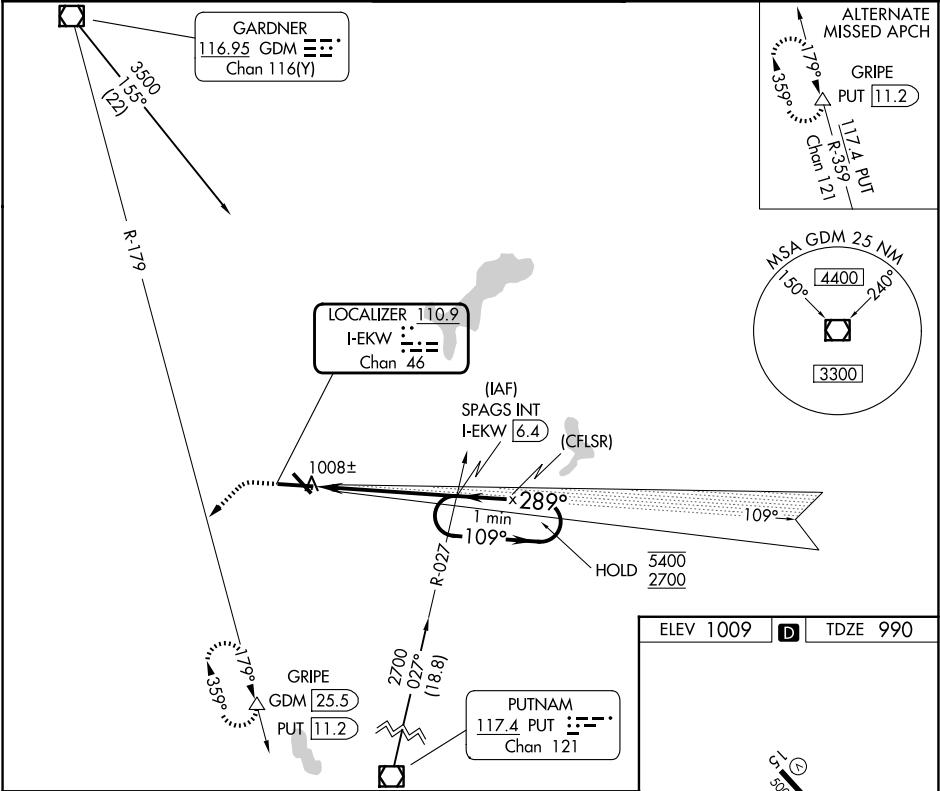
ILS or LOC RWY 29

WORCESTER RGNL (ORH)

Autopilot coupled approach NA below 1430 feet.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GDM VOR/DME R-179 to GRIPE INT/GDM 25.5 DME and hold, continue climb-in-hold to 3000.

ATIS 126.55	BRADLEY APP CON 119.0 327.1	WORCESTER TOWER ★ 120.5 (CTAF) 263.0	GND CON 123.85	UNICOM 122.95
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WORCESTER, MASSACHUSETTS

AL-652 (FAA)

26246

LOC/DME I-RSR 110.9 Chan 46	APP CRS 109°	Rwy Ldg TDZE Apt Elev 7001 980 1009
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ILS RWY 11 (CAT II & III) **WORCESTER RGNL (ORH)**

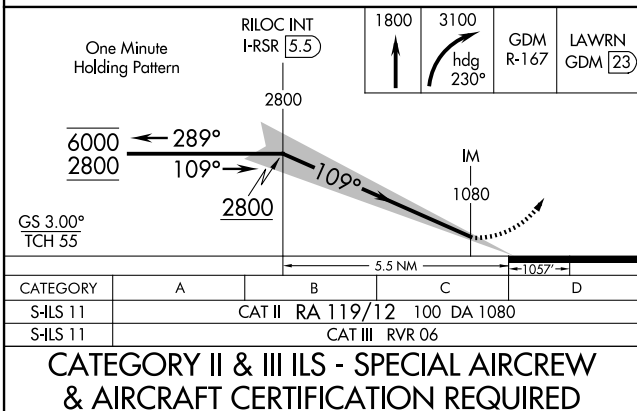
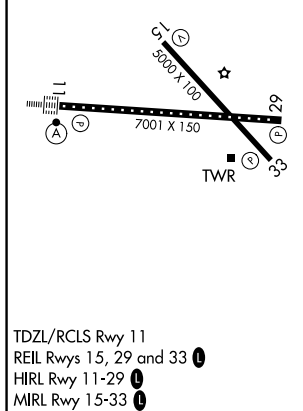
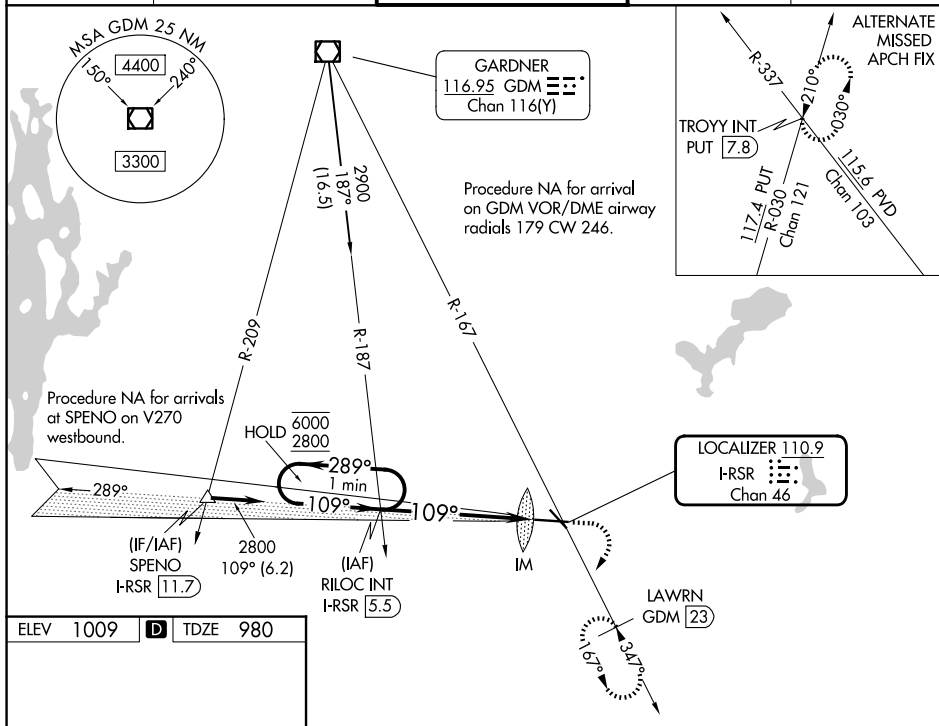
▼ CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

ALSIF-2



MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 on heading 230° and on GDM VOR/DME R-167 to LAWNRN/GDM 23 DME and hold, continue climb-in-hold to 3100.

ATIS 126.55	BRADLEY APP CON 119.0 327.1	WORCESTER TOWER ★ 120.5 (CTAF) 263.0	GND CON 123.85	UNICOM 122.95
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WORCESTER, MASSACHUSETTS
Amdt 25B 05OCT23

42°16'N-71°53'W

WORCESTER RGNL (ORH)
ILS RWY 11 (CAT II & III)

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77999 W11A	APP CRS 109°	Rwy Ldg TDZE Apt Elev	7001 980 1009
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RNAV (GPS) RWY 11

WORCESTER RGNL (ORH)

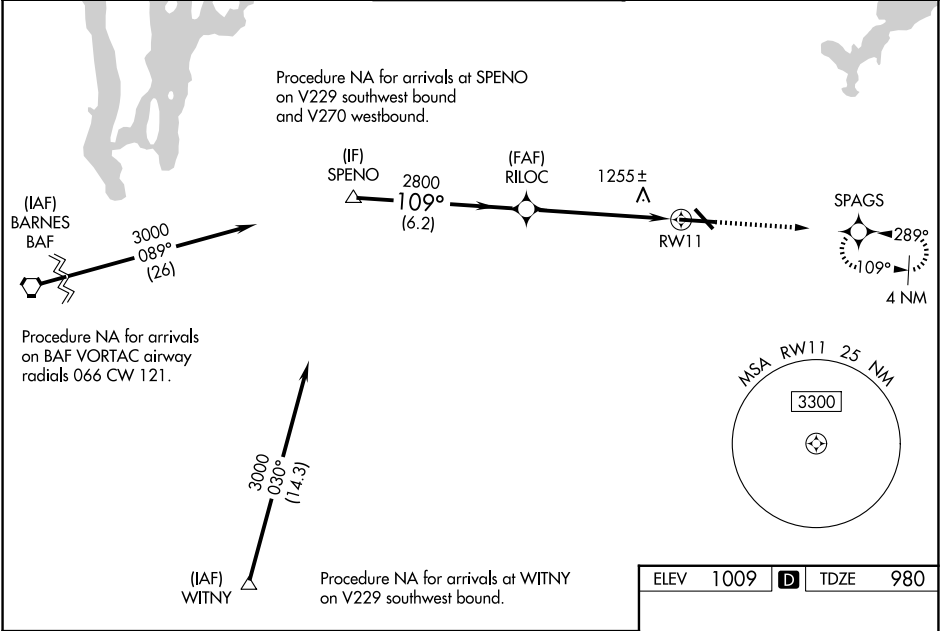
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
Inop table does not apply to LPV all Cats.
Inop table does not apply to LNAV Cats A/B.

ALSF-2

MISSED APPROACH: Climb to 2700 direct SPAGS and hold.

ATIS 126.55	BRADLEY APP CON 119.0 327.1	WORCESTER TOWER ★ 120.5 (CTAF) 263.0	GND CON 123.85	UNICOM 122.95
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SPENO

3000

109°

GP 3.00° TCH 55

RILOC

2800

2800

6.2 NM

4 NM

1.5 NM

RW11

2700

SPAGS

* LNAV only

CATEGORY	A	B	C	D
LPV DA	1180/40		200 (200-¾)	
LNAV/VNAV DA	1565-1½		585 (600-1½)	
LNAV MDA	1520/40	540 (600-¾)	1520/55	540 (600-1)
CIRCLING	1560-1 551 (600-1)	1720-1 711 (800-1)	2000-3	991 (1000-3)

TDZL/RCLS Rwy 11

REIL Rwy 15, 29, and 33

HIRL Rwy 11-29

MIRL Rwy 15-33

WORCESTER, MASSACHUSETTS

AL-652 (FAA)

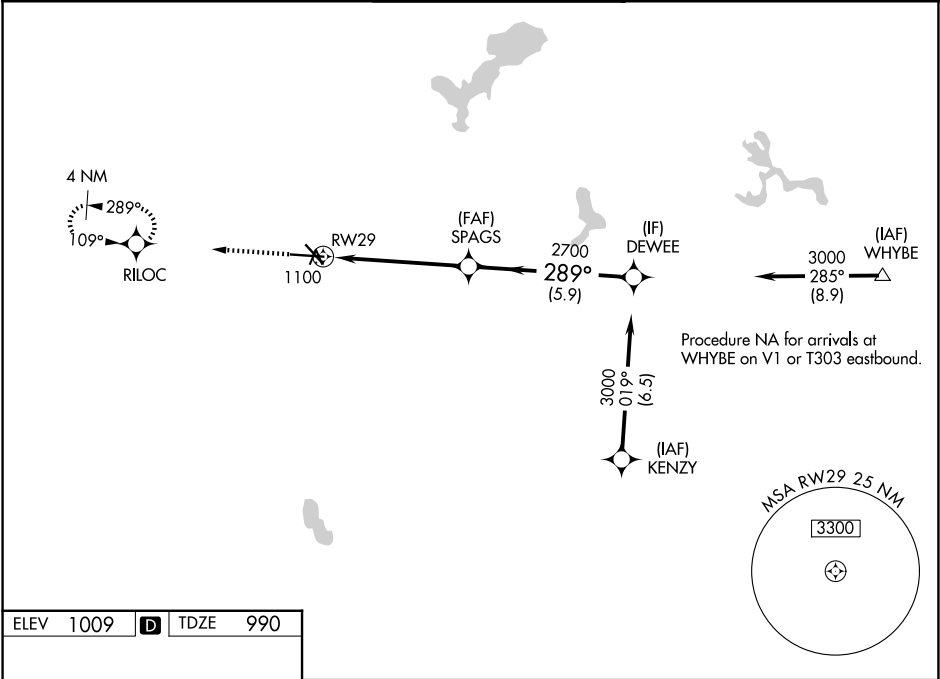
26246

WAAS Ch 82299 W29A	APP CRS 289°	Rwy Ldg TDZE 990 Apt Elev 1009
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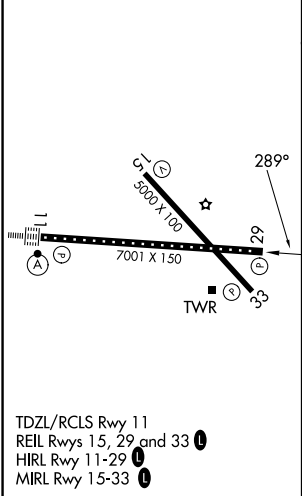
RNAV (GPS) RWY 29
WORCESTER RGNL (ORH)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct RILOC and hold, continue climb-in-hold to 3000.
	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.	

ATIS 126.55	BRADLEY APP CON 119.0 327.1	WORCESTER TOWER ★ 120.5 (CTAF) 263.0	GND CON 123.85	UNICOM 122.95
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ELEV 1009	D	TDZE 990
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3000

↑

RILOC

✦

DEWEE

3000

SPAGS

2700

289°

2700

1 NM to RW29

↓

RW29

↶

1 NM

4.2 NM

5.9 NM

GP 3.00°

TCH 54

CATEGORY	A	B	C	D
LPV DA	1190/50 200 (200-1)			
LNAV/VNAV DA	1261/50 271 (300-1)			
LNAV MDA	1360/55 370 (400-1)			
CIRCLING	1560-1 551 (600-1)	1720-1 711 (800-1)	2000-3	991 (1000-3)

WORCESTER, MASSACHUSETTS
Amdt 3 17APR25

42°16'N-71°53'W

WORCESTER RGNL (ORH)
RNAV (GPS) RWY 29

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
333°

Rwy Ldg
TDZE
Apt Elev

5000
999
1009

RNP APCH.

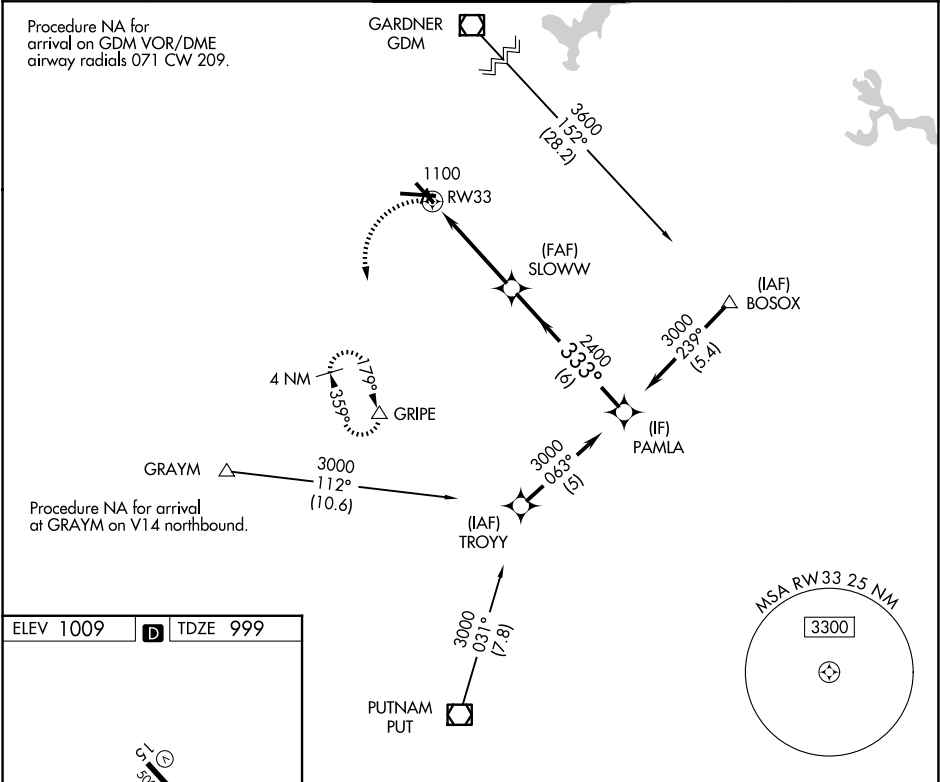
When local altimeter setting not received, use Bedford altimeter setting and increase all MDAs 200 feet and visibility LNAV Cat C/D ½ SM and visibility Circling Cat B ¼ SM. VDP NA with Bedford altimeter setting.

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

RNAV (GPS) RWY 33

WORCESTER RGNL (ORH)

ATIS 126.55	BRADLEY APP CON 119.0 327.1	WORCESTER TOWER ★ 120.5 (CTAF) 263.0	GND CON 123.85	UNICOM 122.95
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ELEV 1009

D

TDZE 999

TDZL/RCLS Rwy 11

REIL Rws 15, 29 and 33

HIRL Rwy 11-29

MIRL Rwy 15-33

3000	GRIPE	Procedure Turn NA		
CATEGORY	A	B	C	D
LNAV MDA	1480-1	482 (500-1)	1480 -1⅓ 482 (500-1⅓)	
CIRCLING	1560-1 551 (600-1)	1720-1 711 (800-1)	2000-3	991 (1000-3)

VOR/DME GDM 116.95 Chan 116 (Y)	APP CRS 347°	Rwy Ldg 5000 TDZE 998 Apt Elev 1009
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VOR/DME RWY 33
WORCESTER RGNL (ORH)

T When local altimeter setting not received, use Bedford altimeter setting and increase all MDAs 200 feet; increase S-33 Cat C/D visibility ½ SM and Circling Cat B ¼ SM.

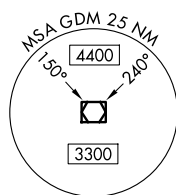
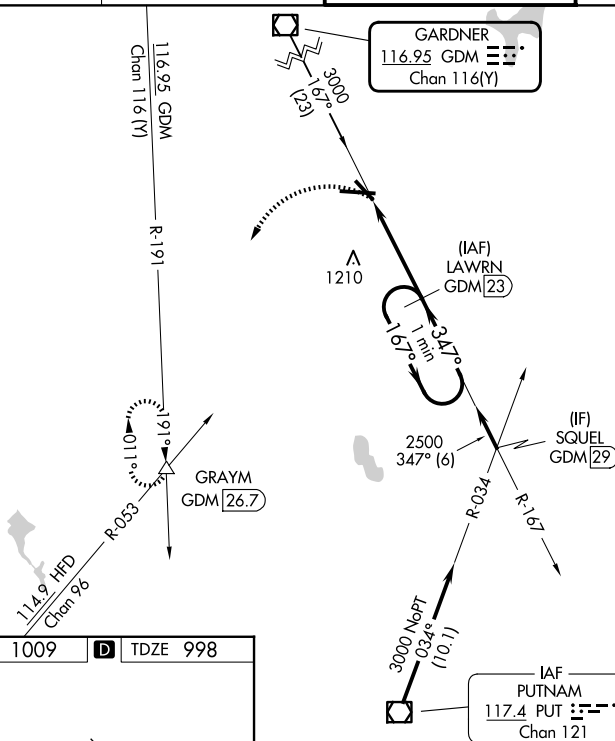
MISSED APPROACH: Climbing left turn to 3000 on heading 240° and GDM VOR/DME R-191 to GRAYM INT/GDM 26.7 DME and hold.

ATIS
126.55

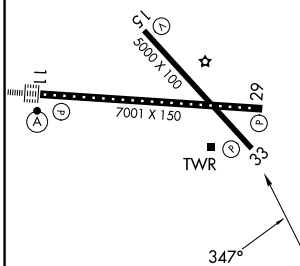
BRADLEY APP CON
119.0 327.1

WORCESTER TOWER ★
120.5 (CTAF) 263.0

GND CON
123.85

UNICOM
122.95

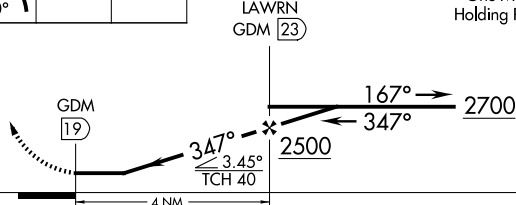
ELEV 1009	D	TDZE 998
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TDZL/RCLS Rwy 11
REIL Rwy 15, 29 and 33 **L**
HIRL Rwy 11-29 **L**
MIRL Rwy 15-33 **L**

3000	GDM	GRAYM	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).
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One Minute Holding Pattern



CATEGORY	A	B	C	D
S-33	1520-1	522 (600-1)	1520-1½	522 (600-1½)
CIRCLING	1560-1 551 (600-1)	1720-1 711 (800-1)	2000-3	991 (1000-3)

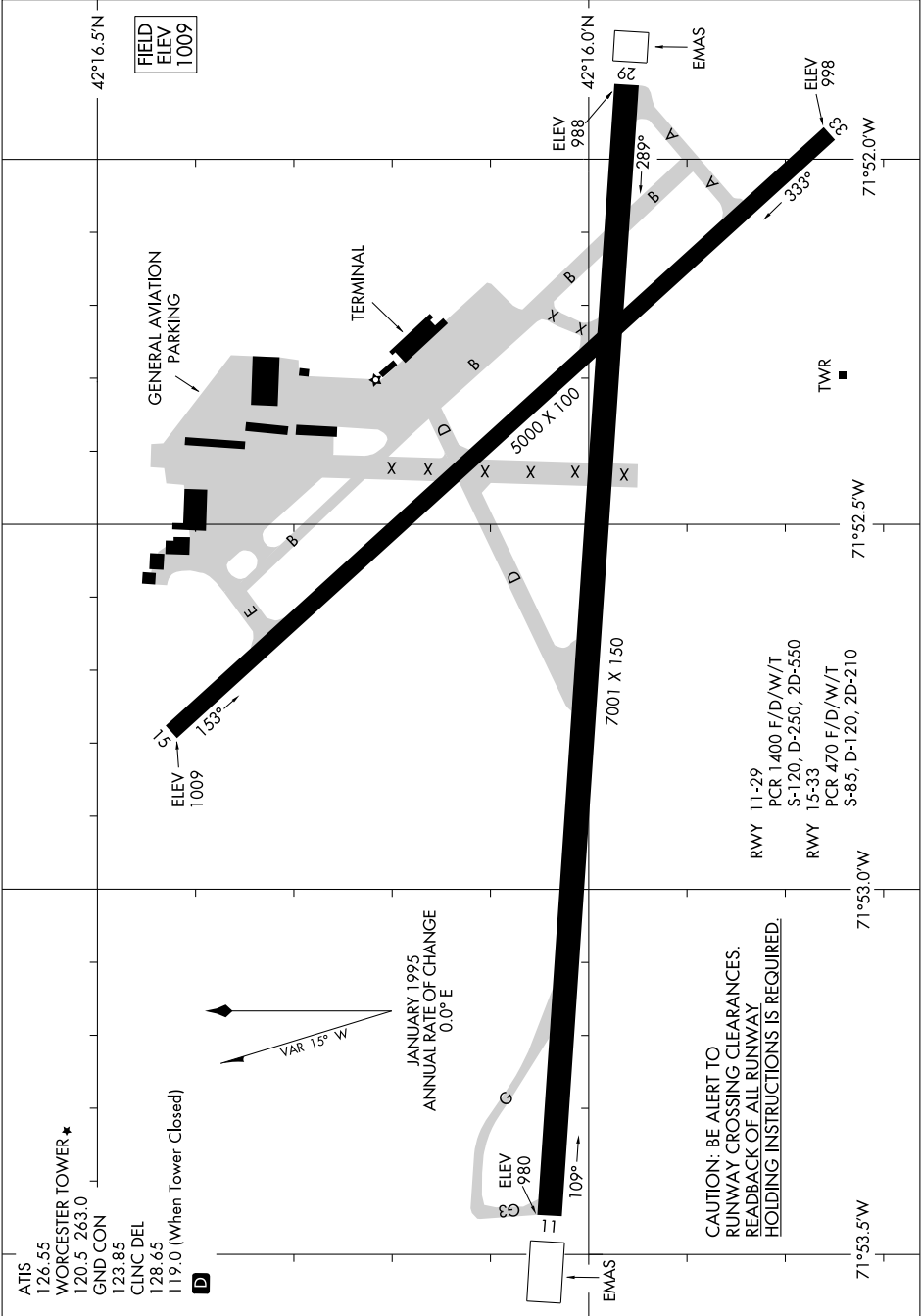
WORCESTER, MASSACHUSETTS
Amdt 1C 26MAR20

42°16'N-71°53'W

WORCESTER RGNL (ORH)
VOR/DME RWY 33

NE-1, 03 SEP 2026 to 29 OCT 2026

NE-1, 03 SEP 2026 to 29 OCT 2026



NE-1, 03 SEP 2026 to 29 OCT 2026

INTENTIONALLY
LEFT
BLANK

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

[illegible]

AREA OF COVERAGE

Including Puerto Rico
and the Virgin Islands



NGA REF. NO. OK-10-2859 **TERMXFAABTPPNE1**

EFF. DATE 26246