

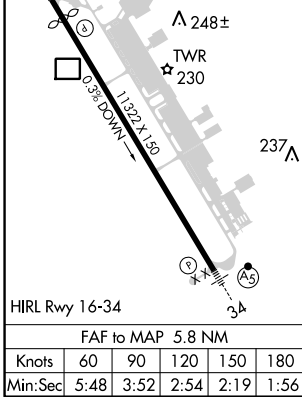
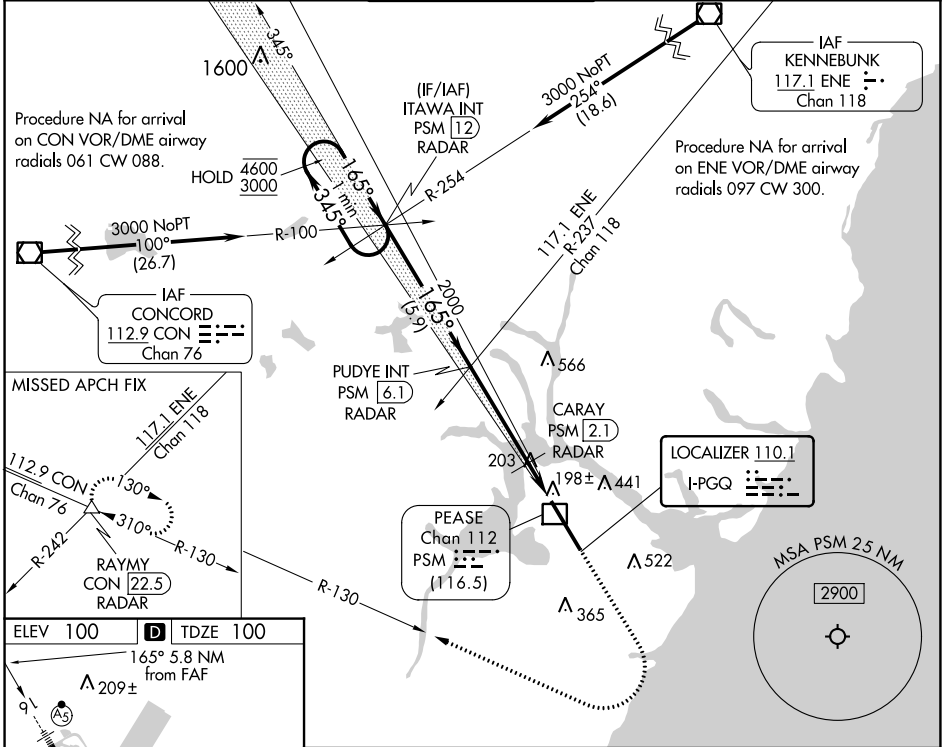
LOC I-PGQ 110.1	APP CRS 165°	Rwy ldg 10518 TDZE 100 Apt Elev 100
---------------------------	------------------------	--

ILS or LOC RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

DME or RADAR required.		MALSR ILS LOC	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.
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).			

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
-----------------------------	---------------------------------------	--	--------------------------------	--------------------------



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	
4600 / 3000	345° / 165°	165°	2000 / 720	CON R-130	
GS 3.00° TCH 55	5.9 NM	4 NM	0.8 NM	1 NM	
CATEGORY	A	B	C	D	E
S-ILS 16*	300/24 200 (200-1/2)				
S-LOC 16	480/24 380 (400-1/2)		480/35 380 (400-3/4)		
CIRCLING	540-1	560-1	680-1 1/2	780-2 1/4	800-2 1/2
	440 (500-1)	460 (500-1)	580 (600-1 1/2)	680 (700-2 1/4)	700 (700-2 1/2)

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

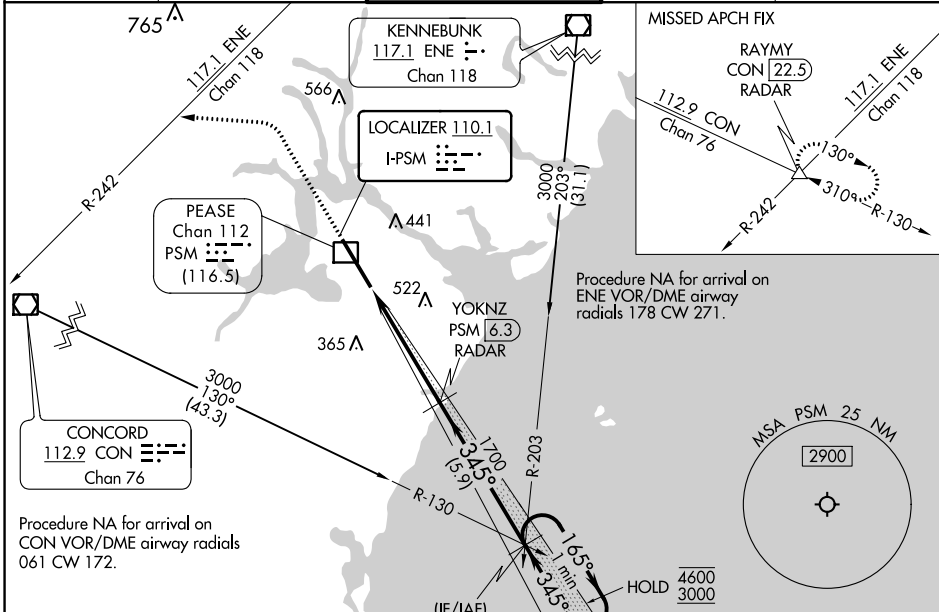
LOC I-PSM 110.1	APP CRS 345°	Rwy Idg TDZE Apt Elev	11321 84 100
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

DME or RADAR required.		MALSR 	MISSED APPROACH: Climb to 1500 then dimbing 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.
Circling NA east of Rwy 16-34. DME from PSM DME. Simultaneous reception of I-PSM and PSM DME required. For inop ALS, increase S-ILS 34 Cat E visibility to RVR 4000; increase S-LOC 34 Cat E visibility to 1 1/2 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
-----------------------------	---------------------------------------	--	--------------------------------	--------------------------



ELEV 100	TDZE 84
----------	---------

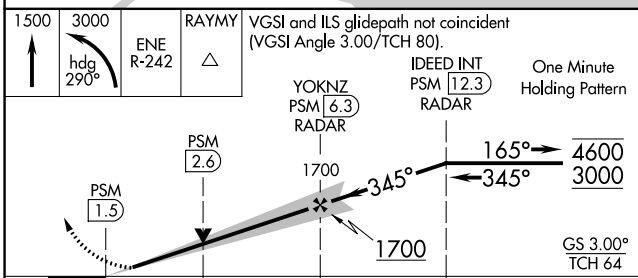


Diagram details: Shows the runway layout and holding pattern. Key features include:

- ELEV 100** and **TDZE 84**.
- 209±** and **248±** altitudes.
- TWR 230**.
- 1132.150** frequency.
- 345° 4.9 NM from FAF**.
- HOLDING PATTERN** with **345°** and **165°** angles.
- HIRL Rwy 16-34**.
- FAF to MAP 4.9 NM**.
- Speeds:** 60, 90, 120, 150, 180 knots.
- Times:** 4:54, 3:16, 2:27, 1:58, 1:38 min:sec.

CATEGORY	A	B	C	D	E
S-ILS 34	284/24 200 (200-1/2)				
S-LOC 34	540/24 456 (500-1/2) 540/45 456 (500-3/4)				
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	680-1 1/2 580 (600-1 1/2)	780-2 1/4 680 (700-2 1/4)	800-2 1/2 700 (700-2 1/2)

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 40012 W16A	APP CRS 165°	Rwy Idg TDZE Apt Elev	10518 100 100
--	------------------------	-----------------------------	--

RNAV (GPS) RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

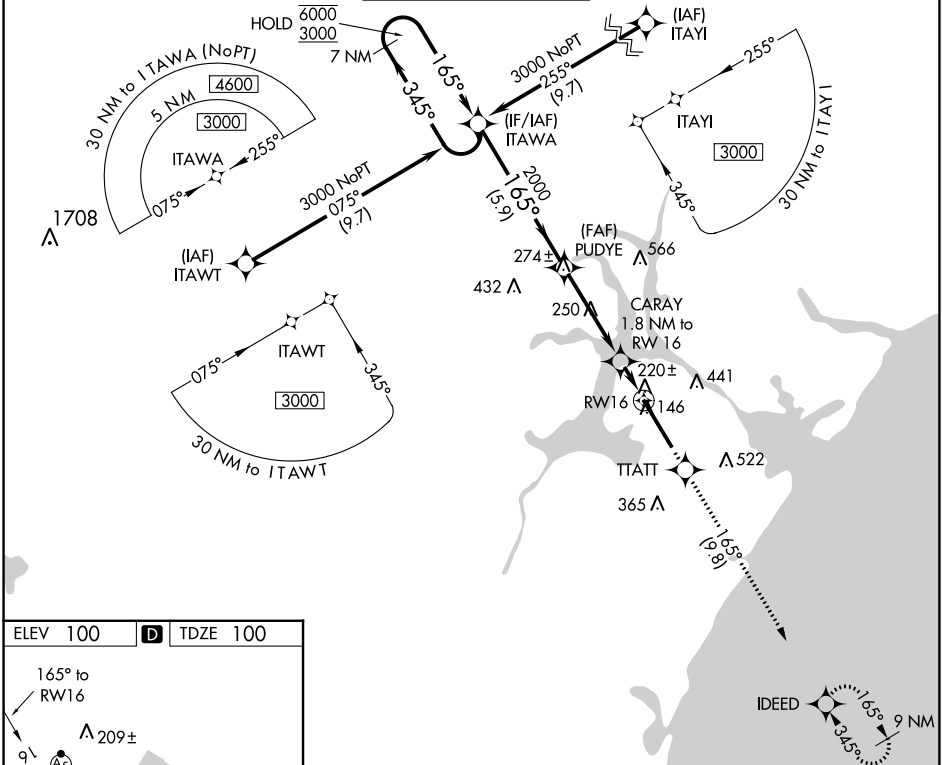
RNP APCH - GPS.

▼ 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).



MISSED APPROACH:
Climb to 3000 direct TTATT and track 165° to IDEED and hold, continue climb-in-hold to 3000.

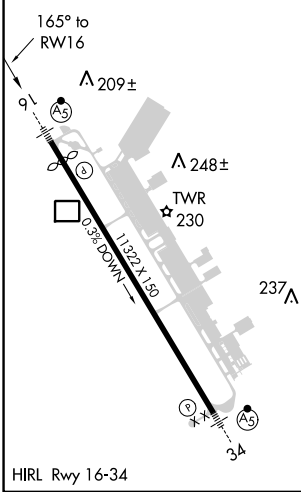
ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PORTSMOUTH TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8
-----------------------------	---------------------------------------	---	--------------------------------	--------------------------



NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

ELEV 100	D	TDZE 100
----------	----------	----------



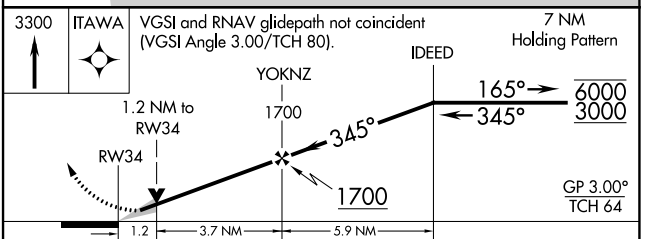
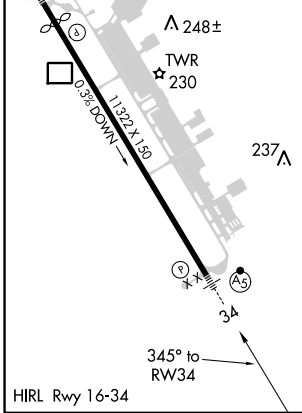
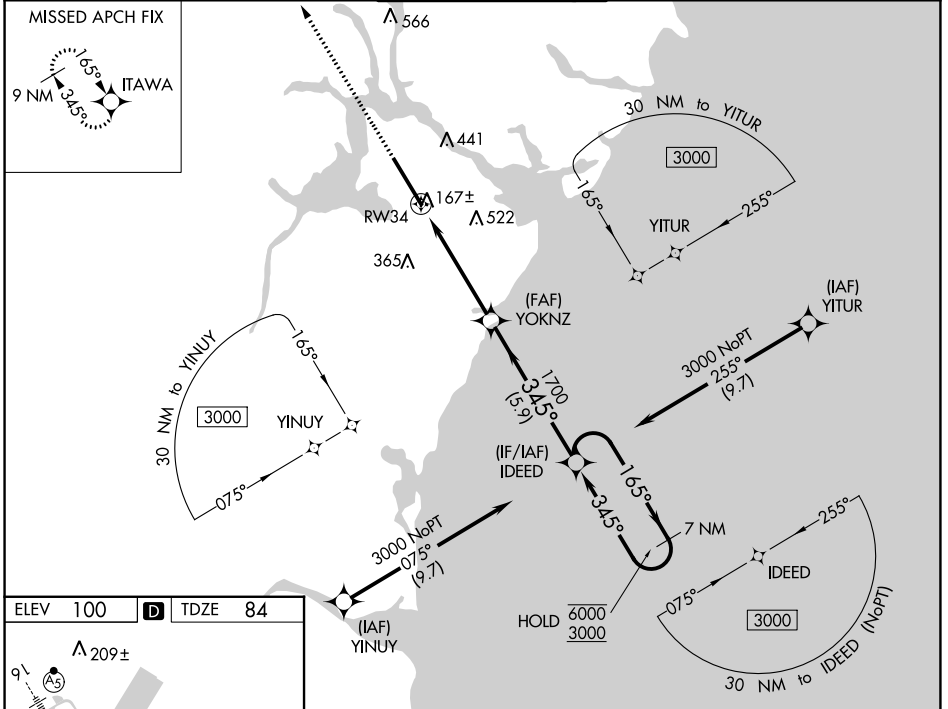
VGSIs and RNAV glidepath not coincident 7 NM (VGS Angle 3.00/TCH 72).				
Holding Pattern ITAWA				
GP 3.00° TCH 55				
CATEGORY	A	B	C	E
LPV DA*	300/24 200 (200-½)			
LNAV/VNAV DA	397/24 297 (300-½)			
LNAV MDA	480/24	380 (400-½)	480/35	380 (400-¾)
CIRCLING	500-1	560-1	680-1½	800-2½
	400 (400-1)	460 (500-1)	580 (600-½)	700 (700-2½)

WAAS Ch 97323 W34A	APP CRS 345°	Rwy Idg TDZE Apt Elev	11321 84 100
--	------------------------	-----------------------------	---

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	
<p>▽ 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.</p>					
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	



CATEGORY	A	B	C	D	E
LPV DA		284/24	200 (200-1/2)		
LNAV/VNAV DA		361/24	277 (300-1/2)		
LNAV MDA	540/24	456 (500-1/2)	540/45	456 (500-7/8)	
CIRCLING	540-1	560-1	680-1 1/2	780-2 1/4	800-2 1/2
	440 (500-1)	460 (500-1)	580 (600-1 1/2)	680 (700-2 1/4)	700 (700-2 1/2)

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024