

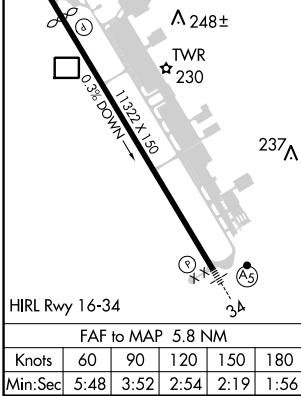
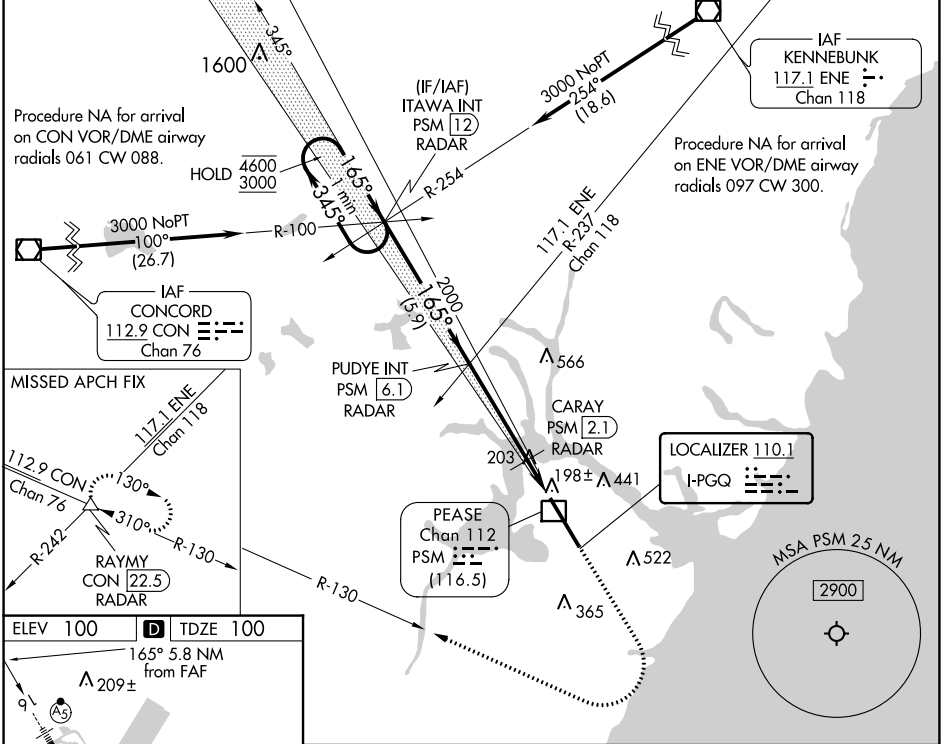
LOC I-PGQ <b>110.1</b>	APP CRS <b>165°</b>	Rwy ldg <b>10518</b> TDZE <b>100</b> Apt Elev <b>100</b>
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# ILS or LOC RWY 16

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 <b>132.05 273.5</b>	BOSTON APP CON <b>125.05 269.4</b>	PORTSMOUTH TOWER <b>128.4 269.0</b>	GND CON <b>120.95 275.8</b>	CLNC DEL <b>335.8</b>
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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 PSM [1.3] PSM [0.3]

GS 3.00° TCH 55

1500	3000	RAYMY
↑	↻	△
CON R-130		

4600	← 345°	165° →	2000	720	1 NM
3000					
		5.9 NM		4 NM	
		0.8		1 NM	

CATEGORY	A	B	C	D	E
S-ILS 16*	300/24 200 (200-½)				
S-LOC 16	480/24 380 (400-½)	480/35 380 (400-¾)			
CIRCLING	540-1	560-1	680-1½	780-2¼	800-2½
	440 (500-1)	460 (500-1)	580 (600-1½)	680 (700-2¼)	700 (700-2½)

NE-1, 03 OCT 2024 to 31 OCT 2024

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