

|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-BXM | APP CRS | Rwy Idg  | 8000 |
| 109.3         | 012°    | TDZE     | 63   |
| Chan 30       |         | Apt Elev | 75   |

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 | PORTLAND APP CON ★        |                         | CINC DEL | UNICOM           |
| 134.875  | (112°-292°) 119.75 269.35 | (293°-111°) 120.4 299.2 | 123.65   | 122.725 (CTAF) 0 |

Procedure NA for arrivals on AUG VOR/DME airway radials 213 CW 251.

Procedure NA for arrivals at ENE VOR/DME on V93 southwest bound.

LOCALIZER 109.3 I-BXM Chan 30

AUGUSTA 114.95 AUG Chan 96 (Y)

GINNI INT AUG 25.1

ZETGU I-BXM 4

CARMR I-BXM 6.5

(IF/IAF) BAILI INT I-BXM 13.2

IAF KENNEBUNK 117.1 ENE Chan 118

2000 NoPT 080° (34.4)

MSA AUG 28 NM

ELEV 75 TDZE 63

HIRL Rwy 1L-19R

HIRL Rwy 1R-19L

REIL Rwy 19L

|                          |       |           |             |                 |                      |                            |
|--------------------------|-------|-----------|-------------|-----------------|----------------------|----------------------------|
| 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                     |       |           |             |                 |                      |                            |
| 0.9 1.6 NM 2.5 NM 6.7 NM |       |           |             |                 |                      |                            |
| CATEGORY                 | A     |           | B           |                 | C                    |                            |
| 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