

WAAS CH 40012 W16A	APP CRS 165°	Rwy Idg 10518 TDZE 100 Apt Elev 100
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RNAV (GPS) RWY 16
PORTSMOUTH INTL AT PEASE (PSM)

RNP APCH - GPS

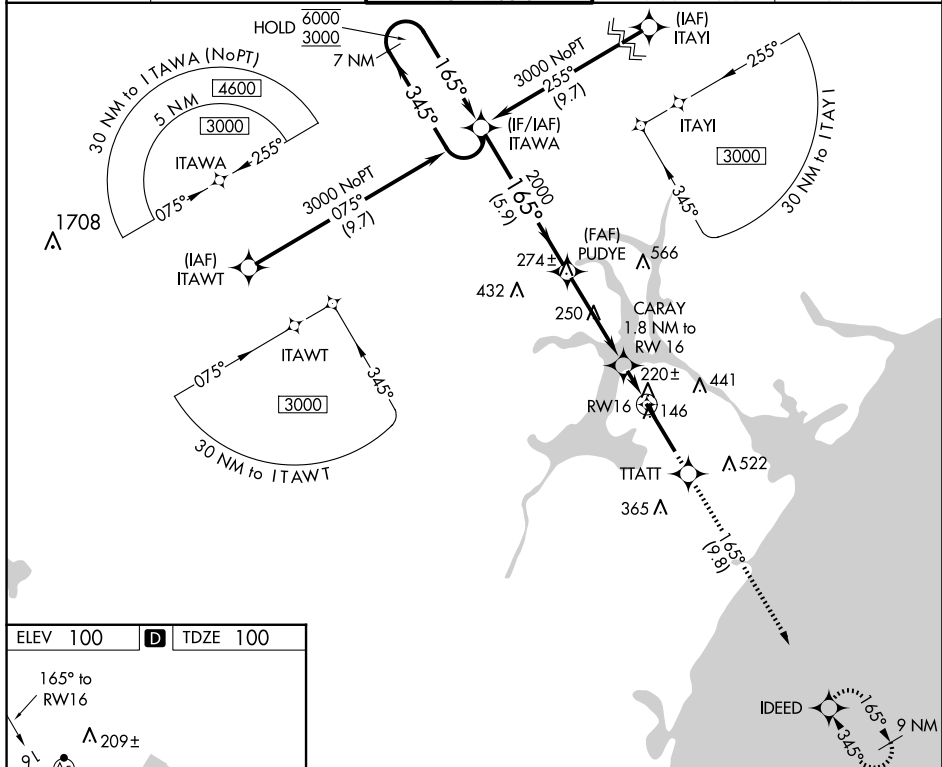
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwy 16-34. For Inop ALS, increase LPV Cat E visibility to RVR 4500; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat C/D/E visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).

MAISR



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

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



The diagram shows a perspective view of Runway 16-34 at HIRL. The runway is represented by a thick black line with arrows indicating direction. Key features include:
 - A dashed line labeled "0.3% DOWN" running parallel to the runway.
 - A building complex labeled "TWR 230" (Tower) and "A 248±".
 - A small square symbol near the top left.
 - Various navigational symbols: a circle with a crosshair, a circle with a dot, and a circle with a triangle.
 - The number "1:322 X 150" is written along the runway.
 - The label "HIRL Rwy 16-34" is at the bottom.

VGSI and RNAV glidepath not coincident
7 NM (VGSI Angle 3.00/TCH 72).

Holding Pattern ITAWA

PUDYE

CARY 1.8 NM to RW16

1 NM to RW16

RW16

GP 3.00°
TCH 55

CATEGORY	A	B	C	D	E
LPV DA*	300/24	200 (200-½)			
LNAV/VNAV DA	397/24	297 (300-½)			
LNAB MDA	480/24	380 (400-½)	480/35	380 (400-¾)	

5.9 NM 4 NM 0.8 NM 1 NM

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)

CIRCLING