

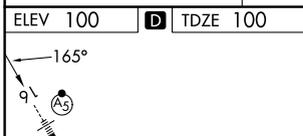
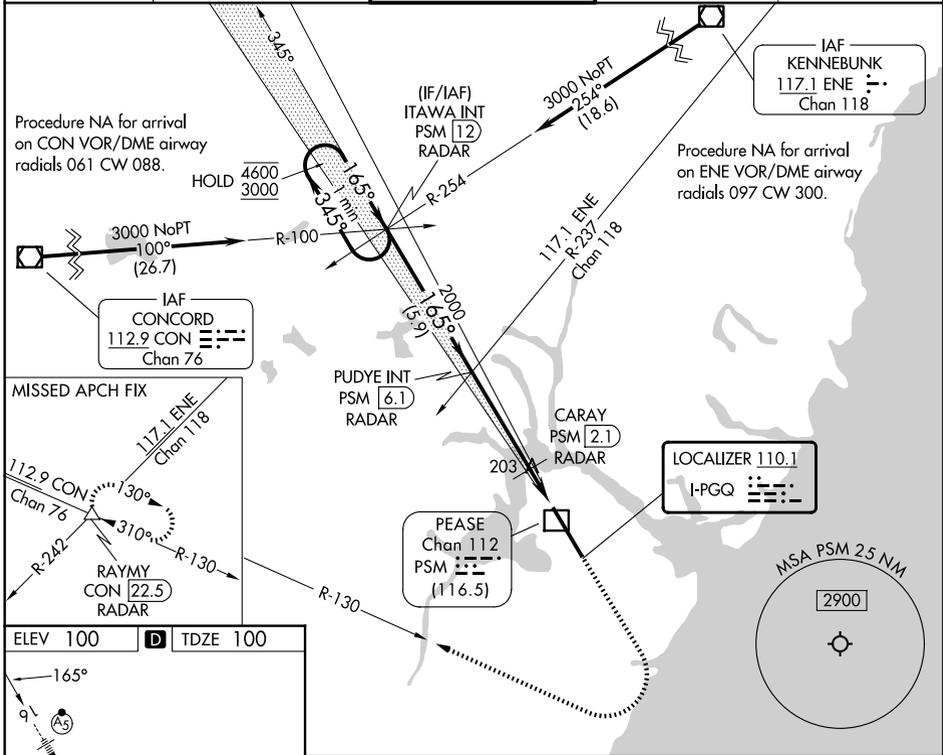
LOC I-PGQ <b>110.1</b>	APP CRS <b>165°</b>	Rwy Ldg <b>10518</b>
		TDZE <b>100</b>
		Apt Elev <b>100</b>

# ILS or LOC RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

DME or RADAR required.		MALSR	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-LS 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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ELEV 100	<b>D</b>	TDZE 100			
HIRL Rwy 16-34 FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 72).		1500	3000	RAYMY	
One Minute Holding Pattern		↑	↻	△	
ITAWA INT PSM [12] RADAR		CON R-130			
PUDYE INT PSM [6.1] RADAR					
CARAY PSM [2.1] RADAR					
PEASE Chan 112 PSM [116.5]					
4600 ← 345°					
3000 → 165°					
GS 3.00° TCH 55					
2000					
720					
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	540-1 440 (500-1)	560-1 460 (500-1)	680-1½ 580 (600-1½)	780-2¼ 680 (700-2¼)	800-2½ 700 (700-2½)

NE-1, 19 MAR 2026 to 16 APR 2026

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