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

ILS or LOC RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

DME or RADAR required.

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 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1500 then climbing 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.

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

765

117.1 ENE Chan 118

KENNEBUNK 117.1 ENE Chan 118

566

LOCALIZER 110.1 I-PSM

R-242

PEASE Chan 112 PSM (116.5)

441

3000 203° (31.1)

522

YOKNZ PSM 6.3 RADAR

365

3000 130° (43.3)

CONCORD 112.9 CON Chan 76

1700 345° (5.9)

R-203

R-130

Procedure NA for arrival on CON VOR/DME airway radials 061 CW 172.

Use of CON R-130 and ENE R-203 may be necessary to locate IDEED intersection.

(IF/IAF) IDEED INT PSM 12.3 RADAR CON 43.3 ENE 31.1

HOLD 4600 3000 165° 1 min 345°

Procedure NA for arrival on ENE VOR/DME airway radials 178 CW 271.

MISSED APCH FIX

RAYMY CON 22.5 RADAR

112.9 CON Chan 76

117.1 ENE Chan 118

130° 310° R-130 R-242

MSA PSM 25 NM 2900

ELEV 100 D TDZE 84

209±

248±

TWR 230

237

11322 X 150

0.3% DOWN

345° 4.9 NM from FAF

34

HIRL Rwy 16-34

1500	3000 hdg 290°	ENE R-242	RAYMY

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).

One Minute Holding Pattern

YOKNZ PSM 6.3 RADAR

IDEED INT PSM 12.3 RADAR

PSM 2.6

PSM 1.5

1700

345° 165° 4600 3000

1700

GS 3.00° TCH 64

1.2 NM 3.7 NM 5.9 NM

CATEGORY	A	B	C	D	E
S-ILS 34	284/24 200 (200-½)				
S-LOC 34	540/24 456 (500-½)		540/45 456 (500-⅞)		
C 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)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1, 15 MAY 2025 to 12 JUN 2025
NE-1, 15 MAY 2025 to 12 JUN 2025