

ILS or LOC RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

T Circling NA east of Rwy 16-34. DME from PSM DME.
A 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 1 $\frac{3}{8}$ SM.



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.

765 Δ

117.1 ENE
Chan 118

566 Δ

KENNEDU
117.1 ENE
Chan 118

LOCALIZER 110.1
I-PSM

PEASE
Chan 112
PSM (116.5)

441 Δ

522 Δ

365 Δ

YOKNZ
PSM (6.3)
RADAR

3000
130°
(43.3)

CONCORD
112.9 CON
Chan 76

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

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.

IDEED INT
PSM 12.3
RADAR
CON 43.3
ENE 31.1

R-242

R-130

R-203

1700
345°
165°
1 min
HOLD 4600
3000

MISSED APCH FIX

RAYMY
CON 22.5
RADAR

112.9 CON
Chan 76

130°

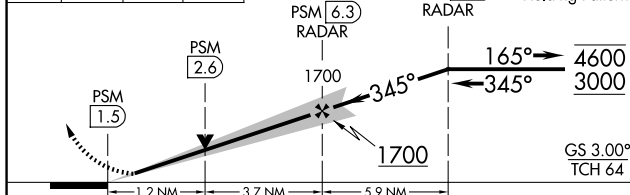
310°

117.1 ENE
Chan 118

MSA PSM 25 NM
2900

ELEV 100	D	TDZE 84
A 209±		

1500 ↑	3000 hdg 290°	ENE R-242	RAYMY △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80). YOKNZ	IDEED INT PSM 12.3	One Minute Holding Pattern
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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 (500-¾)	
 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)

