

WAAS CH <b>40012</b> <b>W16A</b>	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev	<b>10518</b> <b>100</b> <b>100</b>
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# RNAV (GPS) RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

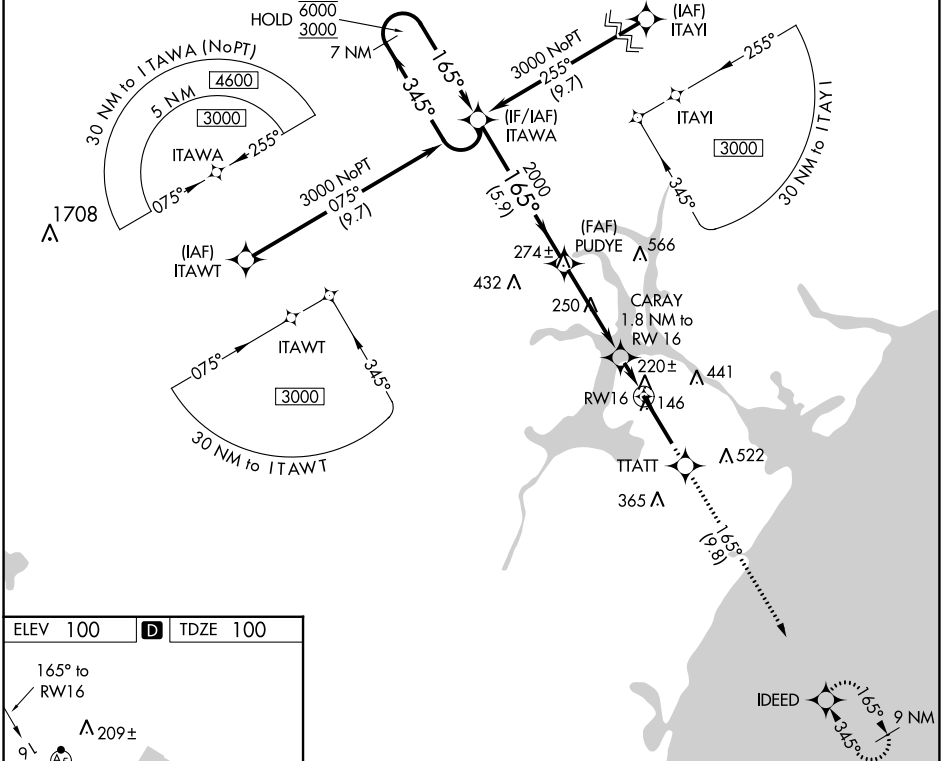
RNP APCH - GPS.

**⚠** 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).

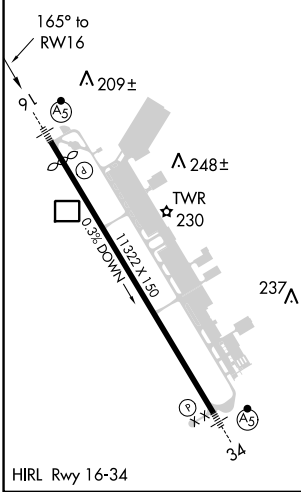
MALSR

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

ATIS <b>132.05 273.5</b>	BOSTON APP CON <b>125.05 269.4</b>	<b>PORTSMOUTH TOWER</b> <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
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VGSi and RNAV glidepath not coincident 7 NM (VGSi Angle 3.00/TCH 72). Holding Pattern ITAWA																																							
6000 3000	← 345°	→ 165°	→ 165°	→ 165°																																			
GP 3.00° TCH 55		PUDYE 2000	CARAY 720 1.8 NM to RWY 16	1 NM to RWY 16																																			
		← 5.9 NM	← 4 NM	← 0.8 NM																																			
<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> <tr> <td>LPV DA*</td> <td colspan="5">300/24 200 (200-1/2)</td> </tr> <tr> <td>LNAV/VNAV DA</td> <td colspan="5">397/24 297 (300-1/2)</td> </tr> <tr> <td>LNAV MDA</td> <td>480/24</td> <td>380 (400-1/2)</td> <td>480/35</td> <td>380 (400-3/4)</td> <td></td> </tr> <tr> <td rowspan="2"><b>C</b> CIRCLING</td> <td>500-1</td> <td>560-1</td> <td>680-1 1/2</td> <td>780-2 1/4</td> <td>800-2 1/2</td> </tr> <tr> <td>400 (400-1)</td> <td>460 (500-1)</td> <td>580 (600-1 1/2)</td> <td>680 (700-2 1/4)</td> <td>700 (700-2 1/2)</td> </tr> </table>	CATEGORY	A	B	C	D	E	LPV DA*	300/24 200 (200-1/2)					LNAV/VNAV DA	397/24 297 (300-1/2)					LNAV MDA	480/24	380 (400-1/2)	480/35	380 (400-3/4)		<b>C</b> CIRCLING	500-1	560-1	680-1 1/2	780-2 1/4	800-2 1/2	400 (400-1)	460 (500-1)	580 (600-1 1/2)	680 (700-2 1/4)	700 (700-2 1/2)				
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NE-1, 28 NOV 2024 to 26 DEC 2024

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