

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

ILS or LOC RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

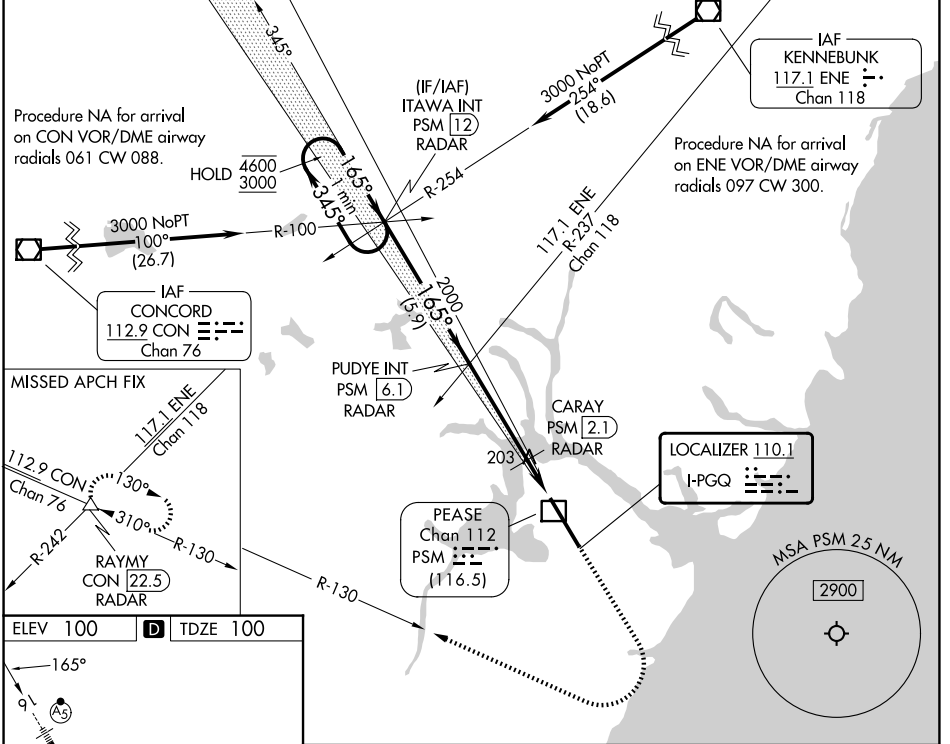
DME or RADAR required.

⚠ 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).

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.

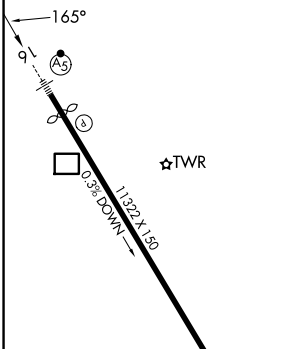
ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PORTSMOUTH TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8
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NE-1, 16 APR 2026 to 14 MAY 2026

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ELEV 100	D	TDZE 100
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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).

One Minute Holding Pattern

ITAWA INT PSM (12) RADAR

PUDYE INT PSM (6.1) RADAR

CARAY PSM (2.1) RADAR

RAYMY

1500

3000

CON R-130

4600 ← 345°

3000 → 165°

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)