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Terminal Charts For KPWM

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Bangor ME USA
IATA Code: BGR
Lat/Long: N44° 48.4' W068° 49.7'
Elevation: 192 ft

Airport Use: Public
Magnetic Variation: 16.7°W
Sectional Chart: Halifax

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1117 Z
Sunset: 2219 Z,

Runway Information

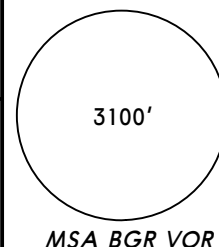
Runway: 15
Length x Width: 11440 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 192 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Runway: 33
Length x Width: 11440 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 163 ft
Lighting: Edge, ALS, Centerline
Stopway: 1000 ft

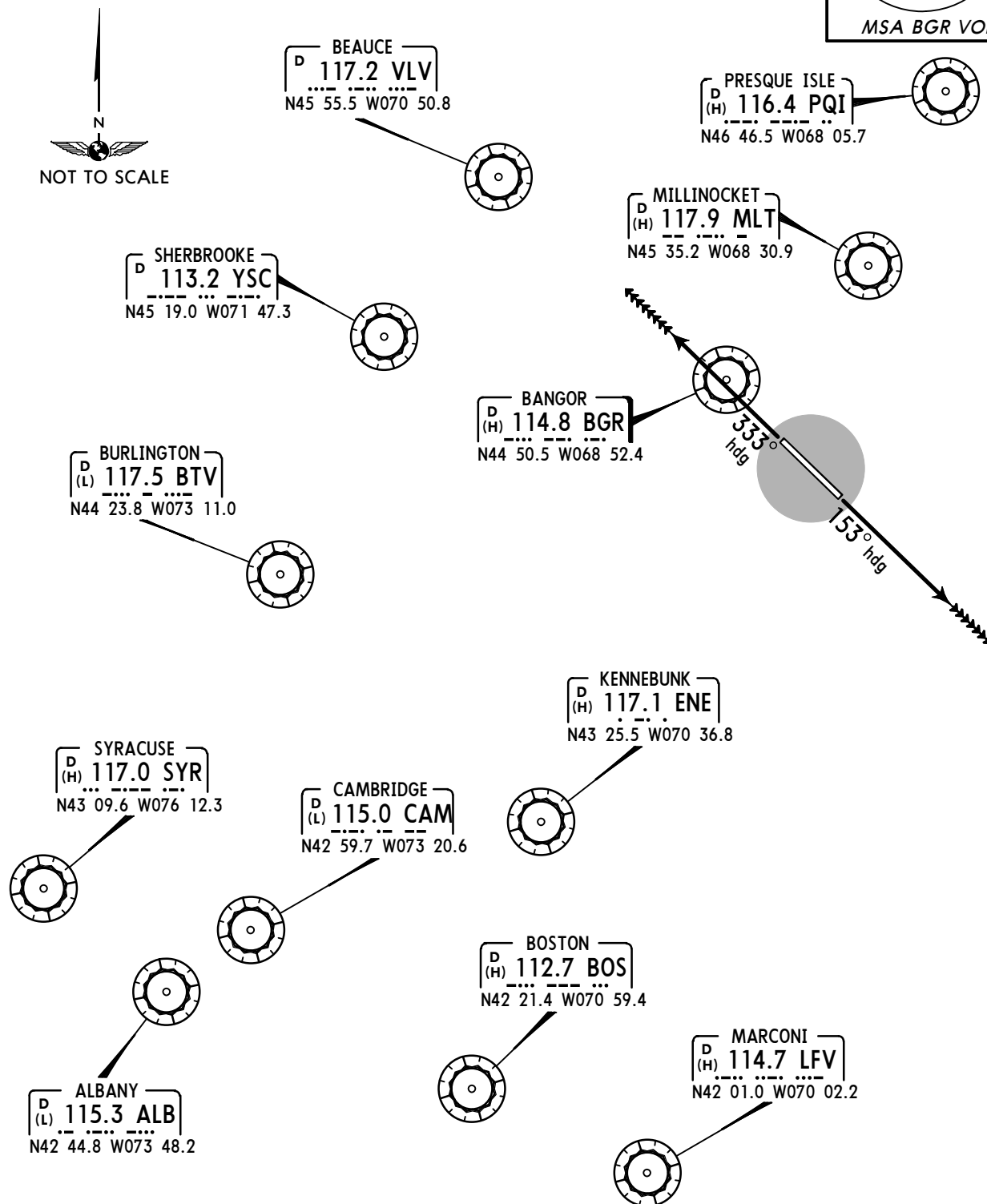
Communication Information

ATIS 127.75
ASOS 127.75
Bangor Tower 120.7
Bangor Ground Control 121.9
Bangor Clearance Delivery 135.9
Bangor Approach Control 124.5 (335°-154°) Initial Contact
Bangor Approach Control 118.925 (155°-334°)
Bangor App ARSA 124.5 (335°-154°)

Bangor App ARSA 118.925 (155°-334°)
Bangor Departure Control 124.5 (335°-154°)
Bangor Departure Control 118.925 (155°-334°)
Bangor Intl Unicom 122.95
Bangor Flight Service Station 122.2 RCO

BANGOR
Departure (R)
118.92Apt Elev
192'Trans level: FL180 Trans alt: 18000'
RADAR required.

BANGOR ONE DEPARTURE (BGR1.BGR)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 15, 33: Standard (or lower than standard,
if authorized).

OBSTACLE

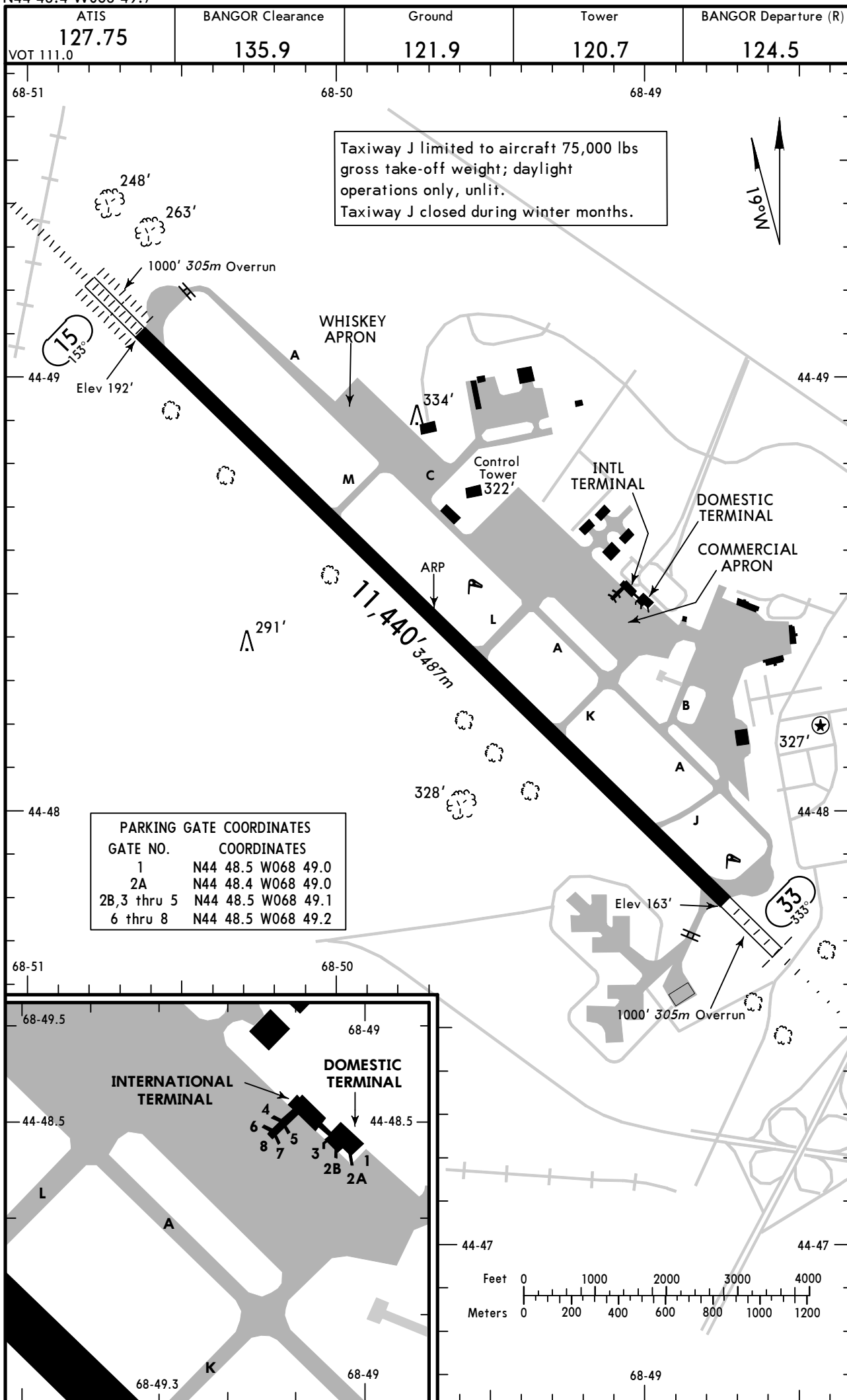
Rwy 15: Trees beginning 1694' from DER,
629' LEFT of centerline, up to 79' AGL/
278' MSL.

RWY	INITIAL CLIMB	ALTITUDE
15	Climb heading 153°, or as assigned by ATC.	MAINTAIN 10000', or requested altitude if lower, or as assigned by ATC.
33	Climb heading 333°, or as assigned by ATC.	
ROUTING		
EXPECT vectors to assigned route/navaid/fix. EXPECT clearance to filed altitude/flight level ten minutes after departure.		

KBGR/BGR
Apt Elev **192'**
N44 48.4 W068 49.7

JEPPESEN
25 NOV 11 **(10-9)**

BANGOR, MAINE
BANGOR INTL

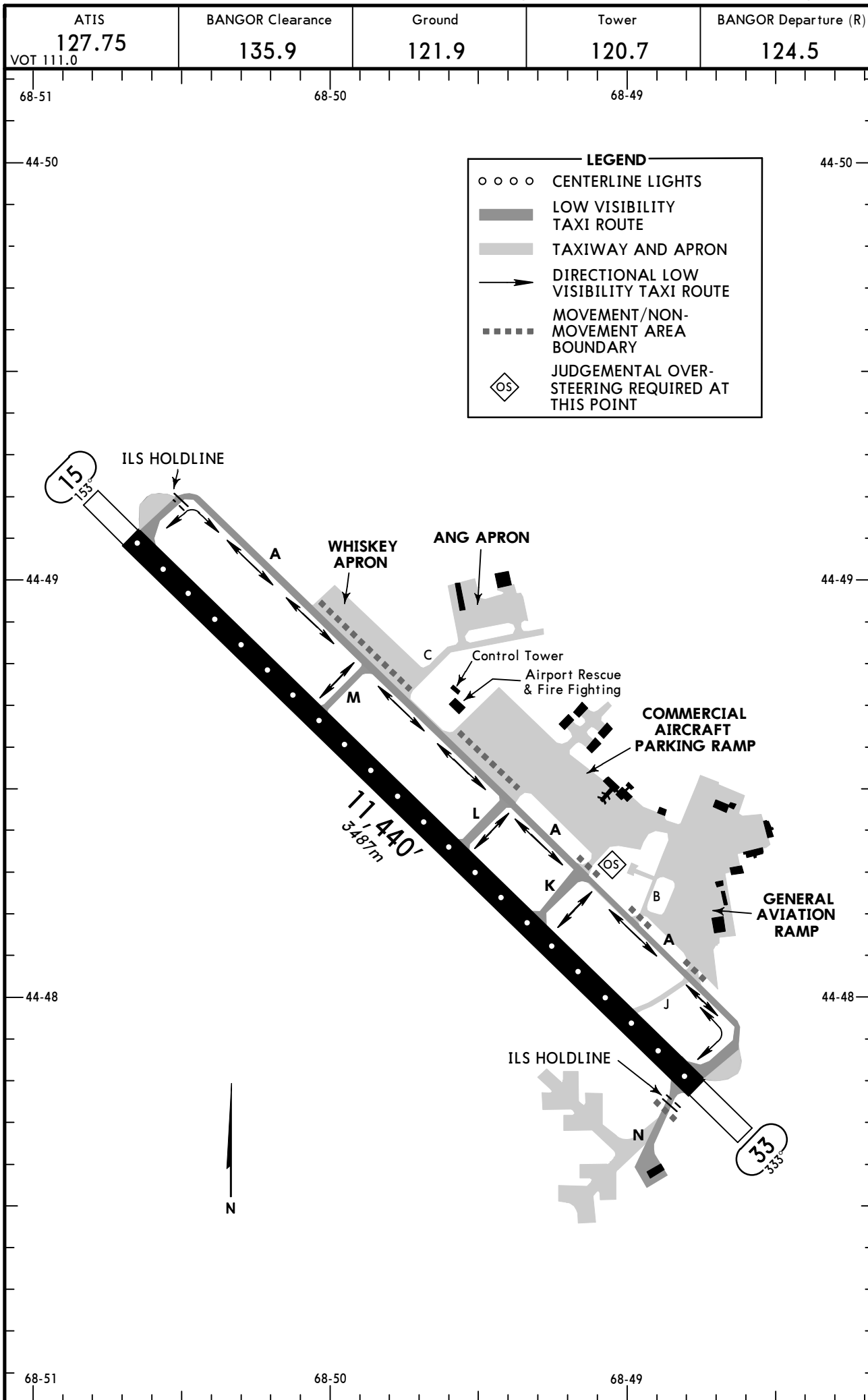


CHANGES: Ramp depiction.

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GENERAL									
ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH	
					LANDING BEYOND				
					Threshold	Glide Slope			
15	HIRL CL	ALSF-II	TDZ	① PAPI-L	grooved RVR	10,350' 3155m		200'	
33	HIRL CL	MALSR	PAPI-L		grooved RVR	10,202' 3110m		61m	
① Angle 3.0°.									
TAKE-OFF									
All Rwys									
2 operating RVRs are required All operating RVRs are controlling				Adequate Vis Ref		STD			
CL & HIRL		CL, or RCLM & HIRL				3 & 4 Eng		1 & 2 Eng	
TDZ RVR 5		TDZ RVR 10		RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1	
Mid RVR 5		Mid RVR 10							
Rollout RVR 5		Rollout RVR 10							
FOR FILING AS ALTERNATE									
ILS Rwy 15		LOC Rwy 15 RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33 VOR DME Rwy 15 VOR DME Rwy 33		VOR-A		ILS Rwy 33 LOC Rwy 33		Other	
A	600-2		800-2		800-2		1000-2		NA
B									
C									
D					1000-3				
					NA				

RVR 1200 to 600



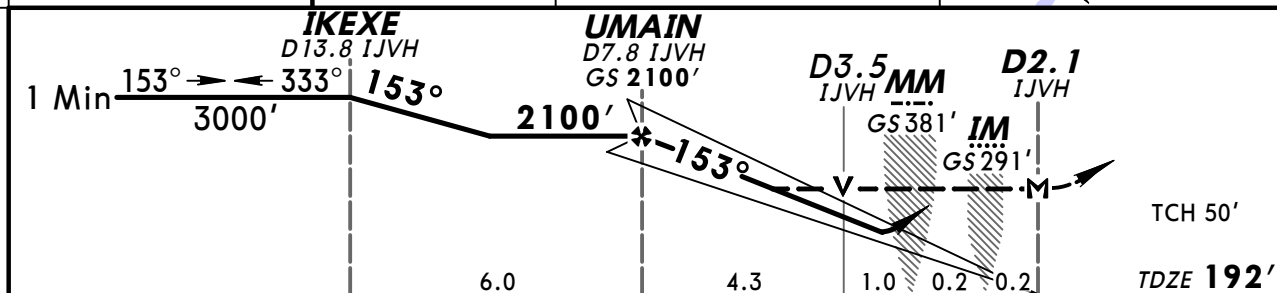
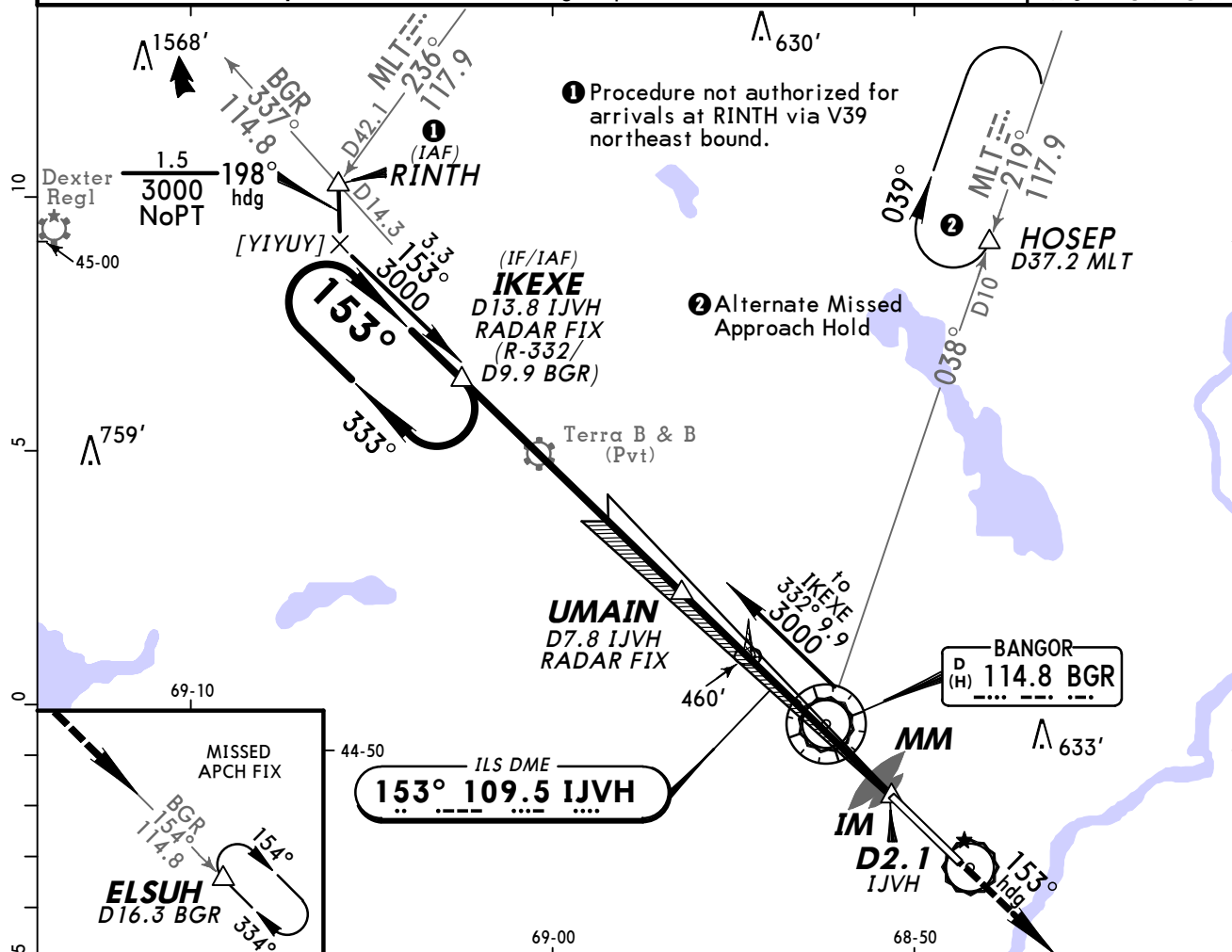
KBGR/BGR BANGOR INTL

JEPPESSEN
10 DEC 10 (11-1)

BANGOR, MAINE
ILS or LOC Rwy 15

BRIEFING STRIP™

ATIS 127.75		BANGOR Approach (R) 124.5		BANGOR Tower 120.7		Ground 121.9	
LOC IJVH 109.5	Final Apch Crs 153°	GS U MAIN 2100' (1908')	ILS DA(H) 392' (200')	Apt Elev 192' TDZE 192'		3100' MSA BGR VOR	
MISSED APCH: Climb to 3000' via heading 153° and outbound via BGR VOR R-154 to ELSUH/D16.3 BGR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME or RADAR required. 2. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	3000'	153°	BGR	ELSUH
GS	3.00°	377	484	538	646	753	PAPI	↑	hdg	114.8	
MAP at D2.1 IJVH or										R-154	
U MAIN to MAP	5.7	4:53	3:48	3:25	2:51	2:27					

STRAIGHT-IN LANDING RWY 15					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not Authorized Northeast of Rwy 15-33	
DA(H) 392' (200')			MDA(H) 720' (528')		MDA(H)	
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	
A			RVR 24 or 1/2		90	720' (528')-1
B			RVR 50 or 1		120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 50 or 1		140	720' (528')-1 1/2
D			RVR 60 or 1 1/4		165	760' (568')-2

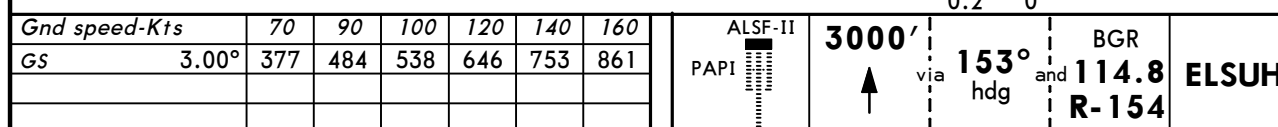
CHANGES: Minimums, obstructions.

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TERPS AMEND 6A 16 DEC 2010

ILS Rwy 15 CAT II & III

BRIEFING STRIP™



STRAIGHT-IN LANDING RWY 15			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 113' <i>DA(H) 292' (100')</i>
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 6A 16 DEC 2010

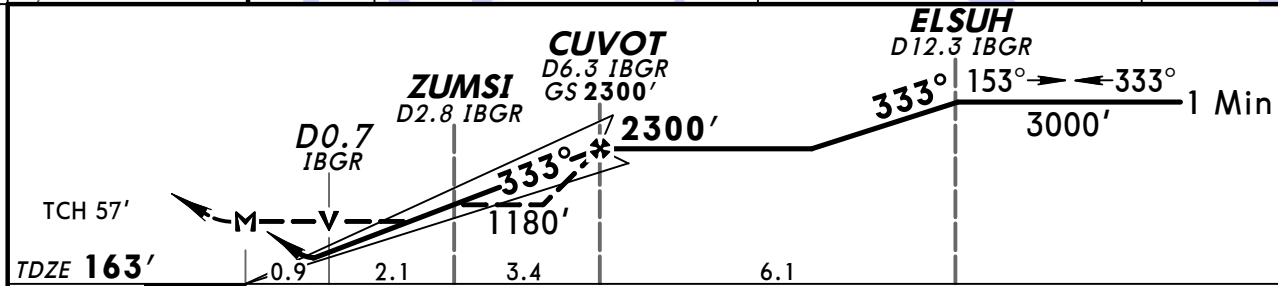
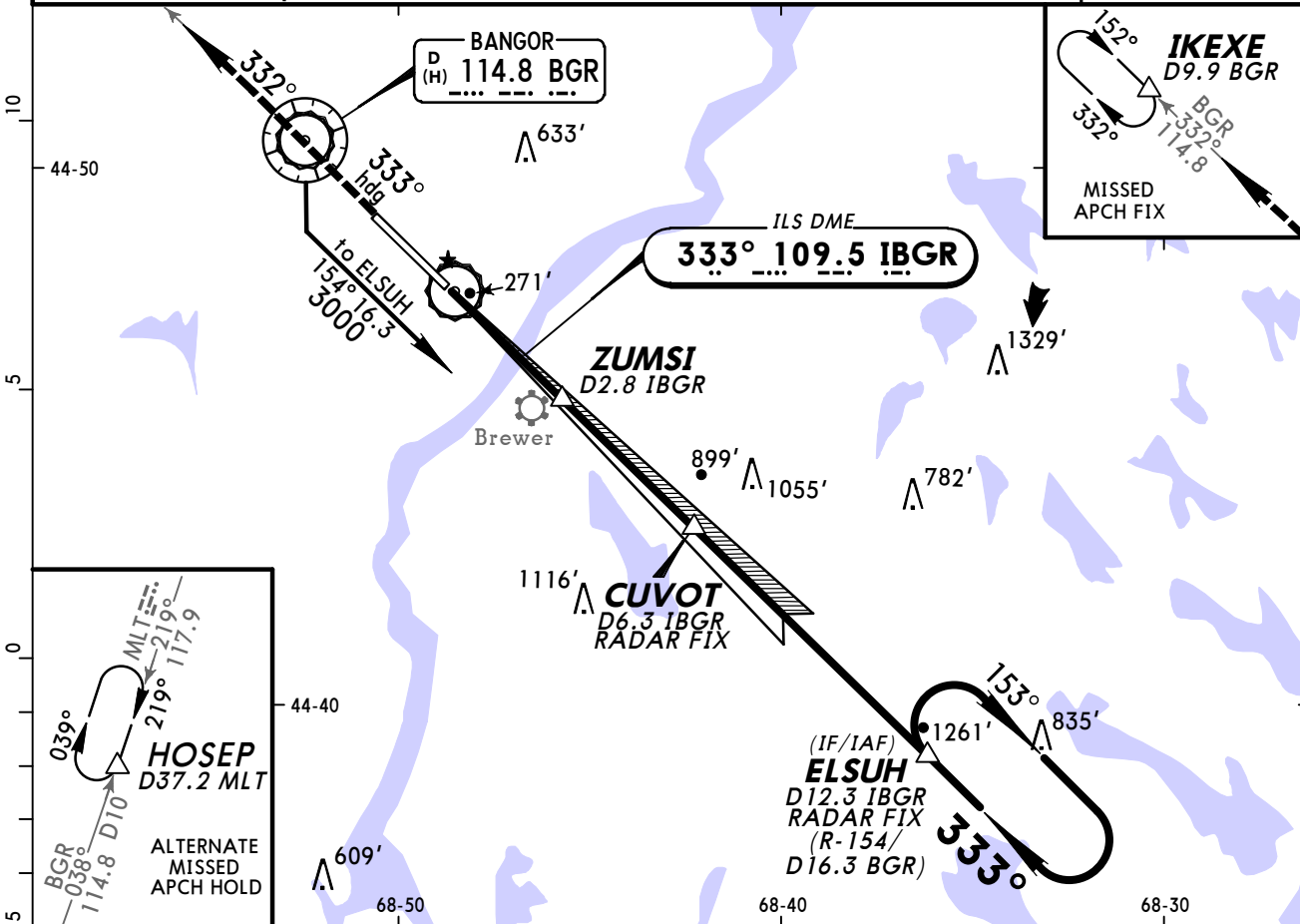
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KBGR/BGR BANGOR INTL

JEPPesen
2 OCT 09 (11-2)

BANGOR, MAINE
ILS or LOC Rwy 33

BRIEFING STRIP™	ATIS 127.75		BANGOR Approach (R) 124.5		BANGOR Tower 120.7		Ground 121.9	
	LOC IBGR 109.5	Final Apch Crs 333°	GS CUVOT 2300' (2137')	ILS DA(H) 363' (200')	Apt Elev 192' TDZE 163'		3100' MSA BGR VOR	
	MISSED APCH: Climb to 3000' via heading 333° and outbound via BGR VOR R-332 to IKEXE/D9.9 BGR and hold.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. DME or Radar required.							



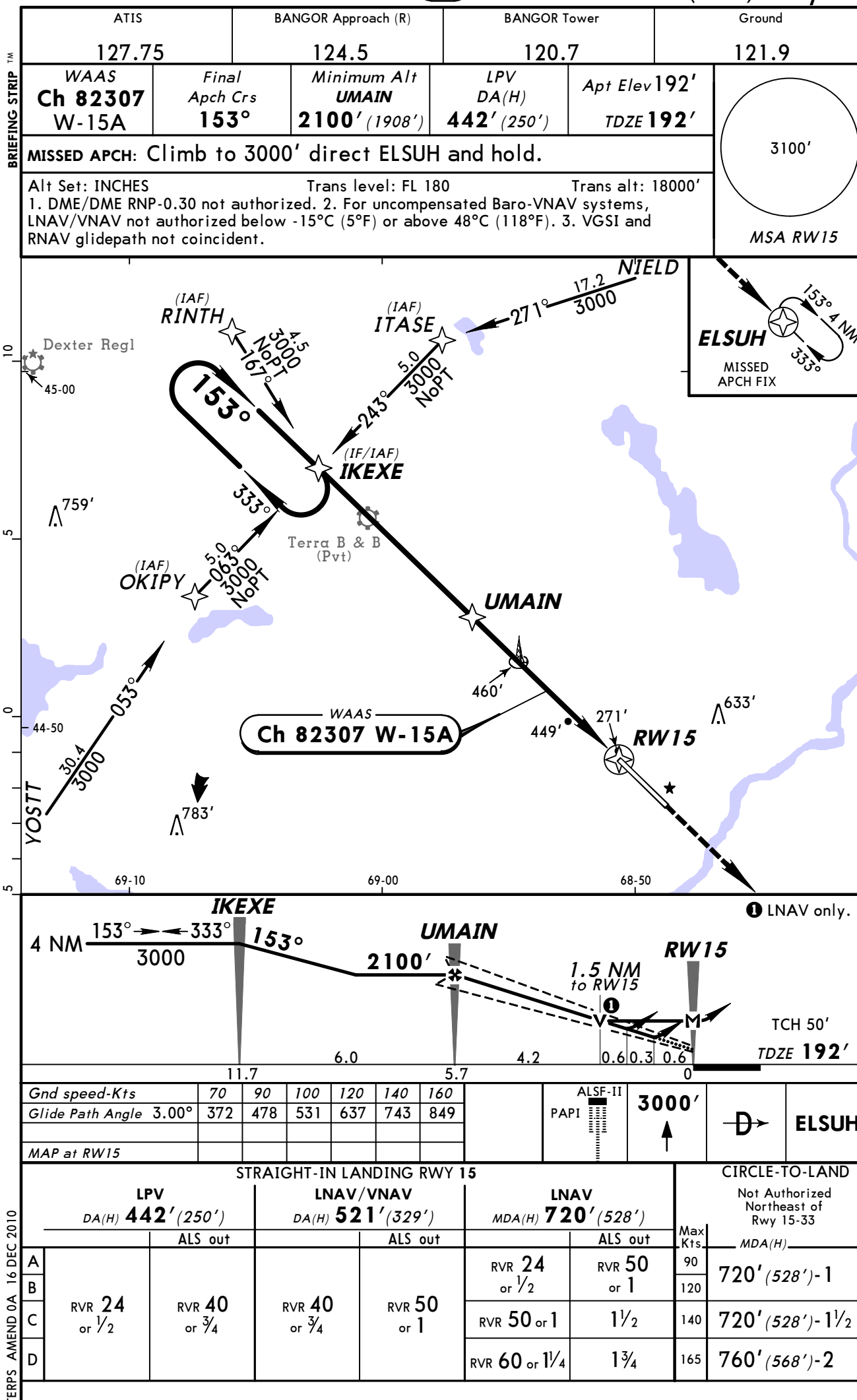
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' 	via	333° 	and	BGR 114.8 R-332	IKEXE	
GS	3.00°	377	484	538	646	753								861
CUVOT to MAP	6.4	5:29	4:16	3:50	3:12	2:45								2:24

STRAIGHT-IN LANDING RWY33						CIRCLE-TO-LAND			
ILS		LOC (GS out)				Not Authorized Northeast of Rwy 15-33			
DA(H) 363' (200')		MDA(H) 500' (337')		MDA(H) 1180' (1017')		With ZUMSI		Without ZUMSI	
FULL	RAIL or ALS out	With ZUMSI	Without ZUMSI	With ZUMSI	Without ZUMSI	Max Kts	MDA(H)	Max Kts	MDA(H)
		RAIL out	ALS out	RAIL out	ALS out				
A						90	640' (448')-1	1180' (988')-1 1/4	
B	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	660' (468')-1	1180' (988')-1 1/2	
C						140	660' (468')-1 1/2	1180' (988')-3	
D						165	760' (568')-2		

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Outer marker removed.

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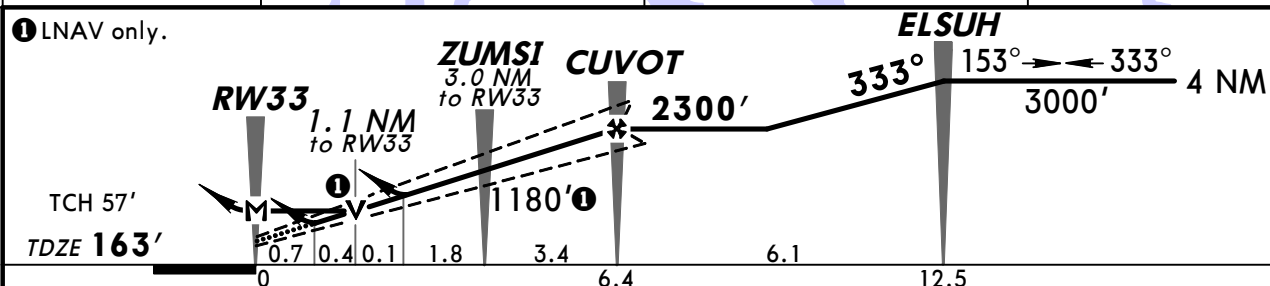
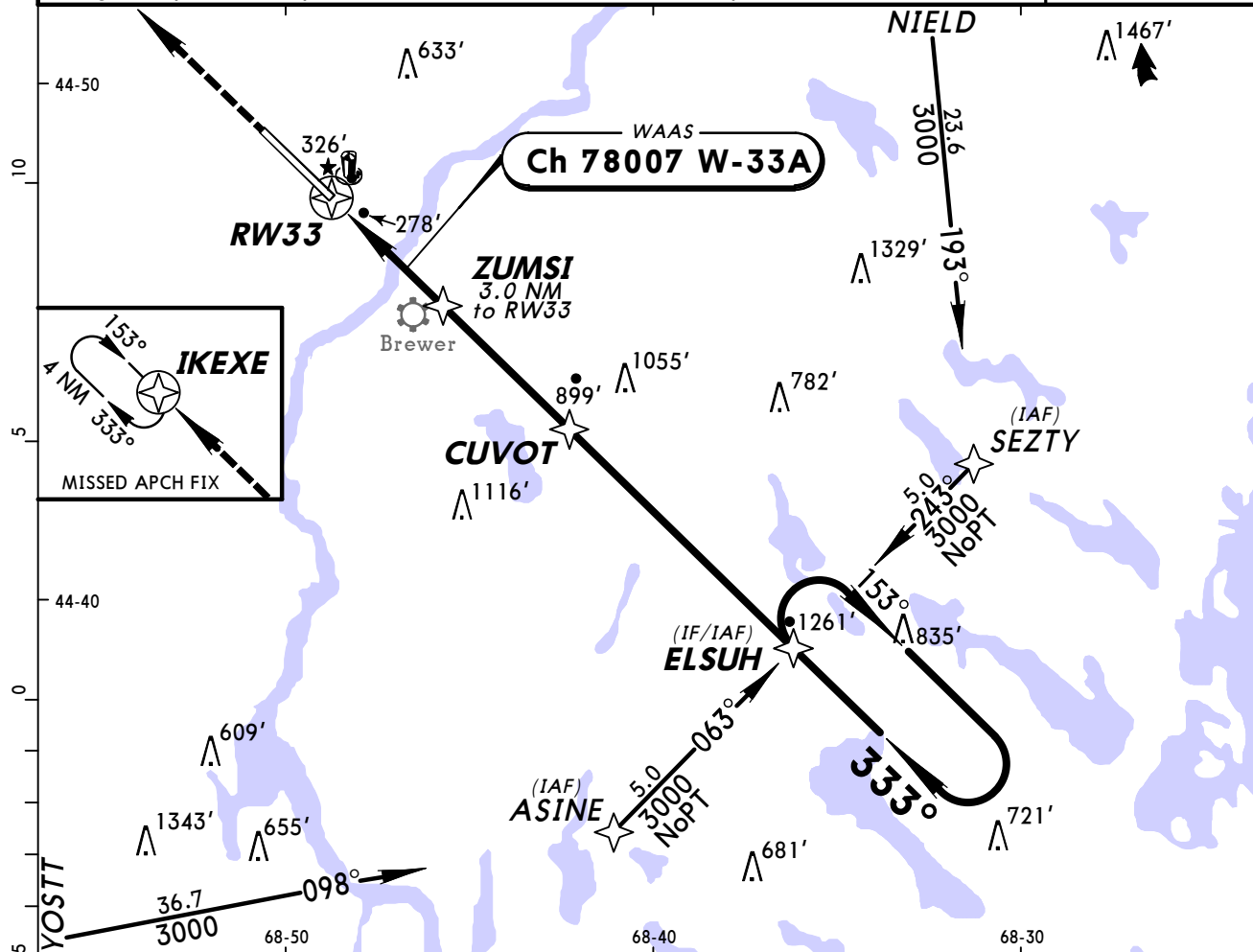
KBGR/BGR
BANGOR INTL

JEPPESSEN
10 DEC 10 **(12-2)**

BANGOR, MAINE
RNAV (GPS) Rwy 33

BRIEFING STRIP™

ATIS		BANGOR Approach (R)		BANGOR Tower		Ground
127.75		124.5		120.7		121.9
WAAS Ch 78007 W-33A	<i>Final Apch Crs</i> 333°	<i>Minimum Alt</i> CUVOT 2300' (2137')	<i>LPV DA(H)</i> 455' (292')	<i>Apt Elev</i> 192' <i>TDZE</i> 163'		3100' MSA RW33
MISSED APCH: Climb to 3000' direct IKEXE and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.						

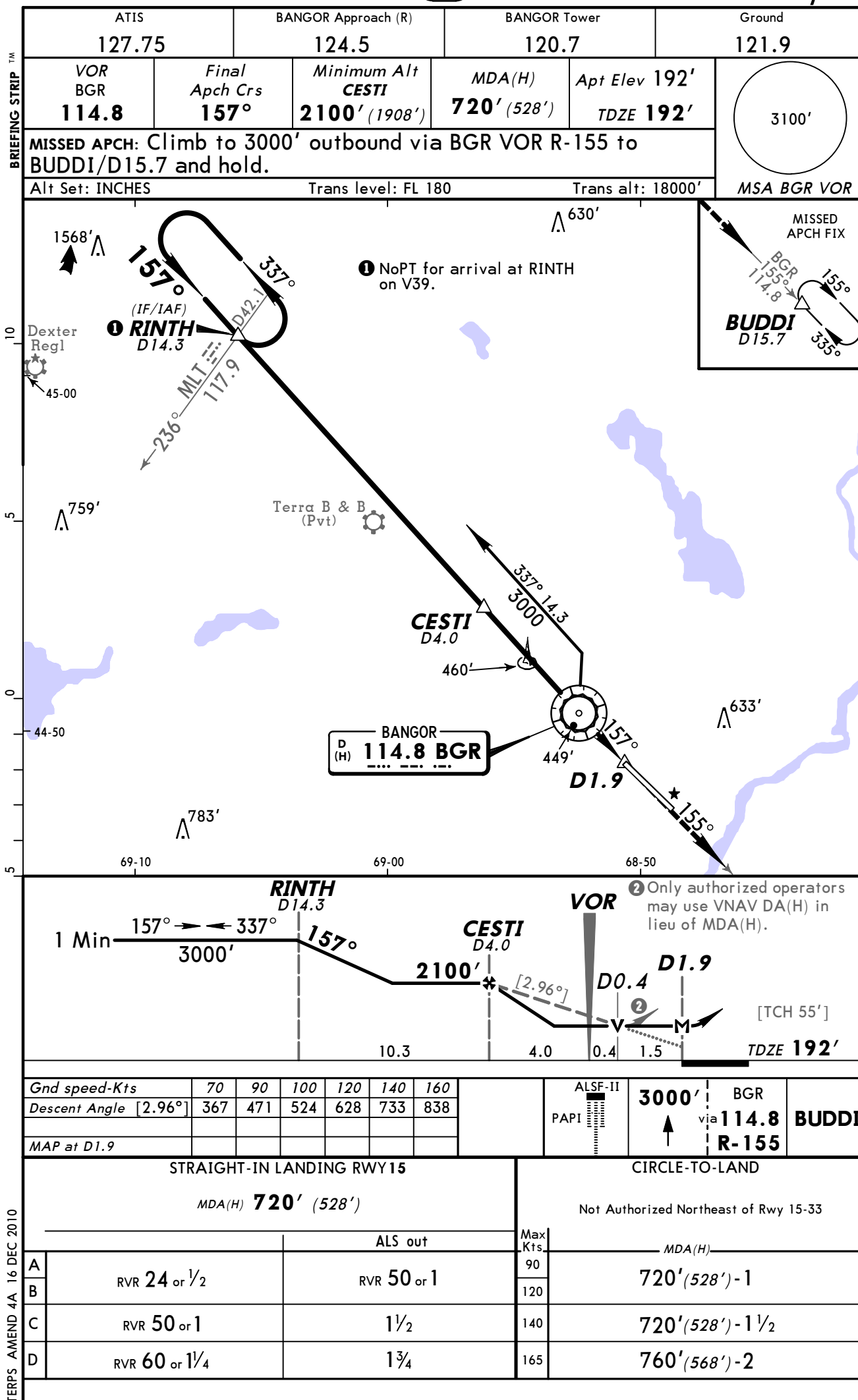


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' ↑ IKEXE
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW33							

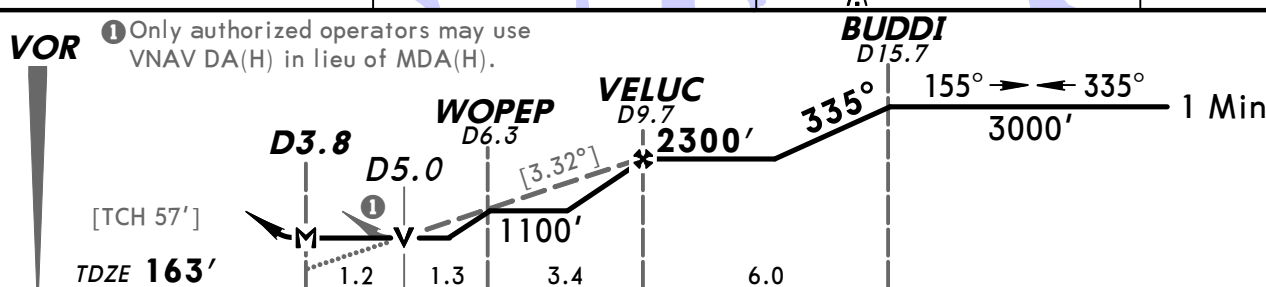
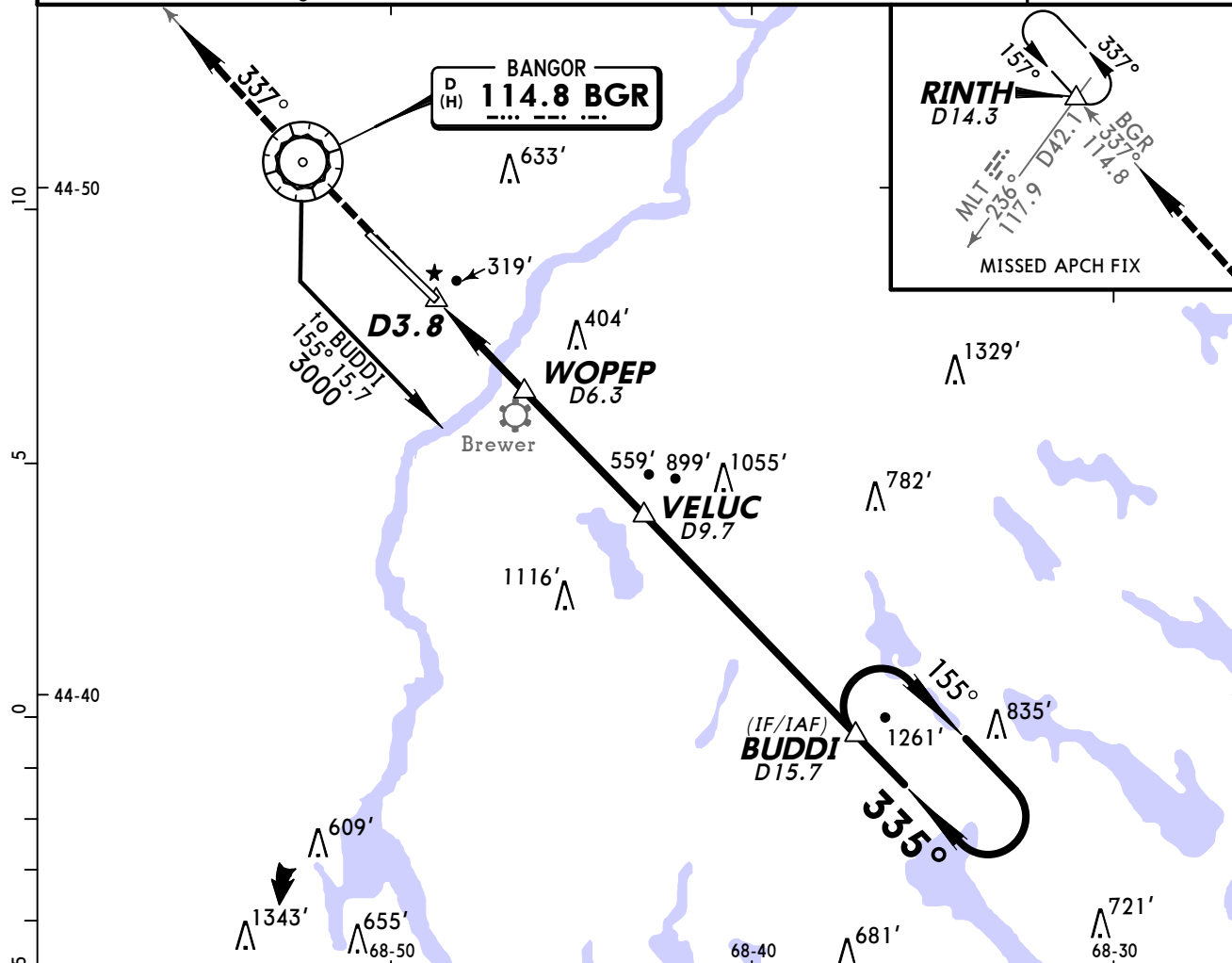
STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND		
LPV DA(H) 455' (292')		LNAV/VNAV DA(H) 604' (441')		LNAV MDA(H) 580' (417')		Not Authorized Northeast of Rwy 15-33
RAIL or ALS out		RAIL out ALS out		RAIL out	ALS out	Max Kts
A				RVR 24	RVR 40	90
B				or 1/2	or 3/4	120
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2		140
D				RVR 40 or 3/4	RVR 60 or 1 1/4	165
				RVR 50 or 1		
						MDA(H)
						640' (448')-1
						660' (468')-1
						660' (468')-1 1/2
						760' (568')-2

CHANGES: Obstructions.

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BRIEFING STRIP™	ATIS 127.75		BANGOR Approach (R) 124.5		BANGOR Tower 120.7		Ground 121.9	
	VOR BGR 114.8	Final Apch Crs 335°	Minimum Alt VELUC 2300' (2137')	MDA(H) 600' (437')	Apt Elev 192' TDZE 163'		3100' MSA BGR VOR	
	MISSED APCH: Climb to 3000' direct BGR VOR then outbound via BGR VOR R-337 to RINTH INT/D14.3 and hold.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. VGSI and descent angles not coincident.							

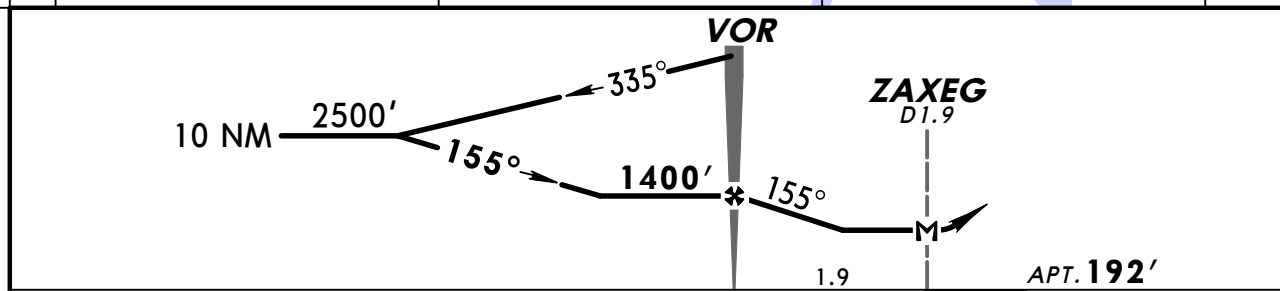
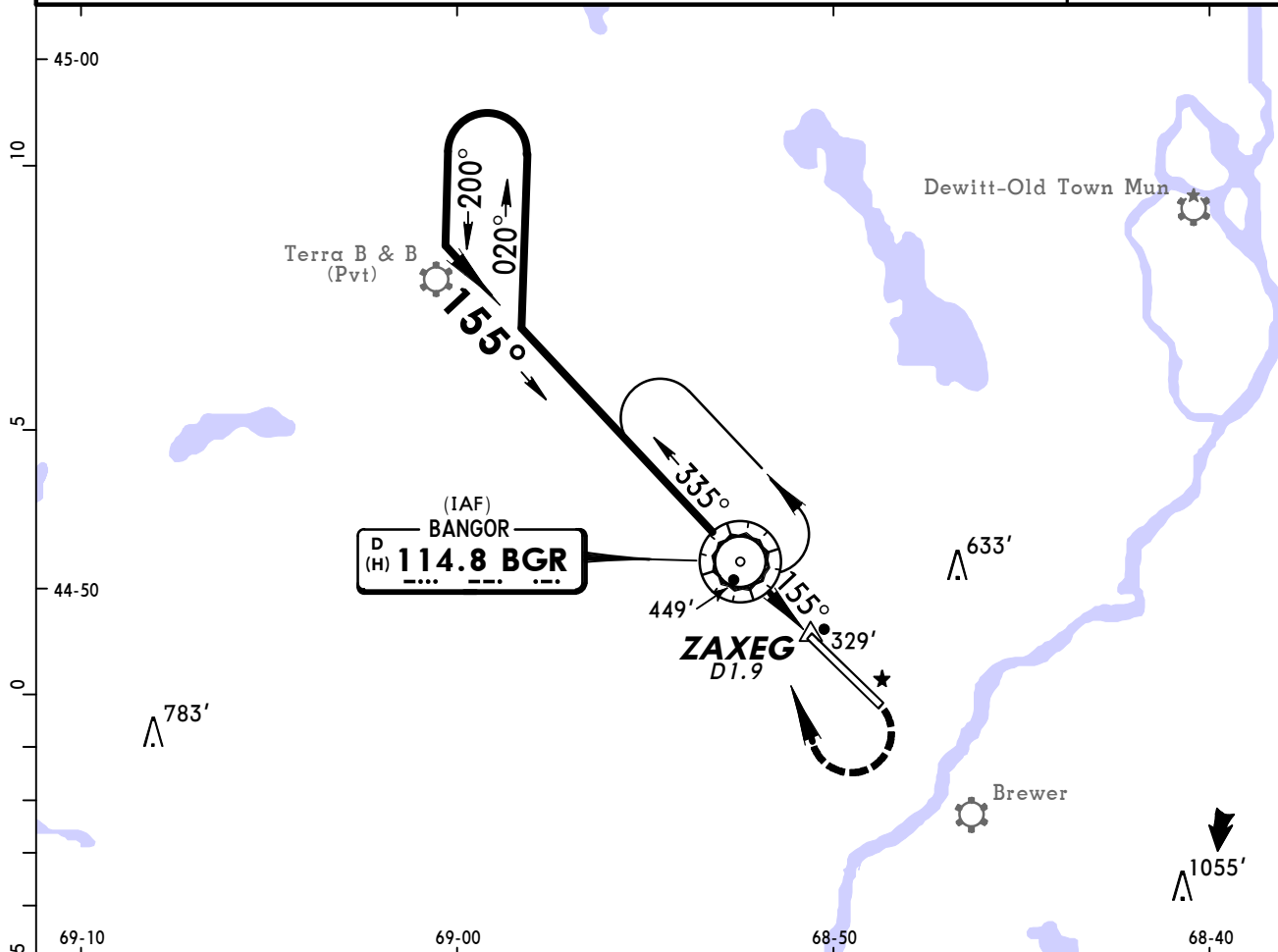


Gnd speed-Kts	70	90	100	120	140	160	MAJLSR PAPI 3000' ↑ → BGR 114.8
Descent Angle [3.32°]	411	529	587	705	822	940	
MAP at D3.8							

STRAIGHT-IN LANDING RWY33				CIRCLE-TO-LAND	
MDA(H) 600' (437')				Not Authorized Northeast of Rwy 15-33	
	RAIL out	ALS out	Max Kts	MDA(H)	
A	RVR 24 or 1/2	RVR 40 or 3/4	90	640' (448') - 1	
B	RVR 40 or 3/4	RVR 50 or 1	120	660' (468') - 1	
C	RVR 40 or 3/4	RVR 60 or 1/4	140	660' (468') - 1 1/2	
D	RVR 50 or 1	1 1/2	165	760' (568') - 2	

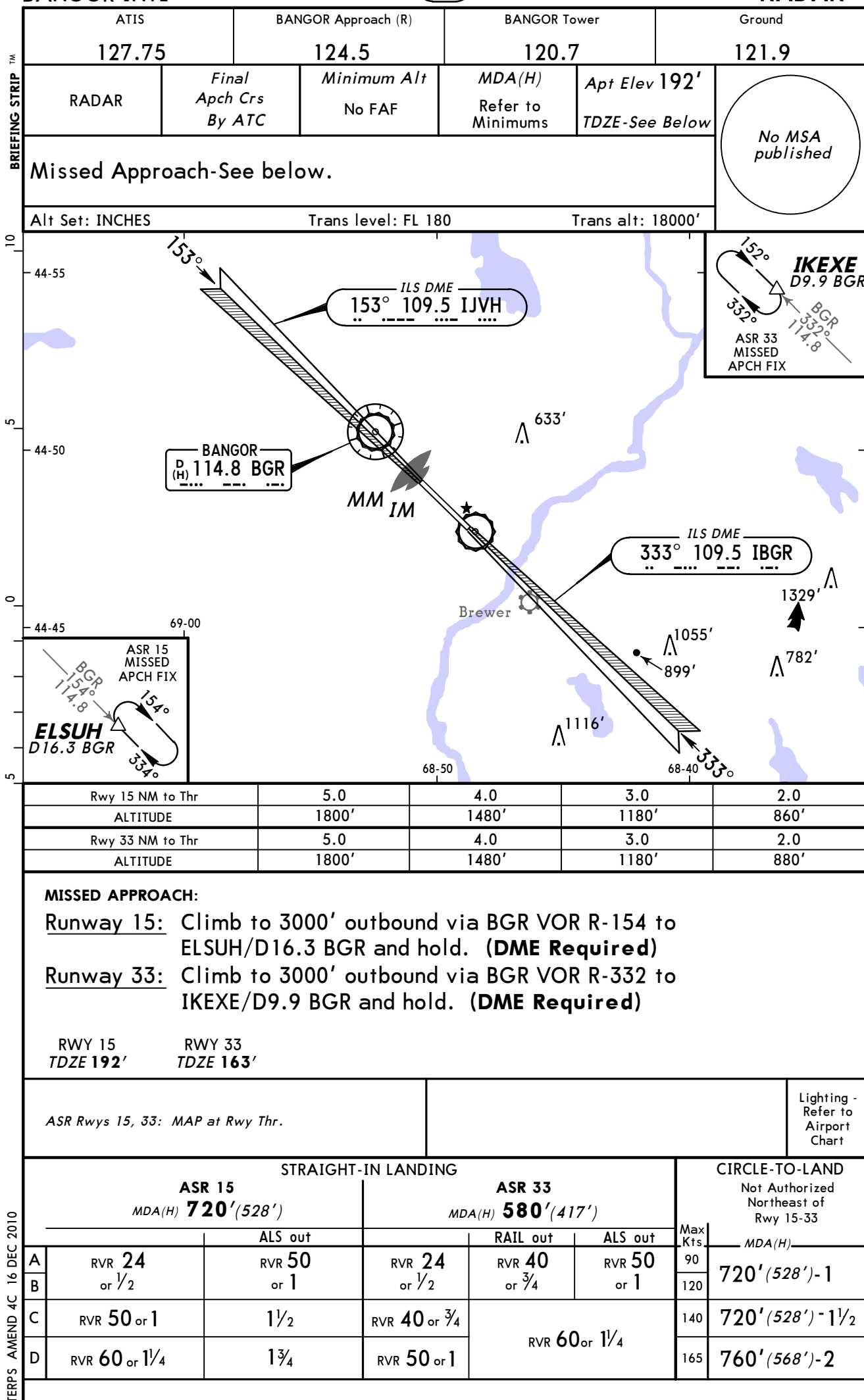
BRIEFING STRIP™

ATIS 127.75		BANGOR Approach (R) 124.5		BANGOR Tower 120.7		Ground 121.9	
VOR BGR 114.8	Final Apch Crs 155°	Minimum Alt VOR 1400' (1208')		MDA(H) Refer to Minimums	Apt Elev 192'		3100' MSA BGR VOR
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2500' direct BGR VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	1000'	2500'		BGR 114.8
MAP at ZAXEG or VOR to MAP 1.9											
	1:38	1:16	1:08	0:57	0:49	0:43					

			CIRCLE-TO-LAND	
			Not Authorized Northeast of Rwy 15-33	
		Max Kts.	MDA(H)	
	A	90	640' (448') - 1	
	B	120	660' (468') - 1	
	C	140	660' (468') - 1½	
	D		NA	



General Information

Location: Brunswick ME USA
IATA Code:
Lat/Long: N43° 53.5' W069° 56.3'
Elevation: 75 ft

Airport Use: Public
Magnetic Variation: 16.0°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1120 Z
Sunset: 2225 Z,

Runway Information

Runway: 01L
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 64 ft
Lighting: Edge

Runway: 01R
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 63 ft
Lighting: Edge, ALS

Runway: 19L
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 74 ft
Lighting: Edge, ALS, Centerline

Runway: 19R
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 75 ft
Lighting: Edge

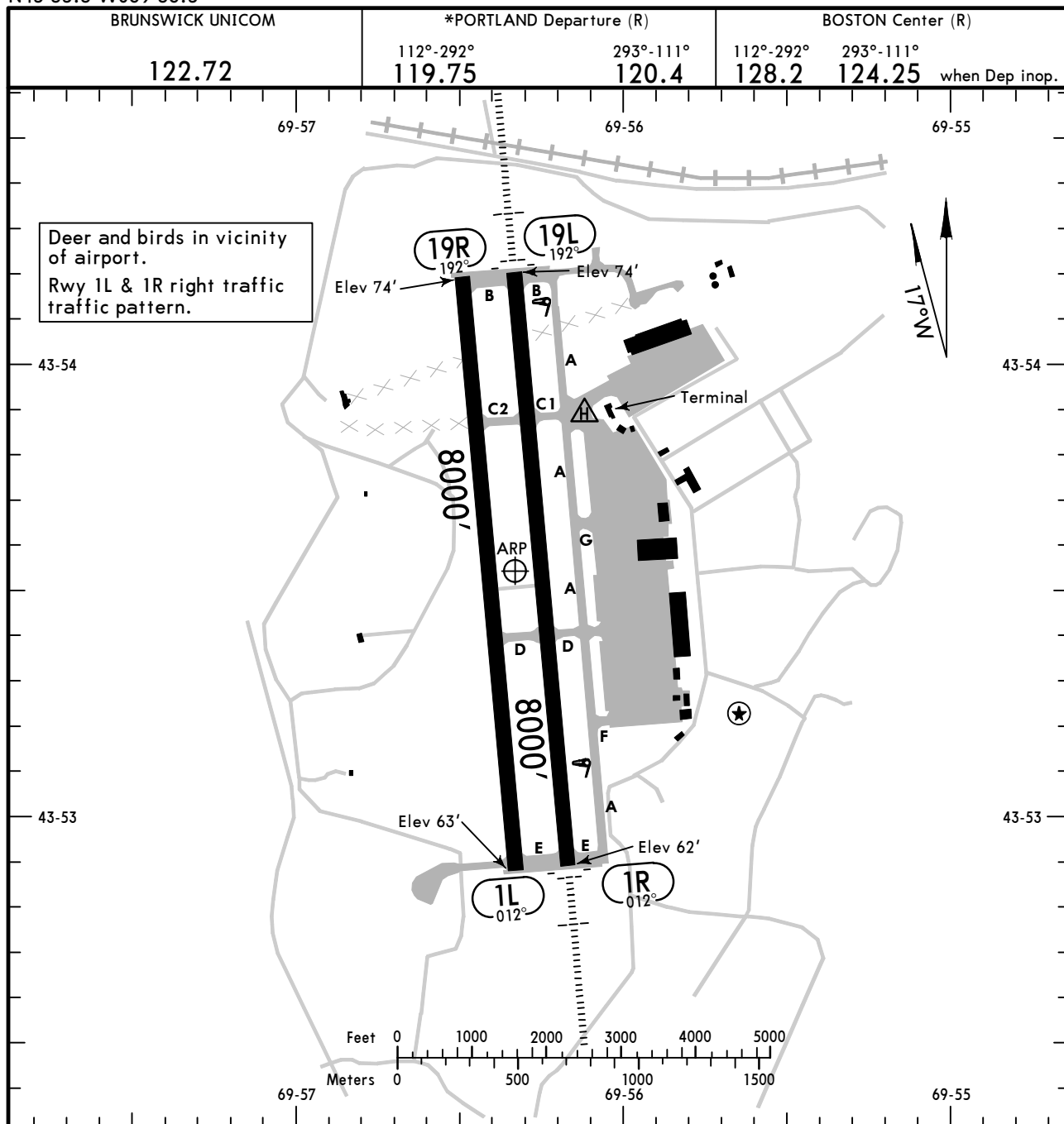
Communication Information

Brunswick Executive Unicom 122.725
Portland Approach Control 119.75 (112°-292°)
Portland Approach Control 120.4 (293°-111°)
Portland Departure Control 119.75 (112°-292°)
Portland Departure Control 120.4 (293°-111°)
Boston Center 124.25 (293°-111°) Remote Communications Air-Ground
Boston Center 128.2 (112°-292°) Remote Communications Air-Ground

KBXM
 Apt Elev **75'**
 N43 53.5 W069 56.3

JEPPESEN
 3 FEB 12 **(11-1)** Eff 9 Feb

BRUNSWICK, MAINE
BRUNSWICK EXECUTIVE



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
1L	19R	HIRL	PAPI-L (angle 3.00°)			6959'		200'
1R	19L	HIRL	CL ALS PAPI-L (angle 3.00°)					200'
		HIRL	CL ALSF-I PAPI-L (angle 3.00°)					

TAKE-OFF				FOR FILING AS ALTERNATE	
All Rwys					
Adequate Vis Ref		STD			
1 & 2 Eng	1/4	1	A	NA	
3 & 4 Eng		1/2	B		
			C		
			D		

CHANGES: Apt elevation, chart reindexed, mag variation, usable lengths.

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AMEND 0

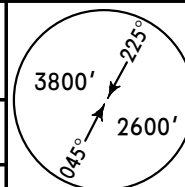
KBXM BRUNSWICK EXECUTIVE

3 FEB 12
Eff 9 Feb

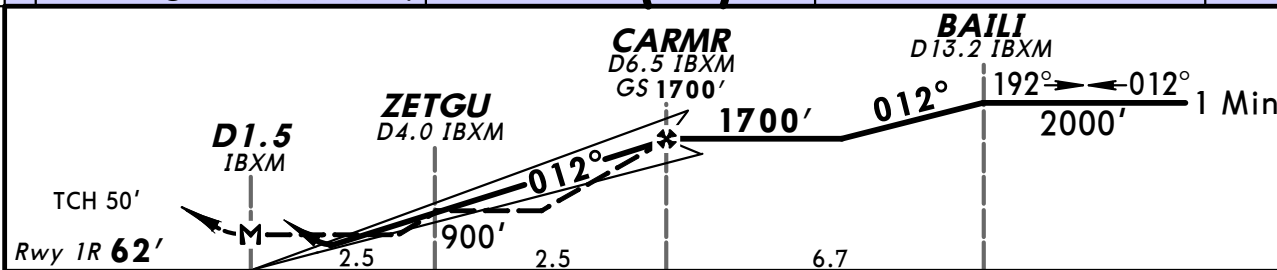
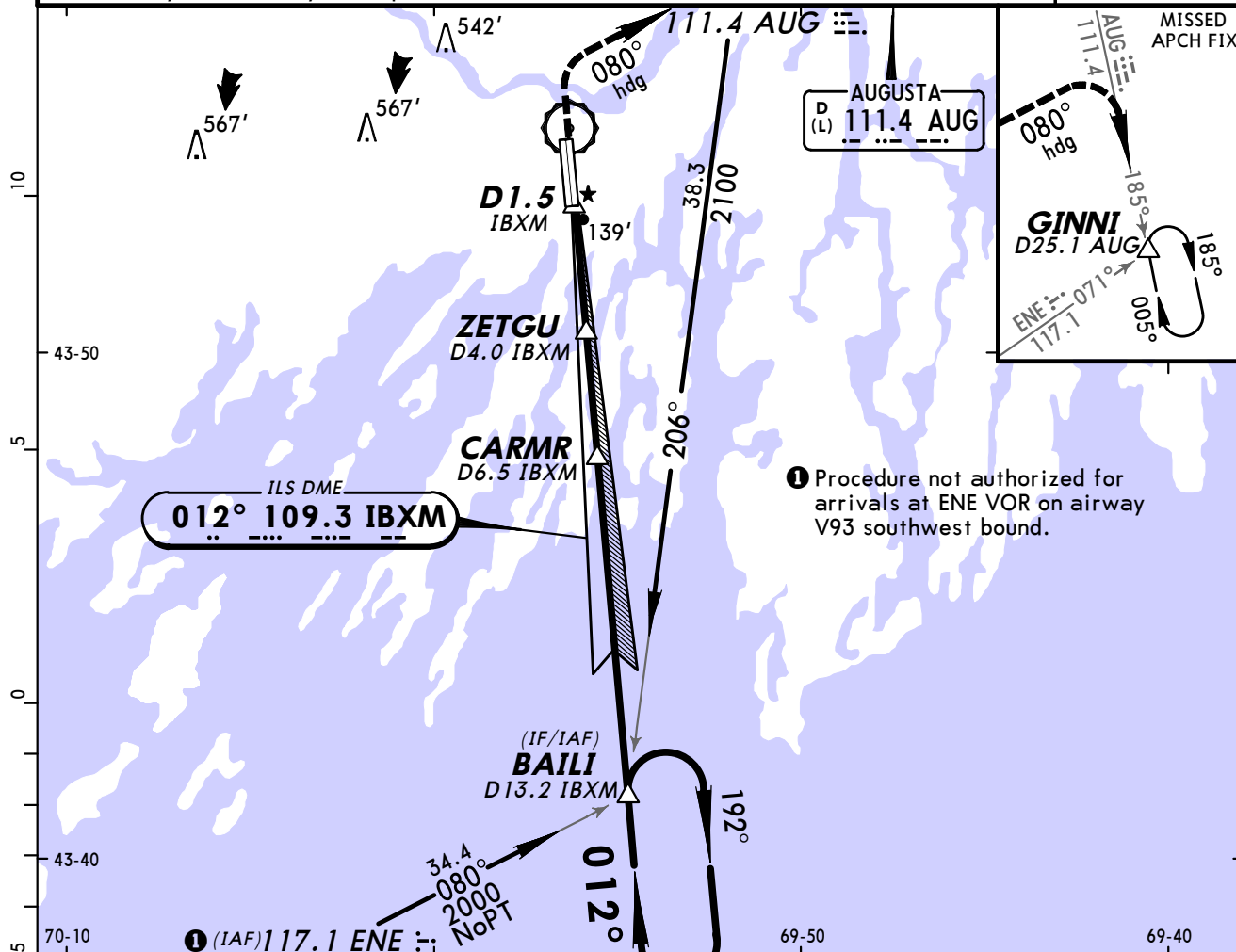
11-1

BRUNSWICK, MAINE ILS or LOC DME Rwy 1R

*PORTLAND Approach (R) 112°-292° 293°-111° 119.75 120.4		BOSTON Center (R) 112°-292° 293°-111° 128.2 124.25 when App inop.		BRUNSWICK UNICOM 122.72	
LOC IBXM 109.3	Final Apch Crs 012°	GS CARMR 1700' (1638')	ILS DA(H) (CONDITIONAL) 312' (250')	Apt Elev 75'	Rwy 1R 62'
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' on heading 080° and outbound on AUG VOR R-185 to GINNI/D25.1 AUG and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Portland altimeter setting. 2. Visibility reduction by helicopters not authorized.					



MSA AUG VOR
Within 28 NM



Gnd speed-Kts	70	90	100	120	140	160	ALS	600'	3000'	080°	AUG
GS	3.00°	372	478	531	637	849	PAPI	↑	RT	hdg	111.4
MAP at D1.5 IBXM											R-185

TERPS				1 STRAIGHT-IN LANDING RWY 1R				1 CIRCLE-TO-LAND			
ILS		LOC (GS out)		When VGSI inop, Circling Rwy 1L Not Authorized at Night							
DA(H)		DA(H)		MDA(H)		MDA(H)		With Local Altimeter Setting		With Portland Altimeter Setting	
312' (250')		363' (301')		400' (338')		460' (398')					
With Local Altimeter Setting		With Portland Altimeter Setting		With Local Altimeter Setting		With Portland Altimeter Setting					
FULL ALS out		FULL ALS out		ALS out		ALS out		Max Kts		MDA(H)	
A	1	1	1	1	1 1/8	90		560' (485') - 1		620' (545') - 1	
B						120					
C						140		560' (485') - 1 1/2		620' (545') - 1 1/2	
D						165		640' (565') - 2		700' (625') - 2	

1 When VGSI inop, Straight-in/Circling Rwy 1R procedure not authorized at night.

CHANGES: New procedure.

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TERPS AMEND 0 9 FEB 2012

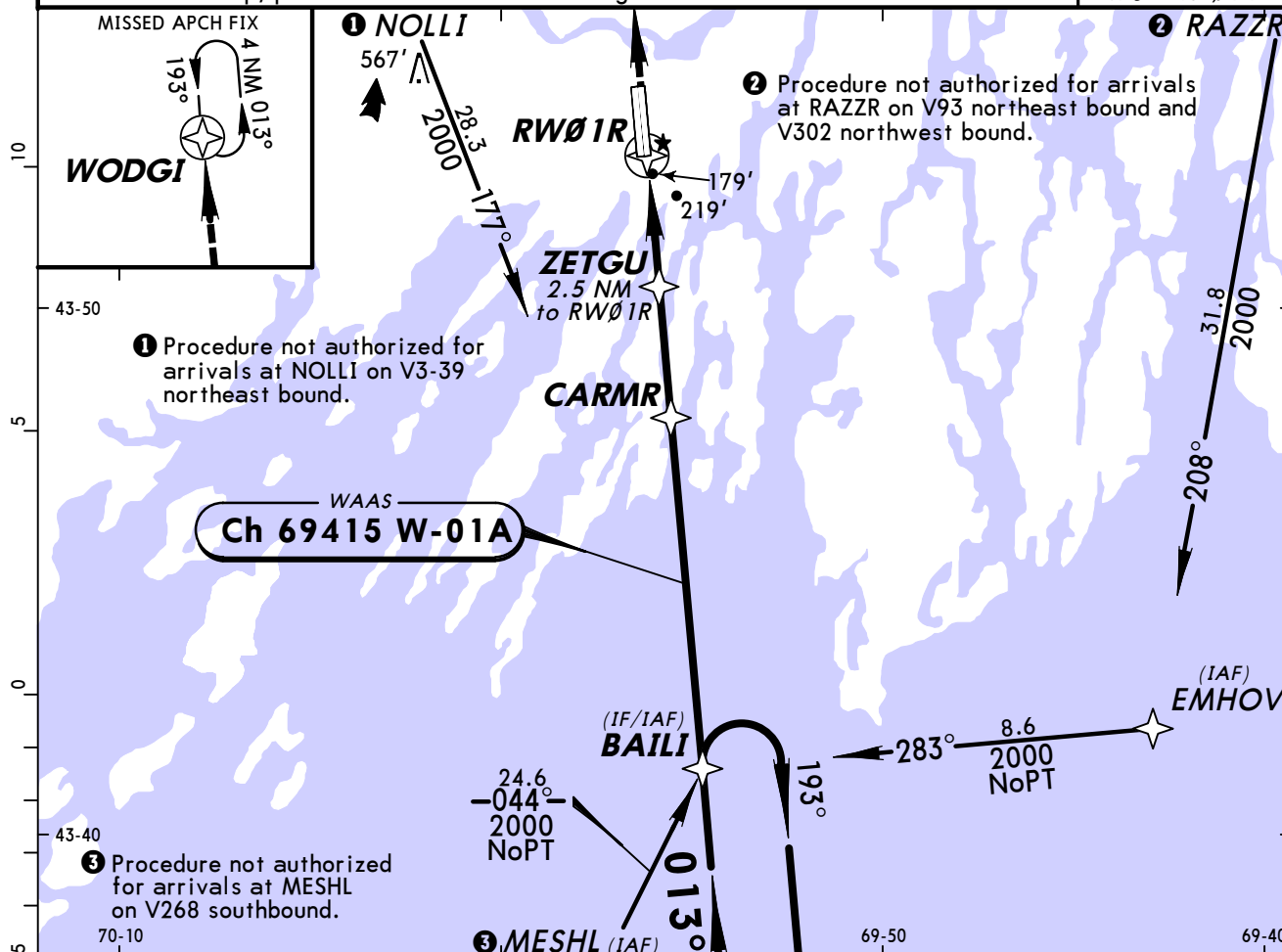
*PORTLAND Approach (R) 112°-292° 119.75 293°-111° 120.4		BOSTON Center (R) 112°-292° 128.2 293°-111° 124.25 when App inop.		BRUNSWICK UNICOM 122.72	
WAAS Ch 69415 W-01A	Final Apch Crs 013°	Minimum Alt CARMR 1700' (1639')	LP MDA(H) (CONDITIONAL) 440' (379')	Apt Elev 74' Rwy 1R 61'	

MISSED APCH: Climb to 2500' direct WODGI and hold.

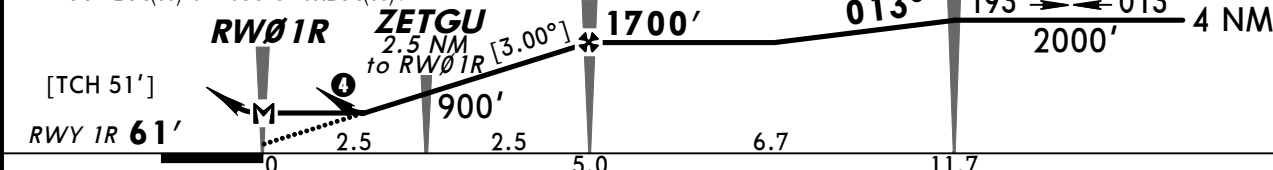
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Portland altimeter setting. 2. DME/
DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized.
4. When VGSI inop, procedure not authorized at night.

3100'

MSA RW01R



④ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160		ALS	2500'		WODGI
Descent angle [3.00°]	372	478	531	637	743	849		PAPI			
MAP at RW01R											

STRAIGHT-IN LANDING RWY 1R With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LP MDA(H) 440' (379')		LNAV MDA(H) 480' (419')		Max Kts	MDA(H)
ALS out		ALS out		90	520' (446')-1
A	1	1		120	540' (466')-1
B				1½	140
C		165	640' (566')-2		
D					
With Portland Altimeter Setting				With Portland Altimeter Setting	
LP MDA(H) 500' (439')		LNAV MDA(H) 540' (479')		Max Kts	MDA(H)
ALS out		ALS out		90	580' (506')-1
A	1	1		120	600' (526')-1
B				1½	140
C		165	700' (626')-2		
D					

BRIEFING STRIP™

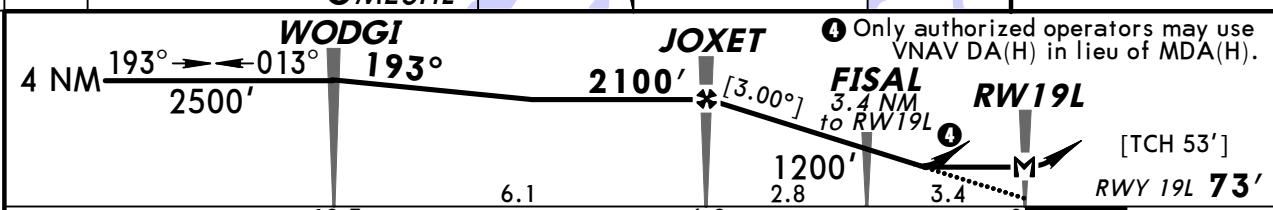
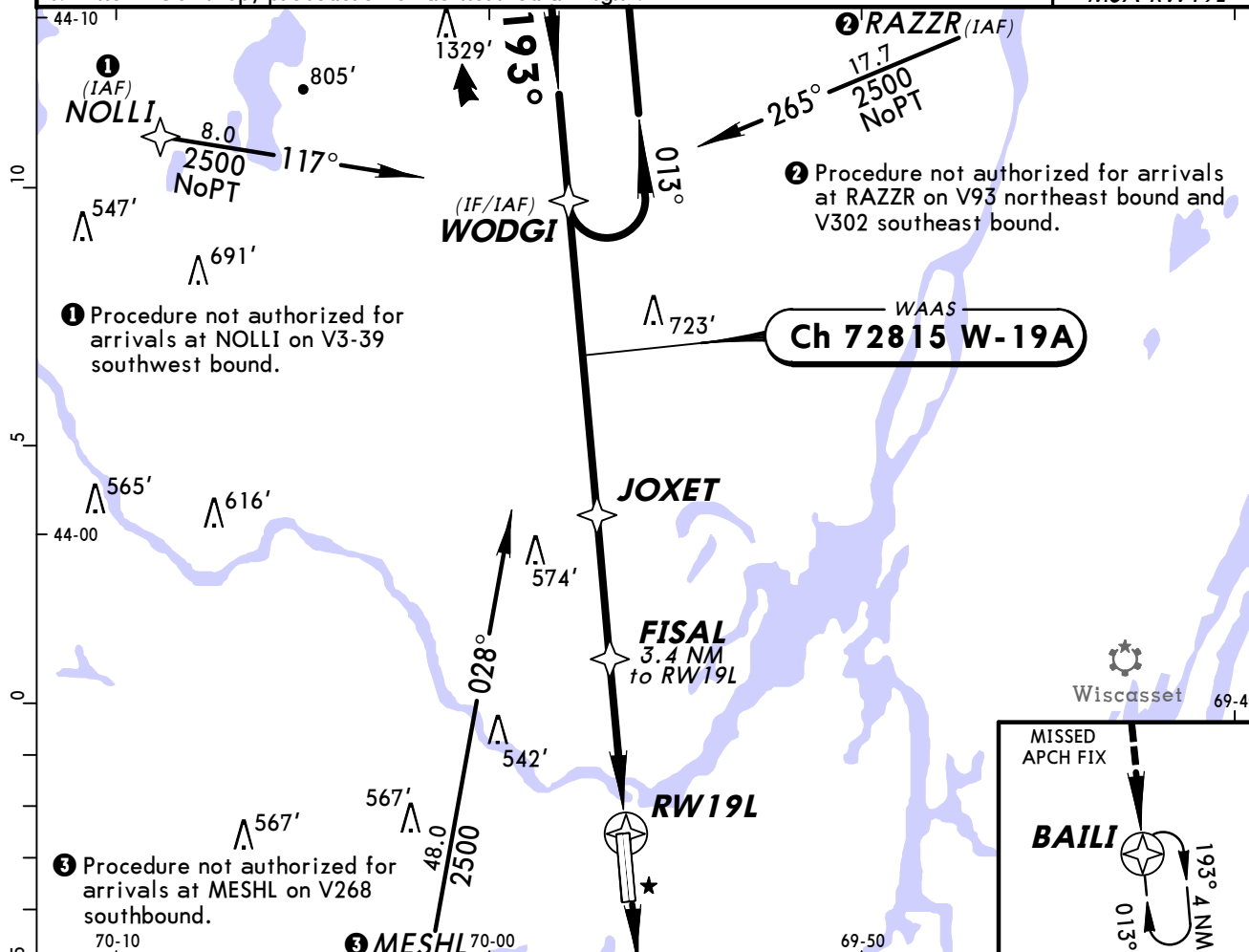
*PORTLAND Approach (R) 112°-292° 119.75 293°-111° 120.4		BOSTON Center (R) 112°-292° 128.2 293°-111° 124.25 when App inop.		BRUNSWICK UNICOM 122.72	
WAAS Ch 72815 W-19A	Final Apch Crs 193°	Minimum Alt JOXET 2100' (2027')	LP MDA(H) (CONDITIONAL) 660' (587')	Apt Elev 74' Rwy 19L 73'	

MISSED APCH: Climb to 2000' direct BAILI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Portland altimeter setting. 2. DME/
DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized.
4. When VGSI inop, procedure not authorized at night.

3100'

MSA RW19L



Gnd speed-Kts	70	90	100	120	140	160	ALS-F-I	2000'	BAILI
Descent angle [3.00°]	372	478	531	637	743	849	PAPI		
MAP at RW19L									

STRAIGHT-IN LANDING RWY 19L With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
MDA(H) LP 660' (587')		MDA(H) LNAV 700' (627')		Max Kts	MDA(H)
ALS out		ALS out		90	700' (626')-1
A	1		1	120	
B				140	700' (626')-1 3/4
C	1 1/4	1 3/4	1 3/8	165	700' (626')-2
D					
With Portland Altimeter Setting				With Portland Altimeter Setting	
MDA(H) LP 720' (647')		MDA(H) LNAV 760' (687')		Max Kts	MDA(H)
ALS out		ALS out		90	760' (686')-1
A	1		1	120	
B				140	760' (686')-2
C	1 3/8	1 7/8	1 1/2	165	760' (686')-2 1/4
D					

General Information

Location: Presque Isle ME USA
IATA Code: PQI
Lat/Long: N46° 41.3' W068° 02.7'
Elevation: 534 ft

Airport Use: Public
Magnetic Variation: 17.7°W
Sectional Chart: Halifax

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1116 Z
Sunset: 2214 Z,

Runway Information

Runway: 01
Length x Width: 7439 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 478 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 10
Length x Width: 5994 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 473 ft
Lighting: Edge, Pilot controlled

Runway: 19
Length x Width: 7439 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 534 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 28
Length x Width: 5994 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 473 ft
Lighting: Edge, Pilot controlled

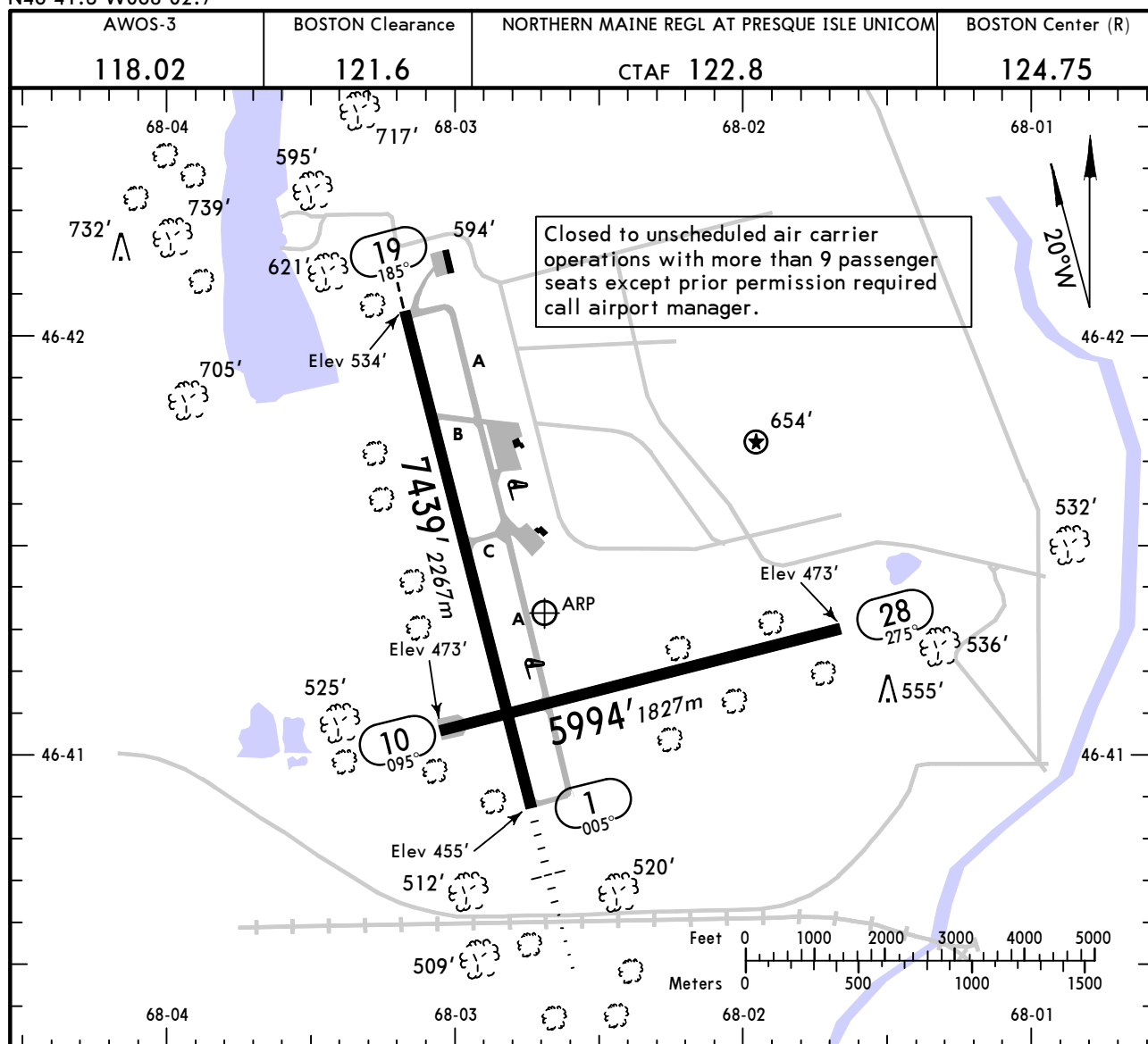
Communication Information

AWOS 118.025
Northern Maine Regl AT Pr Unicom 122.8 CTAF
Boston Center Clearance Delivery 121.6
Activate Lights Only Multicom 122.6 PCL
Boston Center 124.75 Remote Communications Air-Ground

KPQI/PQI
Apt Elev 534'
N46 41.3 W068 02.7

11 NOV 11 11-1

PRESQUE ISLE, MAINE
NORTHERN MAINE REGL AT PRESQUE ISLE



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
1	① HIRL ① MALSR		6617' 2017m		150' 46m
19	① HIRL ① REIL ① PAPI-L (angle 3.7°)				
10	① MIRL				150' 46m
28	① MIRL ① PAPI-L (angle 3.0°)				

① Activate on 122.6.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 28		Rwy 1			Rwy 10			Rwy 19		
	Adequate Vis Ref	STD	With Min climb of 456'/NM to 900'		Other	With Min climb of 262'/NM to 900'		Other	With Min climb of 230'/NM to 1600'		Other
			Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1 1/2	1/4	1	300-1 3/4	1/4	1	800-1
3 & 4 Eng		1/2		1/2			1/2			1/2	

OBSTACLE DP: Rwy 1, climb runway heading to 1200' before proceeding on course.
Rwy 10, climb runway heading to 1700' before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

ILS Rwy 1		LOC Rwy 1 RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 28	RNAV (GPS) Rwy 19	VOR DME Rwy 1	VOR Rwy 19	
A	600-2	800-2	800-2	800-2	800-2	
B	700-2		800-2		800-2	800-2¼
C						800-2½
D						800-2¼

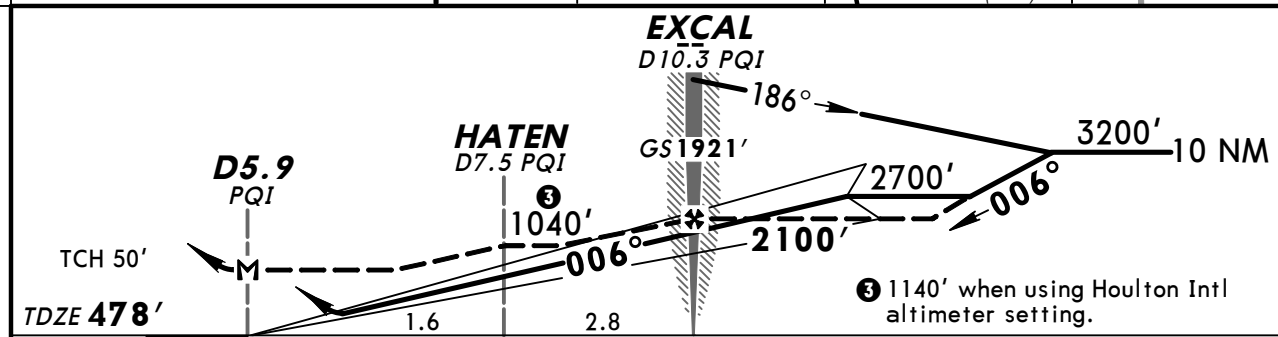
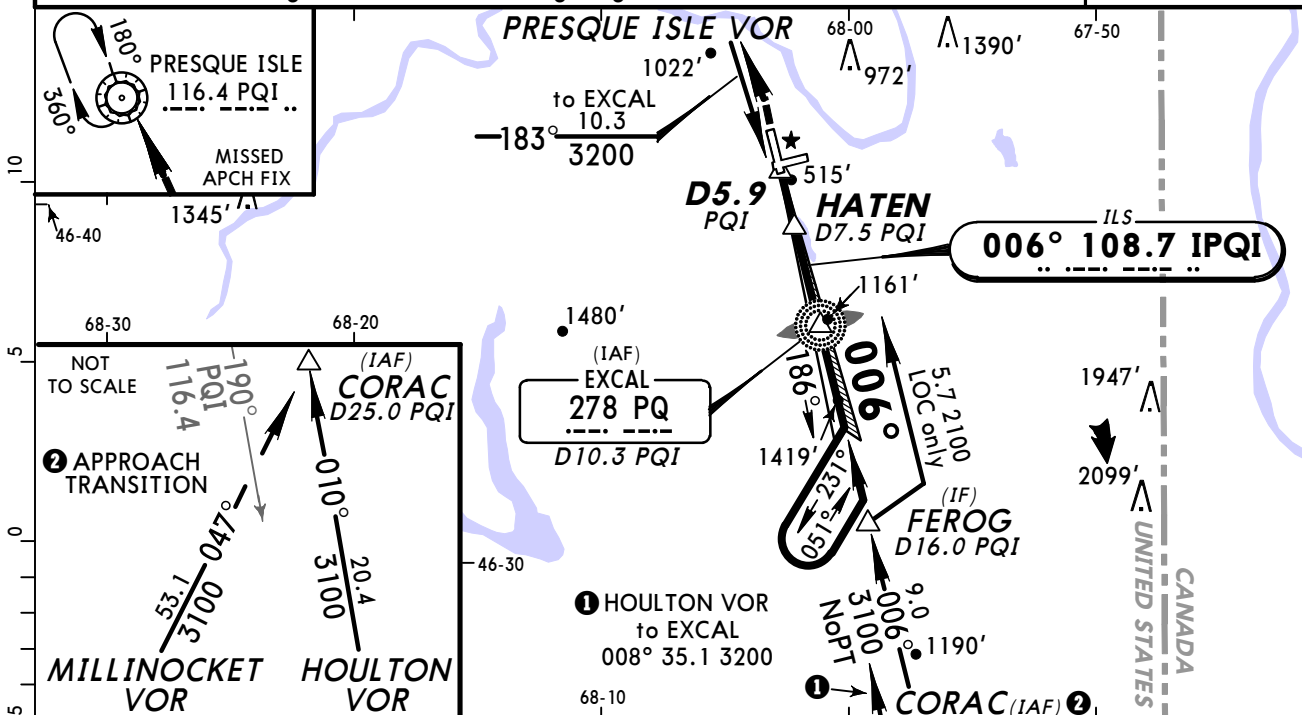
CHANGES: Lighting note removed, take-off minimums.

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KPQI/PQI **NORTHERN MAINE REGL AT PRESQUE ISLE** (11-1) 11 NOV 11 **ILS or LOC Rwy 1**

BRIEFING STRIP™

AWOS-3 118.02		BOSTON Center (R) 124.75		NORTHERN MAINE REGL AT PRESQUE ISLE UNICOM CTAF 122.8	
LOC IPQI 108.7	Final Apch Crs 006°	GS EXCAL 1921' (1443')	ILS DA(H) (CONDITIONAL) 678' (200')	Apt Elev 534' TDZE 478'	3100' MSA PQ LOM
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' direct PQI VOR and hold, continue climb-in-hold to 3000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or DME required. 2. Use local altimeter setting; if not received, use Houlton Intl altimeter setting. 3. Pilot controlled lighting 122.6.					

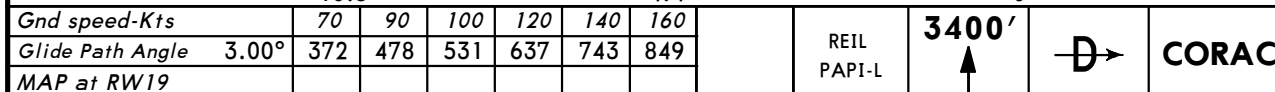


Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'	3000'	D →	PQI 116.4
GS	3.00°	372	478	531	637	743	849			LT		
MAP at D5.9 PQI or EXCAL to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39					

STRAIGHT-IN LANDING RWY 1									CIRCLE-TO-LAND	
With Local Altimeter Setting									With Local Altimeter Setting	
ILS DA(H) 678' (200')			LOC (GS out) MDA(H) 900' (422') With HATEN						MDA(H) 1040' (562') Without HATEN	
FULL		RAIL or ALS out	RAIL out		ALS out	RAIL out		ALS out	Max Kts	MDA(H)
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1	90	1120' (586') - 1
B									120	1160' (626') - 1
C			3/4	1 1/4	1	1 1/2	140	1160' (626') - 1 3/4		
D					1 1/4	1 3/4	165	1200' (666') - 2		
With Houlton Intl Altimeter Setting									With Houlton Intl Altimeter Setting	
ILS DA(H) 767' (289')			LOC (GS out) MDA(H) 1000' (522') With HATEN						MDA(H) 1140' (662') Without HATEN	
FULL		RAIL or ALS out	RAIL out		ALS out	RAIL out		ALS out	Max Kts	MDA(H)
A	1/2	1	1/2	3/4	1	1/2	3/4	1	90	1220' (686') - 1
B									120	1260' (726') - 1
C			1	1 1/2	1 1/4	1 3/4	140	1260' (726') - 2		
D			1 1/4	1 3/4	1 1/2	2	165	1300' (766') - 2 1/2		

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BRIEFING STRIP™

TERPS
AMEND
C

NORTHERN MAINE REGISTRATION AT PRESQUE ISLE

JEPPESEN
26 JUN 09
ESQUE ISLE Eff 2 Jul

26 JUN 09

Eff 2 Jul

RNAV (GPS) Rwy 28

NORTHERN MAINE REGD AT PRESQUE ISLE UNICOM
CTAF 122.8

Apt Elev **534'**
TDZE **473'**

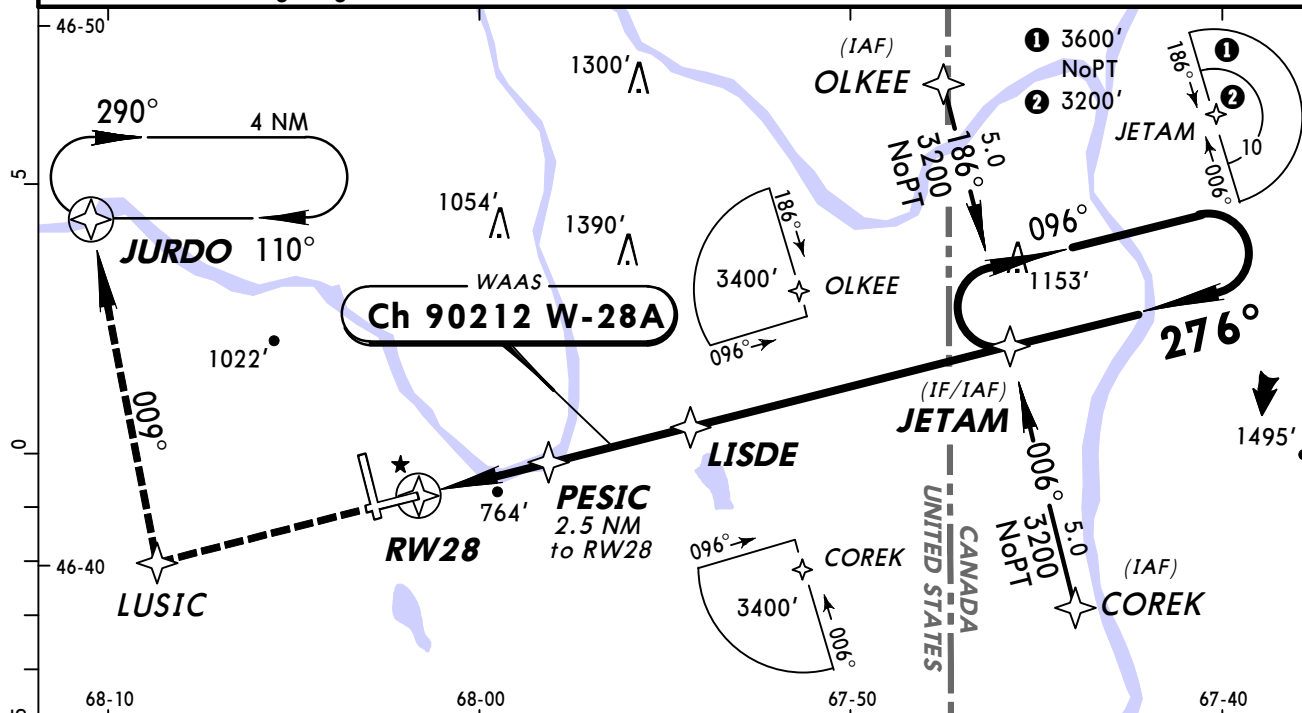
TAA
30 NM
IAF

MISSSED APCH: Climb to 3500' direct LUSIC and RIGHT turn via track 009° to JURDO and hold, continue climb-in-hold to 3500'.

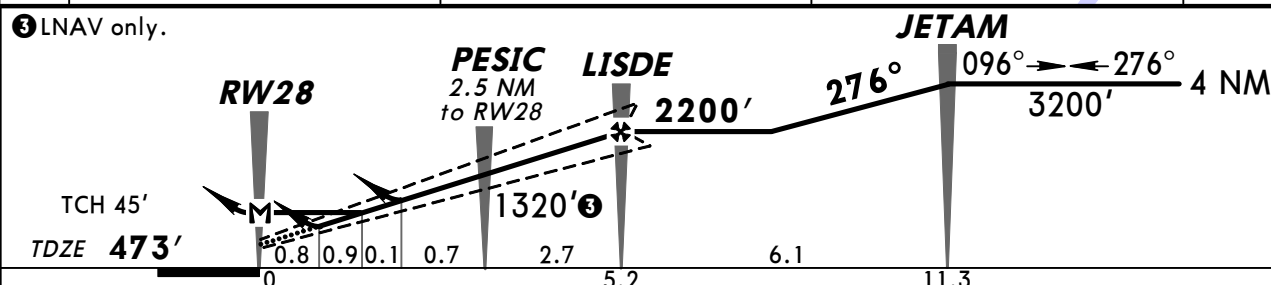
Trans alt: 18000'

1. Use local altimeter setting; if not received, use Houlton Intl altimeter setting. 2. Procedure not authorized at night. 3. Baro-VNAV not authorized when using Houlton Intl altimeter setting.

4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 5. DME/DME RNP-0.30 not authorized. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 122.6.



③ LNAV only.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Glide Path Angle</i> 3.00°	372	478	531	637	743	849	
<i>MAP at RW28</i>							

STRAIGHT-IN LANDING RWY 28

RAISCH IN LANDING RW With Local Altimeter Setting

CIRCLE-TO-LAND

CIRCLE-TO-LA

DAY			NIGHT	With Local Altimeter Setting		NIGHT
LPV <i>DA(H)</i> 759' (286')	LNAV/VNAV <i>DA(H)</i> 1080' (607')	LNAV <i>MDA(H)</i> 1060' (587')		Max Kts	DAY <i>MDA(H)</i>	
A	1	2¼	NA	90	1120'(586')-1	NA
B				120	1160'(626')-1	
C				140	1160'(626')-1¾	
D				165	1200'(666')-2	

With Houlton Intl Altimeter Setting

DAY

With Houlton Intl

LPV <i>DA(H)</i> 848' (375')		LNAV/VNAV <i>DA(H)</i> 1169' (696')		LNAV <i>MDA(H)</i> 1160' (687')		Altimeter Setting DAY Max Kts <i>MDA(H)</i>		NIGHT
A	1¼	2½	1	NA	90	1220'(686')-1		NA
B					120	1260'(726')-1		
C					140	1260'(726')-2		
D					165	1300'(766')-2½		

CHANGES: Procedure.

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NORTHERN MAINE REG. AT PRESQUE ISLE UNICOM

CTAF 122.8

Apt Elev 534'
TDZE 478'

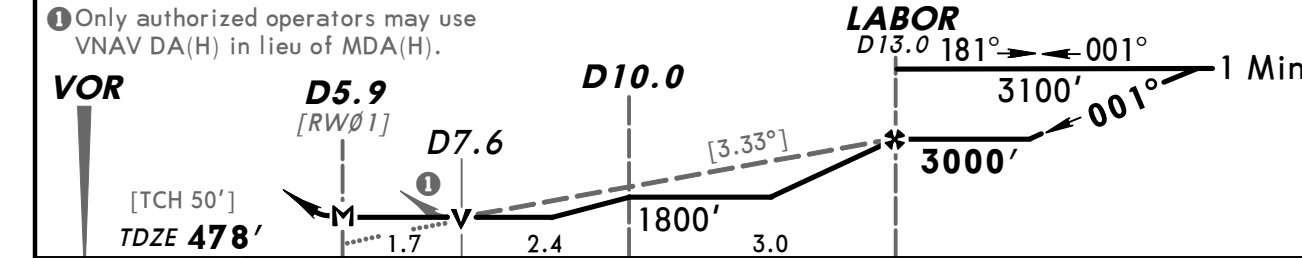
3100'

MISSED APCH: Climb to 3000' direct PQI VOR and hold.

Trans alt: 18000'

1. Pilot controlled lighting 122.6.

MSA PQI VOR



PQI
116.4

CIRCLE-TO-LAND

$$\frac{MDA(H)}{140' (606') - 1}$$

90

140

165

1180' (646') -2

BRIEFING STRIP™



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-L	1400' ↑	2700' ↗ RT	↻	PQI 116.4
<i>Descent angle</i> [3.42°]	424	545	605	726	847	968					
<i>MAP at D4.7 or VOR to MAP</i> 4.7	4:02	3:08	2:49	2:21	2:01	1:46					

TERPS AMEND 10B 8 APR 2010

General Information

Location: Portland ME USA
IATA Code: PWM
Lat/Long: N43° 38.8' W070° 18.6'
Elevation: 76 ft

Airport Use: Public
Magnetic Variation: 15.8°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1122 Z
Sunset: 2227 Z,

Runway Information

Runway: 11
Length x Width: 7200 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 77 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18
Length x Width: 5001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 50 ft
Lighting: Edge, REIL

Runway: 29
Length x Width: 7200 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 57 ft
Lighting: Edge, ALS, Centerline

Runway: 36
Length x Width: 5001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 49 ft
Lighting: Edge, REIL

Communication Information

ATIS 119.05

Portland Tower 120.9 CTAF

Portland Ground Control 121.9

Portland Clearance Delivery 121.9

Portland Approach Control 132.4 Secondary

Portland Approach Control 125.5

Portland Approach Control 119.75 Initial Contact

Portland App ARSA 125.5

Portland App ARSA 119.75 Initial Contact

Portland Departure Control 132.4 Secondary

Portland Departure Control 125.5

Portland Departure Control 119.75

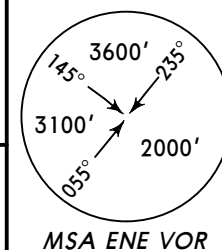
Portland Intl Unicom 122.95

Boston Center 128.2 Remote Communications Air-Ground

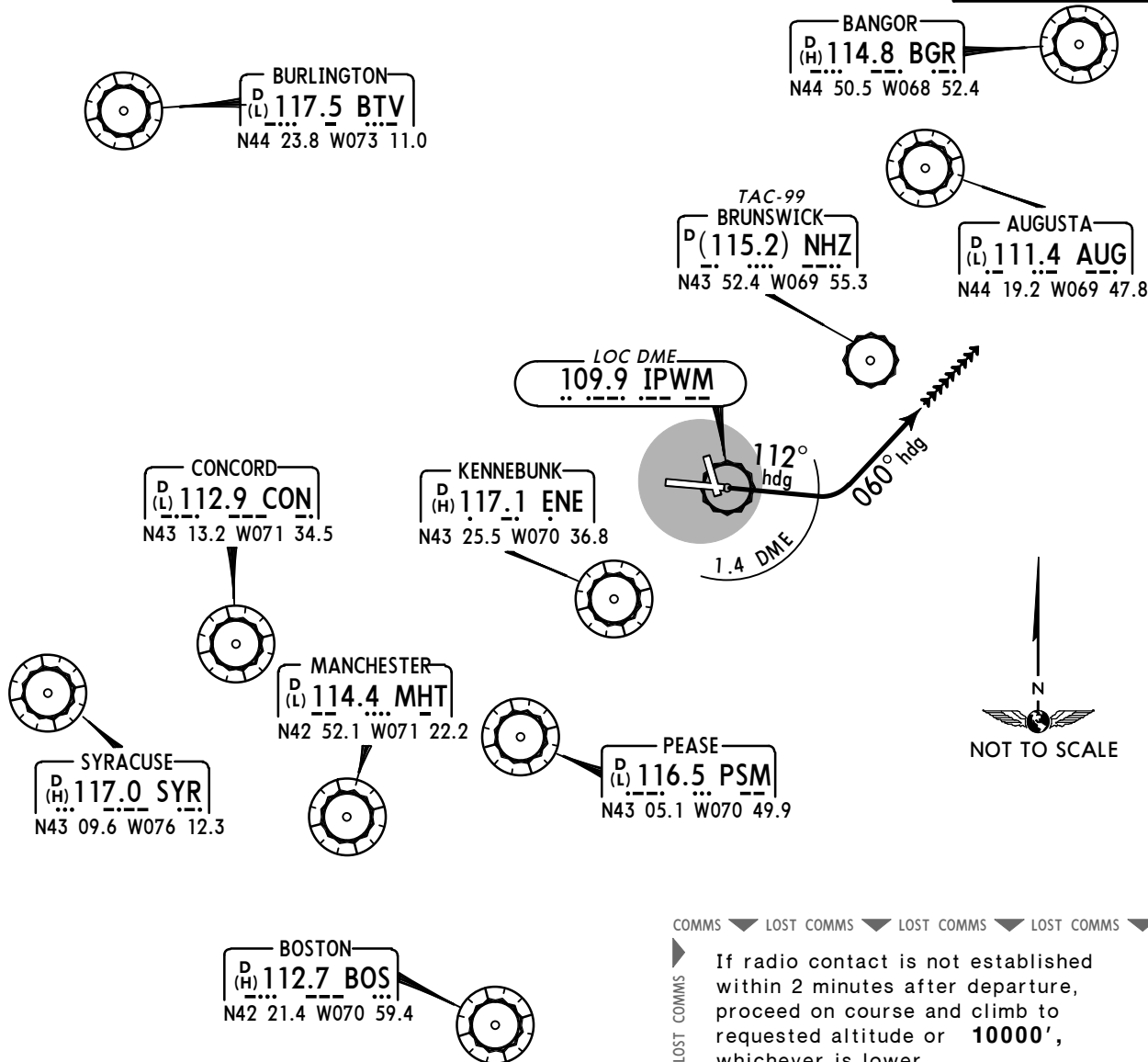
*PORTLAND Departure (R)
125.5
 BOSTON Center (R)
128.2 when Dep inop.

Apt Elev
77'

Trans level: FL180 Trans alt: 18000'
 1. This SID is a noise abatement procedure and applies only to turbojet and turboprop aircraft capable of 210 KT.
 2. All aircraft must be DME equipped.



CASCO THREE DEPARTURE (CASCO3.PWM) (RWY 11)



This SID requires take-off minimums of (for standard minimums, refer to airport chart):
 Rwy 11: Standard (or lower than standard, if authorized) with minimum obstacle climb gradient of 250' per NM to **500'** and ATC climb gradient of 265' per NM to **500'**.
 Rwy 11, Tower closed: Standard (or lower than standard, if authorized) with minimum obstacle climb gradient of 250' per NM to **500'** and ATC climb gradient of 400' per NM to **4000'**.
 Rwy 18, 29, 36: Not authorized - Noise abatement.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
265' per NM	331	442	663	883	1104	1325
400' per NM	500	667	1000	1333	1667	2000

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 If radio contact is not established within 2 minutes after departure, proceed on course and climb to requested altitude or **10000'**, whichever is lower.
 LOST COMMS
 COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

OBSTACLES

Rwy 11: Trees 1024' from DER, 721' RIGHT of centerline, 39' AGL/ 78' MSL. Building 6162' from DER, 1492' LEFT of centerline, 25' AGL/ 224' MSL. Trees 1.0 NM from DER, 1744' LEFT of centerline, 46' AGL/ 245' MSL. Trees 1.0 NM from DER, 2043' LEFT of centerline, 31' AGL/ 230' MSL. Trees 1.1 NM from DER, 1508' LEFT of centerline, 31' AGL/ 231' MSL. Trees 1.2 NM from DER, 1471' LEFT of centerline, 63' AGL/ 232' MSL.

INITIAL CLIMB

Climb via heading 112° to IPWM 1.4 DME, then turn LEFT heading 060°.

ALTITUDE

MAINTAIN 3000'
 (5000' when Tower closed, contact BOSTON Center).

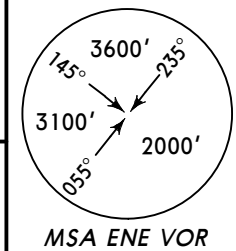
ROUTING

EXPECT vectors to filed route or depicted navaid. EXPECT further clearance to requested altitude/flight level 5 minutes after departure.

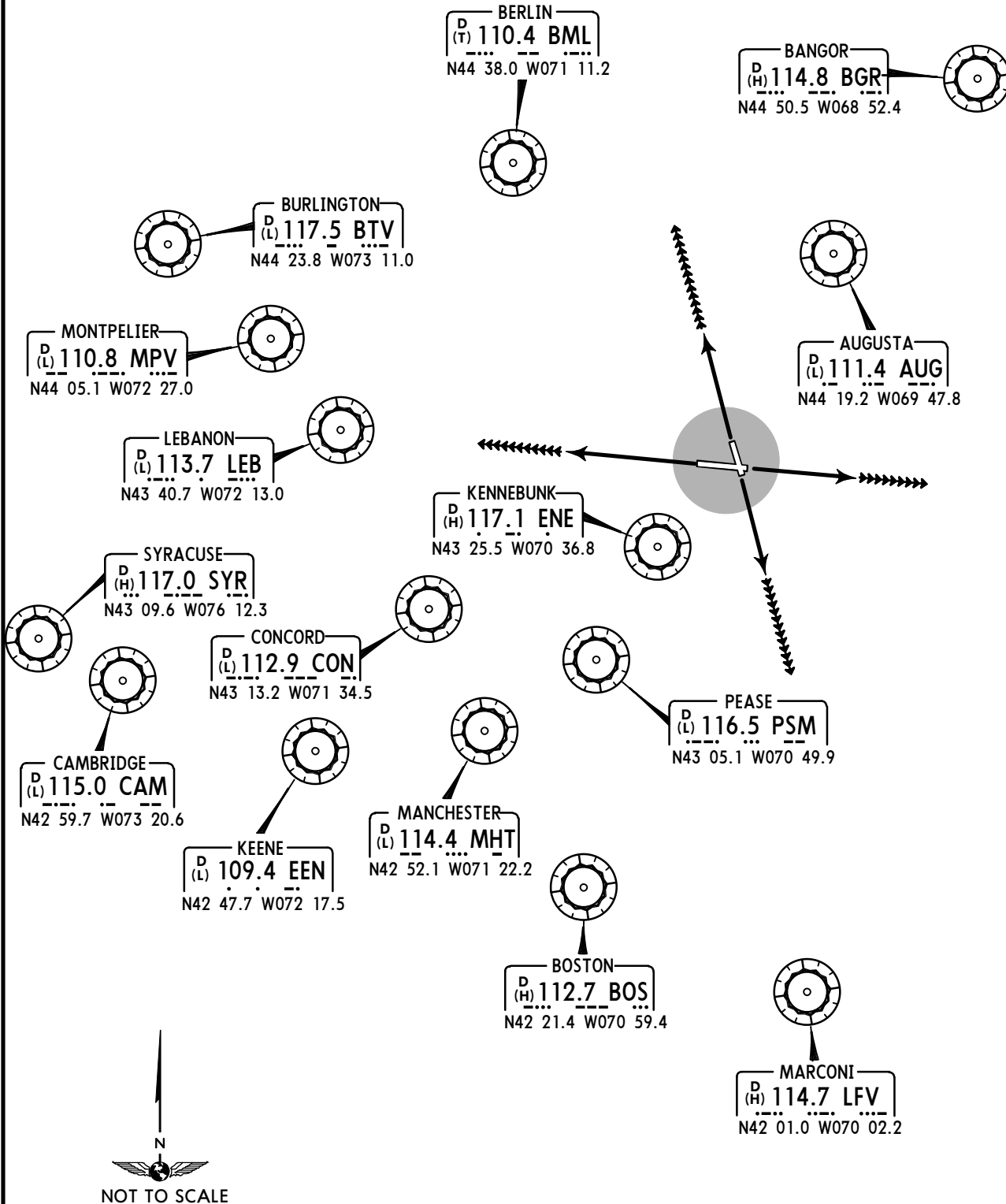
*PORTLAND Departure (R)
119.75
 BOSTON Center (R)
128.2 when Dep inop.

Apt Elev
77'

Trans level: FL180 Trans alt: 18000'
 Departure frequency 119.75 or as assigned.



PORTLAND FOUR DEPARTURE



INITIAL CLIMB

Fly runway heading or as assigned by ATC for RADAR vectors
 to assigned route/navaid/fix.

ALTITUDE

MAINTAIN 3000'
 or as assigned by ATC.

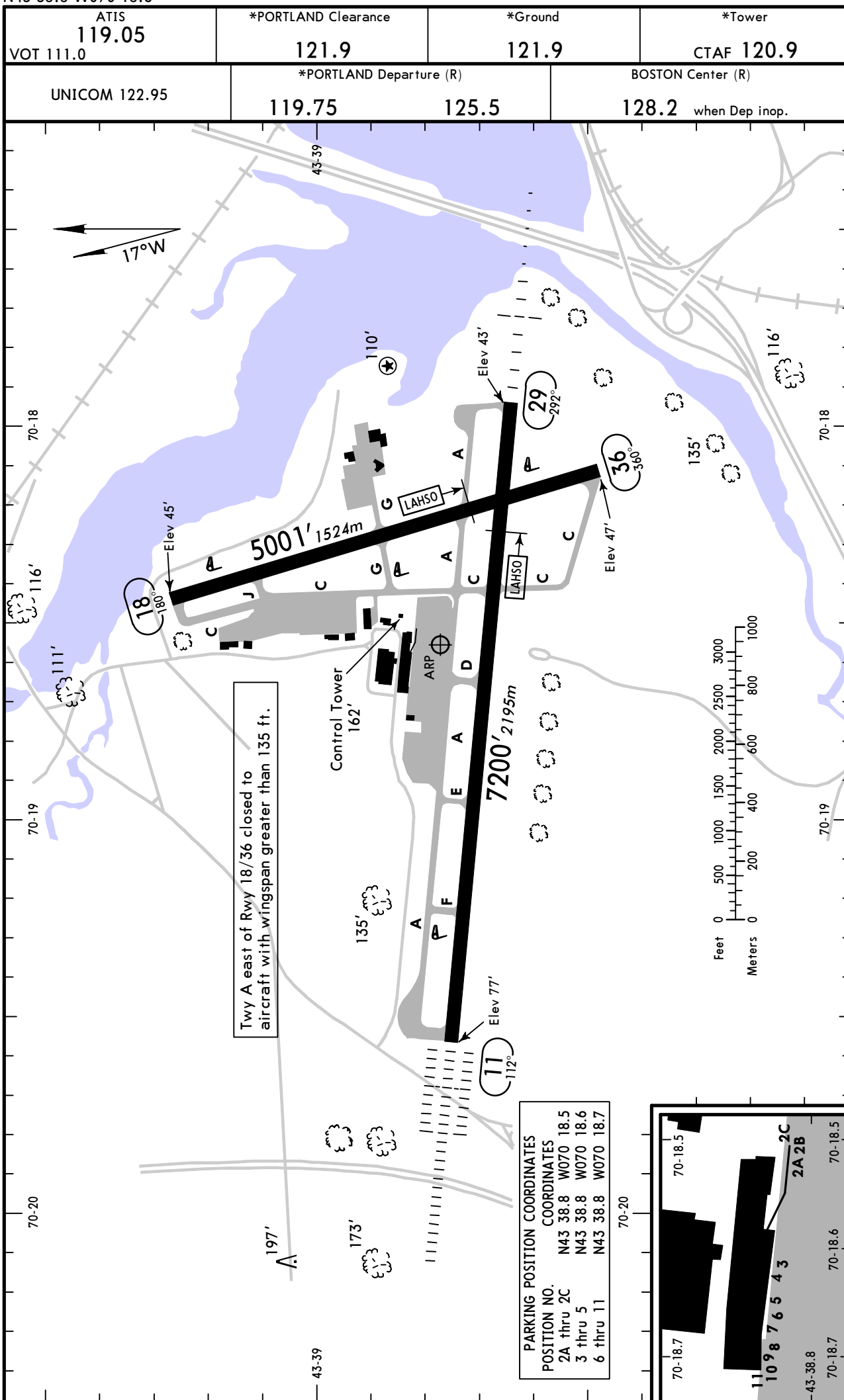
ROUTING

EXPECT clearance to filed altitude/flight level 5 minutes after departure.

KPWM/PWM
 Apt Elev **76'**
 N43 38.8 W070 18.6

JEPPESEN
 4 MAR 11 **(10-9)**

PORTLAND, MAINE
PORTLAND INTL



CHANGES: Notes, airport elevation.

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GENERAL

Deer, wildlife & birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION										
RWY							USABLE LENGTHS		LAHSO Distance	WIDTH
							LANDING	BEYOND		
							Threshold	Glide Slope		
11	HIRL CL ① ALSF-II ③ TDZ ④ PAPI-R grooved RVR						⑤ 6800' 2073m	⑤ 5726' 1745m	18/36 5750' 1753m	150' 46m
29	HIRL CL ② MALSR ④ PAPI-R grooved RVR							6325' 1928m		

① Becomes SSALR when Twr inop.

② Activate on 120.9 when Twr inop.

③ Unavailable when Twr inop.

④ Angle 3.0°.

⑤ Last 400' (122m) not available for landing distance computations.

18	MIRL ⑥ REIL VASI-L (angle 3.25°)			11/29 3500' 1067m	150' 46m
36	MIRL ⑥ REIL VASI-R				

⑥ Activate on 120.9 when Twr inop.

TAKE-OFF**Rwy 29**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
MID RVR 5	MID RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 11

With Min climb of 270'/NM to 400'

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	200- RVR 60 or 1 1/4
MID RVR 5	MID RVR 10				
Rollout RVR 5	Rollout RVR 10				

Rwy 18**Rwy 36**

With Min climb of 265'/NM to 700'

Adequate Vis Ref	STD		Adequate Vis Ref	STD		Other
	3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	1/4	1/2	1	400-2 3/4

FOR FILING AS ALTERNATE

ILS Rwy 11 ILS Rwy 29		LOC Rwy 11 LOC Rwy 29 RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29 RNAV (GPS) Rwy 36	RNAV (GPS) Rwy 18
A	600-2	800-2	NA
B			
C			
D	700-2		

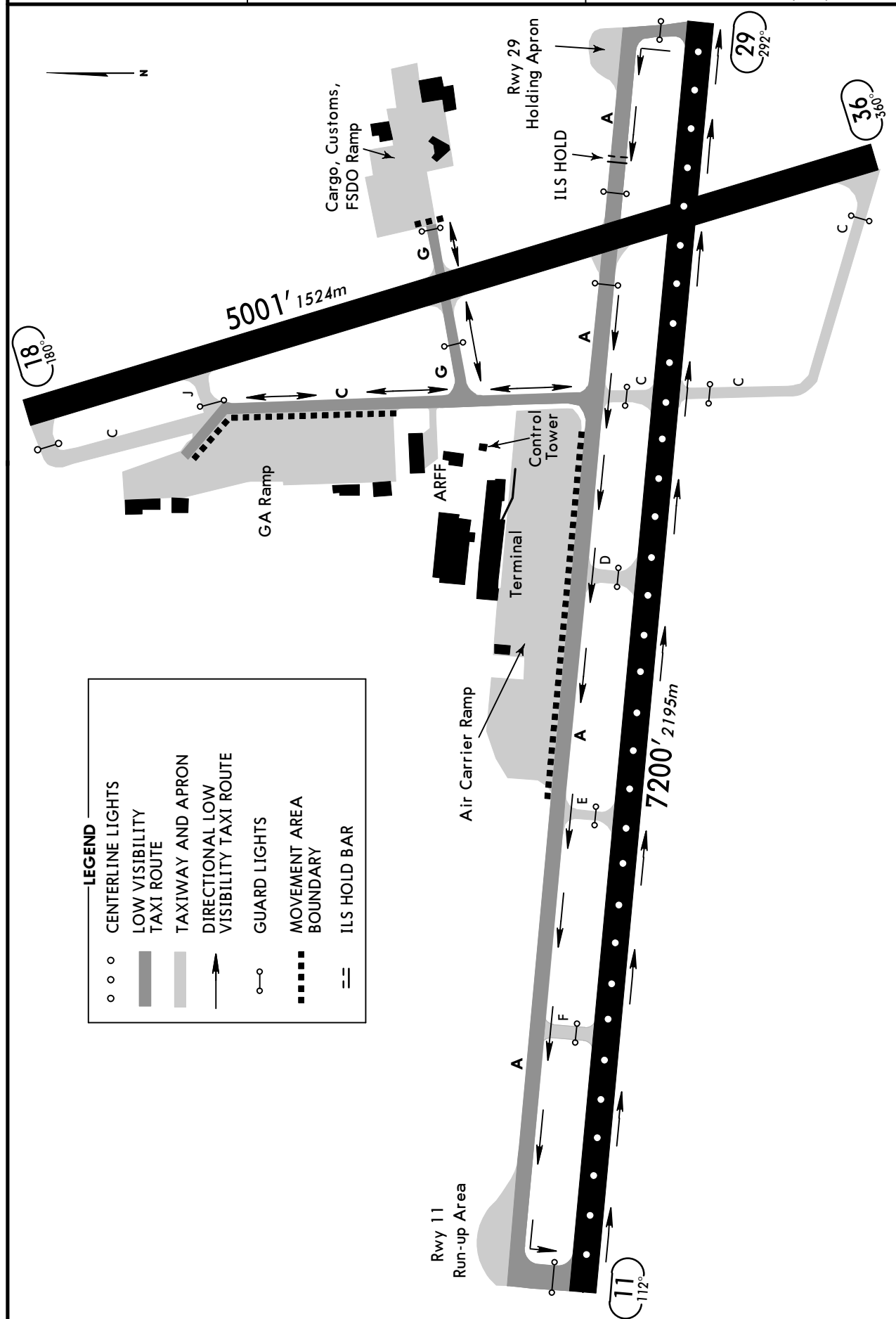
A
M
E
N
D
4

LESS THAN RVR 1200 TO 600

PORTLAND, MAINE
LOW VISIBILITY TAXI ROUTES

Apt Elev 77'

ATIS 119.05 VOT 111.0	*PORTLAND Clearance 121.9	*Ground 121.9	*Tower CTAF 120.9
UNICOM 122.95	*PORTLAND Departure (R) 119.75 125.5	BOSTON Center (R) 128.2 when Dep inop.	



KPWM/PWM **PORTLAND INTL**

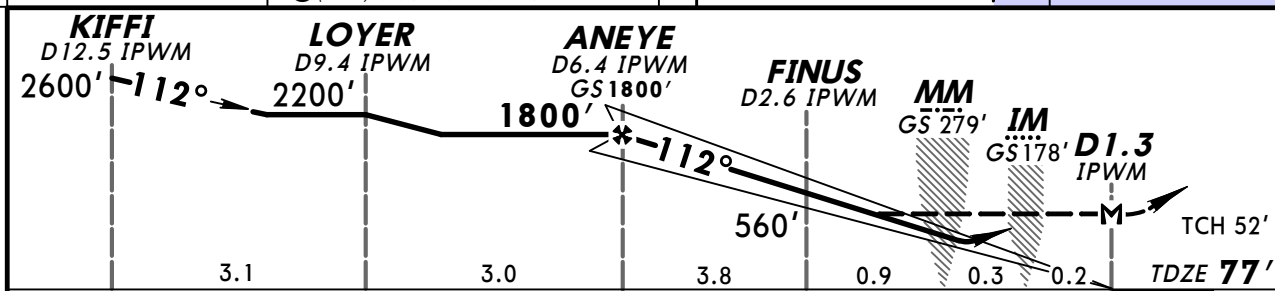
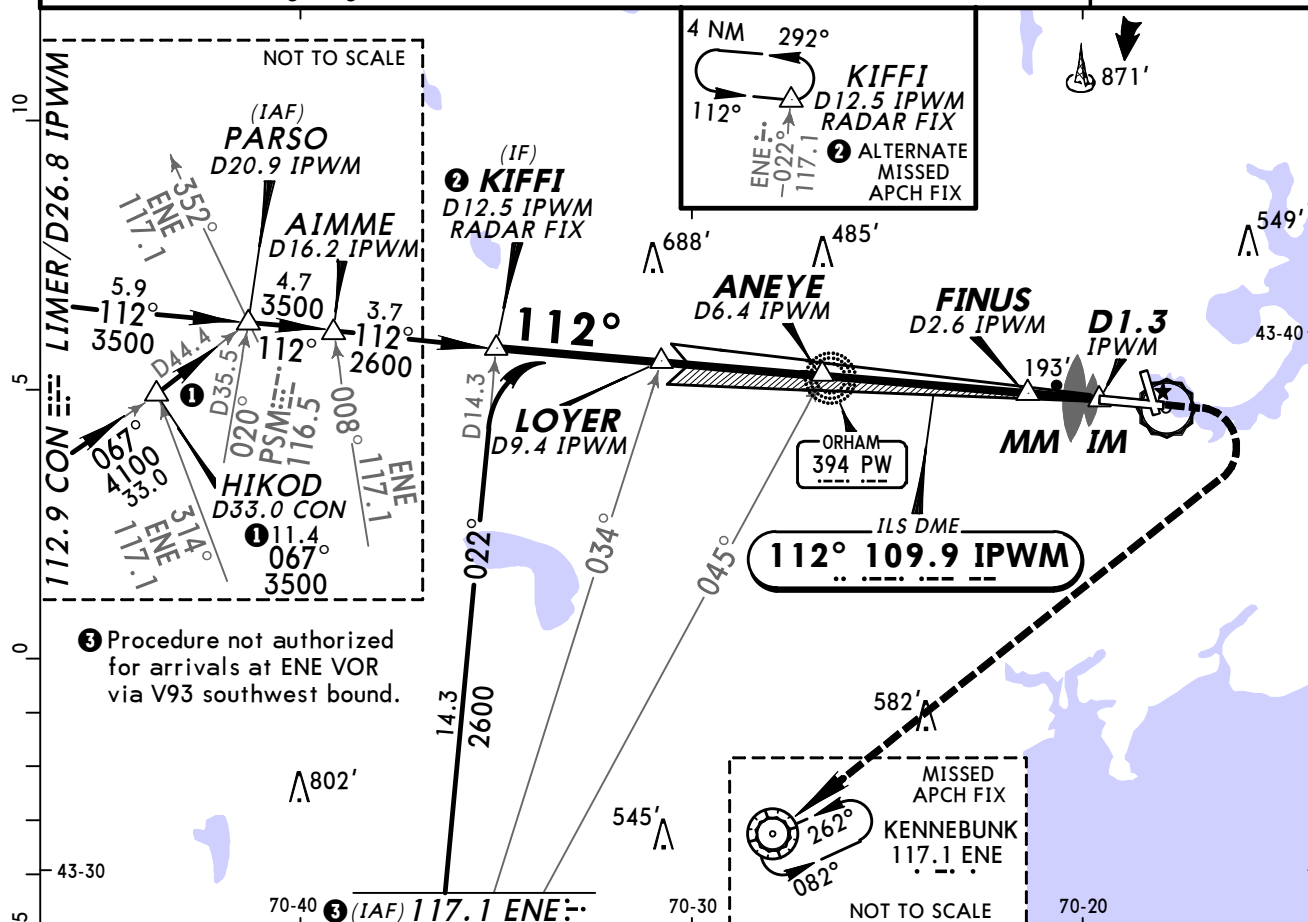
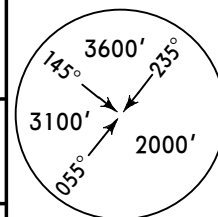
JEPPESEN
 15 OCT 10 **(11-1)**

PORTLAND, MAINE
ILS or LOC Rwy 11

BRIEFING STRIP™

ATIS 119.05	*PORTLAND Approach (R) 119.75 125.5	BOSTON Center (R) 128.2 when App inop.	*PORTLAND Tower CTAF 120.9	*Ground 121.9
LOC IPWM 109.9	Final Apch Crs 112°	GS ANEYE 1800' (1723')	ILS DA(H) 277' (200')	Apt Elev 77' TDZE 77'
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' direct ENE VOR and hold.				
Alt Set: INCHES 1. Pilot controlled lighting 120.9.		Trans level: FL 180		Trans alt: 18000'
MSA ENE VOR				

A circular diagram representing a VOR station. Four arrows point from a central point to the perimeter, each labeled with a distance and a bearing. The bearings are 145°, 235°, 3100', and 055°. The distances are 3600', 2000', 3100', and 2000'.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	600'	3000'	ENE
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	117.1
MAP at D1.3 IPWM or ANEYE to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57			

ILS			STRAIGHT-IN LANDING RWY 1				CIRCLE-TO-LAND		
DA(H) 277' (200')			LOC (GS out)		MDA(H) 560' (483')				
			With Finus		Without Finus				
FULL	TDZ or CL out	ALS out					Max Kts	MDA(H)	
A							90	620' (543') - 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	120		
C					RVR 40 or 3/4	RVR 60 or 1/4	140	640' (563') - 1/2	
D			RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	1 1/2	165	740' (663') - 2	

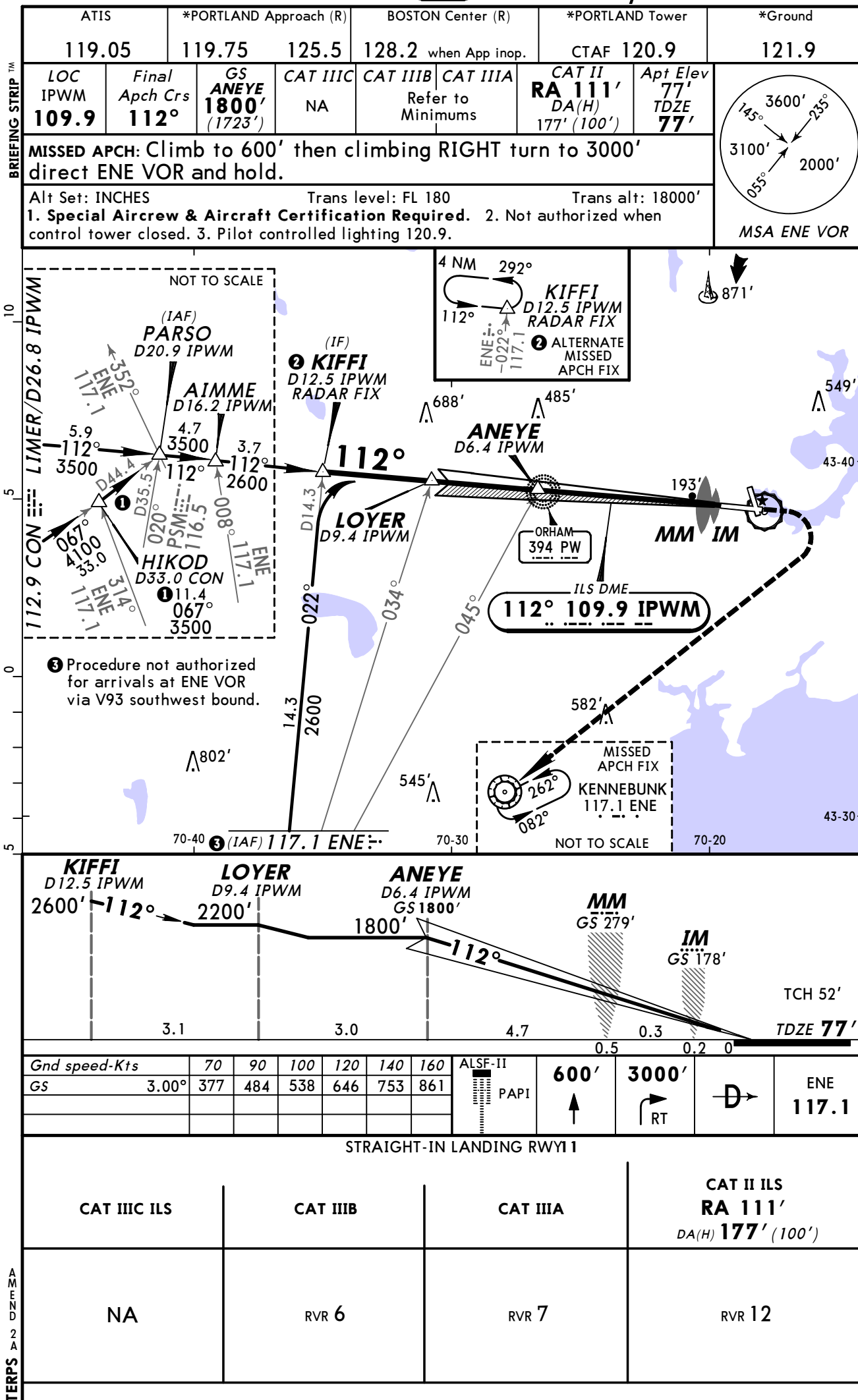
CHANGES: Approach frequencies.

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KPWM/PWM **PORTLAND INTL**

JEPPesen
 15 OCT 10 **(11-1A)**

PORTLAND, MAINE
***ILS Rwy 11 CAT II & III**



CHANGES: Approach frequencies, charted obstructions.

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KPWM/PWM PORTLAND INTL

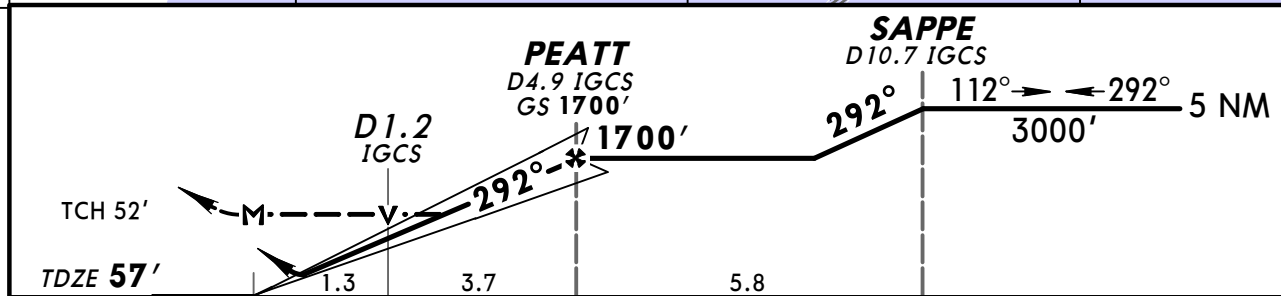
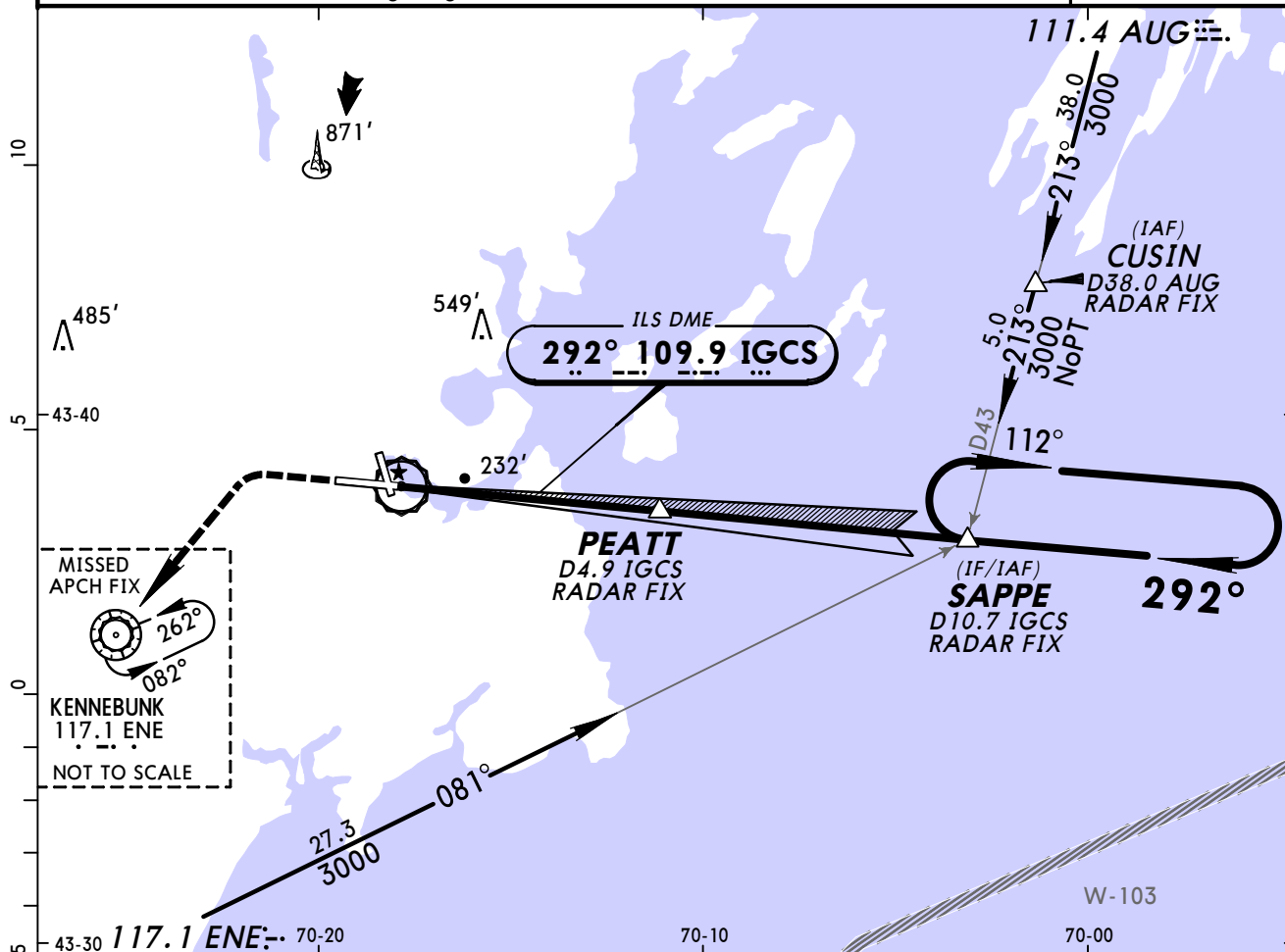
JEPPESSEN
15 OCT 10 (11-2)

PORTLAND, MAINE
ILS or LOC Rwy 29

BRIEFING STRIP™

ATIS 119.05	*PORTLAND Approach (R) 119.75 125.5	BOSTON Center (R) 128.2 when App inop.	*PORTLAND Tower CTAF 120.9	*Ground 121.9
LOC IGCS 109.9	Final Apch Crs 292°	GS PEATT 1700' (1643')	ILS DA(H) 257' (200')	Apt Elev 77' TDZE 57'
MISSED APCH: Climb to 700' then climbing LEFT turn to 3000' direct ENE VOR and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. DME or RADAR required. 2. DME required when Portland Approach Control closed. 3. Pilot controlled lighting 120.9.				

MSA ENE VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	700'	3000'	ENE 117.1
GS 3.00°	377	484	538	646	753	861	PAPI	↑	LT	
PEATT to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

STRAIGHT-IN LANDING RWY 29					CIRCLE-TO-LAND	
ILS DA(H) 257' (200')		LOC (GS out) MDA(H) 500' (443')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out		90	620' (543') - 1
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	
B						
C	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	140	640' (563') - 1 1/2
D		RVR 50 or 1	1 1/2		165	740' (663') - 2

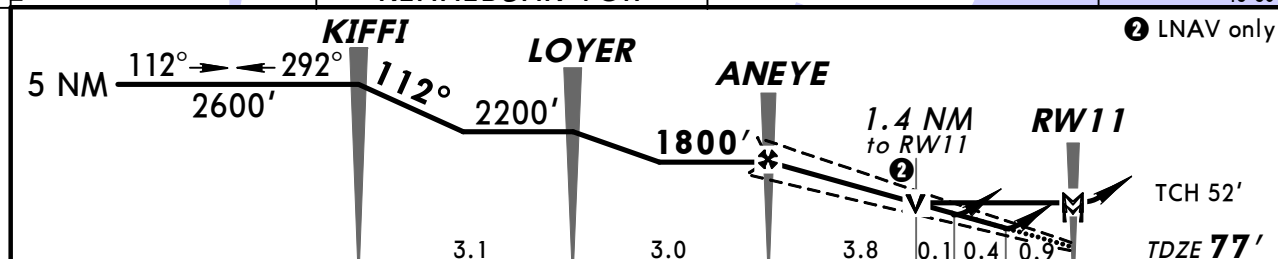
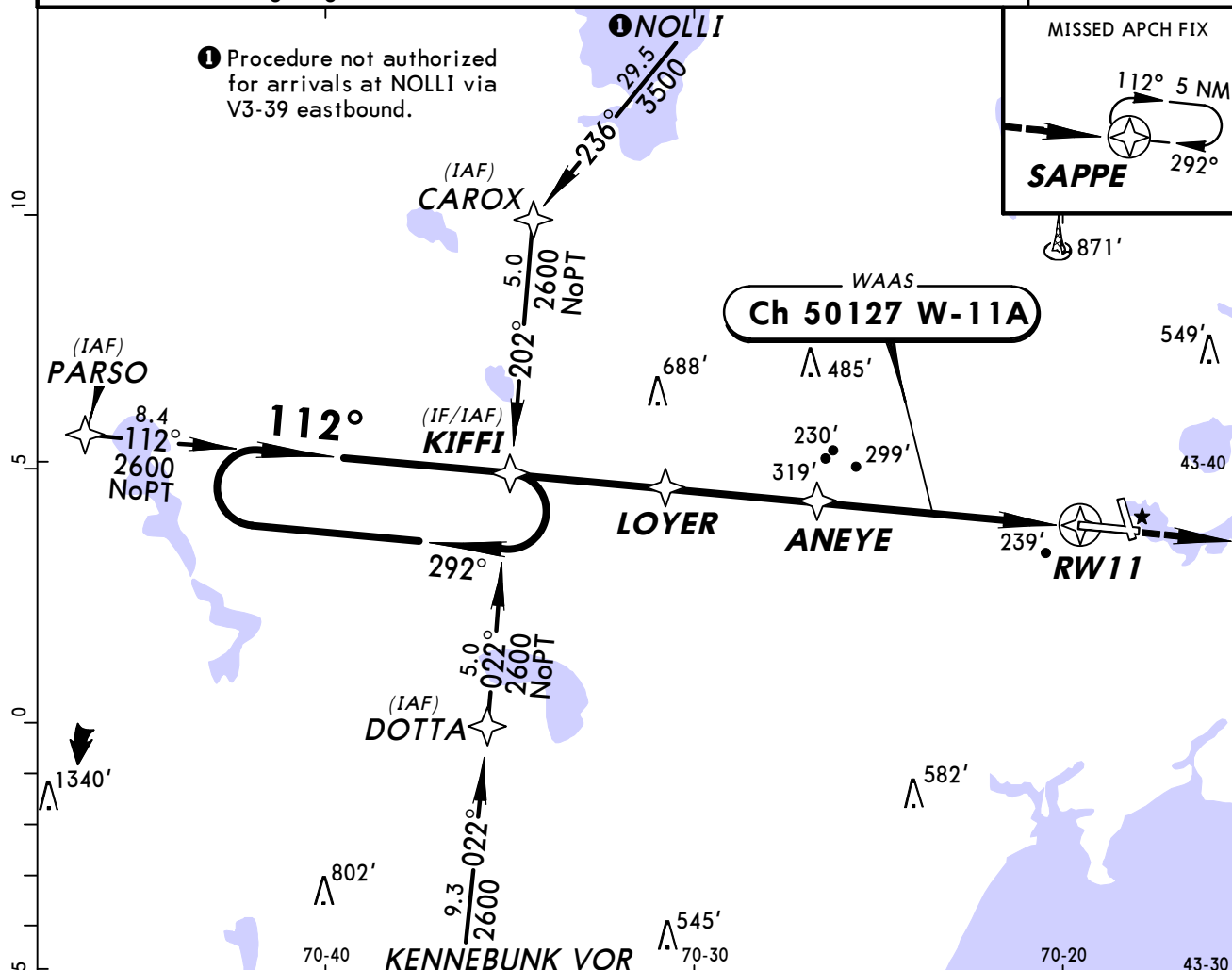
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Approach frequencies.

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BRIEFING STRIP™

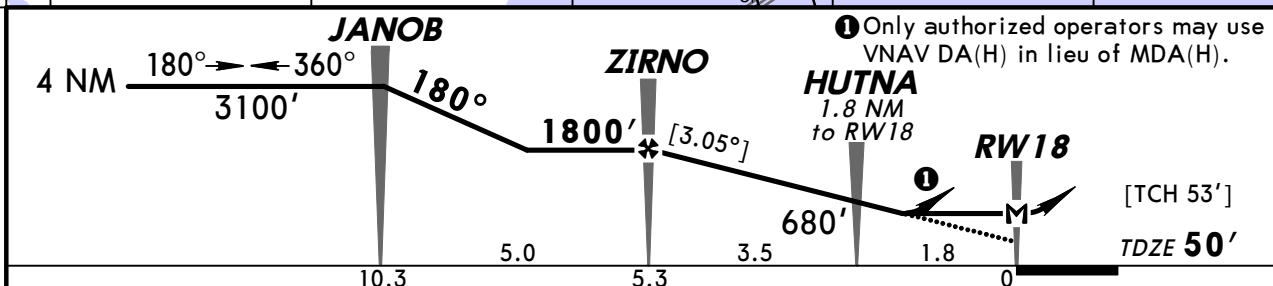
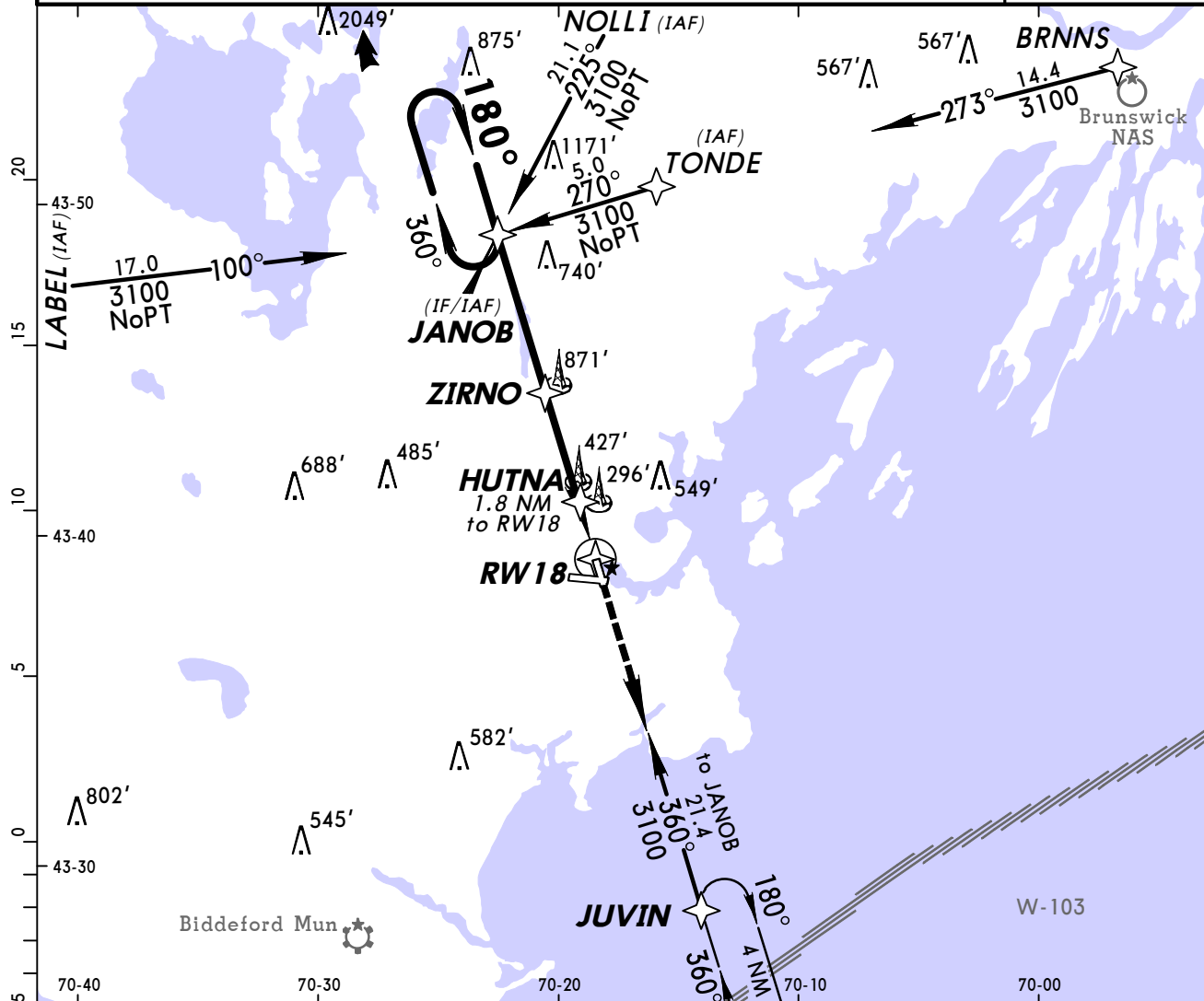
ATIS 119.05	*PORTLAND Approach (R) 119.75 125.5	BOSTON Center (R) 128.2 when App inop.	*PORTLAND Tower CTAF 120.9	*Ground 121.9
WAAS Ch 50127 W-11A	Final Apch Crs 112°	Minimum Alt ANEYE 1800' (1723')	LPV DA(H) 416' (339')	Apt Elev 77' TDZE 77'
MISSED APCH: Climb to 3000' direct SAPPE and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.30 not authorized. 3. WAAS VNAV outages may occur. WAAS VNAV NOTAM service is not provided. 4. Pilot controlled lighting 120.9.				
				3600' MSA RW11



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	PAPI	D	SAPPE
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW11											

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
LPV DA(H) 416' (339')		LNAV/VNAV DA(H) 531' (454')		LNAV MDA(H) 560' (483')	
ALS out		ALS out		ALS out	
A				Max Kts	MDA(H)
B				90	620' (543')-1
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	120	640' (563')-1 1/2
D			1 1/2	140	740' (663')-2
				165	

ATIS 119.05	*PORTLAND Approach (R) 119.75 125.5	BOSTON Center (R) 128.2 when App inop.	*PORTLAND Tower CTAF 120.9	*Ground 121.9
RNAV	Final Apch Crs 180°	Minimum Alt ZIRNO 1800' (1750')	LNAV MDA(H) 560' (510')	Apt Elev 77' TDZE 50'
MISSED APCH: Climb to 3100' direct JUVIN and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				MSA RW18
1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 120.9.				



Gnd speed-Kts	70	90	100	120	140	160		REIL	3100'	➔	JUVIN
Descent Angle [3.05°]	378	486	540	648	755	863		VASI-L	↑		
MAP at RW18											

STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND	
LNAV				
MDA(H) 560' (510')			Max	
A	1		Kts	MDA(H)
90			620' (543') - 1	
B			120	
C	1½		140	640' (563') - 1½
D			165	740' (663') - 2

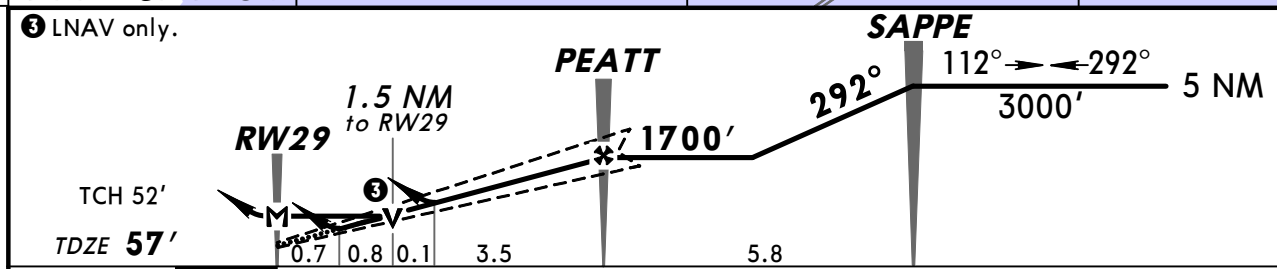
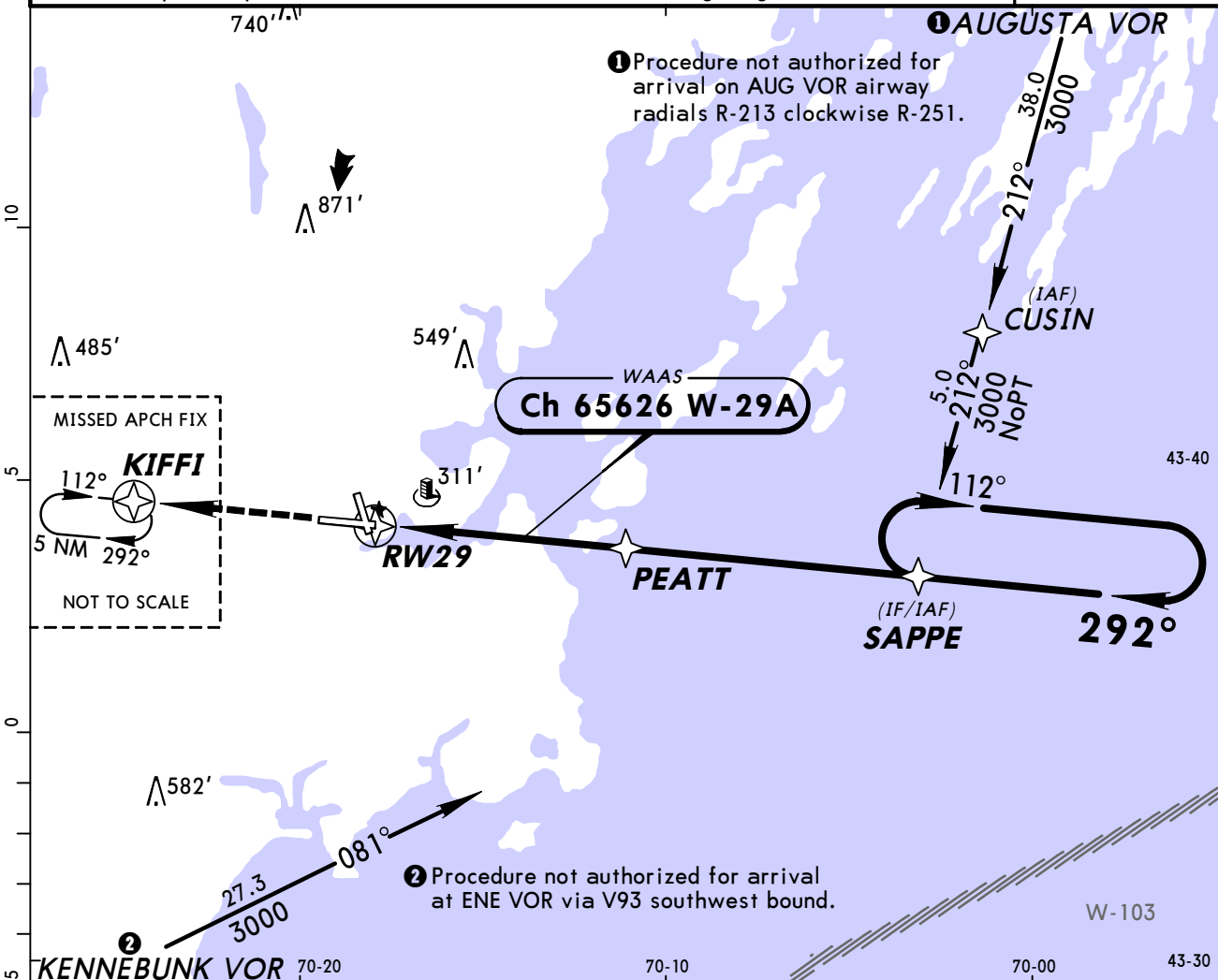
KPWM/PWM **PORTLAND INTL**

JEPPESEN
 1 APR 11 **(12-3)**

PORTLAND, MAINE **RNAV (GPS) Rwy 29**

BRIEFING STRIP™

ATIS 119.05	*PORTLAND Approach (R) 119.75	125.5	BOSTON Center (R) 128.2 when App inop.	*PORTLAND Tower CTAF 120.9	*Ground 121.9
WAAS Ch 65626 W-29A	Final Apch Crs 292°	Minimum Alt PEATT 1700' (1643')	LPV DA(H) 307' (250')	Apt Elev 76' TDZE 57'	3600' MSA RW29
MISSED APCH: Climb to 3000' direct KIFFI and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (119°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 120.9.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	PAPI	KIFFI
Glide path angle	3.00°	372	478	531	637	743	849			
MAP at RW29										

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV		Max Kts	MDA(H)
DA(H) 307' (250')	DA(H) 620' (563')	MDA(H) 560' (503')		90	620' (544')-1
RAIL or ALS out	RAIL or ALS out	RAIL out	ALS out	120	640' (564')-1 1/2
RVR 40 or 3/4	1 1/2	2	RVR 40 or 3/4	140	640' (564')-1 1/2
			RVR 50 or 1	165	740' (664')-2

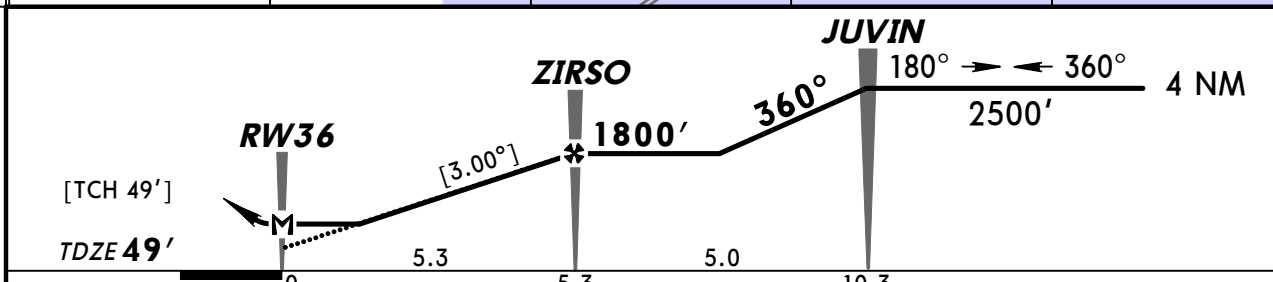
CHANGES: Notes, minimums.

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TERPS AMEND 1A, 7 APR 2011

BRIEFING STRIP™

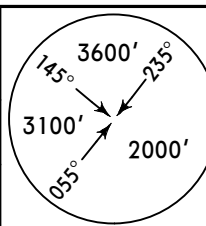
ATIS 119.05	*PORTLAND Approach (R) 119.75	125.5	BOSTON Center (R) 128.2 when App inop.	*PORTLAND Tower CTAF 120.9	*Ground 121.9
RNAV	Final Apch Crs 360°	Minimum Alt ZIRSO 1800' (1751')	LNAV MDA(H) 520' (471')	Apt Elev 76' TDZE 49'	3600' MSA RW36
MISSED APCH: Climb to 3100' direct JANOB and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 120.9.					

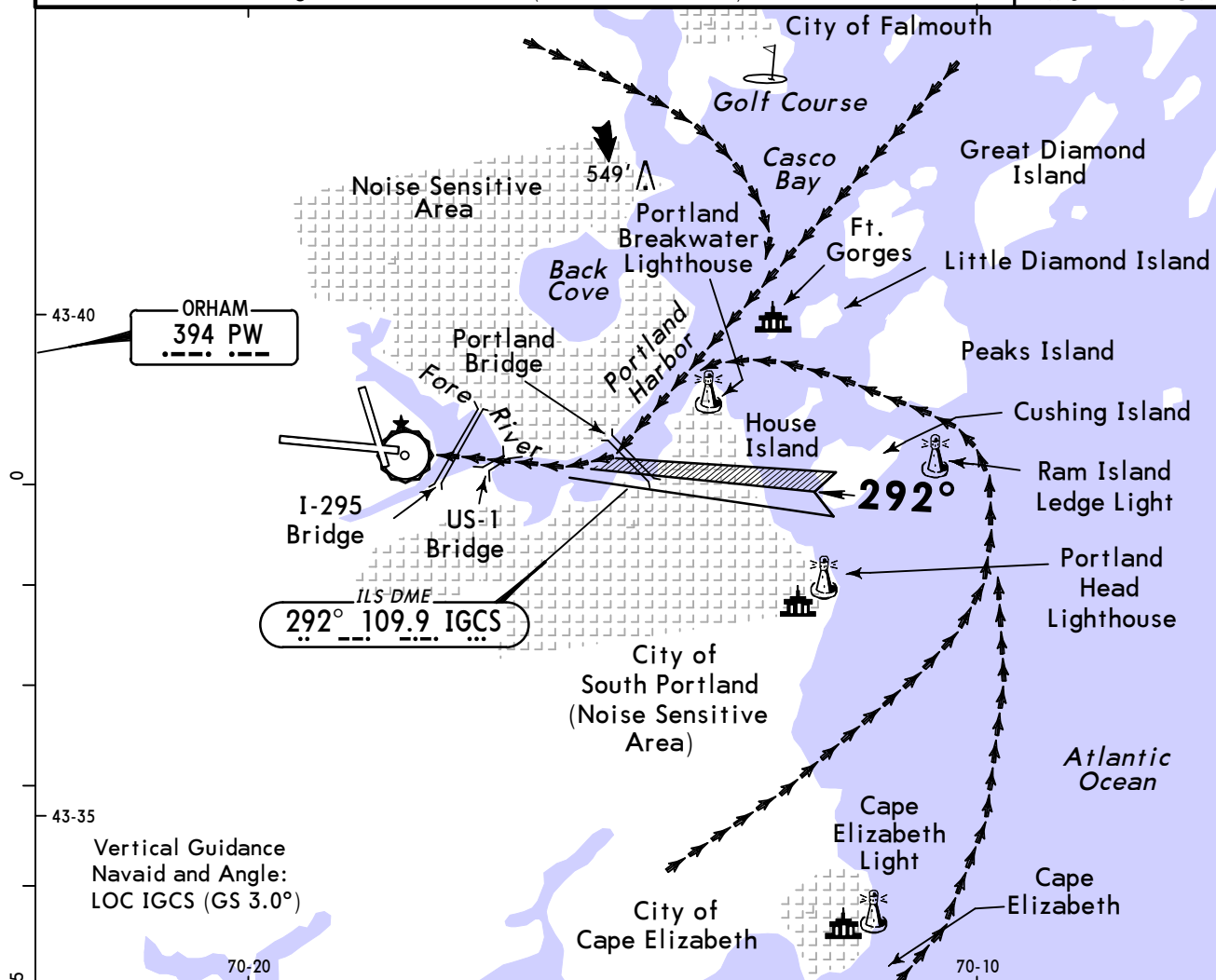


Gnd speed-Kts	70	90	100	120	140	160		REIL	3100'	→	JANOB
Descent Angle [3.00°]	372	478	531	637	743	849		VASI-R	↑		
MAP at RW36											

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Max Kts		MDA(H)	
NA		MDA(H) 520' (471')		90		620' (544') - 1	
		1		120		640' (564') - 1½	
		1¼		140		740' (664') - 2	
		1½		165			

BRIEFING STRIP™

ATIS 119.05	*PORTLAND Approach (R) 119.75 125.5	BOSTON Center (R) 128.2 when App inop.	*PORTLAND Tower CTAF 120.9	*Ground 121.9
NAVAIDS- Refer to Planview	<i>Final Apch Crs</i> 292°	No FAF	Refer to Minimums	<i>Apt Elev</i> 77'
No Missed Approach procedure.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. Radar required. 2. Procedure not authorized at night. 3. Maintain 3000' or higher until over water (Atlantic coastline).				
 MSA ENE VOR				



WEATHER MINIMUMS

Ceiling **3000'** — VIS **4**

TERPS AMEND 2 10 MAR 2011

PORTLAND, ME (PORTLAND INTL - KPWM)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KBGR

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Bangor Departure frequency 124.5 chnaged to 118.92.

No Chart Change Notices for Airport KBXM

No Chart Change Notices for Airport KPQI

Chart Change Notices for Airport KPWM

Type: Terminal

Effectivity: Permanent

Begin Date: 20080731

End Date: No end date

(10-3A) Portland 4 Dep computer code (PWM4.PWM) added.