

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KMHT

Terminal Charts For KMHT

Airport Information For KPSM

Terminal Charts For KPSM

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Manchester NH USA
IATA Code: MHT
Lat/Long: N42° 56.0' W071° 26.1'
Elevation: 266 ft

Airport Use: Public
Magnetic Variation: 15.0°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP 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: 1125 Z
Sunset: 2232 Z,

Runway Information

Runway: 06
Length x Width: 7650 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 224 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 442 ft

Runway: 17
Length x Width: 9250 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 229 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 336 ft

Runway: 24
Length x Width: 7650 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 242 ft
Lighting: Edge, Centerline, REIL

Runway: 35
Length x Width: 9250 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 265 ft
Lighting: Edge, ALS, Centerline, TDZ

Displaced Threshold: 850 ft

Communication Information

ATIS 119.55

ASOS 119.55

Manchester Tower 121.3

Manchester Ground Control 121.9

Manchester Clearance Delivery 135.9

Boston Approach Control 124.9

Boston ARSA 124.9

Boston Departure Control 124.9

Manchester Unicom 122.95

Bangor Flight Service Station 122.1 RCO

Bangor Flight Service Station 114.4 RCO

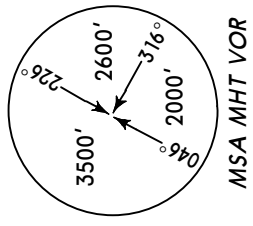
ATIS
119.55

Apt Elev
266'

Alt Set: INCHES
RADAR required

Trans level: FL 180

Trans alt: 18000'



POPPP ONE ARRIVAL (POPPP.POPPP1)

Direct distance from MHT to:
Manchester Apt 5 NM

CAMBRIDGE
D 115.0 CAM
(L) N42 59.7 W073 20.6

POPPP
N42 49.4 W071 55.2
EXPECT to cross
at 9000'

KEENE
D 109.4 EEN
(L) N42 47.7 W072 17.5

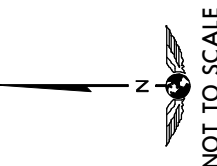
QUINZ
N42 46.4 W073 03.0
EXPECT to cross
at FL210

WOOLLY
N42 45.5 W073 29.9
EXPECT to cross
at FL240

ALBANY
D 115.3 ALB
(L) N42 44.8 W073 48.2

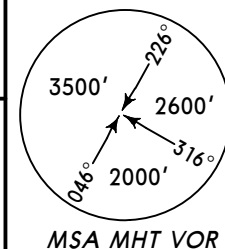
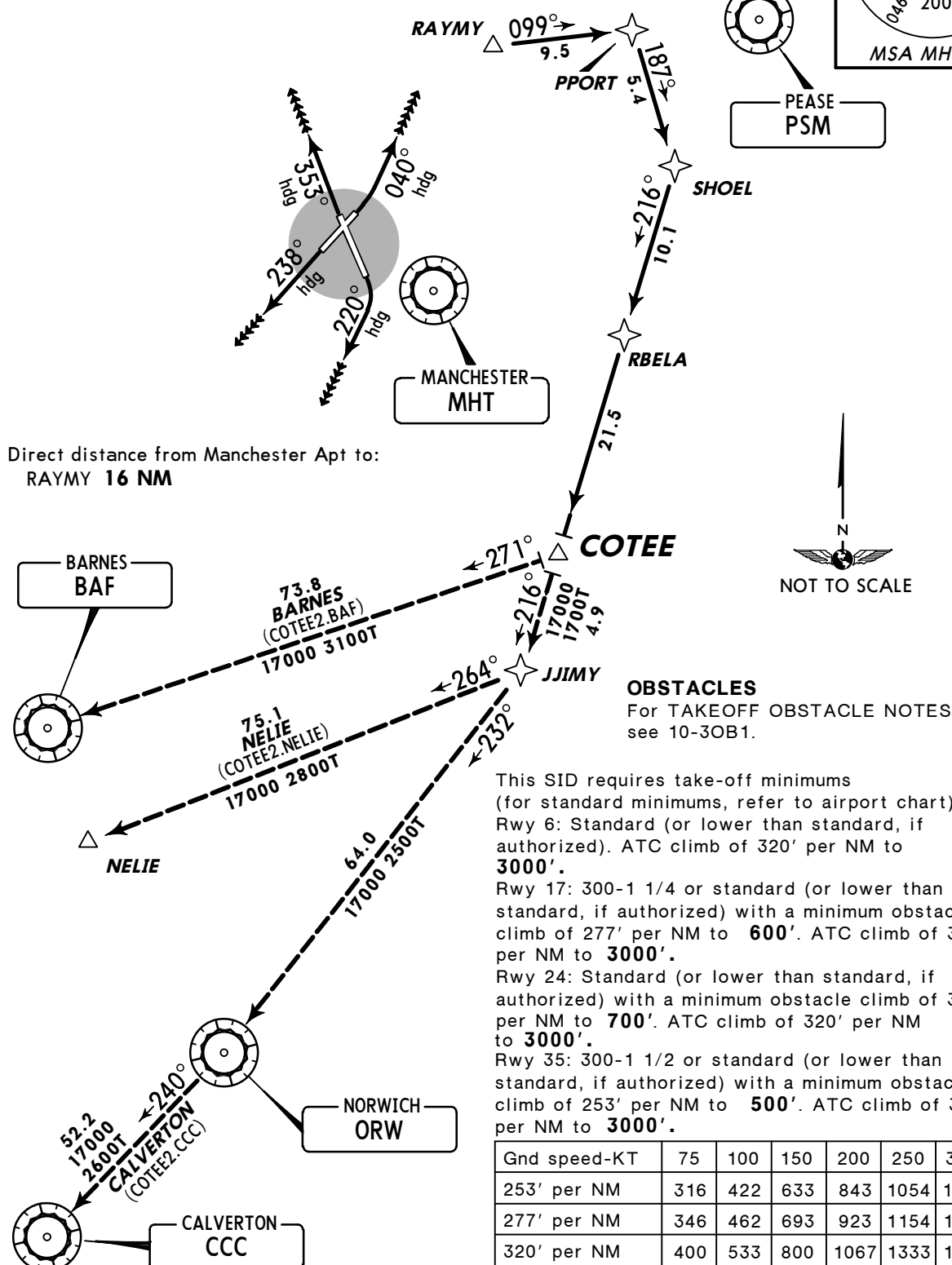
GARDNER
D 110.6 GDM
(L) N42 32.8 W072 03.5

BARNES
D 113.0 BAF
(L) N42 09.7 W072 43.0

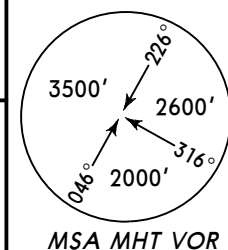


ROUTING

From over POPPP via MHT R-279 to MHT.
EXPECT RADAR vectors to final approach
course prior to MHT.

BOSTON
Departure (R)
124.9Apt Elev
266'Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required. 4. For turbojets only.**COTEE TWO RNAV DEPARTURE (COTEE2.COTEE)**

RWY	INITIAL CLIMB	ALTITUDE
6	Climbing LEFT turn heading 040°, EXPECT vectors to RAYMY, then via depicted route to COTEE.	MAINTAIN 3000' or as assigned by ATC
17	Climbing RIGHT turn heading 220°, EXPECT vectors to RAYMY, then via depicted route to COTEE.	
24	Climb heading 238°, EXPECT vectors to RAYMY, then via depicted route to COTEE.	
35	Climb heading 353°, EXPECT vectors to RAYMY, then via depicted route to COTEE.	
ROUTING		
EXPECT clearance to filed altitude/flight level within 5 minutes after departure.		

BOSTON
Departure (R)
124.9Apt Elev
266'Trans level: FL180 Trans alt: 18000'
RADAR required.**MANCHESTER FIVE DEPARTURE
(MHT5.MHT)**LEBANON
D (L) **113.7 LEB**
N43 40.7 W072 13.0CONCORD
D (L) **112.9 CON**
N43 13.2 W071 34.5KENNEBUNK
D (H) **117.1 ENE**
N43 25.5 W070 36.8PEASE
D (L) ***116.5 PSM**
N43 05.1 W070 49.9CAMBRIDGE
D (L) **115.0 CAM**
N42 59.7 W073 20.6KEENE
D (L) **109.4 EEN**
N42 47.7 W072 17.5GARDNER
D (L) **110.6 GDM**
N42 32.8 W072 03.5MANCHESTER
D (L) **114.4 MHT**
N42 52.1 W071 22.2LAWRENCE
D (L) **112.5 LWM**
N42 44.4 W071 05.7**BEDDS**
(111.15 1BED D5)
N42 28.8 W071 23.3BOSTON
D (H) **112.7 BOS**
N42 21.4 W070 59.4**OBSTACLES**For TAKEOFF OBSTACLE NOTES
see 10-30B1.This SID requires take-off minimums
(for standard minimums, refer to airport chart):Rwy 6: Standard (or lower than standard,
if authorized). with minimum climb of 206' per
NM to **1000'**.Rwy 17: 300-1 1/4 or standard (or lower than
standard, if authorized) with minimum climb
of 277' per NM to **600'**.Rwy 24: Standard (or lower than standard,
if authorized) with minimum climb
of 320' per NM to **800'**.Rwy 35: Standard (or lower than standard,
if authorized) with minimum climb
of 253' per NM to **2000'**.

Gnd speed-KT	75	100	150	200	250	300
206' per NM	258	343	515	687	858	1030
253' per NM	316	422	633	843	1054	1265
277' per NM	346	462	693	923	1154	1385
320' per NM	400	533	800	1067	1333	1600

RWY	INITIAL CLIMB	ALTITUDE
6	Turbojet aircraft: Climbing LEFT turn heading 040°. All other aircraft: Climb heading 058° or as assigned by ATC.	MAINTAIN 3000' or as assigned by ATC
17	Turbojet aircraft: Climbing RIGHT turn heading 220°. All other aircraft: Climb heading 173° or as assigned by ATC.	
24	Climb heading 238° or as assigned by ATC.	
35	Climb heading 353° or as assigned by ATC.	

ROUTINGEXPECT RADAR vectors to assigned route/navaid/fix. EXPECT clearance to filed altitude/
flight level 5 minutes after departure.

TAKEOFF OBSTACLE NOTES

◦ RWY 6:

TREES BEGINNING 238' FROM DER, 266' LEFT OF CENTERLINE, UP TO 108' AGL/308' MSL. TREES BEGINNING 272' FROM DER, 378' RIGHT OF CENTERLINE, UP TO 67' AGL/277' MSL.

◦ RWY 17:

TREES, POLES AND BUILDINGS BEGINNING 761' FROM DER, 4' RIGHT OF CENTERLINE, UP TO 98' AGL/433' MSL. SIGN, POLES, TREES, AND BUILDINGS BEGINNING 976' FROM DER, 2' LEFT OF CENTERLINE, UP TO 108' AGL/457' MSL.

◦ RWY 24:

TREES BEGINNING 810' FROM DER, 424' LEFT OF CENTERLINE, UP TO 123' AGL/293' MSL.

◦ RWY 35:

TREE AND POLES BEGINNING 719' FROM DER, 558' RIGHT OF CENTERLINE, UP TO 51' AGL/281' MSL. POLE AND TREES BEGINNING 891' FROM DER, 527' LEFT OF CENTERLINE, UP TO 80' AGL/414' MSL.

© JEPPESEN, 1999, 2009. ALL RIGHTS RESERVED.

ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS			WIDTH
			LANDING BEYOND		TAKE-OFF	
			Threshold	Glide Slope		
6	24	HIRL CL REIL PAPI-L (angle 3.0°) grooved RVR	7208' 2197m	6264' 1909m		150' 46m
			① 6850' 2088m			
① Last 800' 244m is unavailable for landing distance computations.						
17	35	HIRL CL MALSR TDZ PAPI-R (angle 3.1°) RVR	8914' 2717m	8089' 2466m		150' 46m
		HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR	③ 7650' 2332m	6428' 1959m		
② Runway grooved.						
③ Last 750' 229m is unavailable for landing distance computations.						
RUNWAY INCURSION HOT SPOTS						
For Information only, not to be considered as ATC instructions.						
HS 1 Use caution approaching the Rwy Hold Position Markings. Anticipate the Rwy 17 hold line upon crossing Rwy 24.						
HS 2 Use caution when approaching Rwy Hold Position Markings at Twy P and Twy U.						
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						
Rwy 17						
With Min climb of 277'/NM to 600'					Other	
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	300-1 1/4	
Mid RVR 5	Mid RVR 10					
Rollout RVR 5	Rollout RVR 10					
Rwy 35						
With Min climb of 253'/NM to 500'					Other	
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	300-1 1/2	
Mid RVR 5	Mid RVR 10					
Rollout RVR 5	Rollout RVR 10					
Rwys 6, 24						
Both RVRs are required & controlling		Adequate Vis Ref	STD			
CL, or RCLM & HIRL			3 & 4 Eng	1 & 2 Eng		
TDZ RVR 10 Rollout RVR 10		RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1		
OBSTACLE DP						
Rwy 6, Climb heading 058° to 1000' before turning right.						
Rwy 24, Climb heading 245° to 900' before proceeding on course.						
Rwy 35, Climb heading 353° to 1300' before turning left.						
FOR FILING AS ALTERNATE						
		Authorized Only When Local Weather Available				
ILS Rwy 6 ILS Rwy 35		ILS Rwy 17	LOC DME Rwy 17 RNAV (GPS) Rwy 6 RNAV (GPS) Y Rwy 17 RNAV (GPS) Rwy 35	LOC Rwy 6 LOC Rwy 35 VOR Rwy 35 RNAV (GPS) Rwy 24	VOR DME Rwy 17	Other
A	700-2	700-2	800-2	800-2	800-2	NA
B					800-2 1/4	
C					800-2 1/2	
D						

KMHT/MHT
MANCHESTER

16 SEP 11

10-9B

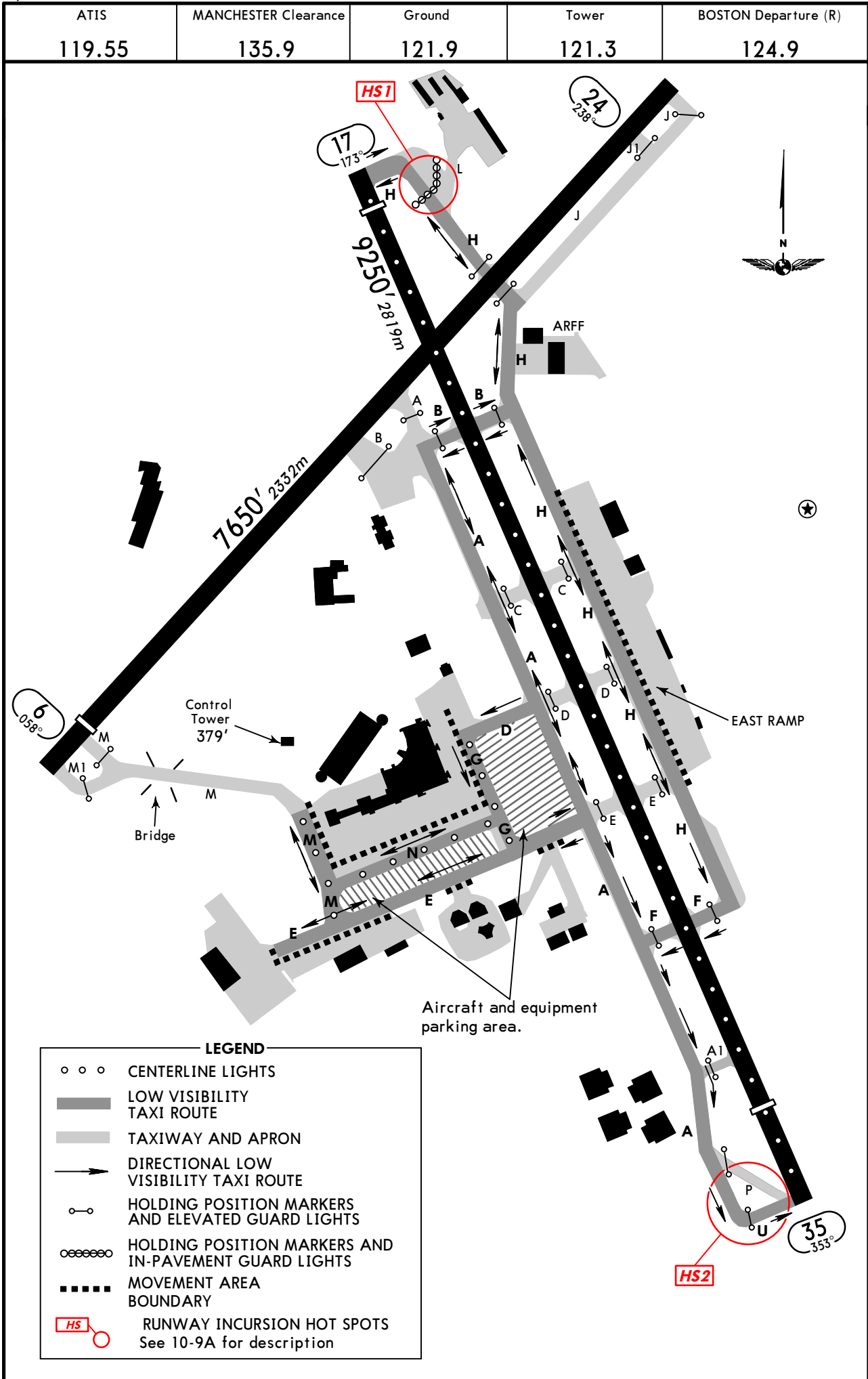
SMGCS

LESS THAN RVR 1200 TO 600

MANCHESTER, NH

Apt Elev **266'**

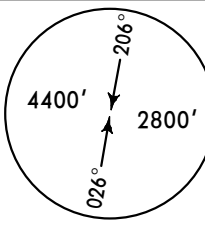
LOW VISIBILITY TAXI ROUTES

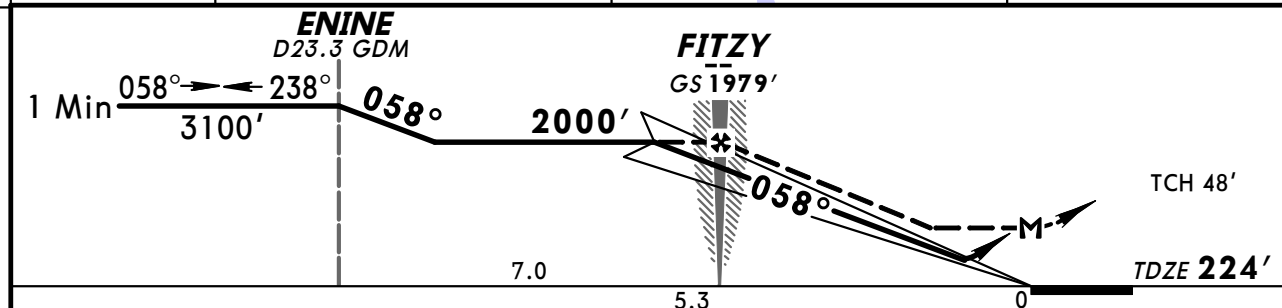
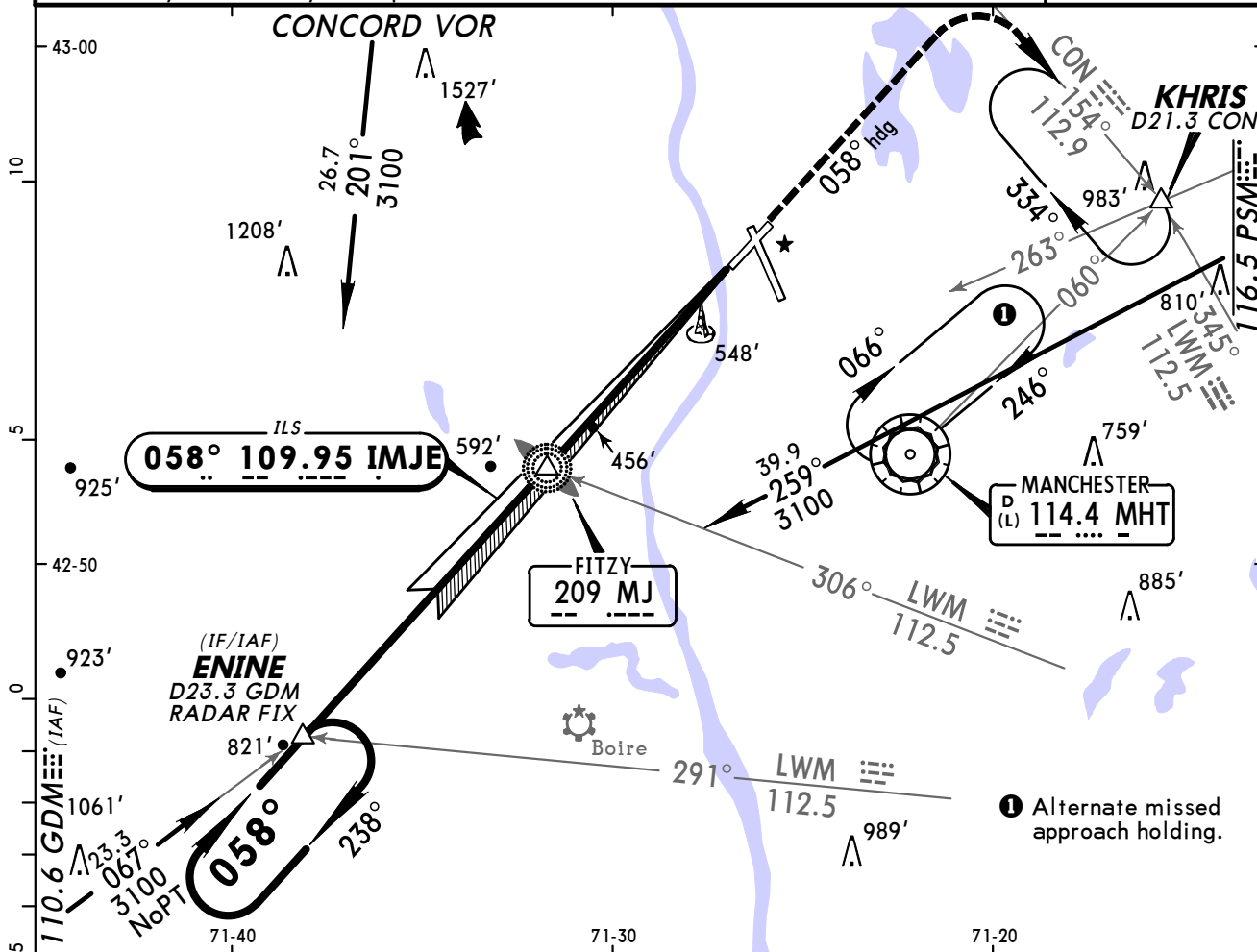


CHANGES: Taxi routes, Hot Spots, lighting, movement areas.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

ATIS 119.55		BOSTON Approach (R) 124.9		MANCHESTER Tower 121.3		Ground 121.9	
LOC IMJE 109.95	Final Apch Crs 058°	GS FITZY 1979' (1755')	ILS DA(H) 474' (250')	Apt Elev 266' TDZE 224'			
MISSED APCH: Climb to 3000' via 058° heading and outbound on CON VOR R-154 to KHRIS/D21.3 CON and hold. Continue climb-in-hold to 3000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA MJ LOM	
1. Visibility reduction by helicopters not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' ↑	via 058° hdg	CON 112.9 R-154	KHRIS
GS	3.00°	377	484	538	646	753					
FITZY to MAP	5.3	4:33	3:32	3:11	2:39	2:16					

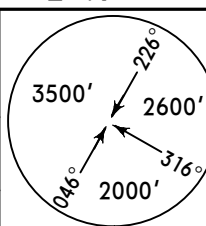
STRAIGHT-IN LANDING RWY 6				CIRCLE-TO-LAND	
ILS DA(H) 474' (250')		LOC (GS out) MDA(H) 820' (596')		Max Kts	MDA(H)
RVR 40 or 3/4		RVR 50 or 1		90	880' (614') - 1
				120	880' (614') - 1 3/4
		1 1/2		140	880' (614') - 1 3/4
		1 3/4		165	880' (614') - 2

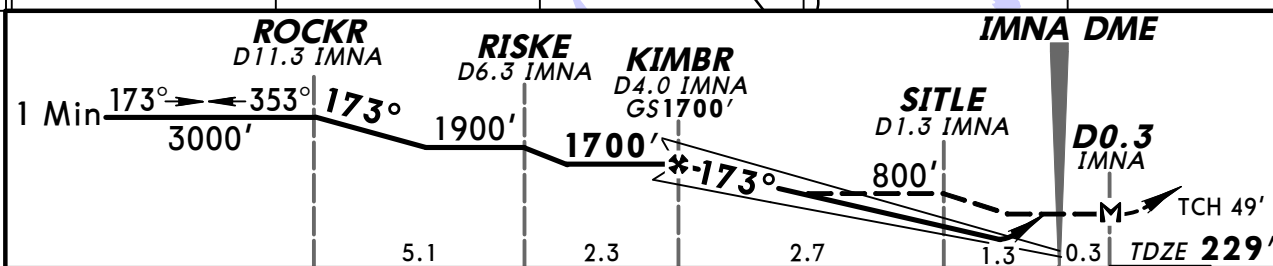
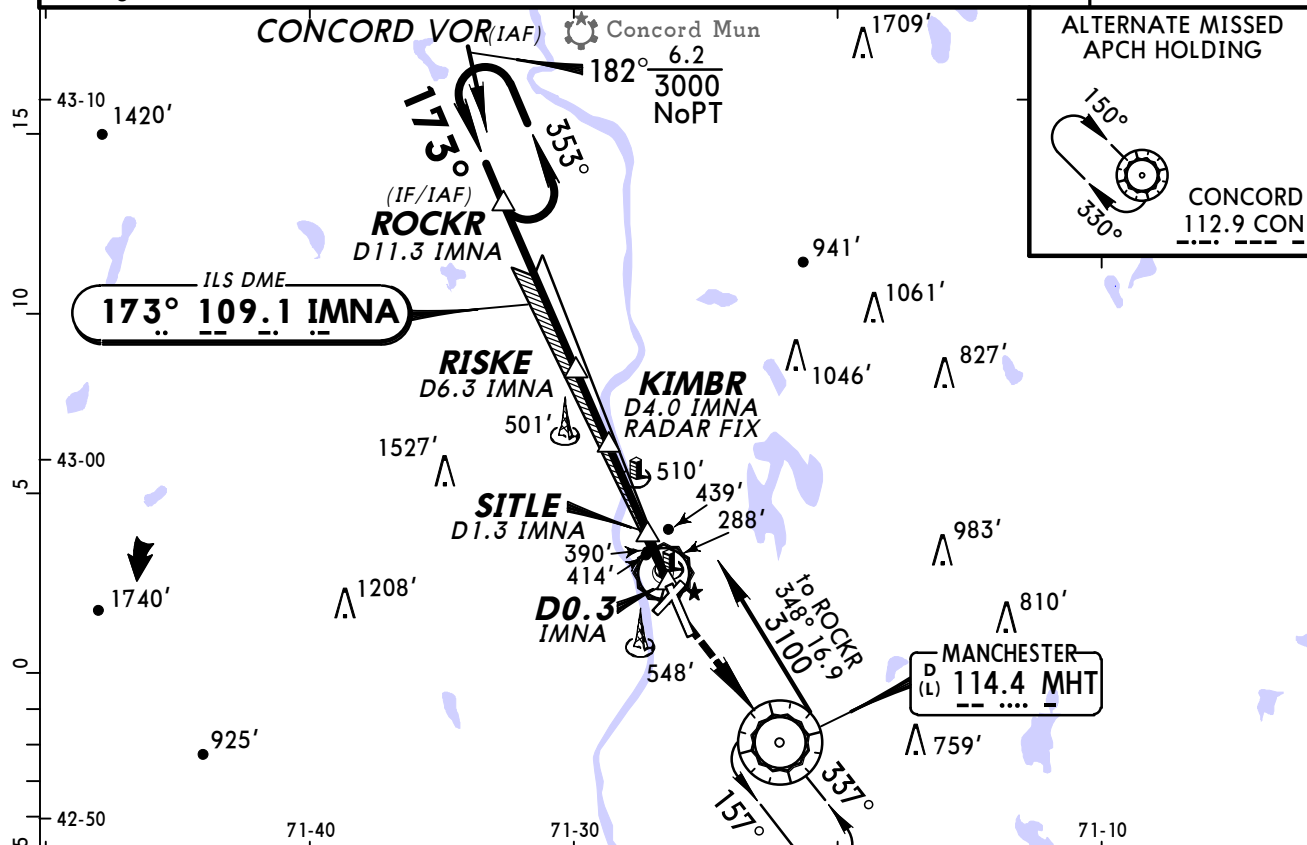
KMHT/MHT
MANCHESTER

JEPPesen
22 AUG 08 (11-2)

MANCHESTER, NH
Eff 28 Aug ILS or LOC DME Rwy 17

BRIEFING STRIP™

ATIS 119.55		BOSTON Approach (R) 124.9		MANCHESTER Tower 121.3		Ground 121.9			
LOC IMNA 109.1		Final Apch Crs 173°		GS KIMBR 1700' (1471')		ILS DA(H) 429' (200')		Apt Elev 266' TDZE 229'	
MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' direct MHT VOR and hold.									 MSA MHT VOR
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. DME required. 2. Use local altimeter setting; if not received, use Boire altimeter setting.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	2000'	MHT
GS	3.10°	389	500	556	667	778	PAPI	↑	LT	114.4
MAP at DO.3 IMNA										

STRAIGHT-IN LANDING RWY 17 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting		
ILS DA(H) 429' (200')			LOC (GS out) MDA(H) 640' (411')					
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out		Max Kts	MDA(H)	
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	880' (614') - 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			120	880' (614') - 1 3/4	
C			RVR 40 or 3/4	RVR 60 or 1/4		140	880' (614') - 2	
D						165	880' (614') - 2	
With Boire Altimeter Setting						With Boire Altimeter Setting		
DA(H) 461' (232')			MDA(H) 680' (451')					
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out		Max Kts	MDA(H)	
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	920' (654') - 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			120	920' (654') - 1 3/4	
C			RVR 40 or 3/4	RVR 60 or 1/4		140	920' (654') - 2	
D						165	920' (654') - 2	

CHANGES: Procedure.

© JEPPESEN, 1998, 2008. ALL RIGHTS RESERVED.

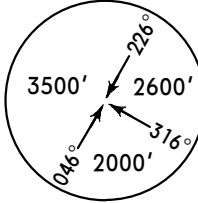
KMHT/MHT
MANCHESTER

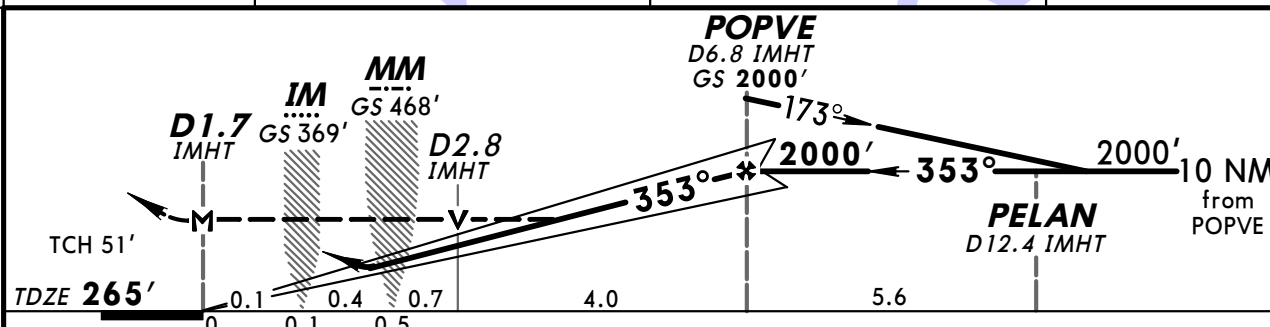
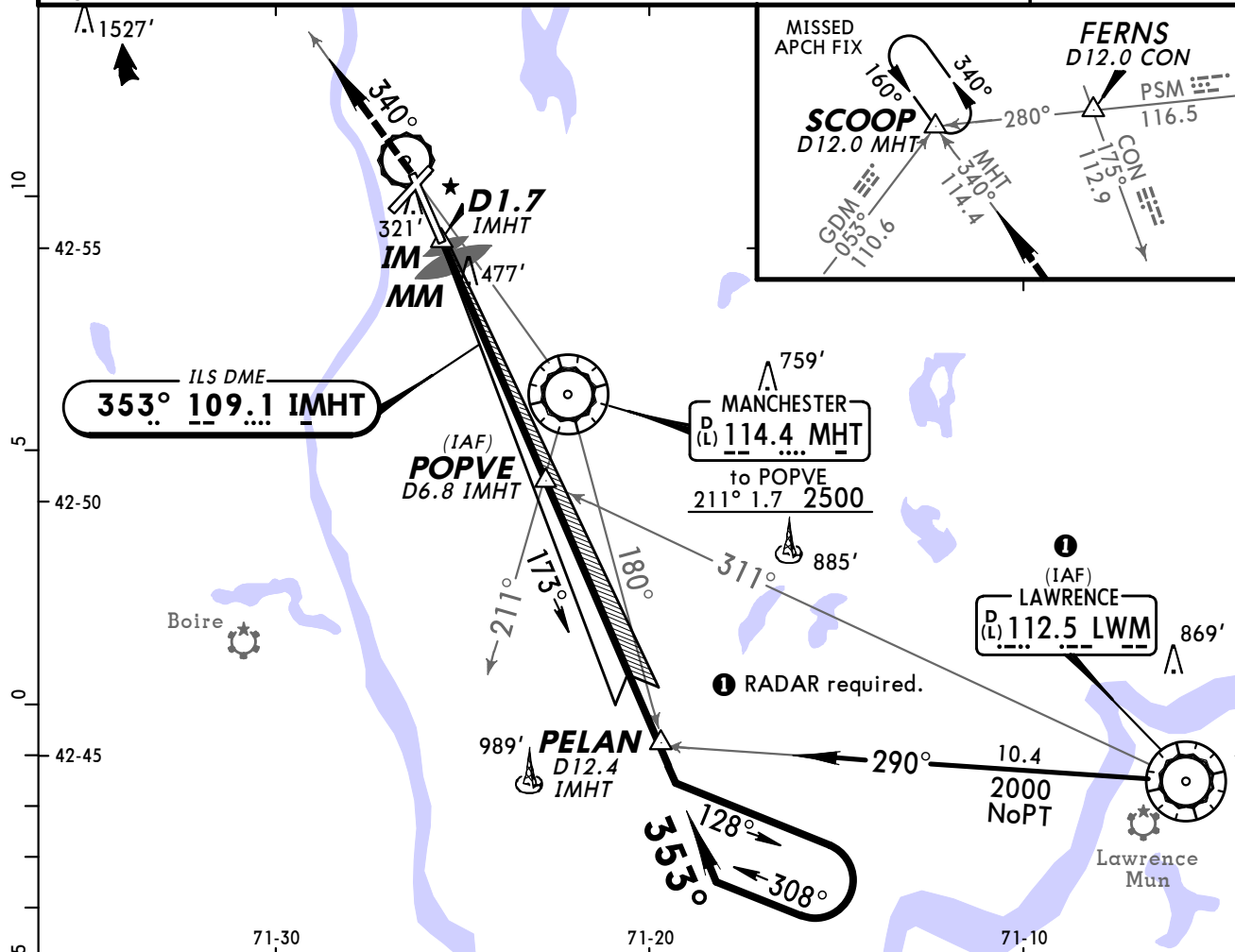
3 APR 09

(11-3)

MANCHESTER, NH
ILS or LOC Rwy 35

BRIEFING STRIP™

ATIS 119.55		BOSTON Approach (R) 124.9		MANCHESTER Tower 121.3		Ground 121.9
LOC IMHT 109.1	Final Apch Crs 353°	GS POPVE 2000' (1735')	ILS DA(H) 465' (200')	Apt Elev 266' TDZE 265'		
MISSED APCH: Climb to 800' then climbing LEFT turn to 3500' outbound via MHT VOR R-340 to SCOOP INT/D12.0 MHT and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Use IMHT DME when on localizer course. 2. VGSI and ILS glidepath angles not coincident.						
MSA MHT VOR						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI		800' ↑	3500' LT	MHT via 114.4 R-340	SCOOP
GS	3.00°	377	484	538	646	753						
MAP at D1.7 IMHT or POPVE to MAP	5.2	4:27	3:28	3:07	2:36	2:14						

STRAIGHT-IN LANDING RWY 35						CIRCLE-TO-LAND		
ILS			LOC (GS out)					
DA(H) 465' (200')			MDA(H) 700' (435')					
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)		
A					90	880' (614') -1		
B					120			
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	140	880' (614') -1 3/4		
D				RVR 50 or 1	165	880' (614') -2		

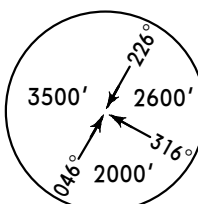
KMHT/MHT MANCHESTER

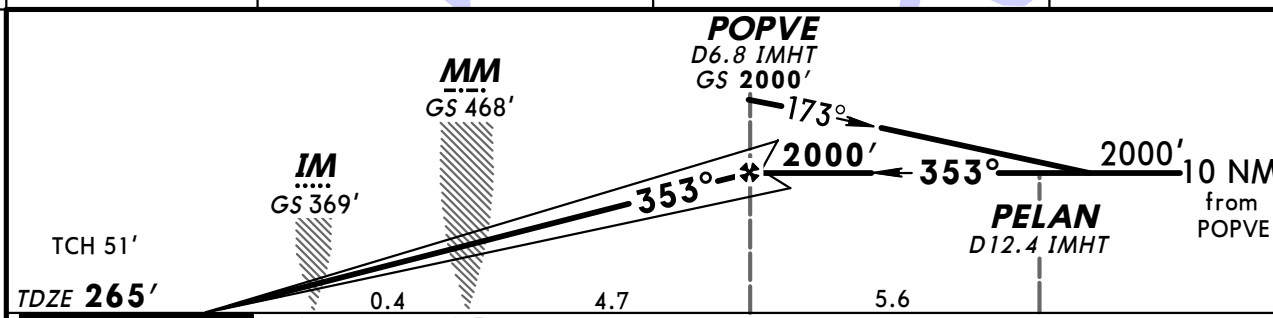
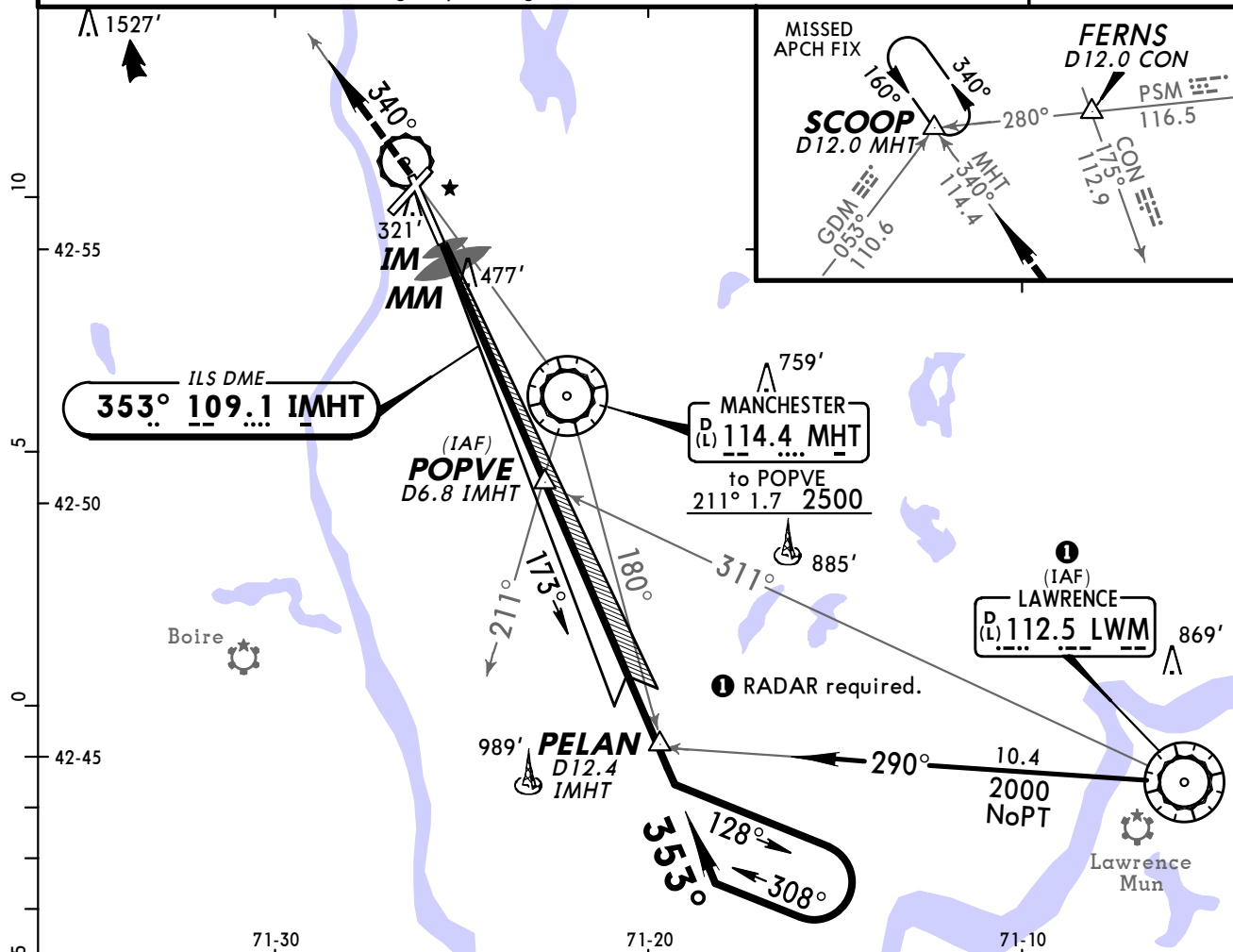
3 APR 09

11-3A

MANCHESTER, NH ILS Rwy 35 CAT II & III

BRIEFING STRIP™

ATIS 119.55		BOSTON Approach (R) 124.9		MANCHESTER Tower 121.3		Ground 121.9	
LOC IMHT 109.1	Final Apch Crs 353°	GS POPVE 2000' (1735')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA RA 98' DA(H) 365' (100')	Apt Elev 266' TDZE 265'	 MSA MHT VOR
MISSED APCH: Climb to 800' then climbing LEFT turn to 3500' outbound via MHT VOR R-340 to SCOOP INT/D12.0 MHT and hold. Missed approach requires a climb gradient of 240'/NM to 800', no wind conditions.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. Use IMHT DME when on localizer course. 3. VGSI and ILS glidepath angles not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	800'	3500'	MHT	SCOOP
GS	3.00°	377	484	538	646	753	PAPI	↑	LT	via 114.4 R-340	

STRAIGHT-IN LANDING RWY 35			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 98' DA(H) 365' (100')
NA	RVR 6	RVR 7	RVR 12

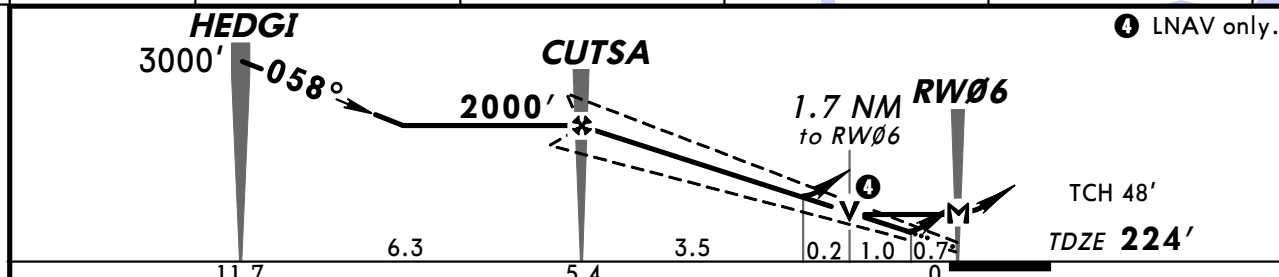
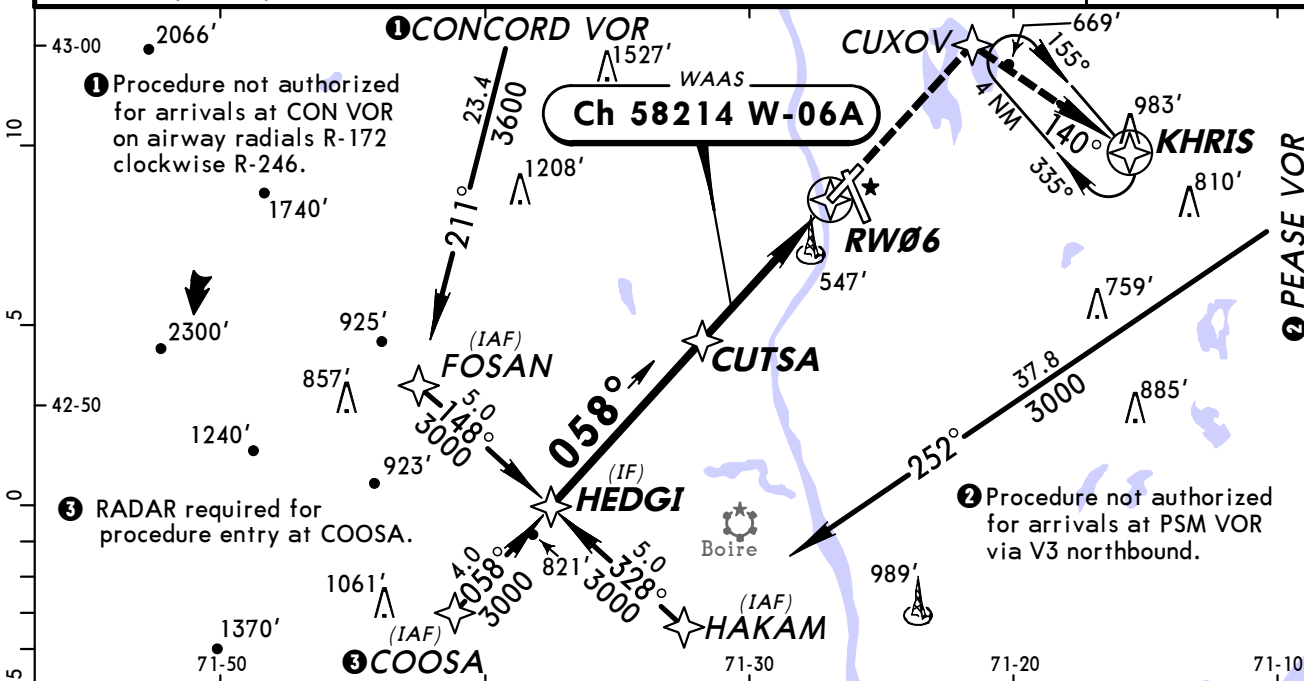
TERPS

CHANGES: VGSI note.

© JEPPESEN, 2005, 2009. ALL RIGHTS RESERVED.

BRIEFING STRIP™

ATIS 119.55	BOSTON Approach (R) 124.9	MANCHESTER Tower 121.3	Ground 121.9
WAAS Ch 58214 W-06A	Final Aptch Crs 058°	Minimum Alt CUTSA 2000' (1776')	LPV DA(H) (CONDITIONAL) 493' (269')
Apt Elev 266' TDZE 224'			
MISSED APCH: Climb to 3000' direct CUXOV and via track 140° to KHRIS and hold. Continue climb-in-hold to 3000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Boire altimeter setting. 2. VDP and Baro-VNAV not authorized when using Boire altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized.			
4100' MSA RW06			



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW06										

STRAIGHT-IN LANDING RWY 6 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 493' (269')		LNAV/VNAV DA(H) 871' (647')		LNAV MDA(H) 800' (576')		Max Kts	MDA(H)
A	RVR 50 or 1	2¼		RVR 50 or 1	90	880' (614') - 1	
B					120		
C					140		
D					165		
With Boire Altimeter Setting						With Boire Altimeter Setting	
LPV DA(H) 525' (301')		LNAV/VNAV DA(H) 903' (679')		LNAV MDA(H) 840' (616')		Max Kts	MDA(H)
A	RVR 50 or 1	2½		RVR 50 or 1	90	920' (654') - 1	
B					120		
C					140		
D					165		

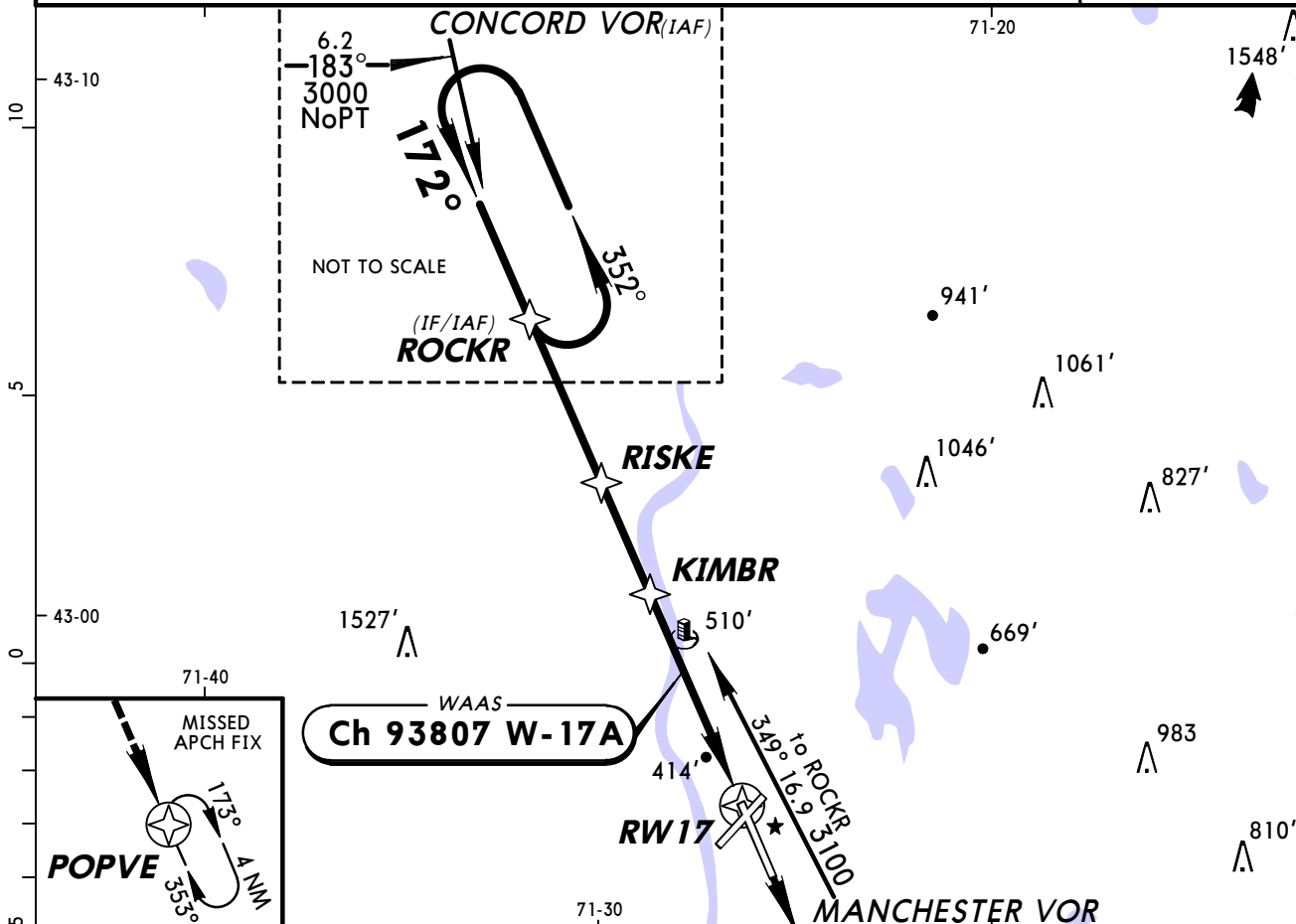
KMHT/MHT
MANCHESTER

21 AUG 09
Eff 27 Aug

(12-2)

MANCHESTER, NH
RNAV (GPS) Y Rwy 17

ATIS 119.55		BOSTON Approach (R) 124.9		MANCHESTER Tower 121.3		Ground 121.9
WAAS Ch 93807 W-17A	Final Apch Crs 172°	Minimum Alt KIMBR 1700' (1471')	LPV DA(H) (CONDITIONAL) 429' (200')	Apt Elev 266' TDZE 229'	3700' MSA RW17	
MISSED APCH: Climb to 2000' direct POPVE and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Use local altimeter setting; if not received, use Boire altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 38°C (100°F) 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Boire altimeter setting.						



ROCKR 4 NM 172° → 352° 3000'		RISKE 172° → 1900'	KIMBR 1700'	RW17 1.5 NM to RW17 TCH 49' TDZE 229'	① LNAV only.
11.7		5.1	6.6	2.3	4.3
2.8		1.0	0.5	0	
Gnd speed-Kts 70 90 100 120 140 160 Glide Path Angle 3.10° 384 494 548 658 768 878		MAP at RW17		MALSR PAPI 2000'	POPVE

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
① LPV		② LNAV/VNAV		③ LNAV		With Local Altimeter Setting	With Boire Altimeter Setting
DA(H) 429' (200')		DA(H) 772' (543')		MDA(H) 760' (531')		Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	90	880' (614') - 1
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	120	920' (654') - 1
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	140	880' (614') - 1 3/4
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	165	920' (654') - 2

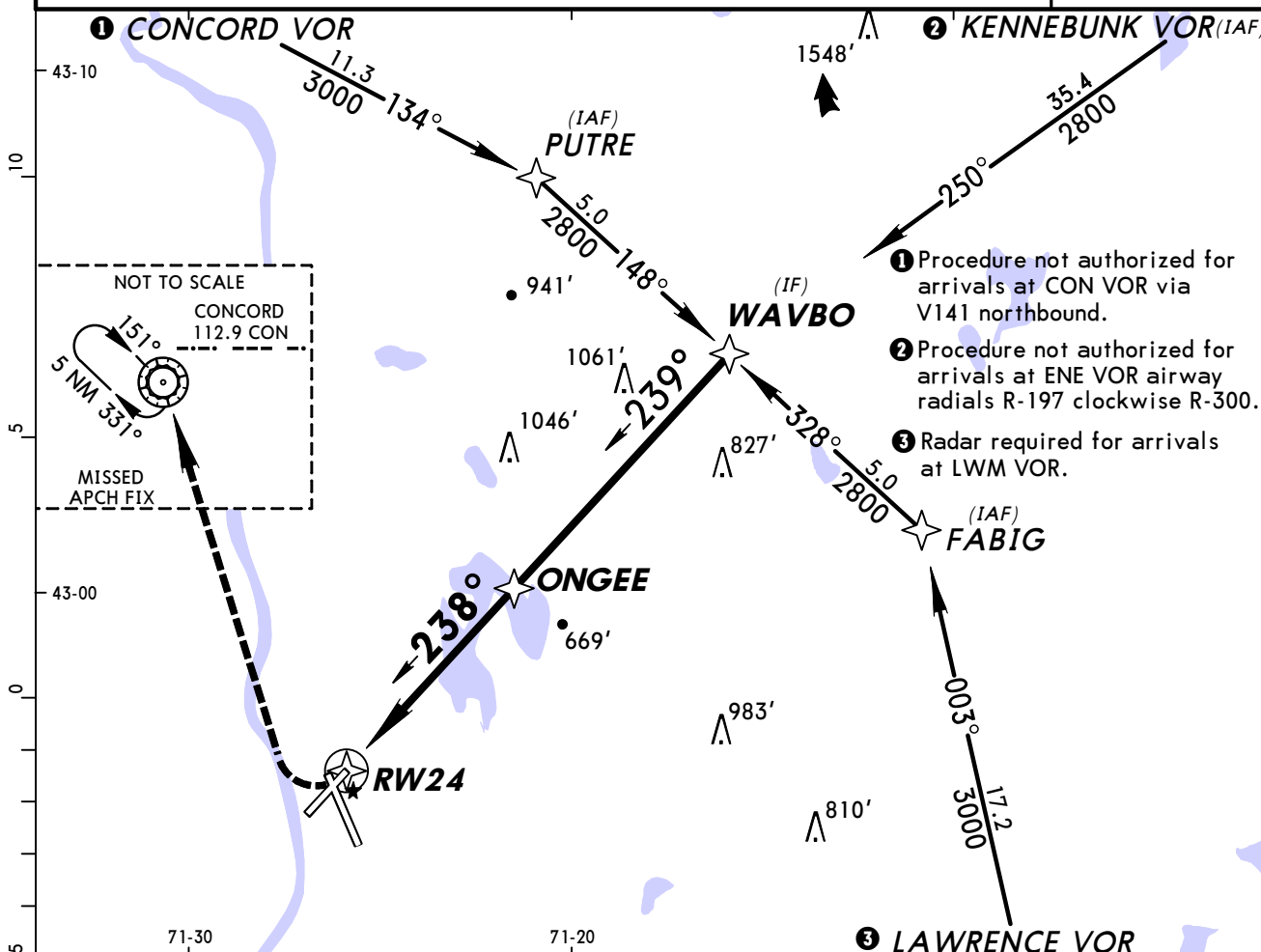
① DA(H) 461' (232') with Boire altimeter setting.
 ② DA(H) 804' (575') with Boire altimeter setting.
 ③ MDA(H) 800' (571') with Boire altimeter setting.

CHANGES: None.

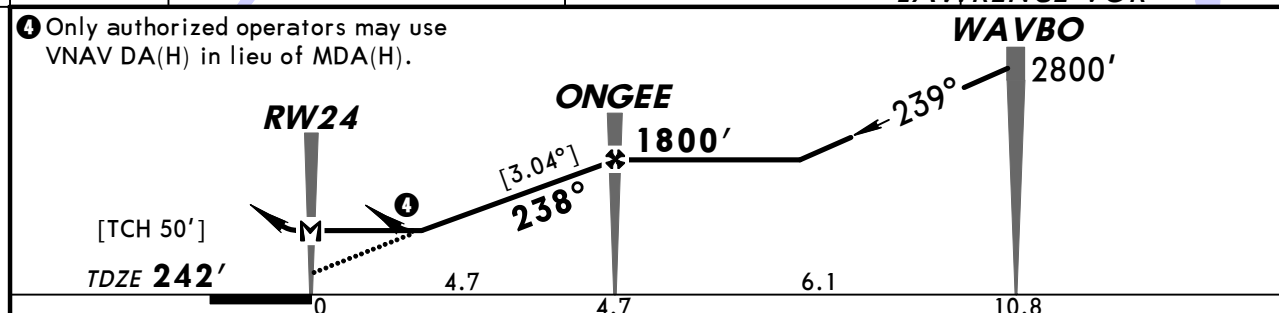
© JEPPESEN, 2008, 2009. ALL RIGHTS RESERVED.

BRIEFING STRIP™

ATIS 119.55	BOSTON Approach (R) 124.9	MANCHESTER Tower 121.3	Ground 121.9
RNAV	Final Apch Crs 238°	Minimum Alt ONGEE 1800' (1558')	LNAV MDA(H) 880' (638')
Apt Elev 266' TDZE 242'			
MISSED APCH: Climbing RIGHT turn to 5000' direct CON VOR and hold. Continue climb-in-hold to 5000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.			
3500' MSA RW24			



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

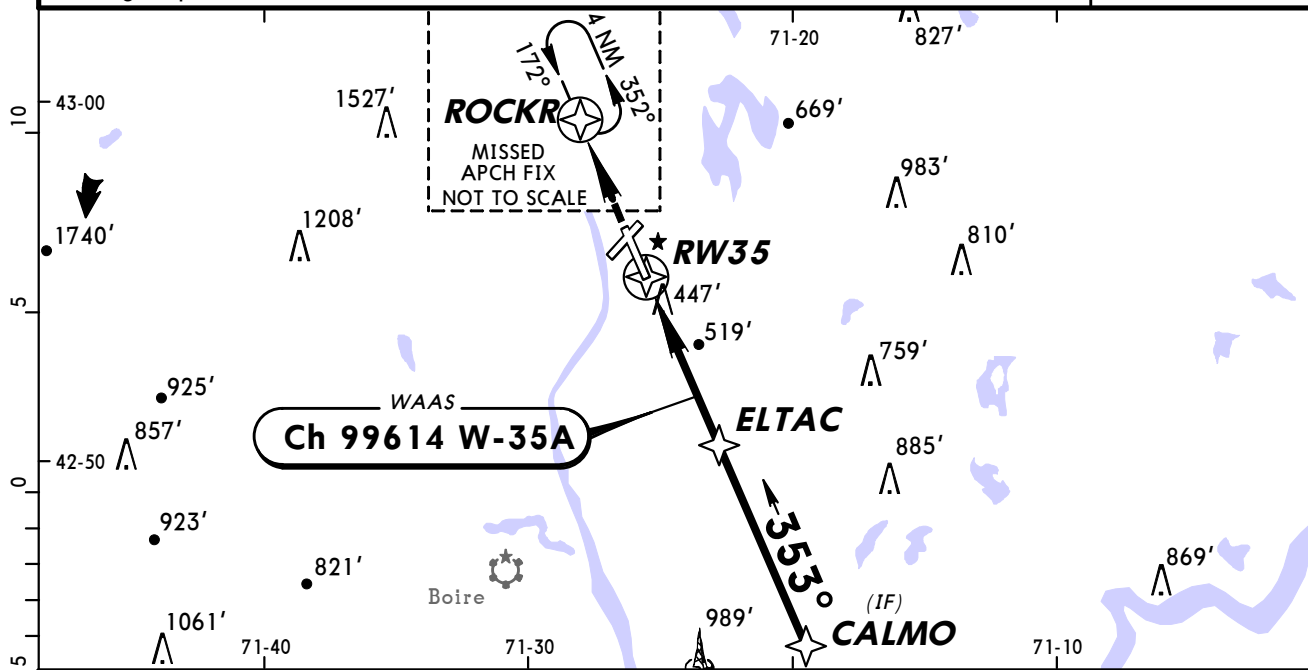


Gnd speed-Kts	70	90	100	120	140	160	REIL	5000'	CON
Descent angle [3.04°]	376	484	538	645	753	861	PAPI-L	RT	112.9
MAP at RW24									

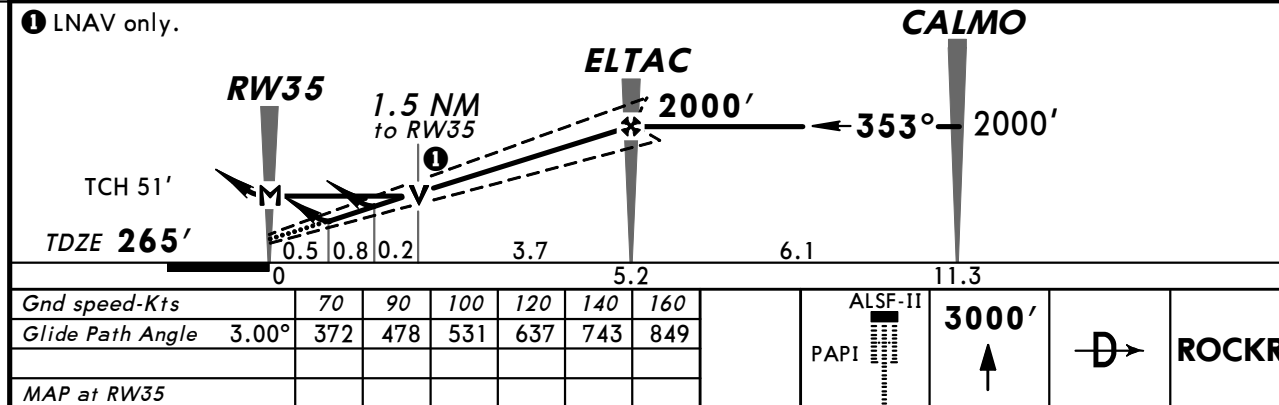
STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
LNAV							
MDA(H) 880' (638')							
A	RVR 50 or 1			Max Kts	MDA(H)		
B				90	880' (614')-1		
C	1 3/4			120			
D	2			140	880' (614')-1 3/4		
				165	880' (614')-2		

BRIEFING STRIP™

ATIS 119.55		BOSTON Approach (R) 124.9		MANCHESTER Tower 121.3		Ground 121.9
WAAS Ch 99614 W-35A	Final Apch Crs 353°	Minimum Alt ELTAC 2000' (1735')	LPV DA(H) (CONDITIONAL) 465' (200')	Apt Elev 266' TDZE 265'		3500' MSA RW35
MISSED APCH: Climb to 3000' direct ROCKR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Use local altimeter setting; if not received, use Boire altimeter setting. 3. VDP and Baro-VNAV not authorized when using Boire altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. DME/DME RNP-0.30 not authorized. 6. VGS1 and RNAV glidepath not coincident.						

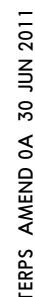


① LNAV only.

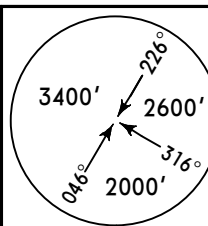


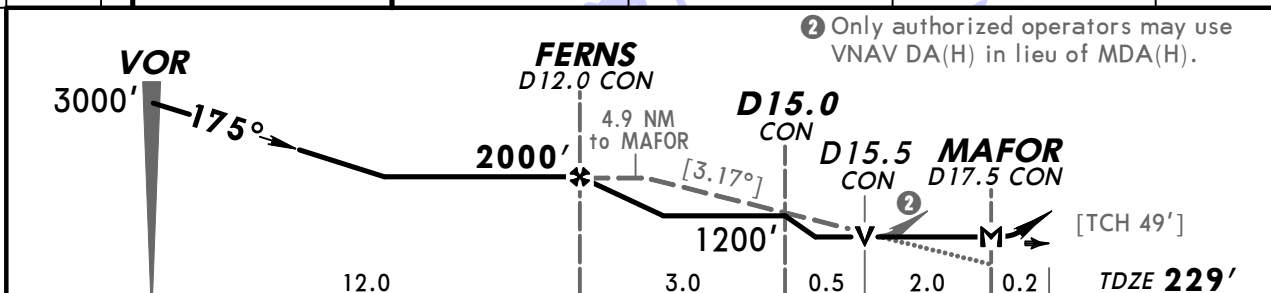
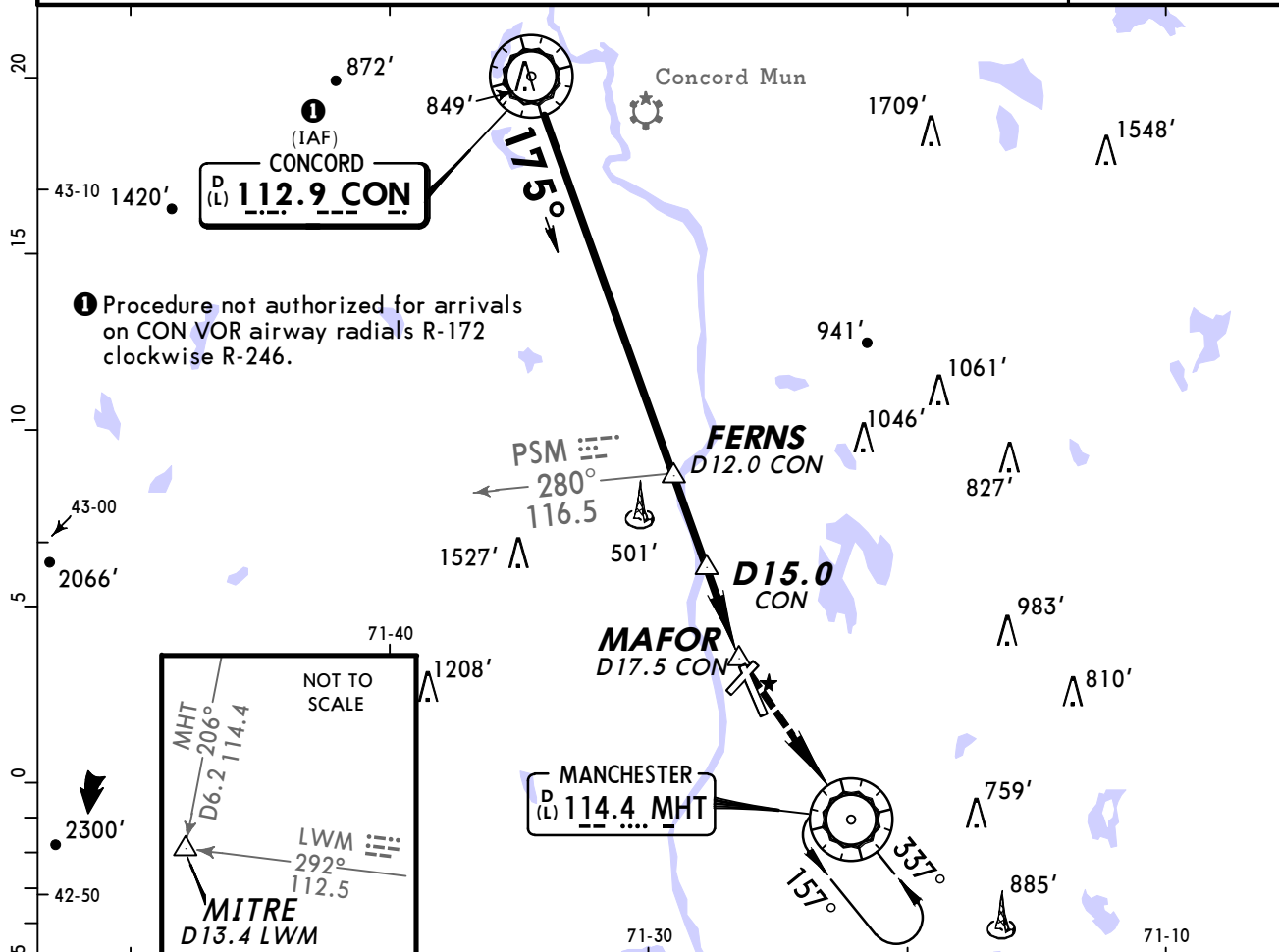
STRAIGHT-IN LANDING RWY 35						CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		With Local Altimeter Setting	
DA(H) 465' (200')		DA(H) 739' (474')		MDA(H) 820' (555')		MDA(H)	
ALS out		ALS out		ALS out		Max Kts	
						90	880' (614') - 1
						120	880' (614') - 1 3/4
						140	880' (614') - 1 3/4
						165	900' (634') - 2
LPV		LNAV/VNAV		LNAV		With Boire Altimeter Setting	
DA(H) 497' (232')		DA(H) 771' (506')		MDA(H) 860' (595')		MDA(H)	
ALS out		ALS out		ALS out		Max Kts	
						90	920' (654') - 1
						120	920' (654') - 1 3/4
						140	920' (654') - 1 3/4
						165	940' (674') - 2 1/4

BRIEFING STRIPTM

TERPS AMEND 0A 30TERPS AMEND 0A 30

BRIEFING STRIP

ATIS 119.55		BOSTON Approach (R) 124.9		MANCHESTER Tower 121.3		Ground 121.9	
VOR CON 112.9	Final Apch Crs 175°	Minimum Alt FERNS 2000' (1771')	MDA(H) 1000' (771')	Apt Elev 266' TDZE 229'			
MISSED APCH: Climb to 2000' direct to MHT VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA MHT VOR	



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 2000' MHT 114.4
Descent angle [3.17°]	393	505	561	673	785	897	
MAP at MAFOR							

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND	
MDA(H) 1000' (771')				MDA(H)	
	RAIL out	ALS out	Max Kts		
A	RVR 50 or 1		90	1000' (734')-1	
B	RVR 60 or 1 1/4		120	1000' (734')-1 1/4	
C	2 1/4		140	1000' (734')-2 1/4	
D	2 1/2		165	1000' (734')-2 1/2	

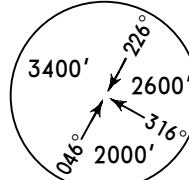
TERPS AMEND 0D 29 JUL 2010

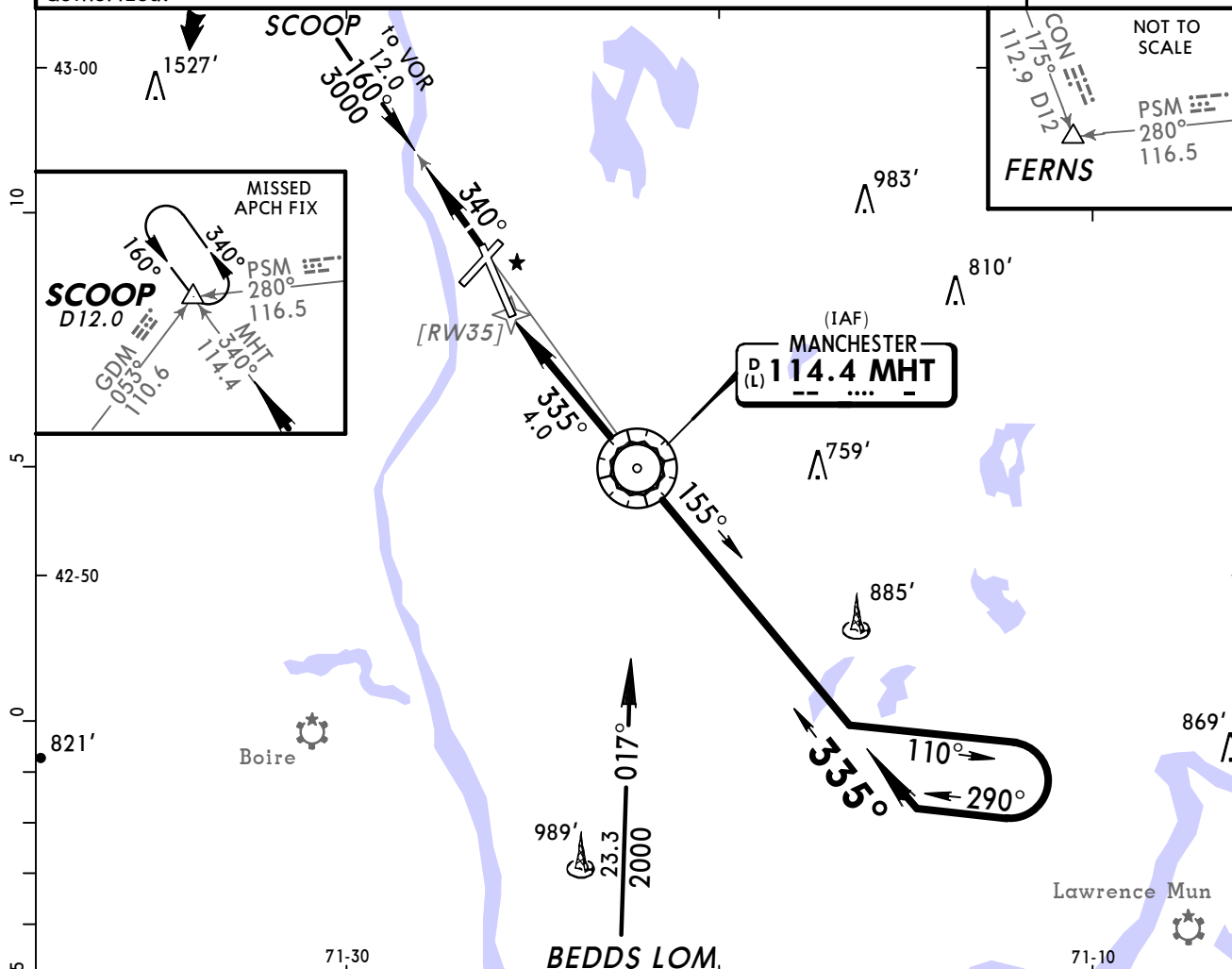
KMHT/MHT
MANCHESTER

JEPPesen
23 JUL 10 **(13-2)**

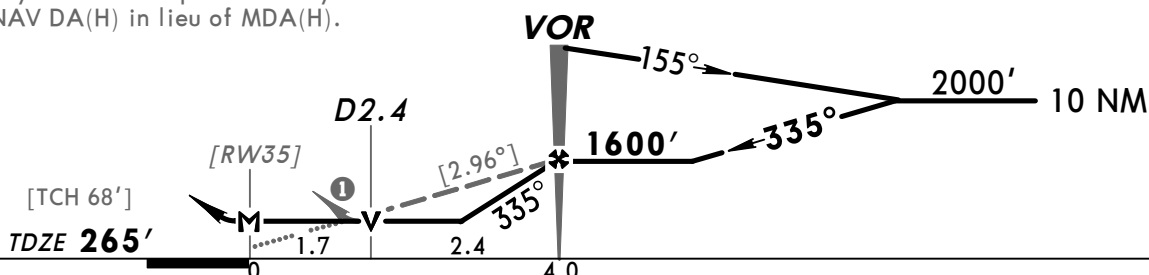
MANCHESTER, NH
VOR Rwy 35

BRIEFING STRIP™

ATIS 119.55		BOSTON Approach (R) 124.9		MANCHESTER Tower 121.3		Ground 121.9	
VOR MHT 114.4	Final Apch Crs 335°	Minimum Alt VOR 1600' (1335')	MDA(H) 860' (595')	Apt Elev 266' TDZE 265'		 MSA MHT VOR	
MISSED APCH: Climb to 3500' outbound via MHT VOR R-340 to SCOOP INT/D12.0 and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and descent angles not coincident. 2. Visibility reduction by helicopters not authorized.							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.96]	367	474	524	628	733	838
VOR to MAP	4.0	3:26	2:40	2:24	2:00	1:43
					1:30	

ALSF-II	3500'	MHT	SCOOP
PAPI	↑	via 114.4	R-340

STRAIGHT-IN LANDING RWY 35

MDA(H) **860'** (595')

CIRCLE-TO-LAND

A M E N D 15 D E R P S			Max Kts	MDA(H)	
	A	ALS out	90		
	B	RVR 40 or 3/4	RVR 50 or 1	880'(614')-1	
	C	1 1/2		140	880'(614')-1 3/4
	D	1 3/4		165	880'(614')-2

CHANGES: Notes, minimums.

© JEPPESEN, 1998, 2010. ALL RIGHTS RESERVED.

General Information

Location: Portsmouth NH USA
IATA Code: PSM
Lat/Long: N43° 04.7' W070° 49.4'
Elevation: 100 ft

Airport Use: Public
Magnetic Variation: 15.4 °W
Sectional Chart: New York

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

Sunrise: 1123 Z
Sunset: 2229 Z,

Runway Information

Runway: 16
Length x Width: 11321 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 100 ft
Lighting: Edge, ALS
Displaced Threshold: 803 ft
Stopway: 998 ft

Runway: 34
Length x Width: 11321 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 84 ft
Lighting: Edge, ALS
Stopway: 1001 ft

Communication Information

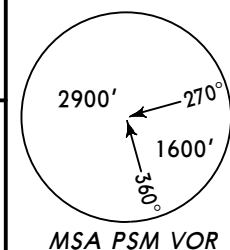
ATIS 132.05
Portsmouth Tower 128.4
Portsmouth Ground Control 120.95
Boston Approach Control 125.05 Arrival Service
Boston Departure Control 125.05 Departure Service
Portsmouth Unicom 122.95
Portsmouth Radar 127.05

Port City AIR Operations 128.825

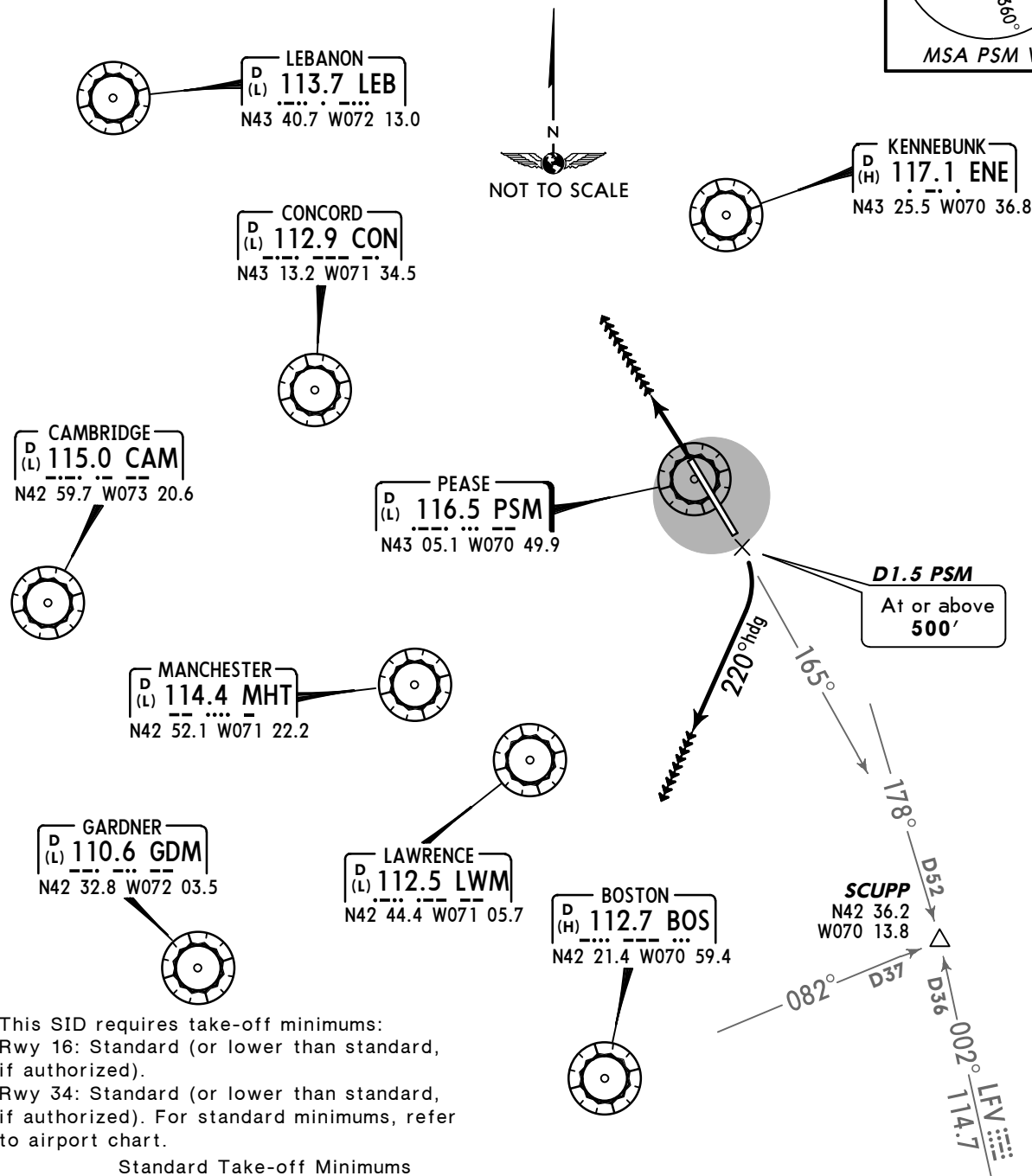
BOSTON
Departure (R)
125.05

Apt Elev
100'

Trans level: FL180 Trans alt: 18000'
Rwy 16: DME required.



PEASE TWO DEPARTURE (PSM2.PSM)



This SID requires take-off minimums:
Rwy 16: Standard (or lower than standard, if authorized).
Rwy 34: Standard (or lower than standard, if authorized). For standard minimums, refer to airport chart.

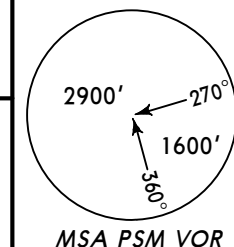
Standard Take-off Minimums

Rwy 16			
Both RVRs are required and controlling	Adequate Vis Ref	STD	
		3 & 4 Eng	1 & 2 Eng
RCLM & HIRL			
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

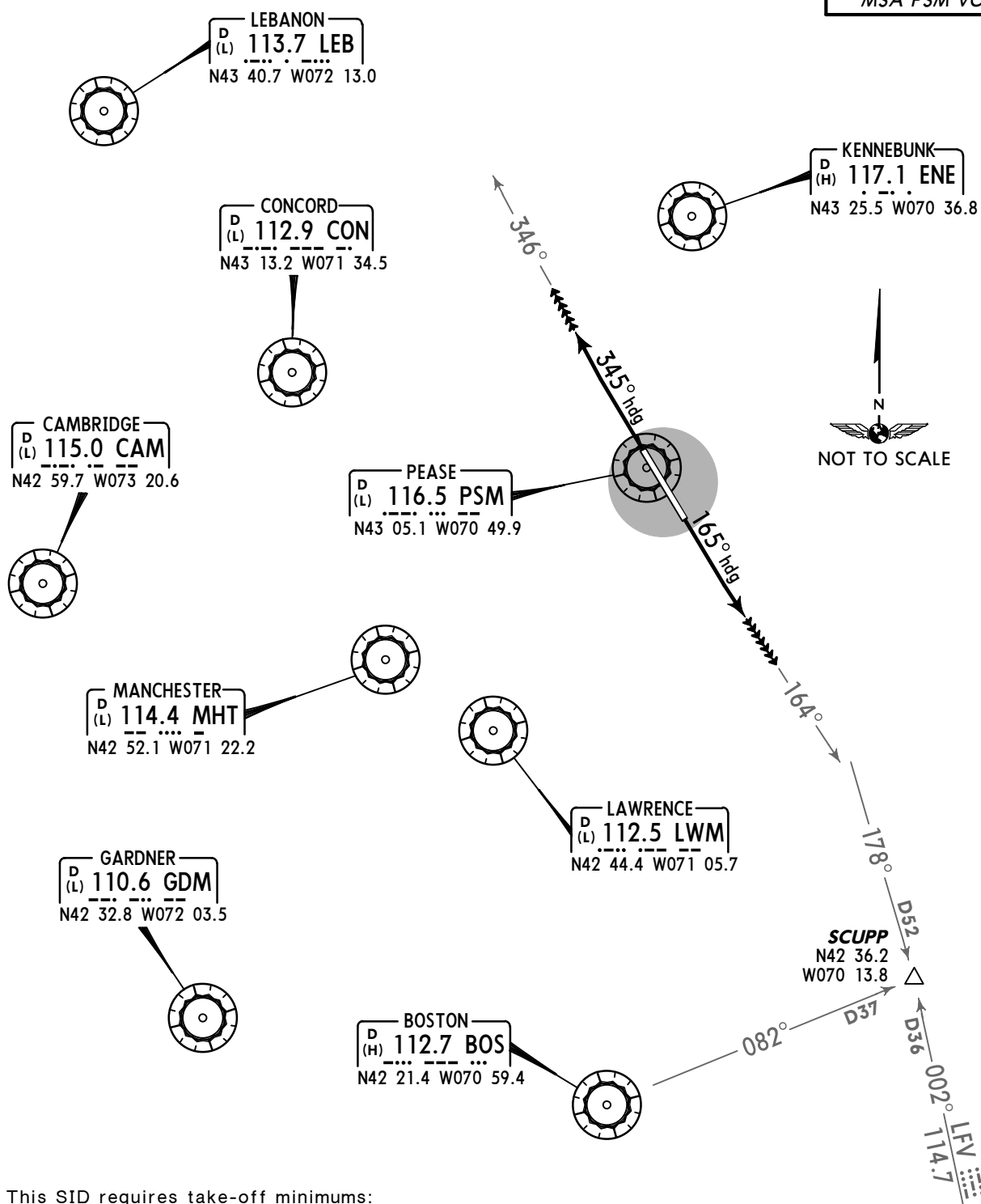
OBSTACLE

Rwy 34: Cross departure end of runway at or above 10' AGL/105' MSL.

RWY	INITIAL CLIMB	ALTITUDE
16	Climb via 165° course, cross D1.5 PSM, turn RIGHT heading 220° or as assigned by ATC for RADAR vectors to assigned Route/Navaid/Fix, if unable to reach 500' or above by D1.5 PSM continue on 165° course. NOTE: Turn to heading 220° is predicated on avoiding noise sensitive areas, initiate turns as soon as practicable upon reaching 500' MSL, but no earlier than D1.5 PSM. D1.5 PSM intersects runway centerline 190' from departure end.	MAINTAIN 3000' or as assigned by ATC. EXPECT clearance to filed altitude/flight level 5 minutes after departure.
34	Climb runway heading or as assigned by ATC for RADAR vectors to assigned Route/Navaid/Fix.	

BOSTON
Departure (R)
125.05Apt Elev
100'Trans level: FL180 Trans alt: 18000'
RADAR required.

TANKER ONE DEPARTURE (TANKR1.TANKR)



This SID requires take-off minimums:
Rwy 16: Standard (or lower than standard, if authorized). For standard minimums, refer to PEASE Departure.
Rwy 34: Standard (or lower than standard, if authorized). For standard minimums, refer to airport chart.

OBSTACLES

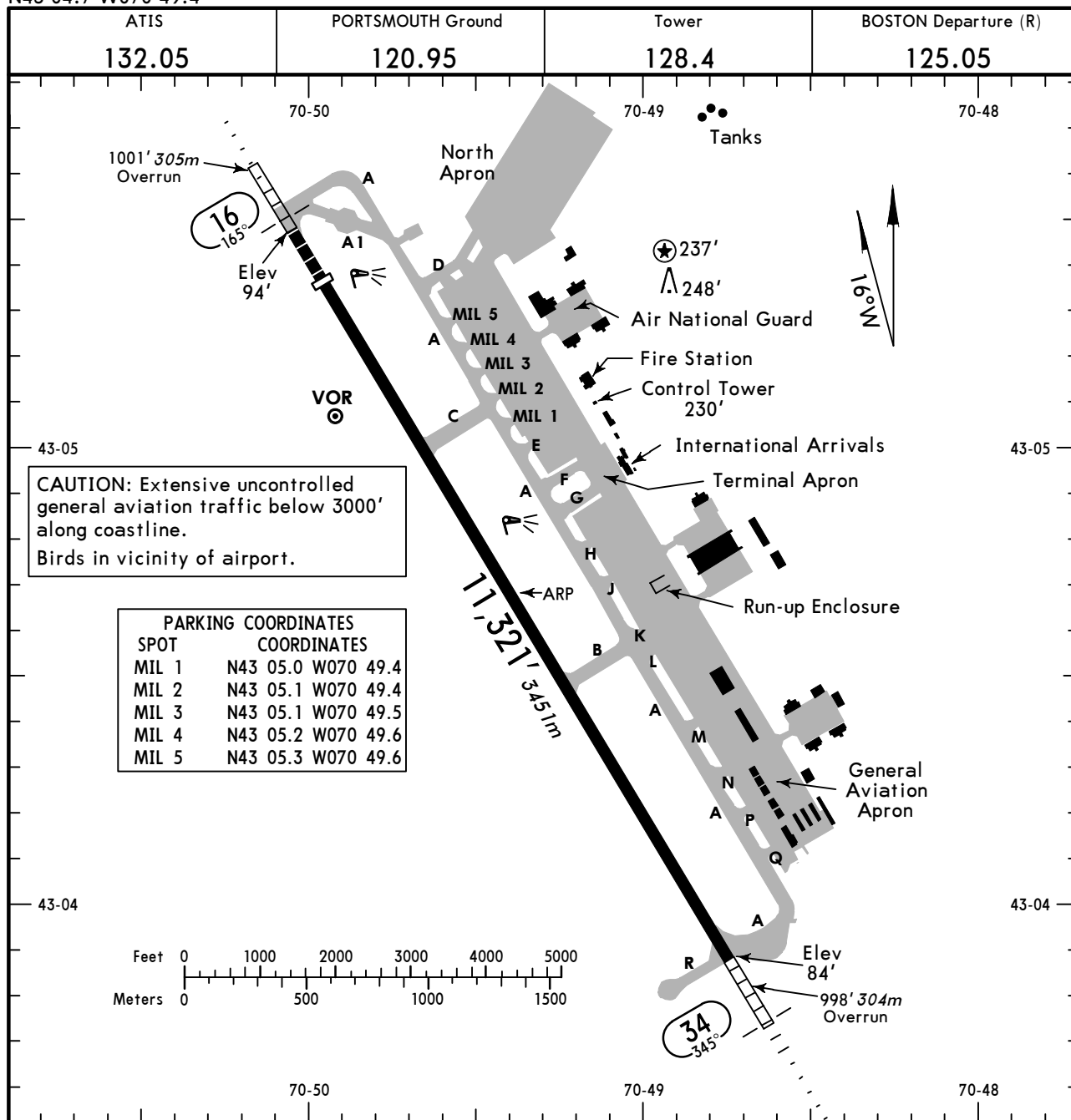
Rwy 34: Building 519' from DER, 439' RIGHT of centerline, 15' AGL/115' MSL.
Trees beginning 2752' from DER, 1090' RIGHT of centerline, up to 90' AGL/170' MSL.

RWY	INITIAL CLIMB	ALTITUDE
16	Climb heading 165° to intercept PSM R-164.	Climb to 3000' or as assigned by ATC
34	Climb heading 345° to intercept PSM R-346.	
ROUTING		
EXPECT RADAR vectors to assigned route/navaid/fix. EXPECT further clearance to filed altitude/flight level 5 minutes after departure.		

KPSM/PSM
Apt Elev 100'
N43 04.7 W070 49.4

JEPPesen
30 APR 10 (10-9)

PORTSMOUTH, NH
PORTSMOUTH INTL AT PEASE



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
16	① 34	HIRL MALSR PAPI-L (angle 3.0°) grooved RVR	10,518' 3206m	9527' 2904m		150'
				10,090' 3075m		46m

① No 180° turns for aircraft over 12,500 lbs GWT on asphalt portion of runway.

TAKE-OFF				FOR FILING AS ALTERNATE	
Rwy 34			Rwy 16	ILS Rwy 16 ILS Rwy 34	RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34 LOC Rwy 16 LOC Rwy 34 VOR Rwy 16 VOR Rwy 34
Both RVRs are required and controlling.	Adequate Vis Ref	STD			
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	USE PEASE DEPARTURE	
				A B C D	600-2 800-2

CHANGES: Ramp depiction, takeoff minimums.

© JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

MSA PSM VOR



<i>PUDYE to MAP</i>	5.7	4:53	3:48	3:25	2:51	2:27	2:08
---------------------	-----	------	------	------	------	------	------

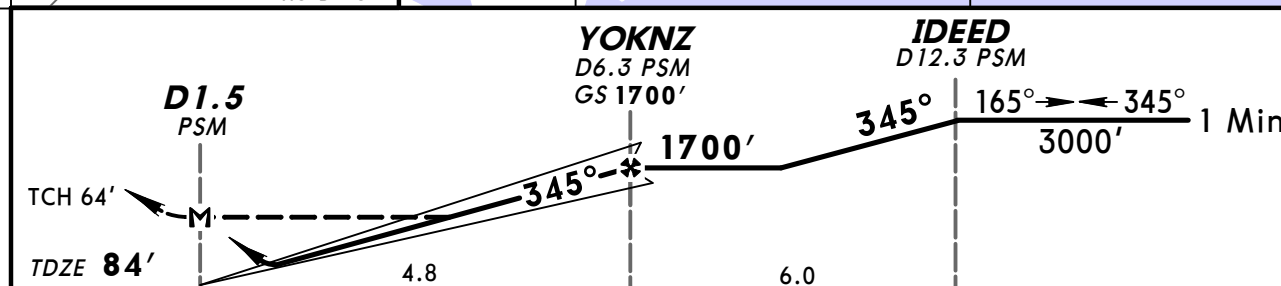
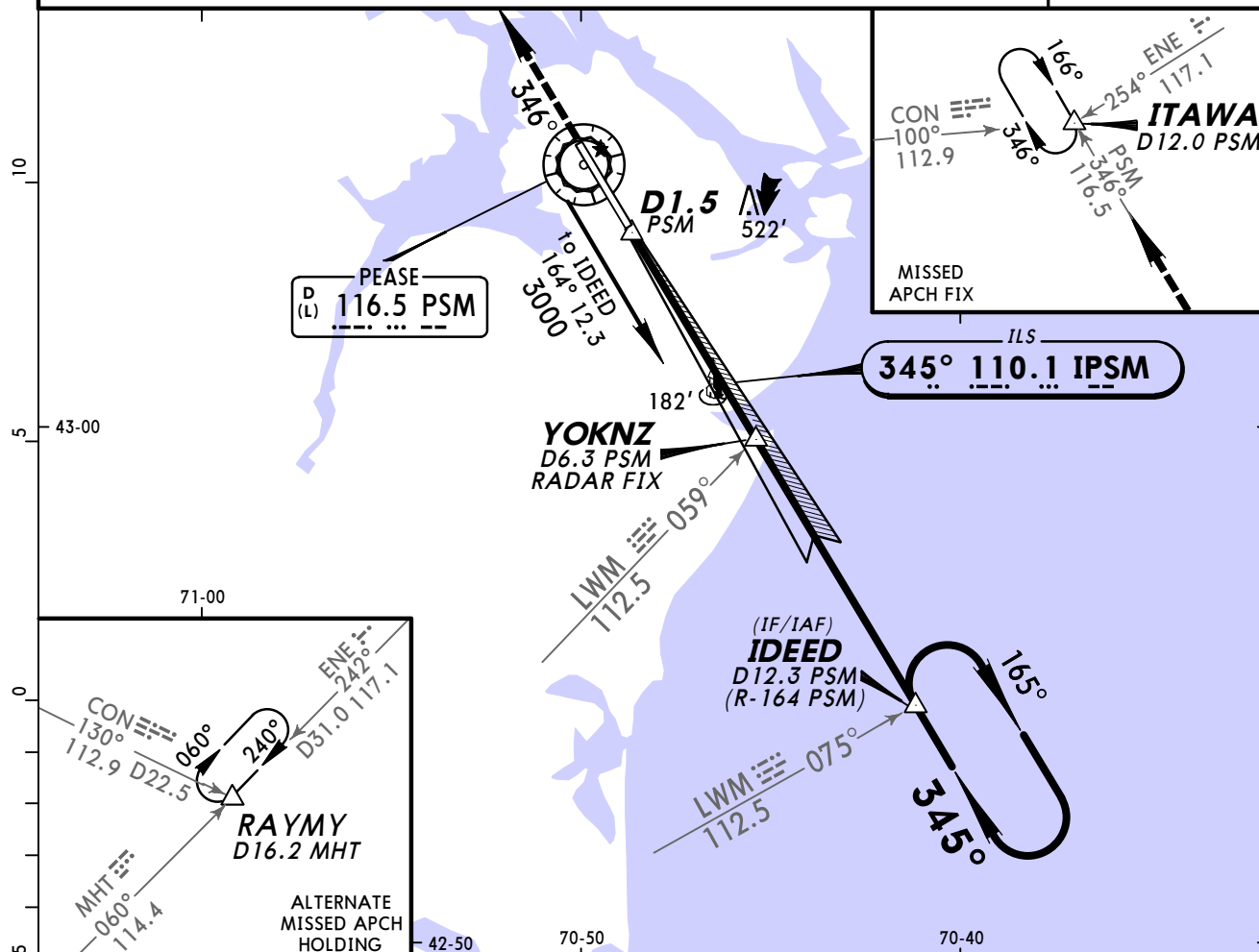
D		or $\frac{3}{4}$	RVR 60 or $1\frac{1}{4}$	or 1
---	--	------------------	--------------------------	------

CHANGES: Minimums, CARAY intersection.

TM

BRIEFING STRIP

ATIS 132.05		BOSTON Approach (R) 125.05		PORTSMOUTH Tower 128.4		Ground 120.95	
LOC IPSM 110.1	Final Apch Crs 345°	GS YOKNZ 1700' (1616')	ILS DA(H) 284' (200')	Apt Elev 100' TDZE 84'		2900' 270° 1600' 360° MSA PSM VOR	
MISSED APCH: Climb to 3000' outbound via PSM VOR R-346 to ITAWA INT/D12.0 PSM and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			

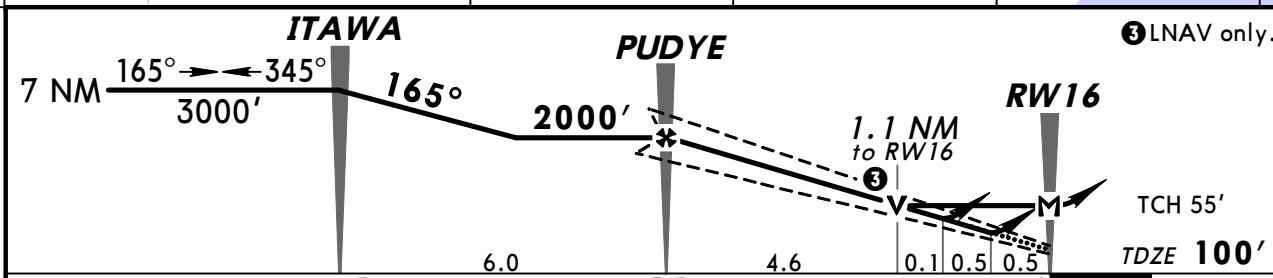
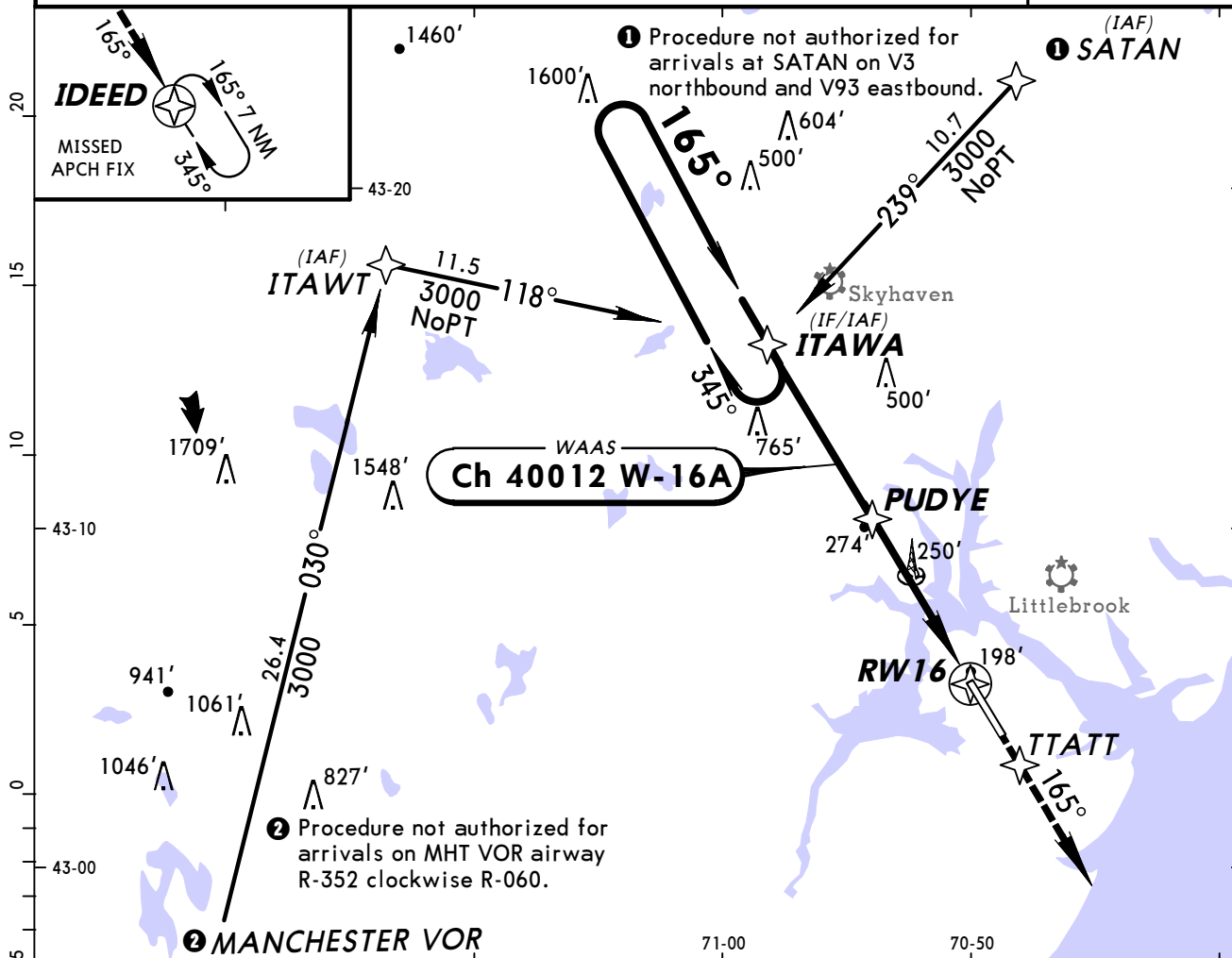


Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'	PSM	ITAWA
GS	3:00°	377	484	538	646	753	861	PAPI		↑	
MAP at D1.5 PSM or YOKNZ to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48			via	R-346

STRAIGHT-IN LANDING RWY 34					CIRCLE-TO-LAND	
ILS		LOC (GS out)			Not Authorized East of Rwy 16-34	
DA(H) 284' (200')		MDA(H) 440' (356')				
FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A					90	480' (380')-1
B		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	560' (460')-1
C	RVR 24 or 1/2	RVR 40 or 3/4			140	560' (460')-1 1/2
D		RVR 40 or 3/4	RVR 60 or 1 1/4		165	680' (580')-2

TERPS AMEND 03 29 JUL 2010

ATIS 132.05	BOSTON Approach (R) 125.05	PORTSMOUTH Tower 128.4	Ground 120.95
WAAS Ch 40012 W-16A	Final Apch Crs 165°	Minimum Alt PUDYE 2000' (1900')	LPV DA(H) 300' (200')
Apt Elev 100' TDZE 100'			
MISSED APCH: Climb to 3000' direct TTATT and on 165° track to IDEED 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 49°C (120°F). 2. DME/DME RNP-0.30 not authorized.			
2900' MSA RW16			

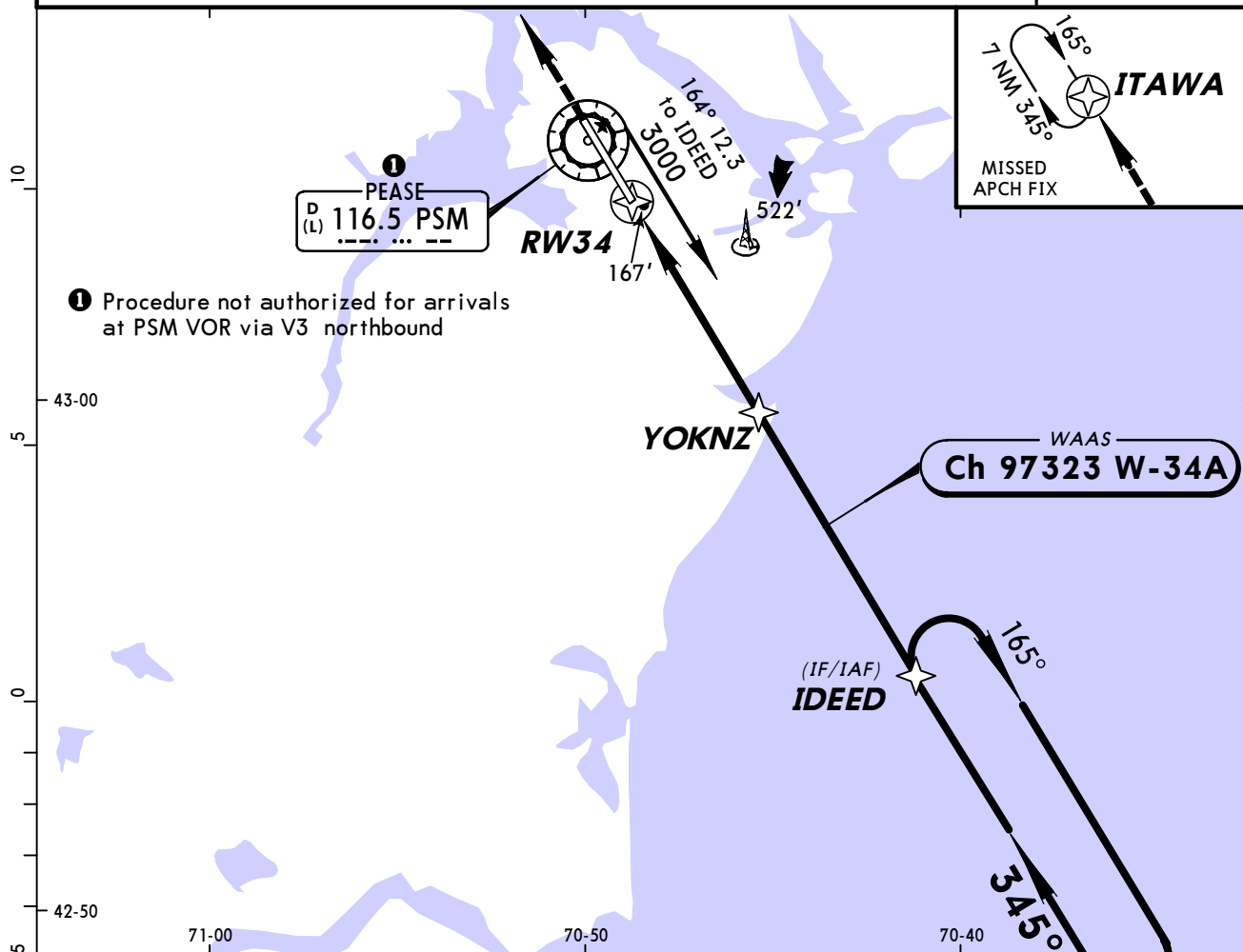


MAP at RW16	RAIL or ALS out	RAIL or ALS out	RAIL out	ALS out	3000'	TTATT
-------------	-----------------	-----------------	----------	---------	-------	-------

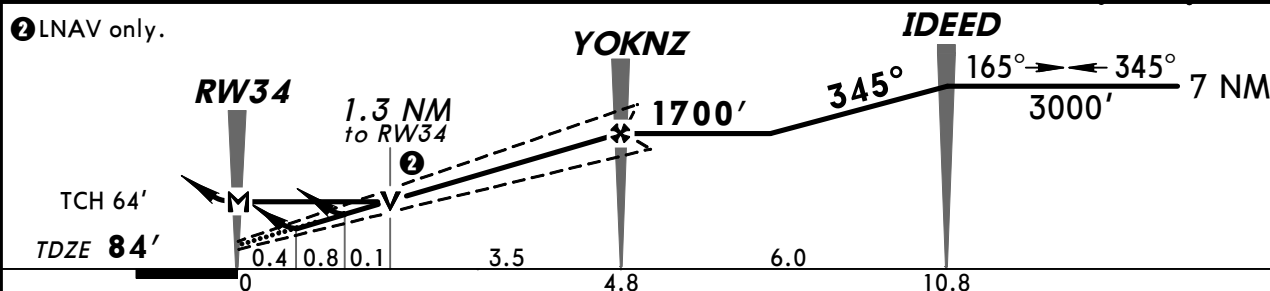
STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND		
LPV	LNAV/VNAV	LNAV		Not Authorized East of Rwy 16-34		
DA(H) 300' (200')	DA(H) 452' (352')	MDA(H) 500' (400')		Max Kts		
RAIL or ALS out	RAIL or ALS out	RAIL out	ALS out	90	500' (400')-1	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	120	560' (460')-1	
				140	560' (460')-1 1/2	
B	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 50 or 1	165	680' (580')-2	
C						
D						

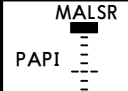
BRIEFING STRIP

ATIS 132.05		BOSTON Approach (R) 125.05		PORTSMOUTH Tower 128.4		Ground 120.95				
WAAS Ch 97323 W-34A		Final Apch Crs 345°		Minimum Alt YOKNZ 1700' (1616')		LPV DA(H) 284' (200')		Apt Elev 100' TDZE 84'		2800' MSA RW34
MISSED APCH: Climb to 3000' direct ITAWA 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 (118°F). 2. DME/DME RNP-0.30 not authorized.										



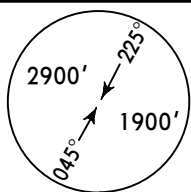
② LNAV only.

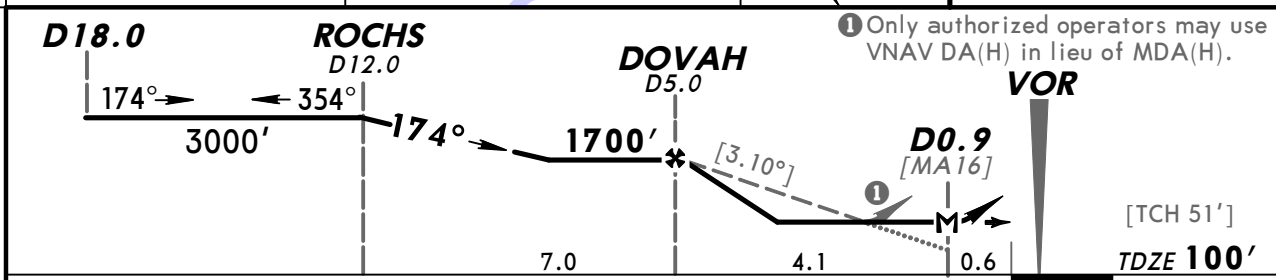
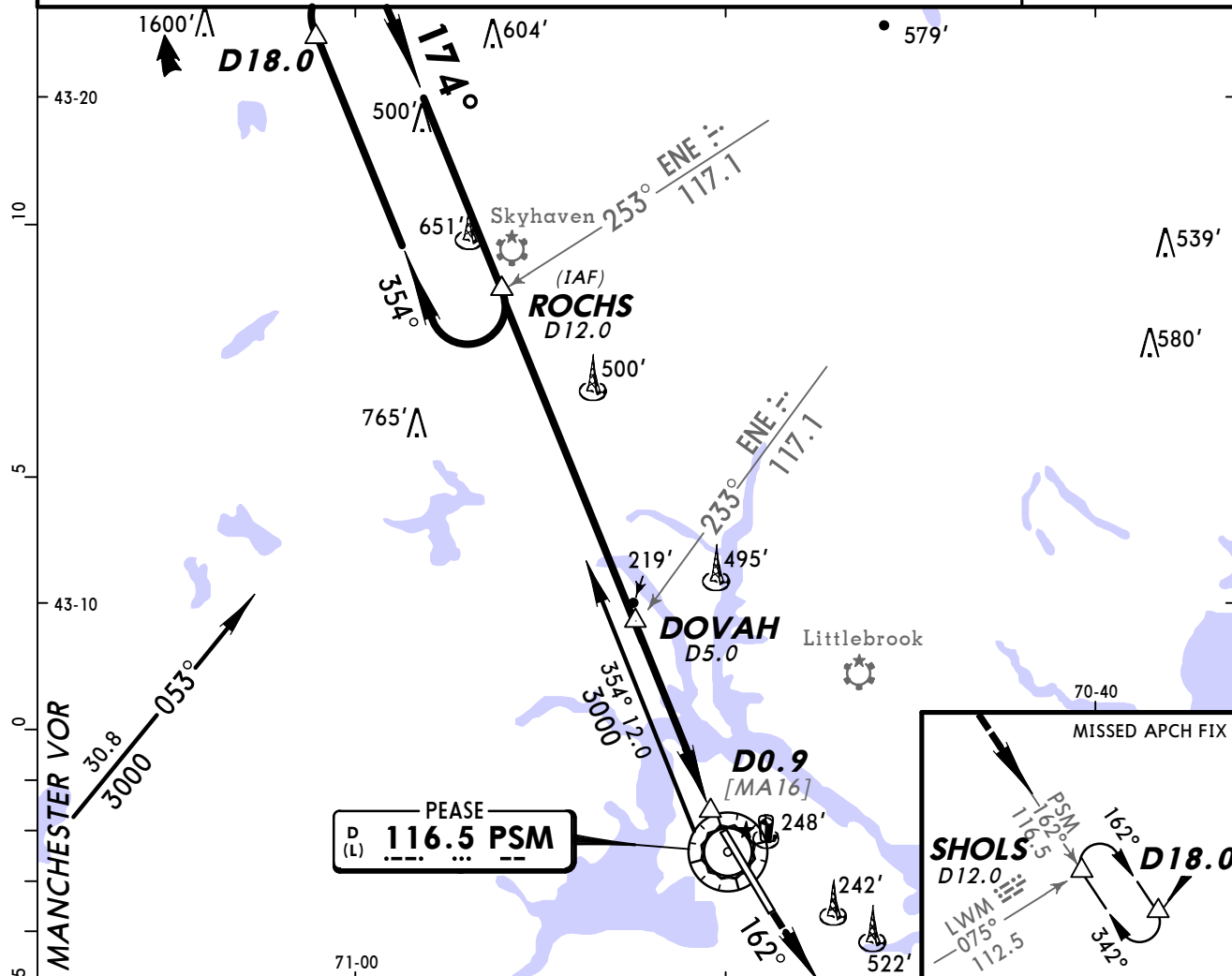


Gnd speed-Kts	70	90	100	120	140	160		3000' ↑		ITAWA
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW34										

STRAIGHT-IN LANDING RWY 34							CIRCLE-TO-LAND				
LPV DA(H) 284' (200')		LNAV/VNAV DA(H) 530' (446')		LNAV MDA(H) 560' (476')			Not Authorized East of Rwy 16-34				
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	Max Kts.	MDA(H)			
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	560' (460')-1		
B								120			
C							RVR 40 or 3/4	RVR 60 or 1 1/4		140	560' (460')-1 1/2
D							RVR 50 or 1	1 1/2		165	680' (580')-2

BRIEFING STRIP™

ATIS 132.05		BOSTON Approach (R) 125.05		PORTSMOUTH Tower 128.4		Ground 120.95
VOR PSM 116.5	Final Apch Crs 174°	Minimum Alt DOVAH 1700' (1600')	MDA(H) 460' (360')	Apt Elev 100' TDZE 100'		
MISSED APCH: Climb to 3000' outbound via PSM VOR R-162 to SHOLS INT/D12.0 and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
MSA PSM VOR						

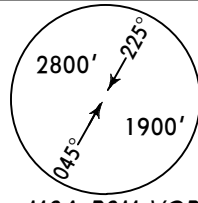


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' via PSM R-162 SHOLS
Descent angle [3.10°]	384	494	548	658	768	878	
MAP at D0.9 or DOVAH to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32	

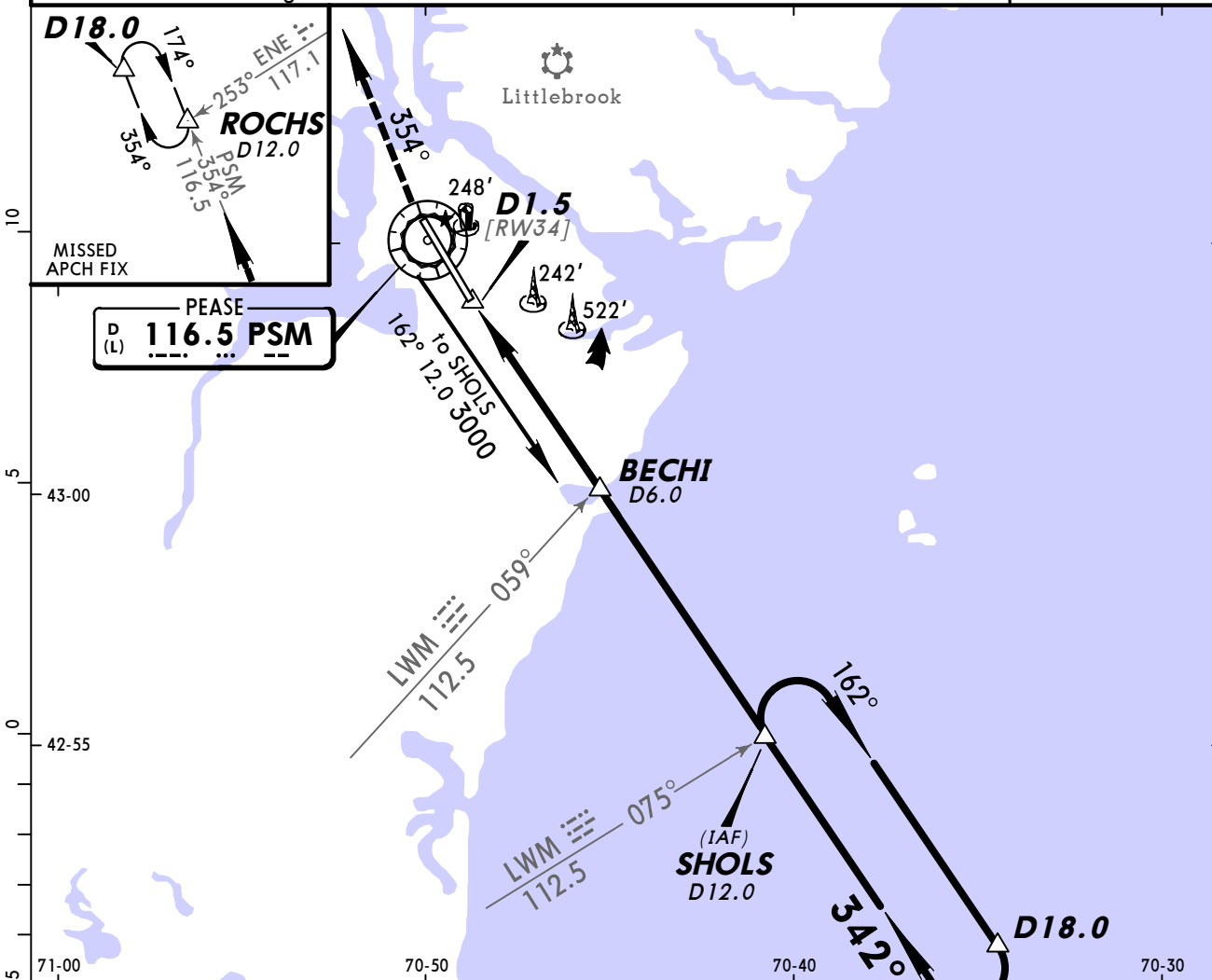
STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND	
MDA(H) 460' (360')				Not Authorized East of Rwy 16-34	
	RAIL out		ALS out	Max Kts	MDA(H)
A				90	480' (380') -1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	560' (460') -1
C				140	560' (460') -1 1/2
D	RVR 50 or 1	RVR 60 or 1 1/4		165	680' (580') -2

BRIEFING STRIP

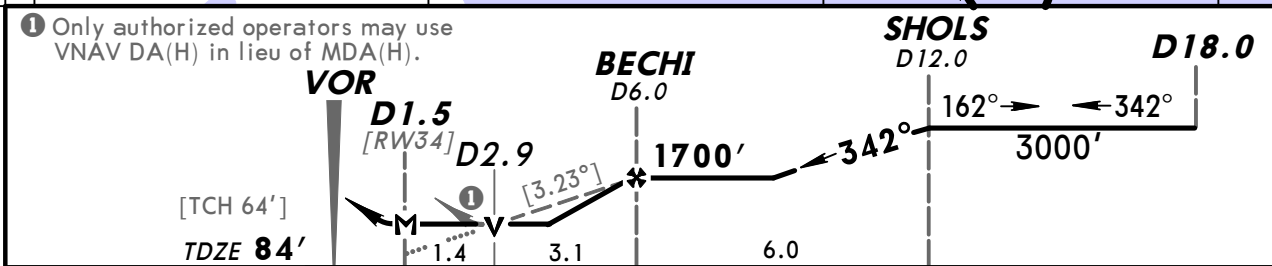
TM

ATIS 132.05		BOSTON Approach (R) 125.05		PORTSMOUTH Tower 128.4		Ground 120.95	
VOR PSM 116.5	Final Apch Crs 342°	Minimum Alt BECHI 1700' (1616')	MDA(H) 520' (436')	Apt Elev 100' TDZE 84'			
MISSED APCH: Climb to 3000' outbound via PSM VOR R-354 to ROCHS INT/D12.0 and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. VGSI and descent angle not coincident.							

MSA PSM VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' via PSM R-354 ROCHS	
Descent angle [3.23°]	400	514	571	686	800	914			
MAP at D1.5 or BECHI to MAP	4.5	3:51	3:00	2:42	2:15	1:56			

STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND	
MDA(H) 520' (436')				Not Authorized East of Rwy 16-34	
	RAIL out	ALS out	Max Kts	MDA(H)	
A	RVR 24 or 1/2	RVR 40 or 3/4	90	520' (420')-1	
B	RVR 40 or 3/4	RVR 50 or 1	120	560' (460')-1	
C	RVR 40 or 3/4	RVR 60 or 1 1/4	140	560' (460')-1 1/2	
D	RVR 50 or 1	1 1/2	165	680' (580')-2	

KPSM/PSM

JEPPesen

PORTSMOUTH, NH

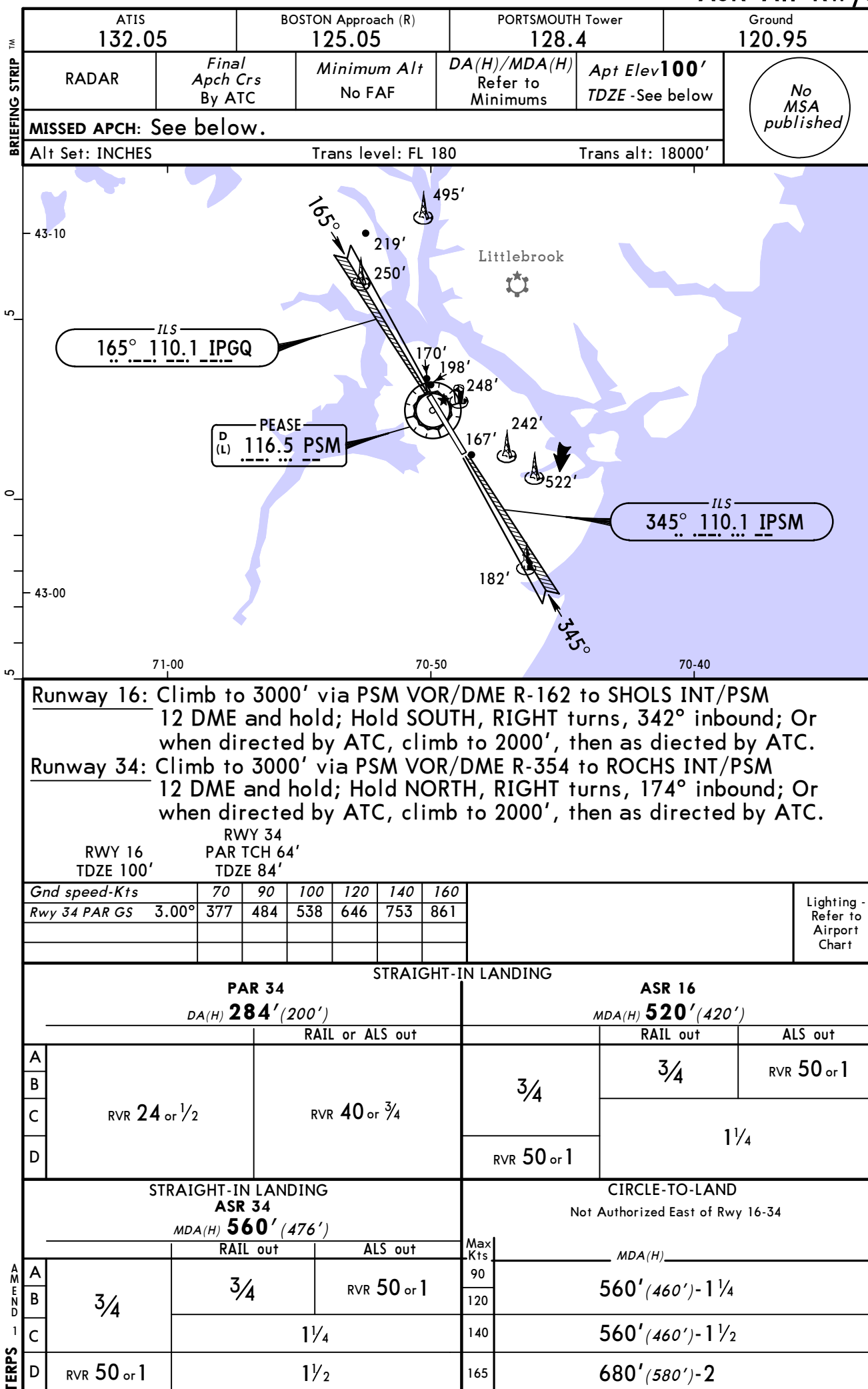
PORTSMOUTH INTL AT PEASE

30 MAY 08 (18-1)

Eff 5 Jun

*PAR Rwy 34

*ASR All Rwys



CHANGES: Minimums, missed approach.

© JEPPESEN, 2008. ALL RIGHTS RESERVED.

PORTSMOUTH, NH (PORTSMOUTH INTL AT PEASE - KPSM)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KMHT

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(10-9) Parking Gates 13 and 14A removed.

No Chart Change Notices for Airport KPSM