ILS or LOC/DME RWY 1R

LOC I-NHZ	APCH CRS	Rwy ldg 8000 TDZE 61
109.3 Chan 30	012°	Arpt Elev 72

AL-62 [USN]

BRUNSWICK NAS (KNHZ)

▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile. PAR to ½ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE to 1¼ miles.

BP

MISSED APPROACH: Climb to 500 via heading 012°, then climbing right turn to 3000 via hdg 225° to intercept I-NHZ south crs to BAILI and hold.

ATIS	PORTLAND APP CON	BRUNSWICK TOWER	GND CON	CLNC DEL	ASR/PAR
120.55 250.1	128.35 381.2	119.6 340.2	134.55 352.4	134.1 360.2	

*** Circling not authorized W of Rwy 1L-19R.

MSA NHZ 25 NM
2400
230°
140°
3100
1900
050°

723
341
571
LOCALIZER 109.3
I-NHZ
Chan 30
302
640
47
388
225
BRUNSWICK
Chan 99 NHZ
214
SYBUS
I-NHZ 3.1
254
10 NM
ENROUTE FACILITIES
407
294
WUNIV
I-NHZ
6.8
012°
KENNEBUNK
2000 NoPT
081°
(34.1)
192°
Hold at or above 3000
(IAF)
BAILI
I-NHZ
14
Max holding 230 KIAS
012°
192°
I-NHZ
18

EMERG SAFE ALT 100 NM 8400

ELEV 72

19L 19R
199
195
157
202
213
206
220
184
246
TDZE 61
1L 1R
8000 X 200

500 hdg 012°
3000 hdg 225°
BAILI I-NHZ 14
SYBUS I-NHZ 3.1
WUNIV I-NHZ 6.8
1788
BAILI I-NHZ 14
4 NM Holding Pattern
TACAN
KAGME I-NHZ 2.1
I-NHZ 2.5
012°
192°
1900
012°
640
GS 3.00°
TCH 50
1900
LOC VDA 3.1°
.6
1.0 NM
3.7 NM

CATEGORY	A	B	C	D	E
S-ILS 1R *	261-½ 200 (200-½)				
S-LOC/ ** DME 1R	420-½ 359 (400-½)		420-¾ 359 (400-¾)		
CIRCLING ***	520-1 448 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	640-2 568 (600-2)	700-2¼ 628 (700-2¼)
S-PAR 1R *	161-¼ 100 (100-¼) GS 3.00°				

HIRL Rwy 1R-19L
HIRL Rwy 1L-19R
TDZ/CL Rwy 1R-19L

012° 5.3 NM from FAF

NE-1, 22 OCT 2009 to 19 NOV 2009
NE-1, 22 OCT 2009 to 19 NOV 2009