

22251

# HARBOR VISUAL RWY 29

AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)  
PORTLAND, MAINE

ATIS 119.05  
 PORTLAND APP CON ★  
 119.75 269.35  
 PORTLAND TOWER ★  
 120.9 (CTAF) 257.8  
 GND CON  
 121.9  
 UNICOM 122.95

## RADAR REQUIRED

LOCALIZER 109.9  
 I-GCS  
 Chan 36

Vertical Guidance Navaid  
 and Angle:  
 LOC I-GCS GS (3.00°)

Weather minima: 3000 feet ceiling  
 and 4 mile visibility.  
 Maintain 3000 feet or higher  
 until over water (Atlantic Coastline).

Procedure NA at night.

1 NM	2	3	4	5	6	7	8
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From the south over Cape Elizabeth proceed over water keeping Portland Head Lighthouse and Ram Island Ledge Light on the left. Proceed north of Cushing Island passing over the southwest edge of Peaks Island. Turn left towards the entrance of Portland Harbor between Fort Gorges on the right and Portland Breakwater Lighthouse on the left. Proceed southwest towards the Portland bridge and LOC course.

From the north, proceed to the entrance of Portland Harbor with Fort Gorges on the left. Then proceed southwest toward the Portland bridge and LOC course.

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

# HARBOR VISUAL RWY 29

Amdt 3 02DEC21

43°39'N-70°19'W

PORTLAND, MAINE  
PORTLAND INTL JETPORT (PWM)

LOC/DME I-PWM <b>109.9</b> Chan <b>36</b>	APP CRS <b>110°</b>	Rwy Idg <b>7200</b> TDZE <b>76</b> Apt Elev <b>76</b>
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# ILS RWY 11 (CAT II & III)

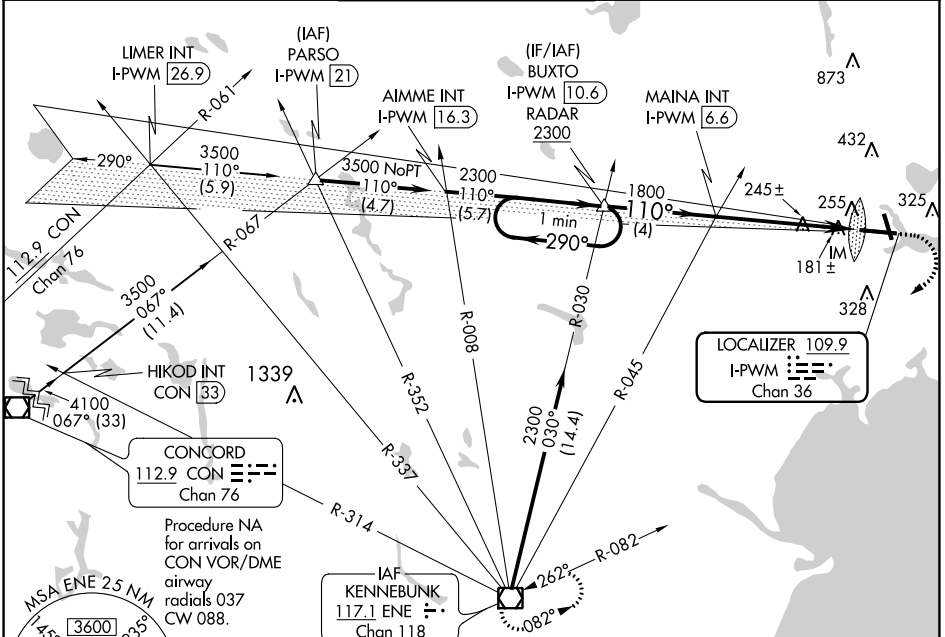
PORTLAND INTL JETPORT (PWM)

**Procedure NA when control tower closed.**

ALS-F-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.

ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 269.35</b>	PORTLAND TOWER * <b>120.9 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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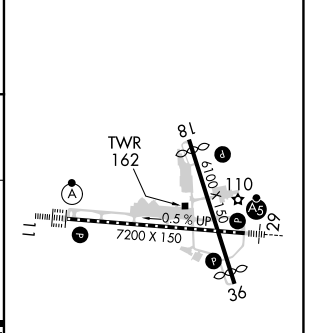
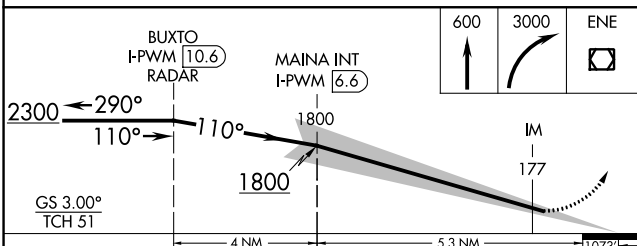


NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024



ELEV 76	TDZE 76
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CATEGORY	A	B	C	D
S-ILS 11	CAT II RA 108/12 100 DA 176			
S-ILS 11	CAT III RVR 06			

- TDZ/CL Rwy 11
- MIRL Rwy 18-36
- HIRL Rwy 11-29
- REIL Rwy 18 and 36

**CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

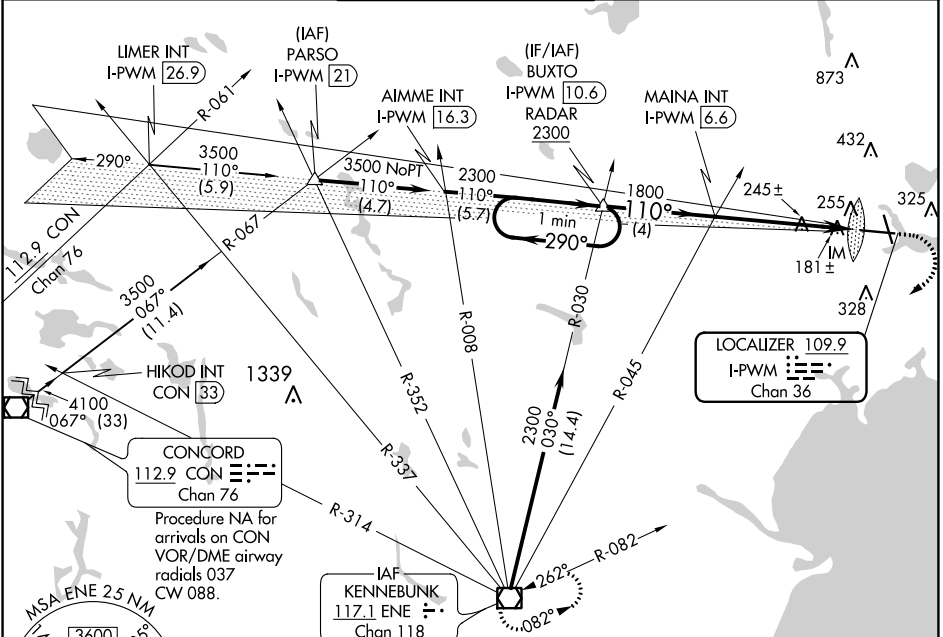
LOC/DME I-PWM <b>109.9</b> Chan <b>36</b>	APP CRS <b>110°</b>	Rwy Idg <b>7200</b> TDZE <b>76</b> Apt Elev <b>76</b>
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# ILS RWY 11 (SA CAT I)

PORTLAND INTL JETPORT (PWM)

Procedure NA when control tower closed. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSIF-2	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.

ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 269.35</b>	PORTLAND TOWER * <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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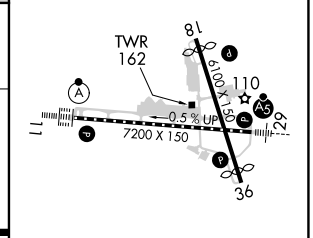
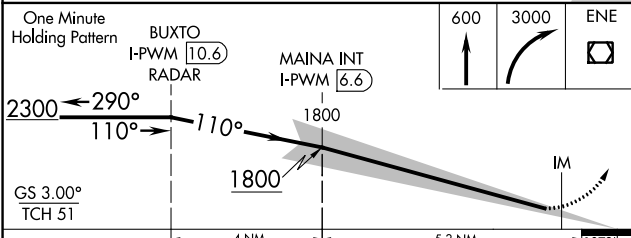


NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024



ELEV 76	<b>D</b> TDZE 76
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CATEGORY	A	B	C	D
S-ILS 11	RA 166/14		150 DA 226	

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

- TDZ/CL Rwy 11
- MIRL Rwy 18-36
- HIRL Rwy 11-29
- REIL Rwy 18 and 36

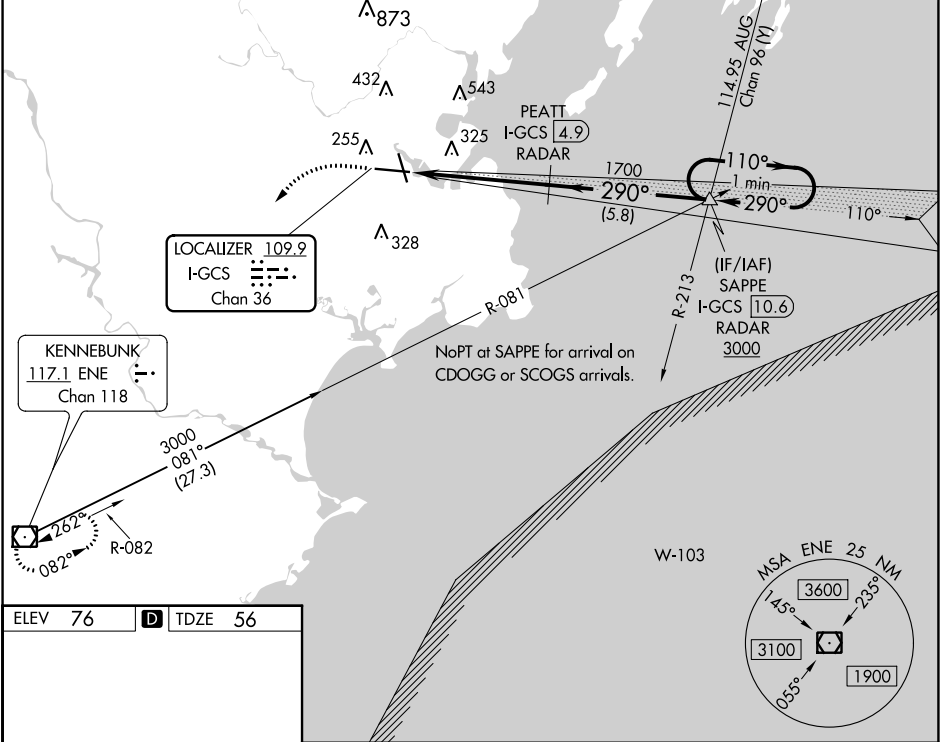
LOC/DME I-GCS <b>109.9</b> Chan 36	APP CRS <b>290°</b>	Rwy Idg <b>7200</b> TDZE <b>56</b> Apt Elev <b>76</b>
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# ILS RWY 29 (SA CAT I & II)

PORTLAND INTL JETPORT (PWM)

<p><b>▽</b> DME or RADAR required. DME required when Portland approach control closed.  <b>▲</b> Procedure NA when control tower closed.          SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.          SA CAT II: Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.</p>	<p>MALSR  </p>	<p>MISSED APPROACH:          Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.</p>
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ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 269.35</b>	PORTLAND TOWER ★ <b>120.9 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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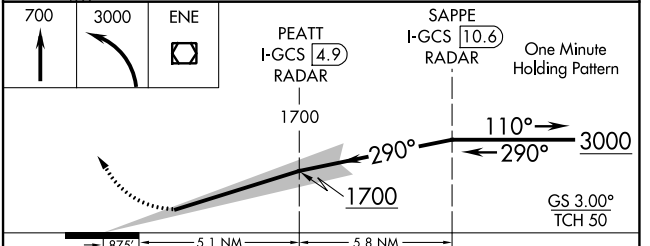


NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

ELEV 76	<b>D</b>	TDZE 56
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TDZ/CL Rwy 11 **Ⓛ**  
 MIRL Rwy 18-36 **Ⓛ**  
 HIRL Rwy 11-29 **Ⓛ**  
 REL. Rwy 18 and 36 **Ⓛ**



CATEGORY	A	B	C	D
S-ILS 29	SA CAT I	RA 206/14	150 DA 206	
S-ILS 29	SA CAT II	RA 146/12	100 DA 156	

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-PWM <b>109.9</b> Chan <b>36</b>	APP CRS <b>110°</b>	Rwy Idg <b>7200</b> TDZE <b>76</b> Apt Elev <b>76</b>
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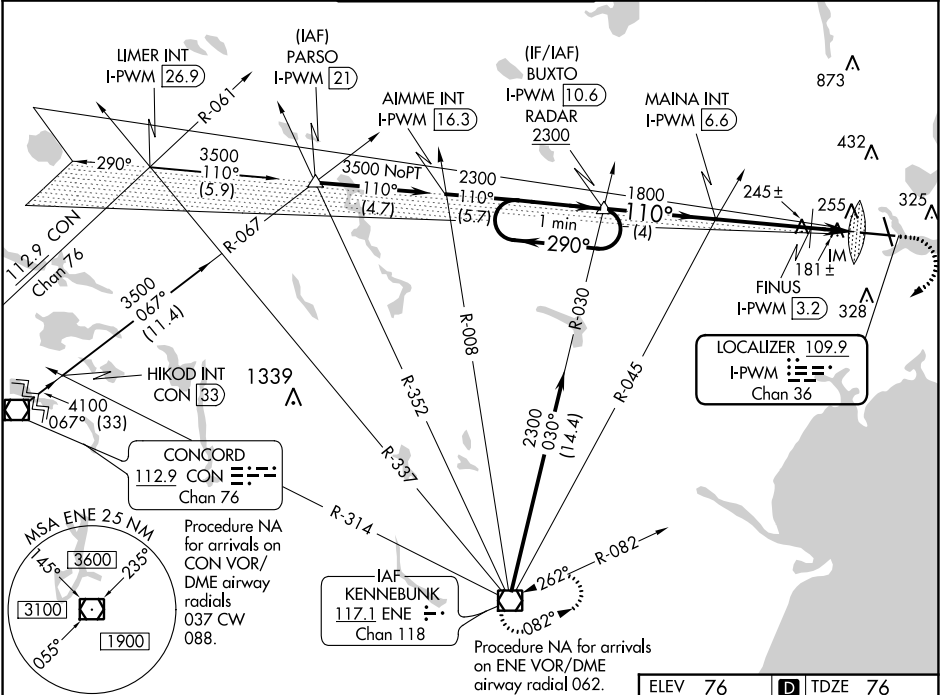
# ILS or LOC RWY 11

PORTLAND INTL JETPORT (PWM)

**⚠** For inoperative ALSF-2, increase S-LOC 11 Cat C/D visibility to 1½ mile. Increase FINUS fix minimums S-LOC 11 Cat C/D visibility to RVR 5500.

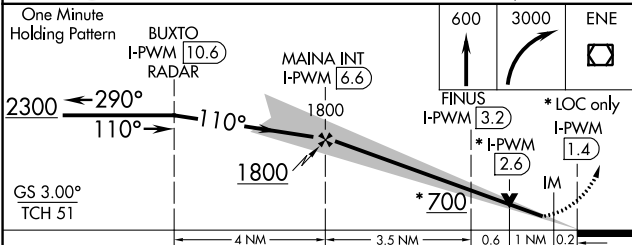
**ALSF-2**  
**(A)** MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.

ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 269.35</b>	PORTLAND TOWER * <b>120.9 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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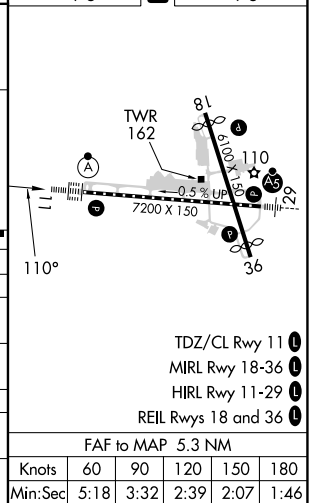
NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024



ELEV 76	<b>D</b> TDZE 76
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CATEGORY	A	B	C	D
S-ILS 11	276/18 200 (200-½)			
S-LOC 11	700/24	624 (700-½)	700-1¾	624 (700-1¾)
<b>C</b> CIRCLING	700-1	624 (700-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)
FINUS FIX MINIMUMS				
S-LOC 11	440/24	364 (400-½)	440/35	364 (400-¾)
<b>C</b> CIRCLING	620-1 544 (600-1)	640-1 564 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)



- TDZ/CL Rwy 11 **(I)**
- MIRL Rwy 18-36 **(I)**
- HIRL Rwy 11-29 **(I)**
- REIL Rws 18 and 36 **(I)**

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

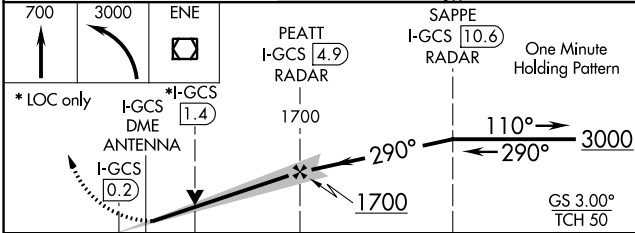
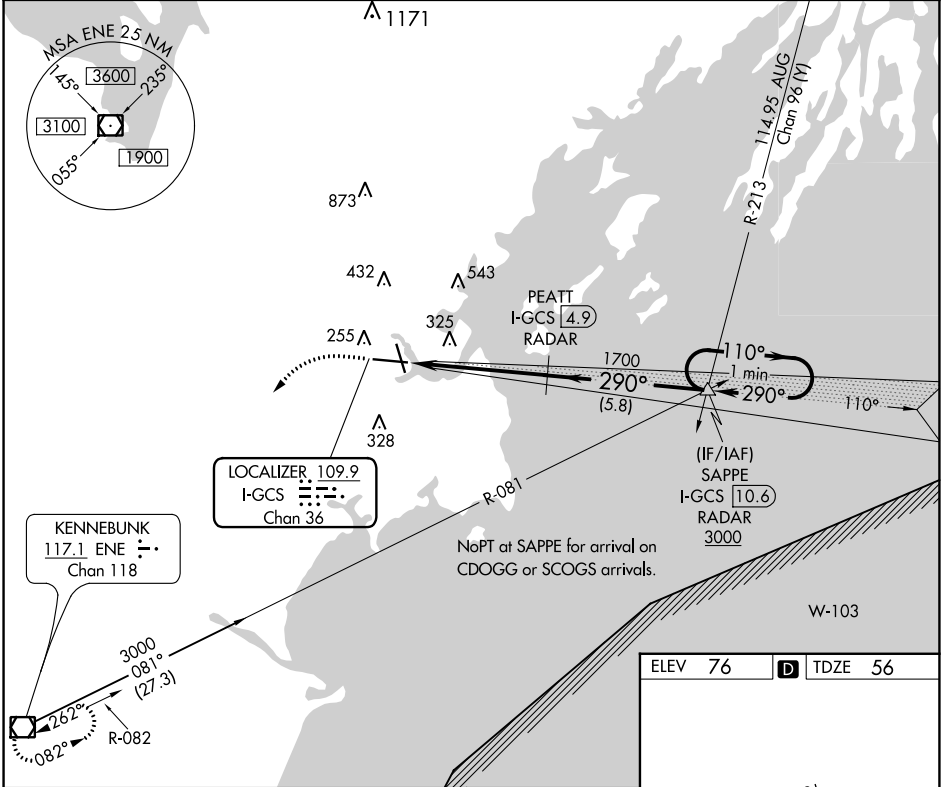
LOC/DME I-GCS <b>109.9</b> Chan 36	APP CRS <b>290°</b>	Rwy Idg <b>7200</b> TDZE <b>56</b> Apt Elev <b>76</b>
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# ILS or LOC RWY 29

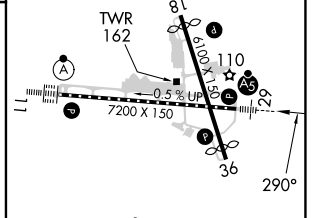
PORTLAND INTL JETPORT (P<sup>W</sup>M)

<b>▽</b> <b>▲</b>	** RVR 1800 authorized with use of FD or AP or HUD to DA. DME or RADAR required.	MALSR 	MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.
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ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 269.35</b>	PORTLAND TOWER * <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 76	<b>D</b>	TDZE 56
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* LOC only I-GCS DME ANTENNA I-GCS [0.2]	* I-GCS [1.4]	PEATT I-GCS [4.9] RADAR 1700	SAPPE I-GCS [10.6] RADAR 1700	One Minute Holding Pattern		
CATEGORY S-ILS 29**	A	B	C	D		
S-LOC 29	580/24	524 (600-½)	580/55	524 (600-1)		
<b>C</b> CIRCLING	620-1 544 (600-1)	640-1 564 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)		
	TDZ/CL Rwy 11 MIRL Rwy 18-36 HIRL Rwy 11-29 REIL Rws 18 and 36					
	FAF to MAP 5.1 NM					
	Knots	60	90	120	150	180
	Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 22 FEB 2024 to 21 MAR 2024

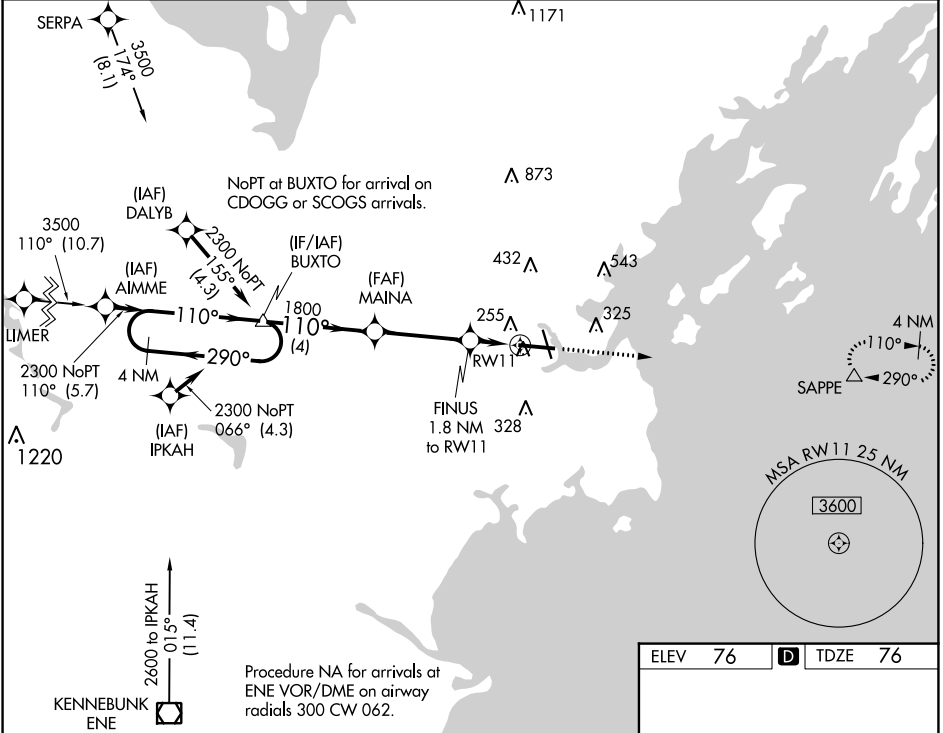
NE-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>70306</b> <b>W11A</b>	APP CRS <b>110°</b>	Rwy ldg TDZE Apt Elev	<b>7200</b> <b>76</b> <b>76</b>
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# RNAV (GPS) RWY 11

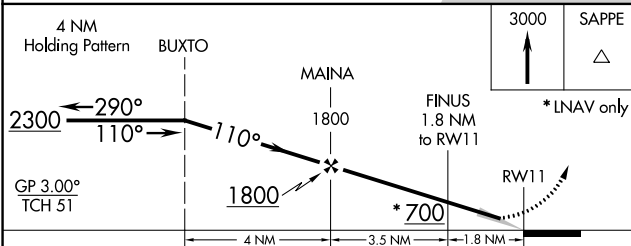
PORTLAND INTL JETPORT (P'WM)

RNP APCH - GPS.		ALSF-2	MISSED APPROACH: Climb to 3000 direct SAPPE and hold, continue climb-in-hold to 3000.		
<p><b>▽</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.</p> <p><b>▲</b></p>					
ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 269.35</b>	PORTLAND TOWER ★ <b>120.9 0 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>

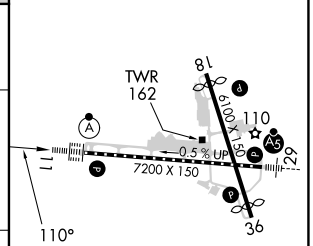


NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024



ELEV 76	<b>D</b>	TDZE 76
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CATEGORY	A	B	C	D
LPV DA	276/18 200 (200-½)			
LNAV/VNAV DA	456/40 380 (400-¾)			
LNAV MDA	520/24 444 (500-½)	520/45 444 (500-¾)		
<b>C</b> CIRCLING	620-1 544 (600-1)	640-1 564 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)

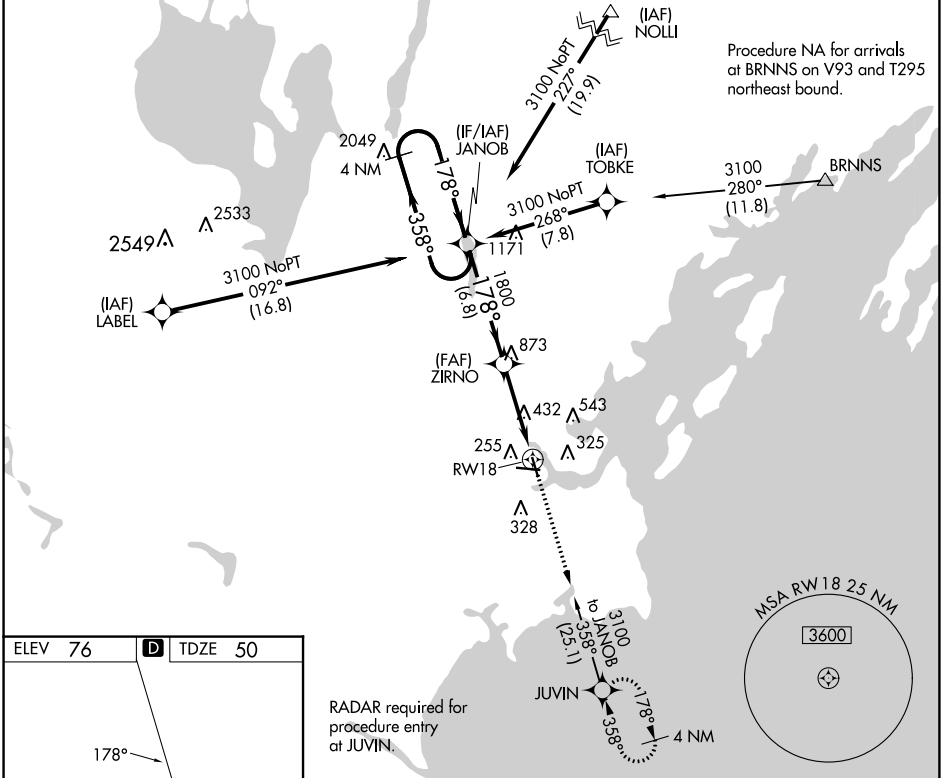
- TDZ/CL Rwy 11 **0**
- MIRL Rwy 18-36 **0**
- HIRL Rwy 11-29 **0**
- REIL Rwy 18 and 36 **0**

WAAS CH <b>77925</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>5150</b> <b>50</b> <b>76</b>
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# RNAV (GPS) RWY 18

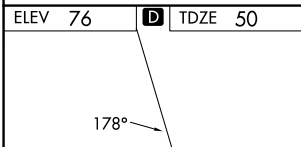
PORTLAND INTL JETPORT (PWM)

RNP APCH.		MISSED APPROACH: Climb to 3100 direct JUVIN and hold, continue climb-in-hold to 3100.			
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below ¾ SM NA.</p>					
ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 269.35</b>	PORTLAND TOWER ★ <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>

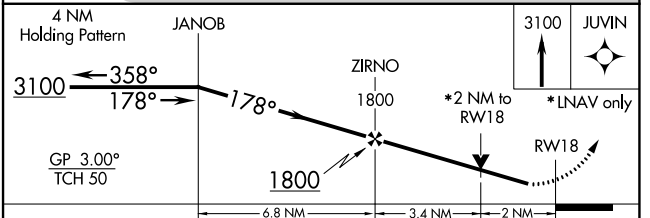


NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024



RADAR required for procedure entry at JUVIN.



CATEGORY	A	B	C	D
LPV DA		300-¾	250 (300-¾)	
LNAV/VNAV DA		477-1¾	427 (500-1¾)	
LNAV MDA	740-1	690 (700-1)	740-2	690 (700-2)
CIRCLING	740-1	664 (700-1)	740-2 664 (700-2)	860-2½ 784 (800-2½)



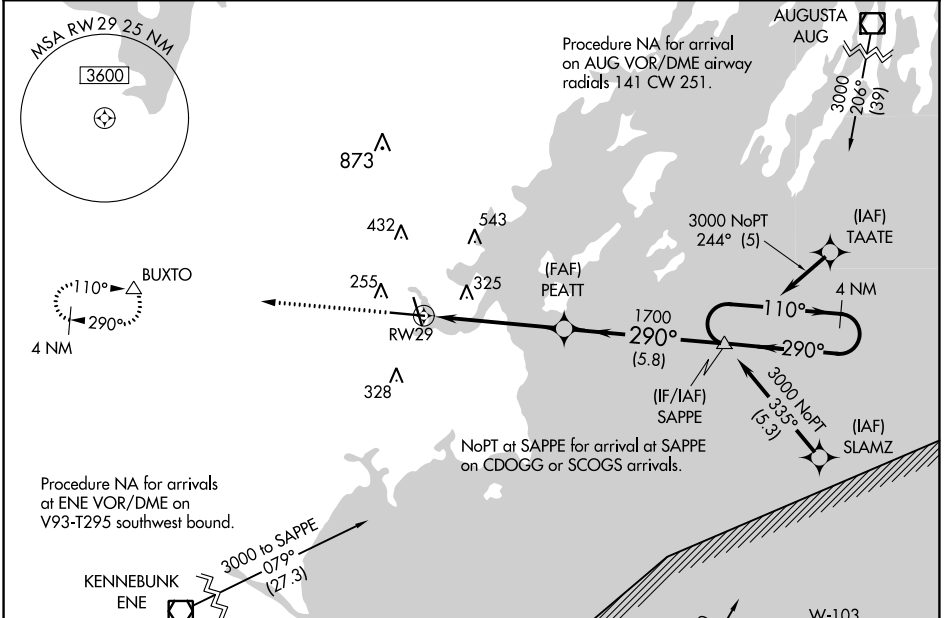
WAAS CH <b>65626</b> <b>W29A</b>	APP CRS <b>290°</b>	Rwy Idg <b>7200</b> TDZE <b>56</b> Apt Elev <b>76</b>
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# RNAV (GPS) RWY 29

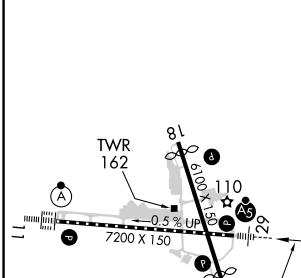
PORTLAND INTL JETPORT (P<sup>WM</sup>)

RNP APCH	<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, increase LNAV Cat C/D visibility to 1¾ mile.                  **RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	MALSR AS	MISSED APPROACH: Climb to 3000 direct BUXTO and hold, continue climb-in-hold to 3000.
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ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 269.35</b>	PORTLAND TOWER ★ <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 76	<b>D</b>	TDZE 56
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3000	BUXTO	PEATT	SAPPE	4 NM Holding Pattern
* LNAV only	* 1.5 NM to RWY29	1700	290°	110° → 3000
		1700	290°	← 290°
	1.5 NM	3.5 NM	5.8 NM	GP 3.00° TCH 50

CATEGORY	A	B	C	D
LPV DA	** 256/24 200 (200-½)			
LNAV/VNAV DA	567-1¾ 511 (500-1¾)			
LNAV MDA	580/24	524 (600-½)	580/55	524 (600-1)
<b>C</b> CIRCLING	620-1 544 (600-1)	640-1 564 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)

TDZ/CL Rwy 11 **Ⓛ**  
 MIRL Rwy 18-36 **Ⓛ**  
 HIRL Rwy 11-29 **Ⓛ**  
 REIL Rwy 18 and 36 **Ⓛ**

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>49225</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg TDZE <b>49</b> Apt Elev <b>76</b>
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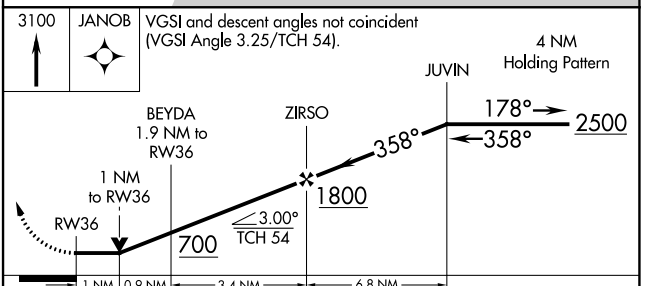
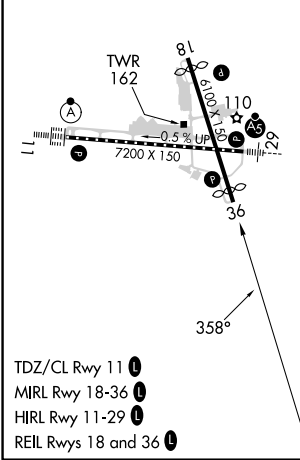
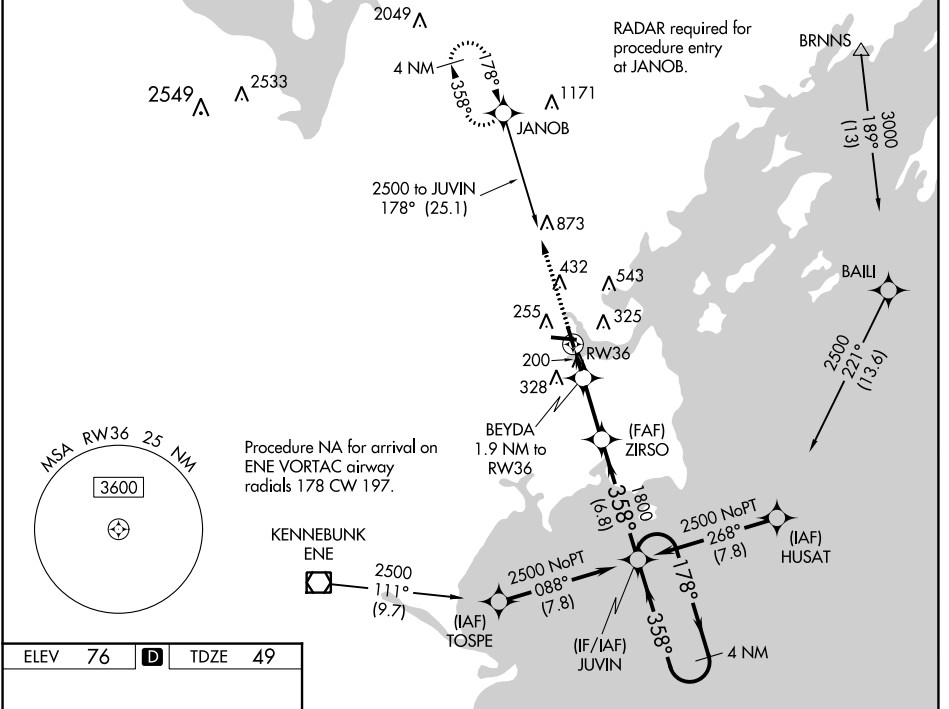
# RNAV (GPS) RWY 36

PORTLAND INTL JETPORT (P<sup>WM</sup>M)

RNP APCH. MISSED APPROACH: Climb to 3100 direct JANOB and hold, continue climb-in-hold to 3100.

Rwy 36 helicopter visibility reduction below 3/4 SM NA.

ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 269.35</b>	PORTLAND TOWER * <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LP MDA	460-1	411 (400-1)	460-1 1/8	411 (400-1 1/8)
LNAV MDA	560-1	511 (500-1)	560-1 3/8	511 (500-1 3/8)
<b>C</b> CIRCLING	620-1 544 (600-1)	640-1 564 (600-1)	740-1 3/4 664 (700-1 3/4)	860-2 1/2 784 (800-2 1/2)

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024