

LOC/DME I-BXM <b>109.3</b> Chan <b>30</b>	APP CRS <b>012°</b>	Rwy Idg <b>8000</b> TDZE <b>63</b> Apt Elev <b>75</b>	ILS or LOC RWY 1R BRUNSWICK EXECUTIVE (BXM)
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▲ NA

DME required. VDP NA when using Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase S-ILS 1R DA to 314; increase all MDA 60 feet; increase S-LOC 1R Cats C/D visibilities ½ SM and Circling Cat C/D visibilities ¼ SM.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 080° and AUG VOR/DME R-185 to GINNI INT/AUG 25.1 DME and hold.

AWOS-AV <b>134.875</b>	PORTLAND APP CON ★ (112°-292°) <b>119.75 269.35</b> (293°-111°) <b>120.4 299.2</b>	UNICOM <b>122.725</b> (CTAF) <b>0</b>
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Procedure NA for arrivals on AUG VOR/DME airway radials 213 CW 251.

LOCALIZER 109.3  
I-BXM  
Chan 30

ZETGU I-BXM 4  
CARMR I-BXM 6.5  
(IF/IAF) BAILI INT I-BXM 13.2

IAF KENNEBUNK 117.1 ENE  
Chan 118

2000 NoPT 080° (34.4)

AUGUSTA 114.95 AUG  
Chan 96 (Y)

GINNI INT AUG 25.1

MSA AUG 28 NM  
3800  
2600

ELEV <b>75</b>	TDZE <b>63</b>	600	3000	AUG R-185	GINNI INT	CARMR I-BXM 6.5	BAILI INT I-BXM 13.2	One Minute Holding Pattern
* LOC only.								
CATEGORY	A		B		C		D	
S-ILS 1R	263-½		200 (200-½)					
S-LOC 1R	400-½		337 (400-½)					
CIRCLING	560-1		485 (500-1)		840-2¼ 765 (800-2¼)		840-2½ 765 (800-2½)	

BRUNSWICK, MAINE  
Amdt 1 10NOV16

43°54'-69°56'W

BRUNSWICK EXECUTIVE (BXM)  
ILS or LOC RWY 1R