RNAV (GPS) RWY 10
BLOCK ISLAND STATE (BID)

INOPERATIVE TABLE DOES NOT APPLY TO CAT C.
GPS OR RNP-0.3 REQUIRED.

MISSED APPROACH: Climbing right turn to 1700 direct SUFOK WP and hold.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>PROVIDENCE APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>134.775</td>
<td>125.75 319.2</td>
<td>120.1</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

APP CRS

104°
2502
109

TDZE
2502
109

Apt Elev
2502
109

MALSF
- -

ELEV 109

CIRCLING
580-1 471 (500-1)

580-1 471 (500-1)
NA

4 NM

SUFOK

Holding Pattern

RHINA

4.5 NM

0.5

MISSED APPROACH: Climbing right turn to 1700 direct SUFOK WP and hold.

TCH 45

VGSI and descent angles not coincident.

CATEGORY

A

B

C

D

LNAV MDA

540-3\frac{1}{3} 431 (500-3\frac{1}{3})

540-1\frac{1}{4} 431 (500-1\frac{1}{4})

NA

NA

580-1 471 (500-1)

580-1\frac{1}{2} 471 (500-1\frac{1}{2})

NE-1,25 NOV 2004

PROVIDENCE APP CON

125.75 319.2

UNICOM

123.0 (CTAF)

RNAV (GPS) RWY 10

BLOCK ISLAND STATE (BID)

Orig 03359

41°10'N-71°35'W

RNAV (GPS) RWY 10

BLOCK ISLAND STATE (BID)

Orig 03359

41°10'N-71°35'W
RNAV (GPS) RWY 28

BLOCK ISLAND STATE (BID)

GPS or RNP -0.3 required.

DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 1500 direct to SUFOK WP and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>520-1</td>
<td>411 (500-1)</td>
<td>520-1½</td>
<td>411 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>471 (500-1)</td>
<td>580-1½</td>
<td>471 (500-1½)</td>
</tr>
</tbody>
</table>

Block Island, Rhode Island

Orig 03359

41°10'N-71°35'W

NE-1.25 Nov 2004

Block Island State (BID)
VOR/DME RWY 10

**MISSED APPROACH:** Climbing right turn to 1700 via heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.

**AWOS-3**

134.775

**PROVIDENCE APP CON**

125.75 319.2

**CLNC DEL**

120.1

**UNICOM**

123.0 (CTAF)

---

**NE-1, 25 NOV 2004**
MISSED APPROACH: Climbing right turn to 1500 in SEY VOR/DME holding pattern.

**AWOS-3**
134.775

**PROVIDENCE APP CON**
125.75  319.2

**CLNC DEL**
120.1

**UNICOM**
123.0 (CTAF)

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-28</td>
<td>600-1 491 (500-1)</td>
<td>600-1½ 491 (500-1¼)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>600-1 491 (500-1)</td>
<td>600-1½ 491 (500-1½)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**DME MINIMUMS**

<table>
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<tr>
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<tr>
<td>S-28</td>
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<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>580-1 471 (500-1)</td>
<td>580-1½ 471 (500-1½)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

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**BLOCK ISLAND, RHODE ISLAND**

Amdt 4  03359

**VOR RWY 28**

**BLOCK ISLAND STATE (BID)**

**41°10'N-71°35'W**
TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned another DP or radar vector by ATC, this procedure may be flown to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: FAR 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

<table>
<thead>
<tr>
<th>NAME</th>
<th>TAKE-OFF MINIMUMS</th>
<th>NAME</th>
<th>TAKE-OFF MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUBURN-LEWISTON, ME</td>
<td>AUBURN-LEWISTON MUNI</td>
<td>BARNSTABLE, MA</td>
<td>EDWARD F. KNAPP STATE</td>
</tr>
<tr>
<td>TAKE-OFF MINIMUMS: Rwys 4, 300-1 or std. with a min. climb of 360' per NM to 400. Rwys 17, 300-1 or std. with a min. climb of 265' per NM to 900. Rwys 22, 300-1 or std. with a min. climb of 310' per NM to 1500. Rwys 35, 300-1 or std. with a min. climb of 220' per NM to 400.</td>
<td>TAKE-OFF MINIMUMS: Rwys 17, 400-1. Rwys 23, 500-2 or std. with a min. climb of 400' per NM to 2600.</td>
<td>DEPARTURE PROCEDURE: Rwys 5, climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. Rwys 17, climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. Rwys 23, climbing left turn to 3500 direct MPV VOR/DME. Rwys 35, climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.</td>
<td></td>
</tr>
<tr>
<td>AUGUSTA, ME</td>
<td>AUGUSTA STATE</td>
<td>BARNEGAT, NJ</td>
<td>LAURENCE G. HANSCOM FIELD</td>
</tr>
<tr>
<td>TAKE-OFF MINIMUMS: Rwys 8, 35, 300-1. Rwys 26, 400-1 or std. with a min. climb of 250' per NM to 700.</td>
<td>TAKING OFF MINIMUMS: Rwys 11, 29, 300-1. Rwys 23, 300-1 or std. with a min. climb of 210' per NM to 400.</td>
<td>DEPARTURE PROCEDURE: Rwys 11, climb runway heading to 600 before turning.</td>
<td></td>
</tr>
<tr>
<td>BAR HARBOR, ME</td>
<td>HANCOCK COUNTY-BAR HARBOR</td>
<td>BUNKER HILL, CT</td>
<td>TAKING-OFF MINIMUMS: Rwys 33, 300-1 or std. with a min. climb of 270' per NM to 600.</td>
</tr>
<tr>
<td>TAKE-OFF MINIMUMS: Rwys 22, 35, 300-1.</td>
<td>DEPARTURE PROCEDURE: Rwys 17, climbing right turn via heading 220° to 2000 before proceeding on course. Rwys 22, climb runway heading to 1900 before turning eastbound.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

BOSTON, MA
GENERAL EDWARD LAWRENCE LOGAN INTL
TAKE-OFF MINIMUMS: Rwys 4L, 300-1 or std. with a min. climb of 340' per NM to 300. Rwys 4R, 300-1 or std. with a min. climb of 320' per NM to 300. Rwys 22L, 300-1 or std. when tower reports no tall vessels in departure area. Rwys 22R, 300-1 or std. with a min. climb of 220' per NM to 300. Rwys 27, 900-1 or std. with a min. climb of 440' per NM to 1100. Rwys 33L, 500-1 or std. with a min. climb of 250' per NM to 500.
DEPARTURE PROCEDURE: Rwys 22L, 22R, climb runway heading to 700 before turning right. Rwys 33L, climb runway heading to 700 before turning left.

BRIDGEPORT, CT
IGOR I. SIKORSKY MEMORIAL
TAKE-OFF MINIMUMS: Rwys 29, 600-2 or std. with a min. climb of 280' per NM to 700.
NOTE: Rwys 6, 1200 before turning on course. 
Rwys 29, 700 before turning on course.

BRUNSWICK NAS, ME (KNHz)
BRUNSWICK, ME
Rwy 1L, CAUTION: Cross DER at or above 35' AGL/42' MSL.
Rwys 1R, CAUTION: Cross DER at or above 35' AGL/43' MSL.

BURLINGTON, VT
BURLINGTON INTL
TAKE-OFF MINIMUMS: Rwys 15, 1000-2 or std. with a min. climb of 260' per NM to 1600. Rwys 19, 700-2 or std. with a min. climb of 220' per NM to 1200.
DEPARTURE PROCEDURE: Rwys 1, climb runway heading to 800, then climbing left turn direct to CON VORTAC before proceeding on course. Rwys 15, 19, climbing right turn direct to CON VORTAC before proceeding on course. Rwys 15, 19, climbing right turn direct to CON VORTAC before proceeding on course. Rwys 15, 19, climbing right turn direct to CON VORTAC before proceeding on course. Rwys 15, 19, climbing right turn direct to CON VORTAC before proceeding on course.

CONCORD, NH
CONCORD MUNI
TAKE-OFF MINIMUMS: Rwys 12, 500-1 or std. with a min. climb of 350' per NM to 1300. Rwys 17, 300-1 or std. with a min. climb of 220' per NM to 1200. Rwys 30, 800-3 or std. with a min. climb of 260' per NM to 1300. Rwys 35, 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: Rwys 12, climb to 900 then climbing right turn to CON VORTAC before proceeding on course. Rwys 17, climb to 1200 before turning on course.

CARIBOU, ME
CARIBOU MUNI
TAKE-OFF MINIMUMS: Rwys 1, 11, 19, 29, 300-1.

CLAREMON T, NH
CLAREMONT MUNI
DEPARTURE PROCEDURE: Rwys 11, 29, climb in the CNH NDB holding pattern, (SW, right turns, 044° inbound) to 2800 before proceeding on course.

BLOCK ISLAND, RI
BLOCK ISLAND STATE
TAKE-OFF MINIMUMS: Rwys 28, 300-1.
DEPARTURE PROCEDURE: Rwys 28, climb runway heading at 250' per NM to 400 feet before turning.

BEVERLY, MA
BEVERLY MUNI
NOTE: Rwys 9, multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Trees 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. Rwys 16, multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. Rwys 27, multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 96' AGL/217' MSL. Multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Rwys 34, multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BERLIN, NH
BERLIN MUNI
TAKE-OFF MINIMUMS: Rwys 18, 36, 1000-2.
DEPARTURE PROCEDURE: Rwys 18, 36, climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct to CON VORTAC holding pattern (S, left turns, 192° inbound) to MEA before proceeding on course.

BENNINGTON, VT
WILLIAM H. MORSE STATE
TAKE-OFF MINIMUMS: Rwy 13, 2200-3, restricted to CAT A and B only, CAT C/N/A, Rwys 11, 300-2 or std. with a min. climb of 240' per NM to 1400.
DEPARTURE PROCEDURE: Rwys 13, climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. Rwys 31, climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

CONCORD, NH
CONCORD MUNI
TAKE-OFF MINIMUMS: Rwys 12, 500-1 or std. with a min. climb of 350' per NM to 1300. Rwys 17, 300-1 or std. with a min. climb of 220' per NM to 1200. Rwys 30, 800-3 or std. with a min. climb of 260' per NM to 1300. Rwys 35, 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: Rwys 12, climb to 900 then climbing right turn to CON VORTAC before proceeding on course. Rwys 17, climb to 1200 before turning on course.

CARIBOU, ME
CARIBOU MUNI
TAKE-OFF MINIMUMS: Rwys 1, 11, 19, 29, 300-1.

CLAREMONT, NH
CLAREMONT MUNI
DEPARTURE PROCEDURE: Rwys 11, 29, climb in the CNH NDB holding pattern, (SW, right turns, 044° inbound) to 2800 before proceeding on course.

CONCORD, NH
CONCORD MUNI
TAKE-OFF MINIMUMS: Rwys 12, 500-1 or std. with a min. climb of 350' per NM to 1300. Rwys 17, 300-1 or std. with a min. climb of 220' per NM to 1200. Rwys 30, 800-3 or std. with a min. climb of 260' per NM to 1300. Rwys 35, 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: Rwys 12, climb to 900 then climbing right turn to CON VORTAC before proceeding on course. Rwys 17, climb to 1200 before turning on course.