

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> MHT	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 24	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> MANCHESTER	<u>STATE</u> NH
<u>AIRPORT ELEVATION</u> 266	<u>TDZE</u> 242	<u>SUPERSEDED</u> RNAV (GPS) RWY 24	<u>DATED</u> 04/22/2021	<u>MAG VAR</u> 15W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>		<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2020
	<u>ACTUAL EFFECTIVE DATE</u> 9 JULY 2026			<u>CANCEL/SUSPEND</u>

TAA

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 147/30 CW 328/30	NOPT	147/10 CW 328/10		4600
2. 147/10 CW 328/10		WAVBO	IF/IAF	2800
3. 328/30 CW 058/30		FABIG	IAF	2800
4. 058/30 CW 147/30		058/7 CW 147/7		4600
5. 058/7 CW 147/7		PUTRE	IAF	2800

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
FABIG	IAF	WAVBO	NOPT	TF	FB	1.00	327.62	7.00	2800
PUTRE	IAF	WAVBO	NOPT	TF	FB	1.00	147.46	6.97	2800
WAVBO	IF/IAF	ONGEE		TF	FB	1.00	237.54	6.00	1800
ONGEE	FAF	RW24	MAP	TF	FO	0.30	237.48	4.74	
RW24	MAP	700 MSL		CA			237.48		700
700 MSL		CON VOR/DME		DF	FO	1.00			2600

MISSED APPROACH

MAP:

LNAV: RW24

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 2600 DIRECT CON VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD NE WAVBO, RT, 237.54 INBOUND, 2800 IN LIEU OF PT (IF/IAF), MAX 6000.					
3.	FAC: 237.48	FAF: ONGEE	DIST FAF TO MAP: 4.74	DIST FAF TO THLD: 4.74		
4.	MIN ALT: WAVBO 2800, ONGEE 1800					
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	
6.	MIN GP INCPT:	GP ALT AT FAF:			OM:	MM: IM:
7.	GP ANGLE:	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH:		
8.	MSA FROM:					

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 149.75 INBOUND.
FAS OBST: 591 AAO 425933N/0712251W.
CHART VDP AT 1.78 NM TO RW24.
ONGEE TO RW24: 3.00/50.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LNAV MDA	860	5500	618	860	5500	618	860	1 3/4	618	860	1 3/4	618			



CHANGES - REASONS

1. MOVED IAF FABIG 1 NM SOUTHEAST, IAF PUTRE 0.97 NM NORTHWEST, AND IF WAVBO 224 FT SOUTHWEST - FABIG AND PUTRE MOVED TO ACCOMODATE A 90 DEGREE TURN AT WAVBO. WAVBO MOVED TO LINE UP WITH INITIAL SEGMENTS.
2. LOWERED TAA STRAIGHT-IN 147/30 CW 328/30 TO 147/10 CW 328/10 ALTITUDE FROM 5100 TO 4600 - SUBTRACTED 500 FT. MOUNTAINOUS ROC REDUCTION PER 8260.3G PARA. 14-2-1B(1).
3. LOWERED TAA RIGHT BASE 058/30 CW 147/30 TO 058/10 CW 147/7 ALTITUDE FROM 5100 TO 4600 - SUBTRACTED 500 FT. MOUNTAINOUS ROC REDUCTION PER 8260.3G PARA. 14-2-1B(1).
4. LOWERED TAA STRAIGHT-IN STEPDOWN, RIGHT BASE STEPDOWN, AND LEFT BASE ALTITUDE FROM 2900 TO 2800 - TO MAKE MORE EFFICIENT USE OF AVAILABLE AIRSPACE.
5. CHANGED INITIAL SEGMENT FABIG-WAVBO COURSE FROM 327.61 TO 327.62, LENGTHENED DISTANCE FROM 6.00 NM TO 7.00 NM, AND LOWERED ALTITUDE FROM 2900 TO 2800 IN TERMINAL ROUTES - TO ACCOMODATE A 90 DEGREE TURN AT THE IF AND MORE EFFICIENT USE OF AIRSPACE.
6. CHANGED INITIAL SEGMENT PUTRE-WAVBO COURSE FROM 147.47 TO 147.46, LENGTHENED DISTANCE FROM 6.00 NM TO 6.97 NM, AND LOWERED ALTITUDE FROM 2900 TO 2800 IN TERMINAL ROUTES - TO ACCOMODATE A 90 DEGREE TURN AT THE IF AND MORE EFFICIENT USE OF AIRSPACE.
7. REDUCED INTERMEDIATE SEGMENT DISTANCE FROM 6.03 TO 6.00 - RESULT OF MOVING IF/IAF WAVBO.
8. LOWERED MISSED CLEARANCE LIMIT ALTITUDE FROM 5000 TO 2600 IN TERMINAL ROUTES - TO ELIMINATE REQUIREMENT FOR A CLIMB-IN-HOLD.
9. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMBING RIGHT TURN TO 5000 DIRECT CON VOR/DME AND HOLD. CONTINUE CLIMB-IN-HOLD TO 5000" TO "CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 2600 DIRECT CON VOR/DME AND HOLD" - CLIMB-IN-HOLD NO LONGER REQUIRED.
10. PROFILE LINES 2 AND 4: LOWERED HOLD-IN-LIEU OF PT PATTERN ALTITUDE AND IF WAVBO ALTITUDE FROM 2900 TO 2800 - COINCIDES WITH INITIAL SEGMENT AND TAA ALTITUDE LOWERINGS.
11. CHANGED PBN REQUIREMENTS NOTE FROM "RNP APCH" TO "RNP APCH - GPS." - PER 8260.19K PARA. 8-6-8D(5)(A)1.
12. CORRECTED NOTE FROM "RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 4000 NOT AUTHORIZED" TO "RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED" - PER 8260.19K 8-6-12K(2).
13. CHANGED FAS OBST FROM FAS OBST: 598 AAO 425933N/0712251W TO FAS OBST: 591 AAO 425933N/0712251W IN ADDITIONAL FLIGHT DATA - NEW TARGETS SOFTWARE ASSESSMENT OF FINAL APPROACH.

COORDINATED WITH:

A4A

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ALPA

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AOPA

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APA

☒

HAI

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NBAA

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OTHER: ZBW, BOS APP CON, MHT ATCT

FLIGHT CHECKED BY

MICHAEL W PENDERGRASS

Digitally signed by

CASEY D HILL

Jun 01, 2026

OFFICE

AJF

DATE

05/28/2026

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DATE

12/23/2025

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DATE

TITLE

MANAGER

