

APP CRS
190°

Rwy Idg
5200

TDZE
1161

Apt Elev
1161

RNAV (GPS) RWY 18

BERLIN RGNL (BML)

RNP APCH - GPS.

Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use HIE altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat A ¼ SM. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 5000 direct ELSEQ and hold.

ASOS 135.175	BOSTON CENTER 135.7 282.2	UNICOM 122.7 (CTAF) 0
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The main procedure diagram illustrates the flight path for RNP APCH to RWY 18. It begins with a holding pattern at 6000 feet, followed by a descent to 4400 feet. The path then proceeds through several waypoints: PIPPO (3900 feet), ACCOW (2213± feet), and HELNO (2.4 NM to BIISN). The final approach is a straight-in descent to the runway, with a final approach course offset of 15.97°. The diagram also shows the MSA BIISN 25 NM (7500 feet) and the MAHN GMA (323 CW 143). The procedure is NA for arrivals at PLOT on V447 southwest bound.

4 NM Holding Pattern

ELSEQ

PIPO

ACCOW

HELNO 2.4 NM to BIISN

BIISN

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 65).

3.5 NM 2.5 NM 4.7 NM 2.4 NM 0.5 NM

6000 5000

010° 190°

4400 3900 2220

3.35° TCH 50

5000 ELSEQ

0.53° DOWN

5200 X 100

CATEGORY	A	B	C	D
LNAV MDA	2040-1 879 (900-1)	2040-1¼ 879 (900-1¼)	2040-2½ 879 (900-2½)	2040-2¾ 879 (900-2¾)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2280-1½ 1119 (1200-1½)	2580-3 1419 (1500-3)	2740-3 1579 (1600-3)

HIRL Rwy 18-36 0
REIL Rwy 18 and 36 0

BERLIN, NEW HAMPSHIRE

Orig-D 20FEB25

44°35'N-71°11'W

BERLIN RGNL (BML)

RNAV (GPS) RWY 18