

LOC I-EEN	APP CRS	Rwy Ldg	6201
108.9	018°	TDZE	488
		Apt Elev	488

ILS or LOC RWY 2

DILLANT/HOPKINS (EEN)

DME required for LOC only.

▼

▲

❄

-20°C

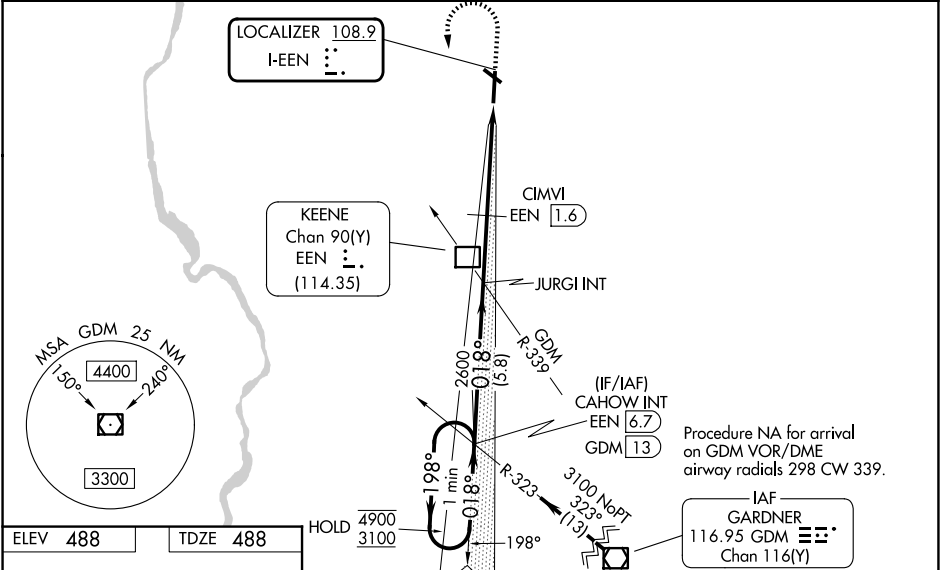
Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 2 all Cats, S-LOC 2 Cats C/D and CIMVI fix minimums S-LOC 2 Cat A. For inop ALS, increase S-LOC 2 Cat A visibility to 1¼ SM and increase CIMVI fix minimums S-LOC 2 Cat B visibility to 1¼ SM and Cat C/D visibility to 2½ SM. When local altimeter setting not received, use ORE altimeter setting and increase S-ILS 2 DA to 914; increase all MDAs 60 feet and increase CIMVI fix minimums S-LOC 2 Cats C and D visibility ½ SM. Inop table does not apply to S-LOC 2 Cats C/D when using ORE altimeter setting. For inop ALS when using ORE altimeter setting, increase S-LOC 2 Cat A visibility to 1¼ SM and increase CIMVI fix minimums S-LOC 2 Cats A/B visibility to 1¼ SM. VDP NA when using ORE altimeter setting. DME from EEN DME. DME use requires simultaneous reception of I-EEN and EEN DME.

MALSR

AS

MISSED APPROACH:
Climb to 1540 then climbing left turn to 3100 on heading 200° and GDM VOR/DME R-323 to CAHOW INT/GDM VOR/DME 13 DME and hold.

AWOS-3PT	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) 1



0.3% LIP
4001 x 7.5
6201 x 100
018°
REIL Rwys 14 and 32
HIRL Rwy 2-20
MIRL Rwy 14-32

One Minute Holding Pattern

CAHOW INT EEN 6.7

JURGI INT

1540 3100 GDM R-323 CAHOW INT

4900 ← 198°
3100 → 018° → 018°

GS 3.00°
TCH 43

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 39).

2600

2600

1840

5.8 NM 2.4 NM 1.6 2.5

CATEGORY	A	B	C	D
S-ILS 02	860-1 372 (400-1)			
S-LOC 02	1840-1	1352 (1400-1)	1840-3	1352 (1400-3)
CIRCLING	1840-1¼ 1352 (1400-1¼)	1840-1½ 1352 (1400-1½)	1840-3 1352 (1400-3)	1980-3 1492 (1500-3)
CIMVI FIX MINIMUMS (DME REQUIRED)				
S-LOC 02	1320-1	832 (900-1)	1320-1⅞	832 (900-1⅞)
CIRCLING	1420-1¼ 932 (1000-1¼)	1480-1½ 992 (1000-1½)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)