

LOC I-EEEN <u>108.9</u>	APP CRS 018°	Rwy Ldg TDZE Apt Elev	6201 488 488
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ILS or LOC RWY 2
DILLANT/HOPKINS (EEN)

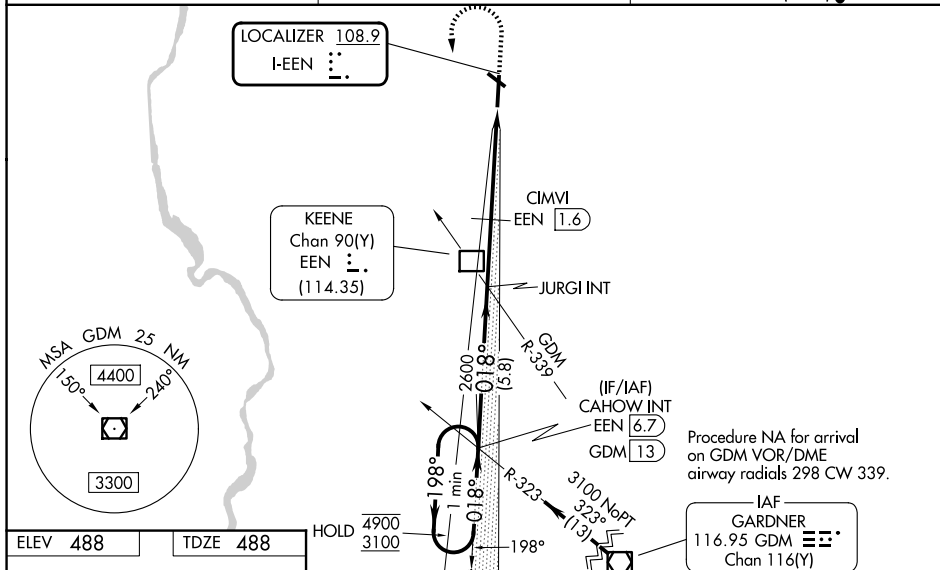
DME required for LOC only.

V Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-LSL 2 Cat C, 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 $\frac{1}{4}$ SM and increase CIMVI fix minimums S-LOC 2 Cat B visibility to $\frac{1}{4}$ SM and Cat C/D visibility to $\frac{2}{5}$ SM. When local altimeter setting not received, use ORE altimeter setting and increase S-LSL 2 DA to 914; increase all MDAs 60 feet and increase CIMVI fix minimums S-LOC 2 Cats C and D visibility $\frac{1}{8}$ 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 $\frac{1}{4}$ SM and increase CIMVI fix minimums S-LOC 2 Cats A/B visibility to $\frac{1}{4}$ SM. VDP NA when using ORE altimeter setting. DME from EEN DME. DME use requires simultaneous reception of I-EEEN and EEN DME.

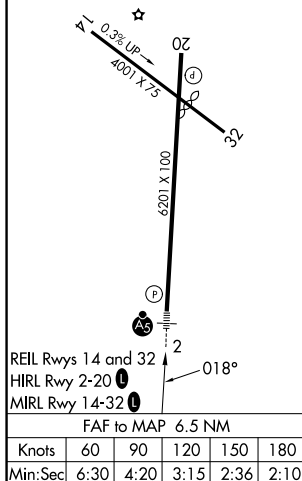
MALSR

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 119.025	BOSTON CENTER 123.75 338.2	UNICOM 123.0 (CTAF) 0
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ELEV 488		TDZE 488
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One Minute Holding Pattern	CAH OW INT EEN <u>6.7</u>	JURGI INT	EEN DME	CIMVI	EEN <u>1.6</u>	EEN <u>3.2</u>	EEN <u>5.7</u>
4900 ← 198°	3100 ← 018°	2600	1840				
GS 3.00°	TCH 43						
VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 39°)							
5.8 NM		2.4 NM		1.6		2.5	

KEENE, NEW HAMPSHIRE
Amdt 6A 31OCT24

42°54'N-72°16'W

DILLANT/HOPKINS (EEN)
ILS or LOC RWY 2