

WAAS CH 65708 W02A	APP CRS 018°	Rwy Ldg 6201 TDZE 488 Apt Elev 488
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RNAV (GPS) RWY 2
DILLANT/HOPKINS (EEN)

RNP APCH - GPS.




 -20°C

Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase LNAV Cat B visibility to $\frac{1}{4}$ SM. When local altimeter setting not received, use ORE altimeter setting; increase LPV DA to 897; increase all MDAs 60 feet. For inop ALS when using ORE altimeter setting, increase LNAV Cats A/B visibility to $\frac{1}{4}$ SM. VDP NA when using ORE altimeter setting.

MALS R



MISSED APPROACH:
Climb to 1 600 then
climbing left turn to
3 400 direct JUNPU
and hold.

AWOS-3PT
119.025

BOSTON CENTER	
123.75	338.2

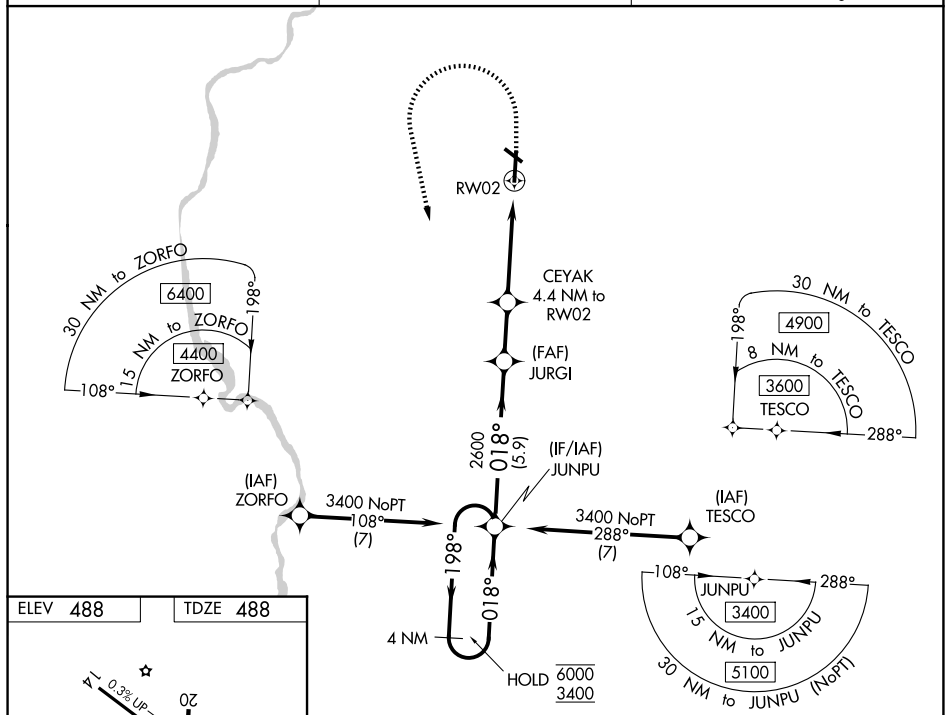
UNICOM
123.0 (CTAF) **L**

Diagram illustrating the runway layout for Runway 14-32. The runway is shown as a vertical line with a width of 60m and a length of 100m. The runway is labeled '14-32' and '018°'. The diagram also shows the runway's position relative to the airport's centerline and the runway's width and length.

4 NM Holding Pattern VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).					
CATEGORY	A	B	C	D	
LPV DA	843-1 355 (400-1)				
LNAV MDA	1340-1	852 (900-1)	1340-2	852 (900-2)	
CIRCLING	1380-1½ 892 (900-1½)	1480-1½ 992 (1000-1½)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)	