

LOC/DME I-MPV 108.7 Chan 24	APP CRS 168°	Rwy Ldg TDZE Apt Elev	5000 1135 1166
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ILS or LOC RWY 17
EDWARD F KNAPP STATE (MPV)

	Inoperative table does not apply to S-LOC 17 Cats A and B. When local altimeter setting not received, procedure NA. Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM.
 NA	NA. Circling Rwy 5, 35 NA at night. For inoperative MALSR, increase S-ILS 17 all
 -19°C	Cats visibility to $\frac{1}{8}$ mile and WANUX fix minimums S-LOC 17 Cats A/B visibility to 1 mile and Cats C/D visibility to $\frac{1}{8}$ mile.



MISSED APPROACH: Climb to 5200 direct MPV VOR/DME and hold, continue climb-in-hold to 5200.

ASOS 132.675	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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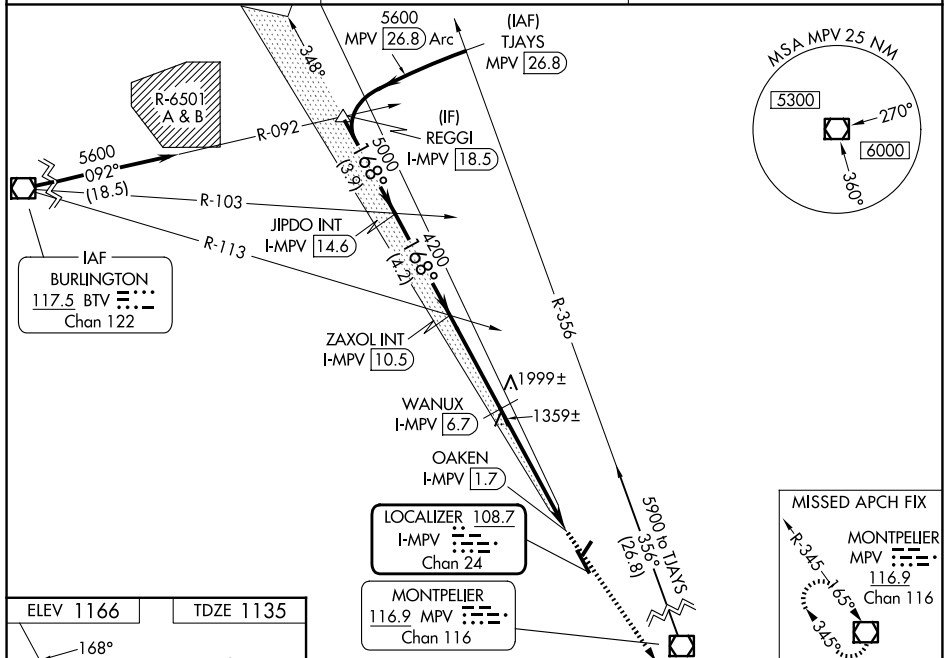


Diagram illustrating the MIRA VORTAC station and its proximity to REIL Rwy 35, MIRA Rwy 5-23, and MIRA Rwy 17-35. The diagram shows a 168° bearing, a 3001 X 75 distance, a 10% UP climb, a 3000 X 100 distance, and a 1195 distance.

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

Diagram illustrating the VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 46). The diagram shows the ILS glidepath (3.00° TCH 50) and the VGS1 glidepath (3.00° TCH 46) diverging. Key altitudes and distances are marked: 5600, 5000, 4200, 168°, 3.9 NM, 4.2 NM, 3.8 NM, 4.2 NM, 0.8, and 0.8. The diagram also shows the I-MPV DME symbol and the note: "Use I-MPV DME when on the Localizer course."