

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 1600 then
climbing left turn to
3400 direct JUNPU
and hold.

AWOS-3PT 119.025	BOSTON CENTER 123.75 338.2	UNICOM 123.0 (CTAF) 0
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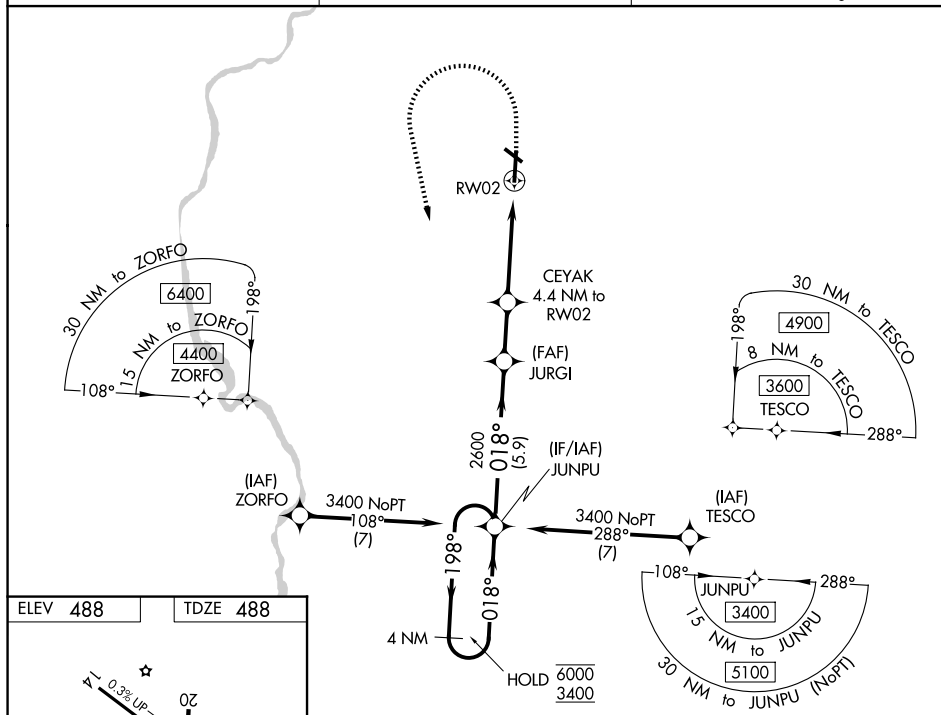


Diagram illustrating the runway layout and associated lighting systems:

- Runway 2-20:** Labeled "HIRL Rwy 2-20" and "MRL Rwy 14-32".
- Runway 14-32:** Labeled "REIL Rwy 14 and 32".
- Runway Dimensions:** 6201 x 100 (Runway 2-20) and 4001 x 75 (Runway 14-32).
- Lighting Systems:** HIRL (High Intensity Runway Lighting), MRL (Medium Intensity Runway Lighting), and REIL (Runway End Identifier Lights).
- Other Features:** A diagram shows a runway with a "P" (Precision) and "AS" (Automatic Stop Bar) marking, and a "2" marking. A heading of "018°" is indicated.

CATEGORY	A	B	C	D
LPV DA	843-1		355 (400-1)	
RNAV 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)