

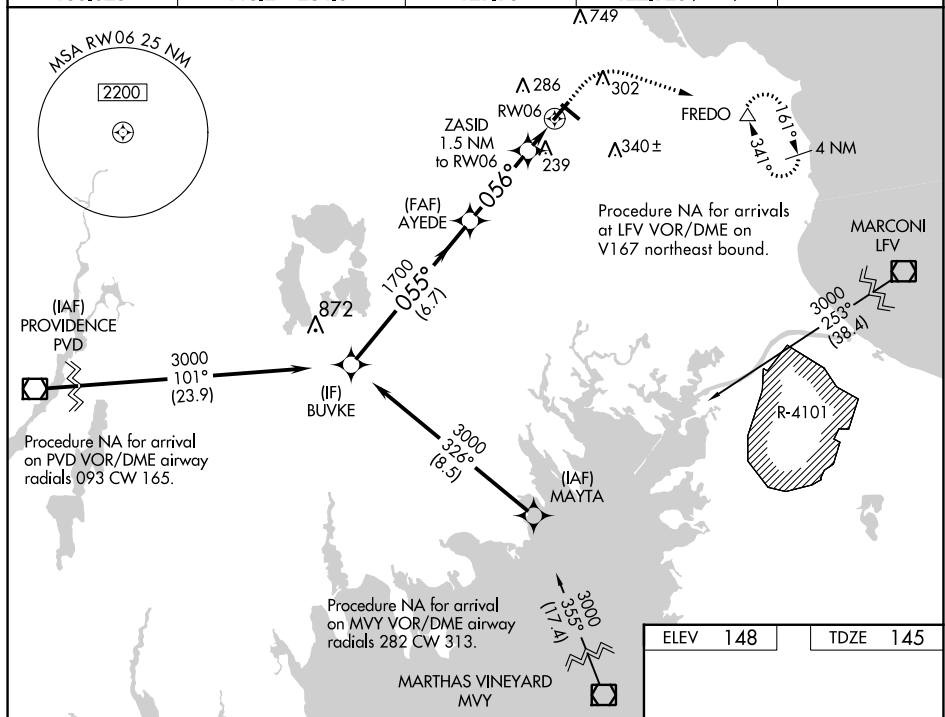


WAAS CH <b>40422</b> <b>W06A</b>	APP CRS <b>056°</b>	Rwy Idg <b>4350</b> TDZE <b>145</b> Apt Elev <b>148</b>
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RNAV (GPS) RWY 6  
PLYMOUTH MUNI (PYM)

RNP APCH.	 <b>MAISF</b>	<b>MISSED APPROACH:</b> Climb to 600 then climbing right turn to 1900 direct FREDO and hold.
 Circling Rwy 15 NA at night. Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below $-17^{\circ}\text{C}$ ( $2^{\circ}\text{F}$ ) or above $54^{\circ}\text{C}$ ( $130^{\circ}\text{F}$ ). Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cnts visibility to $\frac{1}{2}$ SM.		

ASOS 135.625	BOSTON APP CON ★ 118.2 284.6	CLNC DEL 127.75	UNICOM 122.725 (CTAF)	122.9 0
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VGS and RNAV glidepath not coincident  
(VGS Angle 3.00/TCH 40).


BUVE 3000 055° 1700 AYED 056° ZASID 1.5 NM to RW06 \*660 RW06

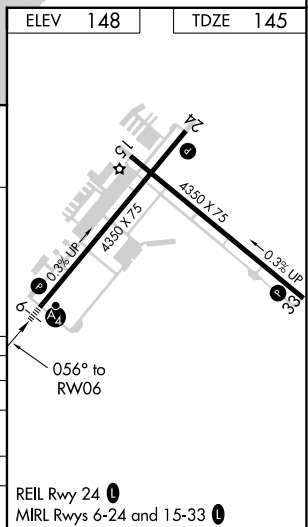
GP 3.00° TCH 50

600 1900 FRED

\*LNAV only.

4.7 NM 3.3 NM 1.5 NM

		A		B		C		D	
LPV	DA	345- <sup>3</sup> / <sub>4</sub>		200 (200- <sup>3</sup> / <sub>4</sub> )				NA	
LNAV/ VNAV	DA	426- <sup>3</sup> / <sub>4</sub>		281 (300- <sup>3</sup> / <sub>4</sub> )				NA	
LNAV	MDA	500- <sup>3</sup> / <sub>4</sub>		355 (400- <sup>3</sup> / <sub>4</sub> )				NA	
 CIRCLING		620-1 472 (500-1)		640-1 492 (500-1)		740-1½ 592 (600-1½)		NA	



## RNAV (GPS) RWY 6