

WAAS CH <b>65708</b>	APP CRS <b>018°</b>	Rwy Idg TDZE <b>488</b>	<b>6201</b>
<b>W02A</b>		Apt Elev <b>488</b>	

RNAV (GPS) RWY 2

DILLANT/HOPKINS (EEN)

RNP APCH - GPS.


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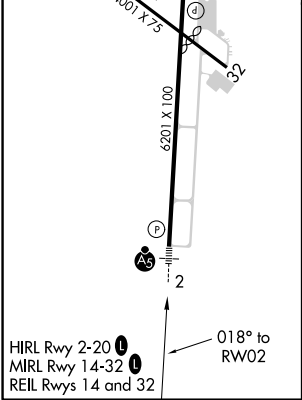
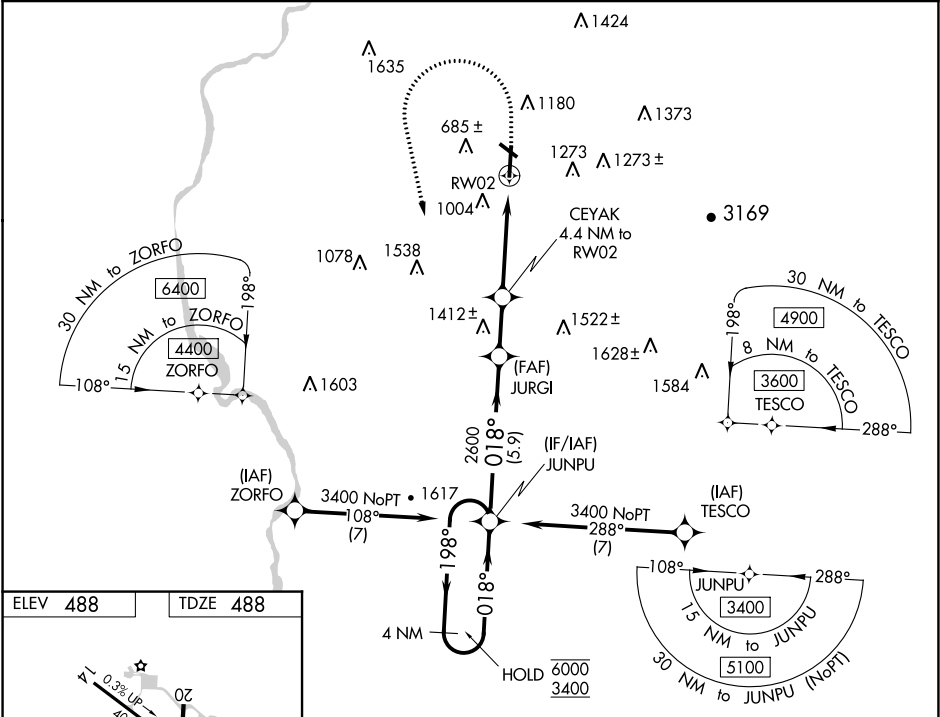
Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase LNAV Cat B visibility to  $1\frac{1}{4}$  SM.




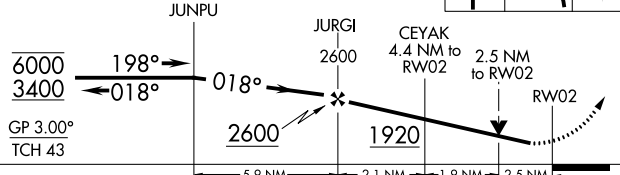

MALSR



MISSED APPROACH:  
Climb to 1600 then climbing left turn to 3400 direct JUNPU and hold.

AWOS-3PT <b>119.025</b>	BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).		1600	3400	JUNPU
						
						
				GP 3.00° TCH 43		
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	1380-1 $\frac{1}{4}$ 892 (900-1 $\frac{1}{4}$ )	1480-1 $\frac{1}{2}$ 992 (1000-1 $\frac{1}{2}$ )	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)		