24 FEB 2022

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MANCHESTER, NEW HAMPSHIRE AL-246 (FAA) LOC/DME I-MHT 7650 ILS or LOC RWY 35 APP CRS Rwy Idg 109.1 TDŹF 265 352° MANCHESTER BOSTON RGNL (MHT) Apt Elev Chan 28 266 From SHOWZ: RNAV 1-DME/DME/IRU or GPS required DME or RADAR required ALSF-2 MISSED APPROACH: Climb to 4000 direct CON VOR/DME (Å) T Rwy 35 helicopter visibility reduction below RVR 4000 NA and hold. A For inop ALS, increase S-LOC 35 Cats A/B visibility to RVR 5500. BOSTON APP CON **ATIS** MANCHESTER TOWER GND CON CLNC DEL 119,55 124.9 269.075 121.3 239.025 121.9 135.9 MISSED APCH FIX MHT 25 CONCORD CON =:--3700 ۸<sup>1049</sup> 112.9 Chan 76 LOCALIZER 109. ∆1523 ۸<sup>494</sup> I-MHT <u>∺</u> ... Chan 28 ↑ 985 386 <sup>620±</sup>∧ 1,543 € 1215 ∧ 463± ۸<sup>625±</sup> **XOHWI** MNTIN I-MHT 3.5 MHT 5.6 (IF) YOULL I-MHT 8.7 (IAF) 2500 SHOWZ (IAF) 02<sup>2</sup>° (3.5) 5000 210K **PELAN** ELEEE -MHT [12.4] 3000 08 **ELEV** 266 TDZE 265 (5.3) **IHOBB** VGSI and ILS glidepath not coincident 4000 CON (VGSI Angle 3.00/TCH 68). Use I-MHT DME when on the localizer course. \*LOC only. 352° 4 NM YOULL MITHM from FAF I-MHT 8.7) XOHWI I-MHT 5.6) \*I-MHT [3.5] I-MHT 2.8 1600 1.6 Iẁ ¼₩ 2500 GS 3.00° 880 1600 TCH 55 0.1 0.3 0.8 - 0.7 NM --2 1 NM 3 NM

MANCHESTER, NEW HAMPSHIRE Amdt 5 22APR21

REIL Rwys 6 and 24 TDZ/CL Rwy 17 and 35 HIRL Rwys 6-24 and 17-35

NE-1,

27 JAN 2022

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24 FEB 2022

720/45 455 (500-%)

465/18 200 (200-1/2)

455 (500-3/4)

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720/40

CATEGORY

S-ILS 35

S-LOC 35