ΝΕ-1,

27 JAN 2022

ō

24 FEB 2022

**ELEV** 266

LOC/DME I-MHT APP CRS Rwy Idg 7650 109.1 TDŹF 265 352° Apt Elev Chan 28 266

BOSTON APP CON

1523 ∧

## ILS RWY 35 (SA CAT I) MANCHESTER BOSTON RGNL (MHT)

From SHOWZ: RNAV 1-DME/DME/IRU or GPS required ALSF-2 DME or RADAR required. MISSED APPROACH: Climb to (Å) ቸ 4000 direct CON VOR/DME Rwy 35 helicopter visibility reduction below RVR 4000 NA. Requires specific OPSPEC, MSPEC, or LOA approval and and hold. Α use of HUD to DH.

ATIS MANCHESTER TOWER GND CON CLNC DEL 269.075 121.3 239.025 121.9 135.9 119.55 124.9 MISSED APCH FIX MHT 25 CONCORD CON =:--3700 ۸<sup>1049</sup> 112.9 Chan 76

LOCALIZER 109.

I-MHT <u>∺</u> ...

 $\Lambda^{494}$ Chan 28 ↑ 985 386 620±∧ **1**543 Λ 1215 463± <sub>547</sub> ^. ۸<sup>625±</sup> MM MNTIN MHT [5.6) (IF) YOULL -MHT 8.7

2500

022° (3.5)

(5.3)

ELEEE 3000 08

**IHOBB** 386

(IAF)

SHOWZ

5000 210K

**TDZE** 265

REIL Rwys 6 and 24 TDZ/CL<sup>°</sup>Rwy 17 and 35 HIRL Rwys 6-24 and 17-35

VGSI and ILS glidepath not coincident CON 4000 (VGSI Angle 3.00/TCH 68). YOULL MITAM I-MHT [8.7] I-MHT 5.6 1600 IM MM 2500 410 509 GS 3.00° 1600 TCH 55 -04 NM 3.6 NM 3 NM CATEGORY S-ILS 35 RA 138/14 150 DA 415

(IAF)

**PELAN** 

I-MHT 12.4

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED