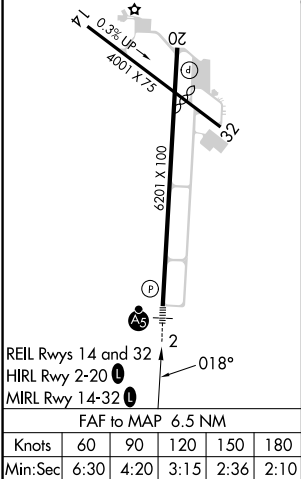
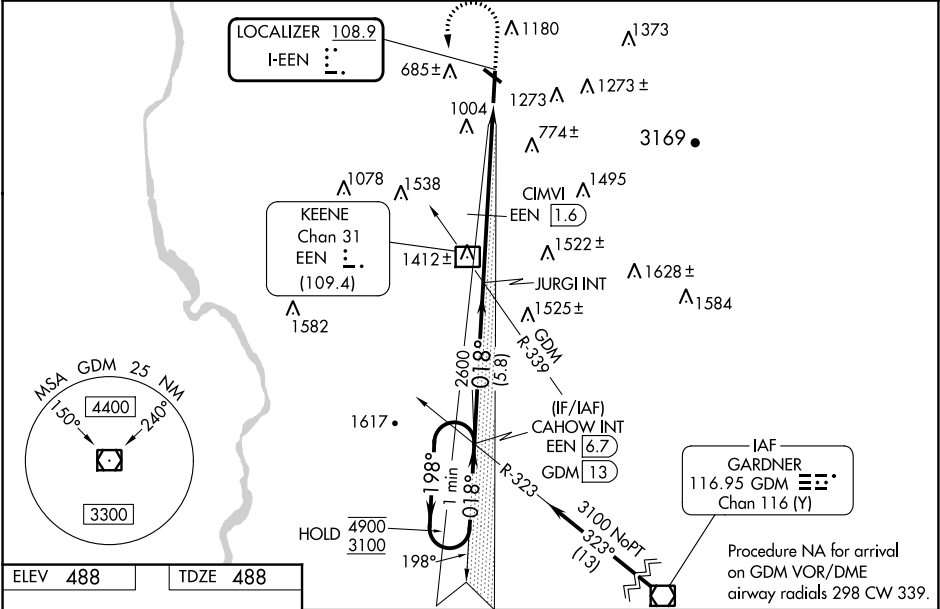


LOC I-EEN 108.9	APP CRS 018°	Rwy Idg TDZE Apt Elev 6201 488 488
---------------------------	------------------------	--

ILS or LOC RWY 2
DILLANT/HOPKINS (EEN)

DME required for LOC only.		MALSR 	MISSED APPROACH: Climb to 1540 then climbing left turn to 3100 on heading 200° and GDM VOR/DME R-323 to CAHOW INT/ GDM VOR/DME 13 DME and hold.
 NA  -21°C Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-ILS 2 all Cats, S-LOC 2 Cats C/D and CIMVI fix minimums S-LOC 2 Cat A. For inop ALS, increase S-LOC 2 Cat A visibility to $1\frac{1}{4}$ SM and increase CIMVI fix minimums S-LOC 2 Cat B visibility to $1\frac{1}{4}$ SM and Cat C/D visibility to $2\frac{1}{2}$ SM. DME from EEN DME. DME use requires simultaneous reception of I-EEN and EEN DME.			

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



One Minute Holding Pattern		CAHOW INT EEN 6.7		1540 3100 hdg 200°		GDM R-323	CAHOW INT
4900 ← 198° 3100 → 018° GS 3.00° TCH 43 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 39)		JURGI INT 2600 EEN DME 2600 5.8 NM		CIMVI EEN 1.6 EEN 3.2 1840 2.4 NM 2.5		EEN 5.7	
CATEGORY	A	B	C	D			
S-ILS 02	860-1 372 (400-1)						
S-LOC 02	1840-1	1352 (1400-1)	1840-3	1352 (1400-3)			
CIRCLING	1840-1¼ 1352 (1400-1¼)	1840-1½ 1352 (1400-1½)	1840-3 1352 (1400-3)	1980-3 1492 (1500-3)			
CIMVI FIX MINIMUMS (DME REQUIRED)							
S-LOC 02	1320-1	832 (900-1)	1320-1⅞	832 (900-1⅞)			
CIRCLING	1420-1¼ 932 (1000-1¼)	1480-1½ 992 (1000-1½)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)			

NE-1, 18 APR 2024 to 16 MAY 2024

NE-1, 18 APR 2024 to 16 MAY 2024