


|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>99614</b><br><b>W35A</b> | APP CRS<br><b>352°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7650</b><br><b>265</b><br><b>266</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) Y RWY 35

MANCHESTER BOSTON RGNL (MHT)

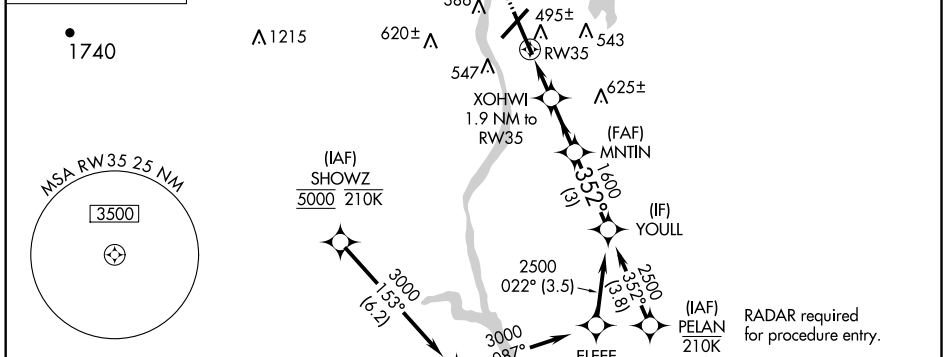
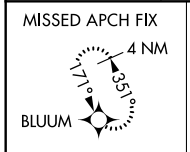
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashua altimeter setting: increase LPV DA to 497 and all Cats visibility 1/4 mile; increase LNAV/VNAV DA to 793 and all Cats visibility 1/8 mile; increase all MDA 40 feet and LNAV Cats C/D visibility 1/8 mile and Circling Cat C visibility 1/4 mile. For inop ALSF, increase LNAV Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1 3/8 mile. VDP and Baro-VNAV NA when using Nashua altimeter setting. Helicopter visibility reduction below 3/4 SM NA for LNAV/VNAV and LNAV. Inop table does not apply to LPV when using Nashua altimeter setting; for inop ALSF when using Nashua altimeter setting, increase LNAV Cats A/B visibility to RVR 6000 and LNAV Cats C/D to 1 3/8 mile.

**ALSF-2**

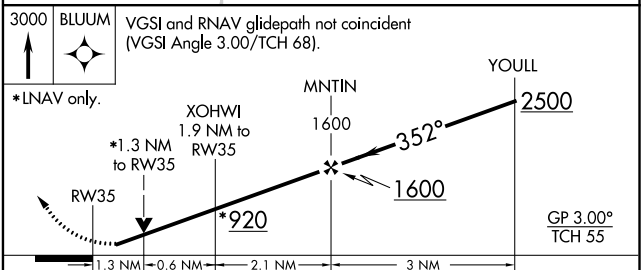
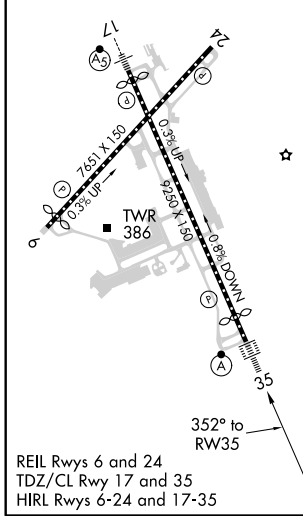


**MISSED APPROACH:**  
Climb to 3000 direct BLUUM and hold, continue climb-in-hold to 3000.

|                       |  |  |                         |                          |
|-----------------------|--|--|-------------------------|--------------------------|
| ATIS<br><b>119.55</b> | BOSTON APP CON<br><b>124.9 269.075</b> | MANCHESTER TOWER<br><b>121.3 239.025</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>135.9</b> |
|-----------------------|--|--|-------------------------|--------------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 266 | <b>D</b> | TDZE 265 |
|----------|----------|----------|



| CATEGORY          | A      | B             | C                    | D                             |
|-------------------|--------|---------------|----------------------|-------------------------------|
| LPV DA            |        | 465/18        | 200 (200-1/2)        |                               |
| LNAV/VNAV DA      |        | 761/60        | 496 (500-1/4)        |                               |
| LNAV MDA          | 760/40 | 495 (500-3/4) | 760/50               | 495 (500-1)                   |
| <b>C</b> CIRCLING | 880-1  | 614 (700-1)   | 980-2<br>714 (800-2) | 1100-2 3/4<br>834 (900-2 3/4) |