

WAAS
CH **99614**
W35A

APP CRS
352°

Rwy Ldg
TDZE **265**
Apt Elev **266**

RNAV (GPS) Y RWY 35

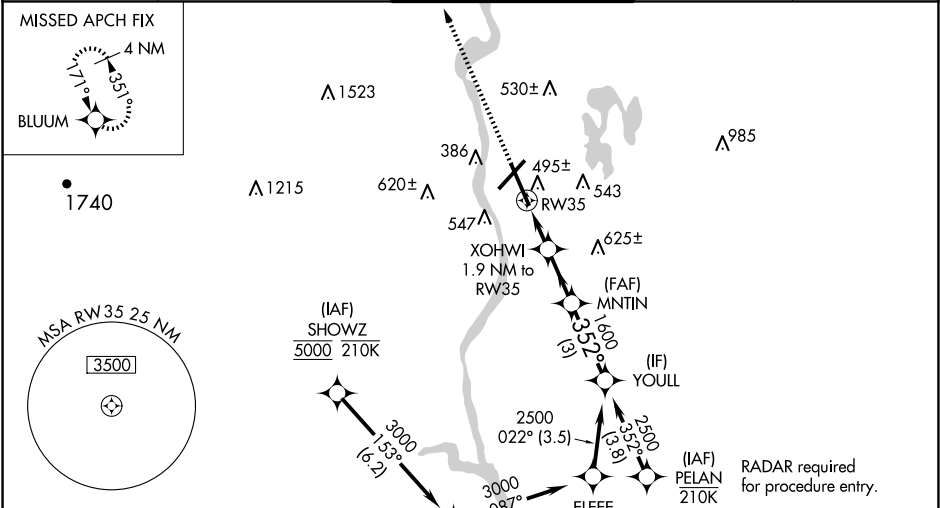
MANCHESTER BOSTON RGNL (MHT)

▼ 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 ¼ mile; increase LNAV/VNAV DA to 793 and all Cats visibility ½ mile; increase all MDA 40 feet and LNAV Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. For inop ALSF, increase LNAV Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1¾ mile. VDP and Baro-VNAV NA when using Nashua altimeter setting. Helicopter visibility reduction below ¾ 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 1¾ mile.

ALSF-2

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

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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ELEV 266

D

TDZE 265

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

3000 BLUUM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

*LNAV only.

GP 3.00°
TCH 55

CATEGORY	A	B	C	D
LPV DA	465/18		200 (200-½)	
LNAV/VNAV DA	761/60		496 (500-1¼)	
LNAV MDA	760/40	495 (500-¾)	760/50	495 (500-1)
CIRCLING	880-1	614 (700-1)	980-2 714 (800-2)	1100-2¾ 834 (900-2¾)