

WAAS CH 65708 W02A	APP CRS 018°	Rwy Ldg 6201 TDZE 488 Apt Elev 488
--	------------------------	---

RNAV (GPS) RWY 2
DILLANT/HOPKINS (EEN)

RNP APCH - GPS.

 Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
 Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase LNAV Cat B visibility to $\frac{1}{4}$ SM. When local altimeter setting not received, use ORE altimeter setting; increase LPV DA to 897; increase all MDAs 60 feet. For inop ALS when using ORE altimeter setting, increase LNAV Cats A/B visibility to $\frac{1}{4}$ SM.
 -20°C VDP NA when using ORE altimeter setting.

MALSR



MISSED APPROACH:
Climb to 1600 then
climbing left turn to
3400 direct JUNPU
and hold.

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

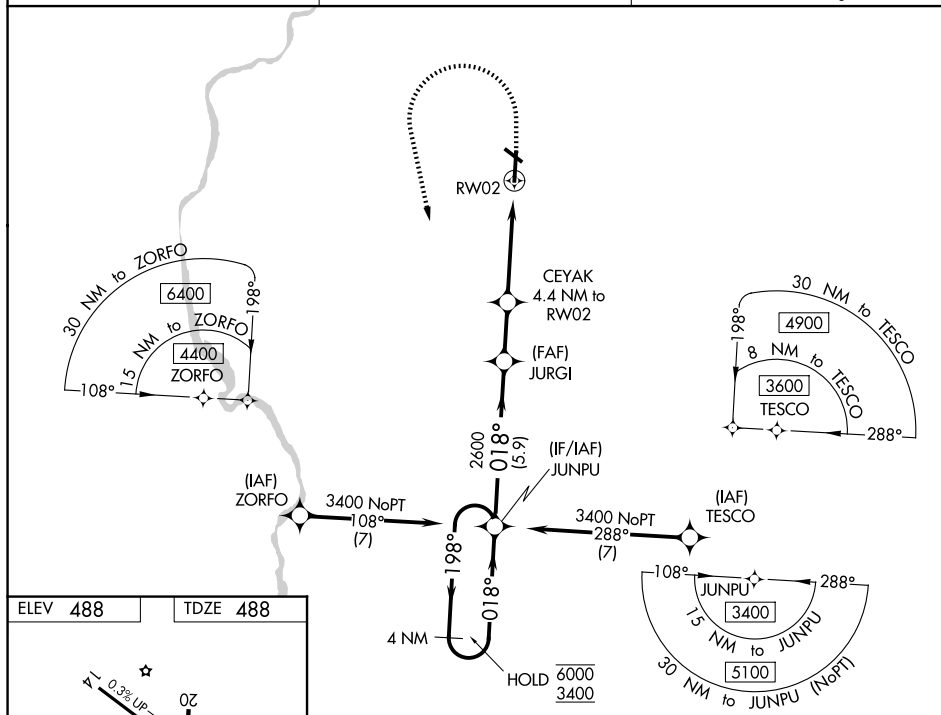


Diagram illustrating the runway layout and associated lighting systems:

- Runway 2-20:** Labeled "6201 X 100".
- Runway 14-32:** Labeled "4001 X 75".
- Runway 14 and 32:** Labeled "REIL Rwy 14 and 32".
- Heading:** Indicated as "018°".
- Lighting Systems:**
 - HIRL (High Intensity Runway Lighting):** Shown as a series of short, parallel lines along the runway edge.
 - MRL (Medium Intensity Runway Lighting):** Shown as a series of short, parallel lines along the runway edge.
 - REIL (Runway End Identifier Lights):** Shown as a series of short, parallel lines along the runway edge.

4 NM Holding Pattern

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 39).

1600 3400 JUNPU

JUNPU

JURGI

CEYAK

4.4 NM to RW02

2.5 NM to RW02

6000 198° 018° 3400

GP 3.00° TCH 43

2600 1920

5.9 NM 2.1 NM 1.9 NM 2.5 NM

RW02

CATEGORY	A	B	C	D
LPV DA	843-1		355 (400-1)	
RNAV MDA	1340-1	852 (900-1)	1340-2	852 (900-2)
CIRCLING	1380-1½ 892 (900-1½)	1480-1½ 992 (1000-1½)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)