

LOC I-EEEN 108.9	APP CRS 018°	Rwy Ldg TDZE Apt Elev	6201 488 488
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ILS or LOC RWY 2

DILLANT/HOPKINS (EEN)

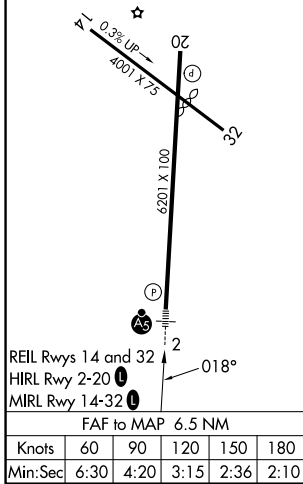
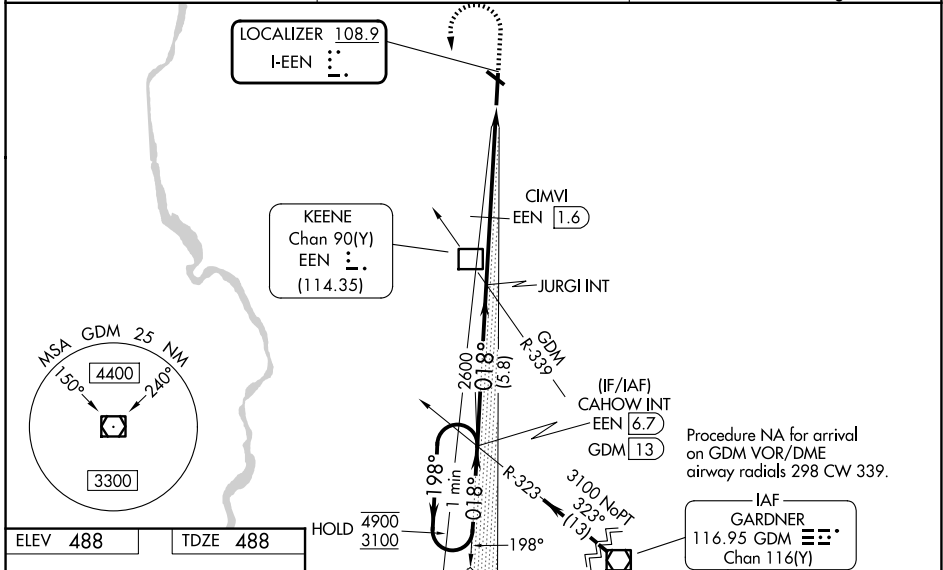
DME required for LOC only.

⚠ Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below 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 1/4 SM and increase CIMVI fix minimums S-LOC 2 Cat B visibility to 1 1/4 SM and Cat C/D visibility to 2 1/2 SM. When local altimeter setting not received, use ORE altimeter setting and increase S-ILS 2 DA to 914; increase all MDAs 60 feet and increase CIMVI fix minimums S-LOC 2 Cats C and D visibility 1/8 SM. Inop table does not apply to S-LOC 2 Cats C/D when using ORE altimeter setting. For inop ALS when using ORE altimeter setting, increase S-LOC 2 Cat A visibility to 1 1/4 SM and increase CIMVI fix minimums S-LOC 2 Cats A/B visibility to 1 1/4 SM. VDP NA when using ORE altimeter setting. DME from EEN DME. DME use requires simultaneous reception of I-EEEN and EEN DME.

MALSRS
AS

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.

AWOS-3PT 119.025	BOSTON CENTER 123.75 338.2	UNICOM 123.0 (CTAF)
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One Minute Holding Pattern	CAHOW INT EEN (6.7)	JURGI INT	EEN DME	CIMVI EEN (1.6)	EEN (3.2)	EEN (5.7)
1540	3100	GDM R-323	CAHOW INT	hdg 200°		
4900	3100	198°	2600	1840	018°	
GS 3.00°	TCH 43	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 39).				
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		1840-1 1/4 1352 (1400-1 1/4)	1840-1 1/2 1352 (1400-1 1/2)	1840-3 1352 (1400-3)	1980-3 1492 (1500-3)	
CIMVI FIX MINIMUMS (DME REQUIRED)						
S-LOC 02		1320-1	832 (900-1)	1320-1 7/8	832 (900-1 7/8)	
CIRCLING		1420-1 1/4 932 (1000-1 1/4)	1480-1 1/2 992 (1000-1 1/2)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)	

NE-1, 16 APR 2026 to 14 MAY 2026

NE-1, 16 APR 2026 to 14 MAY 2026