

LOC/DME I-MHT 109.1 Chan 28	APP CRS 352°	Rwy Ldg 7650 TDZE 265 Apt Elev 266
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ILS RWY 35 (CAT II & III)
MANCHESTER BOSTON RGNL (MHT)

From SHOWZ: RNAV 1-DME/DME/IRU or GPS required.
DME or RADAR required.

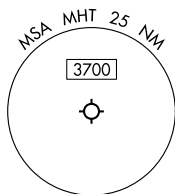
ALSF-2



MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

Rwy 35 helicopter visibility reduction below RVR 4000 NA.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9
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MISSED APCH FIX

CONCORD
CON $\equiv \cdot \equiv \cdot$

112.9
Chan 76

LOCALIZER 109.1
I-MHT
Chan 28

IM
MM

 $63 \pm$ MNTIN
MHT 5.6

(IF)
YOU'LL
WANT 8.7

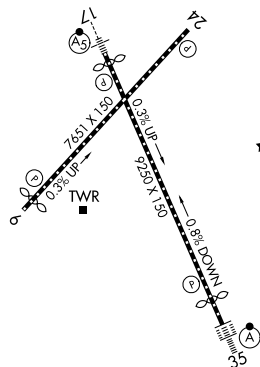
(IAF)
PELAN
MHT 12.4

(IAF)
SHOWZ
5000 2100

2500
022° (3.5)
ELE



ELEV 266		TDZE 265
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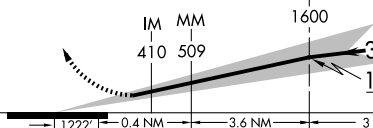


4000	CON	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).
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MNTIN YOULL
I-MHT 5.6 I-MHT 8.7

A diagram showing a curved line with a tangent line. The angle between the tangent line and the curve is labeled 352° . The curve is labeled 2500 .

GS 3.00°
TCH 55



CATEGORY	A	B	C	D
S-ILS 35	CAT II RA 101/12 100 DA 365			
S-ILS 35	CAT III RVR 700			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MANCHESTER, NEW HAMPSHIRE
Amdt 5 22APR21

42°56'N-71°26'W

MANCHESTER BOSTON RGNL (MHT)
ILS RWY 35 (CAT II & III)