

WAAS CH <b>65708</b> <b>W02A</b>	APP CRS <b>018°</b>	Rwy Idg TDZE <b>488</b> Apt Elev <b>488</b>	<b>6201</b> <b>488</b> <b>488</b>
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RNAV (GPS) RWY 2

DILLANT-HOPKINS (EEN)

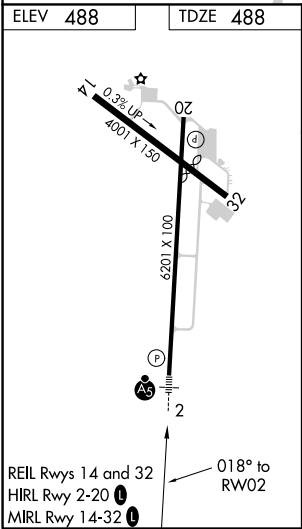
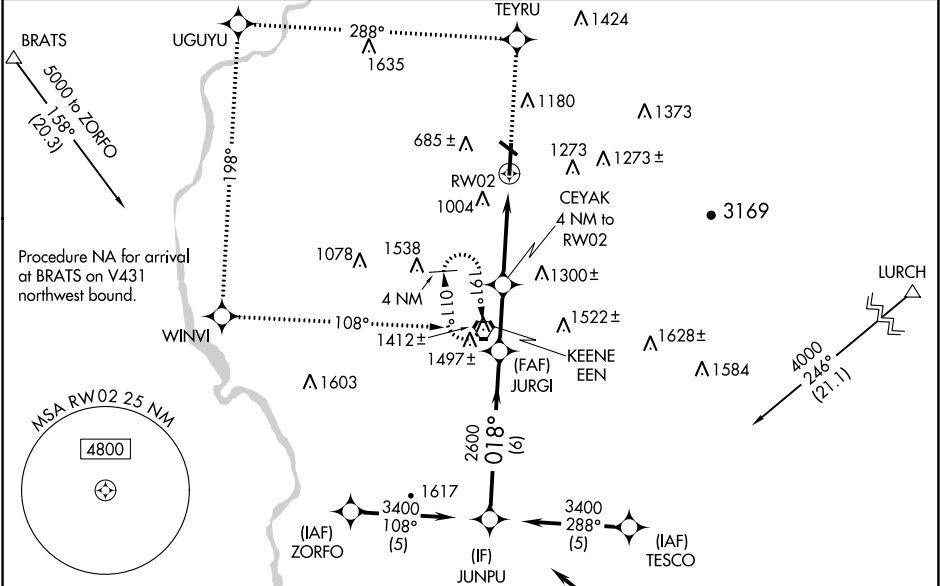
RNP APCH.

When local altimeter setting not received, use Orange altimeter setting; increase LPV DA to 939; increase all MDAs 60 feet and visibility LNAV Cat C ¼ SM. For inoperative ALS, increase LPV visibility all Cats to 1½ SM and LNAV Cats A and B visibilities to 1¼ -20°C SM. For inoperative ALS when using Orange altimeter setting, increase LPV visibility all Cats to 1½ SM and LNAV Cat A visibility to 1¼ SM. Circling Rwy 20, 32 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA.

MALSR

MISSED APPROACH:  
Climb to 3000 direct TEYRU and on 288° track to UGUYU and on 198° track to WINVI and on 108° track to EEN VORTAC and hold.

AWOS-3PT <b>119.025</b>	BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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<div>3400 324° (113)</div> <div>(IAF) GARDNER GDM</div> <div>Procedure NA for arrival on GDM VOR/DME airway radials 263 CW 339.</div>										
Procedure Turn NA	3000 ↑	TEYRU ✧	288° track	✧	198° track	✧	108° track	EEN ◡		
<div>JUNPU</div> <div>3400</div> <div>018°</div> <div>JURGI</div> <div>2600</div> <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).</div> <div>CEYAK 4 NM to RW02</div> <div>2600</div> <div>*1820</div> <div>RW02</div> <div>* LNAV only</div> <div>GP 3.00° TCH 43</div>										
<div>6 NM</div> <div>2.4 NM</div> <div>4 NM</div>										
CATEGORY	A		B		C		D			
LPV DA			884-1		396 (400-1)					
LNAV MDA	1380-1		892 (900-1)		1380-2½ 892 (900-2½)		1380-2½ 892 (900-2½)			
CIRCLING	1380-1¼ 892 (900-1¼)		1480-1½ 992 (1000-1½)		1480-3 992 (1000-3)		1640-3 1152 (1200-3)			