

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)

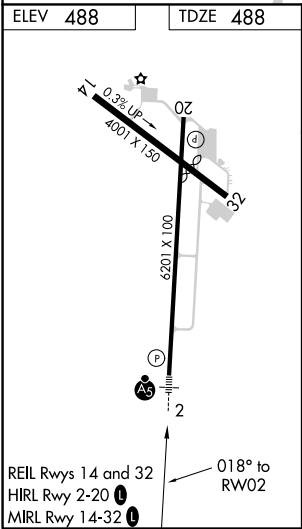
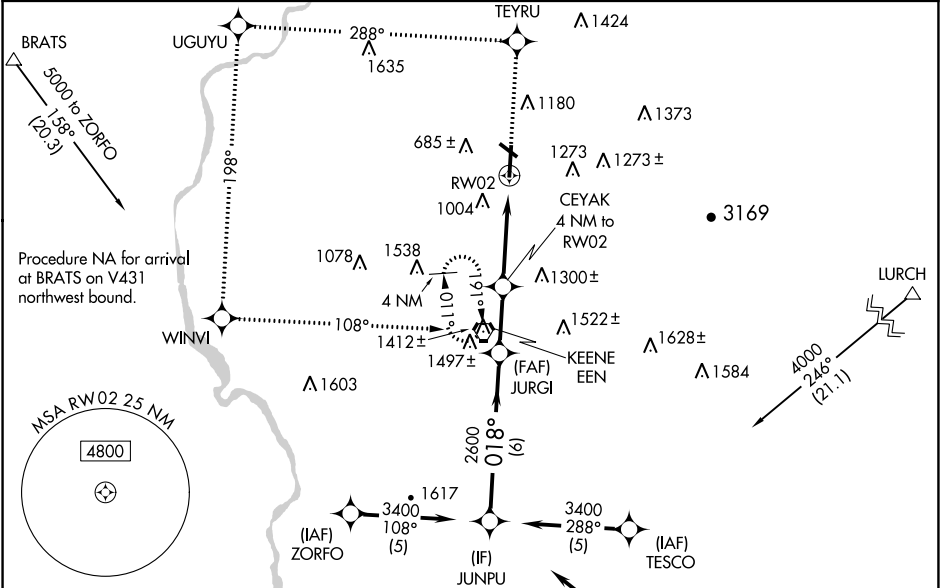
RNP APCH.

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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Procedure Turn NA	3000 TEYRU	288° track UGUYU	198° track WINVI	108° track EEN
JUNPU	JURGI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).		
GP 3.00° TCH 43	3400 018°	2600 1820	RW02	* LNAV only
6 NM 2.4 NM 4 NM				
CATEGORY	A	B	C	D
LPV DA	884-1 396 (400-1)			
LNAV MDA	1380-1 892 (900-1)		1380-2¼ 892 (900-2¼)	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)