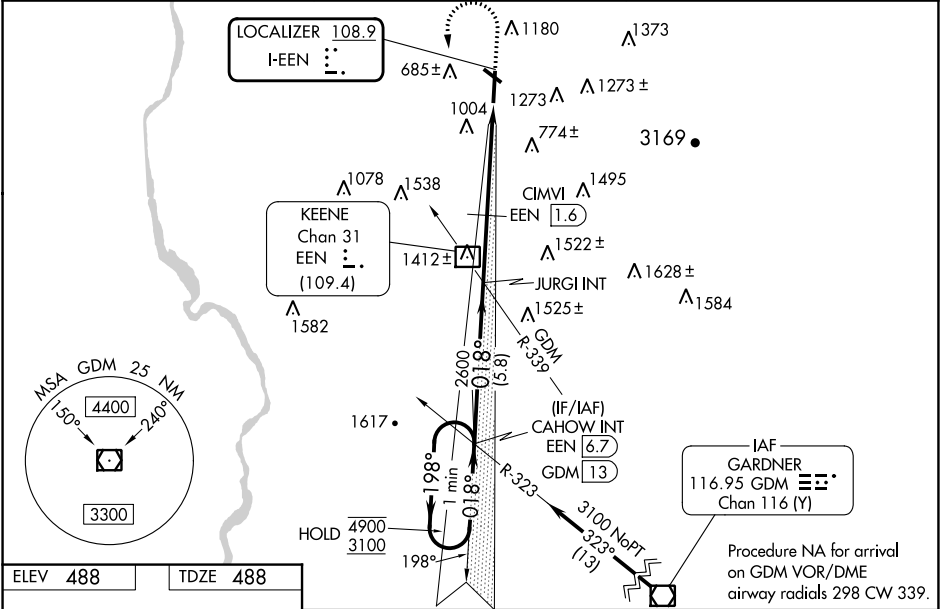


LOC I-EEN 108.9	APP CRS 018°	Rwy Idg TDZE Apt Elev 6201 488 488
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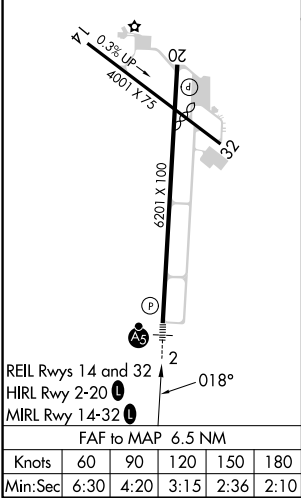
ILS or LOC RWY 2
DILLANT/HOPKINS (EEN)

DME required for LOC only.		MALSR 	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.
 -21°C	Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below ¾ 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 1¼ SM and increase CIMVI fix minimums S-LOC 2 Cat B visibility to 1¼ SM and Cat C/D visibility to 2½ SM. DME from EEN DME. DME use requires simultaneous reception of I-EEN and EEN DME.		

AWOS-3PT 119.025	BOSTON CENTER 123.75 338.2	UNICOM 123.0 (CTAF) 0
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ELEV 488	TDZE 488
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One Minute Holding Pattern		CAHOW INT EEN 6.7		1540 3100 ↑ hdg 200°		GDM R-323	CAHOW INT
4900 ← 198° 3100 → 018° GS 3.00° TCH 43 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 39°)		JURGI INT 2600 EEN DME 2600 5.8 NM		CIMVI EEN 1.6 EEN 3.2 1840 2.4 NM 1.6 2.5		EEN 5.7	
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	1840-1¼		1840-1½		1840-3		1980-3
	1352 (1400-1¼)		1352 (1400-1½)		1352 (1400-3)		1492 (1500-3)
CIMVI FIX MINIMUMS (DME REQUIRED)							
S-LOC 02	1320-1		832 (900-1)		1320-1⅞		832 (900-1⅞)
CIRCLING	1420-1¼		1480-1½		1760-3		1980-3
	932 (1000-1¼)		992 (1000-1½)		1272 (1300-3)		1492 (1500-3)