

WAAS CH 99614 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev	7650 265 266
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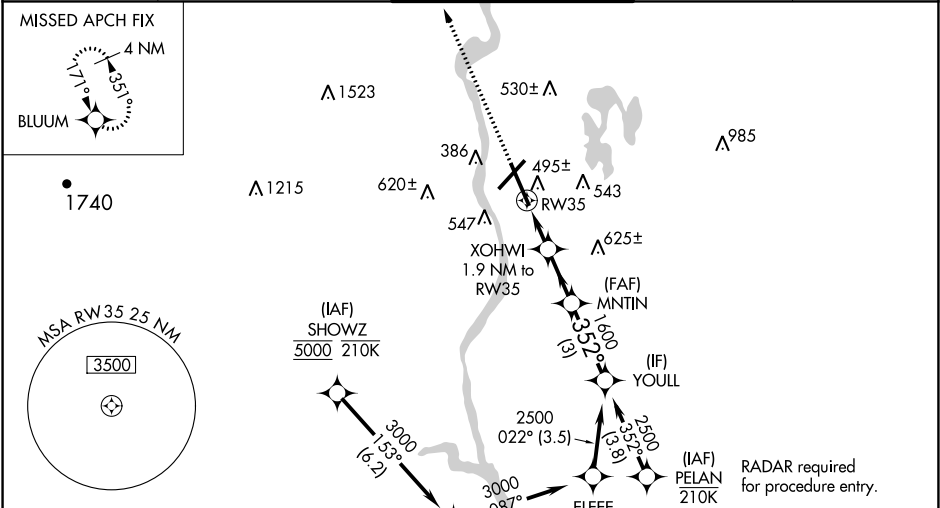
RNAV (GPS) Y RWY 35
MANCHESTER BOSTON RGNL (MHT)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashua altimeter setting: increase LPV DA to 497 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 793 and all Cats visibility ½ mile; increase all MDA 40 feet and LNAV Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. For inop ALSF, increase LNAV Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1¾ mile. VDP and Baro-VNAV NA when using Nashua altimeter setting. Helicopter visibility reduction below ¾ SM NA for LNAV/VNAV and LNAV. Inop table does not apply to LPV when using Nashua altimeter setting; for inop ALSF when using Nashua altimeter setting, increase LNAV Cats A/B visibility to RVR 6000 and LNAV Cats C/D to 1¾ mile.

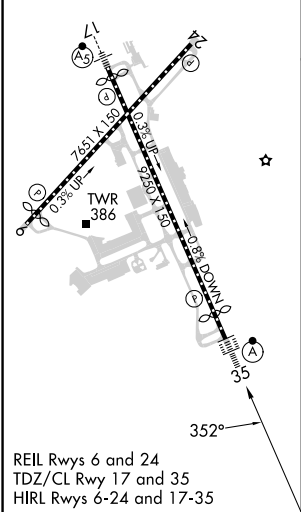
ALSF-2

MISSED APPROACH:
Climb to 3000 direct BLUUM and hold, continue climb-in-hold to 3000.

ATIS 119.55	BOSTON APP CON 124.9 269.075	MANCHESTER TOWER 121.3 239.025	GND CON 121.9	CLNC DEL 135.9
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ELEV 266	D	TDZE 265
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3000	BLUUM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).			
*LNAV only.					
CATEGORY	A	B	C	D	
LPV DA	465/18		200 (200-½)		
LNAV/VNAV DA	761/60		496 (500-1¼)		
LNAV MDA	760/40	495 (500-¾)	760/50	495 (500-1)	
CIRCLING	880-1	614 (700-1)	980-2 714 (800-2)	1100-2¾ 834 (900-2¾)	