

WAAS CH 77812 W24A	APP CRS 246°	Rwy Idg 5425 TDZE 43 Apt Elev 54
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RNAV (GPS) RWY 24

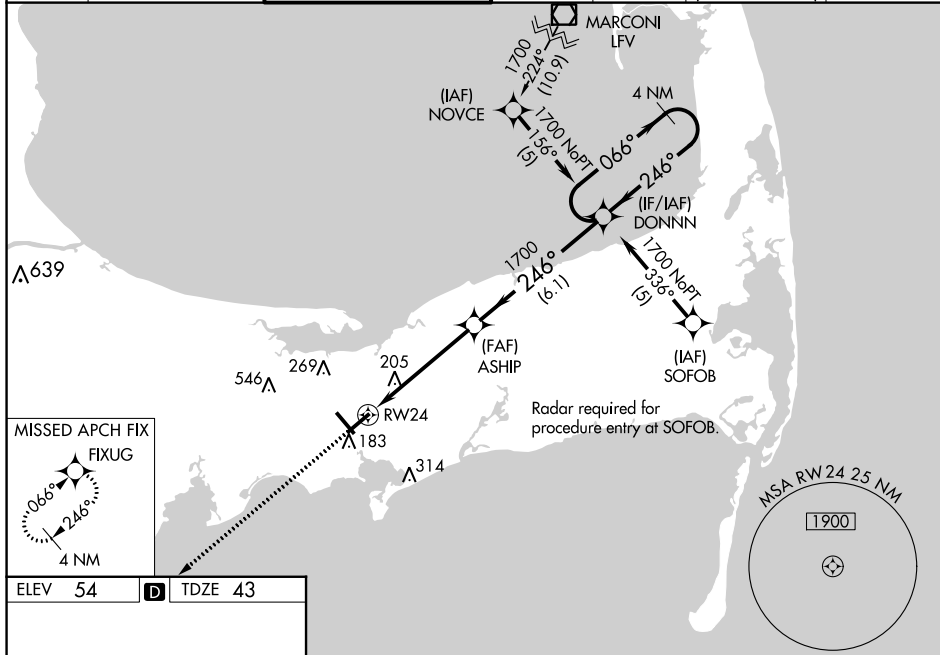
RNP APCH - GPS.	
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 2, helicopter visibility reduction below RVR 5000 NA. When local altimeter setting not received, use Chatham altimeter setting; increase LPV DA to 350 feet; increase LNAV/VNAV DA to 473 feet; increase all MDA's 40 feet; LNAV visibility Cats C and D to RVR 6000, and Circling visibility Cats C/D to 1/2 SM. Baro-VNAV NA when using Chatham Muni altimeter setting. For Inop ALS, increase LNAV/VNAV Cat visibility to RVR 6000, LNAV Cat C visibility to 1/2 SM, Inop table does not apply to LPV altimeter Cats A and B. For Inop RVR, Inop Circling, Inop VGS, and Inop operational VGS required, remain on or above VGS glidepath until threshold. For Inop ALS when using Chatham altimeter setting, increase LNAV/VNAV visibility alt Cats to 1/2 SM.

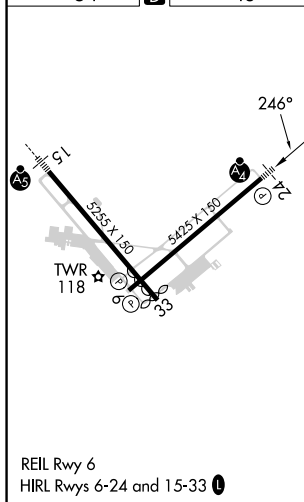
MALSF

MISSED APPROACH:
Climb to 2000 direct
FIXUG and hold.

ATIS 123.8	BOSTON APP CON ★ 118.2 284.6	HYANNIS TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 118.45	CLNC DEL 125.15	CLNC DEL 120.125 (When twr closed)	UNICOM 122.95
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ELEV	54	D	TDZE	43
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The diagram illustrates a 4 NM holding pattern centered on the ASHIP intersection. The pattern is defined by two parallel vertical lines, DONNNN to the east and an unlabeled line to the west. A third vertical line passes through ASHIP. The distance from the western boundary to ASHIP is 5 NM, and from ASHIP to DONNNN is 6.1 NM. The holding pattern consists of three turns around ASHIP: a left turn to 246°, followed by two right turns back to 066°. The inbound leg is 1700 feet long. The outbound leg is also 1700 feet long, starting from ASHIP and heading 066°. The holding speed is GP 3.00° TCH 50. The diagram includes symbols for 2000 ft MSL and FIXUG (Fixure) at the top left.

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