

LOC/DME I-MHT <b>109.1</b> Chan 28	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>7650</b> <b>265</b> <b>266</b>
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# ILS RWY 35 (CAT II & III)

MANCHESTER BOSTON RGNL (MHT)

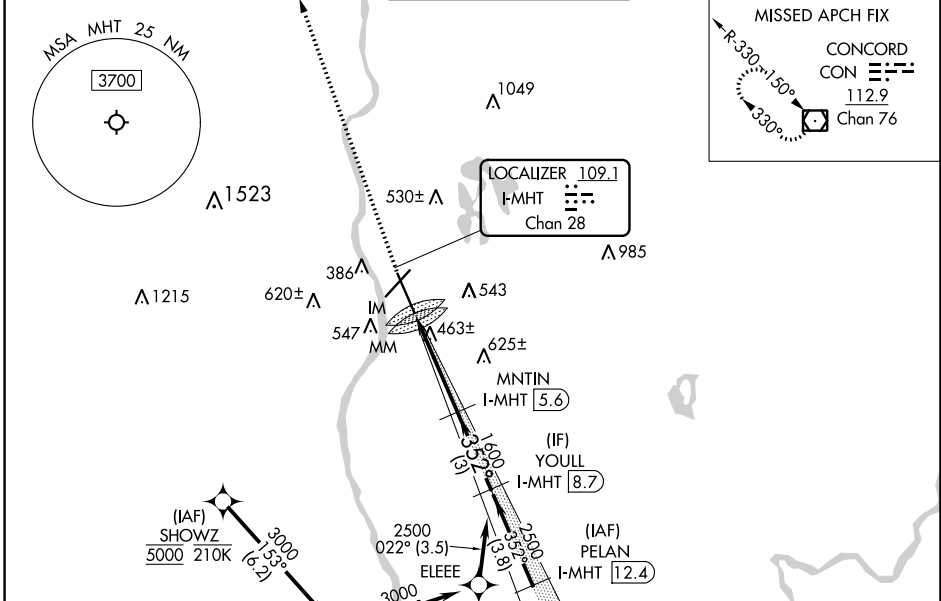
From SHOWZ: RNAV 1-DME/DME/IRU or GPS required.  
DME or RADAR required.

Rwy 35 helicopter visibility reduction below RVR 4000 NA.

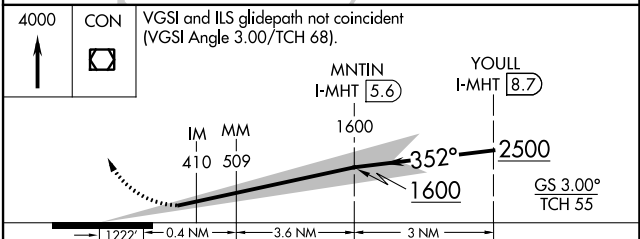
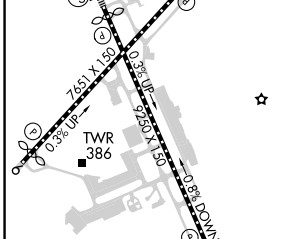
ALSF-2

MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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ELEV 266	<b>D</b>	TDZE 265
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CATEGORY	A	B	C	D
S-ILS 35	CAT II RA 101/12 100 DA 365			
S-ILS 35	CAT III RVR 700			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 22 FEB 2024 to 21 MAR 2024

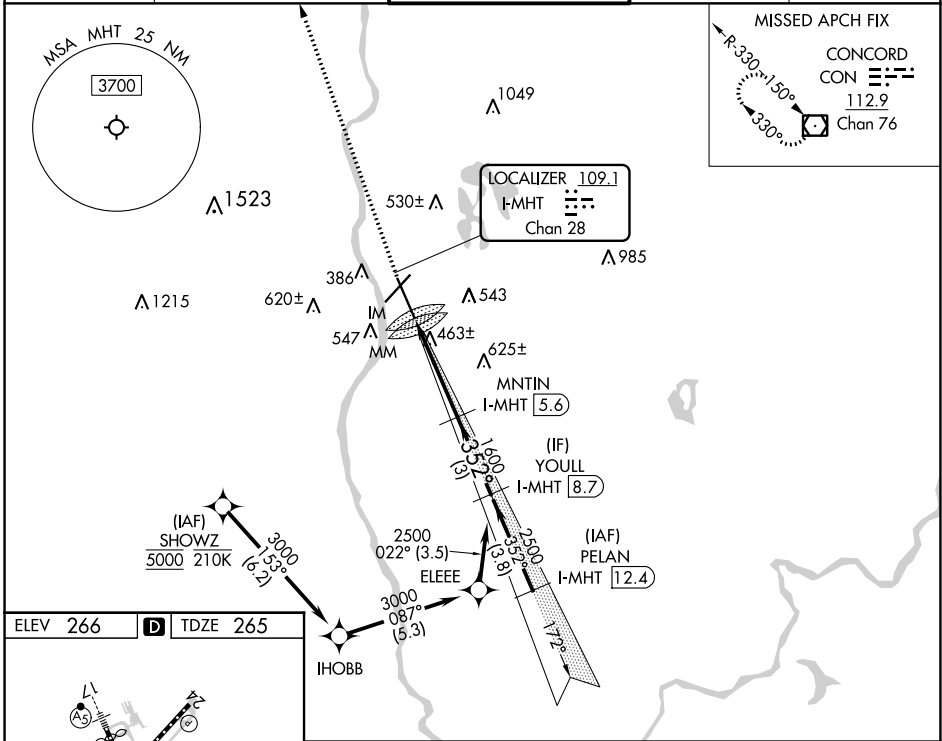
NE-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-MHT <b>109.1</b> Chan 28	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>7650</b> <b>265</b> <b>266</b>
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# ILS RWY 35 (SA CAT I)

MANCHESTER BOSTON RGNL (MHT)

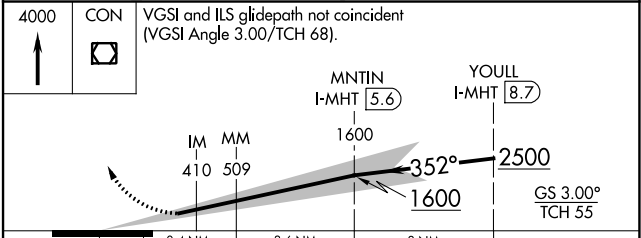
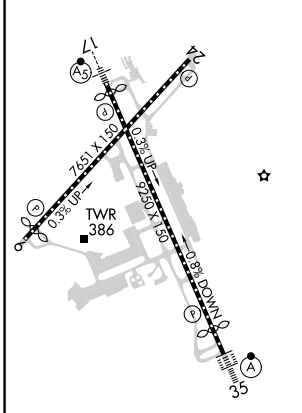
From SHOWZ: RNAV 1-DME/DME/IRU or GPS required. DME or RADAR required.		ALSF-2 	MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.	
ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>



NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

ELEV 266	<b>D</b>	TDZE 265
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CATEGORY	A	B	C	D
S-ILS 35	RA 138/14 150 DA 415			

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-MNA <b>109.1</b> Chan 28	APP CRS <b>172°</b>	Rwy ldg <b>8914</b> TDZE <b>229</b> Apt Elev <b>266</b>
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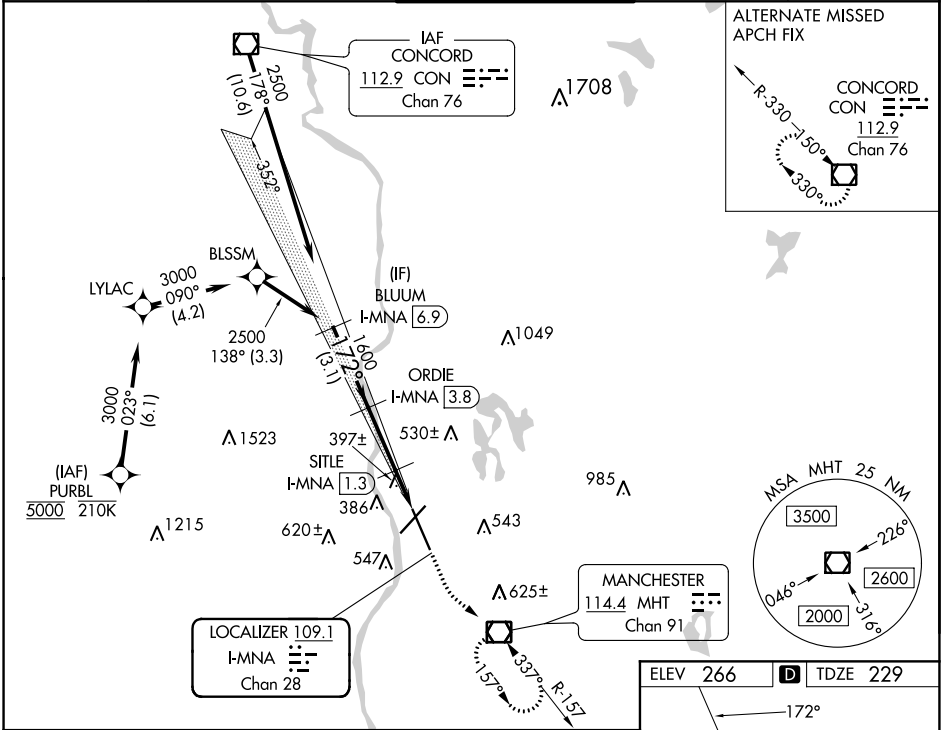
# ILS or LOC RWY 17

MANCHESTER BOSTON RGNL (MHT)

DME required.  
From PURBL: RNAV 1-GPS required.

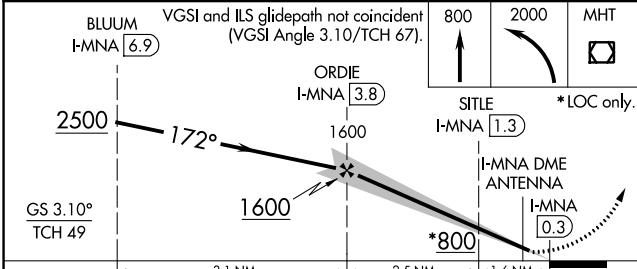
MALSRL  
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct MHT VOR/DME and hold.

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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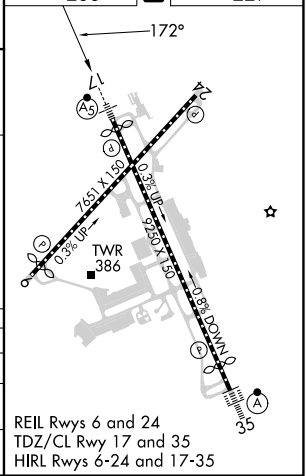


NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024



ELEV 266	TDZE 229
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CATEGORY	A	B	C	D
S-ILS 17	429/18		200 (200-½)	
S-LOC 17	660/24	431 (400-½)	660/40	431 (400-¾)
CIRCLING	880-1	614 (700-1)	980-2 714 (800-2)	1100-2¾ 834 (900-2¾)

LOC/DME I-MHT <b>109.1</b> Chan 28	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>7650</b> <b>265</b> <b>266</b>
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# ILS or LOC RWY 35

MANCHESTER BOSTON RGNL (MHT)

From SHOWZ: RNAV 1-DME/DME/IRU or GPS required.  
DME or RADAR required.

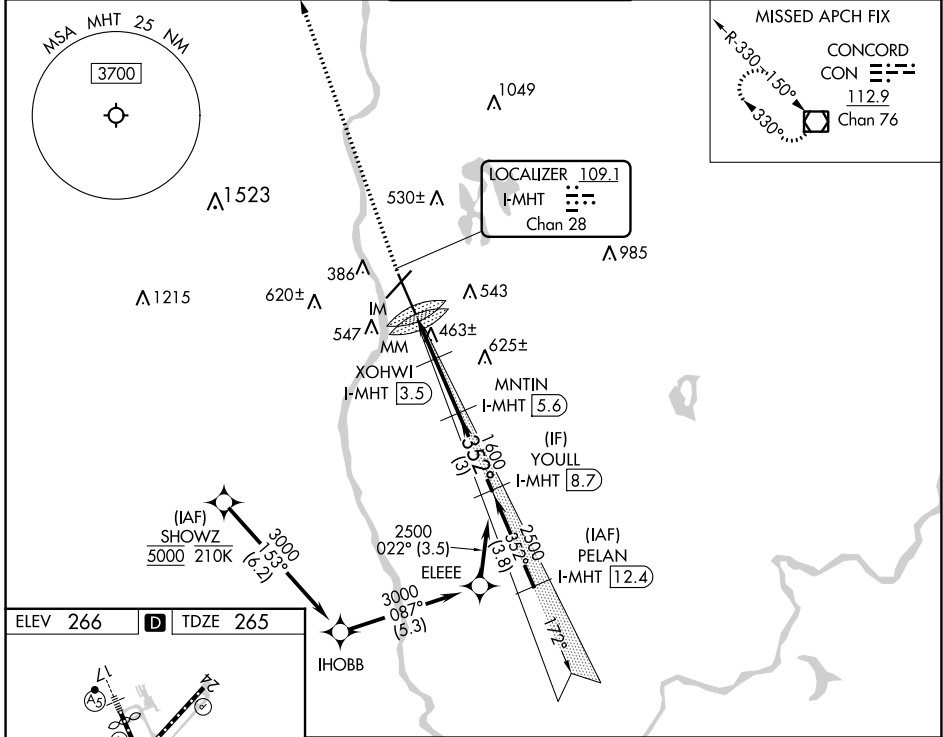
ALSF-2

MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

**▼** Rwy 35 helicopter visibility reduction below RVR 4000 NA.  
**▲** For inop ALS, increase S-LOC 35 Cats A/B visibility to RVR 5500.



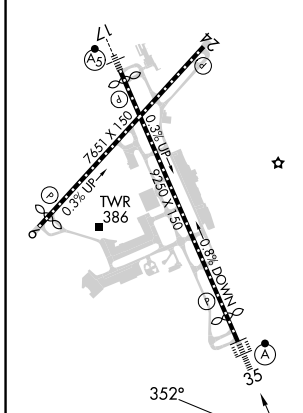
ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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NE-1, 22 FEB 2024 to 21 MAR 2024

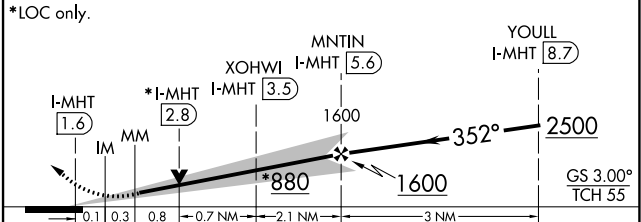
NE-1, 22 FEB 2024 to 21 MAR 2024

ELEV 266	<b>D</b>	TDZE 265
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REIL Rws 6 and 24  
TDZ/CL Rwy 17 and 35  
HIRL Rws 6-24 and 17-35

**4000** CON VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).  
Use I-MHT DME when on the localizer course.



CATEGORY	A	B	C	D
S-ILS 35	465/18 200 (200-1/2)			
S-LOC 35	720/40	455 (500-3/4)	720/45	455 (500-7/8)

# ILS or LOC RWY 6

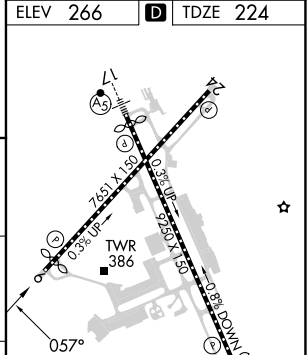
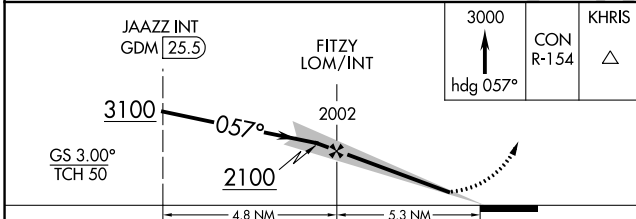
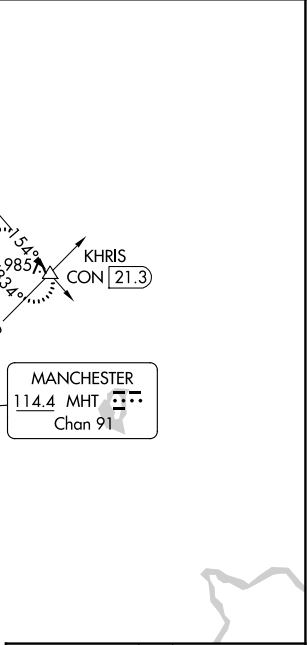
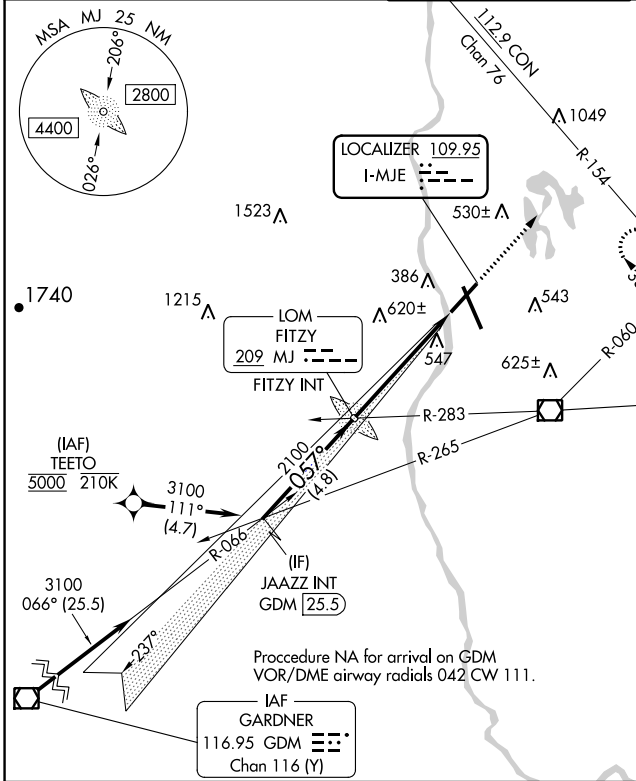
MANCHESTER BOSTON RGNL (MHT)

LOC I-MJE <b>109.95</b>	APP CRS <b>057°</b>	Rwy Ldg <b>7208</b> TDZE <b>224</b> Apt Elev <b>266</b>
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From TEETO: RNAV 1-DME/DME/IRU or GPS required.

⚠ MISSED APPROACH: Climb to 3000 on heading 057° and CON VOR/DME R-154 to KHRIS INT/CON 21.3 DME and hold, continue climb-in-hold to 3000.

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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CATEGORY	A	B	C	D
S-ILS 6	474/40		250 (300-¾)	
S-LOC 6	840/55	616 (600-1)	840-1¾	616 (600-1¾)
CIRCLING	880-1	614 (700-1)	980-2 714 (800-2)	1100-2¾ 834 (900-2¾)

REIL Rwy 6 and 24					
TDZ/CL Rwy 17 and 35					
HIRL Rwy 6-24 and 17-35					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

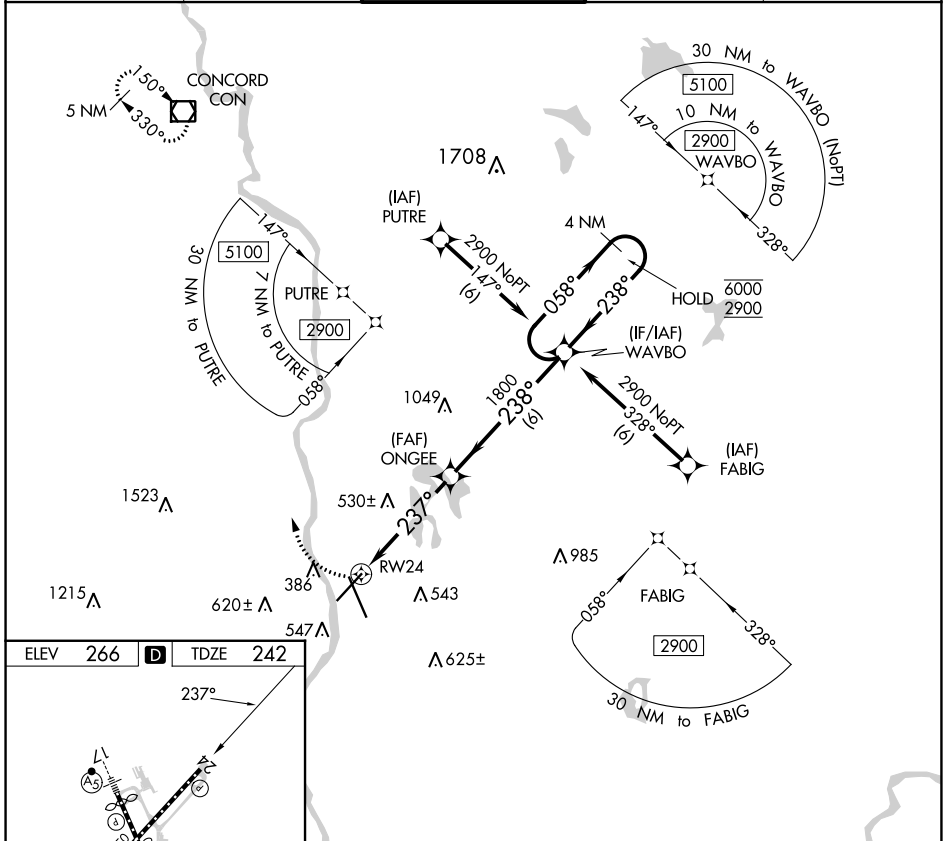
APP CRS	Rwy Idg	<b>6850</b>
<b>237°</b>	TDZE	<b>242</b>
	Apt Elev	<b>266</b>

# RNAV (GPS) RWY 24

MANCHESTER BOSTON RGNL (MHT)

RNP APCH.		MISSED APPROACH: Climbing right turn to 5000 direct CON VOR/DME and hold. Continue climb-in-hold to 5000.		
▼ Rwy 24 helicopter visibility reduction below 4000 NA.				

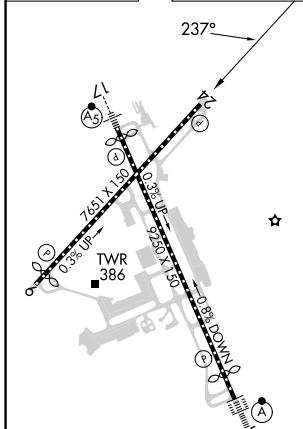
ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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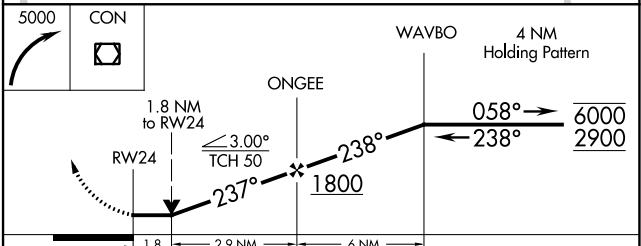
NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

ELEV	<b>266</b>	<b>D</b>	TDZE	<b>242</b>
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REIL Rws 6 and 24  
TDZ/CL Rws 17 and 35  
HIRL Rws 6-24 and 17-35



CATEGORY	A	B	C	D
LNAV MDA	860/55	618 (600-1)	860-1¼	618 (600-1¼)

WAAS CH <b>58214</b> <b>W06A</b>	APP CRS <b>057°</b>	Rwy Idg TDZE Apt Elev	<b>7208</b> <b>224</b> <b>266</b>
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# RNAV (GPS) RWY 6

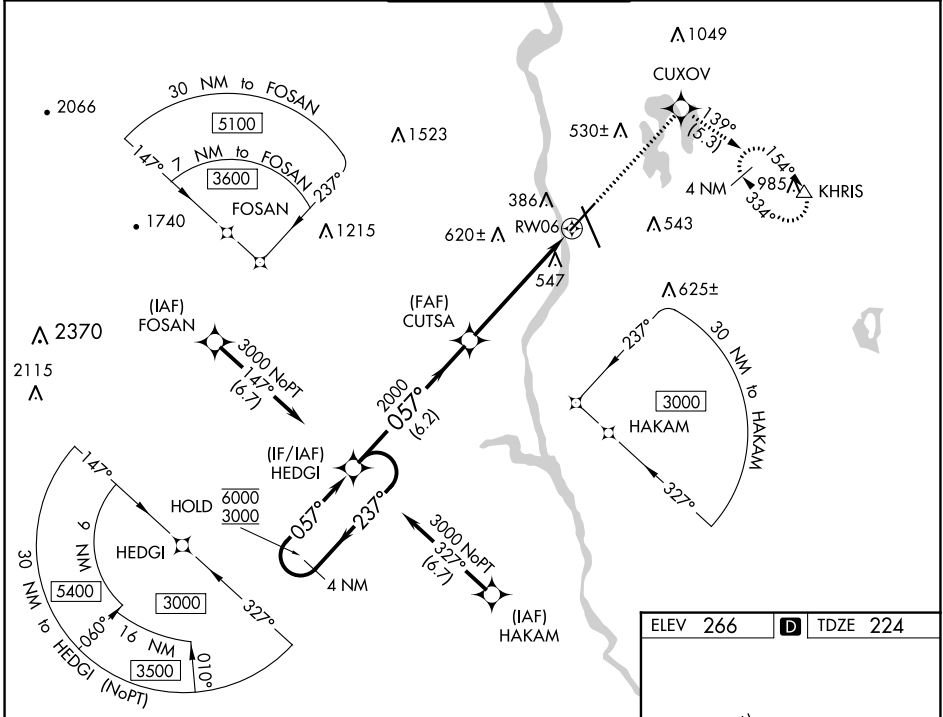
MANCHESTER BOSTON RGNL (MHT)

RNP APCH - GPS.

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

**MISSED APPROACH:** Climb to 3000 direct CUXOV and on track 139° to KHRIS and hold, continue climb-in-hold to 3000.

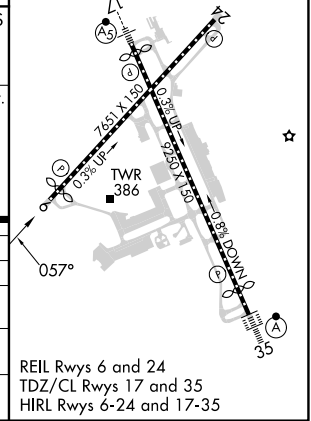
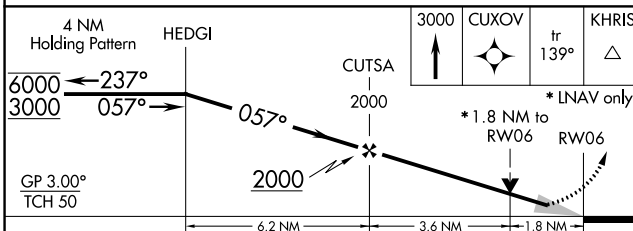
ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

ELEV 266	<b>D</b> TDZE 224
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CATEGORY	A	B	C	D
LPV DA	474/40		250 (300-¾)	
LNAV/VNAV DA	840-1¾		616 (600-1¾)	
LNAV MDA	840/55 616 (600-1)		840-1¾ 616 (600-1¾)	
<b>C</b> CIRCLING	880-1 614 (700-1)		980-2 714 (800-2) 1100-2¾ 834 (900-2¾)	

REIL Rwy 6 and 24  
TDZ/CL Rwy 17 and 35  
HIRL Rwy 6-24 and 17-35

APP CRS <b>171°</b>	Rwy ldg <b>8914</b>
	TDZE <b>229</b>
	Apt Elev <b>266</b>

# RNAV (RNP) Z RWY 17

MANCHESTER BOSTON RGNL (MHT)

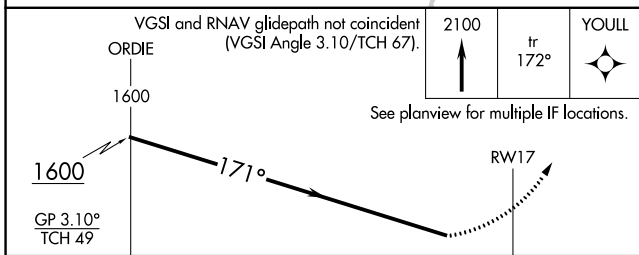
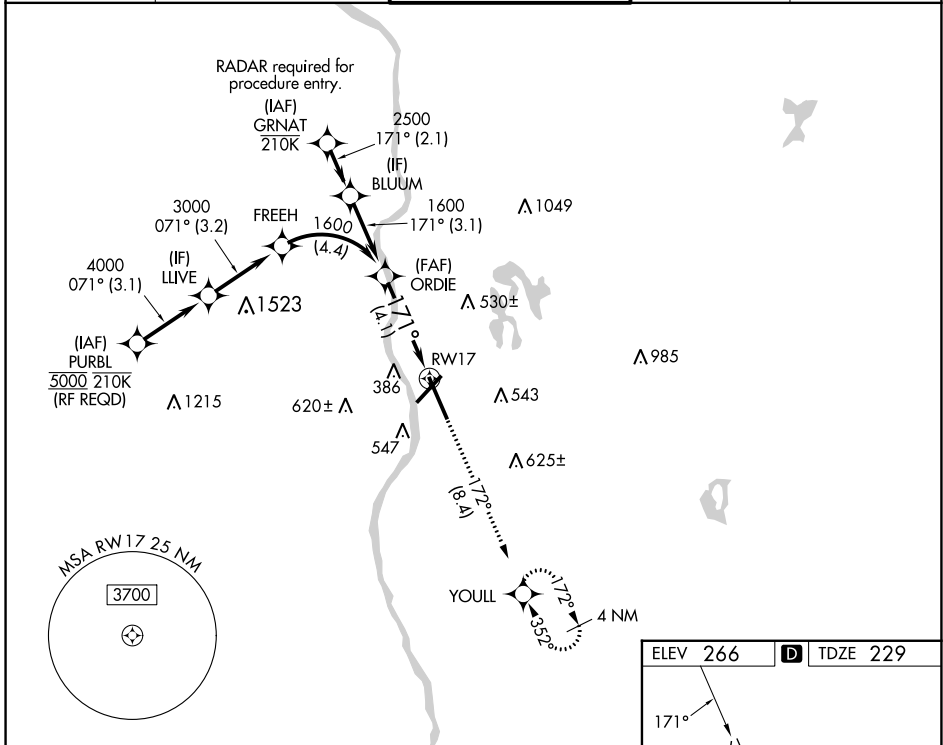
**▼** For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 48°C (118°F). When local altimeter setting not received, procedure NA. GPS required. For inop MALS, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.26 all Cats visibility to 1¾ miles, and RNP 0.30 all Cats visibility to 2 miles.

MALS

AS

**MISSED APPROACH:**  
Climb to 2100 on track 172° to YOULL and hold.

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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ELEV 266	<b>D</b> TDZE 229
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171°

755 X 150

0.3% UP

TWR 386

0.3% DOWN

35

REIL Rwy 6 and 24  
 TDZ/CL Rwy 17 and 35  
 HIRL Rwy 6-24 and 17-35

CATEGORY	A	B	C	D
RNP 0.11 DA		604/40	375 (400-¾)	
RNP 0.26 DA		761/60	532 (500-1¼)	
RNP 0.30 DA		835-1½	606 (600-1½)	

**AUTHORIZATION REQUIRED**

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024



APP CRS	Rwy Idg	<b>7650</b>
<b>352°</b>	TDZE	<b>265</b>
	Api Elev	<b>266</b>

# RNAV (RNP) Z RWY 35

MANCHESTER BOSTON RGNL (MHT)

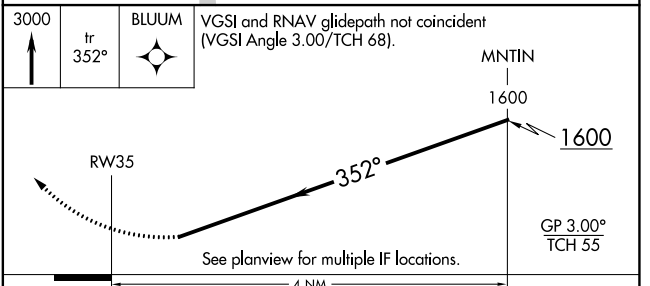
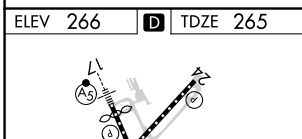
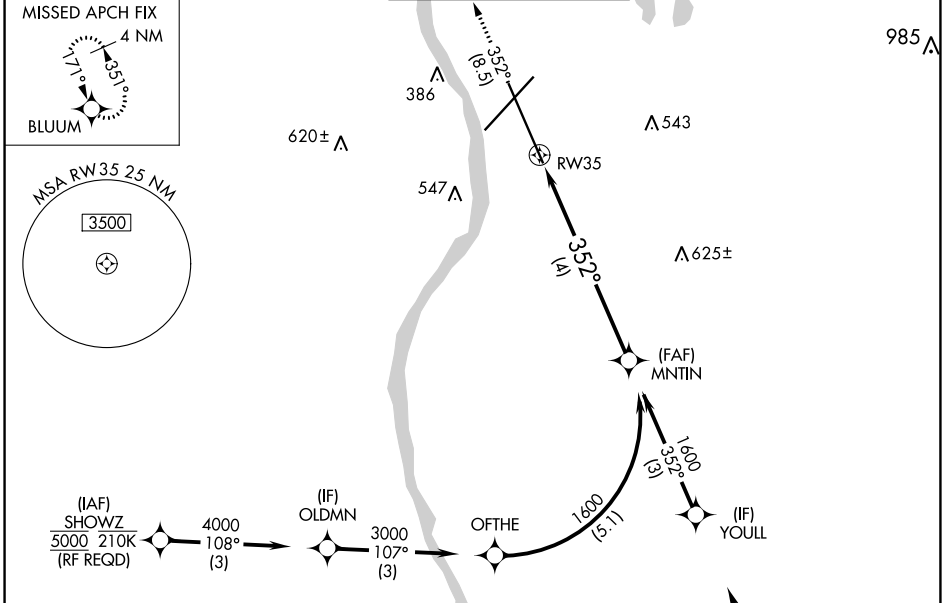
**▼** For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. When local altimeter not received, procedure NA. For inop ALSF-2, increase RNP 0.20 all Cats visibility to 1½ SM and RNP 0.30 all Cats visibility to 1¾ SM.

ALFS-2



MISSED APPROACH: Climb to 3000 on track 352° to BLUUM and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
<b>119.55</b>	<b>124.9 269.075</b>	<b>121.3 239.025</b>	<b>121.9</b>	<b>135.9</b>



CATEGORY	A	B	C	D
RNP 0.20 DA		755/60	490 (500-1½)	
RNP 0.30 DA		802-1¾	537 (600-1¾)	

## AUTHORIZATION REQUIRED

NE-1, 22 FEB 2024 to 21 MAR 2024

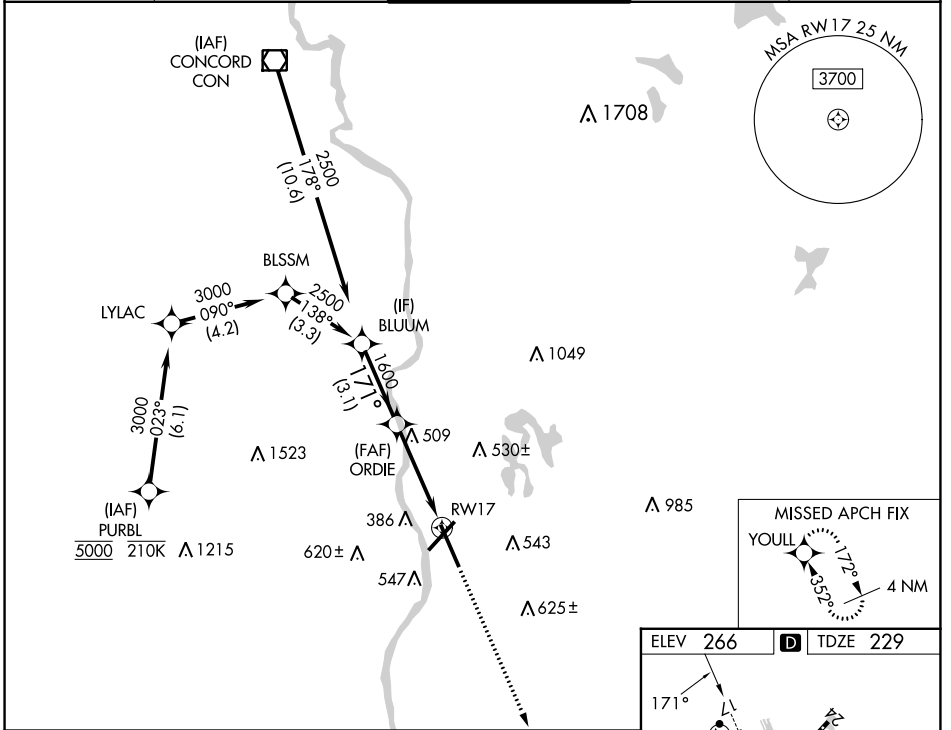
NE-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>93807</b> <b>W17A</b>	APP CRS <b>171°</b>	Rwy Idg <b>8914</b> TDZE <b>229</b> Apt Elev <b>266</b>
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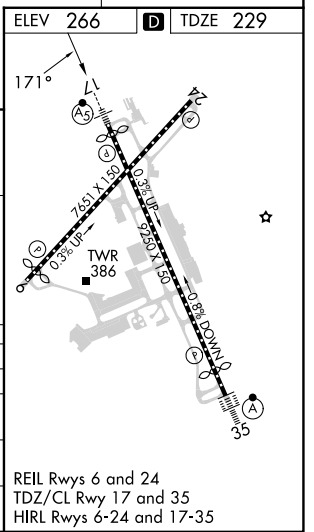
# RNAV (GPS) Y RWY 17

MANCHESTER BOSTON RGNL (MHT)

RNP APCH-GPS.		MALSR		MISSED APPROACH: Climb to 2000 direct YOUILL and hold.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. ▲ For inop ALS, increase LNAV CAT A/B visibility to RVR 5500.					
ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>	



BLUUM		2500		171°		2000		YOUILL	
GP 3.10°		TCH 49		1600		1.4 NM to RW17			
3.1 NM		2.7 NM		1.4 NM					
CATEGORY	A	B	C	D					
LPV DA	429/18		200 (200-½)						
LNAV/VNAV DA	760/55		531 (500-1)						
LNAV MDA	760/24	531 (500-½)		760/55		531 (500-1)			
CIRCLING	880-1 614 (700-1)		980-2 714 (800-2)		1100-2¾ 834 (900-2¾)				



NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024


WAAS CH <b>99614</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>7650</b> <b>265</b> <b>266</b>
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# RNAV (GPS) Y RWY 35

MANCHESTER BOSTON RGNL (MHT)

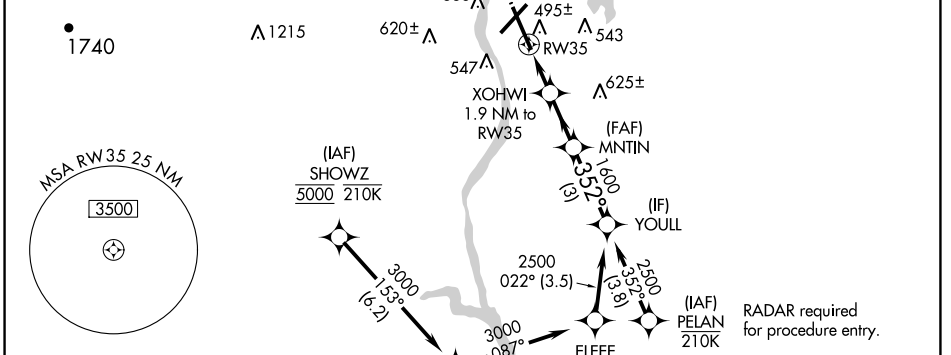
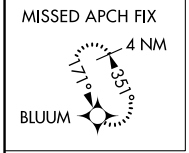
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashua altimeter setting: increase LPV DA to 497 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 793 and all Cats visibility ½ mile; 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 ¾ 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

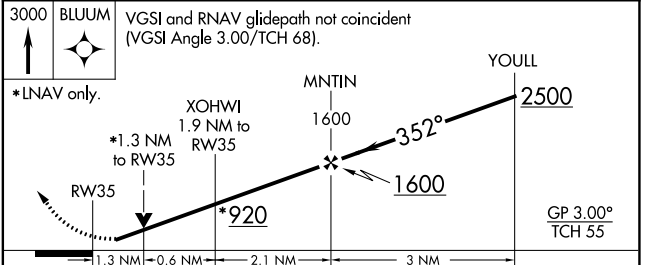
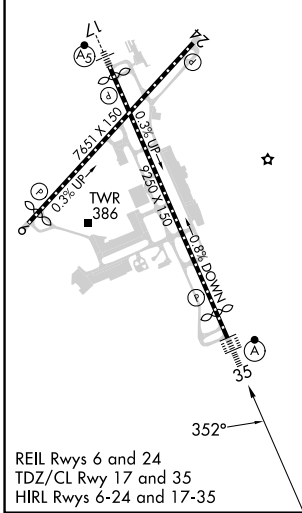


MISSED APPROACH:  
Climb to 3000 direct BLUUM and hold, continue climb-in-hold to 3000.

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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ELEV 266	<b>D</b>	TDZE 265
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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)
<b>C</b> CIRCLING	880-1	614 (700-1)	980-2 714 (800-2)	1100-2¾ 834 (900-2¾)