

LOC I-EEEN 108.9	APP CRS 018°	Rwy Idg 6201
		TDZE 488
		Apt Elev 488

ILS or LOC RWY 2

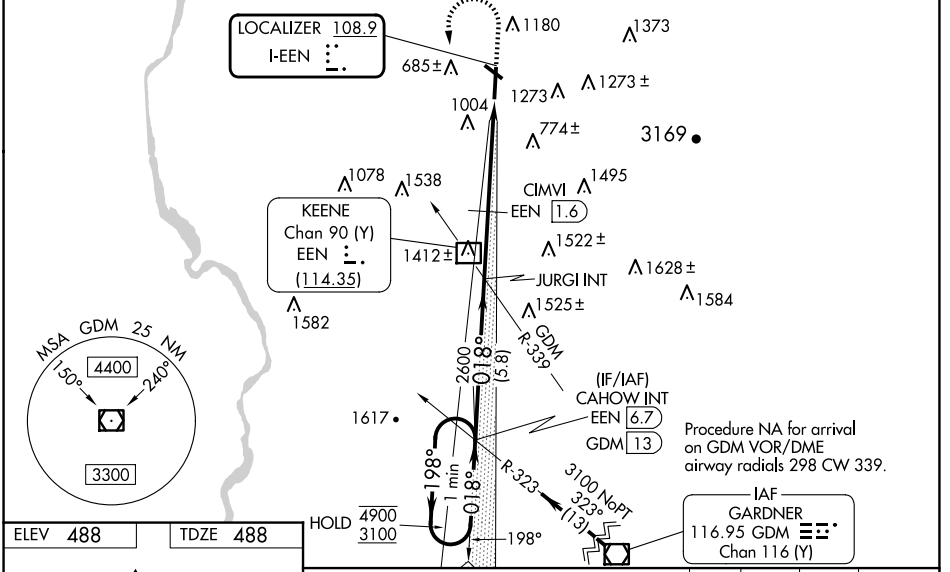
DILLANT/HOPKINS (EEN)

DME required for LOC only.

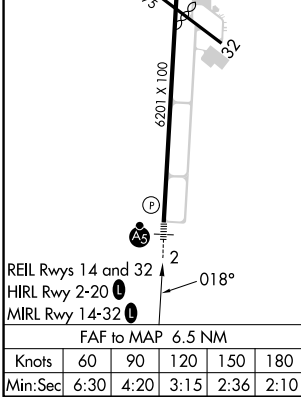
⚠ Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to S-ILS 2 all Cats, S-LOC 2 Cats C/D and CIMVI fix minimums S-LOC 2 Cat A. For inop ALS, increase S-LOC 2 Cat A visibility to 1 1/4 SM and increase CIMVI fix minimums S-LOC 2 Cat B visibility to 1 1/4 SM and Cat C/D visibility to 2 1/2 SM. When local altimeter setting not received, use ORE altimeter setting and increase S-ILS 2 DA to 914; increase all MDAs 60 feet and increase CIMVI fix minimums S-LOC 2 Cats C and D visibility 1/8 SM. Inop table does not apply to S-LOC 2 Cats C/D when using ORE altimeter setting. For inop ALS when using ORE altimeter setting, increase S-LOC 2 Cat A visibility to 1 1/4 SM and increase CIMVI fix minimums S-LOC 2 Cats A/B visibility to 1 1/4 SM. VDP NA when using ORE altimeter setting. DME from EEN DME. DME use requires simultaneous reception of I-EEEN and EEN DME.

MALSRL
 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.

AWOS-3PT 119.025	BOSTON CENTER 123.75 338.2	UNICOM 123.0 (CTAF)
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ELEV 488	TDZE 488
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One Minute Holding Pattern	CAHOW INT EEN (6.7)	JURGI INT	EEN DME	CIMVI EEN (1.6)	EEN (3.2)	EEN (5.7)	1540	3100	GDM R-323	CAHOW INT																																			
4900 ← 198°	← 018° →	→ 018° →	2600	2600	1840		↑	hdg 200°																																					
GS 3.00° TCH 43	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 39)																																												
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-ILS 02</td> <td colspan="4">860-1 372 (400-1)</td> </tr> <tr> <td>S-LOC 02</td> <td>1840-1</td> <td>1352 (1400-1)</td> <td>1840-3</td> <td>1352 (1400-3)</td> </tr> <tr> <td>C CIRCLING</td> <td>1840-1 1/4 1352 (1400-1 1/4)</td> <td>1840-1 1/2 1352 (1400-1 1/2)</td> <td>1840-3 1352 (1400-3)</td> <td>1980-3 1492 (1500-3)</td> </tr> <tr> <td colspan="5">CIMVI FIX MINIMUMS (DME REQUIRED)</td> </tr> <tr> <td>S-LOC 02</td> <td>1320-1</td> <td>832 (900-1)</td> <td>1320-1 7/8</td> <td>832 (900-1 7/8)</td> </tr> <tr> <td>C CIRCLING</td> <td>1420-1 1/4 932 (1000-1 1/4)</td> <td>1480-1 1/2 992 (1000-1 1/2)</td> <td>1760-3 1272 (1300-3)</td> <td>1980-3 1492 (1500-3)</td> </tr> </tbody> </table>											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)	C CIRCLING	1840-1 1/4 1352 (1400-1 1/4)	1840-1 1/2 1352 (1400-1 1/2)	1840-3 1352 (1400-3)	1980-3 1492 (1500-3)	CIMVI FIX MINIMUMS (DME REQUIRED)					S-LOC 02	1320-1	832 (900-1)	1320-1 7/8	832 (900-1 7/8)	C CIRCLING	1420-1 1/4 932 (1000-1 1/4)	1480-1 1/2 992 (1000-1 1/2)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)
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KEENE, NEW HAMPSHIRE
Amdt 6A 31OCT24

42°54'N-72°16'W

DILLANT/HOPKINS (EEN)

ILS or LOC RWY 2

NE-1, 15 MAY 2025 to 12 JUN 2025

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