

|                                        |                        |                                                   |             |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|
| WAAS<br>CH <b>93807</b><br><b>W17A</b> | APP CRS<br><b>171°</b> | Rwy Idg<br>TDZE <b>229</b><br>Apt Elev <b>266</b> | <b>8914</b> |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|

RNAV (GPS) Y RWY 17

MANCHESTER BOSTON RGNL (MHT)

RNP APCH-GPS.

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.

MALSRR

MISSED APPROACH:  
Climb to 2000 direct  
YOUULL and hold.

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

ELEV 266

**D**

TDZE 229

171° to RW17

751 X 150

0.3% UP

0.3% UP

0.3% DOWN

0.3% DOWN

TWR 386

REIL Rwy 6 and 24

TDZ/CL Rwy 17 and 35

HIRL Rwy 6-24 and 17-35

BLUUM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 67).

ORDIE

2500

171°

1600

1.4 NM to RW17

RW17

GP 3.10° TCH 49

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) |                      |   |
| <b>C</b> CIRCLING | 880-1 614 (700-1)  | 980-2 714 (800-2)  | 1100-2¾ 834 (900-2¾) |   |