

|                                                 |                        |                                                               |
|-------------------------------------------------|------------------------|---------------------------------------------------------------|
| LOC/DME I-MHT<br><b>109.1</b><br>Chan <b>28</b> | APP CRS<br><b>352°</b> | Rwy Idg <b>7650</b><br>TDZE <b>265</b><br>Apt Elev <b>266</b> |
|-------------------------------------------------|------------------------|---------------------------------------------------------------|

**ILS RWY 35 (CAT II & III)**  
**MANCHESTER BOSTON RGNL (MHT)**

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

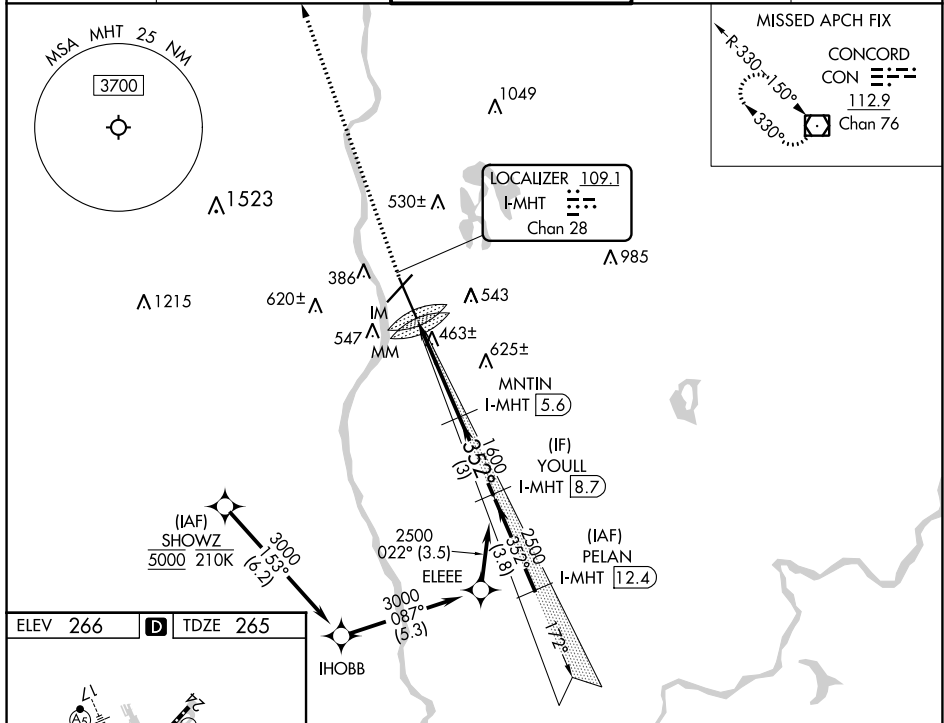
ALSF-2

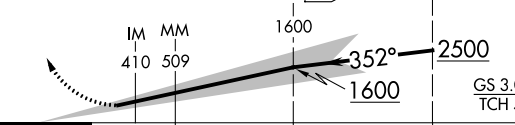


**MISSED APPROACH:** Climb to 4000 direct CON VOR/DME and hold.

Rwy 35 helicopter visibility reduction below RVR 4000 NA.

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



|                                                                                                     |                                                                                            |                                                                     |   |   |  |
|-----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|---------------------------------------------------------------------|---|---|--|
| 4000<br>↑                                                                                           | CON<br> | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00°/TCH 68). |   |   |  |
|                  |                                                                                            |                                                                     |   |   |  |
| CATEGORY                                                                                            | A                                                                                          | B                                                                   | C | D |  |
| S-ILS 35                                                                                            | CAT II RA 101/12 100 DA 365                                                                |                                                                     |   |   |  |
| S-ILS 35                                                                                            | CAT III RVR 700                                                                            |                                                                     |   |   |  |
| <p><b>CATEGORY II &amp; III ILS - SPECIAL AIRCREW<br/>&amp; AIRCRAFT CERTIFICATION REQUIRED</b></p> |                                                                                            |                                                                     |   |   |  |