

<b>US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>						<b>RNAV (RNP) - STANDARD, INSTRUMENT APPROACH PROCEDURE, TITLE 14 CFR PART 97.33</b>						Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
<b>TERMINAL ROUTES</b>												<b>MISSED APPROACH</b>											
FROM			TO			COURSE AND DISTANCE			ALTITUDE			<b>RNP: DA</b>  CLIMB TO 3000 ON TRACK 351.54 TO BLUUM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.  ADDITIONAL FLIGHT DATA: HOLD N, LT, 171.48 INBOUND. DISTANCE TO THLD FROM 490 HAT: 1.37 NM. ROUTE TYPE: A, H ROUTE TYPE QUALIFIER 1: F ROUTE TYPE QUALIFIER 2: S #TCH 320.3 (DO NOT CHART) CHART MANDATORY 5000 AT SHOWZ.											
PELAN (IAF)			YOULL (TF) (FB) (RNP 1.00)			351.59 / 3.76			2500														
YOULL (IF)			MNTIN (TF) (FB) (RNP 1.00)			351.57 / 3.01			1600														
SHOWZ (IAF)			OLDMN (TF) (FB) (RNP 1.00)			107.66 / 3.00			4000														
OLDMN (IF)			OFTHE (TF) (FB) (RNP 1.00)			107.43 / 3.00			3000														
OFTHE			MNTIN (RF) (FB) (RNP 1.00)			(2.50 NM RADIUS CCW (CFVWJ))/5.06			1600														
(SEE FORM 8260-10)																							
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. <b>PROFILE STARTS AT MNTIN</b> 3. FAC: <u>351.53</u> FAF: _____ DIST FAF TO MAP: _____ THLD: _____ 4. MIN. ALT: <b>MNTIN 1600</b> 5. DIST TO THLD FROM OM: <u>4.02</u> MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: <u>1600</u> GS ALT AT: <b>MNTIN 1600</b> OM: _____ MM: _____ IM: _____ 7. GS ANGLE: <u>3.00</u> TCH: <u>54.9#</u> <b>34:1 IS NOT CLEAR</b> 8. MSA FROM: <b>RW35 3500</b>																		MAG VAR: <b>15W</b> EPOCH YEAR: <b>2020</b>					
<b>MINIMUMS</b>																							
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT										ALTERNATE: N A		<b>STANDARD</b>											
CATEGORY ==>		<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>									
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA								
<b>AUTHORIZATION REQUIRED</b>																							
RNP 0.20 DA	755	6000	490	755	6000	490	755	6000	490	755	6000	490											
RNP 0.30 DA	802	1 3/8	537	802	1 3/8	537	802	1 3/8	537	802	1 3/8	537											
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -18C (0F) OR ABOVE 54C (130F). CHART NOTE: GPS REQUIRED. CHART SPEED ICON IN PLANVIEW AT PELAN : MAX 210 KIAS. CHART SPEED ICON IN PLANVIEW AT SHOWZ : MAX 210 KIAS. (CONTINUED ON PAGE 2)																							
CITY AND STATE <b>MANCHESTER, NH</b>				ELEVATION: 266 TDZE: 265 AIRPORT NAME: <b>MANCHESTER</b>				FACILITY IDENTIFIER: <b>RNAV</b>		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: <b>RNAV (RNP) Z RWY 35, ORIG-A 17 AUGUST 2017</b>				SUP: AMDT: <b>ORIG</b> DATED <b>01/08/2015</b>									



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TERMINAL ROUTES, (CONT.):																			
<table><tr><td>FROM</td><td>TO</td><td>COURSE AND DISTANCE</td><td colspan="2">ALTITUDE</td></tr><tr><td>MNTIN (FAF)</td><td>RW35 (MAP) (TF) (FO) (RNP 0.30)</td><td>351.53 / 4.02</td><td colspan="2"></td></tr><tr><td>RW35 (MAP)</td><td>BLUUM (TF) (FO) (RNP 1.00)</td><td>351.54 / 8.51</td><td colspan="2">3000</td></tr></table>					FROM	TO	COURSE AND DISTANCE	ALTITUDE		MNTIN (FAF)	RW35 (MAP) (TF) (FO) (RNP 0.30)	351.53 / 4.02			RW35 (MAP)	BLUUM (TF) (FO) (RNP 1.00)	351.54 / 8.51	3000	
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NOTES, (CONT.): CHART PLANVIEW NOTE ADJACENT TO SHOWZ: RF REQUIRED. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). CHART NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROCEDURE NA. CHART NOTE: FOR INOPERATIVE ALSF-2, INCREASE RNP 0.20 ALL CATS VISIBILITY TO 1 5/8 SM AND RNP 0.30 ALL CATS VISIBILITY TO 1 3/4 SM. CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.																			
<div>QUALITY 25 CHECKED</div>																			
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