

KEENE, NEW HAMPSHIRE

AL-868 (FAA)

24305

WAAS CH <b>65708</b> <b>W02A</b>	APP CRS <b>018°</b>	Rwy Idg <b>6201</b> TDZE <b>488</b> Apt Elev <b>488</b>
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# RNAV (GPS) RWY 2

DILLANT/HOPKINS (EEN)

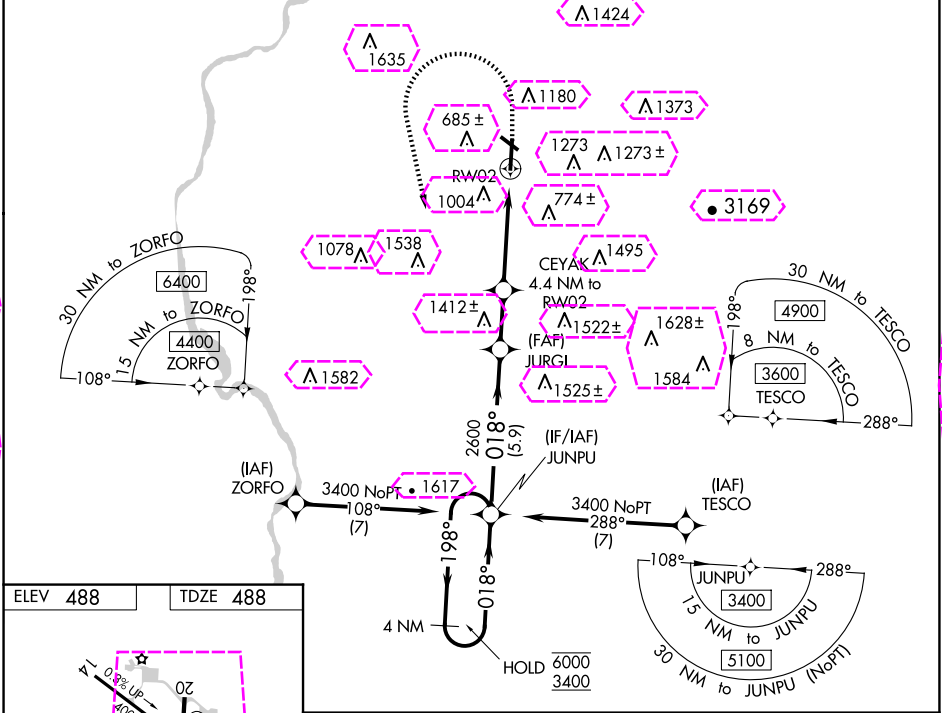
RNP APCH - GPS.

**⚠** Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase LNAV Cat B visibility to  $1\frac{1}{4}$  SM. When local altimeter setting not received, use ORE altimeter setting; increase LPV DA to 897; increase all MDAs 60 feet. For inop ALS when using ORE altimeter setting, increase LNAV Cats A/B visibility to  $1\frac{1}{4}$  SM. VDP NA when using ORE altimeter setting.

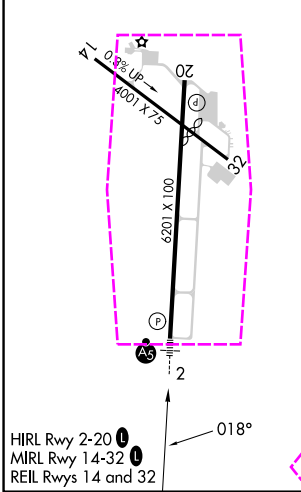


**MISSED APPROACH:**  
Climb to 1600 then climbing left turn to 3400 direct JUNPU and hold.

AWOS-3PT <b>119.025</b>	BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV <b>488</b>	TDZE <b>488</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).		1600	3400	JUNPU
				↑	↶	✧
GP 3.00° TCH 43		JUNPU 6000 3400		JURGI 2600		
		198° → 018°		CEYAK 4.4 NM to RW02		
		018° → 2600		2.5 NM to RW02		
		5.9 NM		2.1 NM		
				1.9 NM		
				2.5 NM		
CATEGORY	A	B	C	D		
LPV DA	843-1		355 (400-1)			
LNAV MDA	1340-1	852 (900-1)	1340-2	852 (900-2)		
<b>CIRCLING</b>	1380-1 $\frac{1}{4}$ 892 (900-1 $\frac{1}{4}$ )	1480-1 $\frac{1}{2}$ 992 (1000-1 $\frac{1}{2}$ )	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)		

KEENE, NEW HAMPSHIRE  
Amdt 1A 31OCT24

42°54'N-72°16'W

# RNAV (GPS) RWY 2

DILLANT/HOPKINS (EEN)

KEENE, NEW HAMPSHIRE

AL-868 (FAA)

25219

WAAS CH <b>65708</b> <b>W02A</b>	APP CRS <b>018°</b>	Rwy Ldg <b>6201</b> TDZE <b>488</b> Apt Elev <b>488</b>
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# RNAV (GPS) RWY 2

DILLANT/HOPKINS (EEN)

RNP APCH - GPS

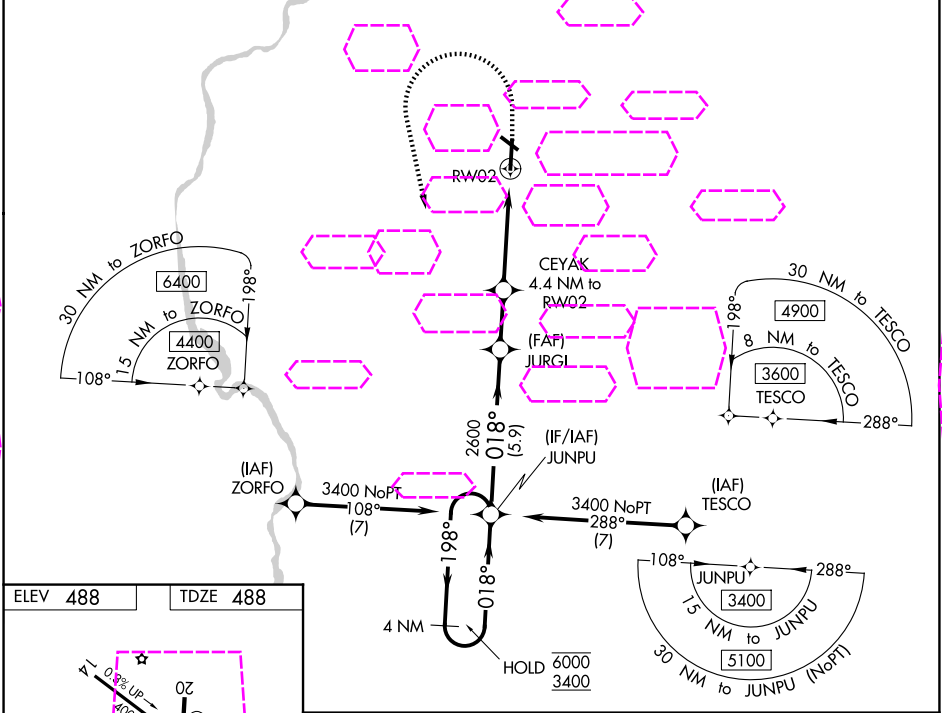
**⚠** Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase LNAV Cat B visibility to 1 1/4 SM. When local altimeter setting not received, use ORE altimeter setting; increase LPV DA to 897; increase all MDAs 60 feet. For inop ALS when using ORE altimeter setting, increase LNAV Cats A/B visibility to 1 1/4 SM. VDP NA when using ORE altimeter setting.

MALSRL

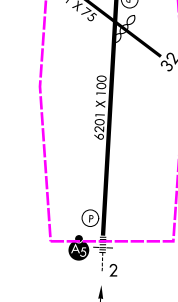


MISSED APPROACH:  
Climb to 1600 then  
climbing left turn to  
3400 direct JUNPU  
and hold.

AWOS-3PT <b>119.025</b>	BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 488 TDZE 488



HIRL Rwy 2-20  
MIRL Rwy 14-32  
REIL Rws 14 and 32

4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).		1600	3400	JUNPU
CATEGORY	A	B	C	D		
LPV DA	843-1		355 (400-1)			
LNAV MDA	1340-1	852 (900-1)	1340-2	852 (900-2)		
CIRCLING	1380-1¼ 892 (900-1¼)	1480-1½ 992 (1000-1½)	1760-3 1272 (1300-3)	1980-3 1492 (1500-3)		

KEENE, NEW HAMPSHIRE  
Amdt 1A 31OCT24

42°54'N-72°16'W

# RNAV (GPS) RWY 2

DILLANT/HOPKINS (EEN)

NE-1, 07 AUG 2025 to 04 SEP 2025

NE-1, 07 AUG 2025 to 04 SEP 2025