

LOC/DME I-MPV 108.7 Chan 24	APP CRS 168°	Rwy Idg TDZE Apt Elev	5000 1135 1166
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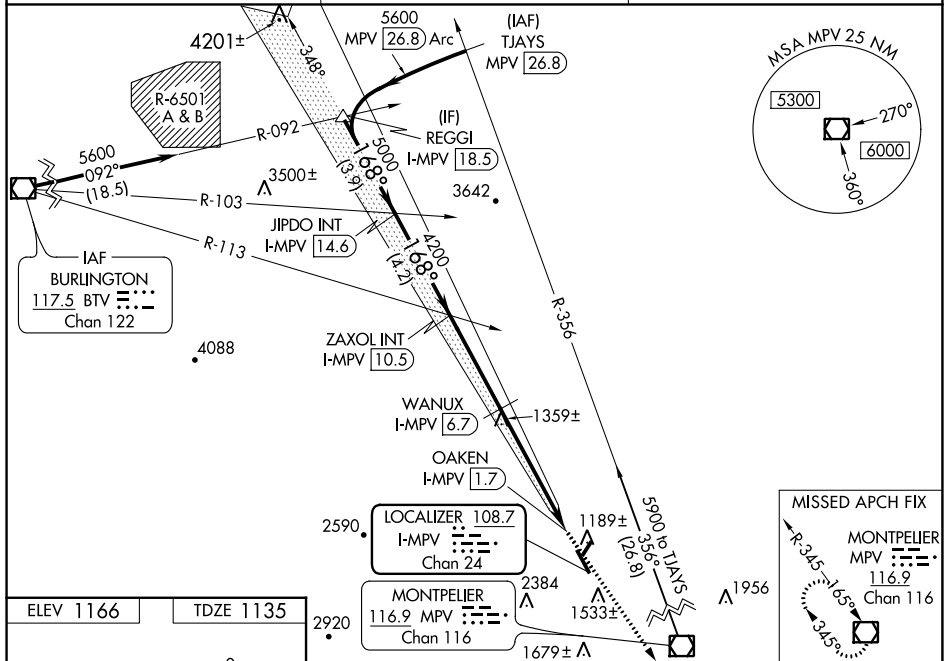
ILS or LOC RWY 17
EDWARD F KNAPP STATE (MPV)

 Inoperative table does not apply to S-LOC 17 Cats A and B. When local altimeter setting not received, procedure NA. Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM  NA  -20°C	NA. Circling Rwy 5, 35 NA at night. For inoperative MALSR, increase S-LS 17 all Cats visibility to $\frac{1}{2}$ mile and WANUX fix minimums S-LOC 17 Cats A/B visibility to 1 mile and Cats C/D visibility to $\frac{1}{8}$ mile.
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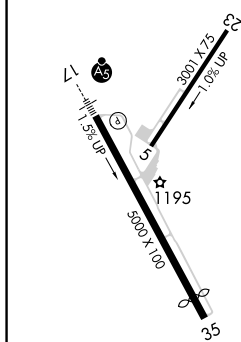


MISSED APPROACH:
Climb to 5200 direct
MPV VOR/DME and
hold, continue climb-
in-hold to 5200.

ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) 0



ELEV 1166	TDZE 1135
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REIL Rwy 35
MIRL Rwy 5-23
MIRL Rwy 17-35

FAF to MAP 8.8 NM

Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

Diagram illustrating the approach for the 15th runway, showing the GS 3.00° TCH 50 and the VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 46). The diagram includes altitudes (5600, 5000, 4200, 2980) and distances (3.9 NM, 4.2 NM, 3.8 NM, 4.2 NM, 0.8 NM, 0.8 NM) from the runway end. The diagram also shows the VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 46).

ILS or LOC RWY 17