

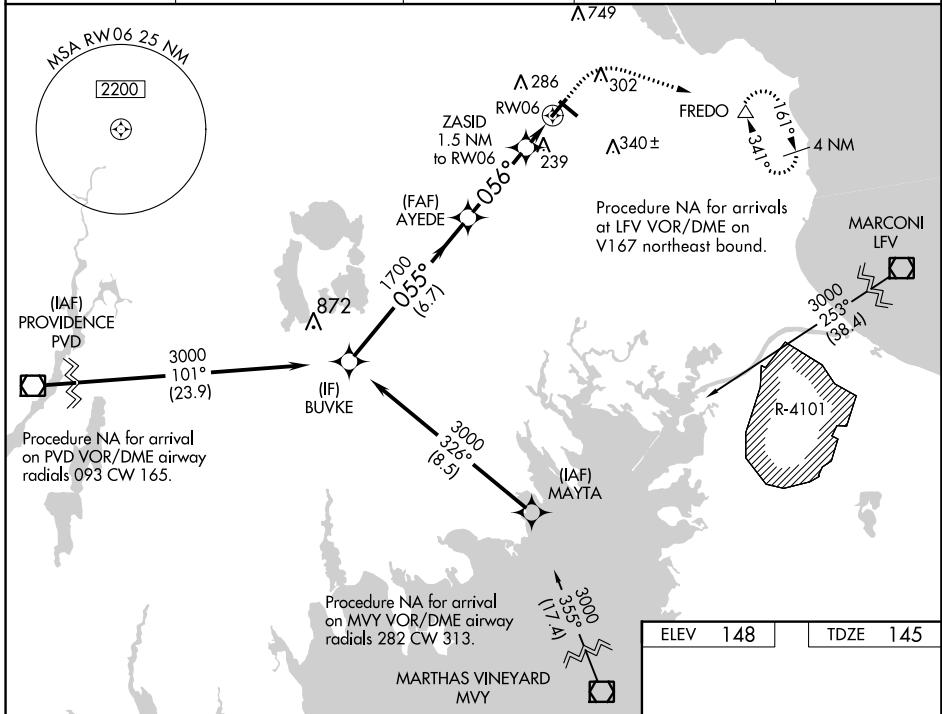
WAAS CH <b>40422</b> <b>W06A</b>	APP CRS <b>056°</b>	Rwy Idg <b>4350</b> TDZE <b>145</b> Apt Elev <b>148</b>
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# RNAV (GPS) RWY 6

PLYMOUTH MUNI (PYM)

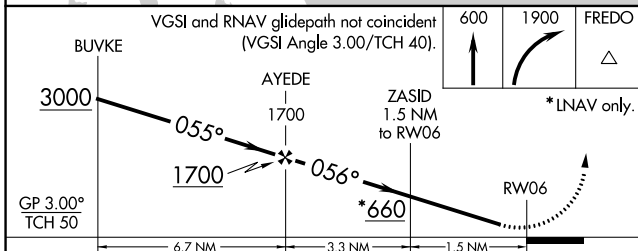
RNP APCH.	MALSF	MISSED APPROACH: Climb to 600 then climbing right turn to 1900 direct FREDO and hold.
<p><b>▼</b> Circling Rwy 15 NA at night. Rwy 6 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below <math>-17^{\circ}\text{C}</math> (<math>2^{\circ}\text{F}</math>) or above <math>54^{\circ}\text{C}</math> (<math>130^{\circ}\text{F}</math>). Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats visibility to <math>\frac{1}{2}</math> SM.</p>		

ASOS <b>135.625</b>	BOSTON APP CON <b>118.2 284.6</b>	CLNC DEL <b>127.75</b>	UNICOM <b>122.725 (CTAF)</b>	<b>122.9</b>
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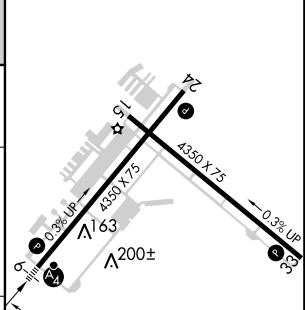


NE-1, 21 MAY 2020 to 18 JUN 2020

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ELEV	148	TDZE	145
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	A	B	C	D
LPV DA	345- $\frac{3}{4}$	200 (200- $\frac{3}{4}$ )		NA
LNAV/VNAV DA	426- $\frac{3}{4}$	281 (300- $\frac{3}{4}$ )		NA
LNAV MDA	500- $\frac{3}{4}$	355 (400- $\frac{3}{4}$ )		NA
<b>C</b> CIRCLING	620-1 472 (500-1)	640-1 492 (500-1)	740-1 $\frac{1}{2}$ 592 (600-1 $\frac{1}{2}$ )	NA

REIL Rwy 24 **Ⓛ**  
MIRL Rwy 6-24 and 15-33 **Ⓛ**