

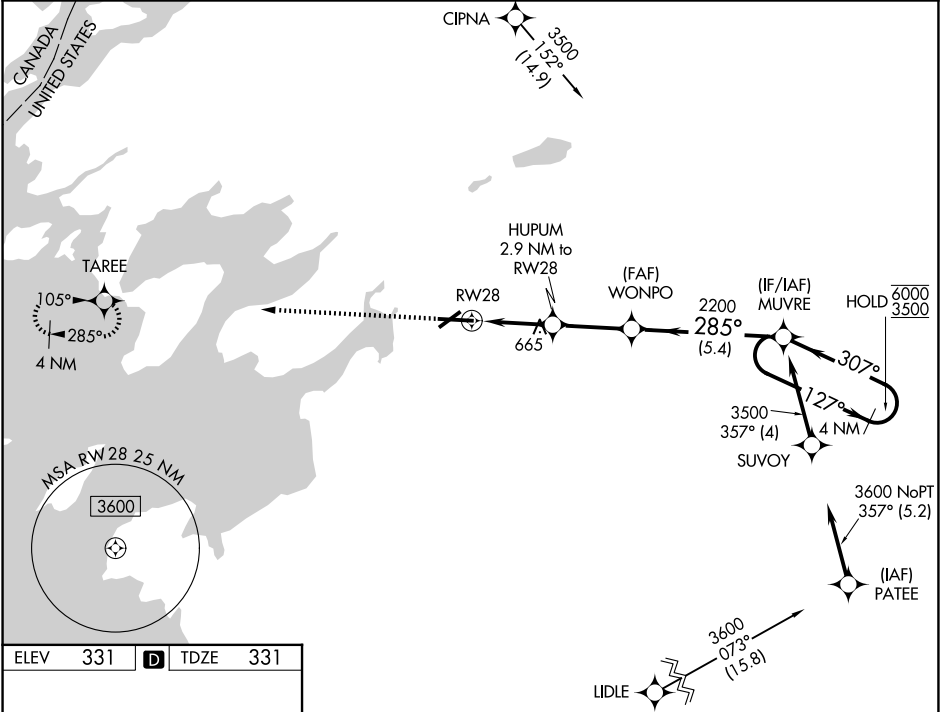
|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>82322</b><br><b>W28A</b> | APP CRS<br><b>285°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>7001</b><br><b>331</b><br><b>331</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

RNAV (GPS) RWY 28

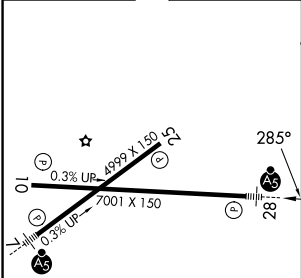
WATERTOWN INTL (ART)

|                                                                                                                                                                                                                                 |        |                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-------------------------------------------------------------|
| RNP APCH - GPS.                                                                                                                                                                                                                 | MALS R | MISSED APPROACH:<br>Climb to 2400 direct<br>TAREE and hold. |
| <div><div>▼</div><div>▲</div></div> Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV Cats A/B visibility to 1 SM. |        |                                                             |

|                        |                             |                                                |                          |                                 |
|------------------------|-----------------------------|------------------------------------------------|--------------------------|---------------------------------|
| ASOS<br><b>132.325</b> | KGTB ATIS<br><b>119.525</b> | WHEELER-SACK APP CON<br><b>124.875 307.125</b> | CLNC DEL<br><b>120.8</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|-----------------------------|------------------------------------------------|--------------------------|---------------------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 331 | <b>D</b> | TDZE 331 |
|----------|----------|----------|



|              |                      |                      |                        |                            |
|--------------|----------------------|----------------------|------------------------|----------------------------|
| 2400         | TAREE                | WONPO                | MUVRE                  | 4 NM Holding Pattern       |
| ↑            |                      | HUPUM 2.9 NM to RW28 | 2200                   | 127° → 6000<br>← 307° 3500 |
|              |                      | 1.7 NM to RW28       | 2200                   | GP 3.00°<br>TCH 45         |
|              |                      | RW28                 | 1300                   |                            |
|              |                      | 1.7                  | 1.2                    | 2.8 NM                     |
|              |                      |                      |                        | 5.4 NM                     |
| CATEGORY     | A                    | B                    | C                      | D                          |
| LPV DA       |                      | 531-1½               | 200 (200-½)            |                            |
| LNAV/VNAV DA |                      | 852-1                | 521 (600-1)            |                            |
| LNAV MDA     | 920-¾                | 589 (600-¾)          | 920-1¼                 | 589 (600-1¼)               |
| CIRCLING     | 920-1<br>589 (600-1) | 960-1<br>629 (700-1) | 980-1¾<br>649 (700-1¾) | 1080-2½<br>749 (800-2½)    |

REIL Rwy 25 0  
HIRL Rwy 7-25 0  
MIRL Rwy 10-28 0