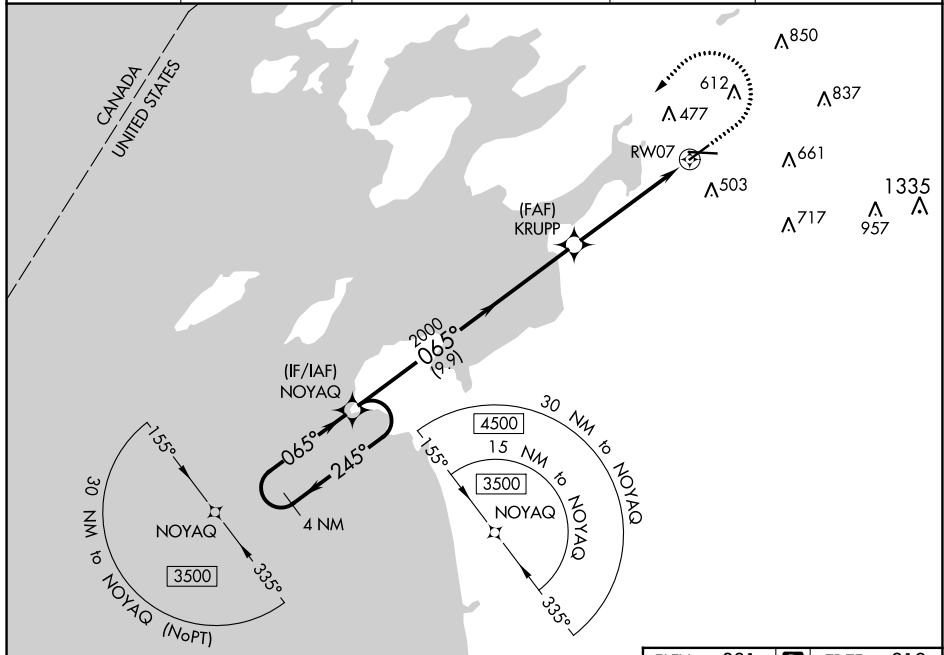


|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82510</b><br><b>W07A</b> | APP CRS<br><b>065°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4784</b><br><b>319</b><br><b>331</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 7

WATERTOWN INTL (ART)

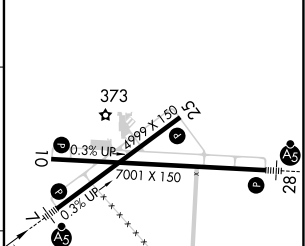
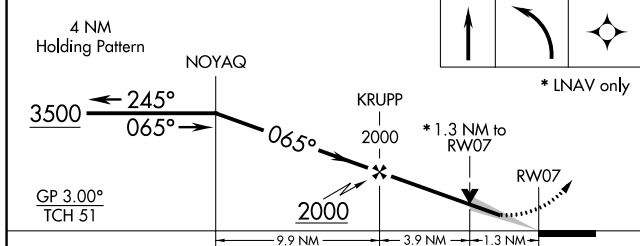
|   |  |                          |  |                             |
|---|--|--------------------------|--|-----------------------------|
| RNP APCH.   |  | MALSR                    | MISSED APPROACH: Climb to 900 then climbing left turn to 3500 direct NOYAQ and hold. |                             |
| <p><b>▽</b> For inop ALS, increase LPV, LNAV/VNAV visibilities to <math>\frac{3}{4}</math> SM and LNAV Cat C/D visibilities to <math>1\frac{3}{8}</math> SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.</p> |  | <b>AS</b>                | 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)</b>  |                             |



NE-2, 28 NOV 2024 to 26 DEC 2024

NE-2, 28 NOV 2024 to 26 DEC 2024

|      |     |          |      |     |
|------|-----|----------|------|-----|
| ELEV | 331 | <b>D</b> | TDZE | 319 |
|------|-----|----------|------|-----|



| CATEGORY          | A                  | B                         | C   | D  |
|-------------------|--------------------|---------------------------|---|--|
| LPV DA            |                    | 519- $\frac{1}{2}$        | 200 (200- $\frac{1}{2}$ )                         |  |
| LNAV/VNAV DA      |                    | 578- $\frac{1}{2}$        | 259 (300- $\frac{1}{2}$ )                         |  |
| LNAV MDA          | 780- $\frac{1}{2}$ | 461 (500- $\frac{1}{2}$ ) | 780-1   | 461 (500-1)  |
| <b>C</b> CIRCLING | 960-1              | 629 (700-1)               | 980-1 $\frac{3}{4}$<br>649 (700-1 $\frac{3}{4}$ ) | 1080-2 $\frac{1}{2}$<br>749 (800-2 $\frac{1}{2}$ ) |

HIRL Rwy 7-25 **Ⓛ**  
MIRL Rwy 10-28 **Ⓛ**