

LOC/DME I-RLU 110.5 Chan 42	APP CRS 047°	Rwy Idg 5500 TDZE 309 Apt Elev 333
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ILS or LOC/DME RWY 5

WATERVILLE RGNL (WVL)

▼ Night landing: Rwy 14 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Augusta altimeter setting. When local altimeter setting not received, use Augusta altimeter setting and increase S-ILS 5 DA to 544 feet; increase all MDAs 40 feet and increase S-LOC 5 Cats C/D and Circling Cat D visibility $\frac{1}{4}$ SM. Inop table does not apply to S-ILS 5. For inop MALSF, increase S-LOC 5 Cat D visibility to 1 mile. For inop MALSF, when using Augusta altimeter setting, increase S-ILS 5 all Cats visibility to $\frac{7}{8}$ mile and S-LOC 5 Cat C/D visibility to $\frac{1}{8}$ mile. Autopilot coupled approach NA below 600.

MALSF

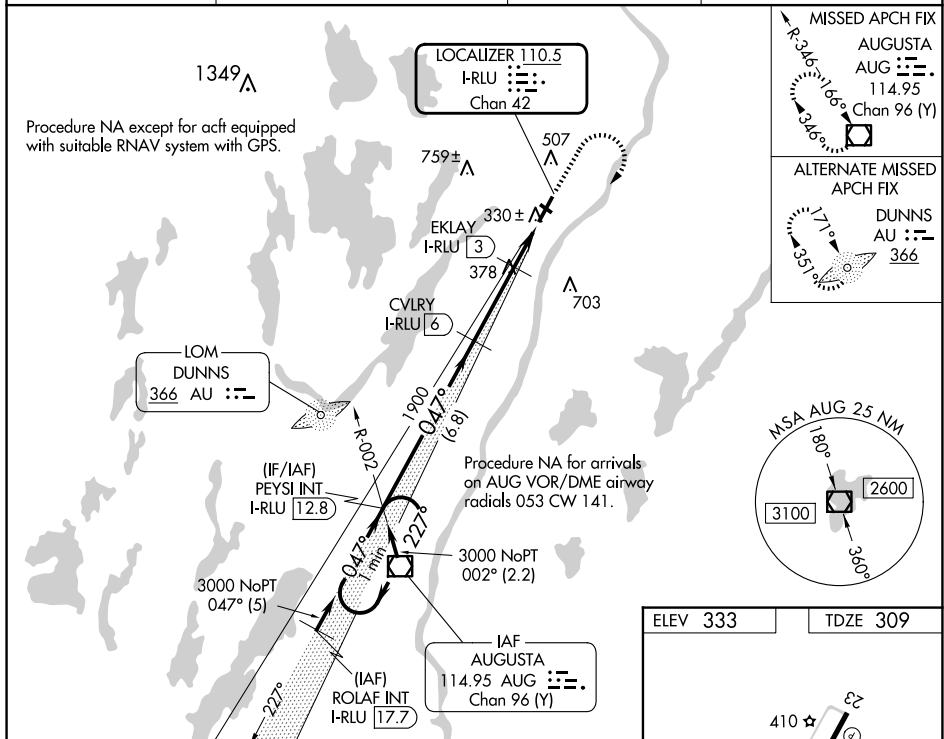


MISSED APPROACH:
Climb to 1200 then
climbing right turn to
3000 direct AUG
VOR/DME and hold.

AWOS-3PT
118.375

PORTLAND APP CON ★	
128.35	299.2

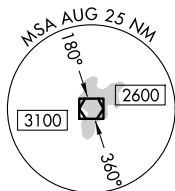
CLNC DEL
124.6 299.2

UNICOM
122.7 (CTAF) **L**

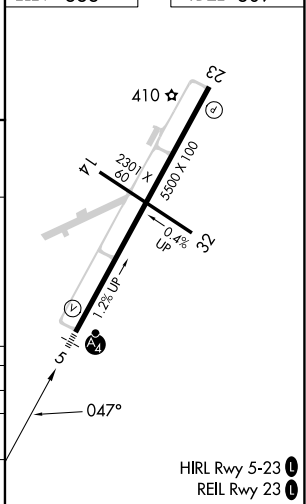

 MISSED APCH FIX
 AUGUSTA
 AUG 114.95
 Chan 96 (Y)

ALTERNATE MISSED
APCH FIX

DUNNS
AU ::-
366



ELEV 333		TDZE 309
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One Minute Holding Pattern		PEYSI INT I-RLU 12.8		CVLRY I-RLU 6		EKLAY I-RLU 3		1200 ↑		3000 ↗		AUG 	
3000 ← 227° 047° →		047°		1900		*920		*I-RLU 2.2		I-RLU 1.1		*LOC only.	
GS 3.00° TCH 48				6.8 NM		3.1 NM		0.8 NM		1.1 NM			
CATEGORY	A		B		C		D						
S-ILS 5			509-¾		200 (200-¾)								
S-LOC 5			680-¾		371 (400-¾)								
CIRCLING	860-1		527 (600-1)		1100-2¼ 767 (800-2¼)		1120-2½ 787 (800-2½)						