

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

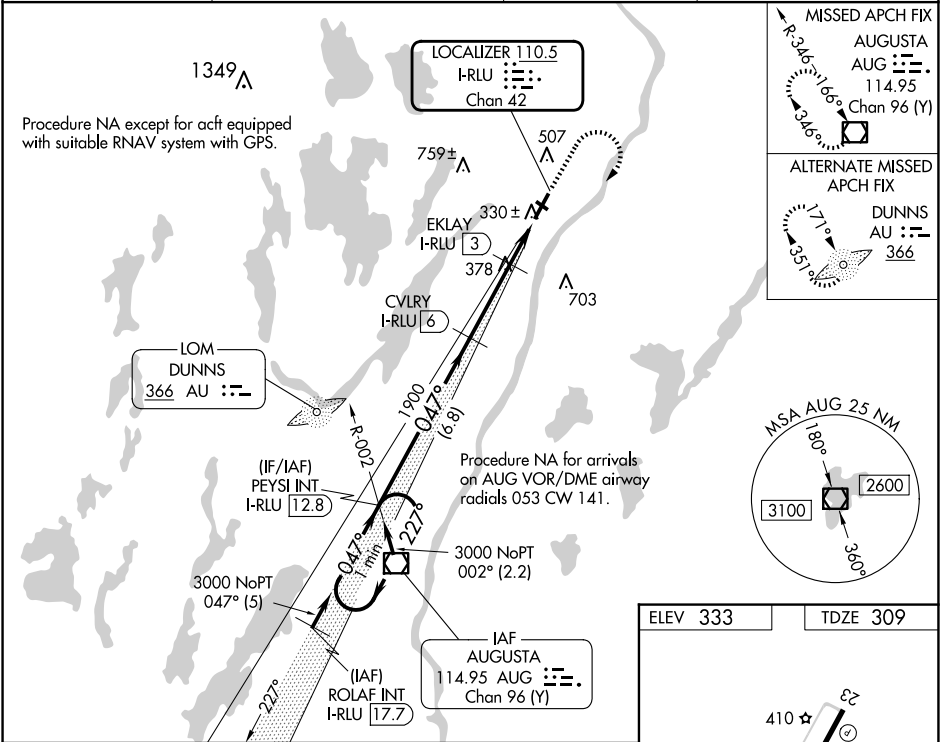
WATERVILLE RGNL (WVL)

⚠ 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 $\frac{1}{2}$ mile and S-LOC 5 Cat C/D visibility to $1\frac{1}{2}$ 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) 0
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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° →	1900	1900	*920	*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- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)						
S-LOC 5	680- $\frac{3}{4}$ 371 (400- $\frac{3}{4}$)						
CIRCLING	860-1	527 (600-1)	1100-2 $\frac{1}{4}$ 767 (800-2 $\frac{1}{4}$)	1120-2 $\frac{1}{2}$ 787 (800-2 $\frac{1}{2}$)			

