

LOC/DME I-RLU 110.5 Chan 42	APP CRS 047°	Rwy Ldg 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**

Procedure NA except for acft equipped with suitable RNAV system with GPS.

LOCALIZER 110.5
I-RLU
Chgn 42

LOM
DUNNS
366 AU :.-

(IF/IAF)
PEYSI INT
I-RLU 12.8

3000 NoPT
047° (5) -

Procedure NA for arrivals
on AUG VOR/DME airway
radials 053 CW 141.

114.95 AUG 11:55
Chan 96(Y)

MISSED APCH FIX
AUGUSTA
AUG $\ddot{\vdots} \vdash \cdot$
114.95
Chan 96(Y)

ALTERNATE MISSED
APCH FIX

ELEV 333

TDZE 309

One Minute Holding Pattern

PEYSI INT
I-RLU 12.8

I-RLU 6

[illegible]

1200	3000	AUG
		

$$\frac{3000}{047^{\circ}} \leftarrow 227^{\circ}$$

GS 3.00%

TCH 48

1900

*9

2.2

-RLU
11

A horizontal line representing a polymer chain is divided into four segments by three vertical tick marks. Above the line, the lengths of the segments are indicated with double-headed arrows: 6.8 nm, 3.1 nm, 0.8 nm, and 1.1 nm.

CATEGORY	A	B	C	D
S-ILS 5		509- ³ / ₄	200 (200- ³ / ₄)	
S-LOC 5		680- ³ / ₄	371 (400- ³ / ₄)	
CIRCLING	860-1	527 (600-1)	1100-2 ¹ / ₄ 767 (800-2 ¹ / ₄)	1120-2 ¹ / ₂ 787 (800-2 ¹ / ₂)