

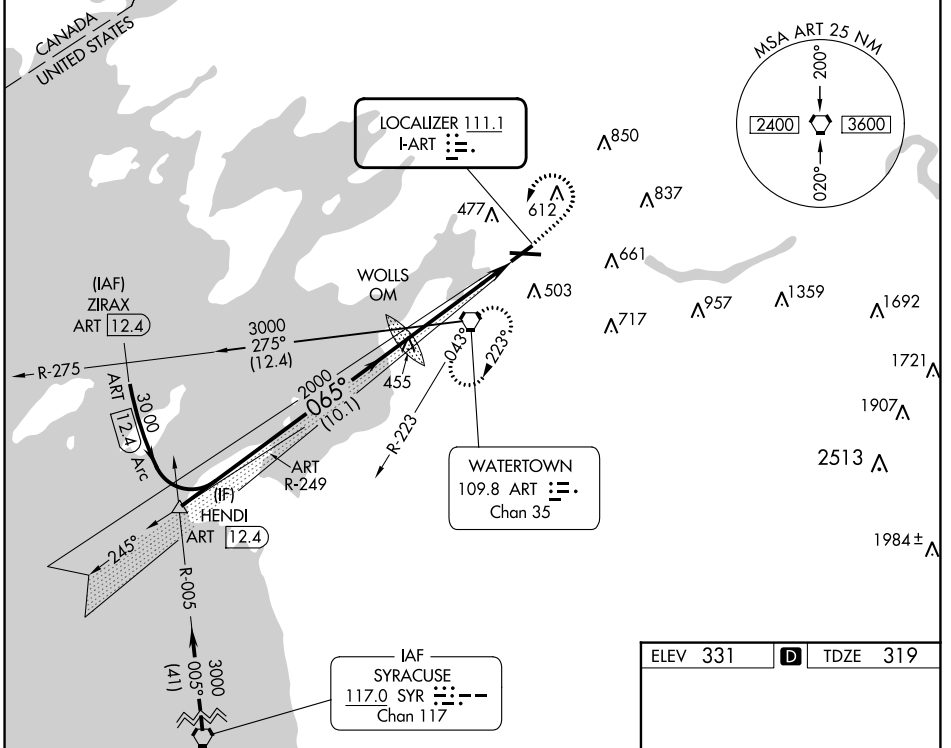
LOC I-ART <b>111.1</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev	<b>4784</b> <b>319</b> <b>331</b>
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# ILS or LOC RWY 7

## WATERTOWN INTL (ART)

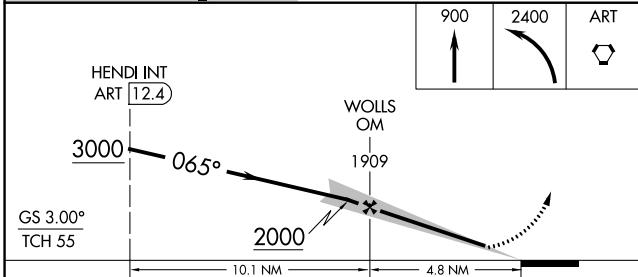
		MISSED APPROACH: Climb to 900 then climbing left turn to 2400 direct ART VORTAC and hold.		

ASOS <b>132.325</b>	KGTB ATIS <b>119.525</b>	WHEELER-SACK APP CON <b>124.875 257.6 307.125</b>	CLNC DEL <b>120.8</b>	UNICOM <b>123.0 (CTAF)</b>
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NE-2, 22 FEB 2024 to 21 MAR 2024

NE-2, 22 FEB 2024 to 21 MAR 2024



ELEV 331		TDZE 319
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Detailed approach diagram showing:
 

- HIRL Rwy 7-25** and **MIRL Rwy 10-28**.
- FAF to MAP 4.8 NM**.
- Altitudes** 373, 7001 X 150, and 28.
- Grades** 0.3% UR and 0.3% UR.
- Course** 065°.
- Navigation aids** like A5 and 01.

	960-1	629 (700-1)	980-1 3/4	1080-2 1/2
			649 (700-1 3/4)	749 (800-2 1/2)

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

WAAS CH <b>53522</b> <b>W10A</b>	APP CRS <b>105°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>318</b> <b>331</b>
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# RNAV (GPS) RWY 10

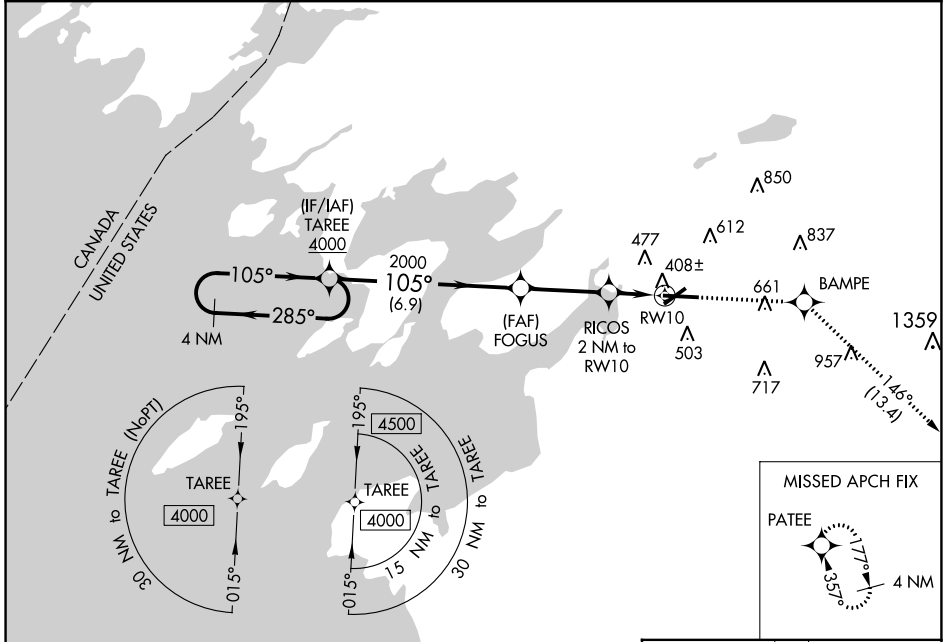
WATERTOWN INTL (ART)

RNP APCH.

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3600 direct BAMPE and on track 146° to PATEE and hold.

ASOS <b>132.325</b>	KGTB ATIS <b>119.525</b>	WHEELER-SACK APP CON <b>124.875 257.6 307.125</b>	CLNC DEL <b>120.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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NE-2, 22 FEB 2024 to 21 MAR 2024

NE-2, 22 FEB 2024 to 21 MAR 2024

4 NM Holding Pattern		TAREE 4000		ELEV 331	<b>D</b> TDZE 318
4000 ← 285°		→ 105°		3600	BAMPE
GP 3.00°		TCH 47		↑	tr 146°
FOGUS		RICOS		*LNAV only.	
2000		2000		* 1 NM to RW10	
* 980		RW10		PATEE	
6.9 NM		3.2 NM		1 NM	
1 NM		1 NM		1 NM	
CATEGORY	A	B	C	D	
LPV DA		568-¾	250 (300-¾)		
LNAV/VNAV DA		578-¾	260 (300-¾)		
LNAV MDA		660-1	342 (400-1)		
<b>C</b> CIRCLING	960-1	629 (700-1)	980-1¼ 649 (700-1¼)	1080-2½ 749 (800-2½)	HIRL Rwy 7-25 0 MIRL Rwy 10-28 0

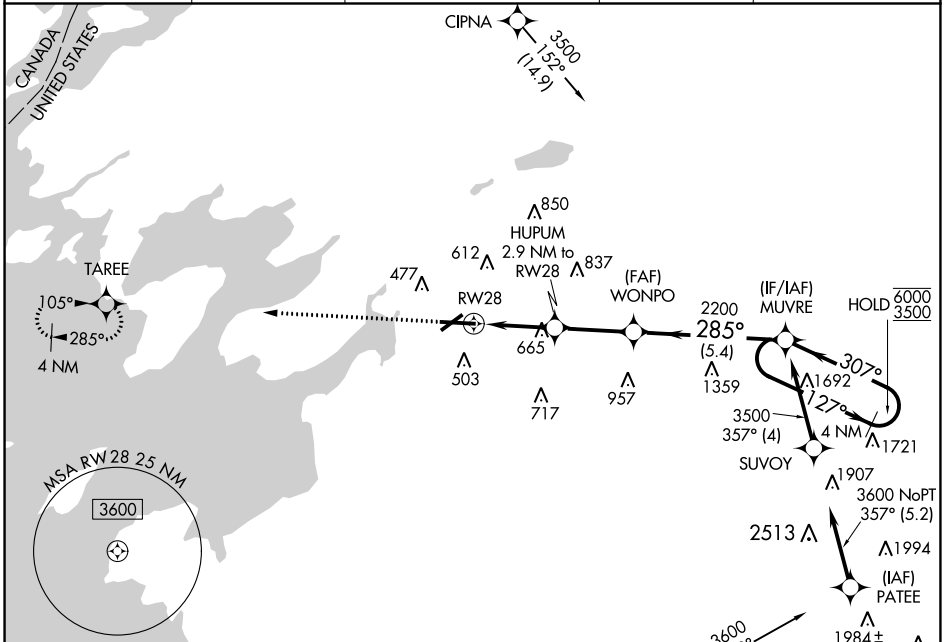
WAAS CH <b>82322</b>	APP CRS <b>285°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>331</b> <b>331</b>
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# RNAV (GPS) RWY 28

WATERTOWN INTL (ART)

RNP APCH - GPS.			MALSR 	MISSED APPROACH: Climb to 2400 direct TAREE and hold.
<p><b>▼</b> Rwy 28 helicopter visibility reduction below 3/4 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.</p>				

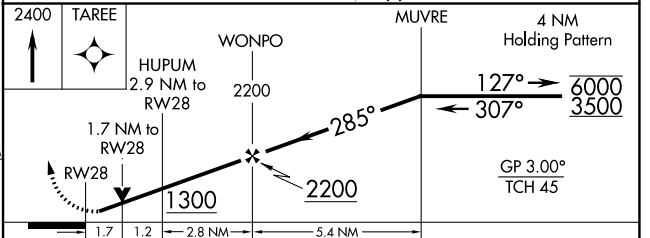
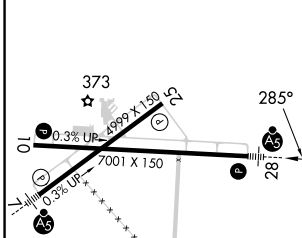
ASOS <b>132.325</b>	KGTB ATIS <b>119.525</b>	WHEELER-SACK APP CON <b>124.875 257.6 307.125</b>	CLNC DEL <b>120.8</b>	UNICOM <b>123.0 (CTAF)</b>
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NE-2, 22 FEB 2024 to 21 MAR 2024

NE-2, 22 FEB 2024 to 21 MAR 2024

ELEV 331	<b>D</b>	TDZE 331
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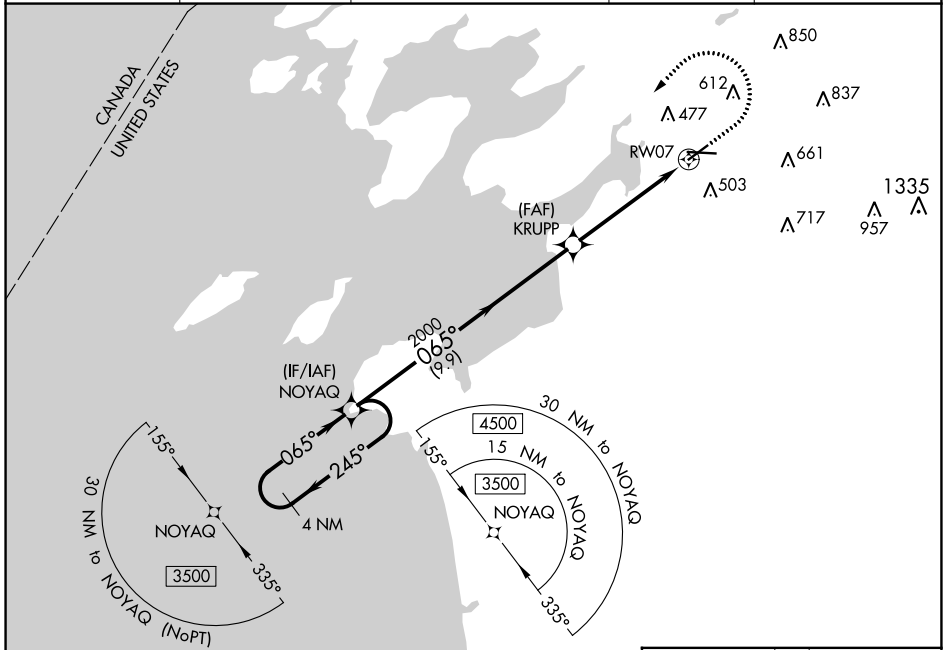
CATEGORY	A	B	C	D
LPV DA		531-1/2	200 (200-1/2)	
LNAV/VNAV DA		852-1	521 (600-1)	
LNAV MDA	920-3/4	589 (600-3/4)	920-1 1/4	589 (600-1 1/4)
<b>C</b> CIRCLING	920-1 589 (600-1)	960-1 629 (700-1)	980-1 3/4 649 (700-1 3/4)	1080-2 1/2 749 (800-2 1/2)

WAAS CH <b>82510</b> <b>W07A</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev	<b>4784</b> <b>319</b> <b>331</b>
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# 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> <b>▲</b></p> <p>For inop ALS, increase LPV, LNAV/VNAV visibilities to 3/4 SM and LNAV Cat C/D visibilities to 1 3/8 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.</p>					
ASOS <b>132.325</b>	KGTB ATIS <b>119.525</b>	WHEELER-SACK APP CON <b>124.875 257.6 307.125</b>		CLNC DEL <b>120.8</b>	UNICOM <b>123.0 (CTAF)</b>



NE-2, 22 FEB 2024 to 21 MAR 2024

NE-2, 22 FEB 2024 to 21 MAR 2024


4 NM Holding Pattern		ELEV 331		TDZE 319	
<p>NOYAQ</p> <p>3500 ← 245° → 065° →</p> <p>GP 3.00° TCH 51</p>		<p>900</p> <p>3500</p> <p>NOYAQ</p>		<p>NOYAQ</p> <p>3500</p> <p>NOYAQ</p>	
<p>NOYAQ</p> <p>2000</p> <p>9.9 NM</p>		<p>KRUPP</p> <p>2000</p> <p>3.9 NM</p>		<p>RW07</p> <p>1.3 NM</p>	
<p>* LNAV only</p>		<p>* 1.3 NM to RW07</p>		<p>373</p> <p>0.3% UP (999 X 150)</p> <p>7001 X 150</p> <p>281</p>	
CATEGORY	A	B	C	D	
LPV DA		519-1/2	200 (200-1/2)		
LNAV/VNAV DA		578-1/2	259 (300-1/2)		
LNAV MDA	780-1/2	461 (500-1/2)	780-1	461 (500-1)	
<b>C</b> CIRCLING	960-1	629 (700-1)	980-1 3/4 649 (700-1 3/4)	1080-2 1/2 749 (800-2 1/2)	HIRL Rwy 7-25 MIRL Rwy 10-28

VORTAC ART <b>109.8</b> Chan <b>35</b>	APP CRS <b>043°</b>	Rwy Idg <b>4784</b> TDZE <b>319</b> Apt Elev <b>331</b>
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# VOR RWY 7

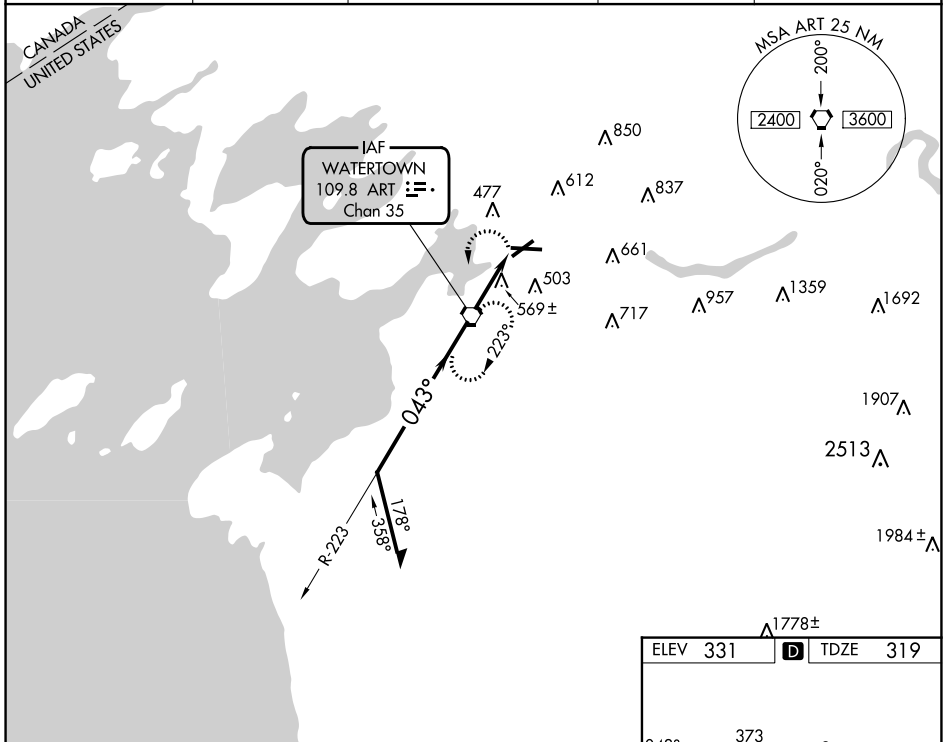
WATERTOWN INTL (ART)

**⚠** Inop table does not apply. When local altimeter setting not received, use Fort Drum altimeter setting and increase all MDAs 100 feet and visibility S-7 Cat C/D and Circling Cat D ¼ SM and Circling Cat C ½ SM. VDP NA when using Fort Drum altimeter setting.

**MALSR** 

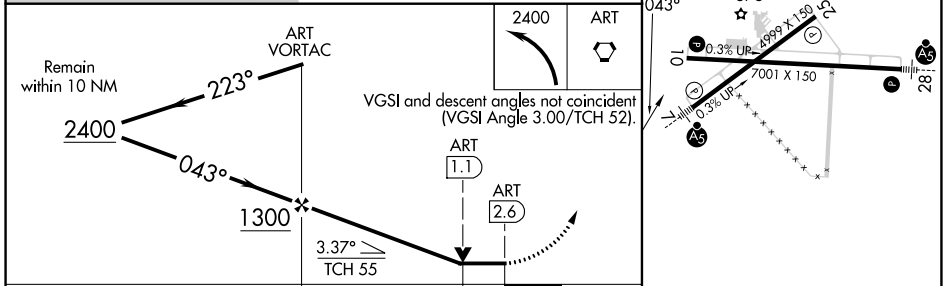
**MISSED APPROACH:** Climbing left turn to 2400 direct ART VORTAC and hold, continue climb-in-hold to 2400.

ASOS <b>132.325</b>	KGTB ATIS <b>119.525</b>	WHEELER-SACK APP CON <b>124.875 257.6 307.125</b>	CLNC DEL <b>120.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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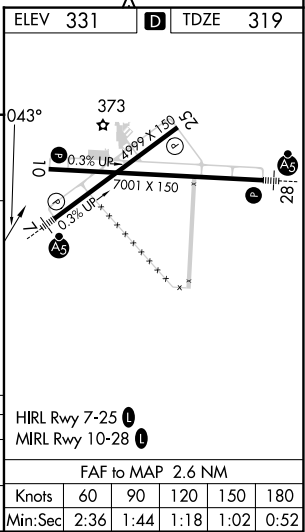


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NE-2, 22 FEB 2024 to 21 MAR 2024



CATEGORY	A	B	C	D
	880-1	561 (600-1)	880-1½	561 (600-1½)
S-7	880-1 561 (600-1)		880-1½ 561 (600-1½)	
<b>C</b> CIRCLING	960-1	629 (700-1)	980-1¾ 649 (700-1¾)	1080-2½ 749 (800-2½)



FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52