

RNAV (GPS) RWY 10
WATERTOWN INTL (ART)

T
A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 10 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

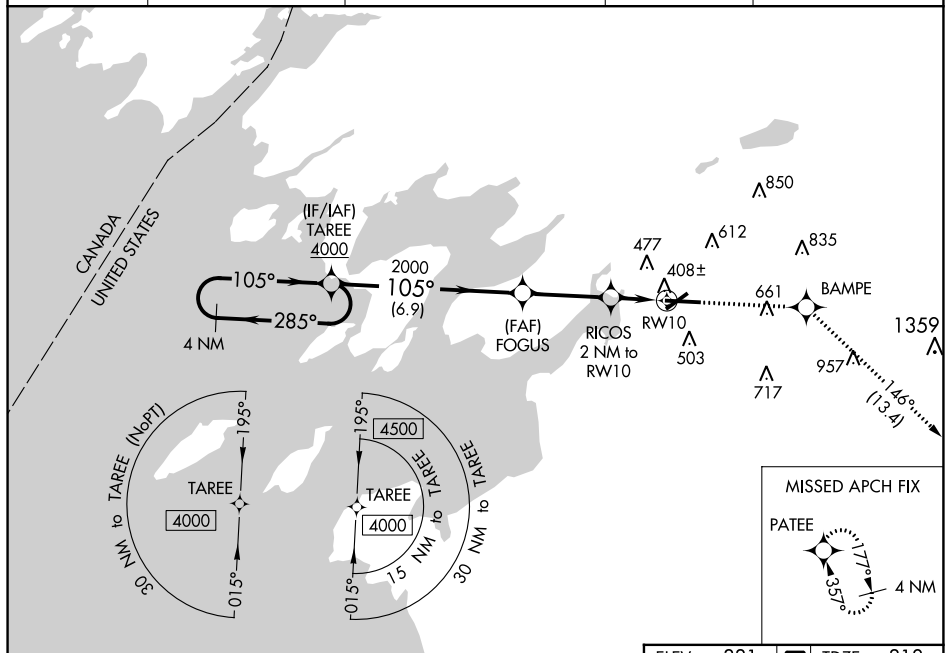
MISSED APPROACH: Climb to 3600 direct BAMPE and on track 146° to PATEE and hold.

ASOS
132.325

KGTB ATIS
119.525

WHEELER-SACK APP CON
124.875 257.6 307.125

CLNC DEL
120.8

UNICOM
123.0 (CTAF) **L**

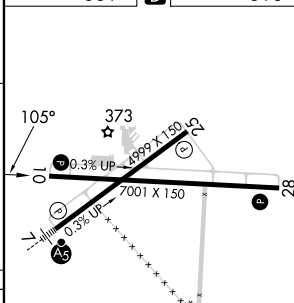
NE-2, 13 JUL 2023 to 10 AUG 2023

The diagram illustrates the FOGUS approach procedure. It begins at a holding pattern (4 NM) and proceeds through several waypoints: 4000, TAREE 4000, 2000, *980, and RW10. Key features include:

- Holding Pattern:** 4 NM Holding Pattern at 4000.
- Waypoints and Distances:**
 - From 4000 to TAREE 4000: 285° inbound, 105° outbound.
 - From TAREE 4000 to 2000: 105°.
 - From 2000 to *980: 3.2 NM.
 - From *980 to RW10: 1 NM.
- Angles and Bearings:**
 - GP 3.00° TCH 47° at 4000.
 - *LNAV only from 2000 to RW10.
 - RICOS 2 NM to RW10.
 - *1 NM to RW10.

CATEGORY	A	B	C	D
LPV DA		568- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/ VNAV DA		578- $\frac{3}{4}$	260 (300- $\frac{3}{4}$)	
LNAV MDA		660-1	342 (400-1)	
C CIRCLING	960-1	629 (700-1)	980-1 $\frac{3}{4}$ 649 (700-1 $\frac{3}{4}$)	1080-2 $\frac{1}{2}$ 749 (800-2 $\frac{1}{2}$)

ELEV	331		TDZE	318
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REIL Rwy 28 **L**
HIRL Rwy 7-25 **L**
MIRL Rwy 10-28 **L**