

|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| VORTAC VXV<br><b>116.4</b><br>Chan <b>111</b> | APP CRS<br><b>102°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5506</b><br><b>1014</b><br><b>1014</b> |
|---|------------------------|-----------------------------|---|

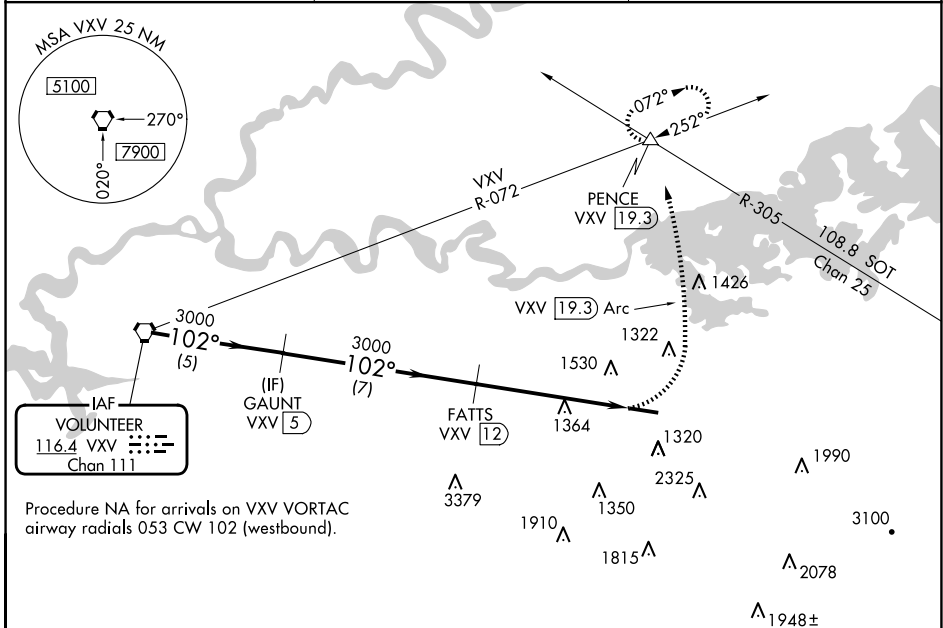
# VOR/DME RWY 10

GATLINBURG-PIGEON FORGE (GKT)

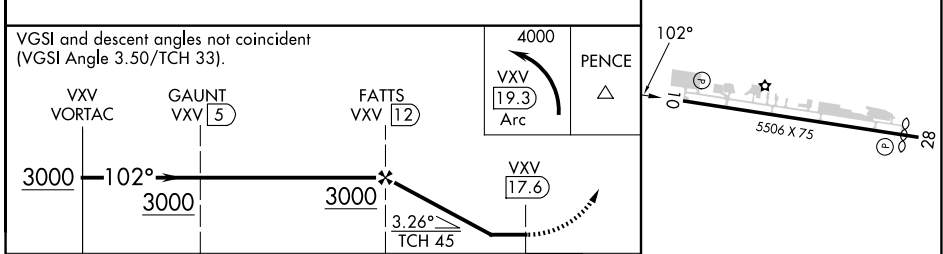
**Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDAs 60 feet and S-10 visibility Cat A ¼ SM.**

**MISSED APPROACH:** Climbing left turn to 4000 on VXV VORTAC 19.3 DME CCW Arc to PENCE INT/VXV 19.3 DME and hold, continue climb-in-hold to 4000.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>126.875</b> | KNOXVILLE APP CON<br><b>132.8 360.8</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1014 | TDZE 1014 |
|-----------|-----------|



| CATEGORY | A                       | B                       | C                       | D                       |
|----------|-------------------------|-------------------------|-------------------------|-------------------------|
| S-10     | 1840-1<br>826 (900-1)   | 1840-1¼<br>826 (900-1¼) | 1840-2½<br>826 (900-2½) | 1840-2¾<br>826 (900-2¾) |
| CIRCLING | 1840-1¼<br>826 (900-1¼) | 1880-1¼<br>866 (900-1¼) | 2040-3<br>1026 (1100-3) | 2680-3<br>1666 (1700-3) |

REIL Rwy 10 and 28 0  
MIRL Rwy 10-28 0

SE-1, 23 JAN 2025 to 20 FEB 2025

SE-1, 23 JAN 2025 to 20 FEB 2025