

WAAS

CH **40029**

W31A

APP CRS

311°

Rwy Idg

7000

TDZE

202

Apt Elev

208

RNAV (GPS) RWY 31

GRENADA MUNI (GNTF)

RNP APCH.

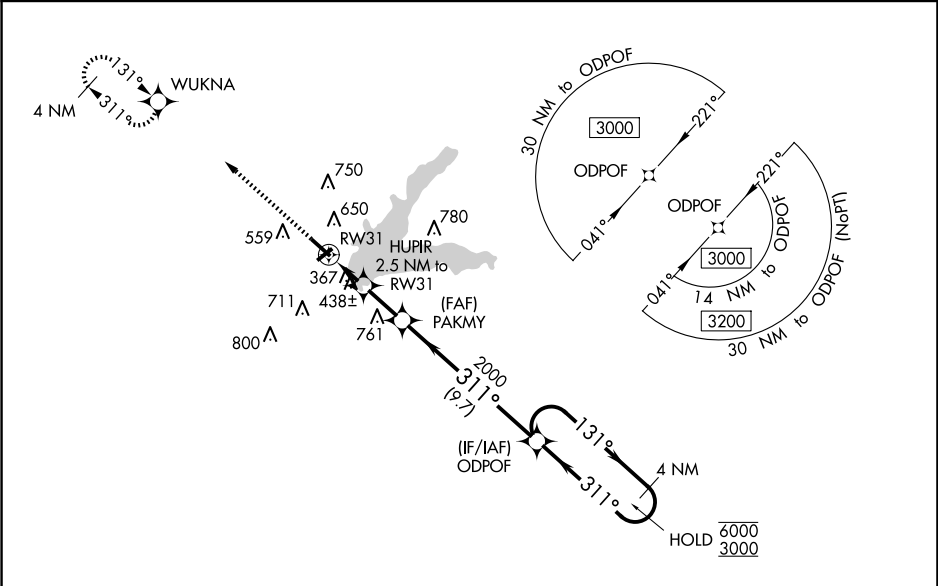
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Baro-VNAV and VDP NA when using Greenwood altimeter setting. Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 46°C. When local altimeter setting not received use Greenwood altimeter setting: increase all DAs 65 feet and visibility LNAV/VNAV Cat C and D $\frac{1}{8}$ SM; increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats $\frac{5}{8}$ SM. Circling Rwy 4, 22, NA at night.

MISSED APPROACH:
Climb to 3000 direct WUKNA and hold.

AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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ELEV 208

TDZE 202

1025

3000

WUKNA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).

*LNAV only.

HUPIR 2.5 NM to RW31

PAKMY 2000

ODPOF

4 NM Holding Pattern

131° → 6000

← 311° 3000

GP 3.10°

TCH 59

1.5 NM

1 NM

2.8 NM

9.7 NM

CATEGORY	A	B	C	D
LPV DA	513-1 311 (400-1)			
LNAV/VNAV DA	679-1½ 477 (500-1½)			
LNAV MDA	720-1	518 (600-1)	720-1¼	518 (600-1¼)
CIRCLING	1000-1	792 (800-1)	1000-2¼ 792 (800-2¼)	1060-2¾ 852 (900-2¾)