

WAAS CH 45717 W20A	APP CRS 202°	Rwy Idg TDZE Apt Elev	6450 874 874
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RNAV (GPS) RWY 20

MCMINN COUNTY (MMI)

RNP APCH - GPS.

- ⚠ Circling Rwy 2 NA at night. Baro-VNAV and VDP NA when using Mc Ghee Tyson altimeter setting.

⚠ Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting: increase LPV DA to 1275 feet and visibility all Cats $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 1819 feet and visibility all Cats $1\frac{1}{2}$ SM; increase all MDAs 120 feet and LNAV visibility Cat C and D $\frac{1}{2}$ SM, and Circling visibility Cat A and C $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 4100 direct
ZAGUG and hold.

AWOS-3 125.425	KNOXVILLE APP CON 123.9 353.6	UNICOM 122.8 (CTAF)
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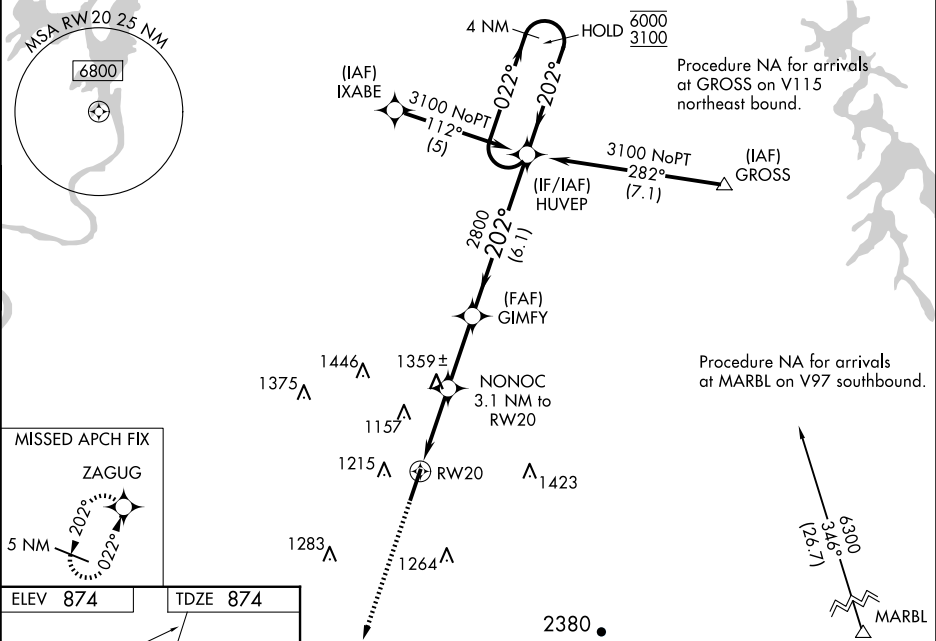


Diagram illustrating a runway layout. The main runway is labeled **REIL Rwy 2 and 20** and **MIRL Rwy 2-20**. The runway dimensions are **6450 X 100**. The heading is **202°**. A slope of **0.8% UP** is indicated. A **2°** angle is shown at the top right. A small star symbol is located near the runway centerline.

Diagram illustrating a holding pattern and approach procedure. The holding pattern is a **4 NM Holding Pattern**. The approach procedure is a **2.2 NM to RW20**, a **0.9 NM to RW20**, a **2.7 NM to GIMFY**, and a **6.1 NM to HUVEP**. The holding pattern is a **4 NM Holding Pattern**. The approach procedure is a **2.2 NM to RW20**, a **0.9 NM to RW20**, a **2.7 NM to GIMFY**, and a **6.1 NM to HUVEP**. The holding pattern is a **4 NM Holding Pattern**.

CATEGORY	A	B	C	D
LPV DA	1174-1		300 (300-1)	
LNAV/VNAV DA	1718-2½		844 (900-2½)	
LNAV MDA	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2	746 (800-2)
CIRCLING	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2¼ 746 (800-2¼)	1820-3 946 (1000-3)