

WAAS CH 48838 W20A	APP CRS 201°	Rwy Ldg TDZE Apt Elev	3763 765 765
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 20

CENTERVILLE MUNI (GKM)

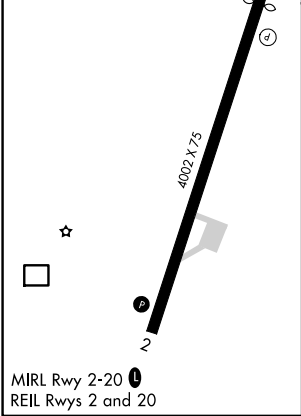
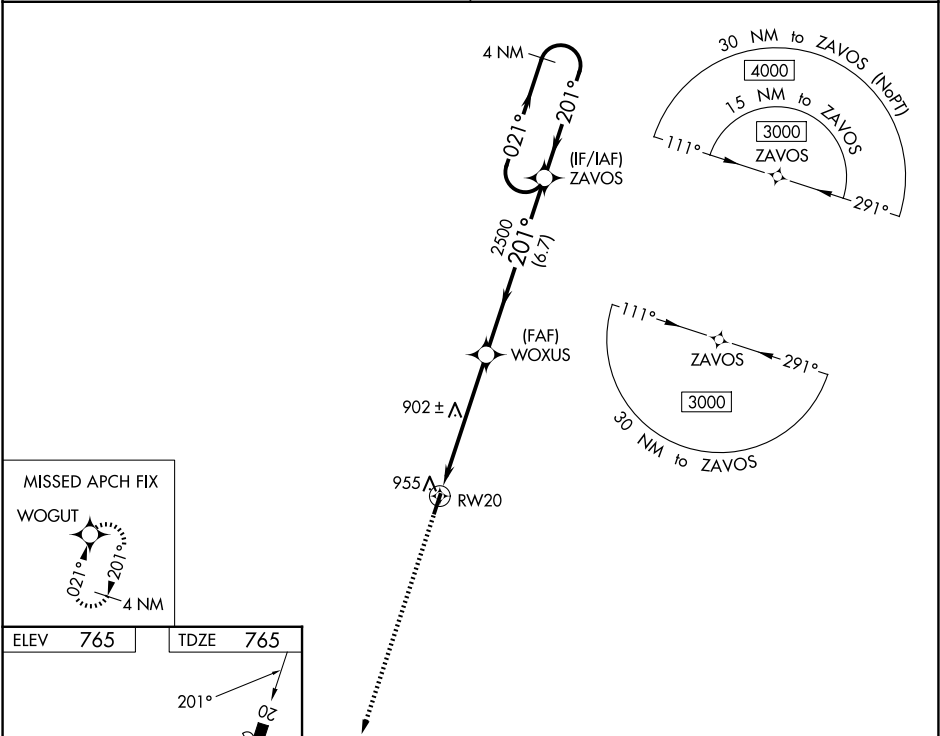
▼

▲ NA

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LP Cats C and D visibility ¼ mile; LNAV Cats C and D ½ mile; Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct WOGUT and hold.

NASHVILLE APP CON 119.35 372.0	UNICOM 122.8 (CTAF) 0
--	---------------------------------



3000	WOGUT	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 53).		4 NM Holding Pattern	
The diagram illustrates the approach path. It begins with a 4 NM holding pattern at 3000 feet. The path then descends at 201° to a 2500 feet Minimum Descent Altitude (MDA). The descent angle is 201°. The path then levels off at 2500 feet for 5.3 NM, then descends at 201° for 6.7 NM, and finally levels off at 3000 feet. The diagram also shows the runway (RW20) and the VGSI (WOGUT) and TCH (40) angles.					
CATEGORY	A		B	C	D
LP MDA	1160-1 395 (400-1)		1160-1½ 395 (400-1½)		
LNAV MDA	1220-1 455 (500-1)		1220-1¾ 455 (500-1¾)		
CIRCLING	1260-1 495 (500-1)		1280-1½ 515 (600-1½)	1520-2½ 755 (800-2½)	