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Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Nashville TN USA
IATA Code: BNA
Lat/Long: N36° 07.5' W086° 40.7'
Elevation: 599 ft

Airport Use: Public
Magnetic Variation: 3.4 °W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1220 Z
Sunset: 2339 Z,

Runway Information

Runway: 02C
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 587 ft
Lighting: Edge, ALS

Runway: 02L
Length x Width: 7703 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 599 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 02R
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 590 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13
Length x Width: 11030 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 567 ft
Lighting: Edge, REIL
Displaced Threshold: 801 ft

Runway: 20C
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 588 ft
Lighting: Edge, REIL

Runway: 20L
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 551 ft
Lighting: Edge, ALS, Centerline

Runway: 20R
Length x Width: 7703 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 578 ft
Lighting: Edge, ALS, Centerline

Runway: 31
Length x Width: 11030 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 577 ft
Lighting: Edge, REIL
Displaced Threshold: 741 ft

Communication Information

ATIS 135.1
Nashville Tower 118.6
Nashville Ground Control 121.9
Nashville Pre-Taxi Clearance 126.05 Pre-Departure Clearance
Nashville Approach Control 127.175 (19°-199°) Arrival Service
Nashville Approach Control 120.6 (200°-18°) Arrival Service
Nashville App ARSA 119.35 (200°-18°)
Nashville App ARSA 118.4 (19°-199°) Initial Contact
Nashville Departure Control 119.35 (200°-18°)
Nashville Departure Control 118.4 (19°-199°)
Nashville Intl Unicom 122.95
Nashville Flight Service Station 122.55 RCO
Nashville Flight Service Station 122.2 RCO
Nashville Flight Service Station 122.1 RCO

D-ATIS Arrival
135.1Apt Elev
See
graphic

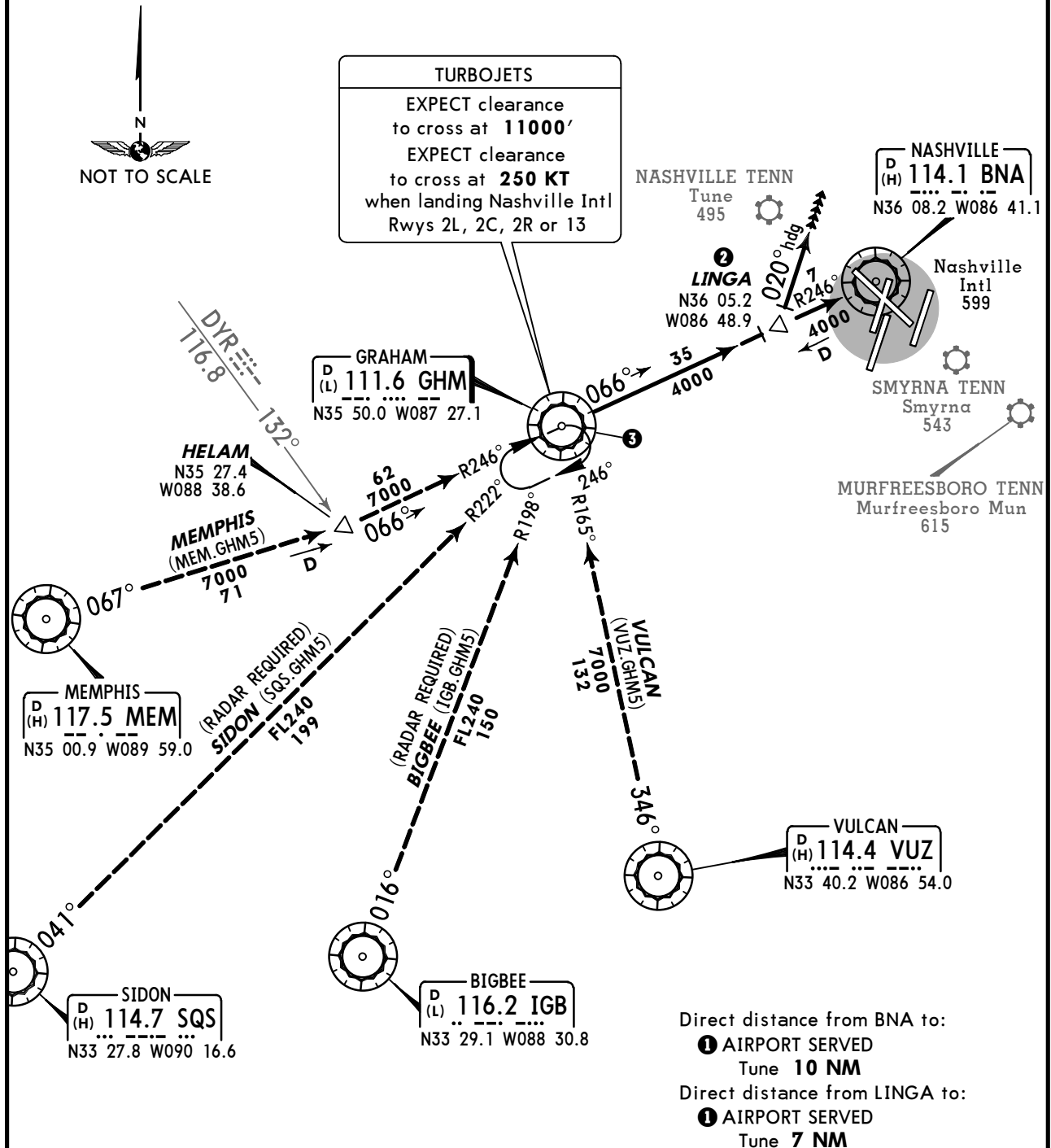
Alt set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME required.
2. RADAR required on the SIDON and BIGBEE Transitions.
3. Also serves **①**

3100'

MSA BNA VOR

GRAHAM FIVE ARRIVAL (GHM.GHM5)



ROUTING

From over GHM via BNA R-246.

LANDING

TURBOJETS/
TURBOPROPS
LANDING NORTH**③** To BNA. EXPECT vectors to final approach course passing GHM.TURBOJETS/
TURBOPROPS
LANDING SOUTH**②** To LINGA, then heading 020° for vectors to final approach course.NON-TURBINE
ALL RUNWAYS**③** To BNA. EXPECT vectors to final approach course passing GHM.

D-ATIS Arrival
135.1Apt Elev
See
graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME required.
2. HINCH MTN Transition assigned by ATC only.
3. LOUISVILLE Transition for turbojets only.
4. Also serves **1**

3100'

MSA BNA VOR

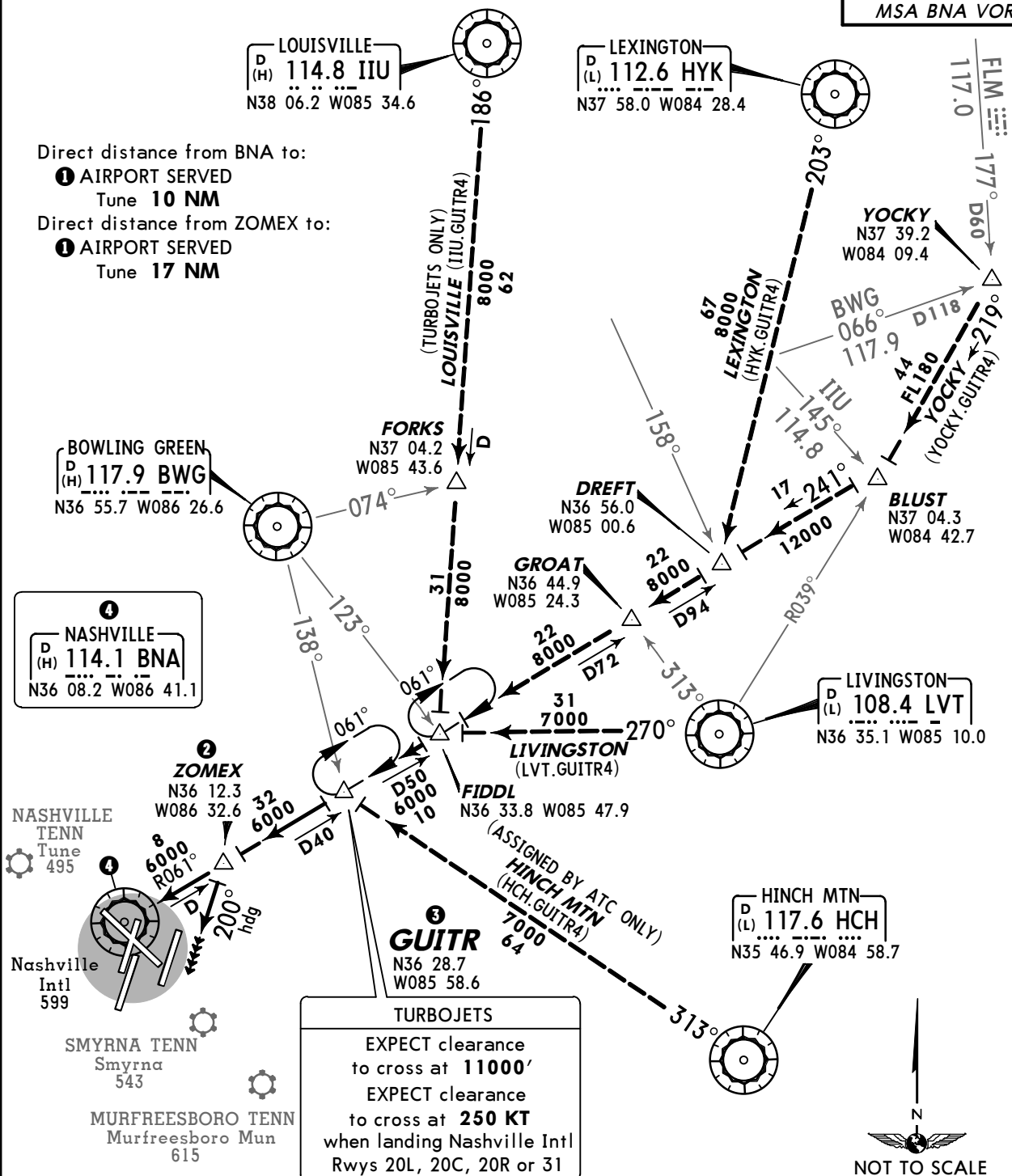
GUITR FOUR ARRIVAL (GUITR.GUITR4)

Direct distance from BNA to:

- 1** AIRPORT SERVED
Tune **10 NM**

Direct distance from ZOMEX to:

- 1** AIRPORT SERVED
Tune **17 NM**



ROUTING

From over GUITR via BNA R-061.

LANDING

TURBOJETS/
TURBOPROPS
LANDING NORTH

- 2** To ZOMEX, then heading 200° for vectors to final approach course.

TURBOJETS/
TURBOPROPS
LANDING SOUTH

- 3** To BNA. EXPECT vectors to final approach course passing GUITR.

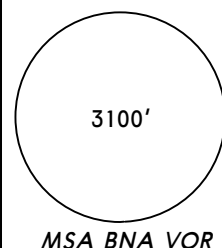
NON-TURBINE
ALL RUNWAYS

- 3** To BNA. EXPECT vectors to final approach course passing GUITR.

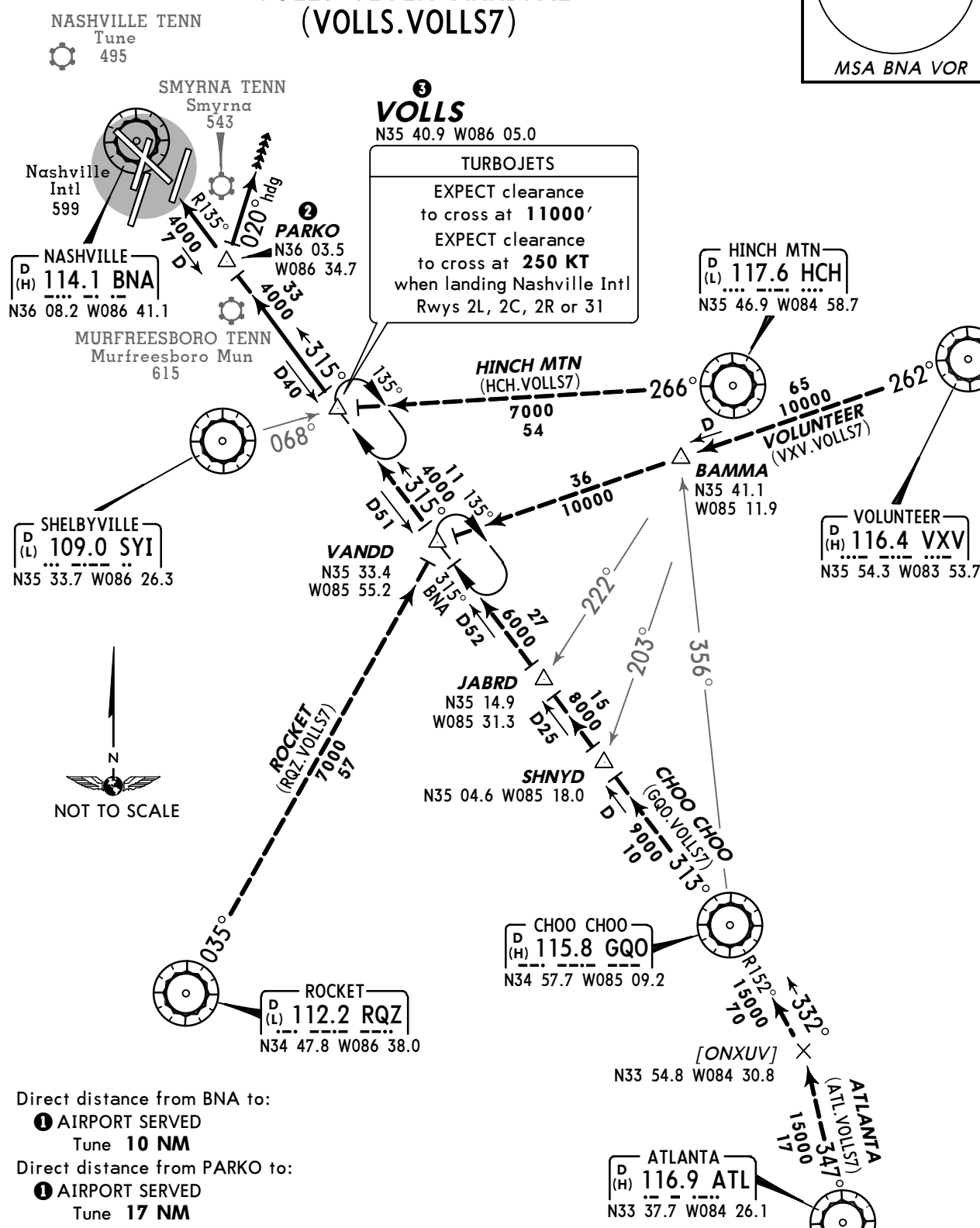
MSA BNA VOR

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D-ATIS Arrival **135.1** Apt Elev See graphic Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME required.
2. Also serves **1**



VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)



ROUTING

From over VOLLS via BNA R-135.

LANDING

TURBOJETS/ TURBOPROPS LANDING NORTH	3 To BNA. EXPECT vectors to final approach course passing VOLLS.
TURBOJETS/ TURBOPROPS LANDING SOUTH	2 To PARKO, then heading 020° for vectors to final approach course.
NON-TURBINE ALL RUNWAYS	3 To BNA. EXPECT vectors to final approach course passing VOLLS.

OBSTACLE TITAN ONE DEPARTURE

Take-off minimums:

(For standard minimums, refer to airport chart)

Rwys 02L, 02C, 02R, 13: Standard.

Rwys 20L, 20C, 20R: 1500-3 or standard with minimum climb of 240' per NM to 2600'.

Rwy 31: 1500-3 or standard with minimum climb of 230' per NM to 2600'.

Gnd speed-Kts	75	100	150	200	250	300
230' per NM	288	383	575	767	958	1150
240' per NM	300	400	600	800	1000	1200

Use frequency depicted within sector where Fix/NAVAID for your route is located.

TAKE-OFF

Rwy 2R: Turn RIGHT to a 045° heading to intercept the BNA R-068. Thence

All other runways: Fly runway heading. Thence

DEPARTURE

All aircraft cleared as filed. EXPECT RADAR vectors to filed/assigned route. Turbojet aircraft climb and **MAINTAIN** 5000', propeller aircraft climb and **MAINTAIN** 4000' or assigned lower altitude. EXPECT clearance to filed altitude/flight level ten minutes after departure.

OBSTACLE

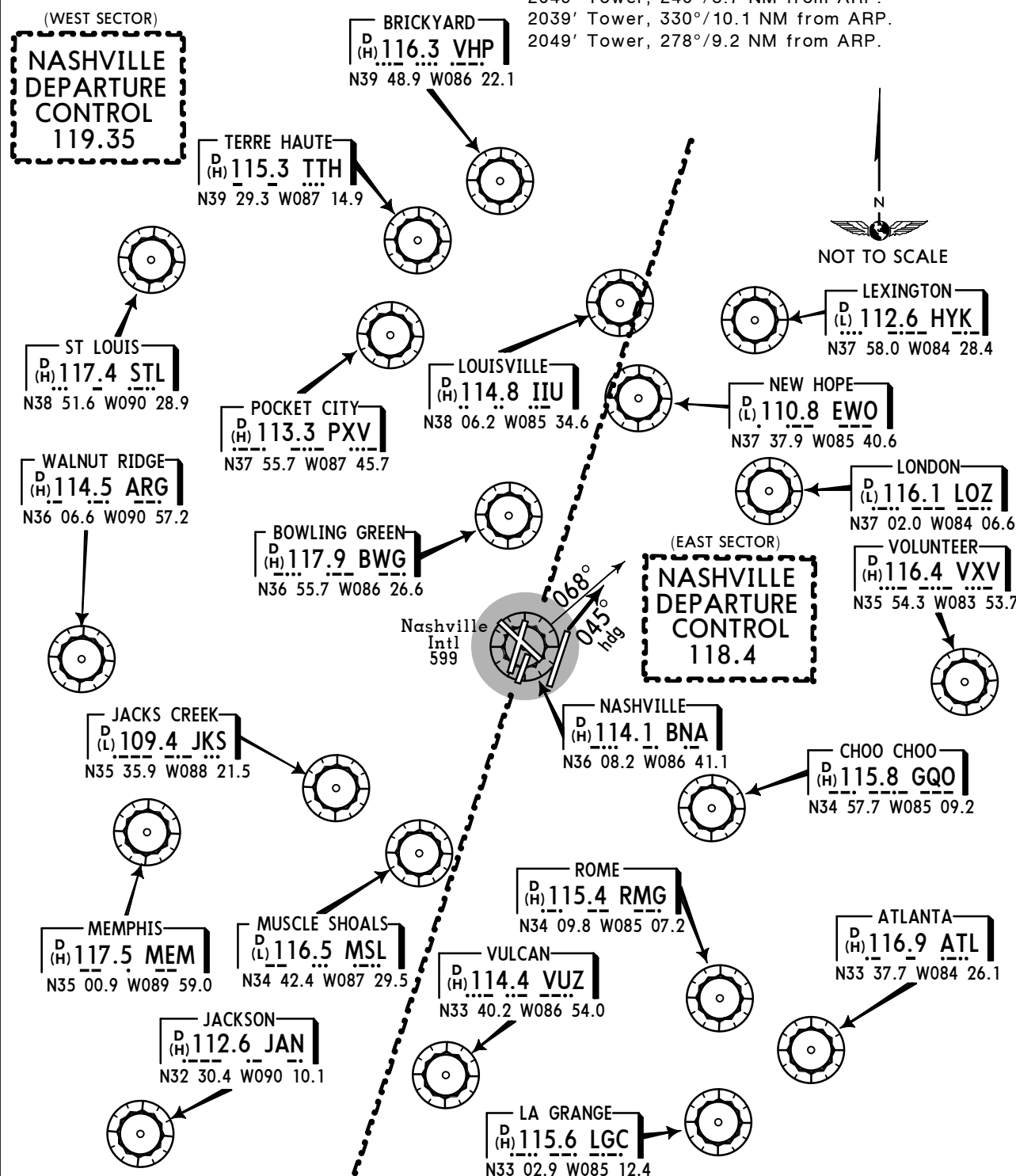
646' Tower, 283/0.3 NM from DER 31.

Rwys 20L, 20C, 20R, 31:

2049' Tower, 240°/8.7 NM from ARP.

2039' Tower, 330°/10.1 NM from ARP.

2049' Tower, 278°/9.2 NM from ARP.



RAMP FLOW PLAN

A ramp flow plan is currently in effect.

The plan is as follows:

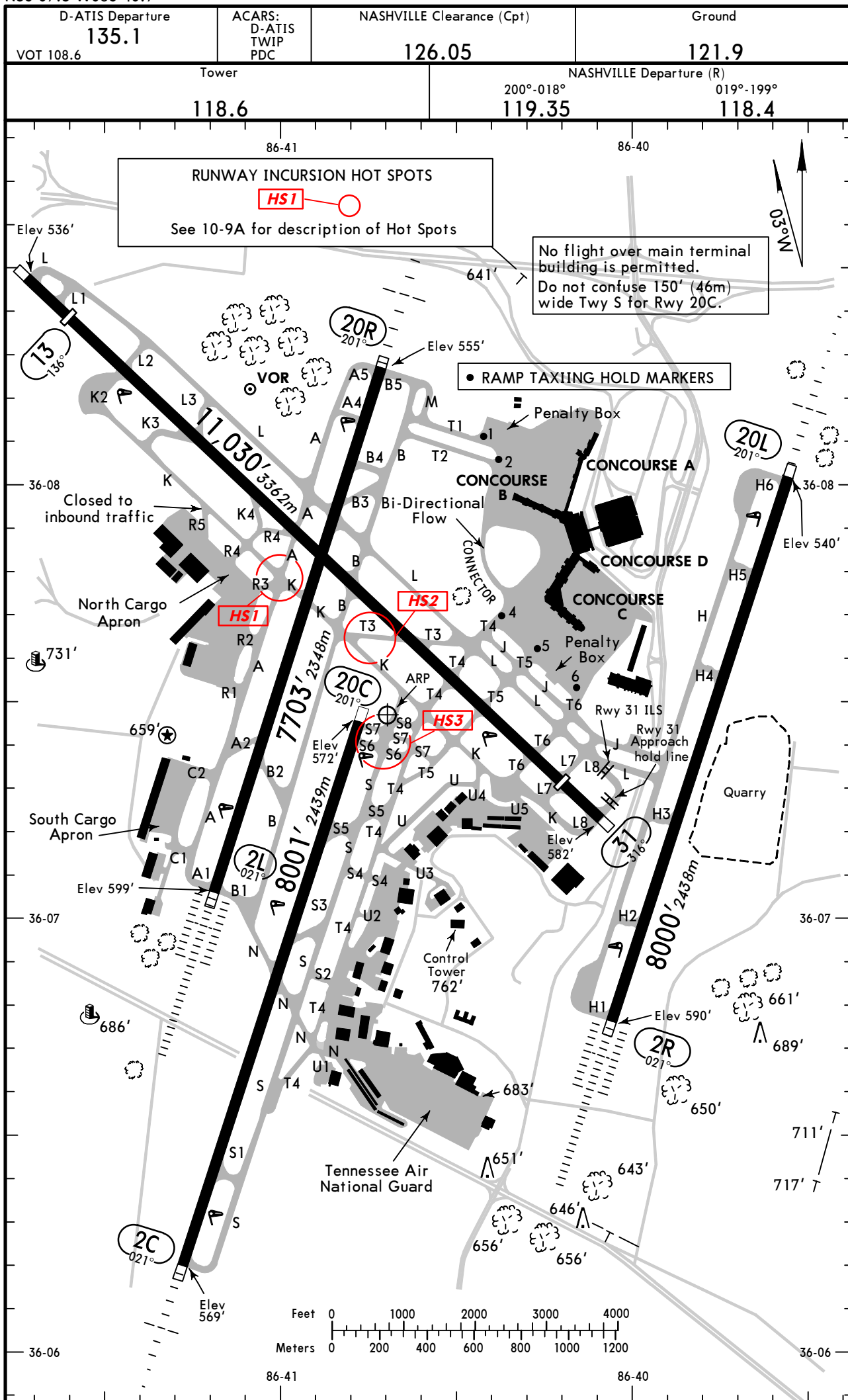
1. The terminal ramp is uncontrolled. Do not call Ground Control (121.9) for pushback or powerback. Contact Ground on 121.9, when ready to taxi, for taxi instructions.
2. Taxiways T1, T2, T4, T5 and T6: bi-directional flow.
3. Ramp at C Concourse: maintain two taxilanes.
Inner taxilane - outbound traffic.
Outer taxilane - inbound traffic.
4. The Ramp Connector Taxiway is bi-directional flow. Advisories available upon request 121.9.
5. Penalty box locations:
(1) North ramp.
(2) South ramp (adjacent to blast fence).
6. Powerback operations required to utilize two wingwalkers at all times.

For questions regarding these procedures contact Nashville Airport Operations, 615-275-1612.

KBNA/BNA
Apt Elev **599'**
N36 07.5 W086 40.7

JEPPesen
25 NOV 11 **(10-9)**

NASHVILLE, TENN
NASHVILLE INTL



CHANGES: Hot spots added.

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GENERAL

Low-level wind shear alert system. Terminal Doppler Weather Radar. Bi-directional flow advisories available upon request 121.9. Birds in vicinity of airport. Rwy 13/31 is the preferred noise abatement nighttime Rwy. Successive or simultaneous departures from Rwy 20L and 20R are authorized, with course divergence beginning within 1 mile of the departure end of the parallel runways, due to noise abatement restrictions. Powerback operations required to utilize two wingwalkers at all times. No unauthorized 180° turns for aircraft 12,500 lbs on asphalt surfaces.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING	BEYOND		
			Threshold	Glide Slope		
2R ① 20L	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°)	RVR		6792' 2070m		150'
	HIRL CL MALSR	RVR		6951' 2119m		46m
2C ① 20C	HIRL MALSR	RVR		6983' 2128m		150'
	HIRL REIL PAPI-L (angle 3.0°)	RVR				46m
2L ① 20R	HIRL CL ALSF-II TDZ	RVR		6588' 2008m		150'
	HIRL CL MALSF PAPI-R (angle 3.0°)	RVR		6701' 2042m		46m

① Grooved

13 31	HIRL REIL ② VASI (3 bar)-L	grooved	③ 9487'		10288' 3136m	150'
	HIRL REIL	grooved	③ 2892m	8437' 2572m	10228' 3117m	46m

② Upwind angle 3.25°, downwind angle 2.75°.

③ Last 741' (226m) of Rwy 13 and last 801' (244m) of Rwy 31 is unavailable for landing distance computations.

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 Approaching this intersection from the west or northwest often results in an incorrect or missed turn and crossing the wrong runway.

HS2 Hold markings and signs are in place to protect Rwy 20C approach area.

HS3 Confusion may be caused by multiple signs and lights.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 2R, 20L

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwys 2L, 20R

Both RVRs are required and controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10			

Rwys 2C, 20C

Both RVRs are required and controlling		Adequate Vis Ref	STD	
RCLM & HIRL			3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10		RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 13			Rwy 31	
Adequate Vis Ref		STD	With Min climb of 240'/NM to 2600'	
			Adequate Vis Ref	STD
1 & 2 Eng	1/4	1	1/4	1
		1/2		1/2

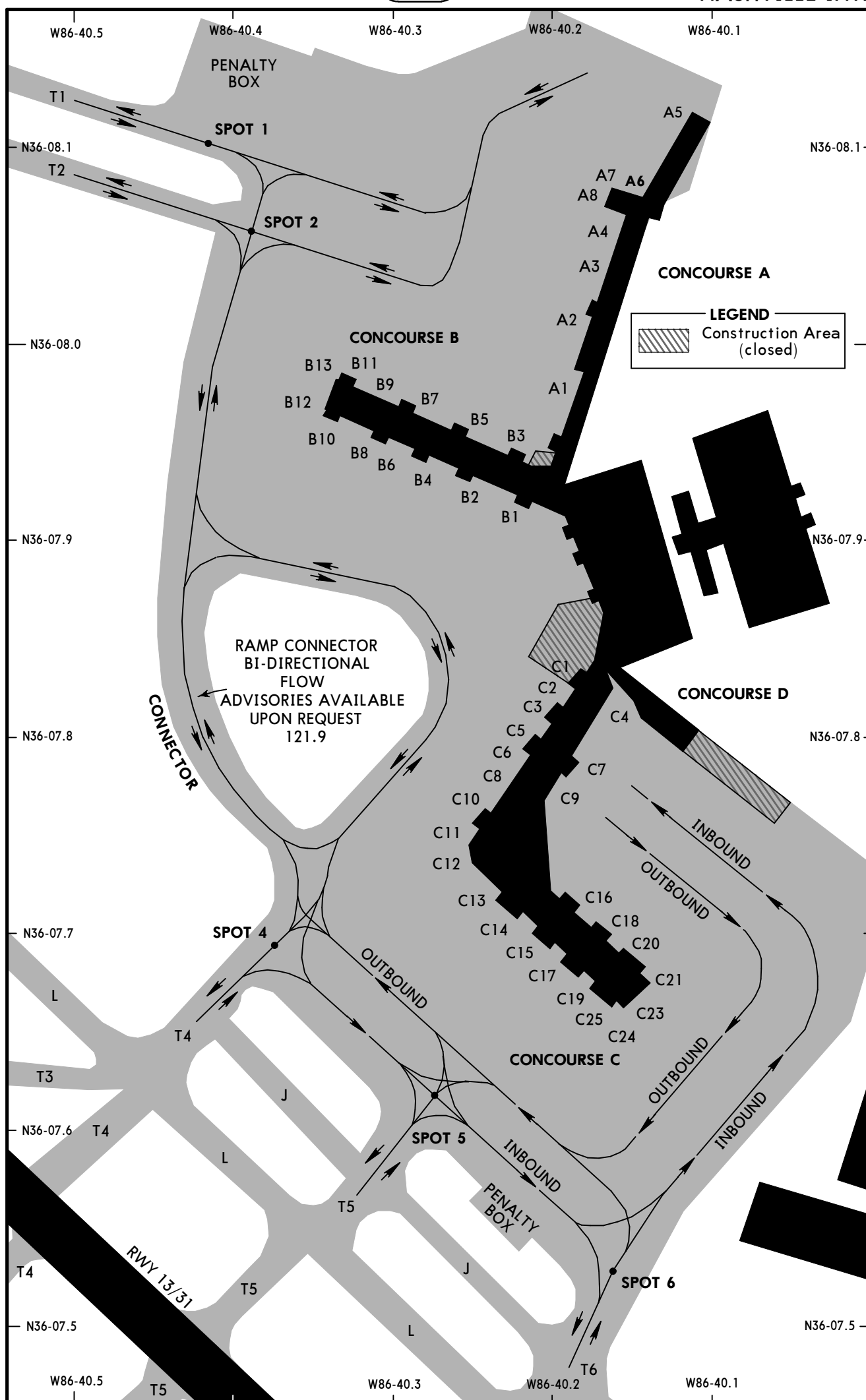
OBSTACLE DP

Rwy 20L, climb heading 200° to 1400' before turning right. Rwy 20C, 20R, climb heading 200° to 1800' before turning right. Rwy 31, climb heading 315° to 2600' before proceeding on course.

FOR FILING AS ALTERNATE

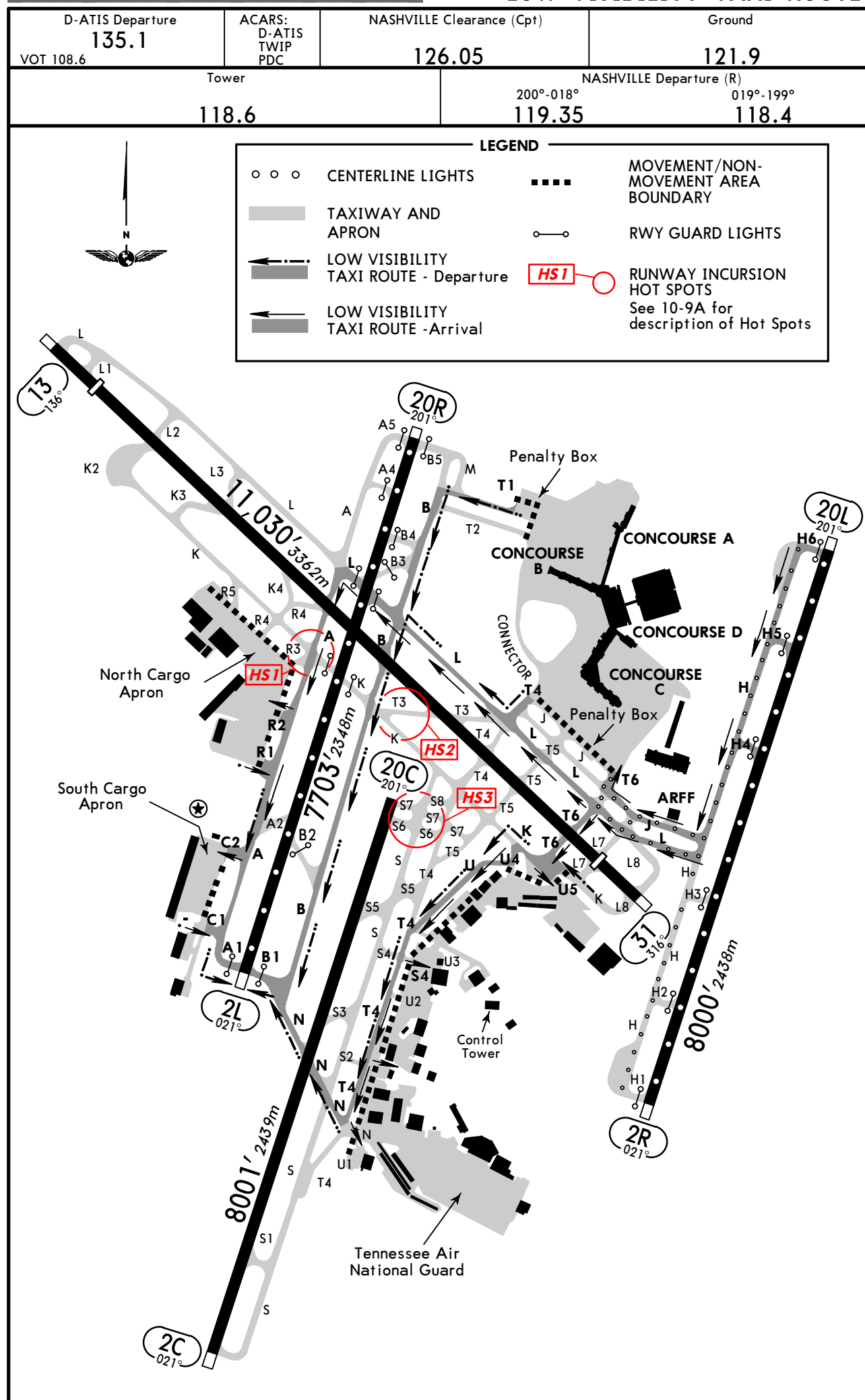
ILS Rwy 2L	LOC Rwy 2L	RNAV (GPS) Y Rwy 2C	RNAV (RNP) Z Rwy 20L	RNAV (GPS) Y Rwy 2L	ILS Rwy 2C LOC Rwy 2C
ILS Rwy 2R	LOC Rwy 2R	RNAV (RNP) Z Rwy 2C	RNAV (GPS) Y Rwy 20R		
ILS Rwy 20L	LOC Rwy 20L	RNAV (GPS) Y Rwy 2R	RNAV (RNP) Z Rwy 20R		
ILS Rwy 20R	LOC Rwy 20R	RNAV (RNP) Z Rwy 2R	RNAV (GPS) Y Rwy 31		
ILS Rwy 31	LOC Rwy 31	RNAV (GPS) Y Rwy 13	RNAV (RNP) Z Rwy 31		
	RNAV (RNP) Z Rwy 2L	RNAV (GPS) Y Rwy 20L	VOR DME Rwy 13		

A	600-2	800-2	800-2	900-2
B				
C				
D				
			800-2 1/4	900-2 1/2
				900-2 3/4

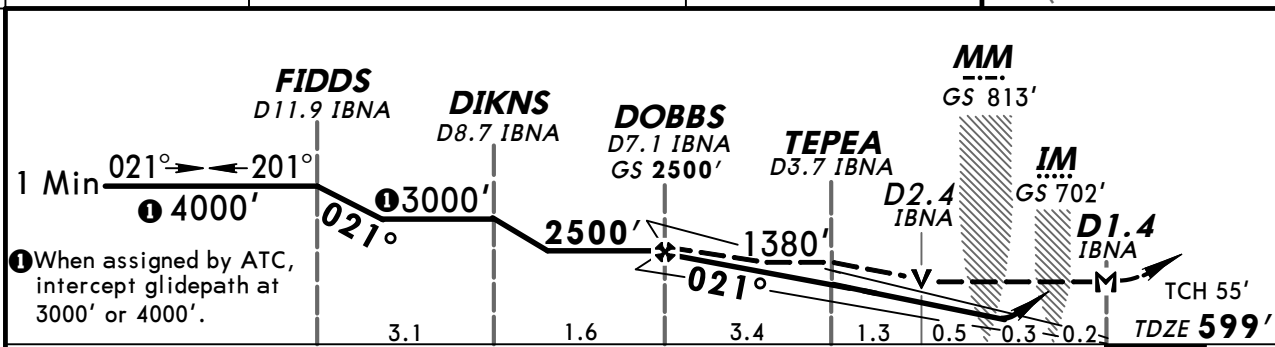
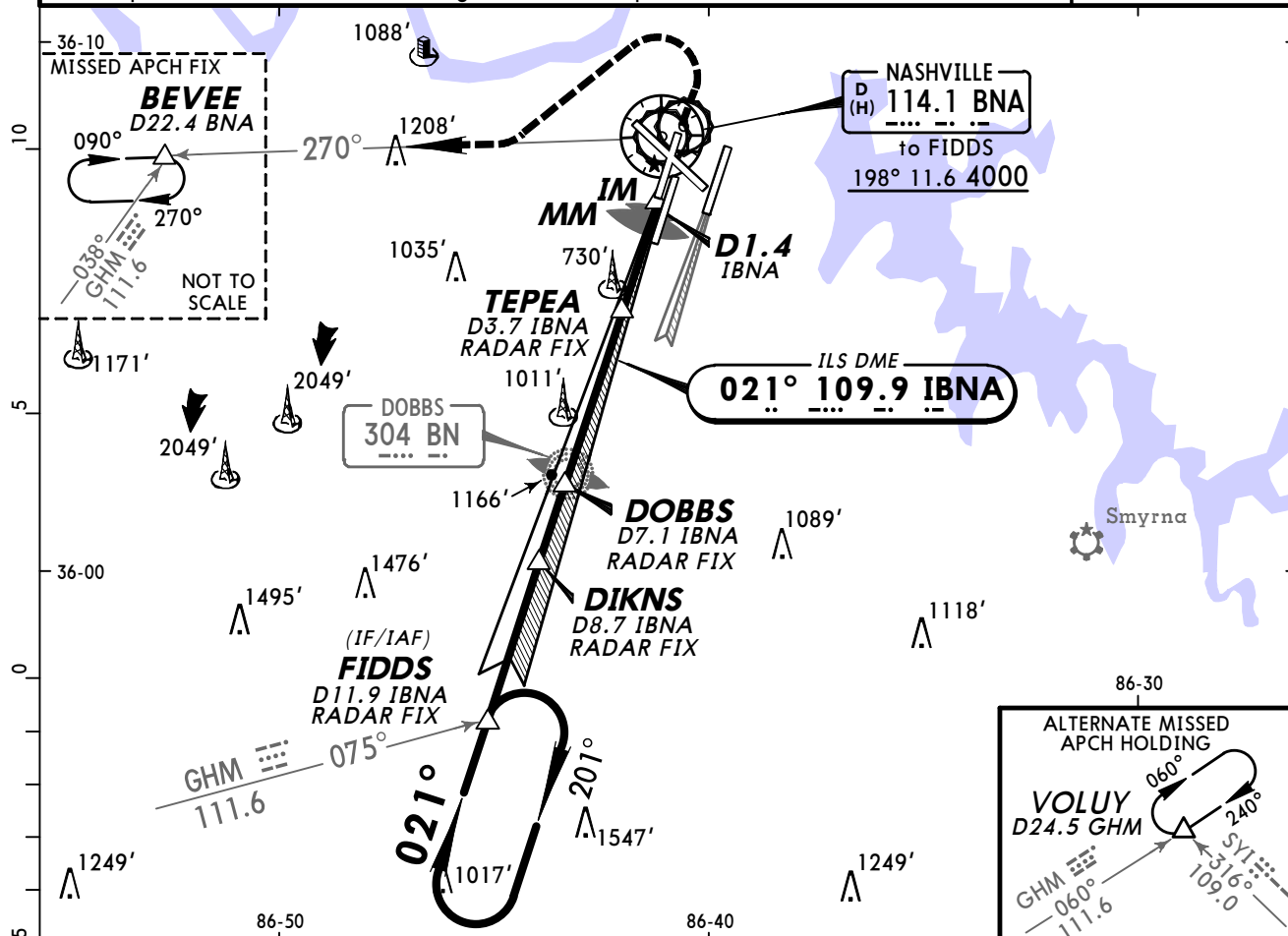


PARKING GATE COORDINATES

GATE NO.	COORDINATES		
CONCOURSE A			
A1 thru A3	N36 08.0 W086 40.2		
A4	N36 08.1 W086 40.2		
A5, A6	N36 08.1 W086 40.1		
A7, A8	N36 08.1 W086 40.2		
CONCOURSE B			
B1 thru B3	N36 07.9 W086 40.2		
B4	N36 07.9 W086 40.3		
B5	N36 08.0 W086 40.2		
B6	N36 07.9 W086 40.3		
B7	N36 08.0 W086 40.3		
B8	N36 07.9 W086 40.3		
B9	N36 08.0 W086 40.3		
B10	N36 07.9 W086 40.3		
B11 thru B13	N36 08.0 W086 40.3		
CONCOURSE C			
C1 thru C10	N36 07.8 W086 40.2		
C11	N36 07.8 W086 40.3		
C12 thru C19	N36 07.7 W086 40.2		
C20, C21, C23	N36 07.7 W086 40.1		
C24, C25	N36 07.7 W086 40.2		



D-ATIS Arrival 135.1	NASHVILLE Approach (R) 200° - 018° 019° - 199° 120.6 127.17	NASHVILLE Tower 118.6	Ground 121.9
LOC IBNA 109.9	Final Apch Crs 021°	GS DOBBS 2500' (1901')	ILS DA(H) 799' (200')
Apt Elev 599' TDZE 599'			
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' outbound via BNA VOR R-270 to BEVEE INT/D22.4 BNA and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 2R. 3. LOC procedure not authorized during simultaneous operations.			
3100' MSA BNA VOR			



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1200'	4000'	BNA	BEVEE
GS	3.00°	377	484	538	646	753	861	↑	←	via 114.1	
MAP at D1.4 IBNA or DOBBS to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08			R-270	

STRAIGHT-IN LANDING RWY 2L					CIRCLE-TO-LAND	
ILS DA(H) 799' (200')			LOC (GS out) MDA(H) 980' (381')		Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	ALS out			
A					90	1100' (501') - 1
B					120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	140	1120' (521') - 1 1/2
D			RVR 40 or 3/4	RVR 60 or 1 1/4	165	1160' (561') - 2

KBNA/BNA
NASHVILLE INTL

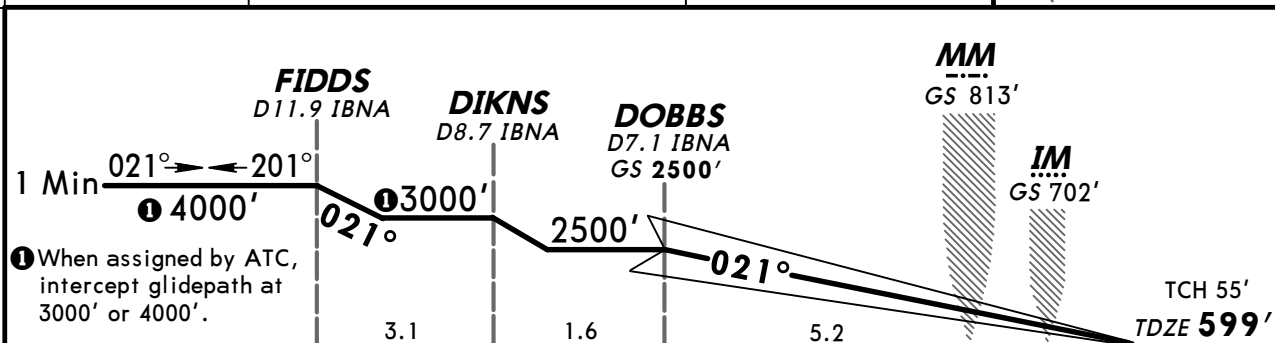
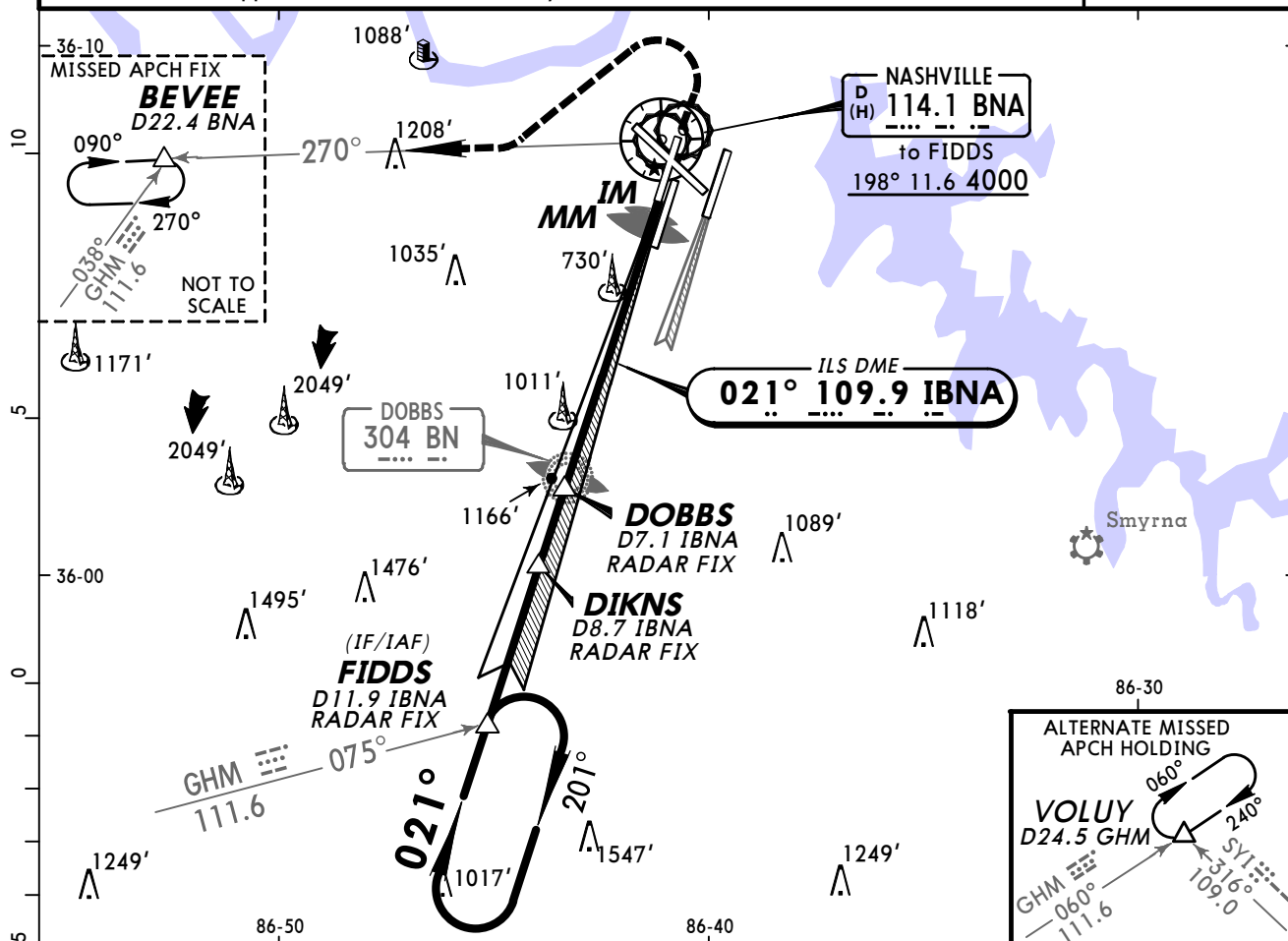
21 AUG 09
Eff 27 Aug

11-1A

NASHVILLE, TENN
ILS Rwy 2L CAT II & III

BRIEFING STRIP™

D-ATIS Arrival		NASHVILLE Approach (R) 200° - 018° 019° - 199°			NASHVILLE Tower		Ground	
135.1		120.6 127.17			118.6		121.9	
LOC IBNA 109.9	Final Apch Crs 021°	GS DOBBS 2500' (1901')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 100' DA(H) 699'(100')	Apt Elev 599' TDZE 599'	3100' MSA BNA VOR
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' outbound via BNA VOR R-270 to BEVEE INT/D22.4 BNA and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 2R.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	BNA	BEVEE
GS	3.00°	377	484	538	646	753	861	↑	↙	via 114.1 R-270	

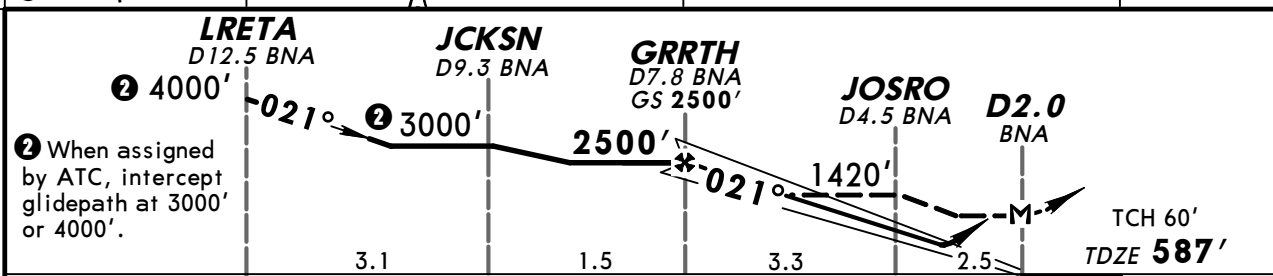
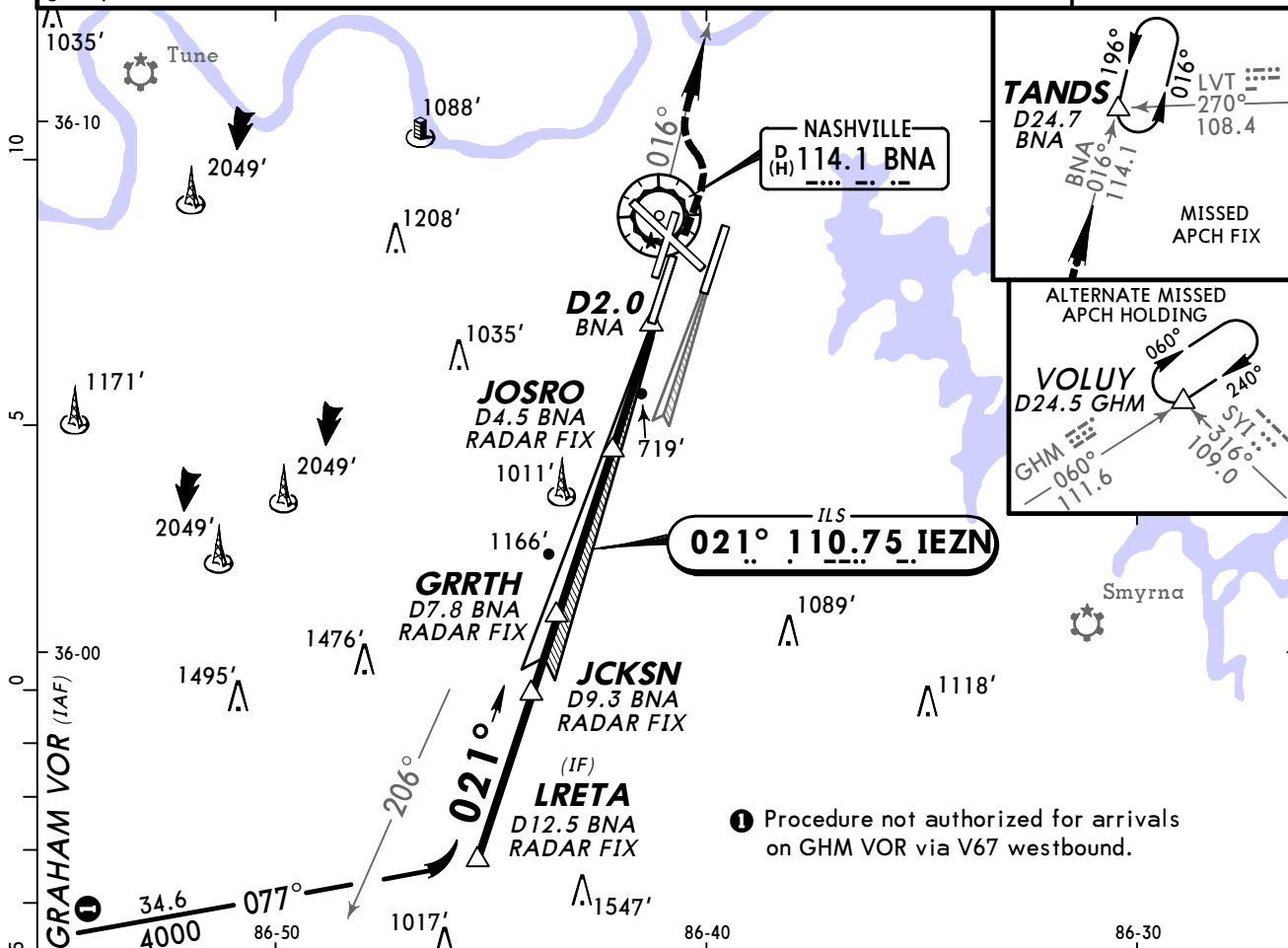
STRAIGHT-IN LANDING RWY 2L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100' DA(H) 699'(100')
NA	RVR 6	RVR 7	RVR 12

CHANGES: Procedure.

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D-ATIS Arrival 135.1	NASHVILLE Approach (R) 200° - 018° 019° - 199° 120.6 127.17	NASHVILLE Tower 118.6	Ground 121.9
LOC IEZN 110.75	Final Apch Crs 021°	GS GRRTH 2500' (1913')	ILS DA(H) 787' (200')
Apt Elev 599' TDZE 587'			
MISSED APCH: Climb to 1300' then climbing LEFT turn to 3000' outbound via BNA VOR R-016 to TANDS INT/D24.7 BNA and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 2R. 3. LOC procedure not authorized during simultaneous operations. 4. VGSI and ILS glidepath not coincident.			
3100'			
MSA BNA VOR			



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1300'	3000'	BNA	TANDS
GS	3.00°	377	484	538	646	753	861	↑	LT	via 114.1	R-016
MAP at D2.0 BNA or GRRTH to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10				

STRAIGHT-IN LANDING RWY 2C						CIRCLE-TO-LAND			
ILS		LOC (GS out)		LOC (GS out)		With JOSRO		Without JOSRO	
DA(H) 787' (200')		MDA(H) 980' (393')		MDA(H) 1420' (833')		MDA(H)		MDA(H)	
FULL		With JOSRO		Without JOSRO		Max Kts		Max Kts	
RAIL or ALS out		RAIL out		RAIL out		ALS out		ALS out	
A	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	90	1100' (501') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4	RVR 50 or 1	120	1420' (821') - 1 1/4
C					2	2 1/2		140	1120' (521') - 1 1/2
D					2 1/4	2 3/4		165	1160' (561') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Lighting.

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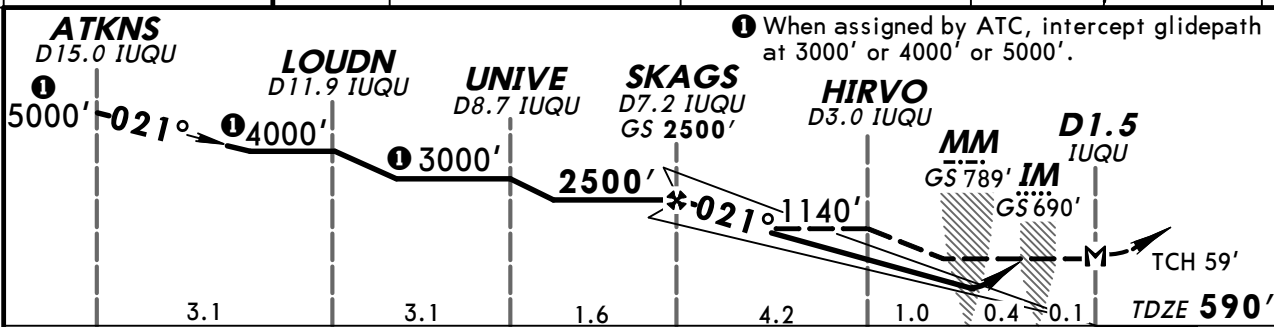
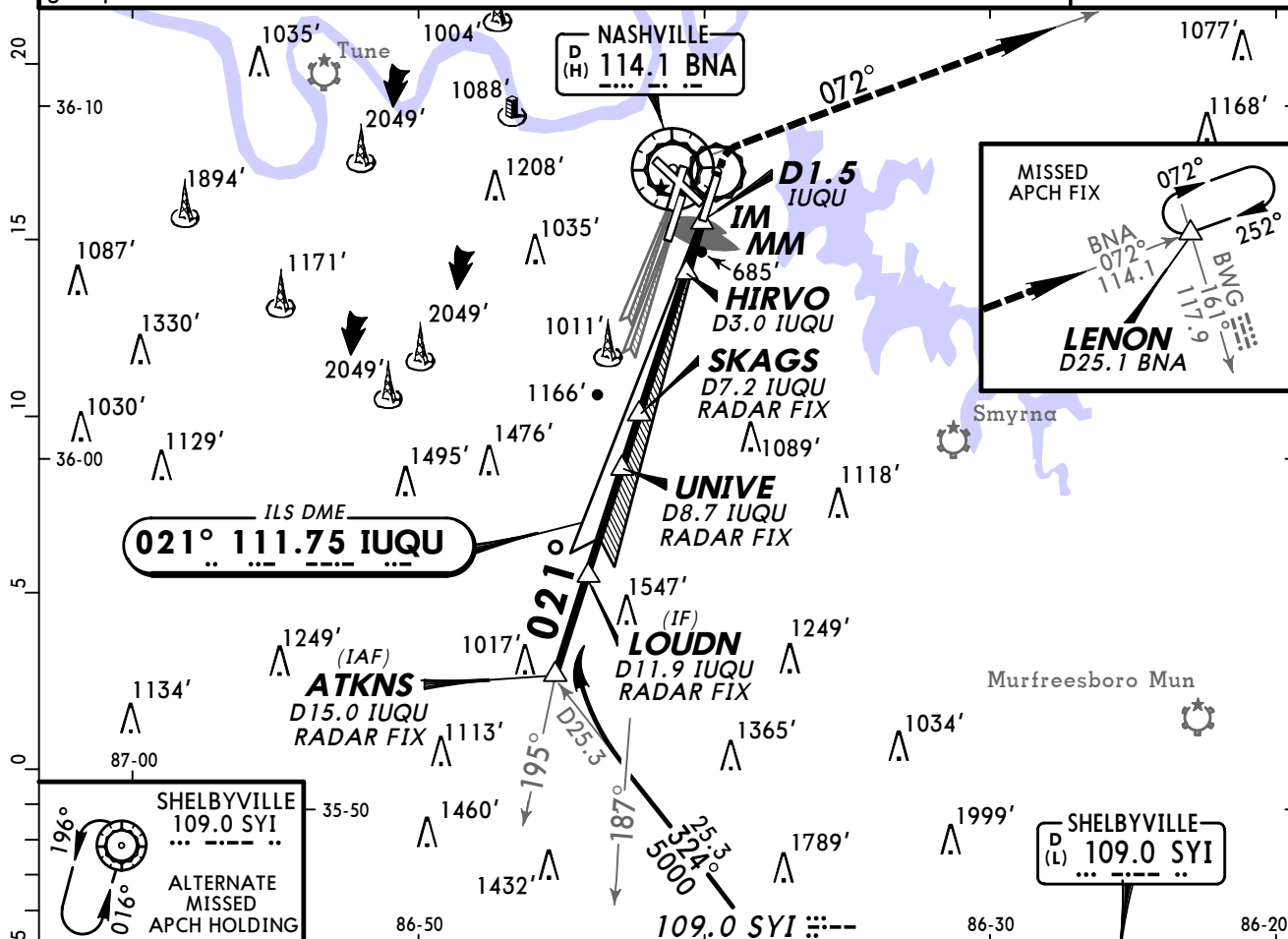
KBNA/BNA NASHVILLE INTL

JEPPesen
21 AUG 09 11-3 Eff 27 Aug

NASHVILLE, TENN ILS or LOC Rwy 2R

BRIEFING STRIP™

D-ATIS Arrival 135.1		NASHVILLE Approach (R) 200° - 018° 019° - 199° 120.6 127.17		NASHVILLE Tower 118.6		Ground 121.9				
LOC IUQU 111.75		Final Apch Crs 021°		GS SKAGS 2500' (1910')		ILS DA(H) 790' (200')		Apt Elev 599' TDZE 590'		3100' MSA BNA VOR
MISSED APCH: Climb to 1300' then climbing RIGHT turn to 3000' outbound via BNA VOR R-072 to LENON INT/D25.1 BNA and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 2C or 2L. 3. LOC procedure not authorized during simultaneous operations. 4. VGSI and ILS glidepath not coincident.										



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1300'	3000'	BNA	LENON
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	via 114.1	
MAP at D1.5 IUQU or SKAGS to MAP	5.7	4:53	3:48	3:25	2:51	2:27				R-072	

STRAIGHT-IN LANDING RWY 2R							CIRCLE-TO-LAND	
ILS			LOC (GS out)				With Hirvo	Without Hirvo
DA(H) 790' (200')			MDA(H) 1080' (490')		MDA(H) 1140' (550')		MDA(H)	MDA(H)
			With Hirvo		Without Hirvo			
FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out	Max Kts		
A			RVR 24	RVR 50	RVR 24	90	1100' (501') - 1	1140' (541') - 1
B			or 1/2	or 1	or 1/2	120		
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	140	1120' (521') - 1 1/2	1140' (541') - 1 1/2
D		RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 60 or 1 1/4	165	1160' (561') - 2	1160' (561') - 2

CHANGES: Procedure.

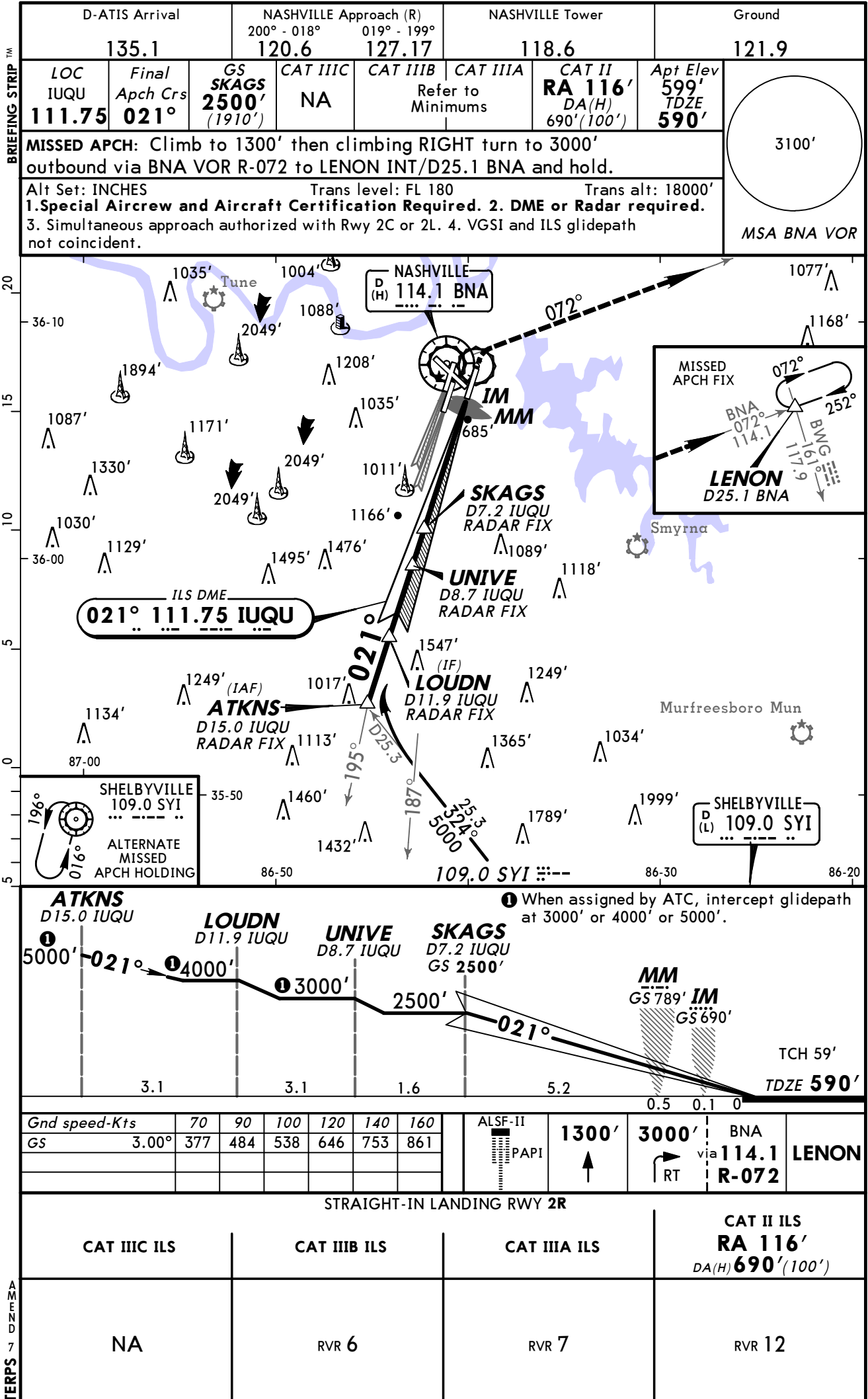
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KBNA/BNA NASHVILLE INTL

21 AUG 09
Eff 27 Aug

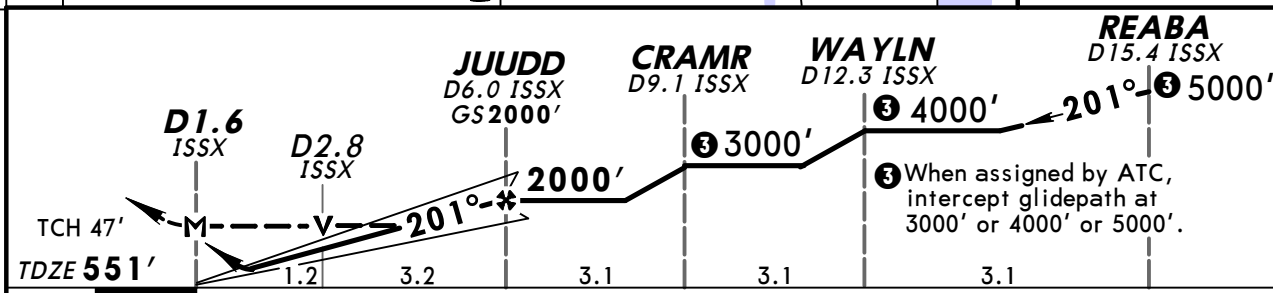
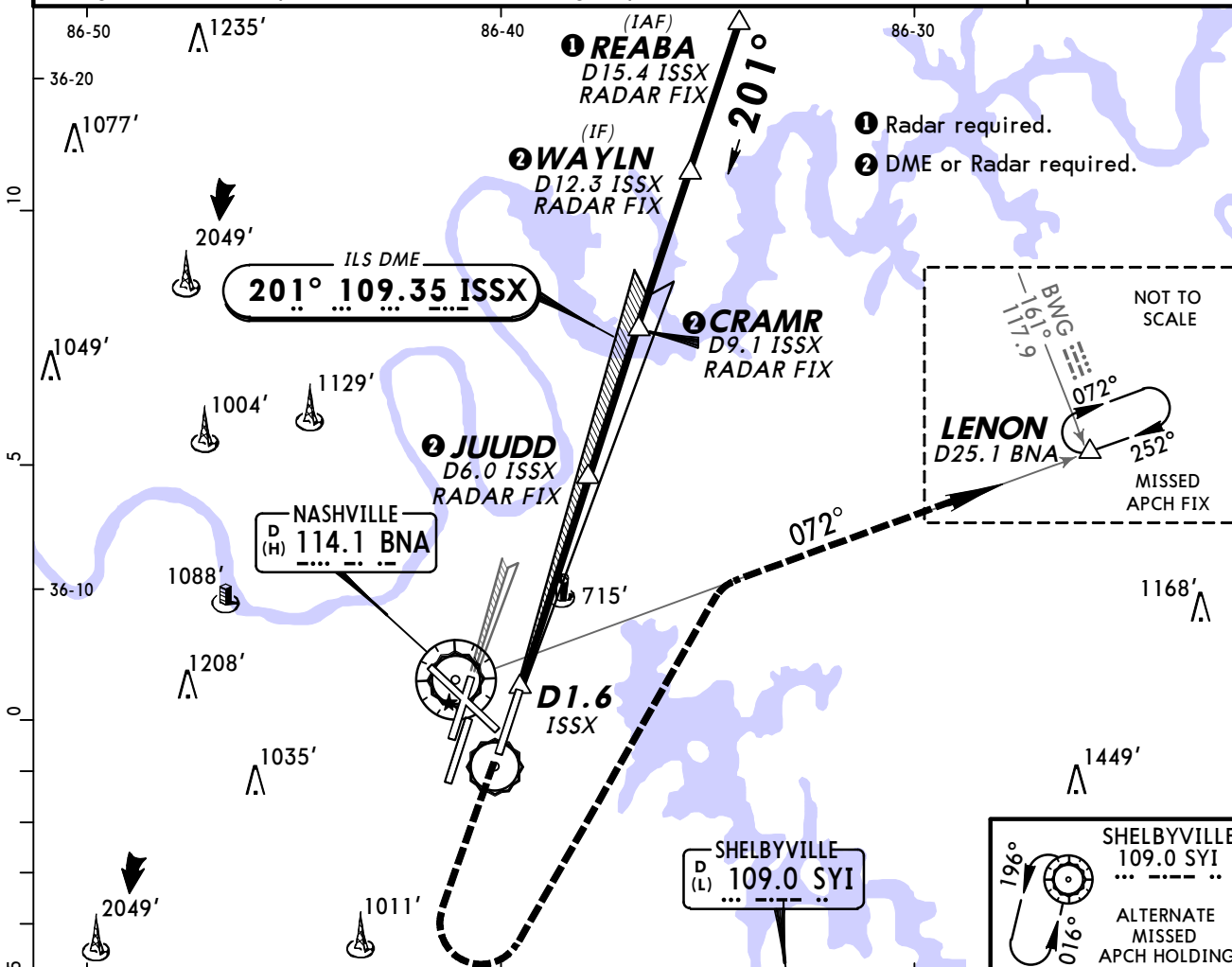
11-3A

NASHVILLE, TENN ILS Rwy 2R CAT II & III



BRIEFING STRIP™

D-ATIS Arrival		NASHVILLE Approach (R) 200° - 018° 019° - 199°		NASHVILLE Tower	Ground
135.1		120.6 127.17		118.6	121.9
LOC ISSX 109.35	Final Apch Crs 201°	GS JUDD 2000' (1449')	ILS DA(H) 751' (200')	Apt Elev 599' TDZE 551'	3100' MSA BNA VOR
MISSED APCH: Climb to 1300' then climbing LEFT turn to 3000' outbound via BNA VOR R-072 to LENON INT/D25.1 BNA and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Simultaneous approach authorized with Rwy 20R. 2. LOC procedure not authorized during simultaneous operations. 3. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1300'	3000'	BNA	LENON
GS	3.00°	377	484	538	646	753	861			114.1	R-072
MAP at D1.6 ISSX or JUDD to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39				

STRAIGHT-IN LANDING RWY 20L						CIRCLE-TO-LAND	
ILS DA(H) 751' (200')			LOC (GS out) MDA(H) 980' (429')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out		90	1100' (501') - 1
1 RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	
			RVR 40 or 3/4	RVR 60 or 1 1/4		140	1120' (521') - 1 1/2
			RVR 50 or 1	1 1/2		165	1160' (561') - 2

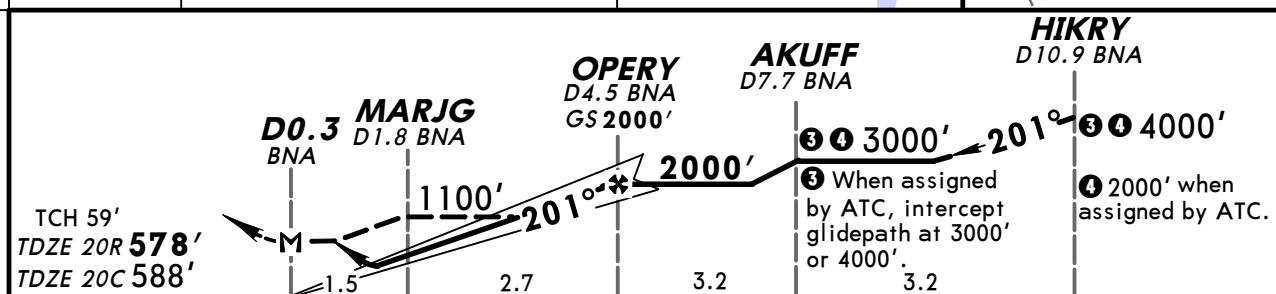
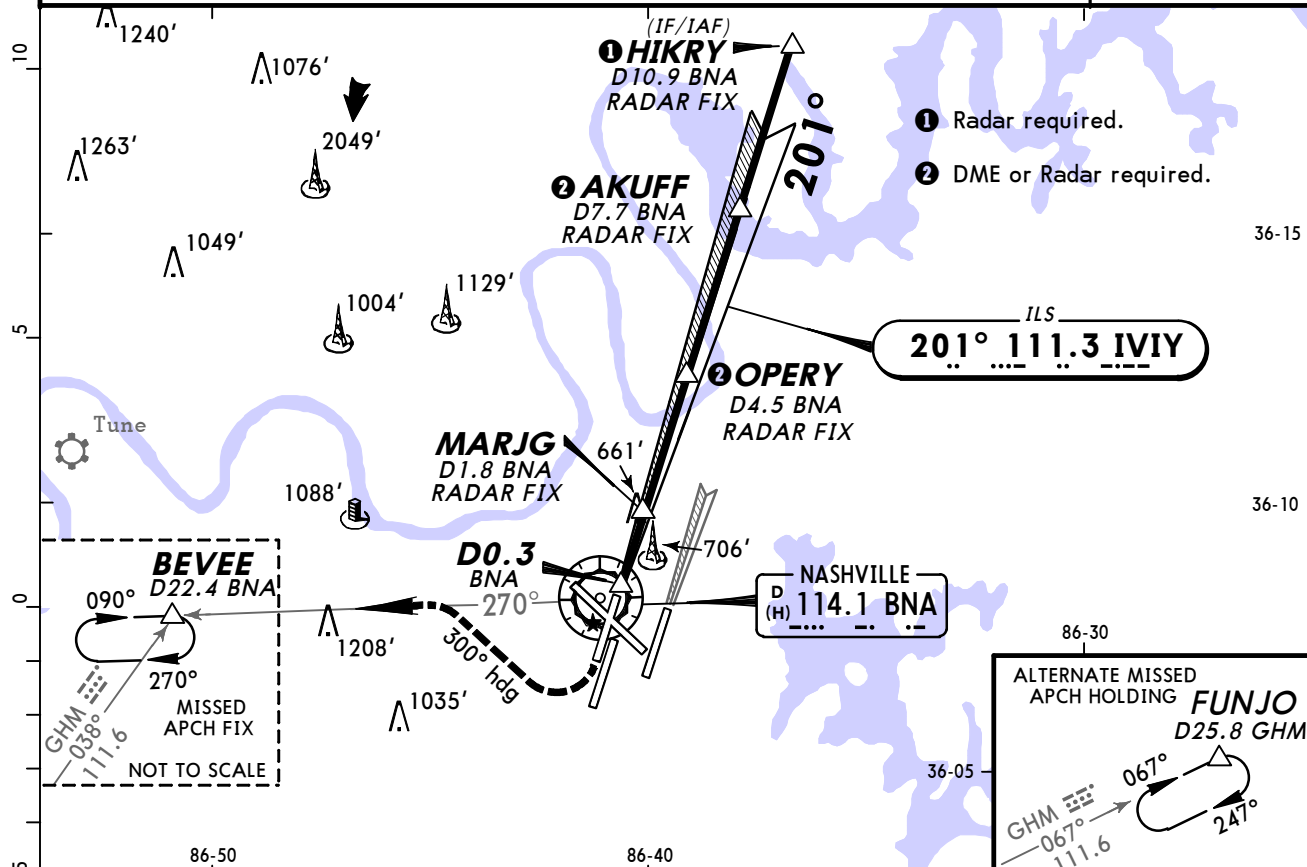
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Lighting.

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BRIEFING STRIP™

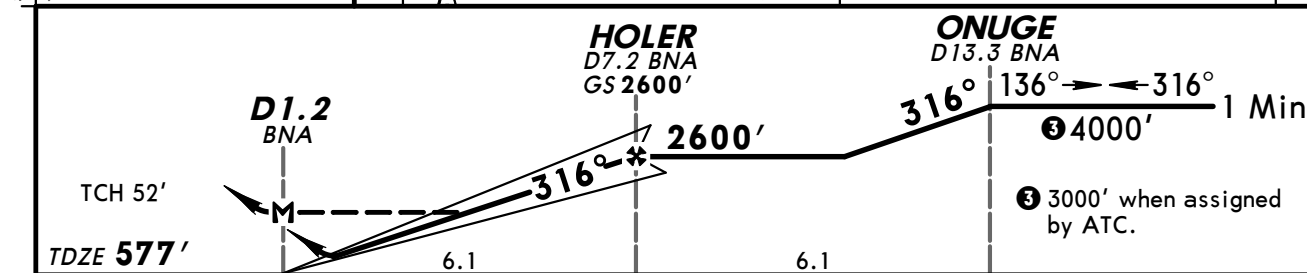
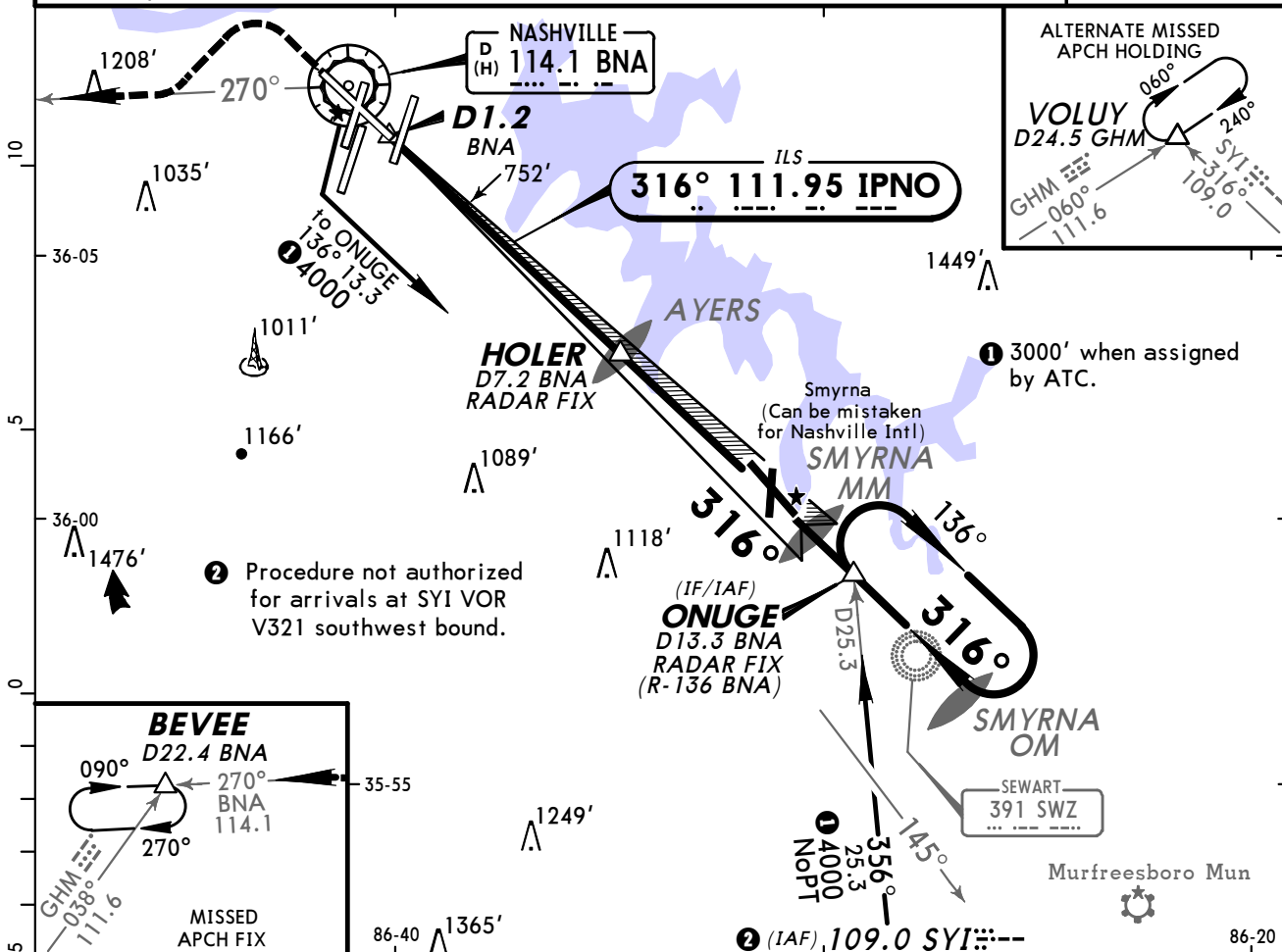
D-ATIS Arrival 135.1	NASHVILLE Approach (R) 200° - 018° 019° - 199° 120.6 127.17	NASHVILLE Tower 118.6	Ground 121.9
LOC IVIY 111.3	Final Apch Crs 201°	GS OPERY 2000' (1422')	ILS DA(H) 778' (200')
APt Elev 599' TDZE 20R 578'			
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' via heading 300° and outbound via BNA VOR R-270 to BEVEE INT/D22.4 BNA and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 20L. 2. LOC procedure not authorized during simultaneous operations. 3. VGSI and ILS glidepath not coincident. 4. REIL, PAPI-L on Rwy 20C.			
3100' MSA BNA VOR			



Gnd speed-Kts	70	90	100	120	140	160	MALSF	1200'	4000'	300°	BNA
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	hdg	114.1
MAP at D0.3 BNA or											R-270
OPERY to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37				

STRAIGHT-IN LANDING RWY 20R				SIDESTEP LANDING RWY 20C	CIRCLE-TO-LAND	
ILS		LOC (GS out)		MDA(H)	Max Kts	MDA(H)
DA(H) 778' (200')		MDA(H) 920' (342')		960' (372')		
FULL	ALS out		ALS out			
A					90	1100' (501') - 1
B		RVR 40 or 3/4	RVR 50 or 1	1	120	
C	RVR 40 or 3/4			1 1/2	140	1120' (521') - 1 1/2
D		RVR 60 or 1 1/4		2	165	1160' (561') - 2

D-ATIS Arrival 135.1	NASHVILLE Approach (R) 200° - 018° 019° - 199° 120.6 127.17	NASHVILLE Tower 118.6	Ground 121.9
LOC IPNO 111.95	Final Apch Crs 316°	GS HOLER 2600' (2023')	ILS DA(H) 777' (200')
Apt Elev 599' TDZE 577'			
MISSED APCH: Climb to 1400' then climbing LEFT turn to 4000' outbound via BNA VOR R-270 to BEVEE INT/D22.4 BNA and hold.			3100' MSA BNA VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Smyrna airport OM and MM for Rwy 32 may be received prior to HOLER.			



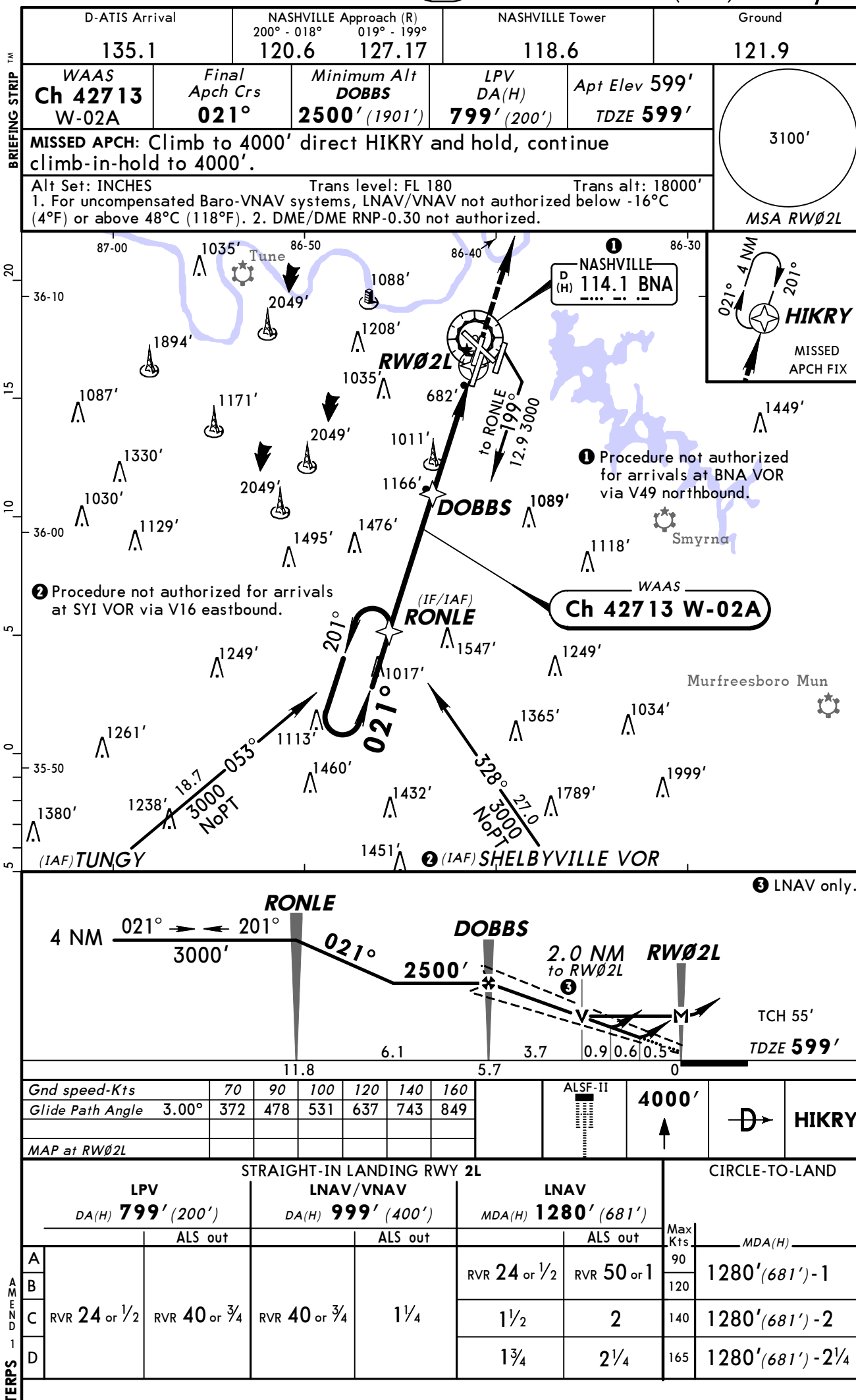
Gnd speed-Kts	70	90	100	120	140	160	REIL	1400'	4000'	BNA	BEVEE
GS	3.00°	377	484	538	646	753	861	↑	LT	via 114.1	
MAP at D1.2 BNA or HOLER to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17			R-270	

STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Max Kts		MDA(H)	
DA(H) 777' (200')		MDA(H) 1020' (443')		90		1100' (501') - 1	
3/4		1 1/4		120		1120' (521') - 1 1/2	
1 1/2		1 1/2		140		1160' (561') - 2	

KBNA/BNA NASHVILLE INTL

JEPPESSEN
4 FEB 11 (12-1)

NASHVILLE, TENN
RNAV (GPS) Y Rwy 2L

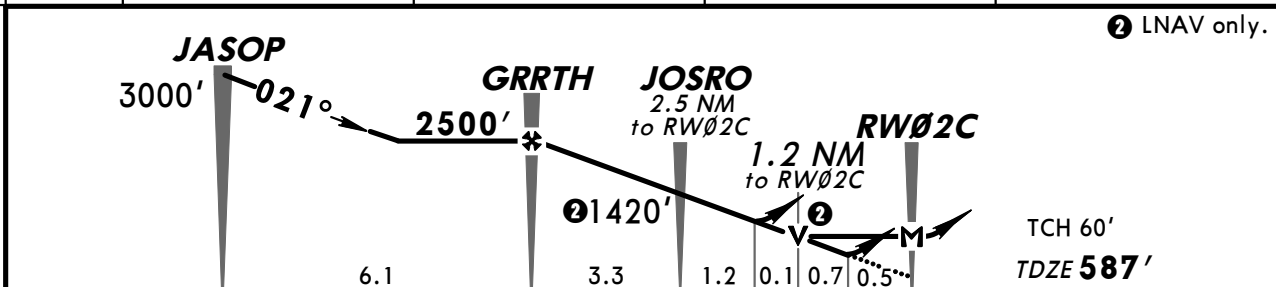
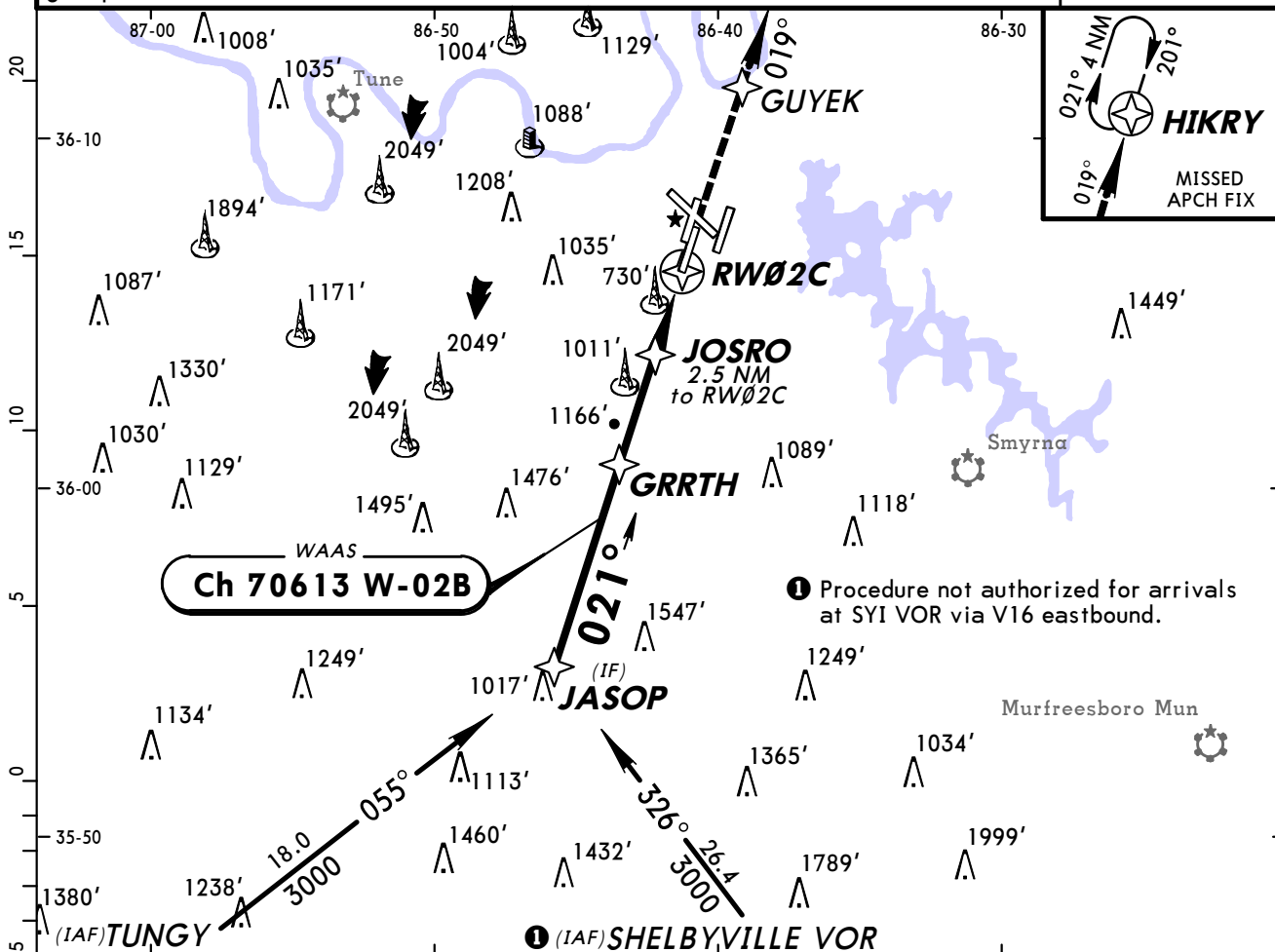


KBNA/BNA
NASHVILLE INTL

JEPPesen
4 FEB 11 (12-2)

NASHVILLE, TENN
RNAV (GPS) Y Rwy 2C

D-ATIS Arrival 135.1		NASHVILLE Approach (R) 200° - 018° 019° - 199° 120.6 127.17		NASHVILLE Tower 118.6	Ground 121.9
WAAS Ch 70613 W-02B	Final Apch Crs 021°	Minimum Alt GRTH 2500' (1913')	LPV DA(H) 787' (200')	Apt Elev 599' TDZE 587'	
MISSED APCH: Climb to 4000' direct GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000'.					3100'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.					MSA RW02C



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	D	GUYEK
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW02C										

STRAIGHT-IN LANDING RWY 2C							CIRCLE-TO-LAND	
LPV DA(H) 787' (200')		LNAV/VNAV DA(H) 1041' (454')		LNAV MDA(H) 980' (393')			Max Kts	MDA(H)
RAIL or ALS out		RAIL out		RAIL out			90	1100' (501) - 1
RAIL or ALS out		RAIL out		RAIL out			120	1120' (521') - 1 1/2
RAIL or ALS out		RAIL out		RAIL out			140	1120' (521') - 1 1/2
RAIL or ALS out		RAIL out		RAIL out			165	1160' (561') - 2

CHANGES: Lighting.

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BRIEFING STRIP™



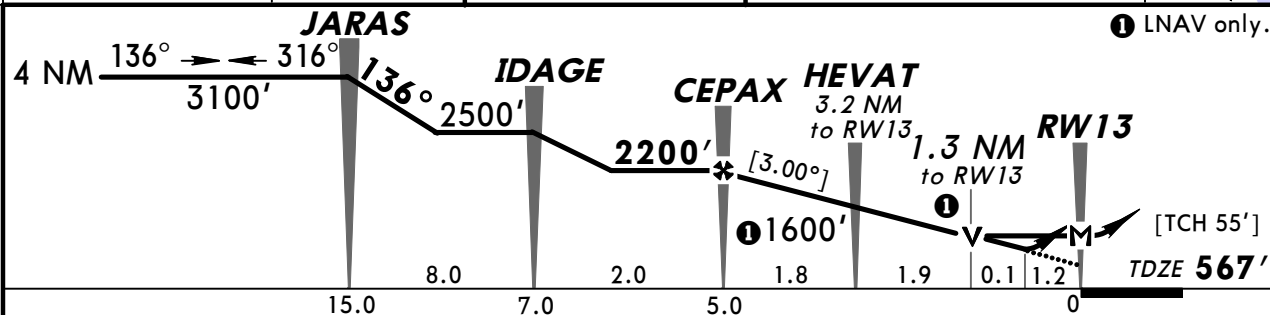
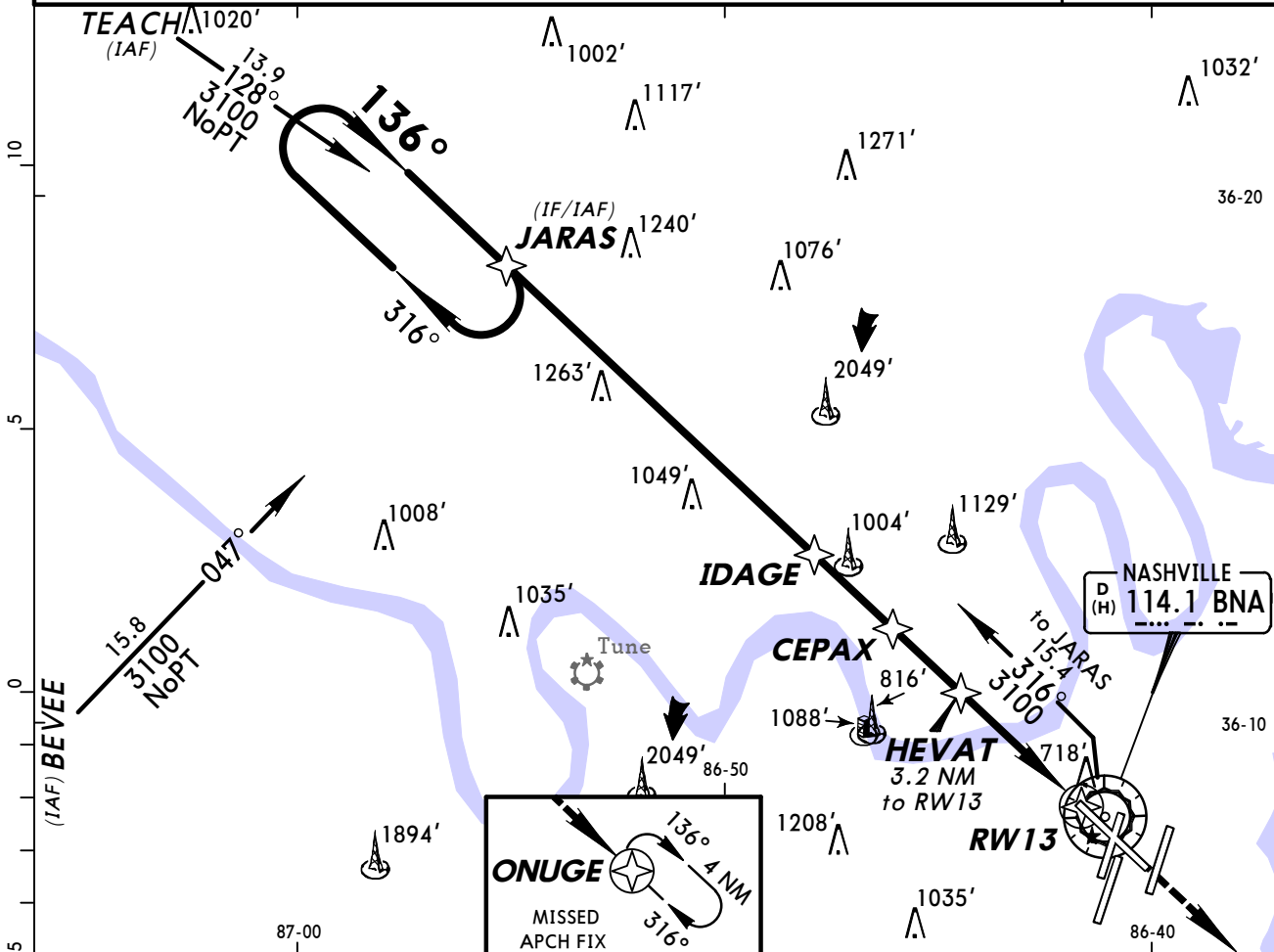
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Glide Path Angle</i> 3.00°	372	478	531	637	743	849
<i>MAP at RW02R</i>						

AMEND 1

TERPS

BRIEFING STRIP

D-ATIS Arrival		NASHVILLE Approach (R) 200° - 018° 019° - 199°		NASHVILLE Tower	Ground
135.1		120.6 127.17		118.6	121.9
RNAV	Final Apch Crs 136°	Minimum Alt CEPAX 2200' (1633')	LNAV/VNAV DA(H) 968' (401')	Apt Elev 599' TDZE 567'	3100' MSA RW13
MISSED APCH: Climb to 3000' direct ONUGE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	3000'	D →	ONUGE
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW13										

STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 968' (401')		MDA(H) 1080' (513')		90	1100' (501') - 1
A	1½	1		120	1120' (521') - 1½
		1½		140	1160' (561') - 2
		1¾		165	

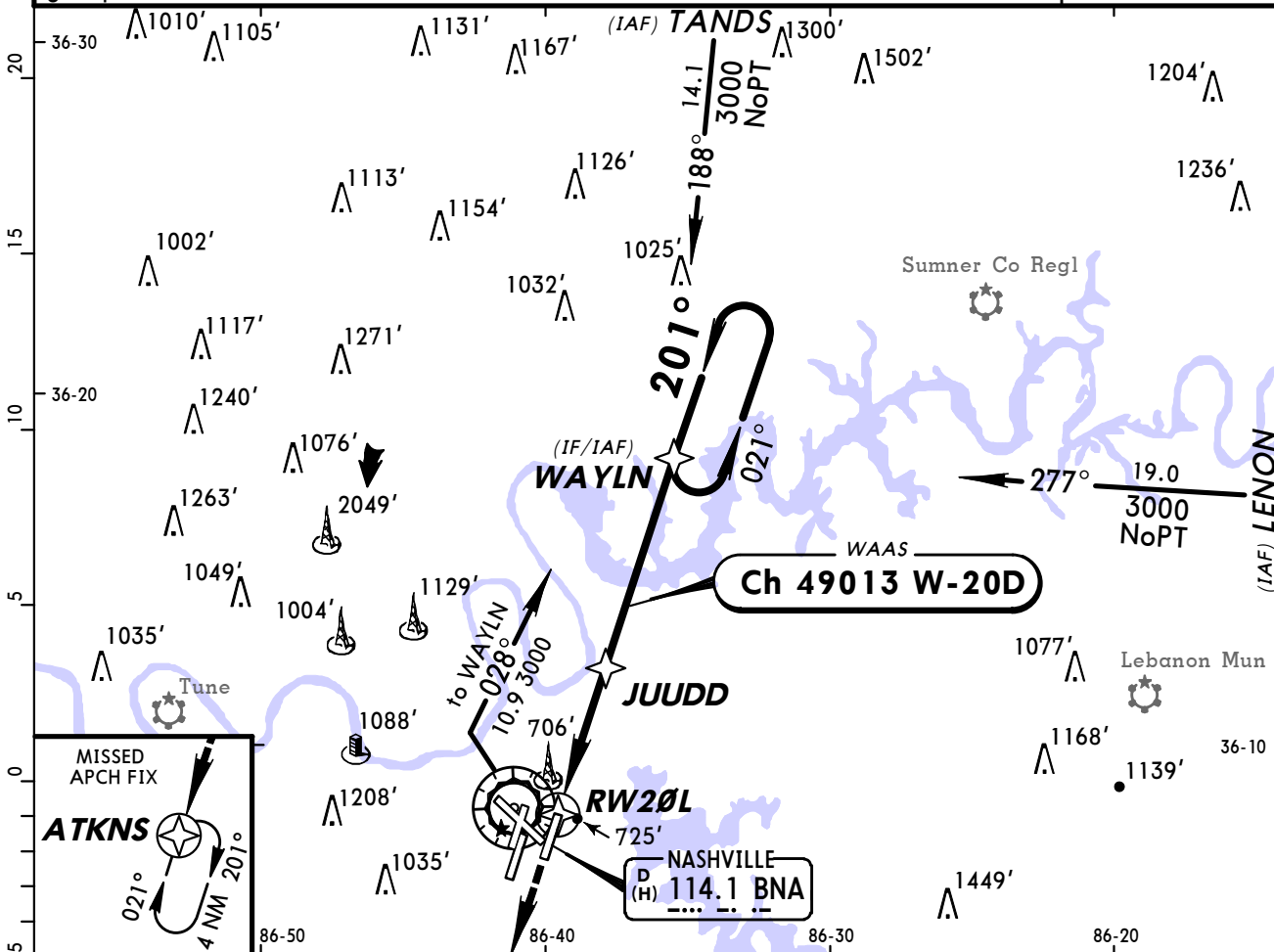
KBNA/BNA
NASHVILLE INTL

4 FEB 11

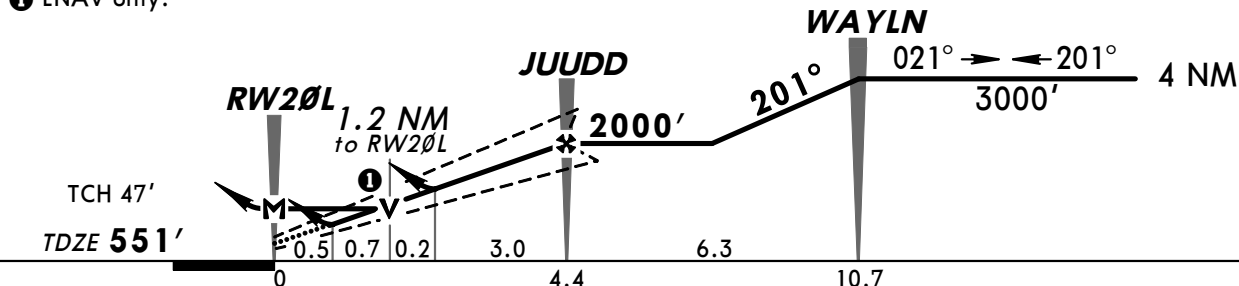
(12-5)

NASHVILLE, TENN
RNAV (GPS) Y Rwy 20L

D-ATIS Arrival 135.1	NASHVILLE Approach (R) 200° - 018° 019° - 199° 120.6 127.17	NASHVILLE Tower 118.6	Ground 121.9
WAAS Ch 49013 W-20D	Final Apch Crs 201°	Minimum Alt JUDD 2000' (1449')	LPV DA(H) 751' (200')
Apt Elev 599' TDZE 551'			
MISSED APCH: Climb to 3000' direct ATKNS and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.			
MSA RW20L			



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	ATKNS
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW20L									

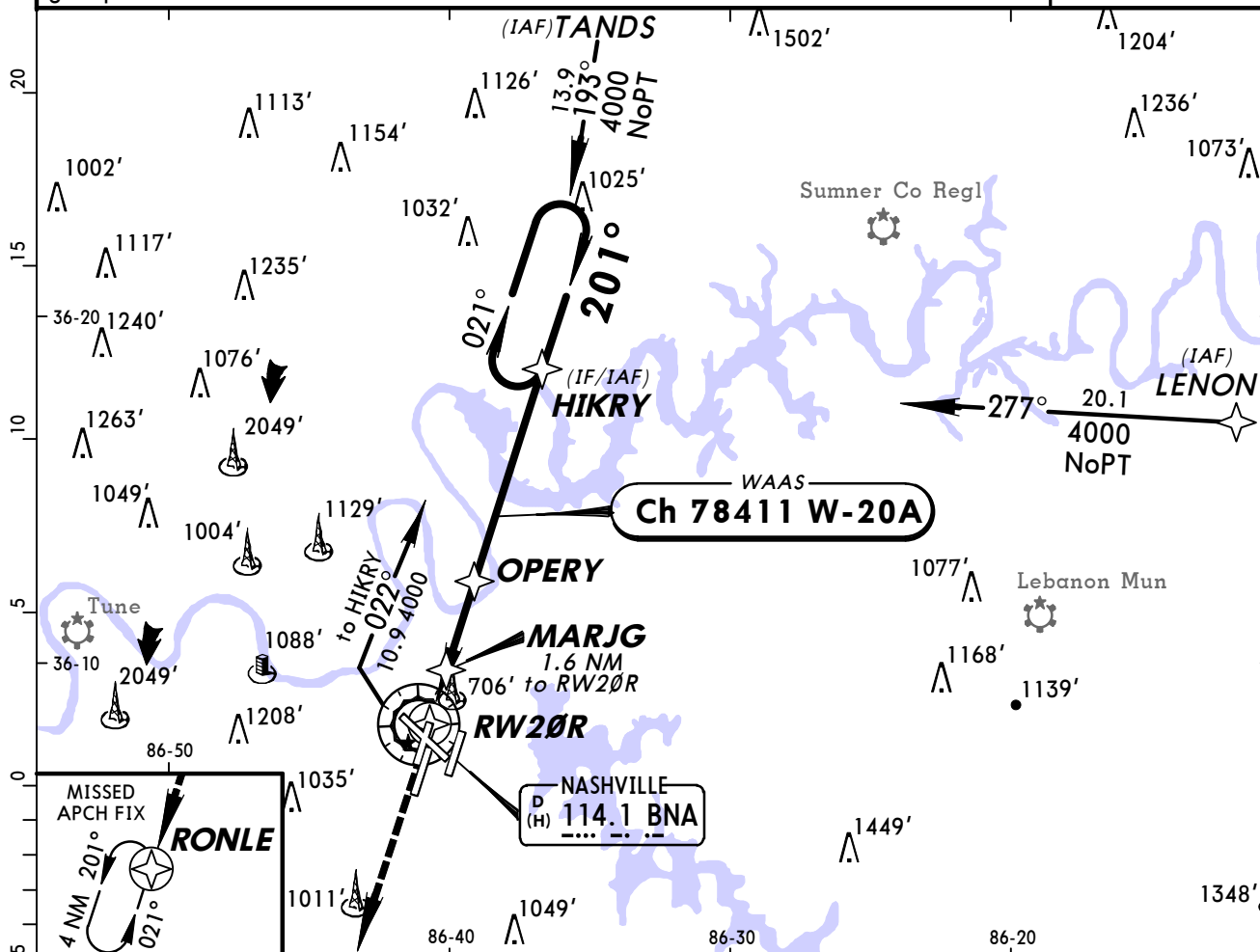
STRAIGHT-IN LANDING RWY 20L									CIRCLE-TO-LAND			
LPV DA(H) 751' (200')			LNAV/VNAV DA(H) 1019' (468')			LNAV MDA(H) 980' (429')			Max Kts	MDA(H)		
		RAIL or ALS out			RAIL out ALS out			RAIL out ALS out				
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1100' (501) - 1			
B								120				
C						RVR 60 or 1 1/4	1 3/4	RVR 40 or 3/4		RVR 60 or 1 1/4	140	1120' (521') - 1 1/2
D						RVR 50 or 1	1 1/2	165		1160' (561') - 2		

CHANGES: Lighting.

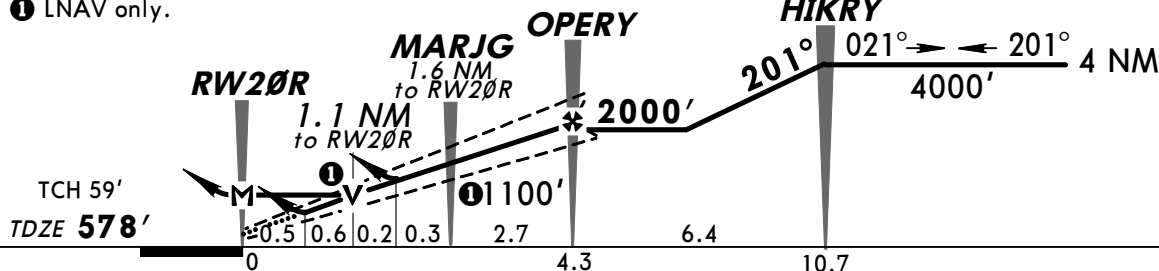
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BRIEFING STRIP™

D-ATIS Arrival		NASHVILLE Approach (R) 200° - 018° 019° - 199°		NASHVILLE Tower		Ground	
135.1		120.6 127.17		118.6		121.9	
WAAS Ch 78411 W-20A	Final Apch Crs 201°	Minimum Alt OPERY 2000' (1422')	LPV DA(H) 778' (200')	Apt Elev 599' TDZE 578'	3100' MSA RW20R		
MISSED APCH: Climb to 3000' direct RONLE and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.							



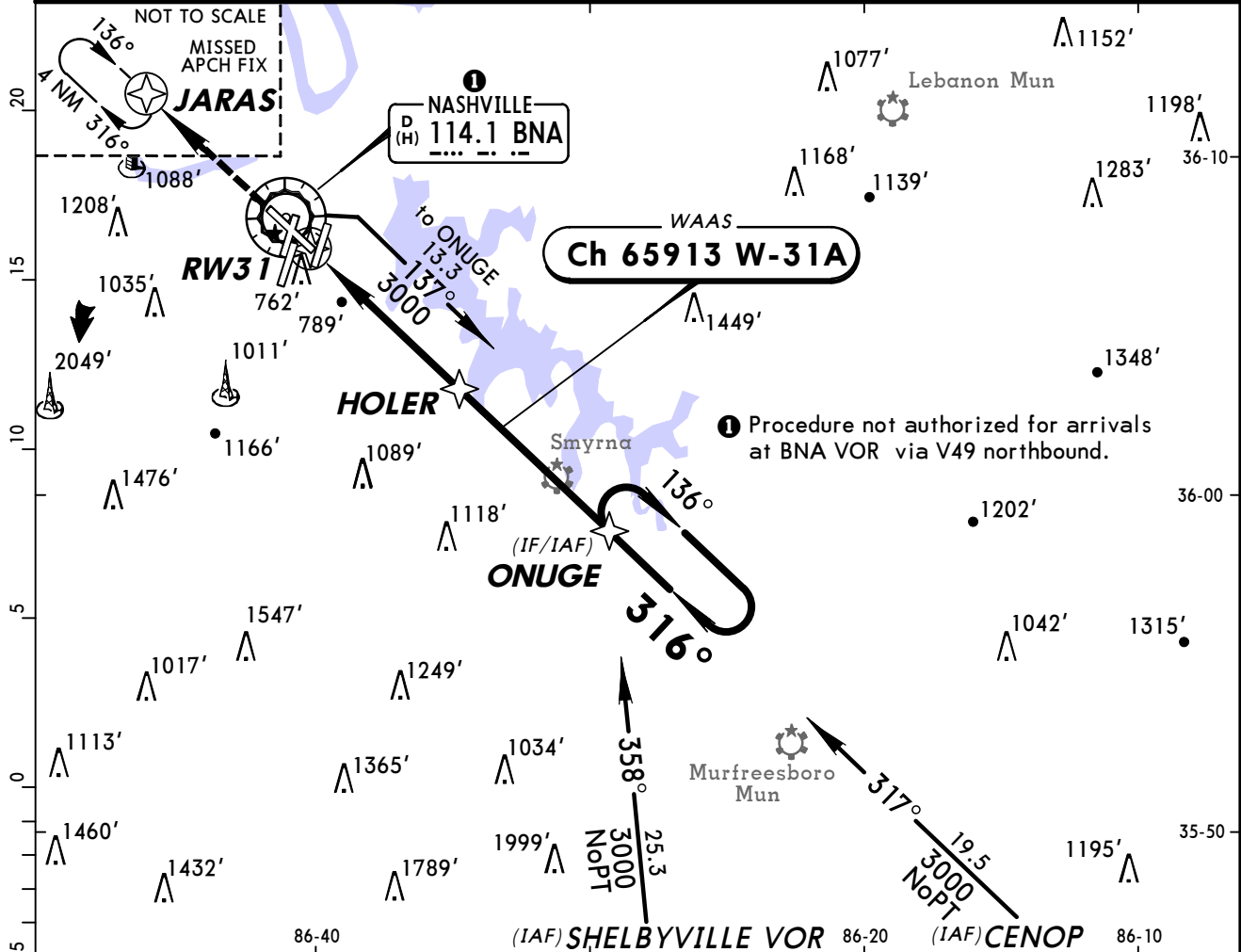
① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSFPAPI	3000'	↑	→	RONLE
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW20R											

STRAIGHT-IN LANDING RWY 20R						CIRCLE-TO-LAND		
LPV DA(H) 778' (200')		LNAV/VNAV DA(H) 1015' (437')		LNAV MDA(H) 980' (402')				
ALS out		ALS out		ALS out		Max Kts	MDA(H)	
A	RVR 40 or 3/4		1 1/2		RVR 40 or 3/4	RVR 50 or 1	90	1100' (501') - 1
					120			
C							140	1120' (521') - 1 1/2
D							165	1160' (561') - 2

D-ATIS Arrival		NASHVILLE Approach (R) 200° - 018° 019° - 199°		NASHVILLE Tower		Ground	
135.1		120.6 127.17		118.6		121.9	
WAAS Ch 65913 W-31A	Final Aptch Crs 316°	Minimum Alt HOLER 2600' (2023')	LPV DA(H) 777' (200')	Apt Elev 599' TDZE 577'	3100' MSA RW31		
MISSED APCH: Climb to 3100' direct JARAS and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.							



② LNAV only.

RW31 1.4 NM to RW31

HOLER 2600'

ONUGE 316° 136° 316° 4 NM

TCH 52'

TDZE **577'**

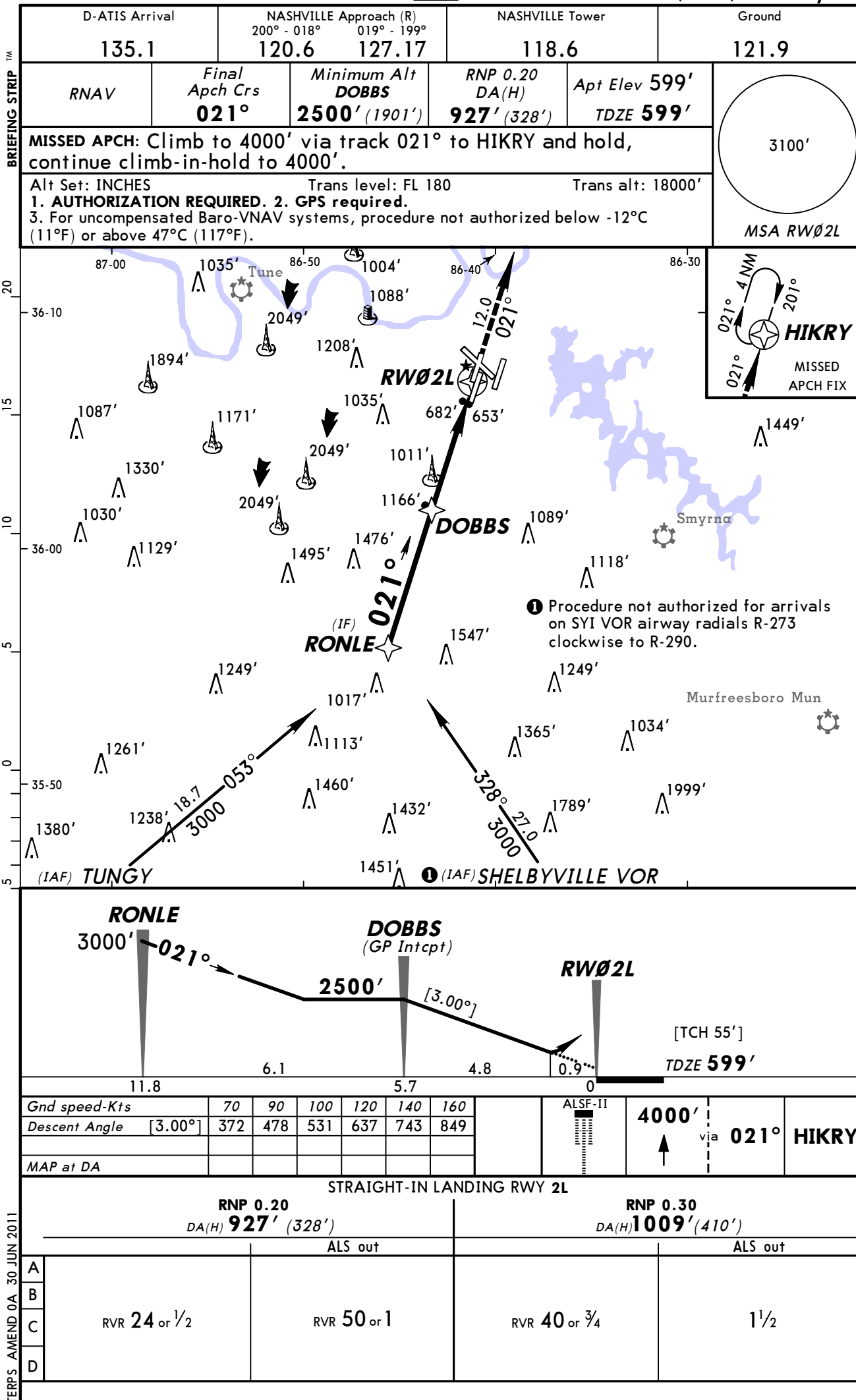
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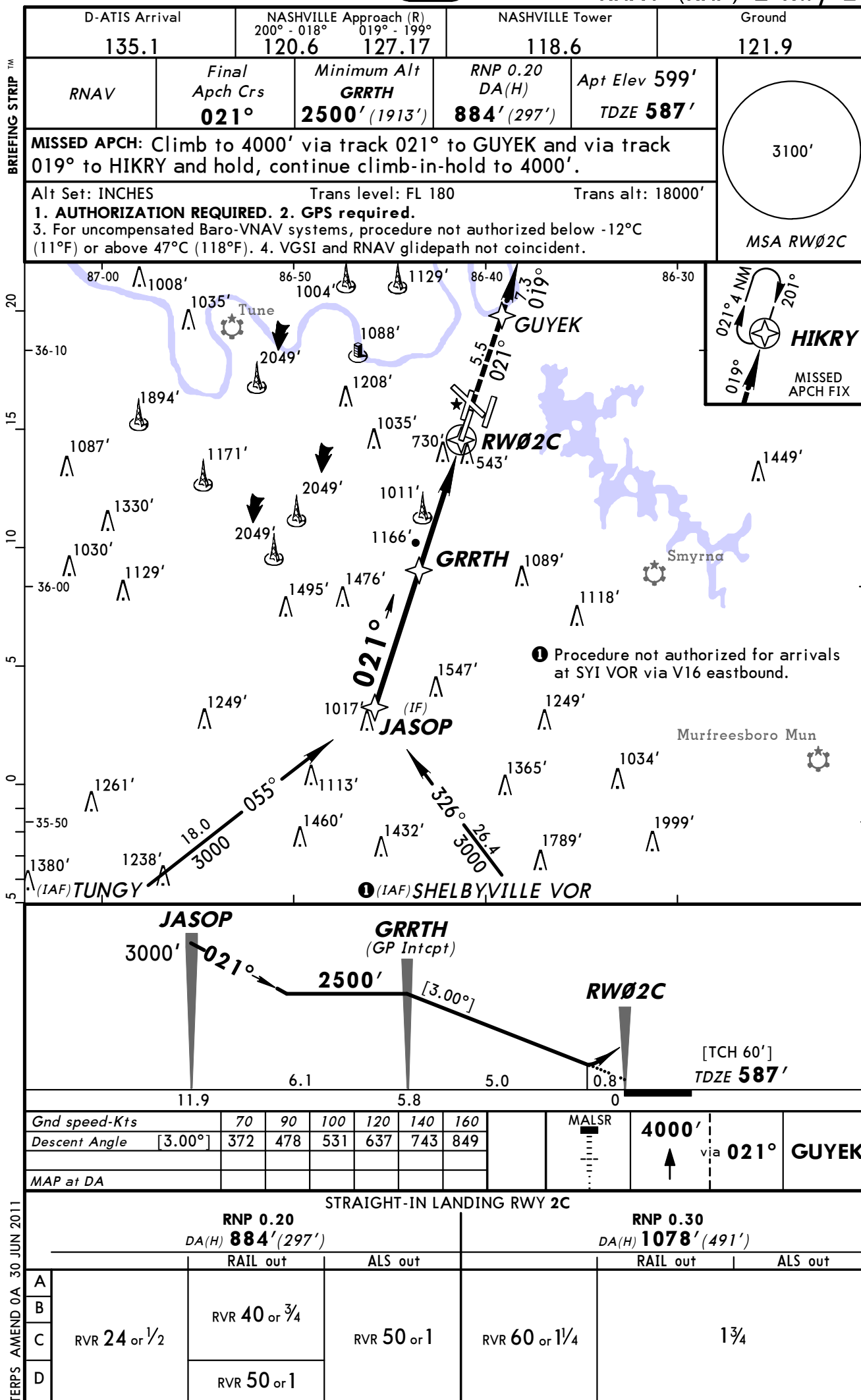
Gnd speed-Kts	70	90	100	120	140	160			3100'		
Glide Path Angle 3.00°	372	478	531	637	743	849			↑	→	JARAS
MAP at RW31											

STRAIGHT-IN LANDING RWY 31

CIRCLE-TO-LAND

LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 777' (200')		DA(H) 1060' (483')		MDA(H) 1060' (483')			
A	3/4	1 3/4	1 1/4	1 1/2	165	90	1100' (501') - 1
B						120	1120' (521') - 1 1/2
C						140	1160' (561') - 2
D						165	

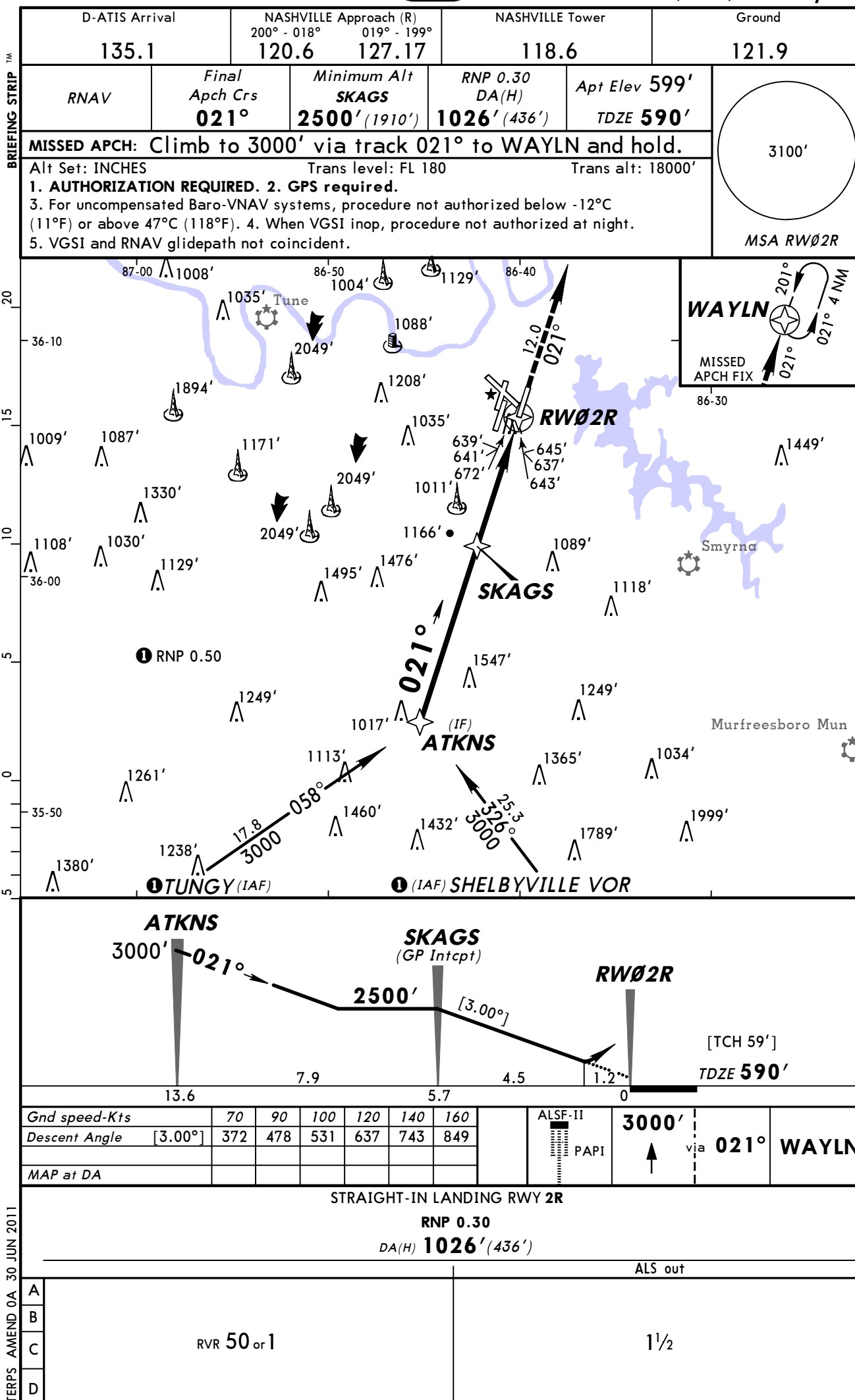




KBNA / BNA
NASHVILLE INTL

JEPPesen
24 JUN 11 **(12-22)**

NASHVILLE, TENN
RNAV (RNP) Z Rwy 2R



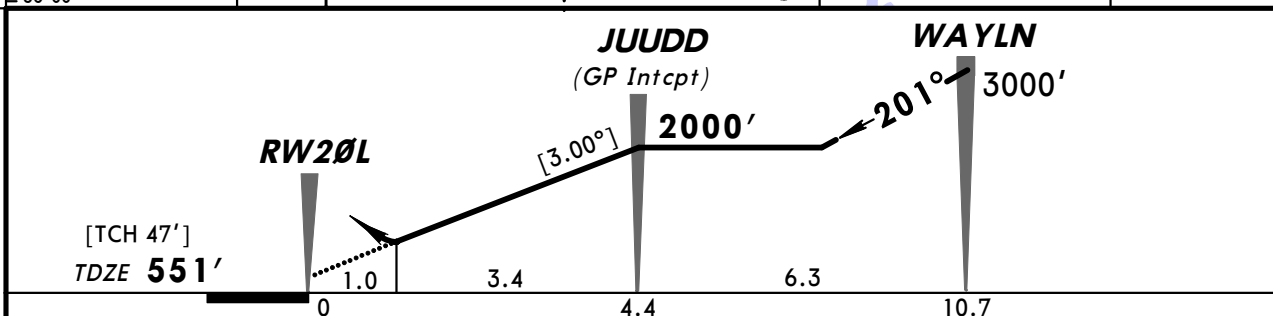
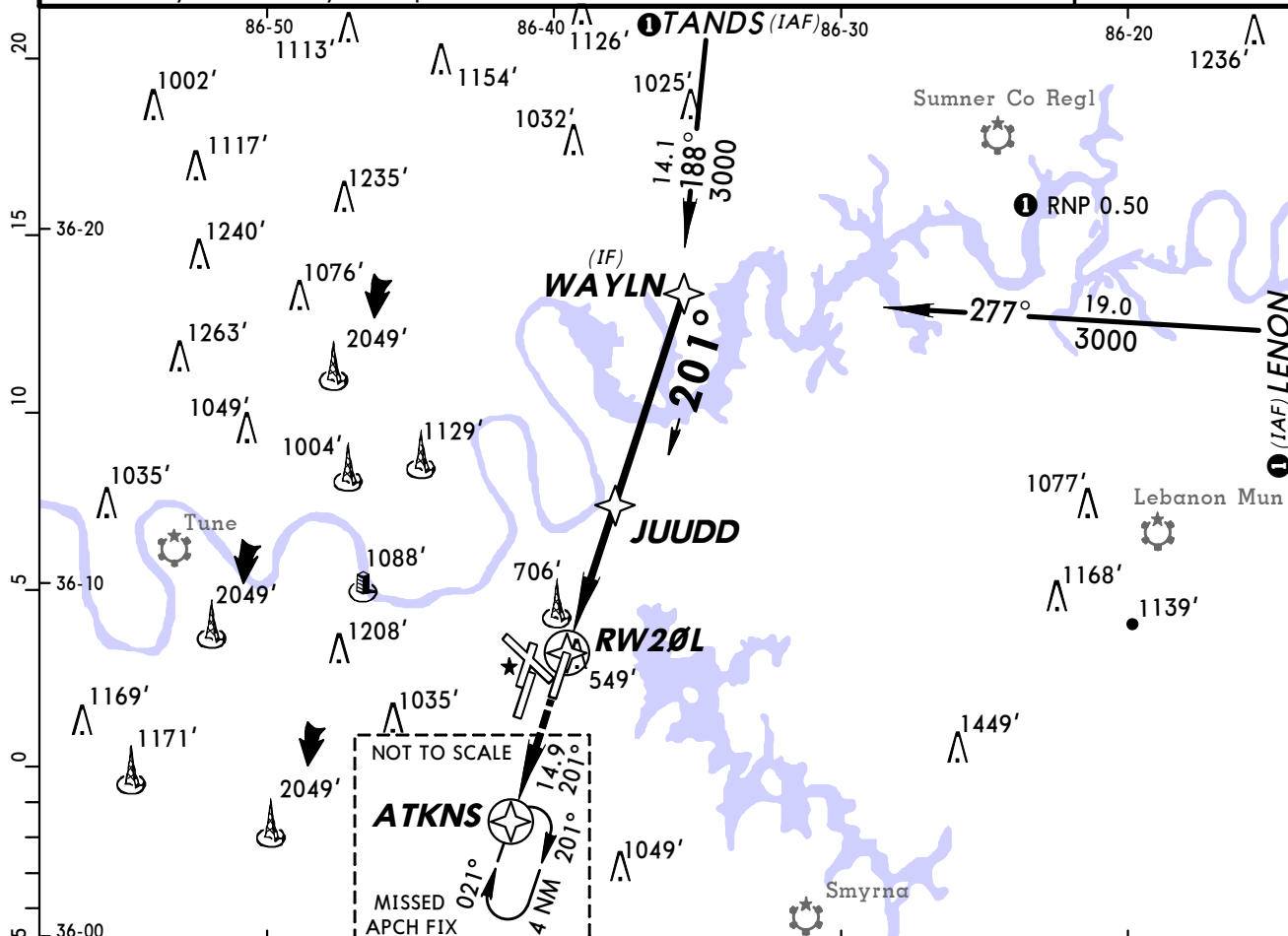
TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP™

D-ATIS Arrival		NASHVILLE Approach (R) 200° - 018° 019° - 199°		NASHVILLE Tower	Ground
135.1		120.6 127.17		118.6	121.9
RNAV	Final Apch Crs 201°	Minimum Alt JUDD 2000' (1449')	RNP 0.20 DA(H) 901' (350')	Apt Elev 599' TDZE 551'	3100' MSA RW20L
MISSED APCH: Climb to 3000' via track 201° to ATKNS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 47°C (117°F). 4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters not authorized.					

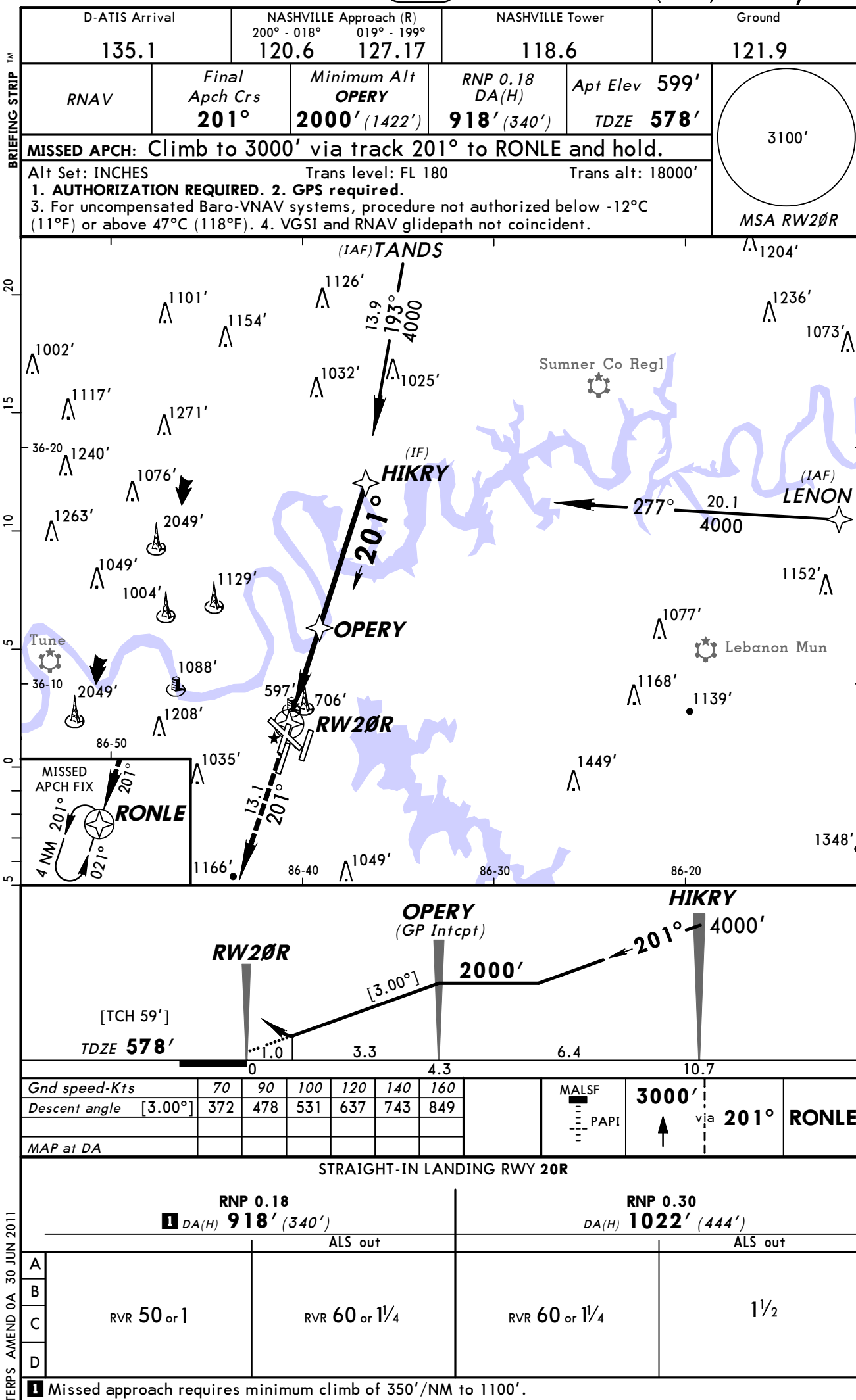


Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	via 201°	ATKNS
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

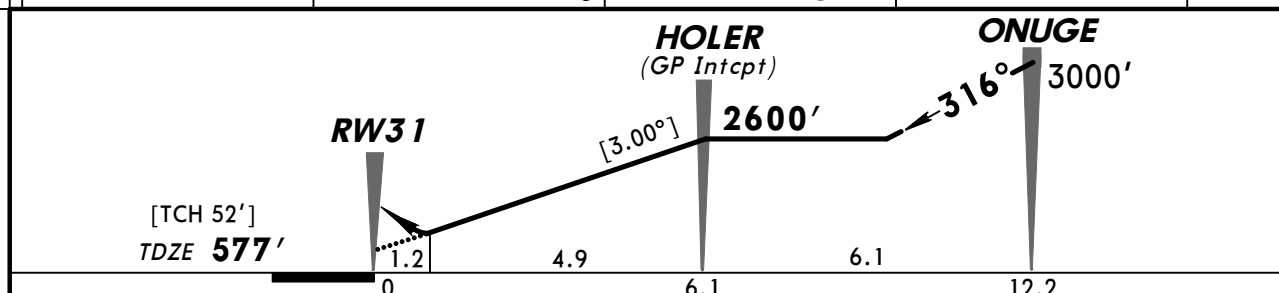
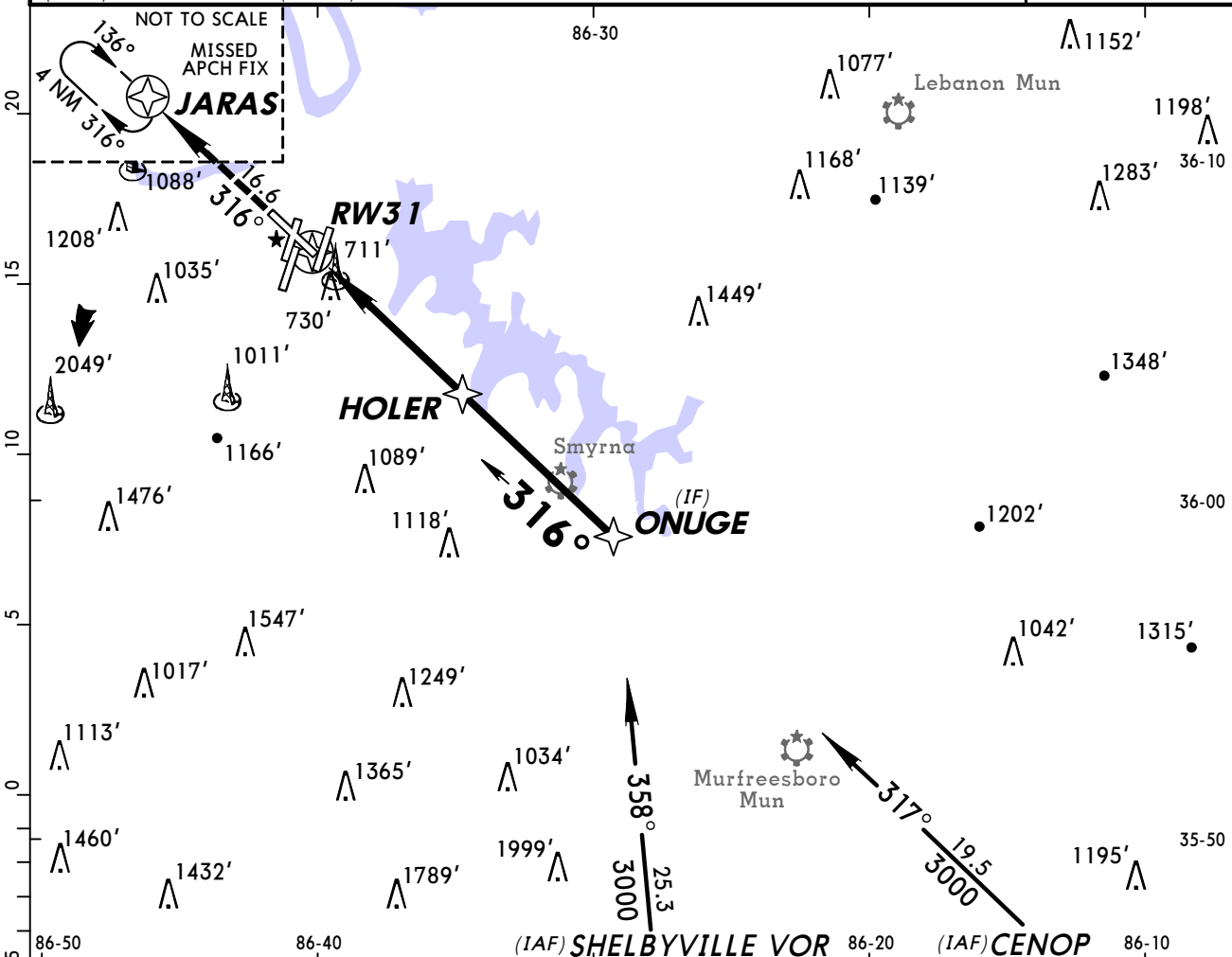
STRAIGHT-IN LANDING RWY 20L

RNP 0.20 1 DA(H) 901' (350')			RNP 0.30 DA(H) 1011' (460')		
RAIL out		ALS out	RAIL out		ALS out
A	RVR 40 or 3/4		RVR 60 or 1 1/4		1 3/4
B					
C					
D					

1 Missed approach requires minimum climb of 365'/NM to 1100'.



D-ATIS Arrival 135.1	NASHVILLE Approach (R) 200° - 018° 019° - 199° 120.6 127.17	NASHVILLE Tower 118.6	Ground 121.9
RNAV	Final Aptch Crs 316°	Minimum Alt HOLER 2600' (2023')	RNP 0.25 DA(H) (CONDITIONAL) 1012' (435')
MISSED APCH: Climb to 3100' via track 316° to JARAS and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 47°C (118°F).			
MSA RW31			



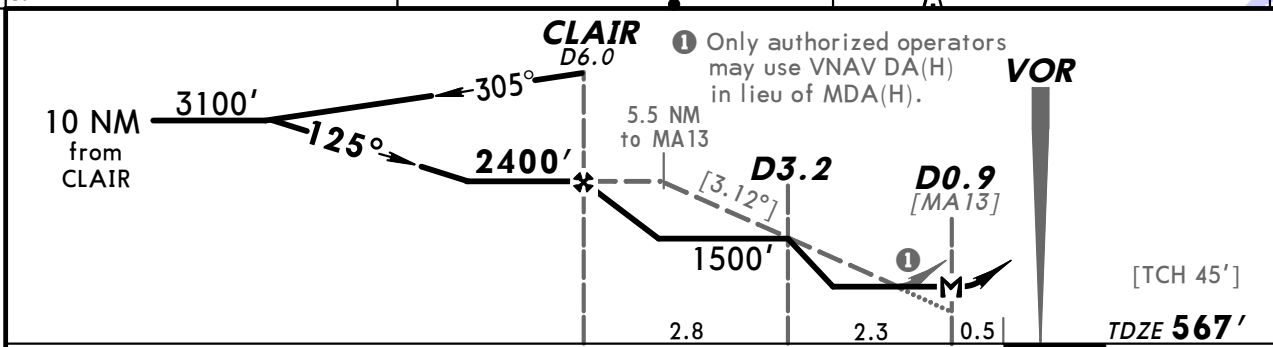
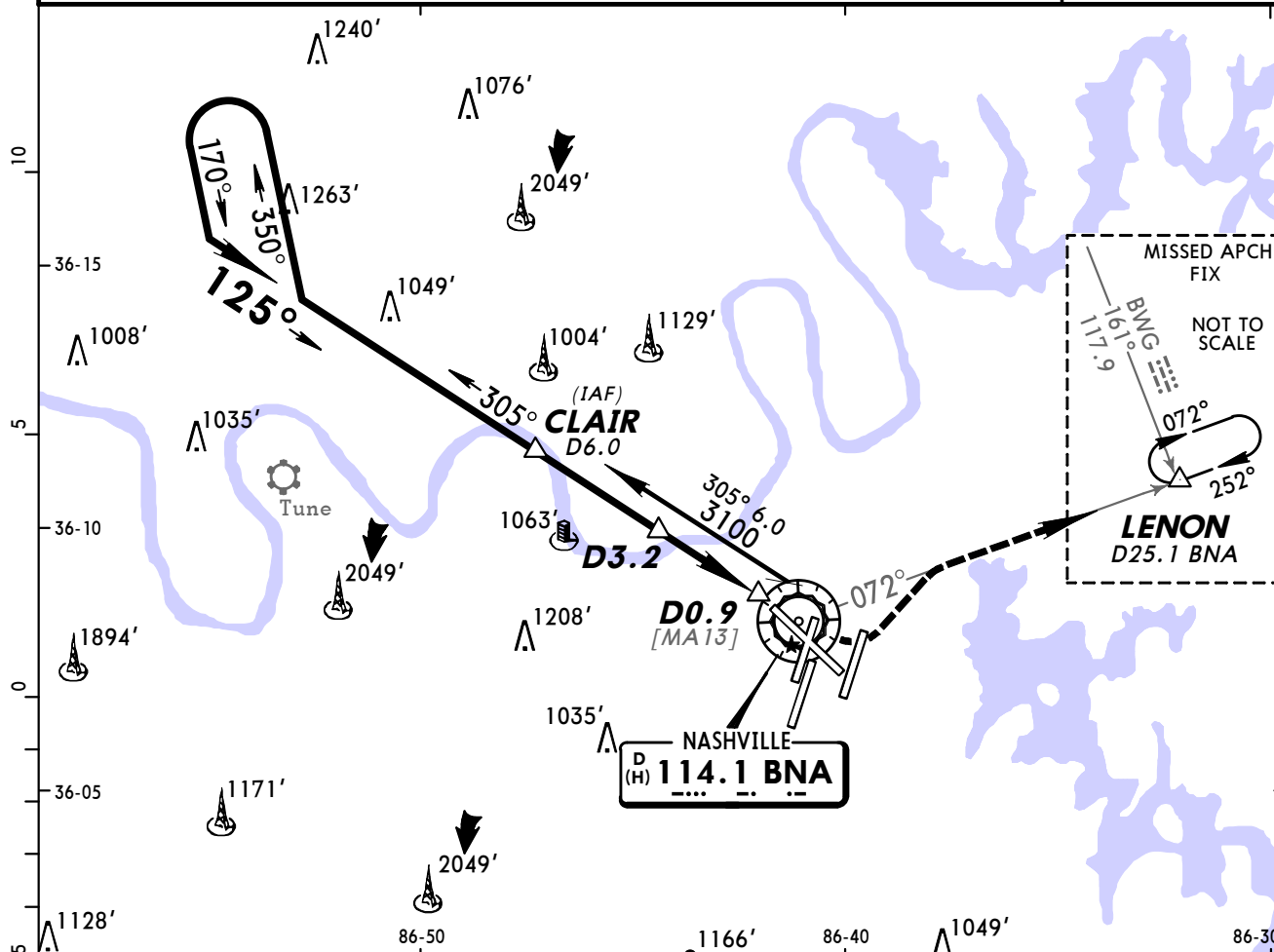
Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at DA									

STRAIGHT-IN LANDING RWY 31									
RNP 0.25					RNP 0.30				
DA(H) 1012' (435') DAY					DA(H) 1121' (544') NIGHT				
A									
B									
C	1½				NA				
D					2				

Missed approach requires minimum climb of 423'/NM to 1100'.

BRIEFING STRIP™

D-ATIS Arrival		NASHVILLE Approach (R) 200° - 018° 019° - 199°		NASHVILLE Tower		Ground	
135.1		120.6 127.17		118.6		121.9	
VOR BNA 114.1	Final Apch Crs 125°	Minimum Alt CLAIR 2400' (1833')	MDA(H) 1080' (513')		Apt Elev 599' TDZE 567'		3100' MSA BNA VOR
MISSED APCH: Climb to 1400' then climbing LEFT turn to 3000' outbound via BNA VOR R-072 to LENON INT/D25.1 and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	1400' ↑	3000' ↶ via 114.1 R-072	BNA 114.1 LENON
Descent angle [3.12°]	386	497	552	662	773	883				
MAP at D0.9										

STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
MDA(H) 1080' (513')				Max Kts	MDA(H)		
A	1			90	1100' (501') - 1		
B	1			120	1120' (521') - 1½		
C	1½			140	1160' (561') - 2		
D	1¾			165			

TERPS AMEND 13B 7 APR 2011

General Information

Location: Chattanooga TN USA
IATA Code: CHA
Lat/Long: N35° 02.1' W085° 12.2'
Elevation: 682 ft

Airport Use: Public
Magnetic Variation: 4.3°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1213 Z
Sunset: 2334 Z,

Runway Information

Runway: 02
Length x Width: 7400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 682 ft
Lighting: Edge, ALS, Centerline, Pilot controlled

Runway: 15
Length x Width: 5575 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 670 ft
Lighting: Edge
Displaced Threshold: 105 ft

Runway: 20
Length x Width: 7400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 673 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 33
Length x Width: 5575 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 671 ft
Lighting: Edge
Displaced Threshold: 575 ft

Communication Information

ATIS 119.85
Chattanooga Tower 118.3 CTAF PCL
Chattanooga Ground Control 121.7
Chattanooga Clearance Delivery 120.95
Chattanooga Approach Control 126.5 Secondary
Chattanooga Approach Control 125.1 (21°-199°) Initial Contact
Chattanooga Approach Control 119.2 (200°-20°)
Chattanooga App ARSA 125.1 (21°-199°)
Chattanooga App ARSA 119.2 (200°-20°)
Chattanooga Departure Control 125.1 (21°-199°)
Chattanooga Departure Control 119.2 (200°-20°)
Lovell Unicom 122.95
Army Guard Operations 149.8 Military
Nashville Flight Service Station 123.65 RCO
Nashville Flight Service Station 122.2 RCO
Atlanta Center 132.05 Remote Communications Air-Ground

FOR DEPARTURE CONTROL FREQ SEE GRAPHIC

CHATTANOOGA FIVE DEPARTURE (CHA5.CHA) (VECTOR)

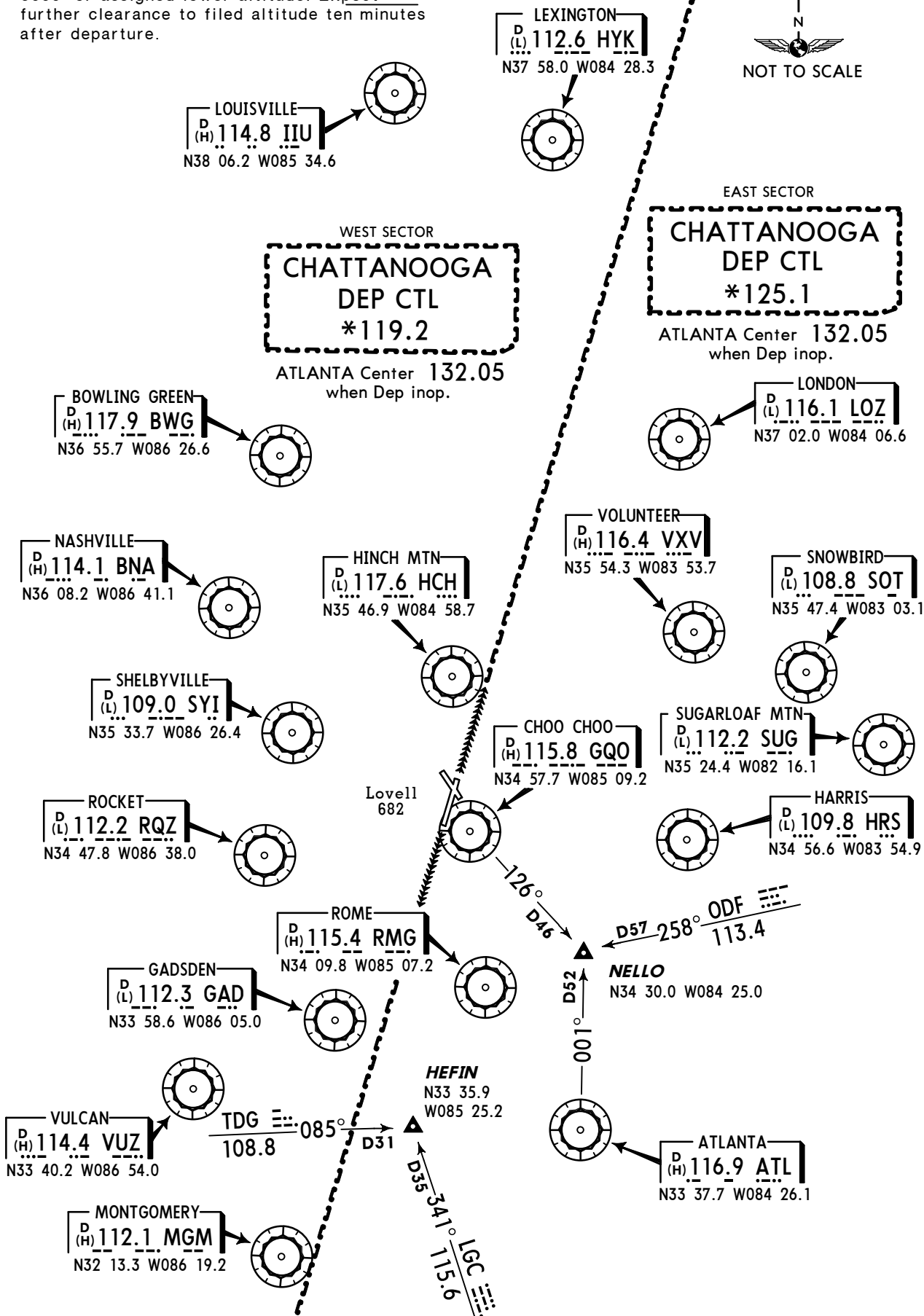
TAKE-OFF

Rwys 2 and 20: **MAINTAIN** runway heading for departure vectors. Thence

DEPARTURE

Via vector to join assigned route. **MAINTAIN**

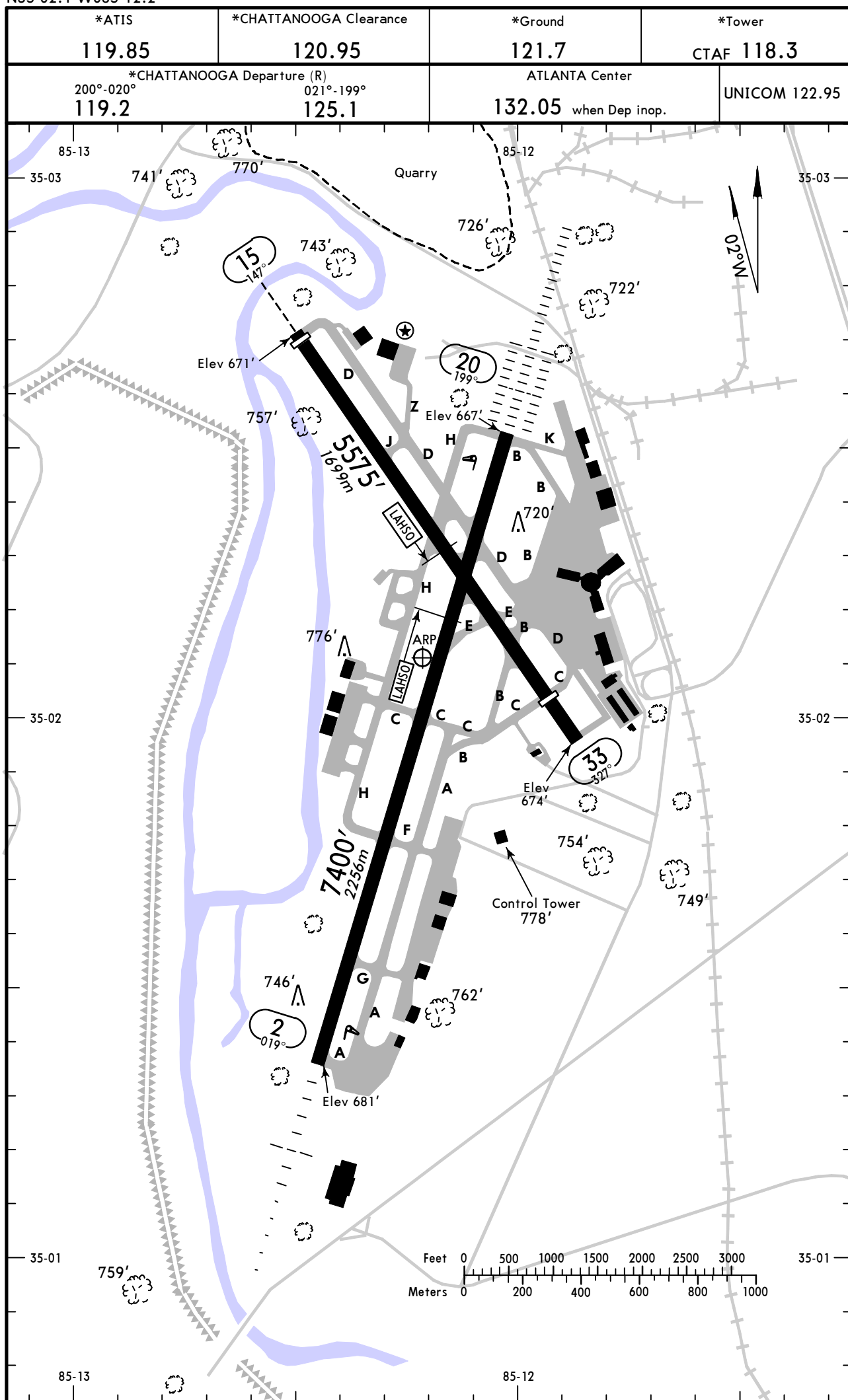
5000' or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.



KCHA/CHA
Apt Elev **682'**
N35 02.1 W085 12.2

JEPPESSEN
17 FEB 12 **(10-9)**

CHATTANOOGA, TENN
LOVELL



CHANGES: None.

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GENERAL

Large flocks of birds in vicinity of airport.
 Read back all hold short instructions required.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	BEYOND Glide Slope	USABLE LENGTHS		TAKE- OFF	WIDTH
				LAHSO Distance			
2 20	① HIRL ① CL ① MALSR VASI-R grooved RVR	③ 7200' 2195m	6103' 1860m	15/33 5200' 1585m			150' 46m
	① HIRL ① CL ② ALSF-II ① TDZ grooved RVR		6297' 1919m				

- ① Activate on 118.3 when Twr inop.
 ② Operates medium intensity when Twr inop.
 ③ Last 200' (61m) is unavailable for landing distance computations.

15 33	④ MIRL ⑤ PAPI-L (angle 3.00°) grooved	5470' 1667m		2/20 2850' 869m		150' 46m
		5000' 1524m			5470' 1667m	

- ④ Unavailable when Twr inop.
 ⑤ Unusable beyond 7.0° right of course.

TAKE-OFF AND OBSTACLE DEPARTURE PROCEDURE**Rwys 2, 20**

Both RVRs are required & controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 15**Rwy 33**

With Min climb of 360'/NM to 1100'			Other	With Min climb of 330'/NM to 1300'			Other
Adequate Vis Ref	STD			Adequate Vis Ref	STD		
	3 & 4 Eng	1 & 2 Eng			3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	300-2 1/4	1/4	1/2	1	500-3

OBSTACLE DP

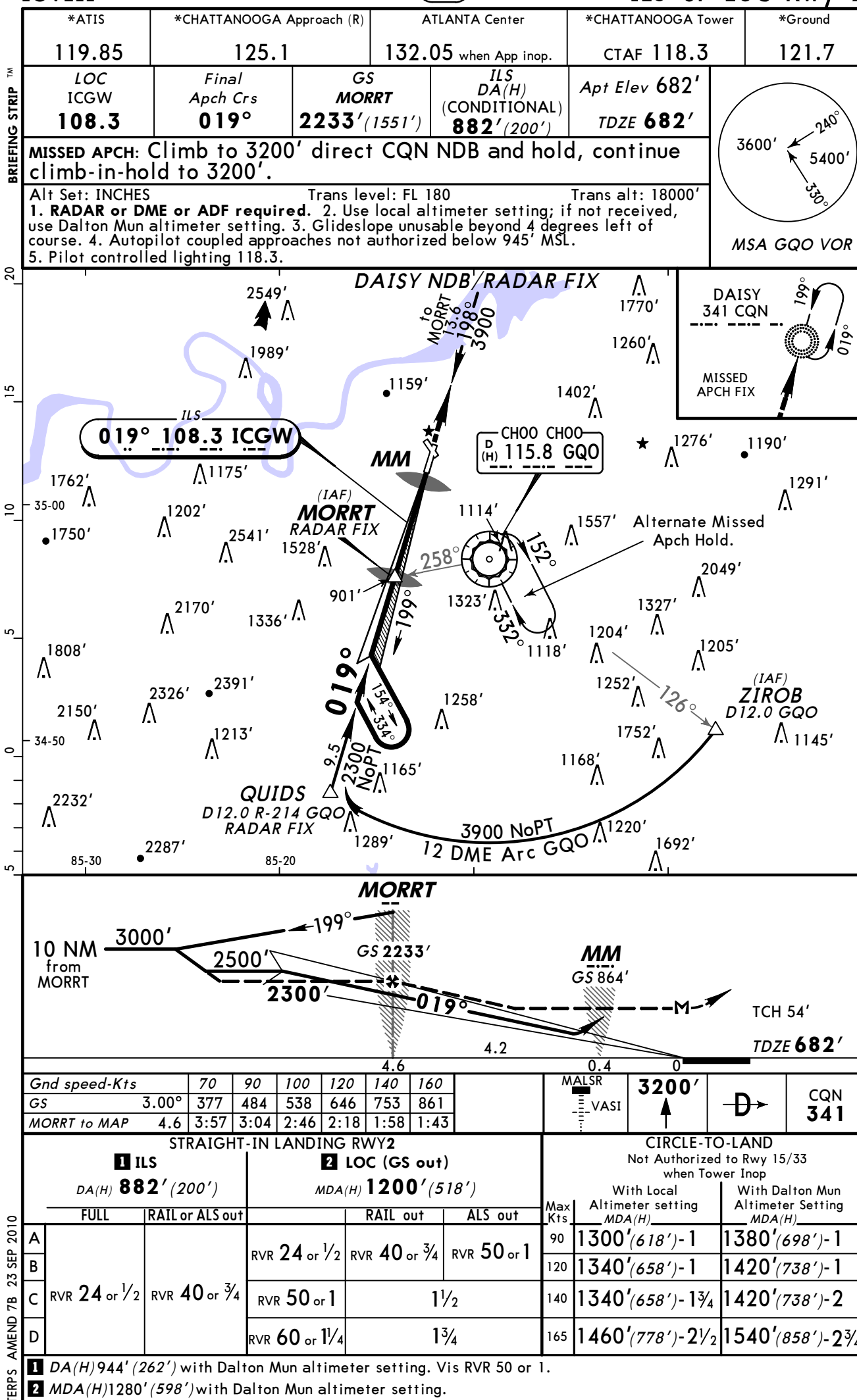
Rwy 2, climb heading 019° to 2400' before turning.
 Rwy 15, climb heading 147° to 1400' before turning.
 Rwy 20, climb heading 199° to 2200' before turning.
 Rwy 33, climbing right turn heading 020° to 2900'
 before proceeding on course.

FOR FILING AS ALTERNATE

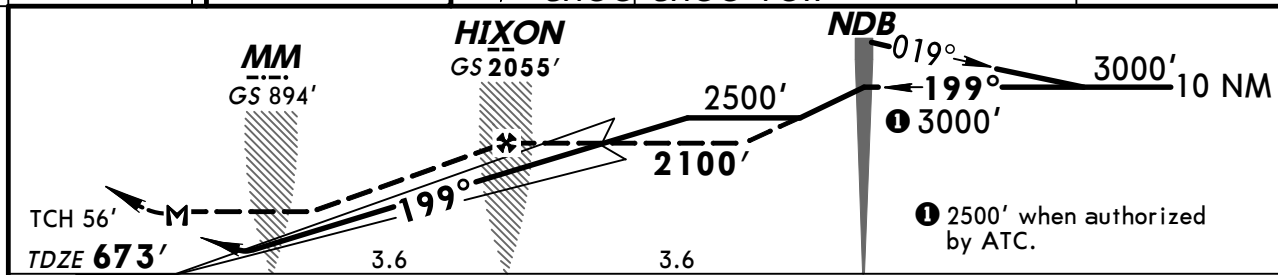
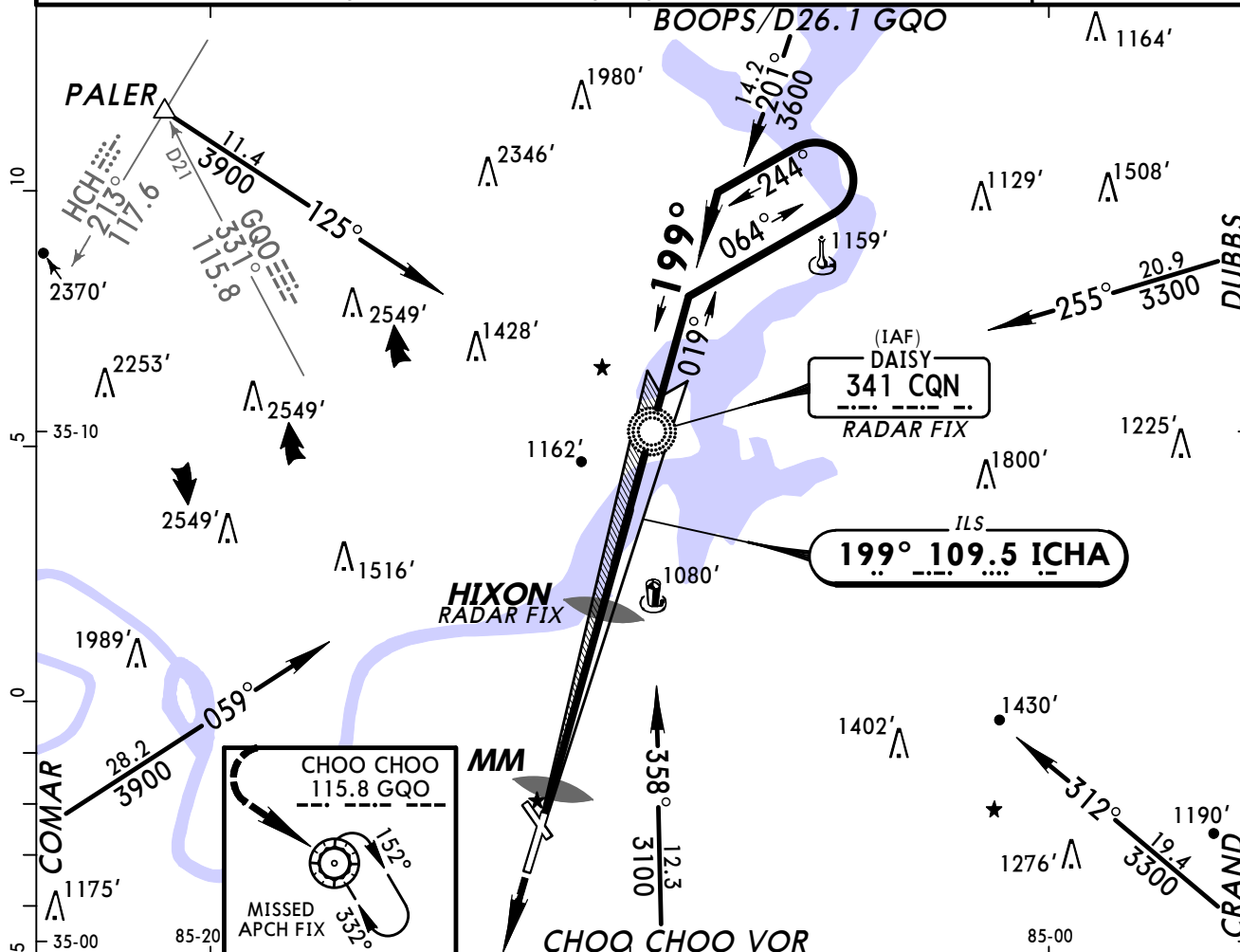
Authorized Only When Twr Operating and When Local Weather Available				Authorized Only When Tower Operating	Authorized Only When Local Weather Available	
ILS Rwy 2 ILS Rwy 20		LOC Rwy 2 LOC Rwy 20 RNAV (GPS) Rwy 33 VOR Rwy 33	RNAV (GPS) Rwy 15	RADAR-1	RNAV (GPS) Rwy 2	RNAV (GPS) Rwy 20
A	700-2	800-2	800-2	800-2	800-2	800-2¼
B						
C			800-2¼			
D	800-2½	800-2½	800-2½	800-2½	800-2½	800-2½

CHANGES: Landing distances, lighting.

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*ATIS 119.85	*CHATTANOOGA Approach (R) 125.1	ATLANTA Center 132.05 when App inop.	*CHATTANOOGA Tower CTAF 118.3	*Ground 121.7
LOC ICHA 109.5	Final Apch Crs 199°	GS HIXON 2055' (1382')	ILS DA(H) (CONDITIONAL) 873' (200')	Apt Elev 682' TDZE 673'
MISSED APCH: Climb to 1300' then climbing LEFT turn to 3100' direct GQO VOR and hold; Continue climb-in-hold to 3100'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or RADAR required. 2. Use local altimeter setting; if not received, use Dalton Mun altimeter setting. 3. Pilot controlled lighting 118.3.				
				3900'
				MSA CQN NDB



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1300'	3100'	GQO 115.8
GS	3.00°	377	484	538	646	753	861			
HIXON to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32				

STRAIGHT-IN LANDING RWY20				CIRCLE-TO-LAND			
1 ILS				2 LOC (GS out)			
DA(H) 873' (200')				MDA(H) 1100' (427')			
With Local Altimeter Setting				With Local Altimeter Setting			
FULL	TDZ or CL out	ALS out		ALS out		Max Kts	
A						90	1300' (618') - 1
B						120	1340' (658') - 1
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	140	1340' (658') - 1 3/4
D						165	1460' (778') - 2 1/2

1 DA(H) 935' (262') with Dalton Mun altimeter setting. 2 MDA(H) 1180' (507') with Dalton Mun altimeter setting.

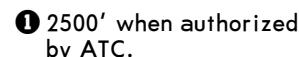
CHATTANOOGA, TENN
ILS Rwy 20 CAT II

BRIEFING STRIP TM

3900'

Trans alt: 18000'

MSA CQN NDB

TERPS 36 AMEND D $DA_{(H)} \mathbf{773'} (100')$

RVR 12

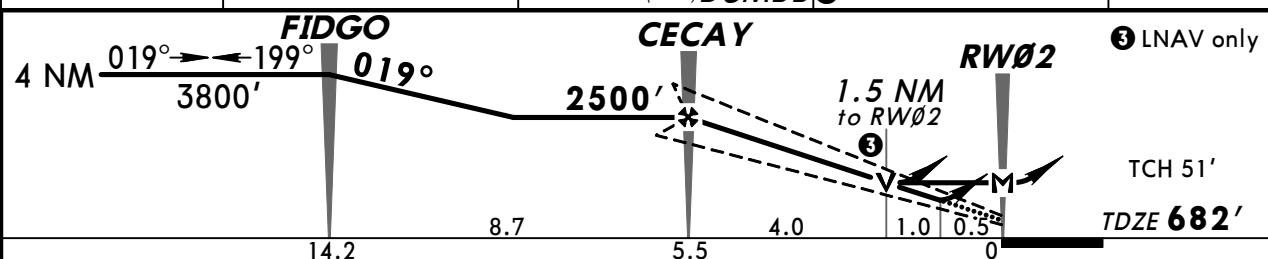
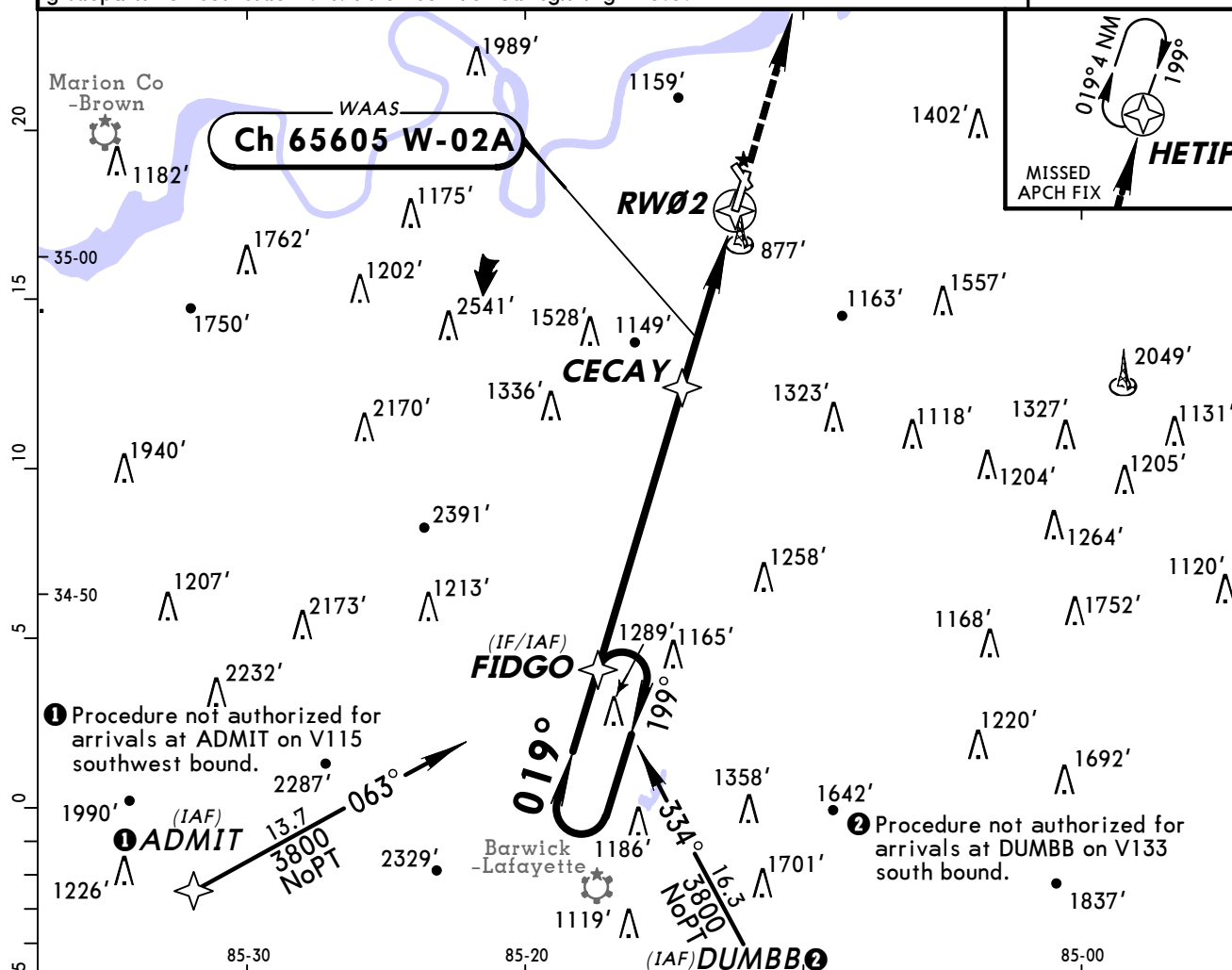
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BRIEFING STRIP™

4900'

Trans alt: 18000'

MSA RW02



HETIP

STRAIGHT-IN LANDING RWY 2								CIRCLE-TO-LAND	
LPV <i>DA(H)</i> 882' (200')		LNAV/VNAV <i>DA(H)</i> 1196' (514')		LNAV <i>MDA(H)</i> 1200' (518')			Not Authorized to Rwy 15/33 when Tower Inop		
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	Max Kts.	<i>MDA(H)</i>	
A	RVR 24 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$	RVR 60 or $1\frac{1}{4}$	$1\frac{3}{4}$	RVR 24 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$	RVR 50 or 1	90	1300' (618') - 1
B					RVR 50 or 1	$1\frac{1}{2}$		120	1340' (658') - 1
C					$1\frac{1}{2}$		140	1340' (658') - $1\frac{3}{4}$	
D					$1\frac{3}{4}$		165	1460' (778') - $2\frac{1}{2}$	

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CHATTANOOGA, TENN

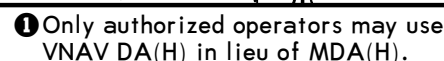
RNAV (GPS) Rwy 15

BRIEFING STRIP™

4900'

Trans alt: 18000'

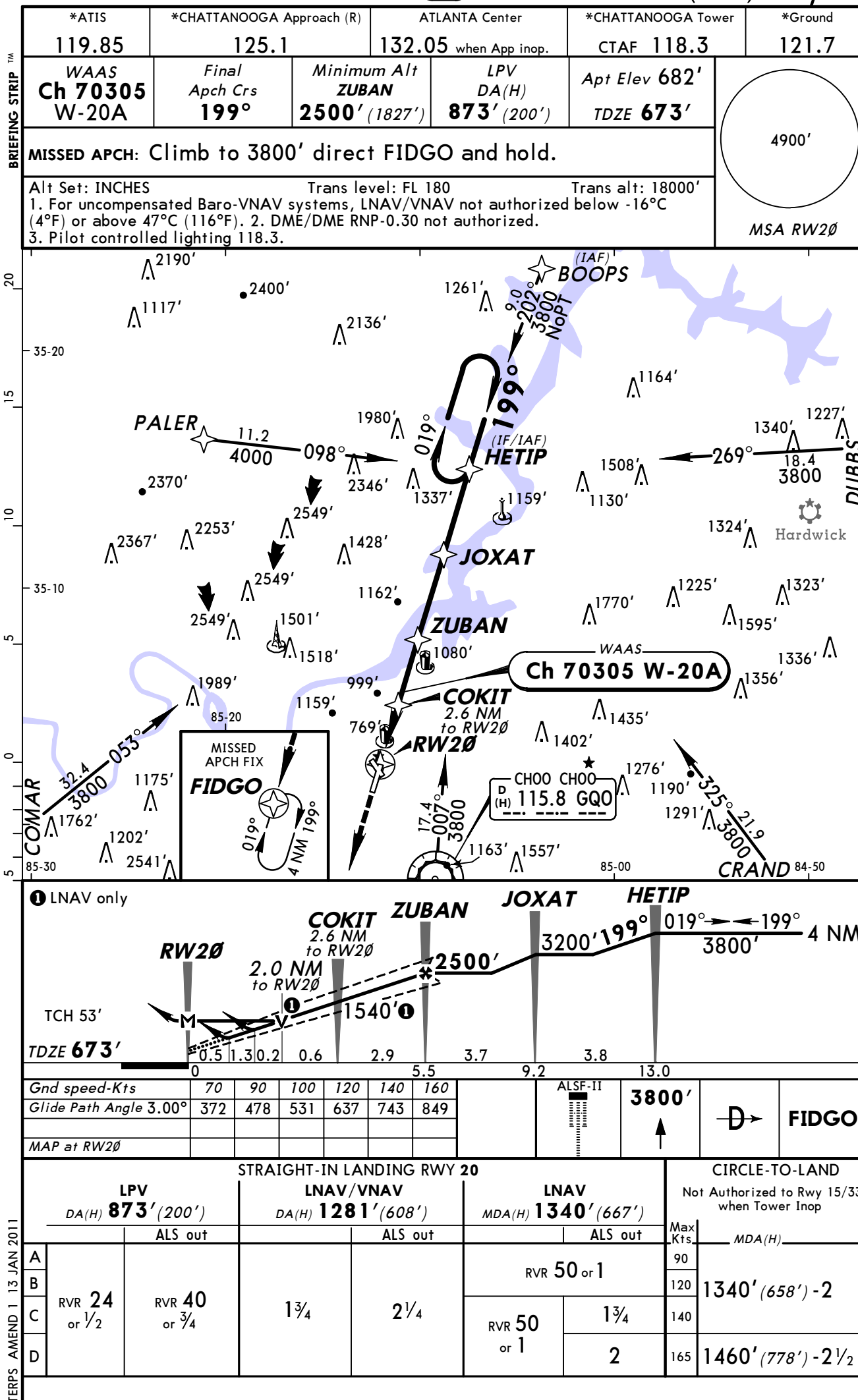
- MSA RW15



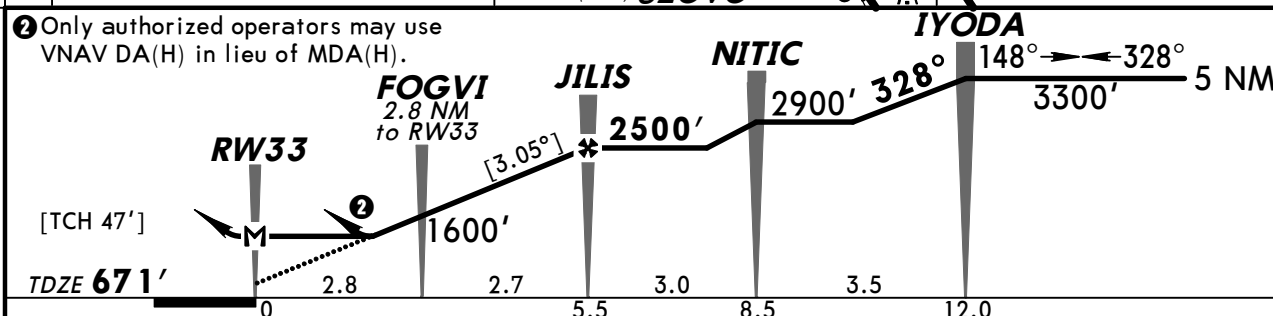
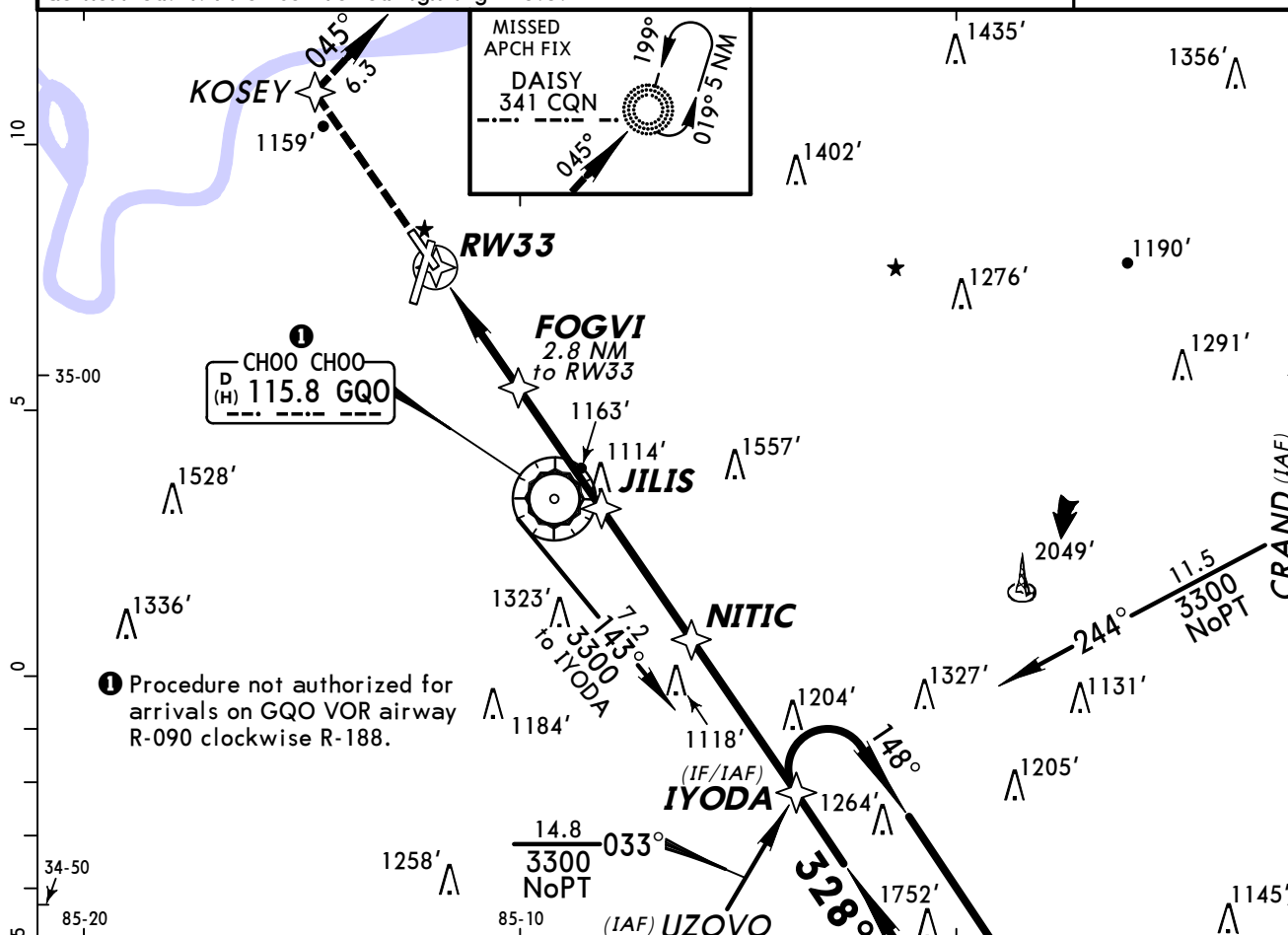
AMENDMENTS

1 Not Authorized at Night when VGSI inop.

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*ATIS 119.85	*CHATTANOOGA Approach (R) 125.1	ATLANTA Center 132.05 when App inop.	*CHATTANOOGA Tower CTAF 118.3	*Ground 121.7
RNAV	Final Apch Crs 328°	Minimum Alt JILIS 2500' (1829')	LNNAV MDA(H) (CONDITIONAL) 1240' (569')	Apt Elev 682' TDZE 671'
MISSED APCH: Climb to 3300' direct KOSEY and via 045° track to CQN NDB and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Dalton Mun altimeter setting. 2. Procedure not authorized when control tower closed. 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 118.3.				
				4900' MSA RW33



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW33										

1 STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND		
LNAV			Not Authorized at Night to Rwy 33 When VGSI Inop		
MDA(H) 1240' (569')		MDA(H) 1320' (649')	Max Kts.	With Local Altimeter Setting	With Dalton Mun Altimeter Setting
With Local Altimeter Setting		With Dalton Mun Altimeter Setting		MDA(H)	MDA(H)
A	1	1	90	1300' (618') - 1	1380' (698') - 1
B			120	1340' (658') - 1	1420' (738') - 1
C	1½	1½	140	1340' (658') - 1¾	1420' (738') - 1¾
D	1¾	1¾	165	1460' (778') - 2½	1540' (858') - 2½

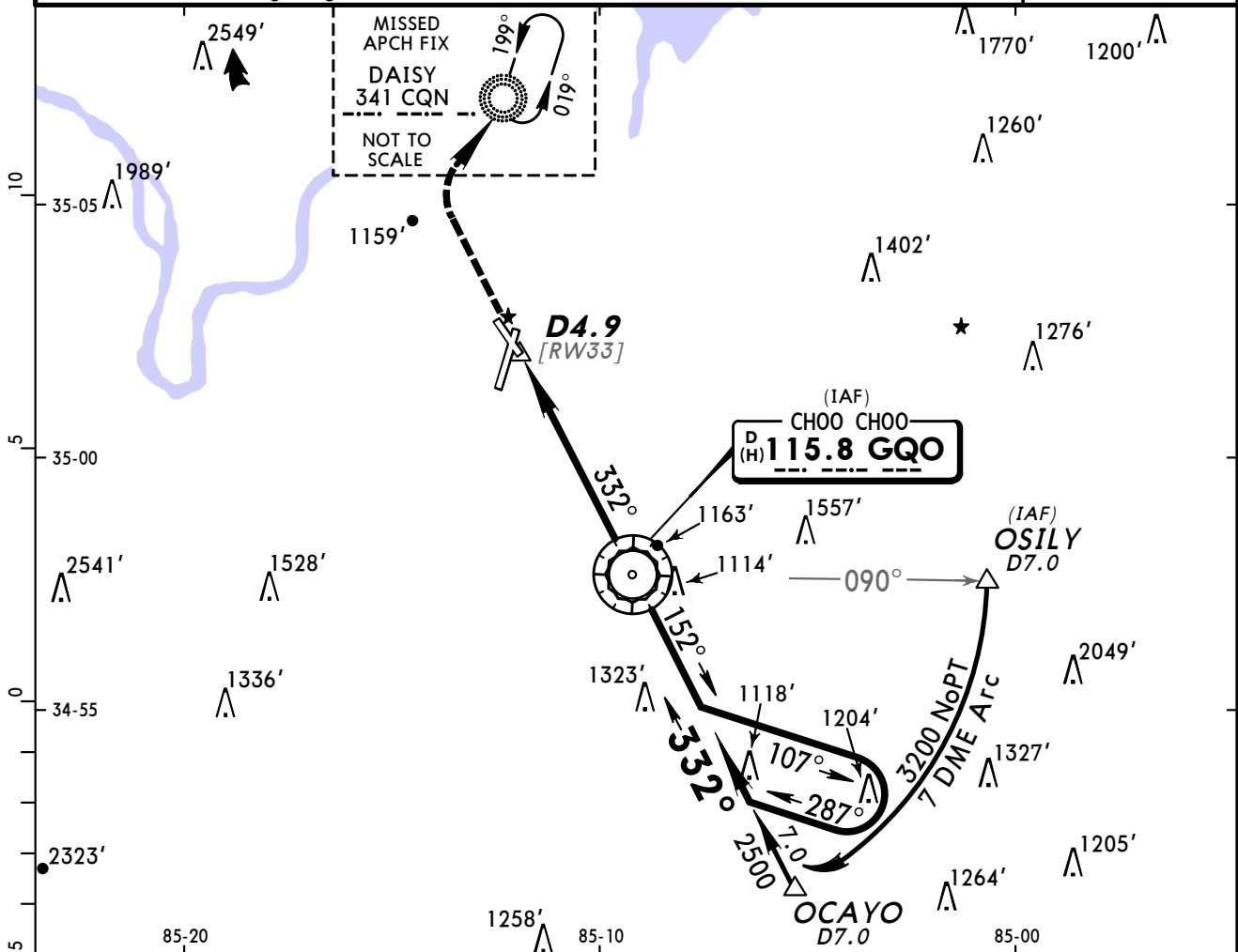
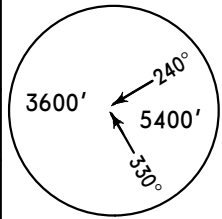
1 Not Authorized at Night when VGSI inop.

KCHA/CHA
LOVELL

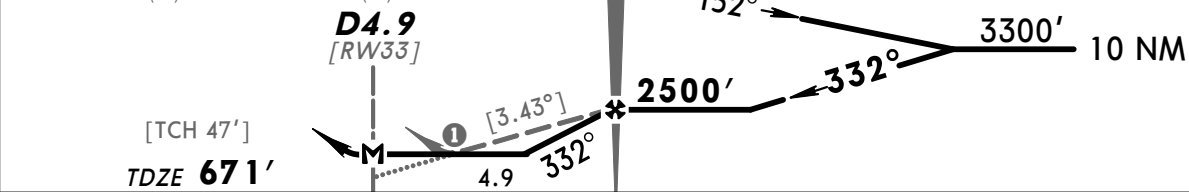
JEPPESEN
17 FEB 12 (13-1)

CHATTANOOGA, TENN
VOR Rwy 33

*ATIS 119.85	*CHATTANOOGA Approach (R) 125.1	ATLANTA Center 132.05 when App inop.	*CHATTANOOGA Tower CTAF 118.3	*Ground 121.7
VOR GQO 115.8	Final Apch Crs 332°	Minimum Alt VOR 2500' (1829')	MDA(H) (CONDITIONAL) 1340' (669')	Apt Elev 682' TDZE 671'
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' direct CQN NDB and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Use local altimeter setting; if not received, use Dalton Mun altimeter setting. 3. VGS1 and descent angles not coincident. 4. Pilot controlled lighting 118.3.				



① Only authorized operators may use
VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.43°]	425	546	607	728	850	971				
MAP at D4.9 or VOR to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50				

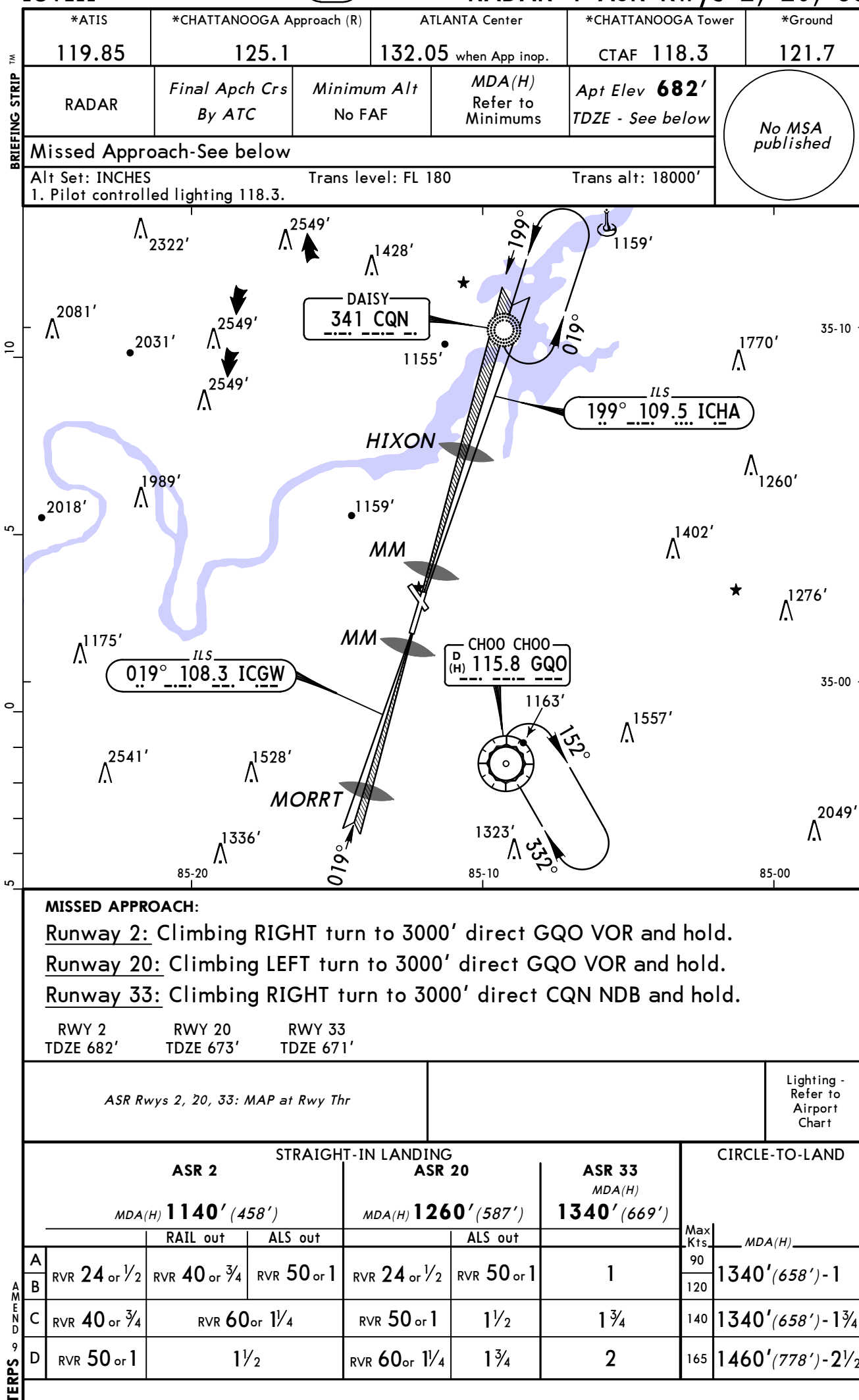
STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
MDA(H) 1340' (669') With Local Altimeter Setting		MDA(H) 1420' (749') With Dalton Mun Altimeter Setting		Max Kts	With Local Altimeter Setting MDA(H)	With Dalton Mun Altimeter Setting MDA(H)	
A	1	1	1	90	1340' (658') - 1	1420' (738') - 1	
B	1 1/4	1 1/4	1 1/4	120	1340' (658') - 1 1/4	1420' (738') - 1 1/4	
C	1 3/4	2 1/4	2 1/4	140	1340' (658') - 1 3/4	1420' (738') - 2 1/4	
D	2	2 1/2	2 1/2	165	1460' (778') - 2 1/2	1540' (858') - 2 3/4	

① Not Authorized When Twr Inop.

CHANGES: TDZE.

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TERPS AMEND 17A SEP 2010



General Information

Location: Memphis TN USA
IATA Code: MEM
Lat/Long: N35° 02.5' W089° 58.6'
Elevation: 341 ft

Airport Use: Public
Magnetic Variation: 0.8°W
Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1232 Z
Sunset: 2353 Z,

Runway Information

Runway: 09
Length x Width: 8946 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 259 ft
Lighting: Edge, ALS, Centerline

Runway: 18C
Length x Width: 11120 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 290 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18L
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 301 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18R
Length x Width: 9320 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 295 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27
Length x Width: 8946 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 292 ft
Lighting: Edge, ALS, Centerline

Runway: 36C
Length x Width: 11120 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 341 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36L
Length x Width: 9320 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 321 ft
Lighting: Edge, ALS, Centerline, TDZ

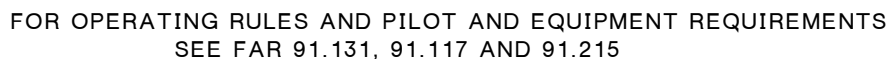
Runway: 36R
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 335 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 127.75
Memphis Tower 118.3
Memphis Tower 128.425
Memphis Tower 119.7
Memphis Ground Control 121.0
Memphis Ground Control 121.65
Memphis Ground Control 121.9
Memphis Clearance Delivery 125.2
Memphis Pre-Taxi Clearance 125.2
Memphis Approach Control 126.7 Arrival Service
Memphis Approach Control 126.05 Arrival Service
Memphis Approach Control 125.8 (356°-175°) Arrival Service
Memphis Approach Control 120.925 (356°-175°) Arrival Service
Memphis Approach Control 119.1 (176°-355°) Arrival Service
Memphis App TCA 134.2
Memphis App TCA 125.8 (356°-175°) Initial Contact
Memphis App TCA 119.1 (176°-355°) Initial Contact
Memphis Departure Control 124.65 (176°-355°) Departure Service
Memphis Departure Control 124.15 (356°-175°) Departure Service
Memphis Intl Unicom 122.95
Jackson Flight Service Station 123.65 RCO
Jackson Flight Service Station 122.2 RCO
Jackson Flight Service Station 122.1 RCO
Jackson Flight Service Station 117.5 RCO
AIR Guard Airlift Command Post 138.1 Military

CLASS B AIRSPACE VFR COMMUNICATIONS

176°-355° **Memphis App** 119.1



1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

Apt Elev
341'

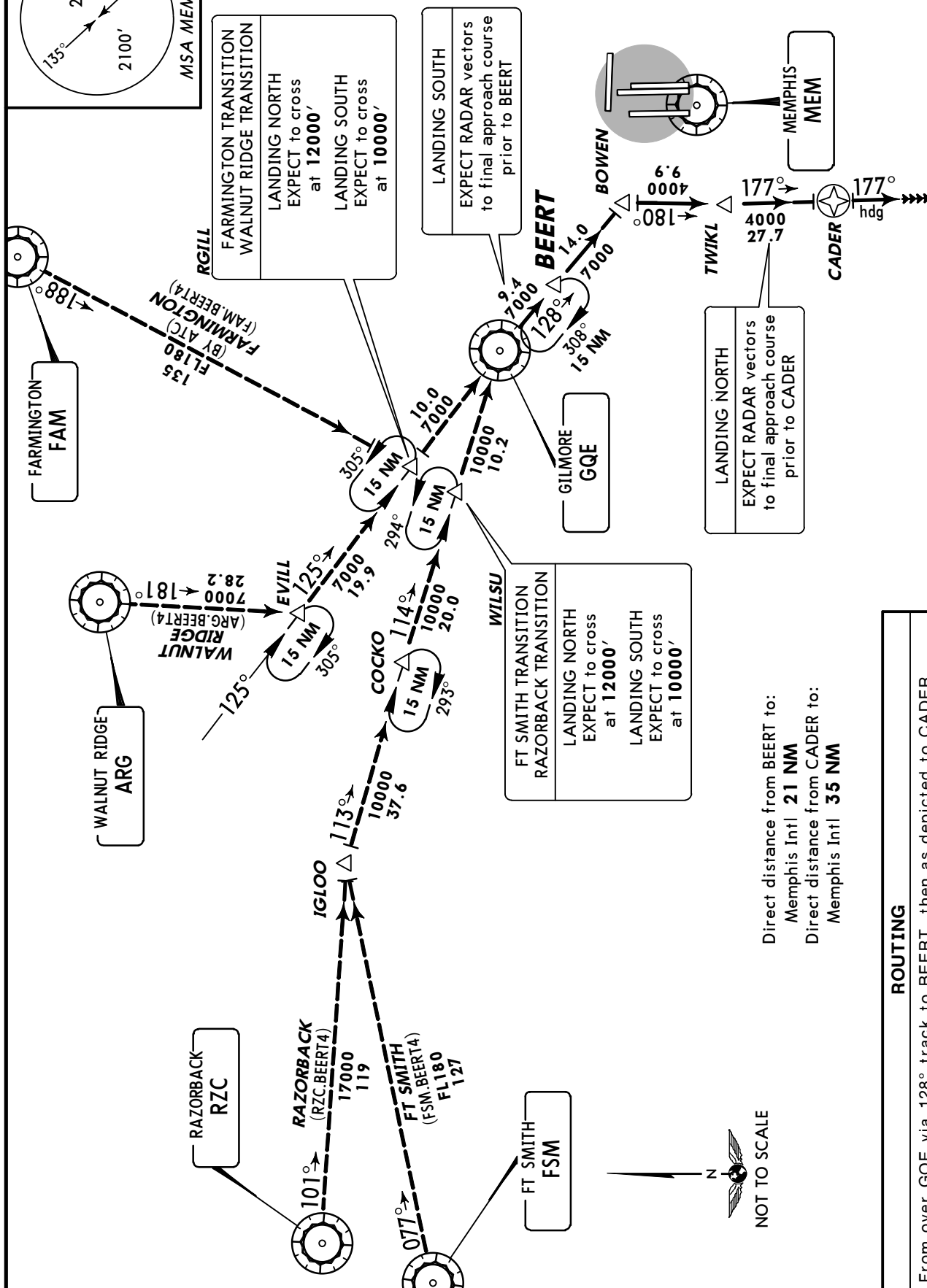
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. Turbojet aircraft only. 3. RNAV 1.

4. DME/DME/IRU or GPS required. 5. FARMINGTON Transition: ATC assigned only. For non-GPS equipped aircraft ARG, FAM, GQE, LIT, MAW and MEM must be operational. 6. FT SMITH Transition: For non-GPS equipped aircraft ARG, FSM, GQE and LIT must be operational. 7. RAZORBACK transition: For non-GPS equipped aircraft ARG, GQE and LIT must be operational. 8. WALNUT RIDGE Transition: For non-GPS equipped aircraft LIT must be operational.

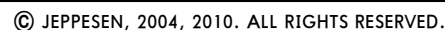
A circle with two intersecting chords. The upper chord is divided into two segments by the intersection point, with the left segment labeled 2500' and the right segment labeled 2100'. The lower chord is divided into two segments by the same intersection point, with the left segment labeled 135' and the right segment labeled 315'.

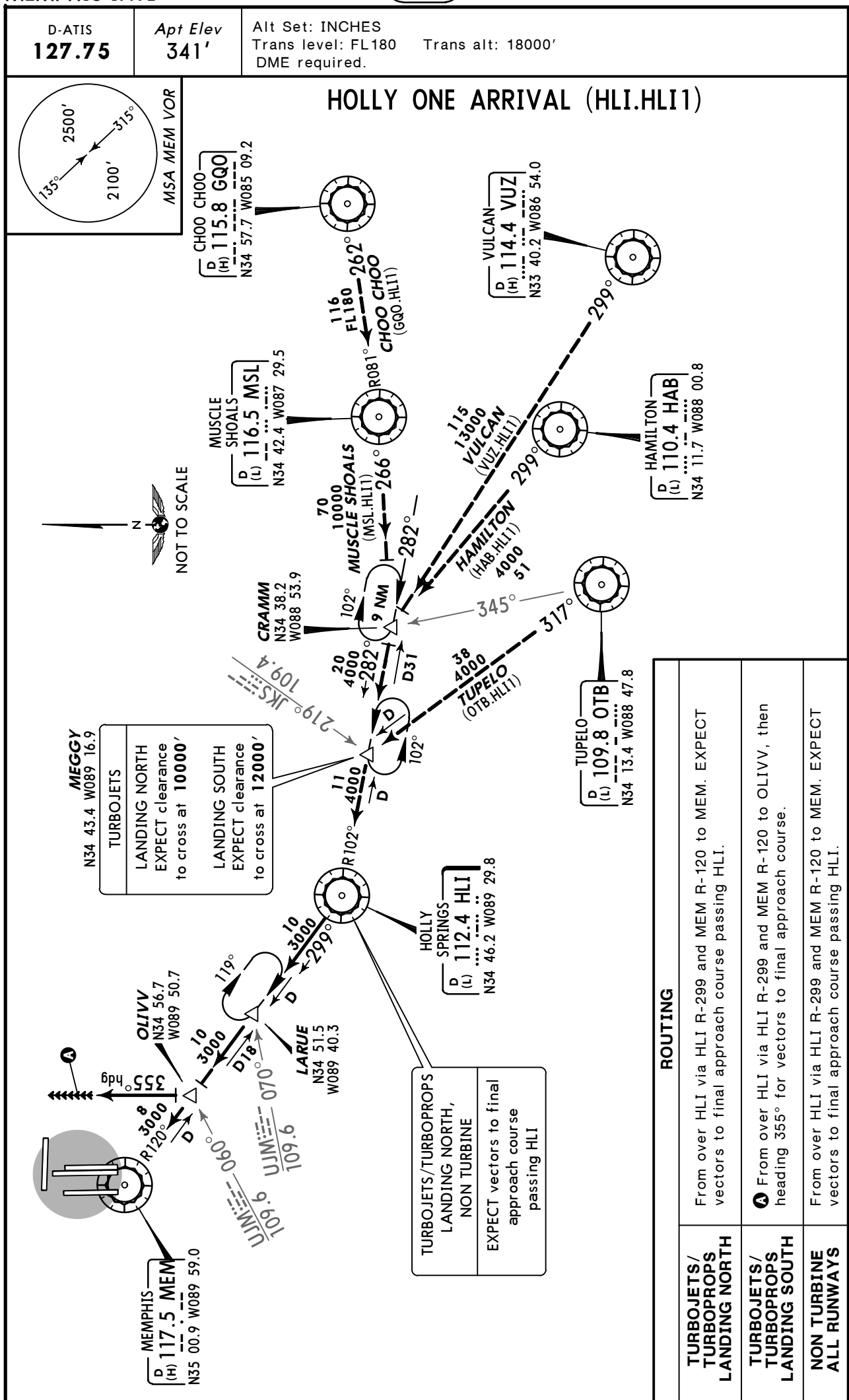
MSA MEM VOR



ROUTING

From over GQE via 128° track to BEERT, then as depicted to CADER.

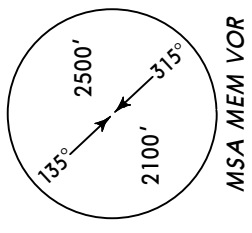




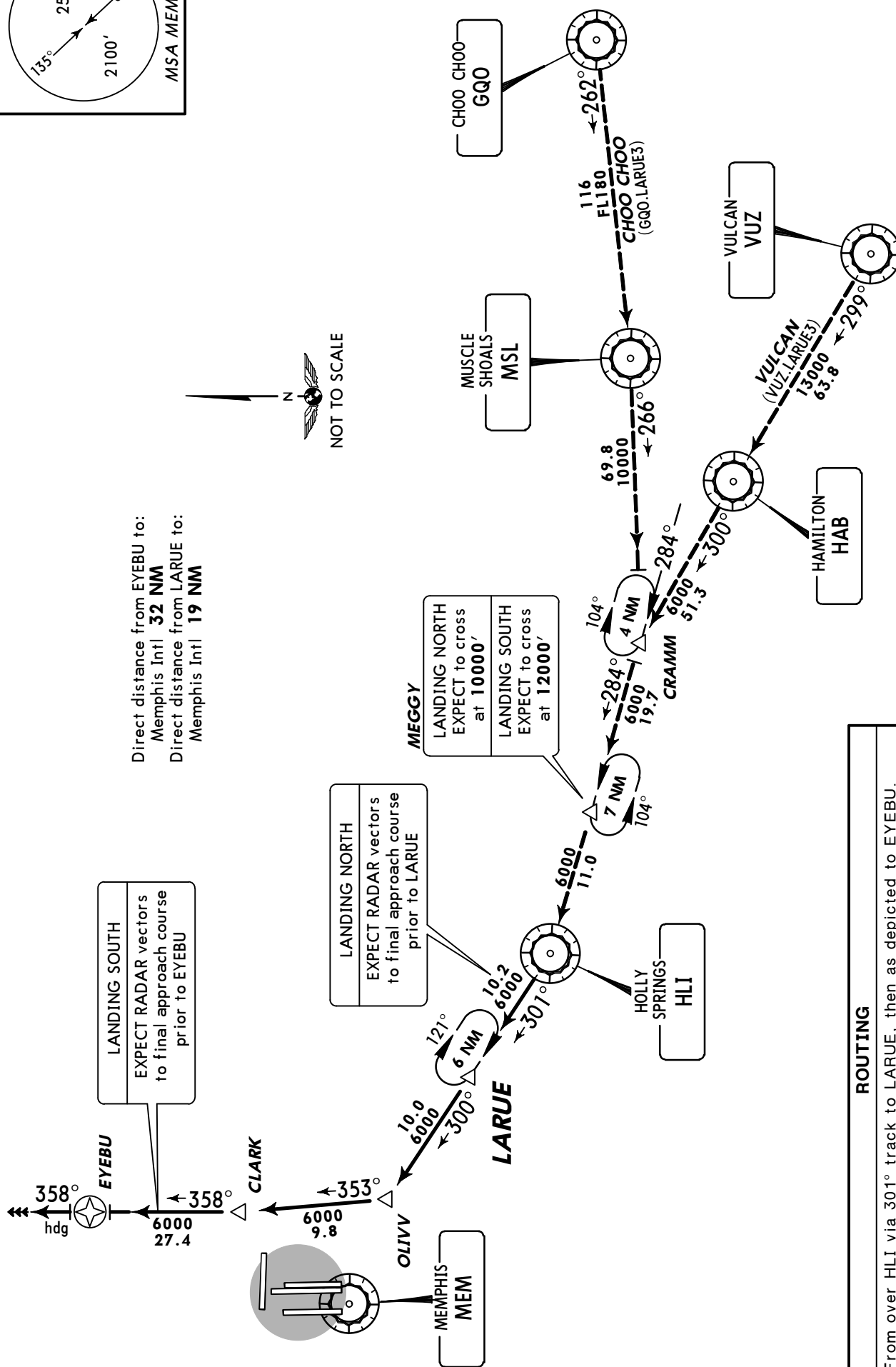
D-ATIS
127.75

Apt Elev
341'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. Turbojet aircraft only. 3. DME/DME/IRU or GPS required. 4. RNAV 1.

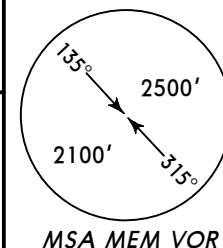


LARUE THREE RNAV ARRIVAL (LARUE.LARUE3)

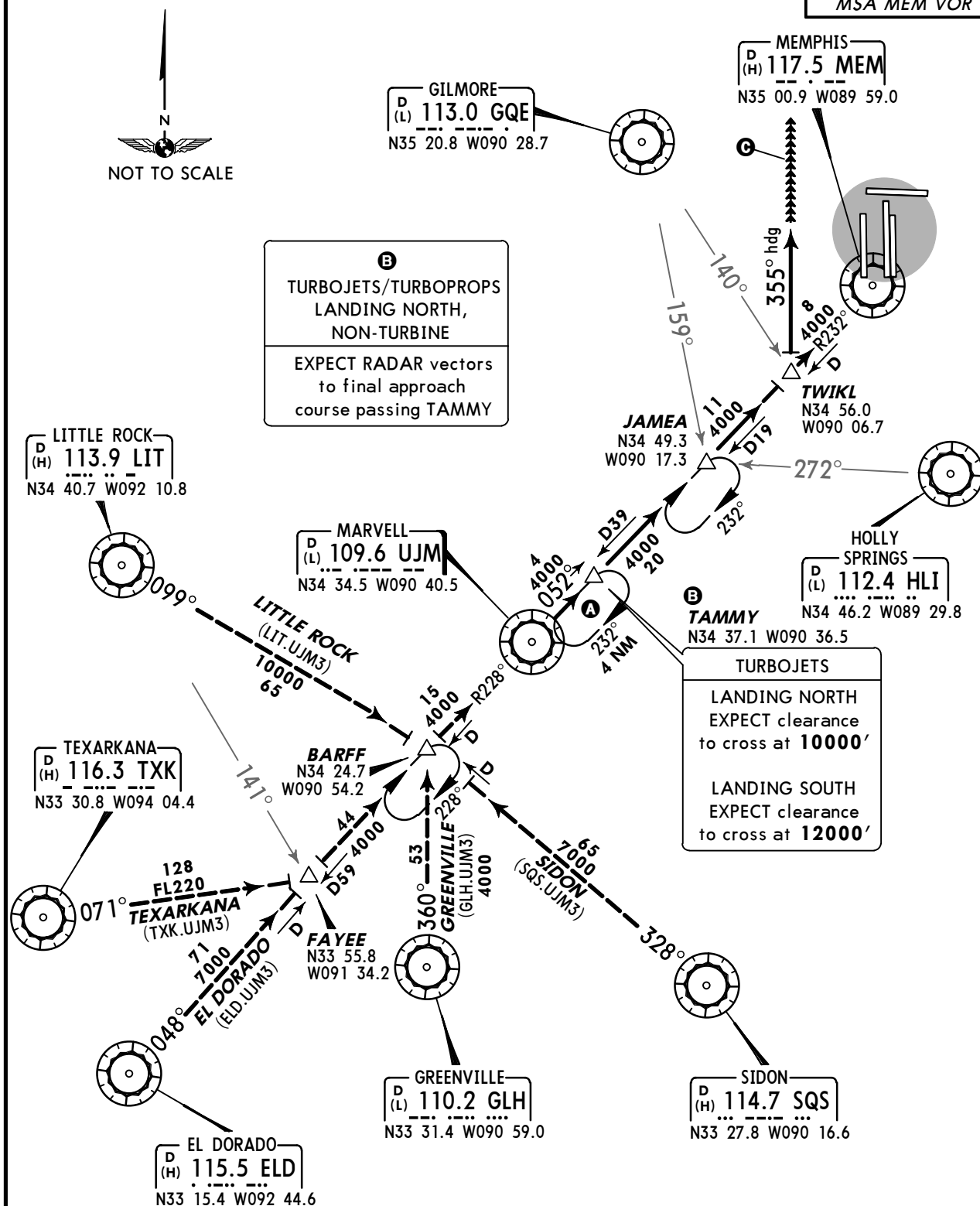


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D-ATIS 127.75 Apt Elev 341' Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
A DME required to identify hold at TAMMY/D39.0 MEM.



MARVELL THREE ARRIVAL (UJM.UJM3)



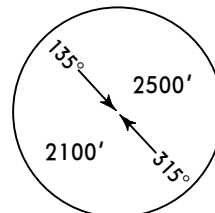
ROUTING

TURBOJETS/ TURBOPROPS LANDING NORTH	From over UJM via MEM R-232 to MEM. EXPECT RADAR vectors to final approach course passing TAMMY.
TURBOJETS/ TURBOPROPS LANDING SOUTH	C From over UJM via MEM R-232 to TWIKL, then fly heading 355° for RADAR vectors to final approach course.
NON-TURBINE ALL RUNWAYS	From over UJM via MEM R-232 to MEM. EXPECT RADAR vectors to final approach course passing TAMMY.

D-ATIS
127.75

Apt Elev
341'

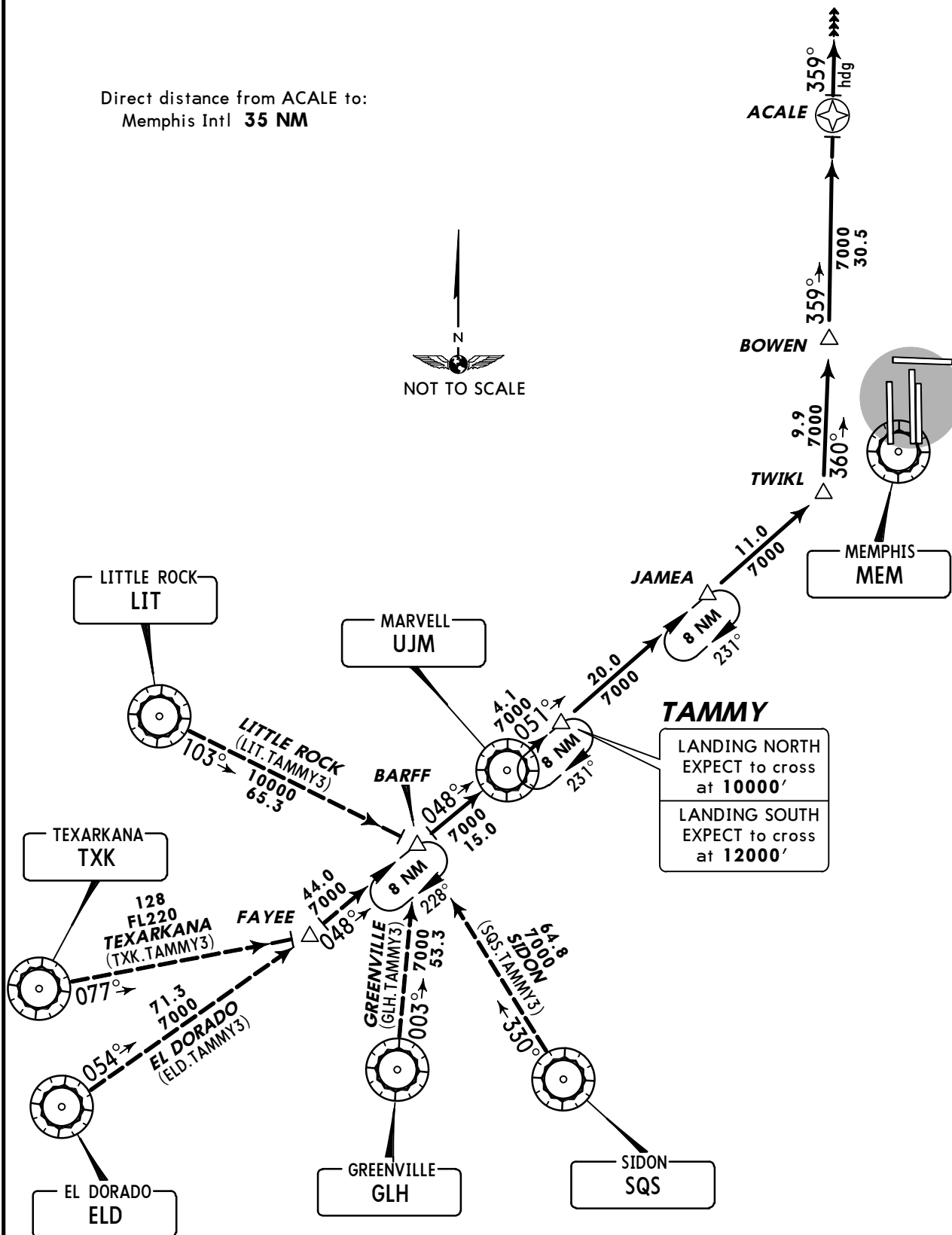
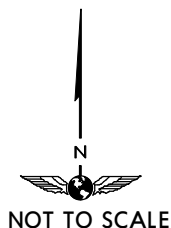
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. RNAV 1.
3. DME/DME/IRU or GPS required.
 4. Turbojet aircraft only.
 5. For non-GPS equipped aircraft GQE and MEM must be operational.



MSA MEM VOR

TAMMY THREE RNAV ARRIVAL (TAMMY.TAMMY3)

Direct distance from ACALE to:
Memphis Intl **35 NM**



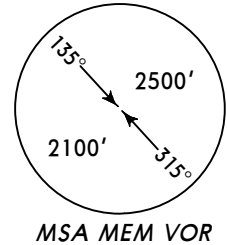
ROUTING

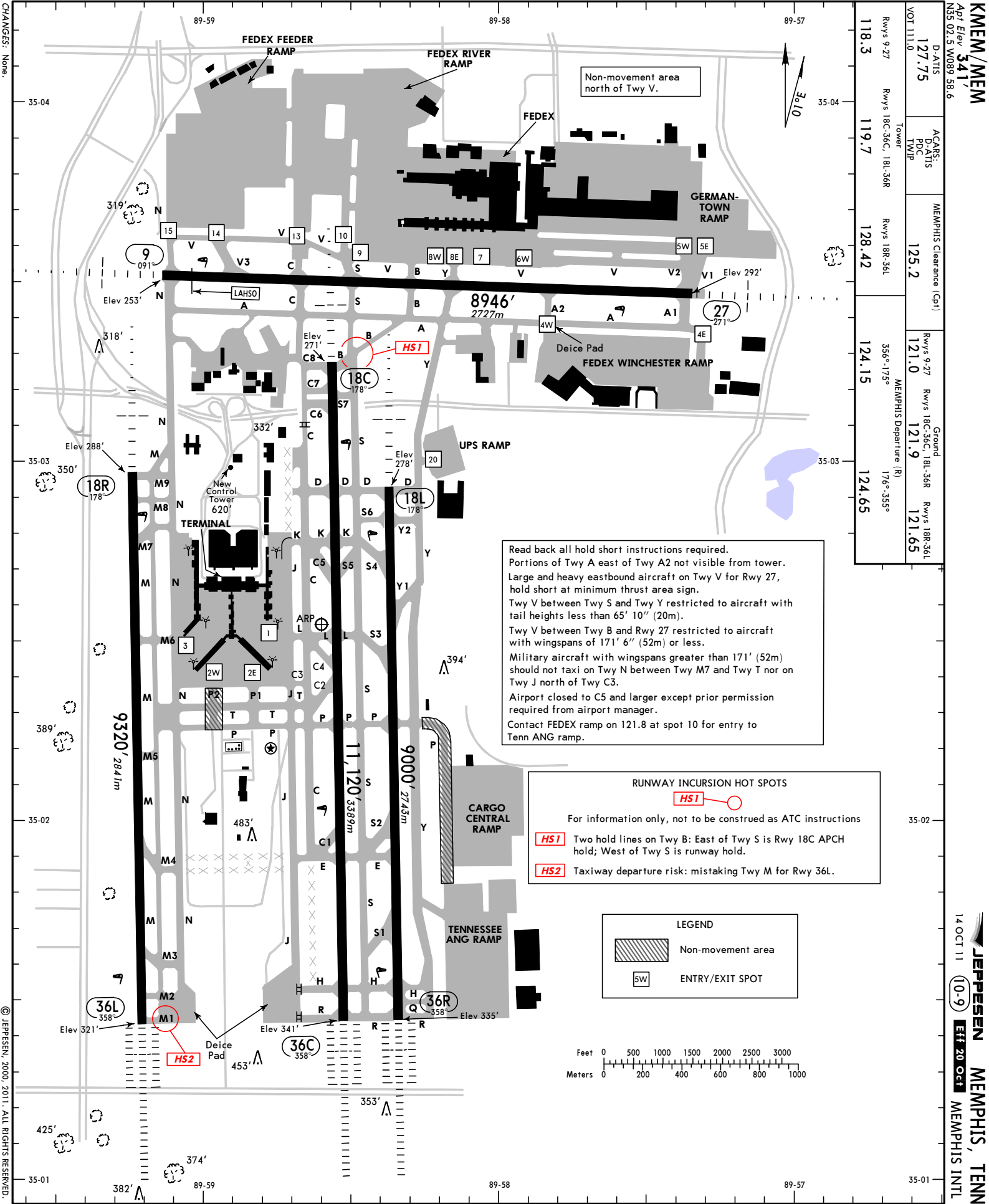
From over BARFF via 048° track to UJM, then as depicted to ACALE.

D-ATIS
127.75

Apt Elev
341'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. **RADAR** required.
2. **DME** required for holding at LTOWN.





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GENERAL

ASDE-X surveillance system in use: Pilots should operate transponders with Mode C on all Twys and Rwys. If possible all aircraft conduct ground operations with transponders on. Birds in vicinity of airport. Terminal Doppler Weather Radar. All transient aircraft require 'Follow me' assistance when entering ANG ramp. Prior permission required for use of ANG ramp. Helicopter operations prohibited to/from terminal building.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		LAHSO Distance	TAKE-OFF	WIDTH
		LANDING BEYOND Threshold	Glide Slope			
9 ① 27	HIRL CL MALSR RVR		7901' 2408m			150'
	HIRL CL MALSR ② PAPI-L RVR		7698' 2346m	Twy N 8450' 2576m		46m
18R ① 36L	HIRL CL MALSR TDZ RVR	③ 9127' 2782m	③ 8177' 2492m			150'
	HIRL CL ALSF-II TDZ ② PAPI-L RVR		8020' 2444m			46m
18C ① 36C	HIRL CL MALSR TDZ RVR		10,220' 3115m			150'
	HIRL CL ALSF-II TDZ RVR		9950' 3033m			46m
18L ① 36R	HIRL CL MALSR TDZ ② PAPI-L RVR		8086' 2465m			150'
	HIRL CL ALSF-II TDZ ② PAPI-R RVR		7869' 2398m			46m

① Grooved. ② Angle 3.0° ③ Last 193'(59m) not available for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwys 36R, 36C**

2 operating RVRs are required All operating RVRs are controlling			Adequate Vis Ref	STD	
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 3	TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 3	Mid RVR 5	Mid RVR 10			
Rollout RVR 3	Rollout RVR 5	Rollout RVR 10			

Rwys 18R, 18C, 18L, 36L

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwys 9, 27

Both RVRs are required & controlling	Adequate Vis Ref	STD	
CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 10			

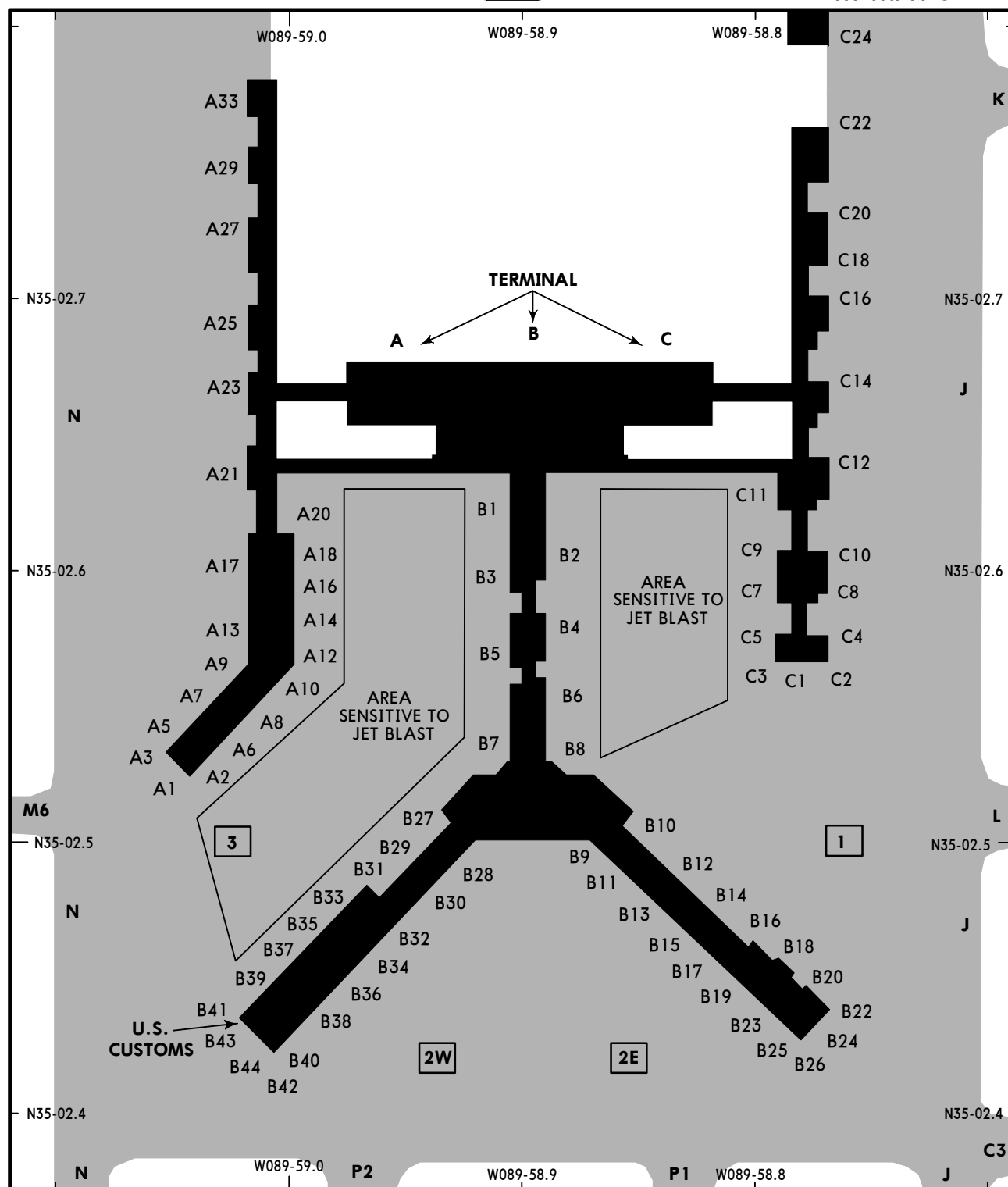
OBSTACLE DP

Rwy 36L, climb heading 358° to 700' before turning RIGHT.

Rwy 36C, climb heading 358° to 700' before turning LEFT.

FOR FILING AS ALTERNATE

ILS Rwy 9	LOC Rwy 9	RNAV (GPS) Z Rwy 18L	RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 RNAV (GPS) Rwy 36L RNAV (GPS) Rwy 36C
ILS Rwy 18L	LOC Rwy 18L	RNAV (GPS) Z Rwy 18C	
ILS Rwy 18C	LOC Rwy 18C	RNAV (GPS) Z Rwy 18R	
ILS Rwy 18R	LOC Rwy 18R	RNAV (GPS) Rwy 36R	
ILS Rwy 27	LOC Rwy 18R	RNAV (RNP) X Rwy 18L	
ILS Rwy 36L	LOC Rwy 27	RNAV (RNP) Y Rwy 18L	
ILS Rwy 36C	LOC Rwy 36L	RNAV (RNP) Y Rwy 18C	
ILS Rwy 36R	LOC Rwy 36C	RNAV (RNP) X Rwy 18R	
	LOC Rwy 36R	RNAV (RNP) Y Rwy 18R	
A	600-2	800-2	NA
B			
C			
D			

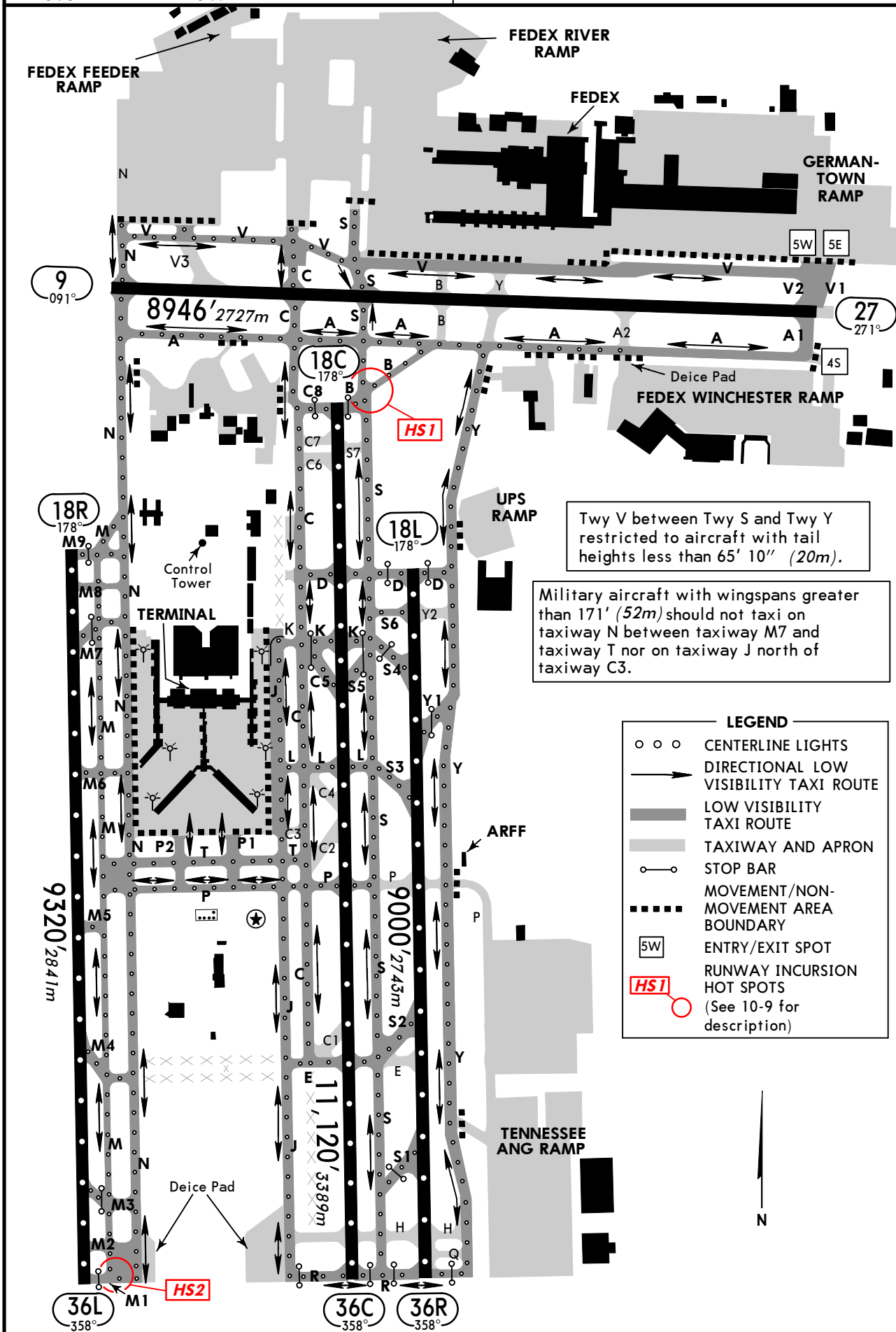


PARKING GATE COORDINATES

GATE No.	COORDINATES		GATE No.	COORDINATES	
A1, A2, A6, A8	N35 02.5	W089 59.0	B19 thru B26	N35 02.4	W089 58.8
A3, A5	N35 02.5	W089 59.1	B29, B31 thru B35	N35 02.5	W089 58.8
A7, A9 thru A21	N35 02.6	W089 59.0	B37, B39	N35 02.5	W089 58.8
A23 thru A29	N35 02.7	W089 59.0	B36, B38,	N35 02.4	W089 59.0
A33	N35 02.8	W089 59.0	B40 thru B44	N35 02.4	W089 59.0
B1 thru B6	N35 02.6	W089 58.9	C1 thru C12	N35 02.6	W089 58.8
B7 thru B9, B11	N35 02.5	W089 58.9	C14 thru C20	N35 02.7	W089 58.8
B27, B28, B30	N35 02.5	W089 58.9	C22, C24	N35 02.8	W089 58.8
B10, B12 thru B18	N35 02.5	W089 58.8			

For less than RVR 600, see 10-9D thru 10-9J

D-ATIS 127.75 VOT 111.0	ACARS: D-ATIS PDC TWIP	MEMPHIS Clearance (Cpt) 125.2	Rwys 9-27 121.0	Ground Rwys 18C-36C, 18L-36R 121.9	Rwys 18R-36L 121.65
Rwys 9-27 118.3	Tower Rwys 18C-36C, 18L-36R 119.7	Rwys 18R-36L 128.42	356°-175° 124.15	MEMPHIS Departure (R) 176°-355° 124.65	



KMEM/MEM
MEMPHIS INTL

JEPPESSEN

SMGCS

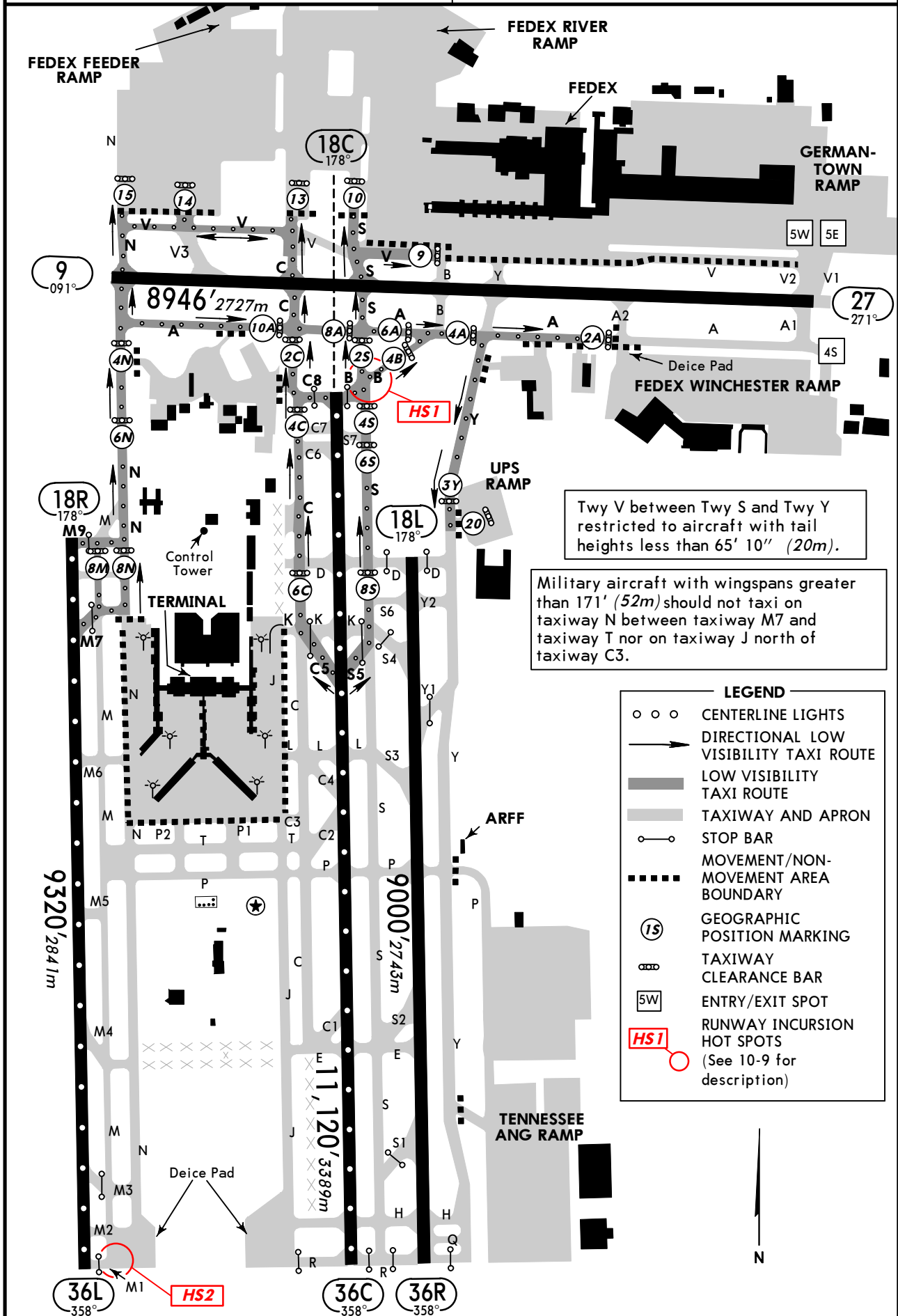
MEMPHIS, TENN
LOW VISIBILITY TAXI ROUTES
ARRIVAL RwyS 36L/36C

LESS THAN RVR 600

12 NOV 10 10-9D
Eff 18 Nov

For less than RVR 1200 to 600, see 10-9C

D-ATIS 127.75 VOT 111.0	ACARS: D-ATIS PDC TWIP	MEMPHIS Clearance (Cpt) 125.2	Rwys 9-27 121.0	Ground Rwys 18C-36C, 18L-36R 121.9	Rwys 18R-36L 121.65
Rwys 9-27 118.3	Tower Rwys 18C-36C, 18L-36R 119.7	Rwys 18R-36L 128.42	MEMPHIS Departure (R) 356°-175° 124.15	176°-355° 124.65	



CHANGES: Hot Spots, airport diagram.

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KMEM/MEM
MEMPHIS INTL

JEPPESSEN

SMGCS

12 NOV 10

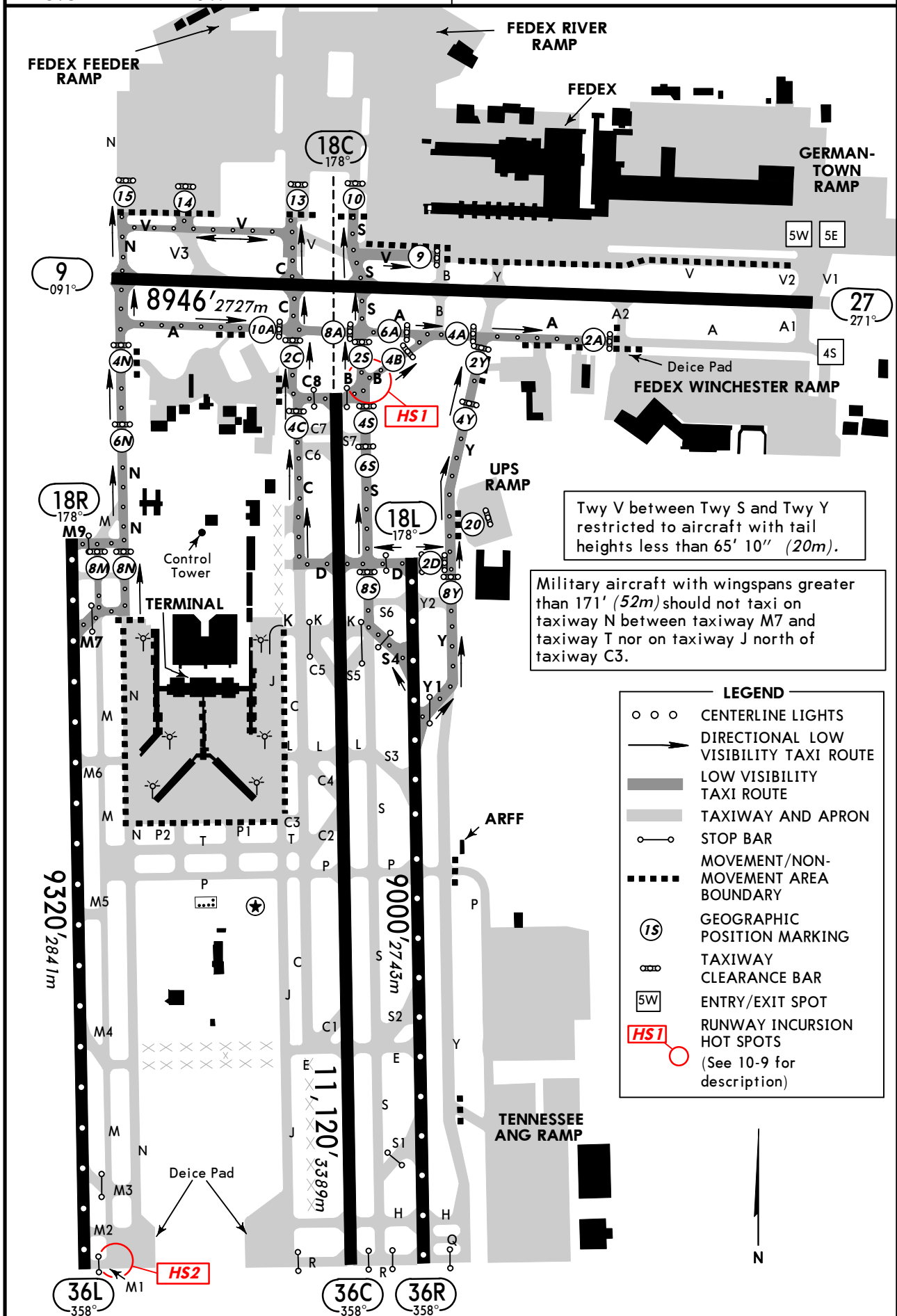
10-9E

MEMPHIS, TENN
LOW VISIBILITY TAXI ROUTES
ARRIVAL RwyS 36L/36R

LESS THAN RVR 600

For less than RVR 1200 to 600, see 10-9C

D-ATIS 127.75 VOT 111.0	ACARS: D-ATIS PDC TWIP	MEMPHIS Clearance (Cpt) 125.2	Rwys 9-27 121.0	Ground Rwys 18C-36C, 18L-36R 121.9	Rwys 18R-36L 121.65
Rwys 9-27 118.3	Tower Rwys 18C-36C, 18L-36R 119.7	Rwys 18R-36L 128.42	MEMPHIS Departure (R) 356°-175° 124.15	176°-355° 124.65	



CHANGES: Hot Spots, airport diagram.

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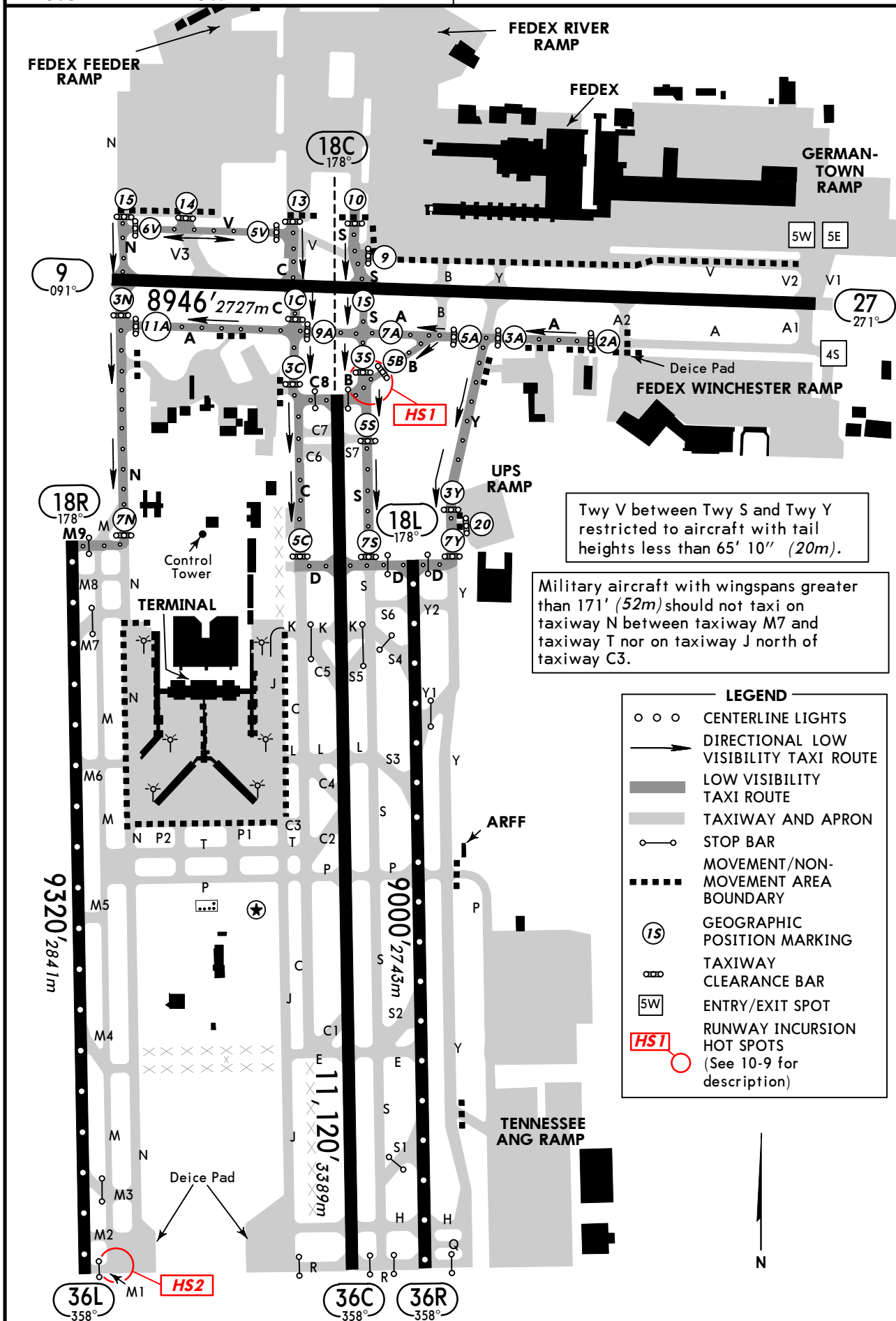
KMEM/MEM
MEMPHIS INTL

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12 NOV 10
Eff 18 Nov 10-9F

SMGCS
MEMPHIS, TENN
LOW VISIBILITY TAXI ROUTES
DEPARTURE RwyS 18L/18R

For less than RVR 1200 to 600, see 10-9C

D-ATIS 127.75 VOT 111.0	ACARS: D-ATIS PDC TWIP	MEMPHIS Clearance (Cpt) 125.2	Rwys 9-27 121.0	Ground Rwys 18C-36C, 18L-36R 121.9	Rwys 18R-36L 121.65
Rwys 9-27 118.3	Tower Rwys 18C-36C, 18L-36R 119.7	Rwys 18R-36L 128.42	MEMPHIS Departure (R) 356°-175° 124.15	176°-355° 124.65	



CHANGES: Hot Spots, airport diagram.

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KMEM/MEM
MEMPHIS INTL

JEPPESSEN

SMGCS

12 NOV 10

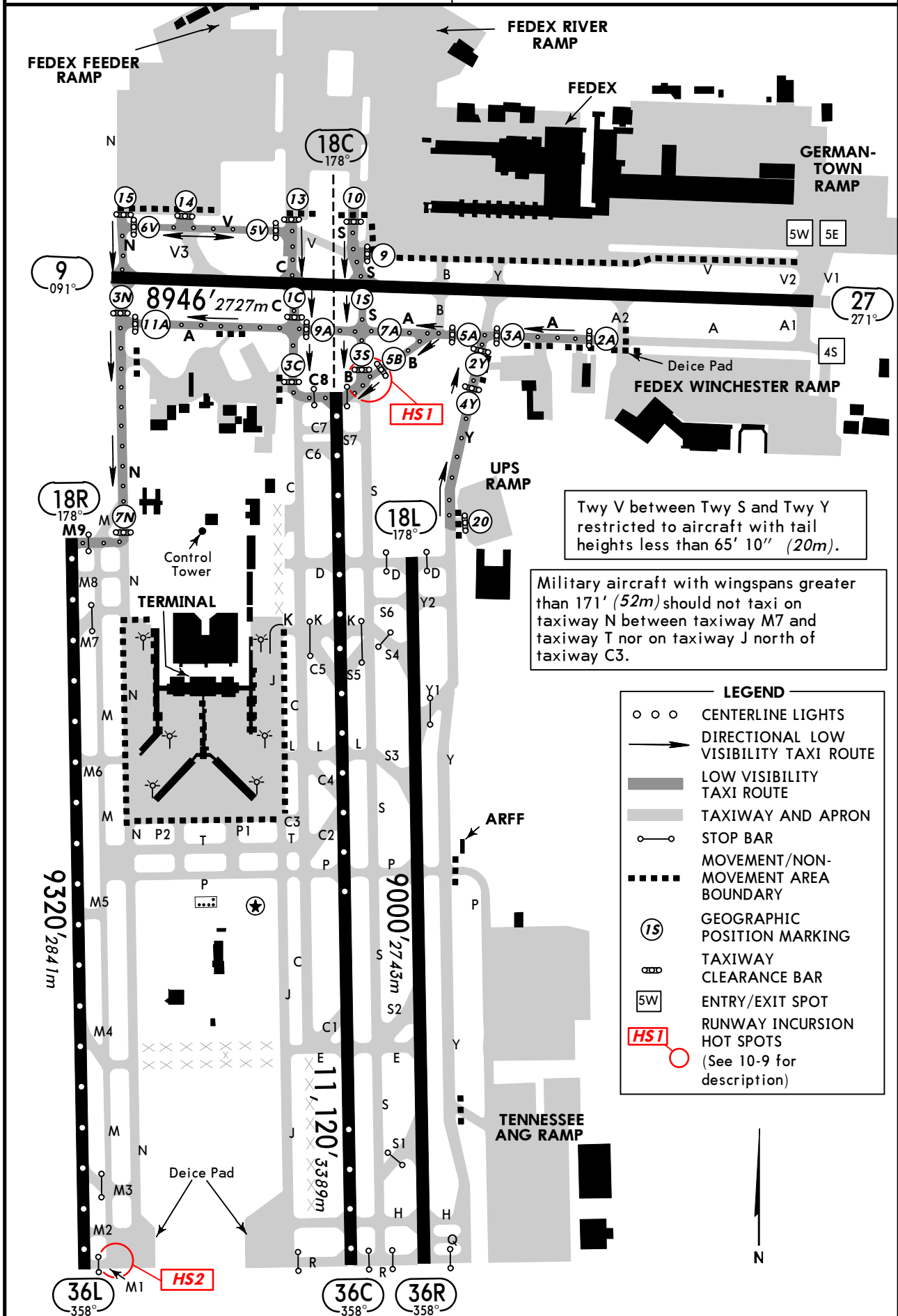
10-9G

MEMPHIS, TENN
LOW VISIBILITY TAXI ROUTES
DEPARTURE RwyS 18C/18R

LESS THAN RVR 600

For less than RVR 1200 to 600, see 10-9C

D-ATIS 127.75 VOT 111.0	ACARS: D-ATIS PDC TWIP	MEMPHIS Clearance (Cpt) 125.2	Rwys 9-27 121.0	Ground Rwys 18C-36C, 18L-36R 121.9	Rwys 18R-36L 121.65
Rwys 9-27 118.3	Tower Rwys 18C-36C, 18L-36R 119.7	Rwys 18R-36L 128.42	MEMPHIS Departure (R)		
			356°-175° 124.15	176°-355° 124.65	



CHANGES: Hot Spots, airport diagram.

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KMEM/MEM
MEMPHIS INTL

JEPPesen

SMGCS

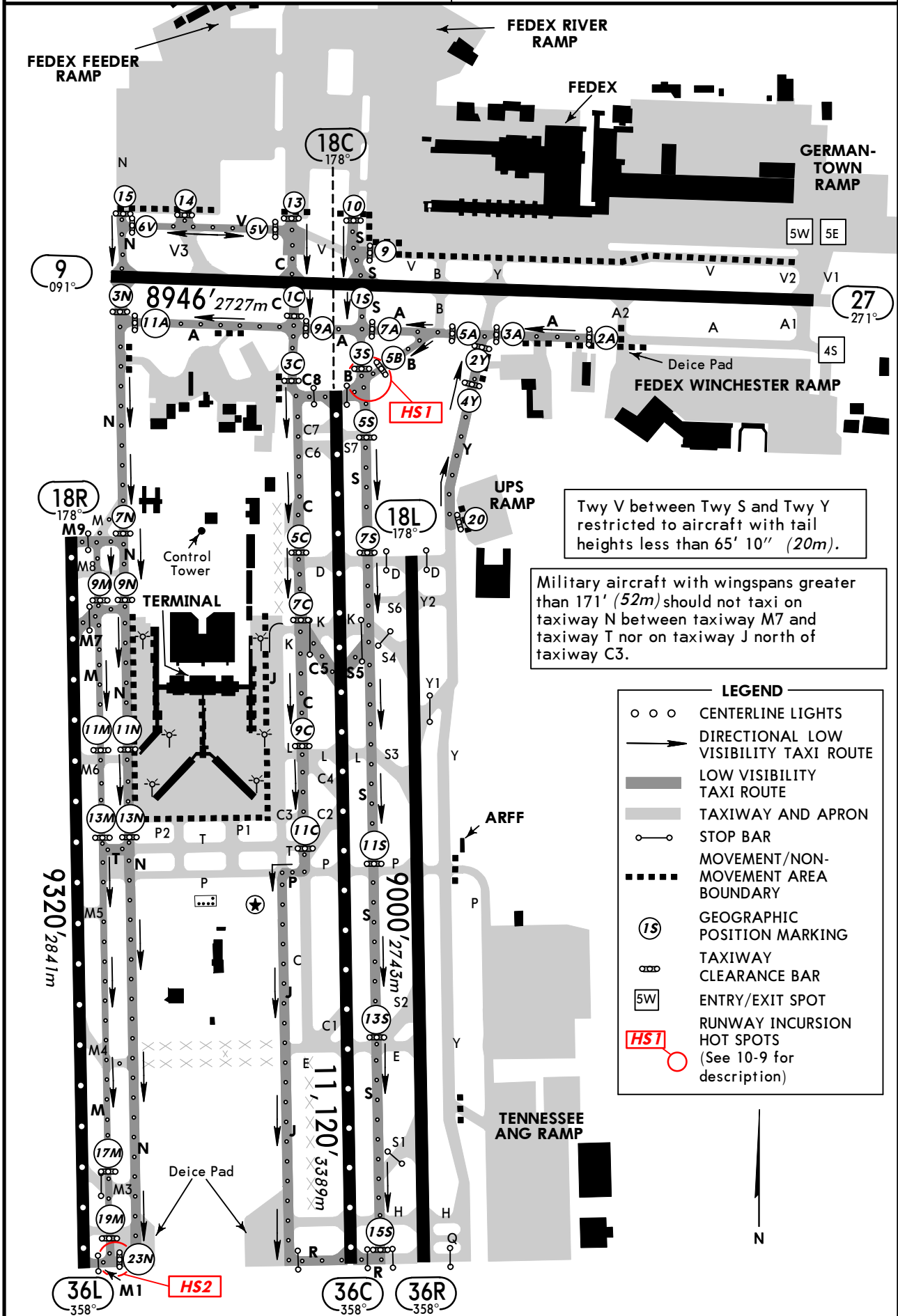
MEMPHIS, TENN
LOW VISIBILITY TAXI ROUTES
DEPARTURE RwyS 36L/36C

LESS THAN RVR 600

12 NOV 10
Eff 18 Nov 10-9H

For less than RVR 1200 to 600, see 10-9C

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
127.75		125.2		121.0	121.9	121.65
VOT 111.0	D-ATIS PDC TWIP					
Rwys 9-27	Tower	Rwys 18R-36L	MEMPHIS Departure (R)	356°-175°	176°-355°	
118.3	119.7	128.42		124.15	124.65	



CHANGES: Hot Spots, airport diagram.

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KMEM/MEM
MEMPHIS INTL

JEPPesen

SMGCS

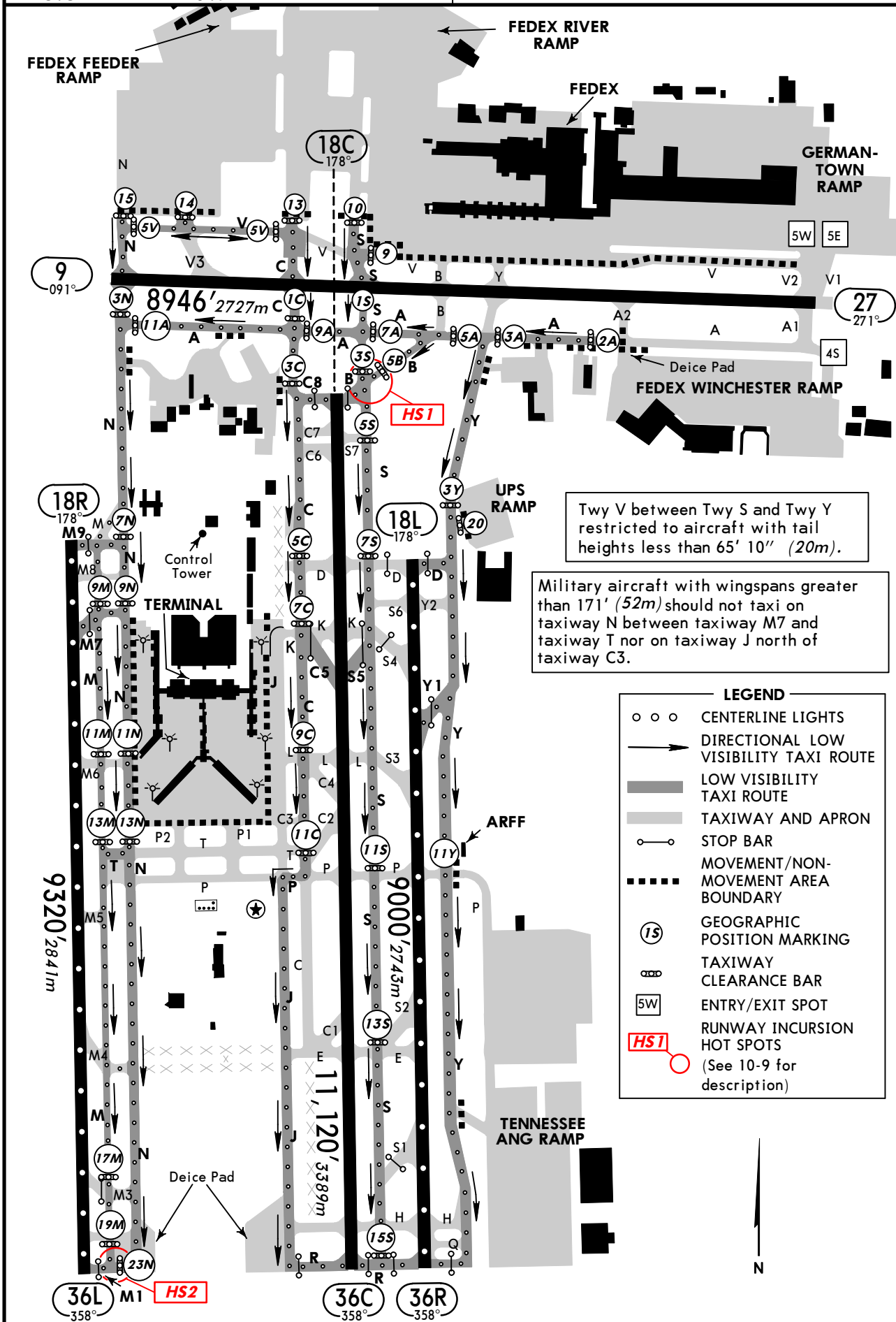
MEMPHIS, TENN
LOW VISIBILITY TAXI ROUTES
DEPARTURE RwyS 36L/36R

LESS THAN RVR 600

12 NOV 10
Eff 18 Nov 10-9J

For less than RVR 1200 to 600, see 10-9C

D-ATIS 127.75 VOT 111.0	ACARS: D-ATIS PDC TWIP	MEMPHIS Clearance (Cpt) 125.2	Rwys 9-27 121.0	Ground 121.9	Rwys 18C-36C, 18L-36R 121.65
Rwys 9-27 118.3	Tower 119.7	Rwys 18R-36L 128.42	MEMPHIS Departure (R) 356°-175° 124.15	176°-355° 124.65	



CHANGES: Hot Spots, airport diagram.

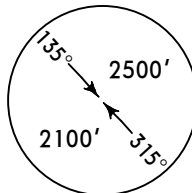
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KMEM/MEM MEMPHIS INTL

4 MAR 11 **11-1**

MEMPHIS, TENN
ILS or LOC Rwy 9

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65
LOC IMEM 109.5	Final Apch Crs 091°	GS FALIX 1700' (1441')	ILS DA(H) 466' (207')	Apt Elev 341' TDZE 259'				

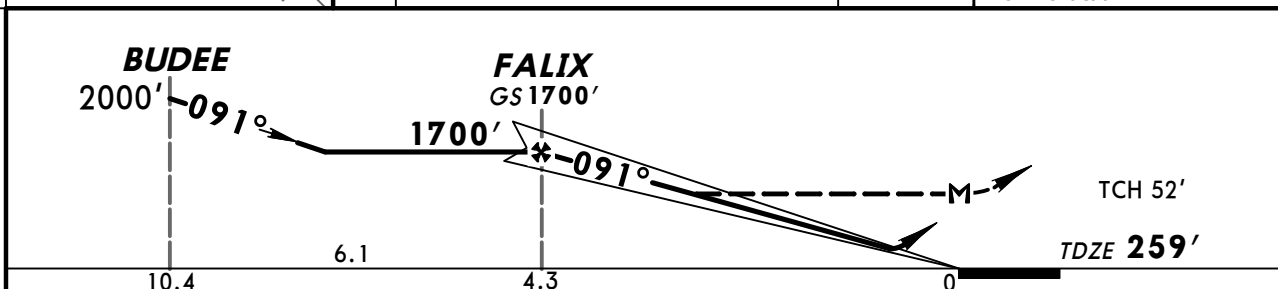
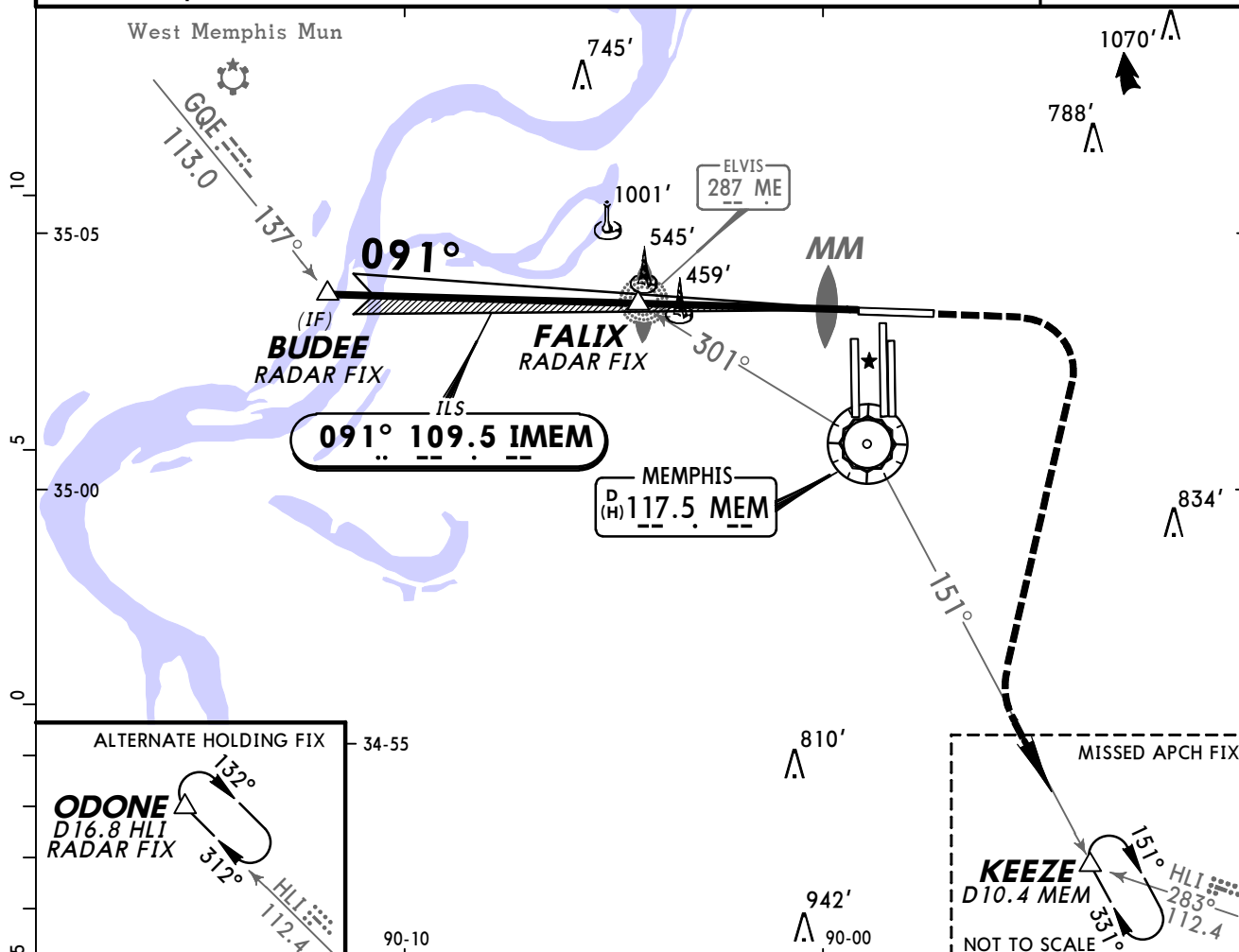
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 5000' outbound via MEM VOR R-151 to KEEZE INT/D10.4 MEM and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES
1. Radar required.

Trans level: FL 180

Trans alt: 18000'

MSA MEM VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	5000'	MEM	KEEZE
GS	3.00°	377	484	538	646	753	861				117.5	R-151
FALIX to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37					

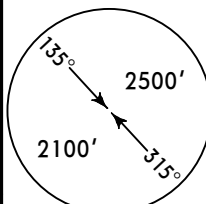
STRAIGHT-IN LANDING RWY9			LOC (GS out)			CIRCLE-TO-LAND	
ILS		DA(H) 466' (207')	LOC (GS out)		MDA(H) 720' (461')	Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out		90	940' (599')-1
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	
B							
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4		140	940' (599')-1 1/2
D			RVR 50 or 1	1 1/2		165	940' (599')-2

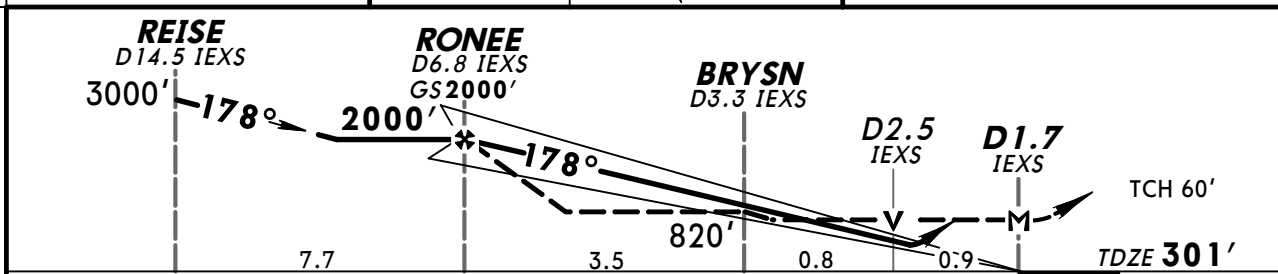
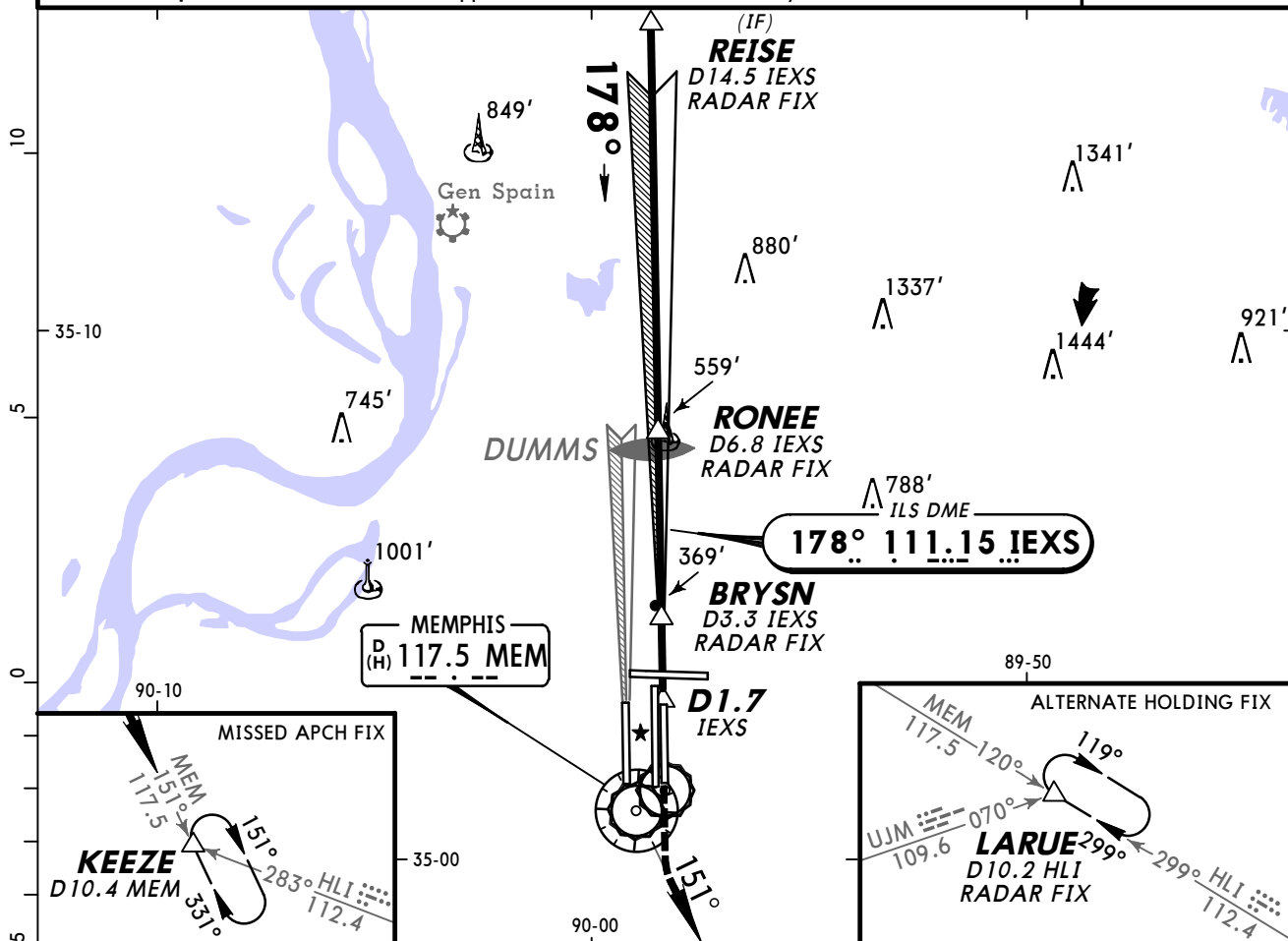
CHANGES: Circling minimums.

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TERPS AMEND 27A 10 MAR 2011

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65
LOC IEXS 111.15	Final Apch Crs 178°	GS RONEE 2000' (1699')	ILS DA(H) 501' (200')	Apt Elev 341' TDZE 301'				
MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' outbound via MEM VOR R-151 to KEEZE INT/D10.4 MEM and hold, continue climb-in-hold to 5000'.								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. Radar required. 2. Simultaneous approach authorized with Runway 18R.								
MSA MEM VOR								

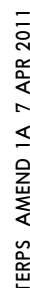


Gnd speed-Kts	70	90	100	120	140	160	MALSR	900'	5000'	MEM	KEEZE
GS	3.00°	377	484	538	646	753	861	PAPI	↑	LT	via 117.5 R-151
MAP at D1.7 IEXS or RONEE to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				

STRAIGHT-IN LANDING RWY 18L									CIRCLE-TO-LAND		
ILS			112 LOC (GS out)								
DA(H) 501' (200')			with BRYSN			without BRYSN					
			MDA(H) 620' (319')			MDA(H) 820' (519')					
FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	
A									90	940' (599') - 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	120	940' (599') - 1 1/2	
C							RVR 50 or 1	1 1/2	140	940' (599') - 2	
D				RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4	1 3/4		165		

1 RADAR or DME Required. 2 Procedure not authorized during simultaneous operations.

Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'
1. DME or Radar required.		

BRIEFING STRIPTM

STRAIGHT-IN LANDING RWY18C							CIRCLE-TO-LAND			
ILS DA(H) 640' (350')				LOC (GS out) MDA(H) 860' (570')			Max Kts	MDA(H)		
FULL	TDZ or CL out	RAILor ALSout		RAIL out	ALS out					
A	RVR 40 or $\frac{3}{4}$	RVR 50 or 1	$1\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$	RVR 50 or 1	90	940' (599') - 1		
B							120			
C						RVR 50 or 1	$1\frac{1}{2}$		140	940' (599') - $1\frac{1}{2}$
D						RVR 60 or $1\frac{1}{4}$	$1\frac{3}{4}$		165	940' (599') - 2

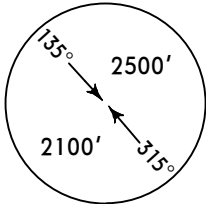
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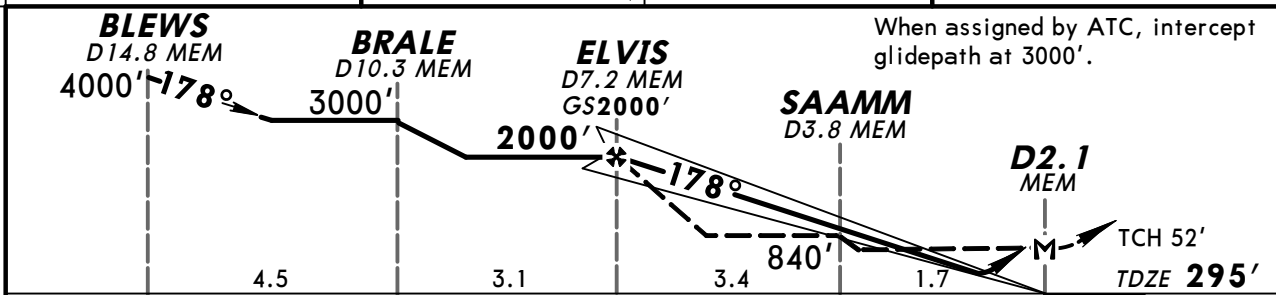
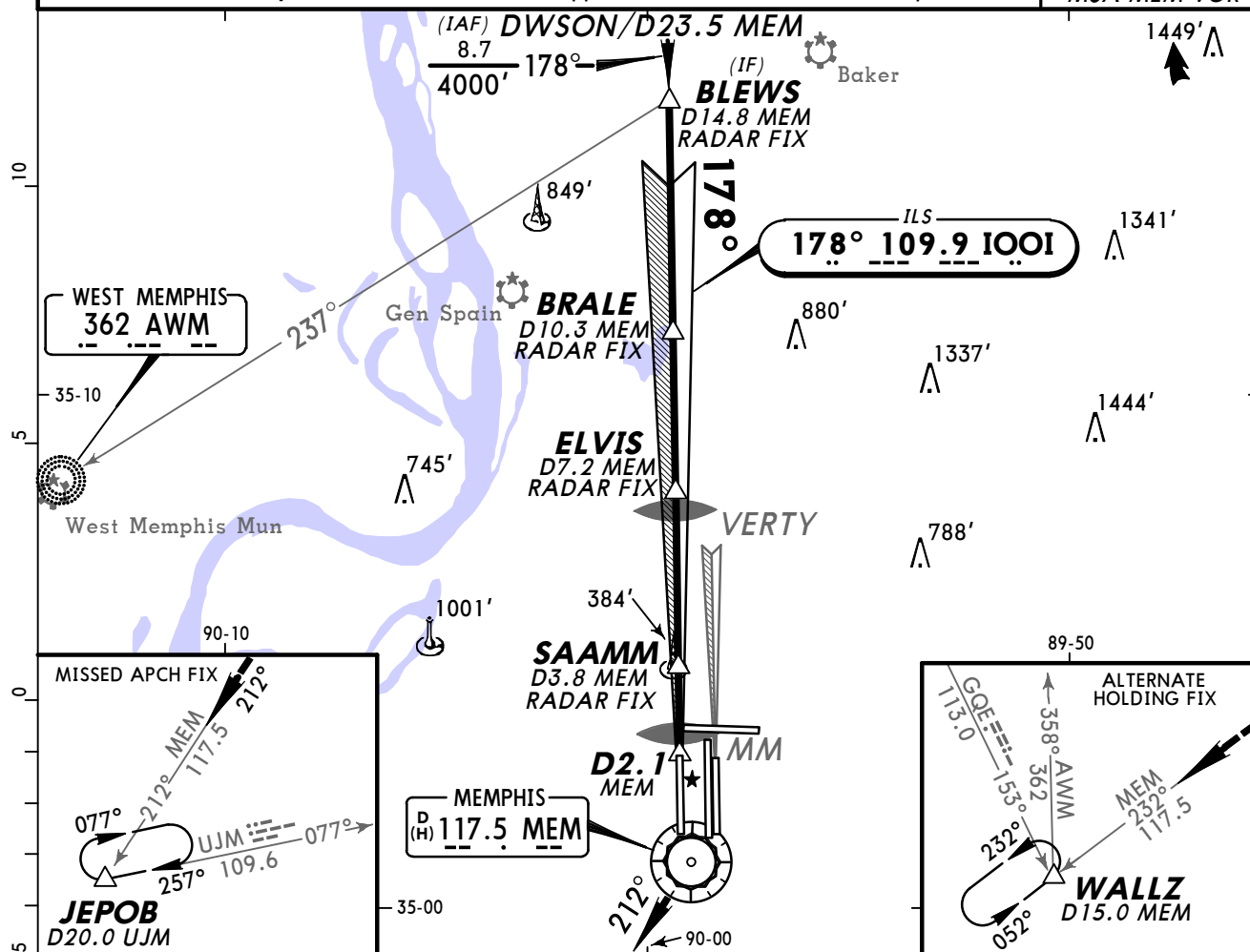
KMEM/MEM MEMPHIS INTL

4 MAR 11 (11-4)

MEMPHIS, TENN
ILS or LOC Rwy 18R

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9
LOC IOOI 109.9	Final Apch Crs 178°	GS ELVIS 2000' (1705')	ILS DA(H) 495' (200')	Apt Elev 341' TDZE 295'				
MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' outbound via MEM VOR R-212 to JEPOB INT/D20.0 UJM and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA MEM VOR		
1. DME or Radar required. 2. Simultaneous approach authorized with Runway 18L.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR	900'	5000'	MEM	JEPOB
GS	3.00°	377	484	538	646	753	861	↑	↻	via 117.5	
MAP at D2.1 MEM or ELVIS to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55			R-212	

STRAIGHT-IN LANDING RWY 18R									CIRCLE-TO-LAND		
ILS			LOC (GS out)								
DA(H) 495' (200')			MDA(H) 700' (405') With SAAMM			MDA(H) 840' (545') Without SAAMM					
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out		RAIL out	ALS out		Max Kts	MDA(H)	
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	940'(599')-1	
B									120		
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	1 1/2		140	940'(599')-1 1/2	
D			RVR 40 or 3/4			RVR 60 or 1 1/4	1 3/4		165	940'(599')-2	

CHANGES: None.

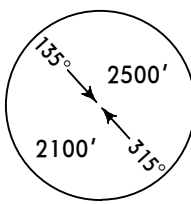
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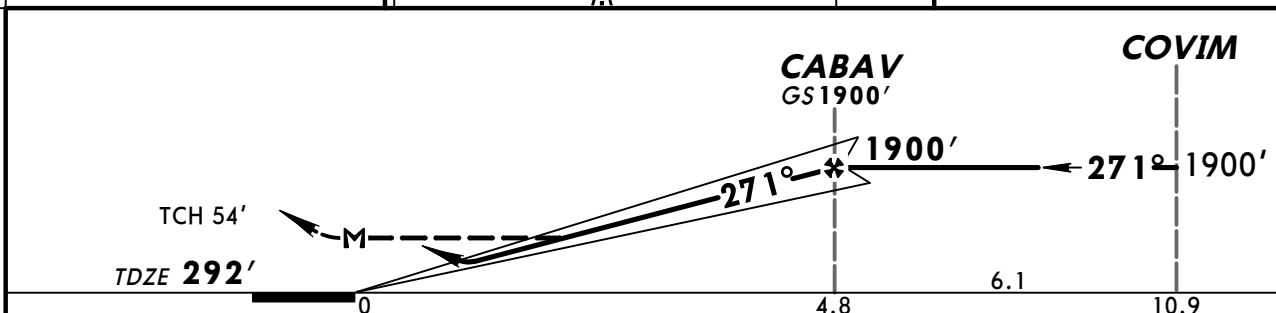
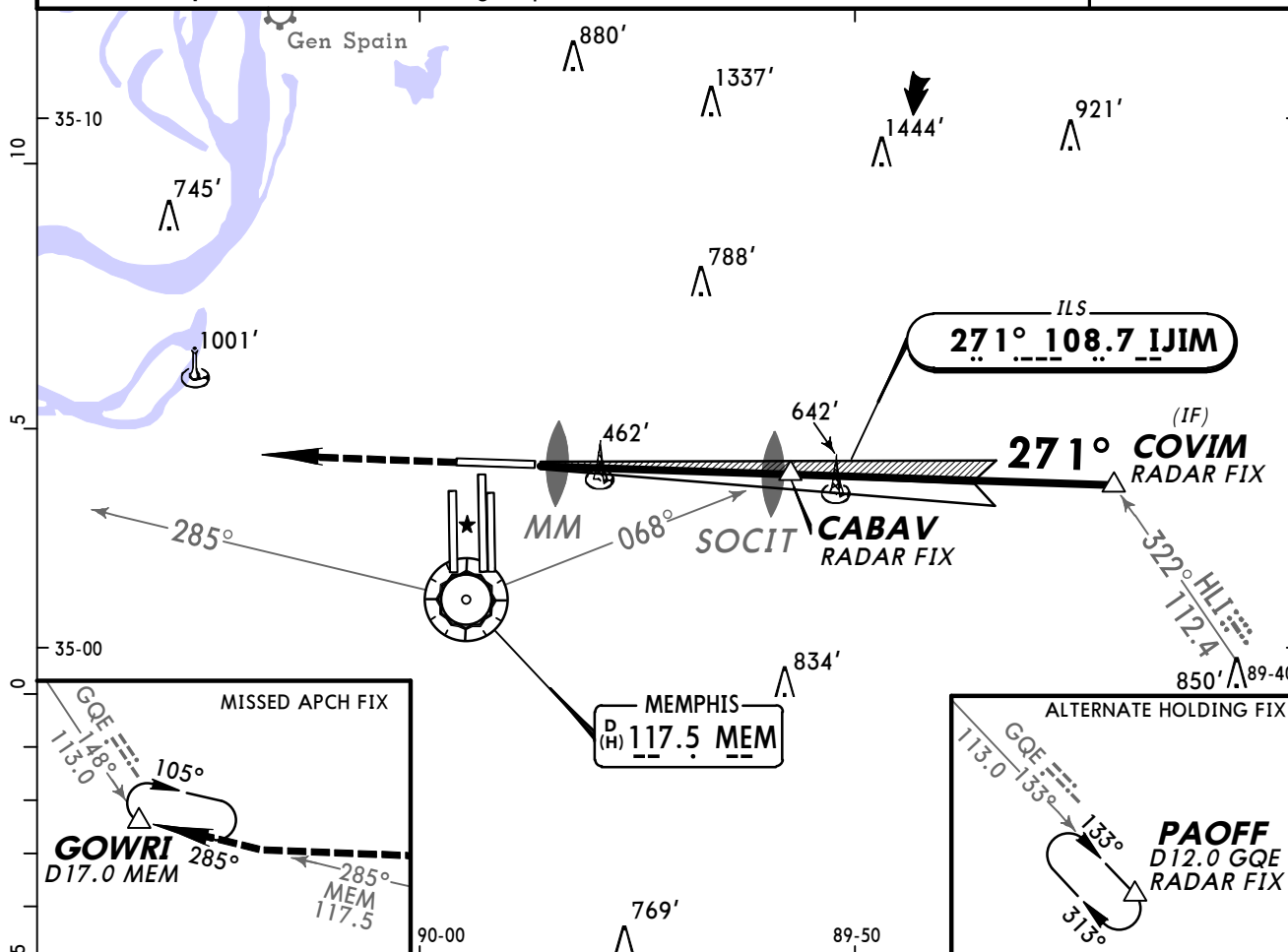
KMEM/MEM MEMPHIS INTL

4 MAR 11 **11-5**

MEMPHIS, TENN
ILS or LOC Rwy 27

BRIEFING STRIP™

D-ATIS			MEMPHIS Approach (R)			MEMPHIS Tower			Ground		
			356°-175°	176°-355°		Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65			
LOC IJIM 108.7		Final Apch Crs 271°		GS CABAV 1900' (1608')		ILS DA(H) 492' (200')		Apt Elev 341' TDZE 292'			
MISSED APCH: Climb to 2500' and intercept MEM VOR R-285, then continue climb to 5000' outbound via MEM VOR R-285 to GOWRI INT/D17.0 MEM and hold, continue climb-in-hold to 5000'.											
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'					
1. Radar required. 2. VGSI and ILS glidepath not coincident.											
MSA MEM VOR											



Gnd speed-Kts	70	90	100	120	140	160	MALSR		MEM	
GS	3.00°	377	484	538	646	754	PAPI		2500' and 117.5	
CABAV to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48		R-285	

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
ILS DA(H) 492' (200')		LOC (GS out) MDA(H) 720' (428')		Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out	90	940' (599') - 1
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	
B				120	
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	940' (599') - 1 1/2
D			RVR 50 or 1	1 1/2	940' (599') - 2

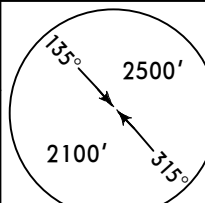
TERPS AMEND 3A 10 MAR 2011

CHANGES: Circling minimums.

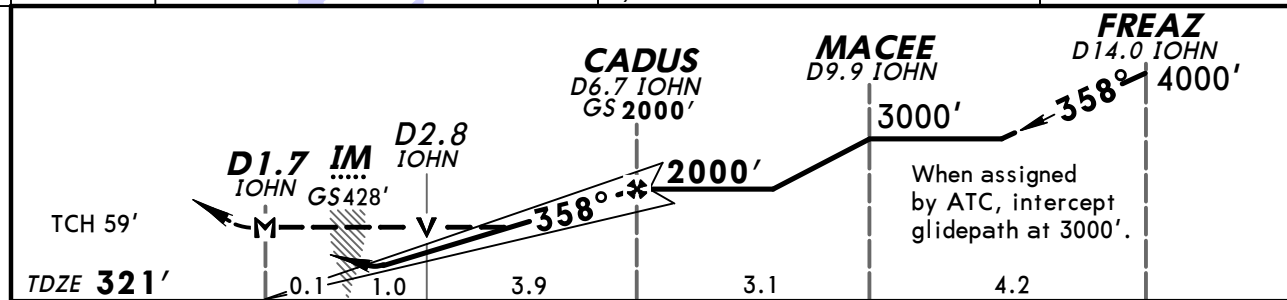
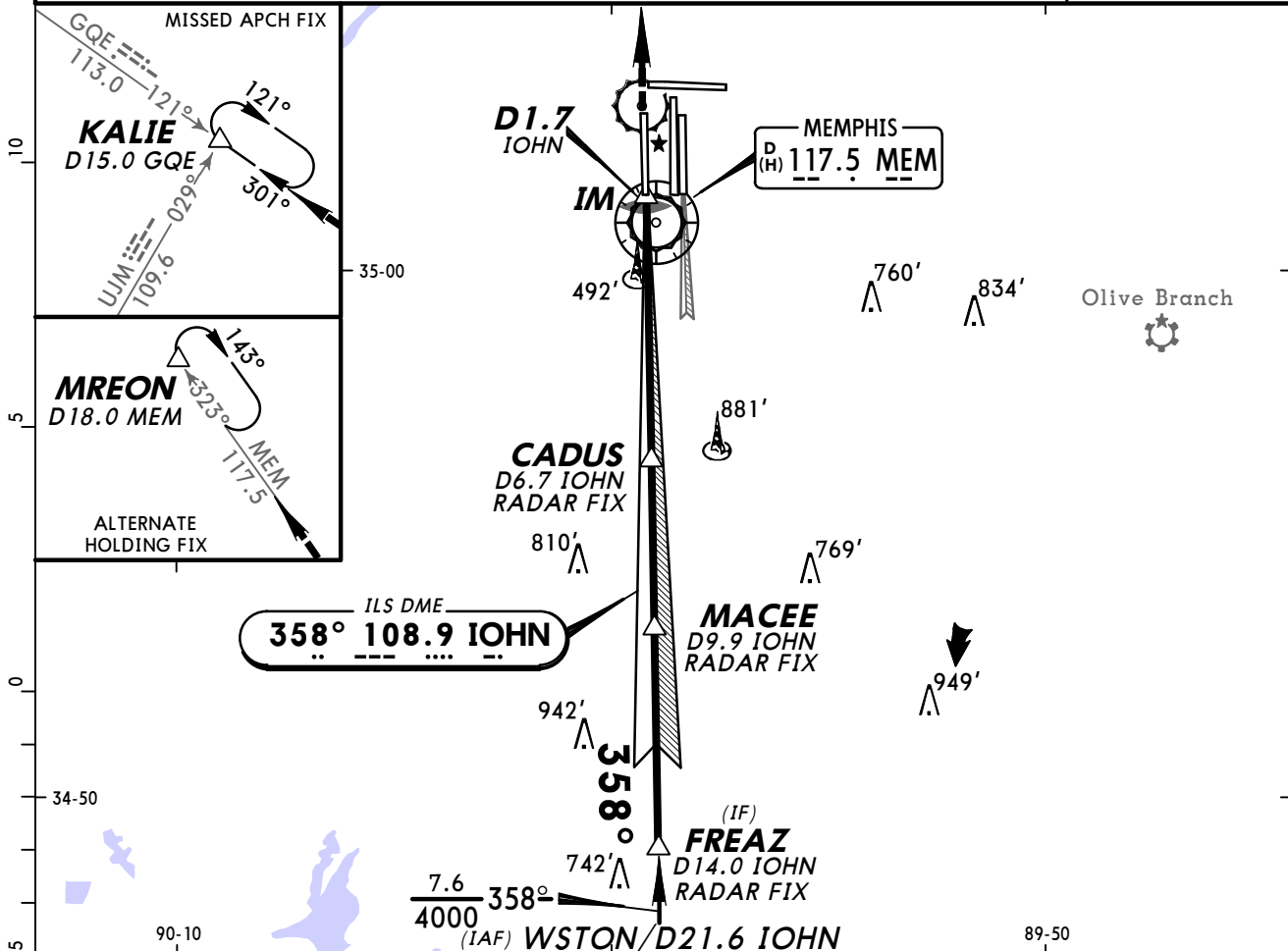
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BRIEFING STRIP™

D-ATIS		MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
		356°-175°	176°-355°	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R
127.75	125.8	119.1		128.42	118.3	119.7	121.65	121.0	121.9
LOC IOHN 108.9		Final Apch Crs 358°		GS CADUS 2000' (1679')		ILS DA(H) 521' (200')		Apt Elev 341' TDZE 321'	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 5000' via 330° heading and GQE VOR R-121 to KALIE INT/D15.0 GQE and hold, continue climb-in-hold to 5000'.									
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'		
1. DME or Radar required. 2. Simultaneous approach authorized with Runway 36R. 3. VGSI and ILS glidepath not coincident.									

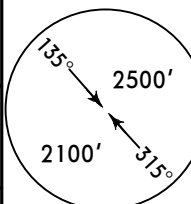


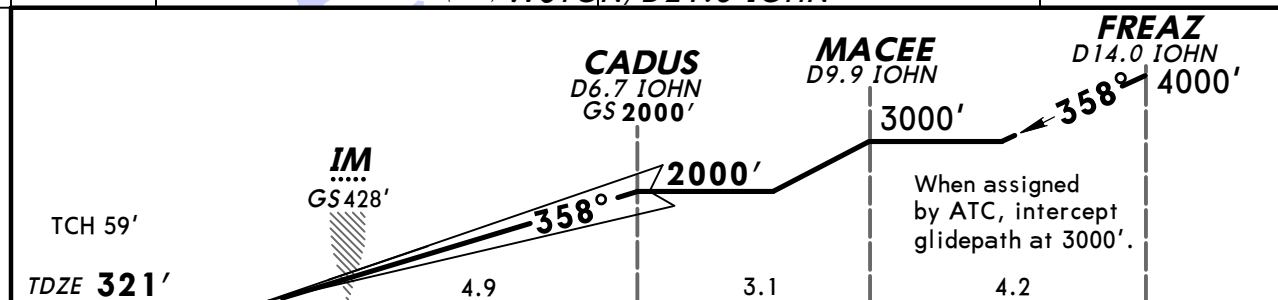
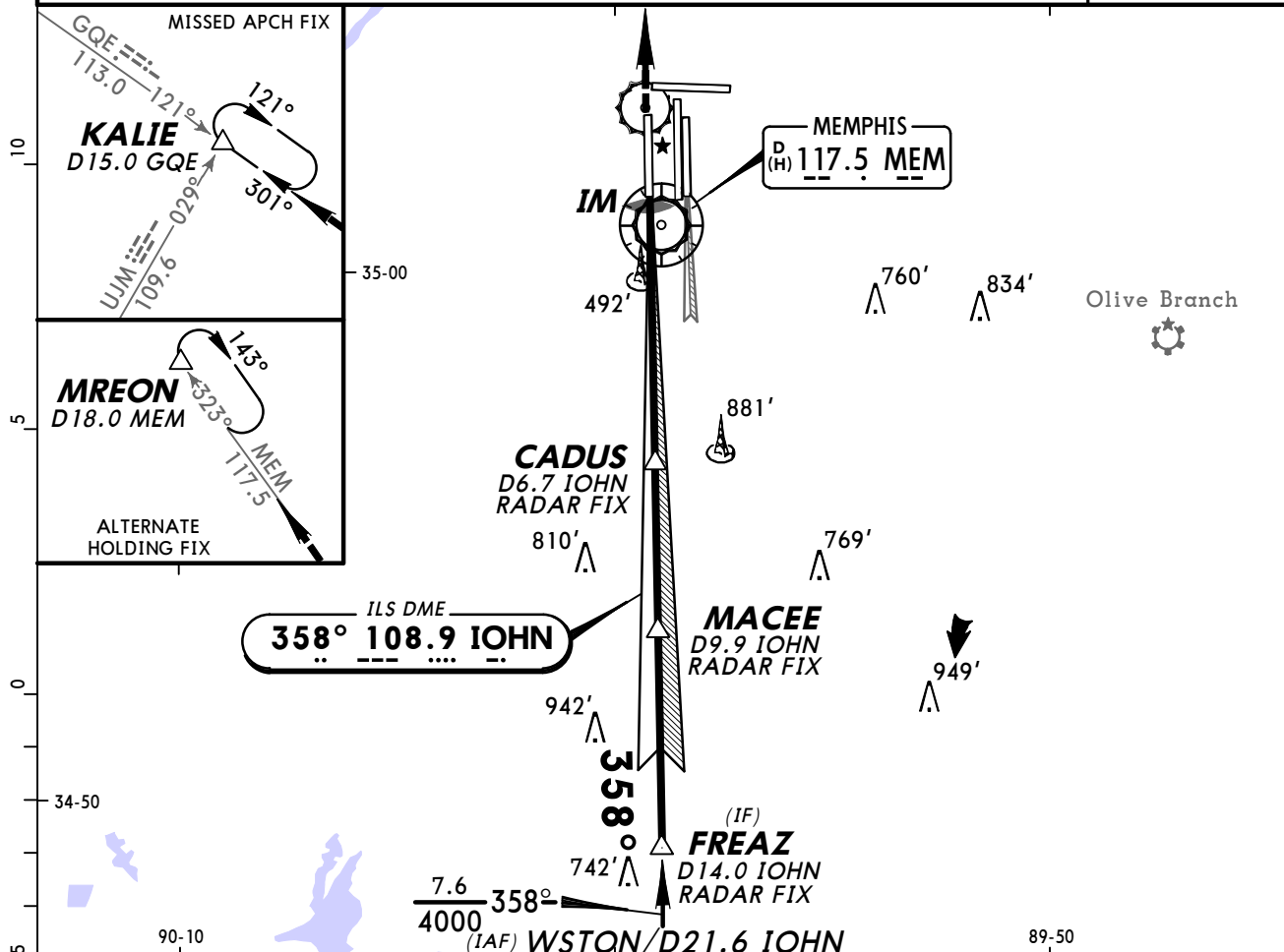
MSA MEM VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	1000'	5000'	330°	GQE
GS 3.00°	372	478	531	637	743	849		↑	LT	via	hdg and 113.0
MAP at D1.7 IOHN or CADUS to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53					R-121

STRAIGHT-IN LANDING RWY 36L					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Max Kts	MDA(H)
DA(H) 521' (200')			MDA(H) 760' (439')			
FULL	TDZ or CL out	ALS out	ALS out			
A					90	940' (599')-1
B					120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	140	940' (599')-1 1/2
D			RVR 50 or 1	1 1/2	165	940' (599')-2

D-ATIS			MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
			356°-175°	176°-355°	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9		
LOC IOHN 108.9	Final Apch Crs 358°	GS CADUS 2000' (1679')	CAT IIIC NA	CAT IIIB	CAT IIIA Refer to Minimums !	CAT II ILS RA 100' DA(H) 421' (100')	Apt Elev 341' TDZE 321'			
MISSED APCH: Climb to 1000' then climbing LEFT turn to 5000' via 330° heading and GQE VOR R-121 to KALIE INT/D15.0 GQE and hold, continue climb-in-hold to 5000'.										
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. Special Aircrew & Aircraft Certification required. 2. DME or Radar required. 3. Simultaneous approach authorized with Runway 36R. 4. VGSI and ILS glidepath not coincident.										
								MSA MEM VOR		

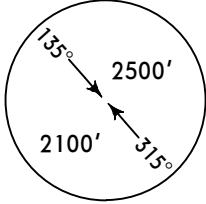


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1000'	5000'	330°	GQE
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	hdg	and 113.0
											R-121

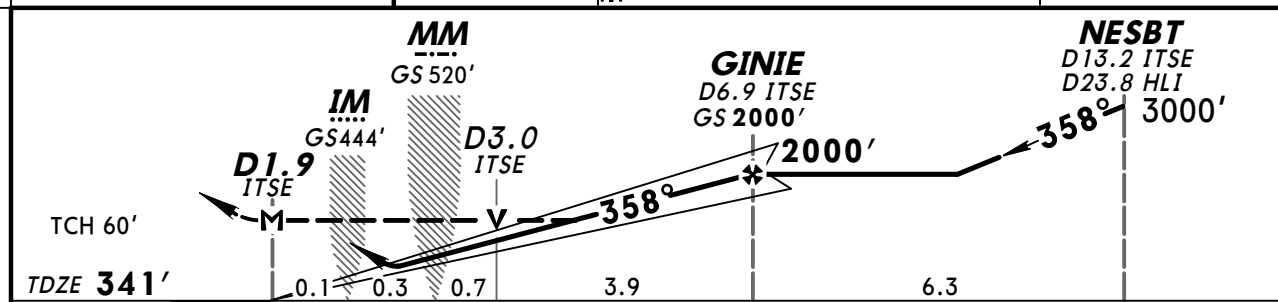
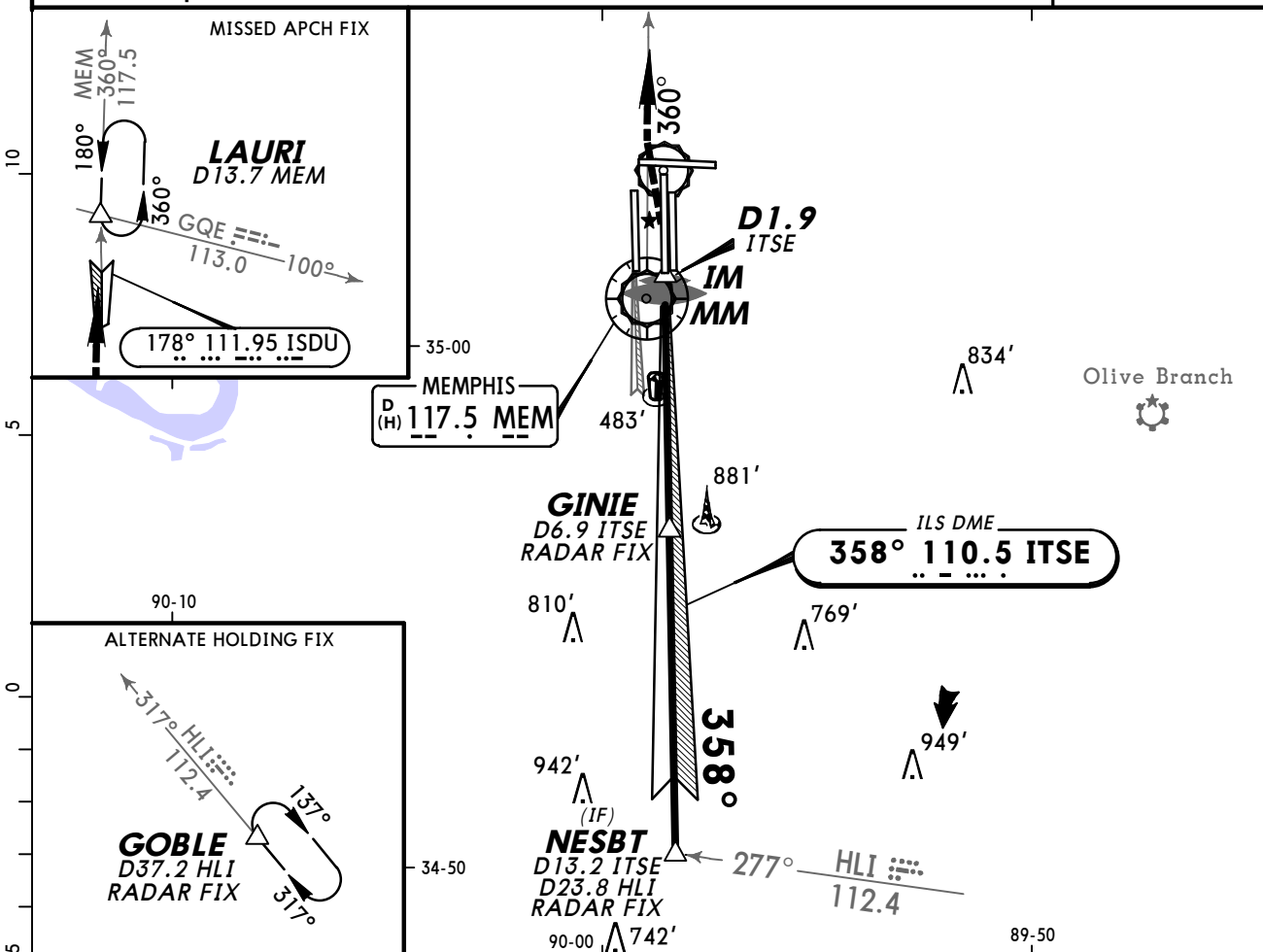
STRAIGHT-IN LANDING RWY 36L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
NA	RVR 3	RVR 7	RA 100' DA(H) 421' (100')
			RVR 12

BRIEFING STRIP

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65
LOC ITSE 110.5	Final Apch Crs 358°		GS GINIE 2000' (1659')	ILS DA(H) 541' (200')		Apt Elev 341' TDZE 341'		
MISSED APCH: Climb to 3000' outbound via MEM VOR R-360 to LAURI INT/D13.7 MEM and hold.								
Alt Set: INCHES 1. Radar required.			Trans level: FL 180			Trans alt: 18000'		



MSA MEM VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	3000'	MEM via 117.5 R-360	LAURI
GS 3.00°	377	484	538	646	753	861				
MAP at D1.9 ITSE or GINIE to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53				

STRAIGHT-IN LANDING RWY 36C					CIRCLE-TO-LAND	
ILS DA(H) 541' (200')			LOC (GS out) MDA(H) 740' (399')		Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	ALS out		90	940' (599')-1
A			RVR 24 or 1/2		120	
B			RVR 50 or 1		140	940' (599')-1 1/2
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		165	
D			RVR 40 or 3/4			940' (599')-2

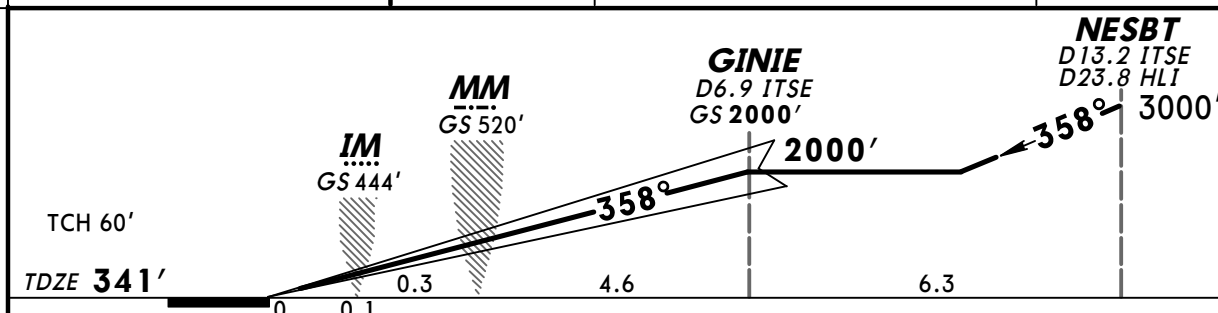
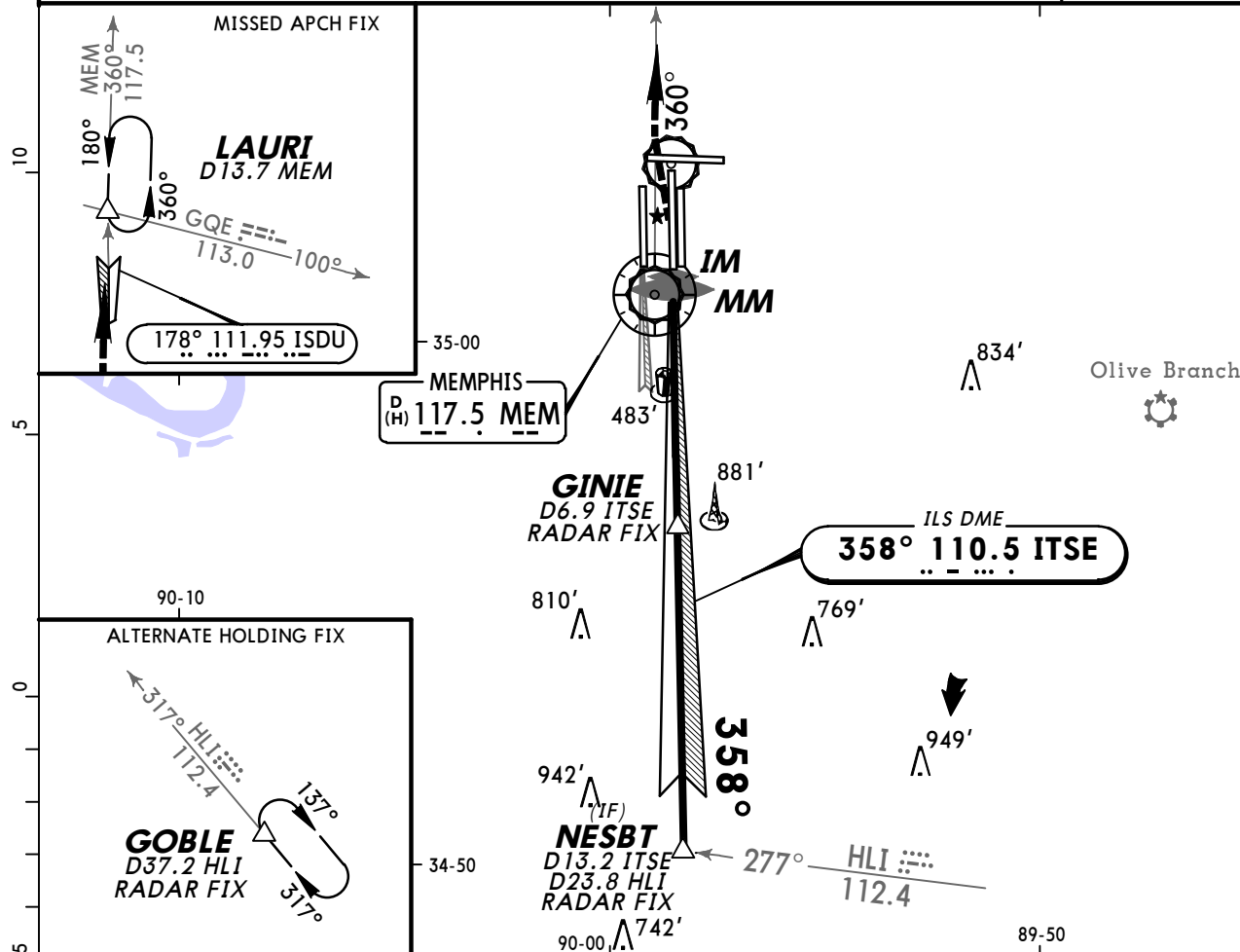
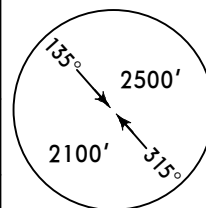
1 RADAR or DME required.

CHANGES: Circling minimums.

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BRIEFING STRIP™

D-ATIS		MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
		356°-175°	176°-355°	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1		119.7	118.3	128.42	121.9	121.0	121.65
LOC ITSE	Final Apch Crs	GS GINIE 2000' (1659')	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS RA 118' DA(H) 441'(100')	Apt Elev 341' TDZE 341'		
110.5	358°		NA	Refer to Minimums					
MISSED APCH: Climb to 3000' outbound via MEM VOR R-360 to LAURI INT/D13.7 MEM and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Special Aircrew & Acft Certification required. 2. DME or Radar required.									
MSA MEM VOR									

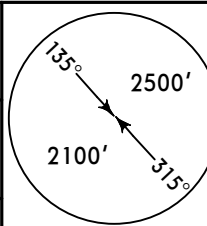


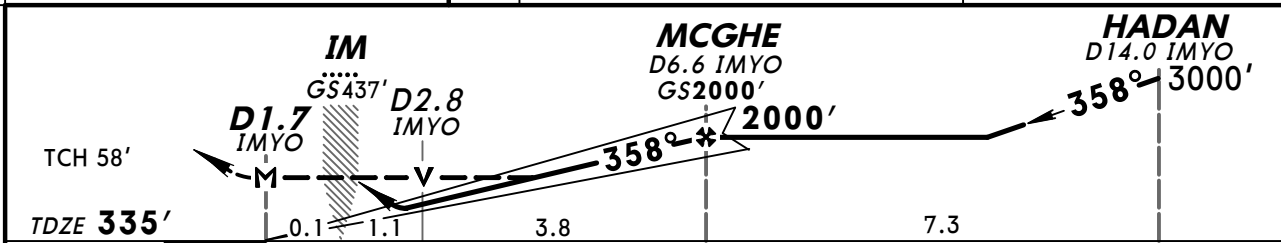
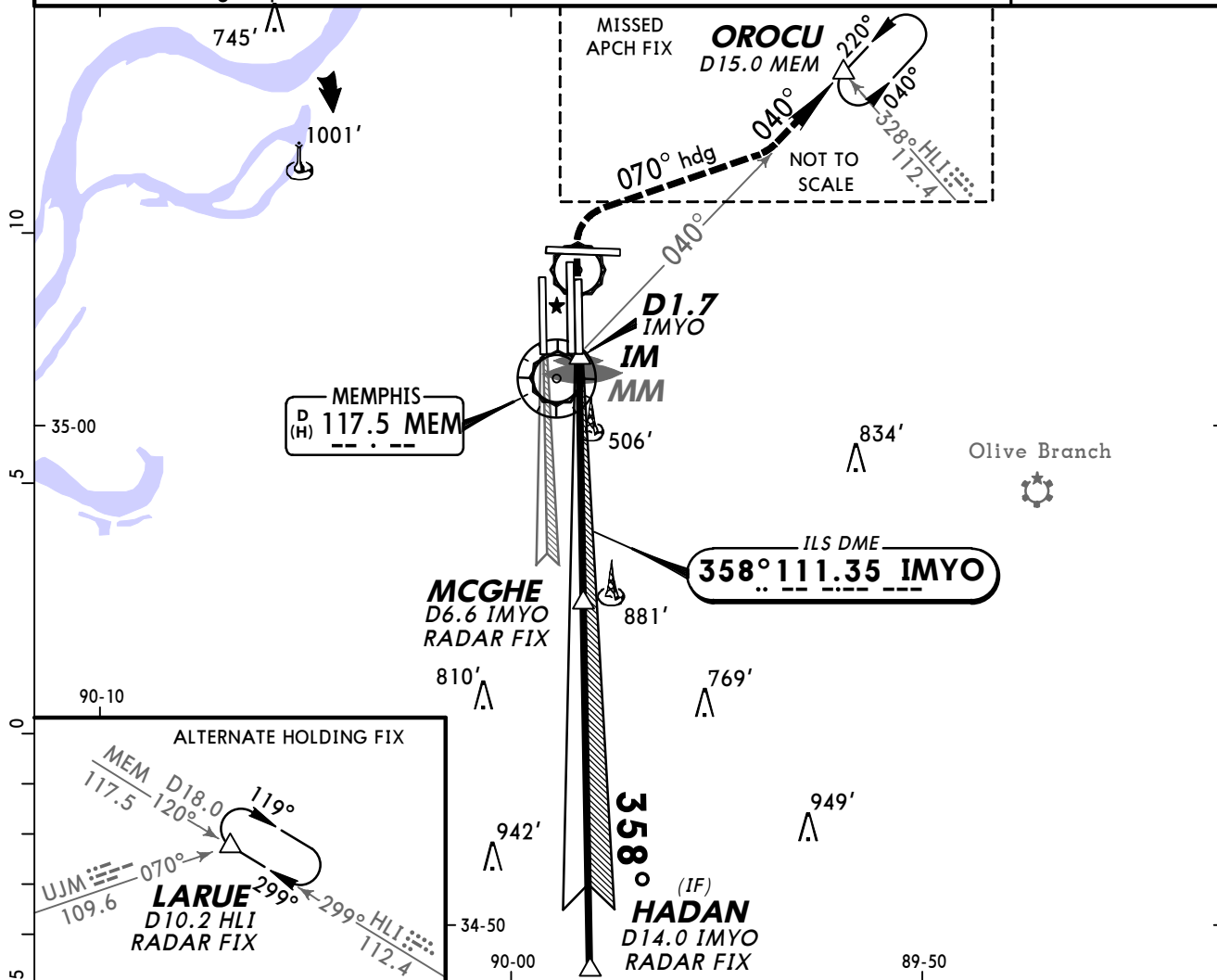
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	MEM	LAURI
GS	3.00°	377	484	538	646	753	861		117.5	
									R-360	

STRAIGHT-IN LANDING RWY 36C

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 118' DA(H) 441'(100')
NA	RVR 3	RVR 7	RVR 12

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65
LOC IMYO 111.35	Final Apch Crs 358°		GS MCGHE 2000' (1665')	ILS DA(H) 535' (200')		Apt Elev 341' TDZE 335'		
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 5000' via 070° heading and MEM VOR R-040 outbound to OROCU INT/D15.0 MEM and hold, continue climb-in-hold to 5000'.								
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'			
1. Radar required. 2. Simultaneous approach authorized with Runway 36L.								
3. VGSI and ILS glidepath not coincident.								
							MSA MEM VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	1000'	5000'	070°	MEM
GS	3.00°	377	484	538	646	753	861	↑	via	hdg	R-040
MAP at D1.7 IMYO or MCGHE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53	PAPI	RT		

STRAIGHT-IN LANDING RWY 36R					CIRCLE-TO-LAND		
ILS			112 LOC (GS out)		MDA(H)		
DA(H) 535' (200')			760' (425')				
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)	
A					90	940' (599') - 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 24 or 1/2		120	940' (599') - 1 1/2	
C		RVR 40 or 3/4	RVR 40 or 3/4		140	940' (599') - 2	
D			RVR 60 or 1 1/4		165		

1 RADAR or DME required. **2** Procedure not authorized during simultaneous operations.

CHANGES: Notes, circling minimums.

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TERPS AMEND 3A 10 MAR 2011

KMEM/MEM MEMPHIS INTL

4 MAR 11 **11-8A**

MEMPHIS, TENN ILS Rwy 36R CAT II & III

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

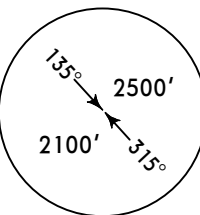
BRIEFING STRIP™

LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IMYO	Apch Crs	MCGHE	NA	Refer to Minimums	Refer to Minimums	RA 109'	341'
111.35	358°	2000' (1665')				DA(H) 435' (100')	TDZE 335'

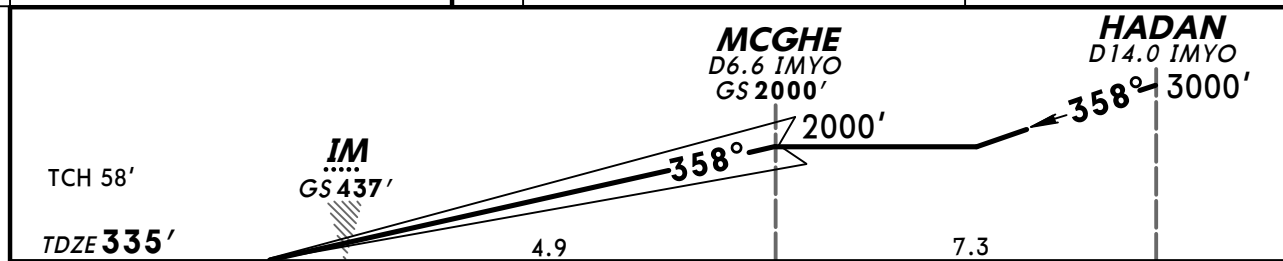
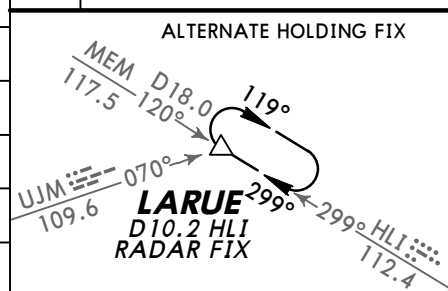
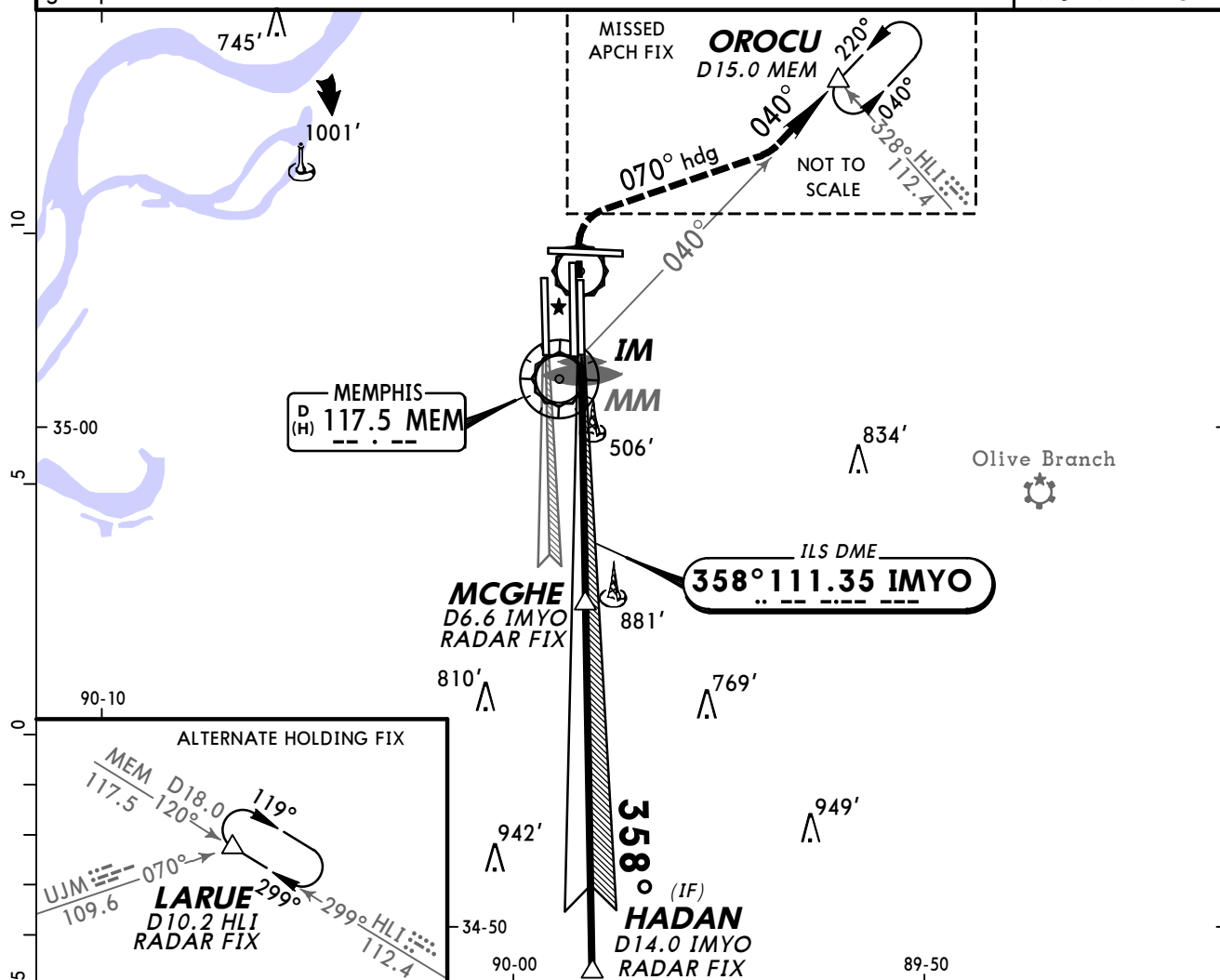
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 5000' via 070° heading and MEM VOR R-040 outbound to OROCU INT/D15.0 MEM and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **Special Aircrew & Aircraft Certification required.** 2. **DME or Radar required.** 3. Simultaneous approach authorized with Runway 36L. 4. VGSI and ILS glidepath not coincident.



MSA MEM VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1000'	5000'	via	070°	MEM
GS	3.00°	377	484	538	646	753	861	PAPI	↑	RT	hdg	and 117.5 R-040

STRAIGHT-IN LANDING RWY 36R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
NA	RVR 3	RVR 7	RA 109'
			DA(H) 435' (100')
			RVR 12

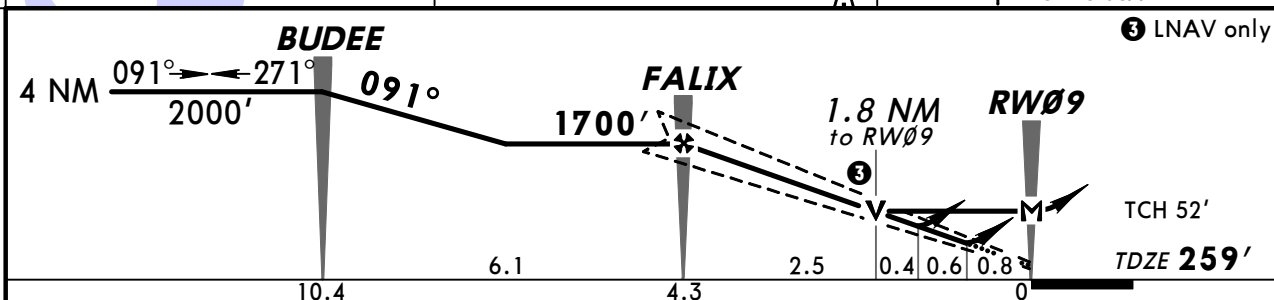
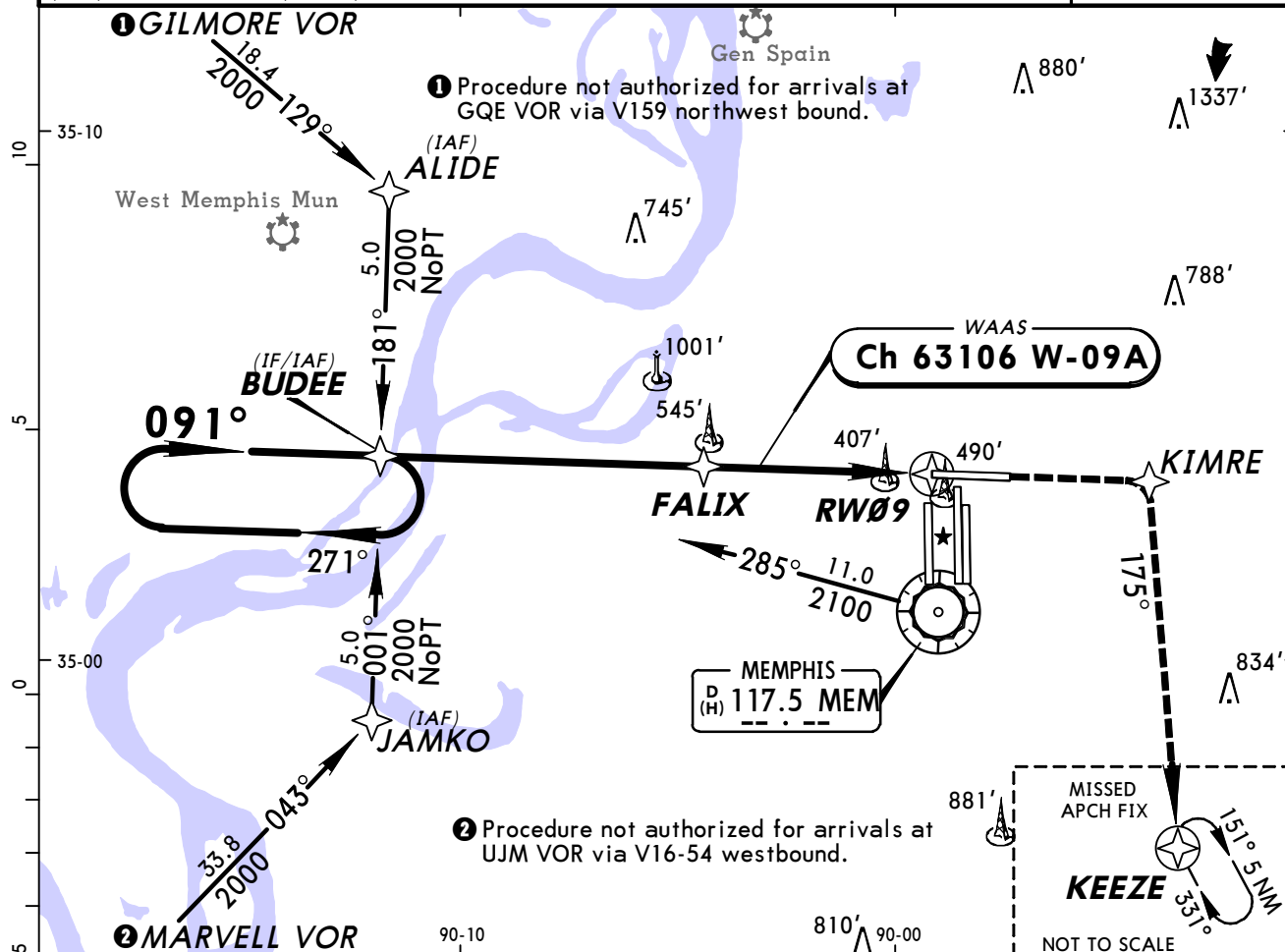
CHANGES: None.

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TERPS AMEND 3A 10 MAR 2011

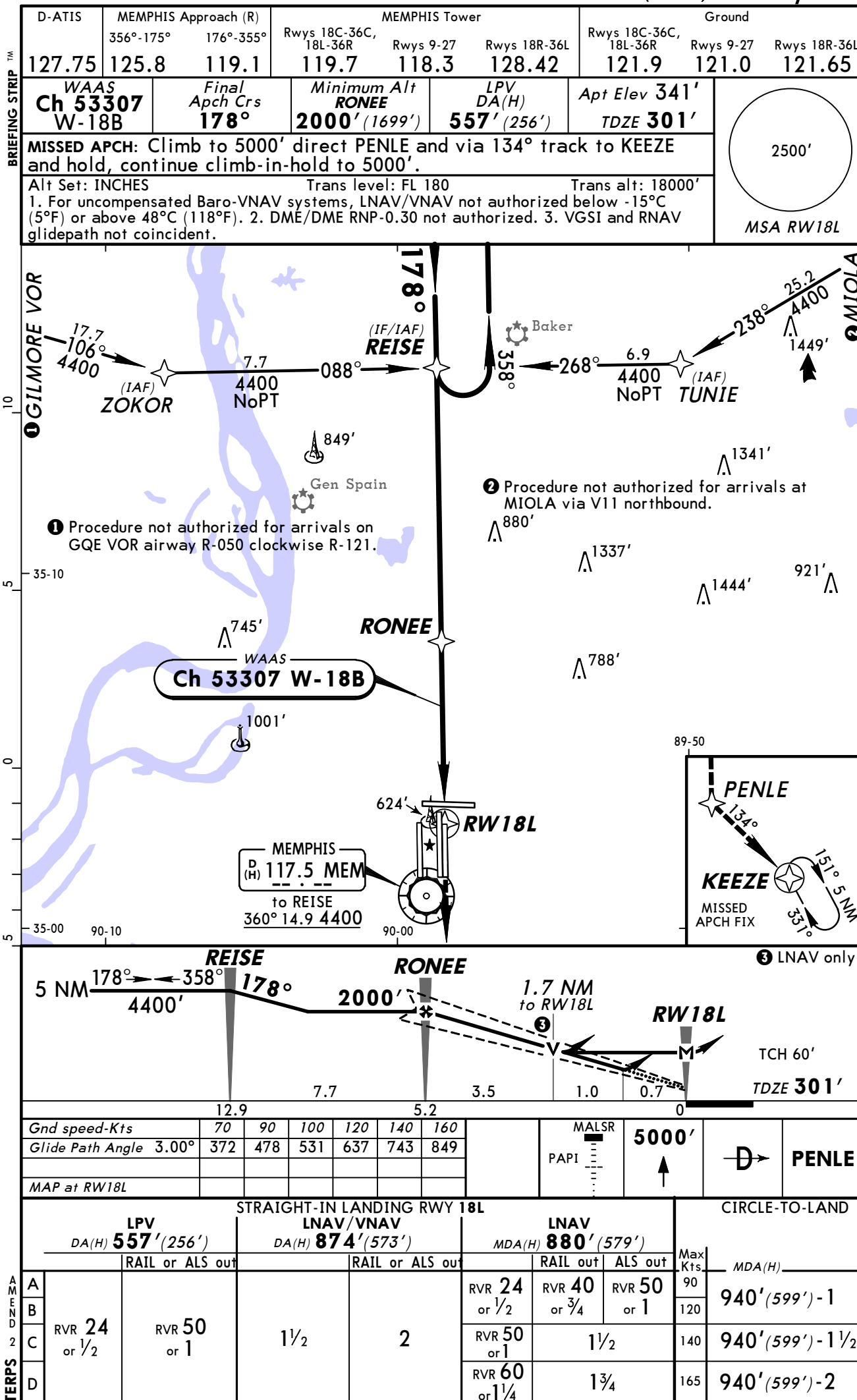
BRIEFING STRIP™

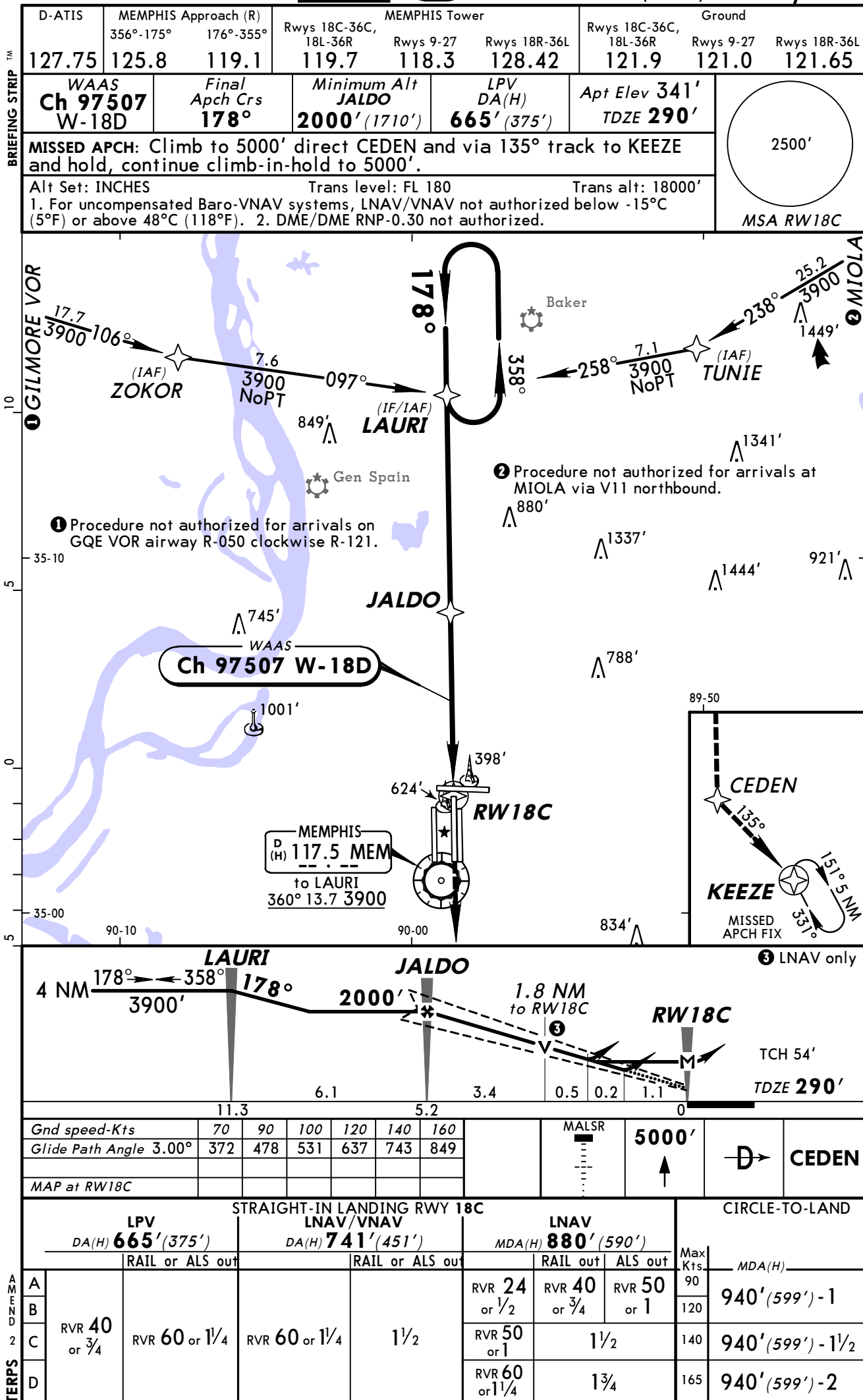
D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65
WAAS Ch 63106 W-09A		Final Apch Crs 091°	Minimum Alt FALIX 1700' (1441')	LPV DA(H) 557' (298')	Apt Elev 341' TDZE 259'		2500' MSA RW09	
MISSED APCH: Climb to 5000' direct KIMRE and via 175° track to KEEZE and hold, continue climb-in-hold to 5000'.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.								



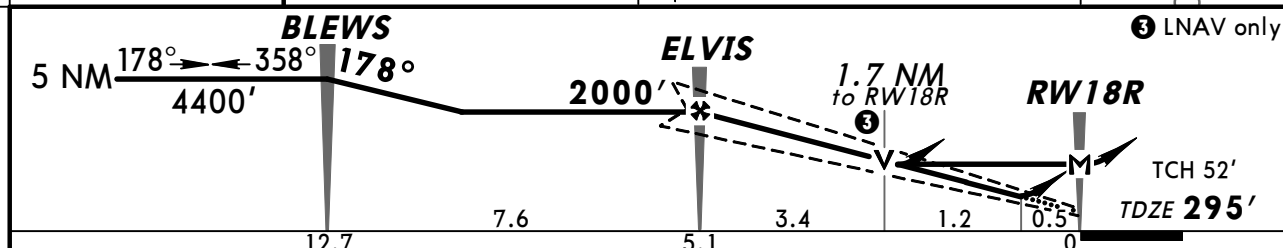
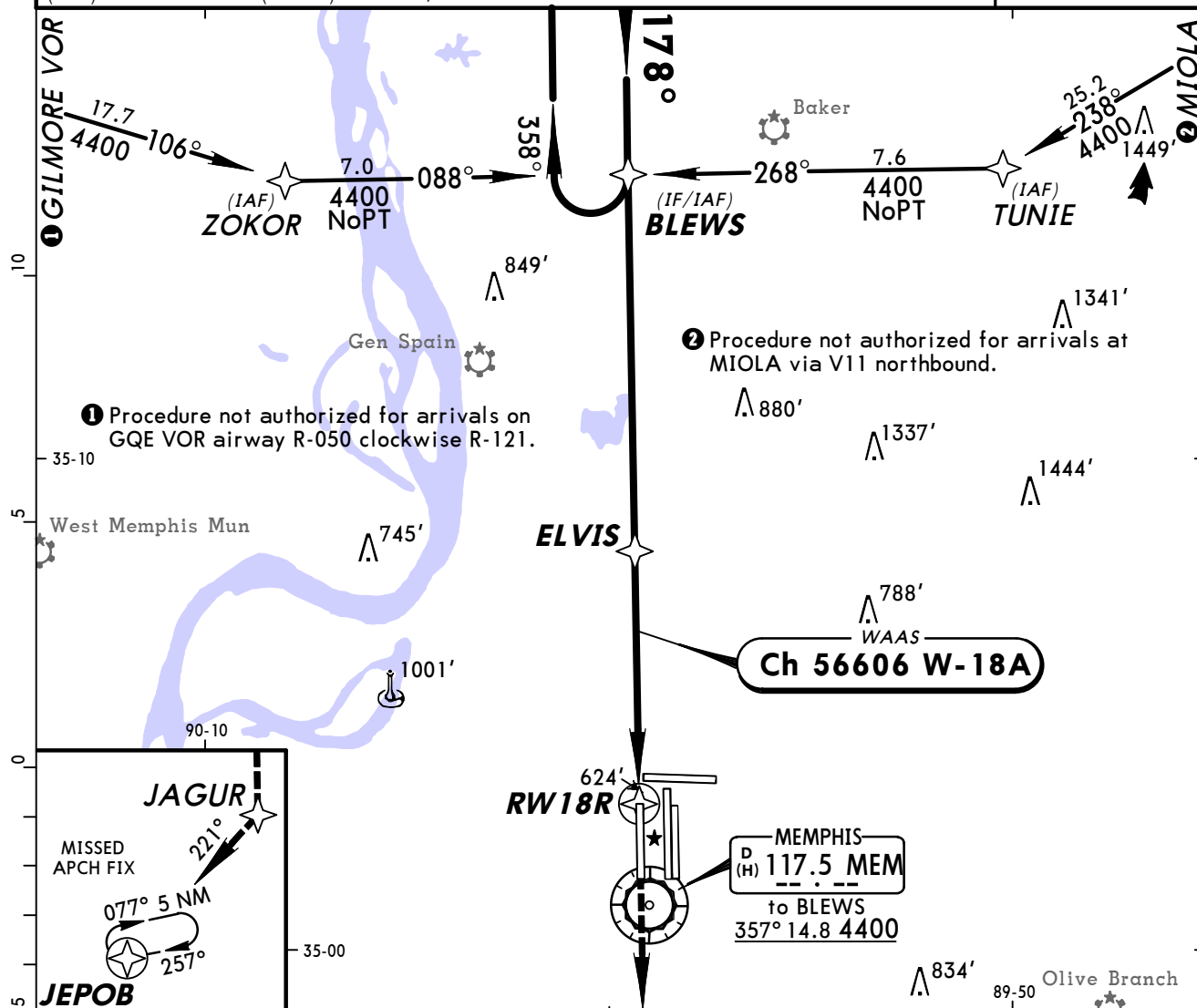
Gnd speed-Kts	70	90	100	120	140	160	 5000' 		KIMRE
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW09									

STRAIGHT-IN LANDING RWY 9					CIRCLE-TO-LAND		
LPV DA(H) 557' (298')		LNAV/VNAV DA(H) 751' (492')		LNAV MDA(H) 880' (621')		Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	90	940' (599') - 1
A				RVR 24 or 1/2	RVR 40 or 3/4	120	
B							
C	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1 1/4	1 3/4		140	940' (599') - 1 1/2
D				1 1/2	2	165	940' (599') - 2





D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9
WAAS Ch 56606 W-18A		<i>Final</i> <i>Apch Crs</i> 178°	<i>Minimum Alt</i> ELVIS 2000' (1705')	<i>LPV</i> <i>DA(H)</i> 495' (200')	<i>Apt Elev</i> 341' <i>TDZE</i> 295'			 2500' MSA RW18R
MISSED APCH: Climb to 5000' direct JAGUR and via 221° track to JEPOB and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.								

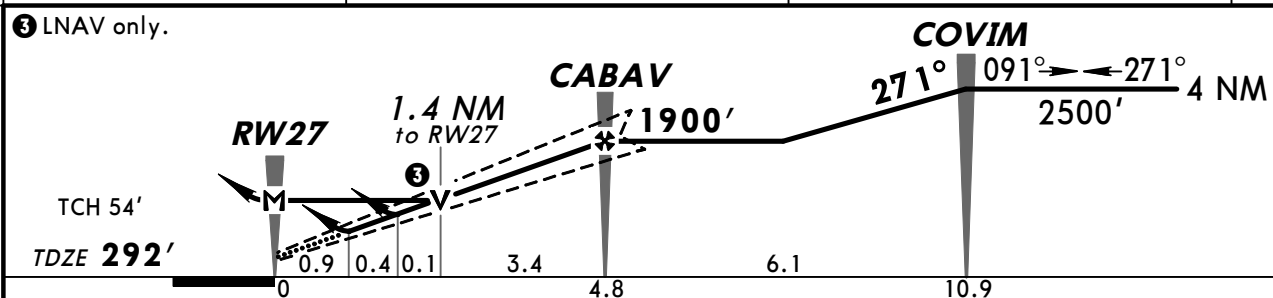
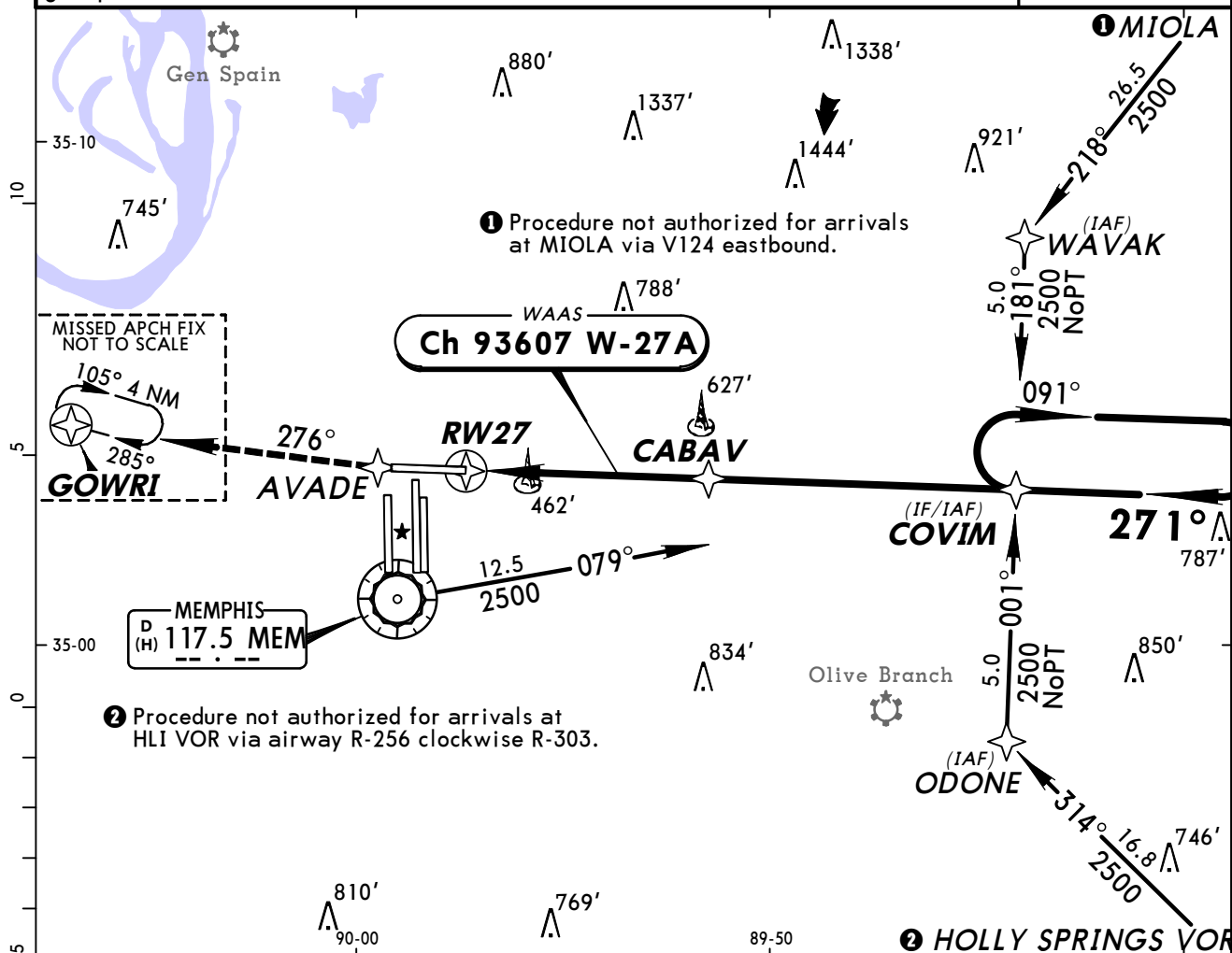


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	 MALSR 5000'   JAGUR
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at RW18R</i>							

STRAIGHT-IN LANDING RWY 18R										CIRCLE-TO-LAND	
LPV DA(H) 495'(200')			LNAV/VNAV DA(H) 874'(579')			LNAV MDA(H) 880'(585')			Max Kts	MDA(H)	
RAIL or ALS out			RAIL or ALS out			RAIL out ALS out					
A	RVR 24 or 1/2	RVR 50 or 1	1 1/2	2	RVR 24	RVR 40	RVR 50	90	940'(599') - 1		
B					or 1/2	or 3/4	or 1	120			
C					or 1/2	1 1/2		140		940'(599') - 1 1/2	
D					or 1/4	1 3/4		165		940'(599') - 2	

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65
WAAS Ch 93607 W-27A		Final Apch Crs 271°	Minimum Alt CABAV 1900' (1608')	LPV DA(H) 621' (329')	Apt Elev 341' TDZE 292'		2500' MSA RW27	
MISSED APCH: Climb to 5000' direct AVADE and via 276° track to GOWRI and hold, continue climb-in-hold to 5000'.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F) 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.								

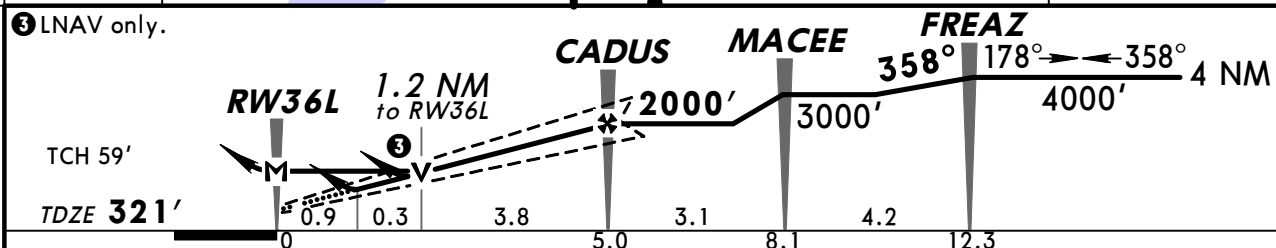
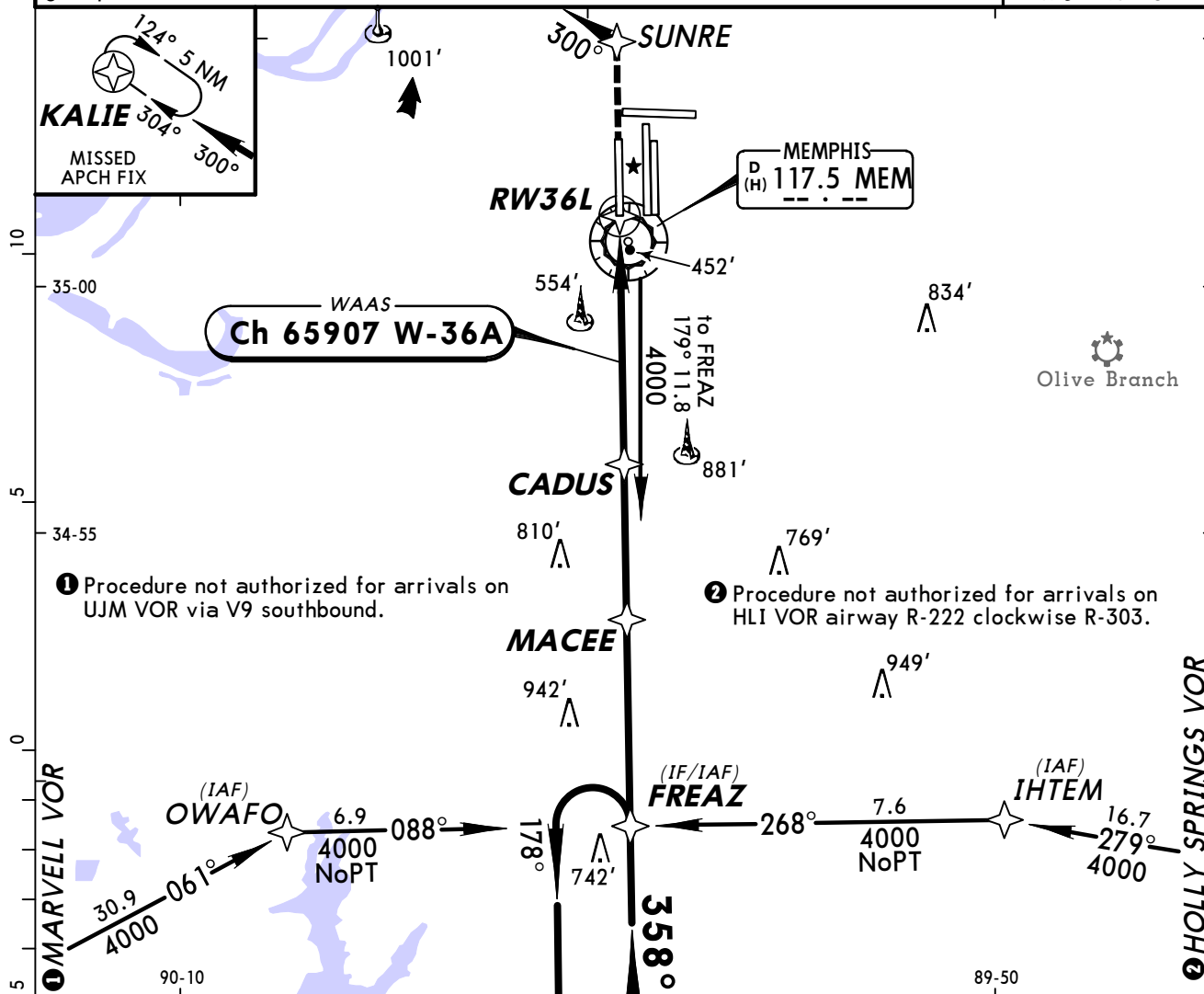


Gnd speed-Kts	70	90	100	120	140	160	MALSR		5000'		D → AVADE	
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		↑			
MAP at RW27												

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
LPV DA(H) 621' (329')		LNAV/VNAV DA(H) 751' (459')		LNAV MDA(H) 800' (508')		Max Kts	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	90	MDA(H)
A				RVR 24 or 1/2	RVR 40 or 3/4	120	940' (599') -1
B						140	940' (599') -1 1/2
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2		165	940' (599') -2
D				RVR 50 or 1	1 1/2		

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9
WAAS Ch 65907 W-36A		Final Apch Crs 358°	Minimum Alt CADUS 2000' (1679')	LPV DA(H) 673' (352')	Apt Elev 341' TDZE 321'		2500' MSA RW36L	
MISSED APCH: Climb to 5000' direct SUNRE and via 300° track to KALIE and hold, continue climb-in-hold to 5000'.								
Alt Set: INCHES								

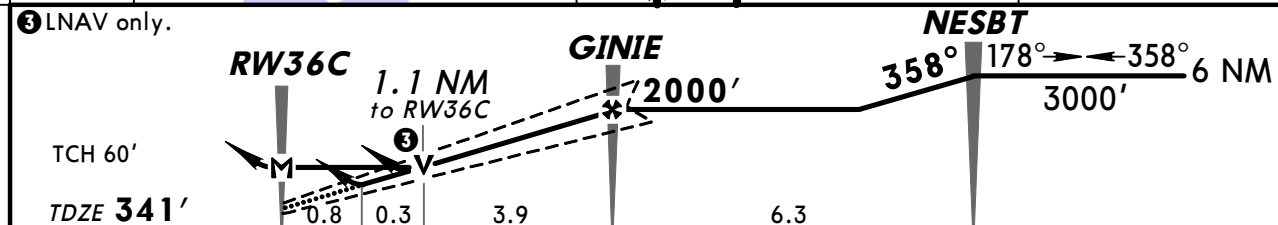
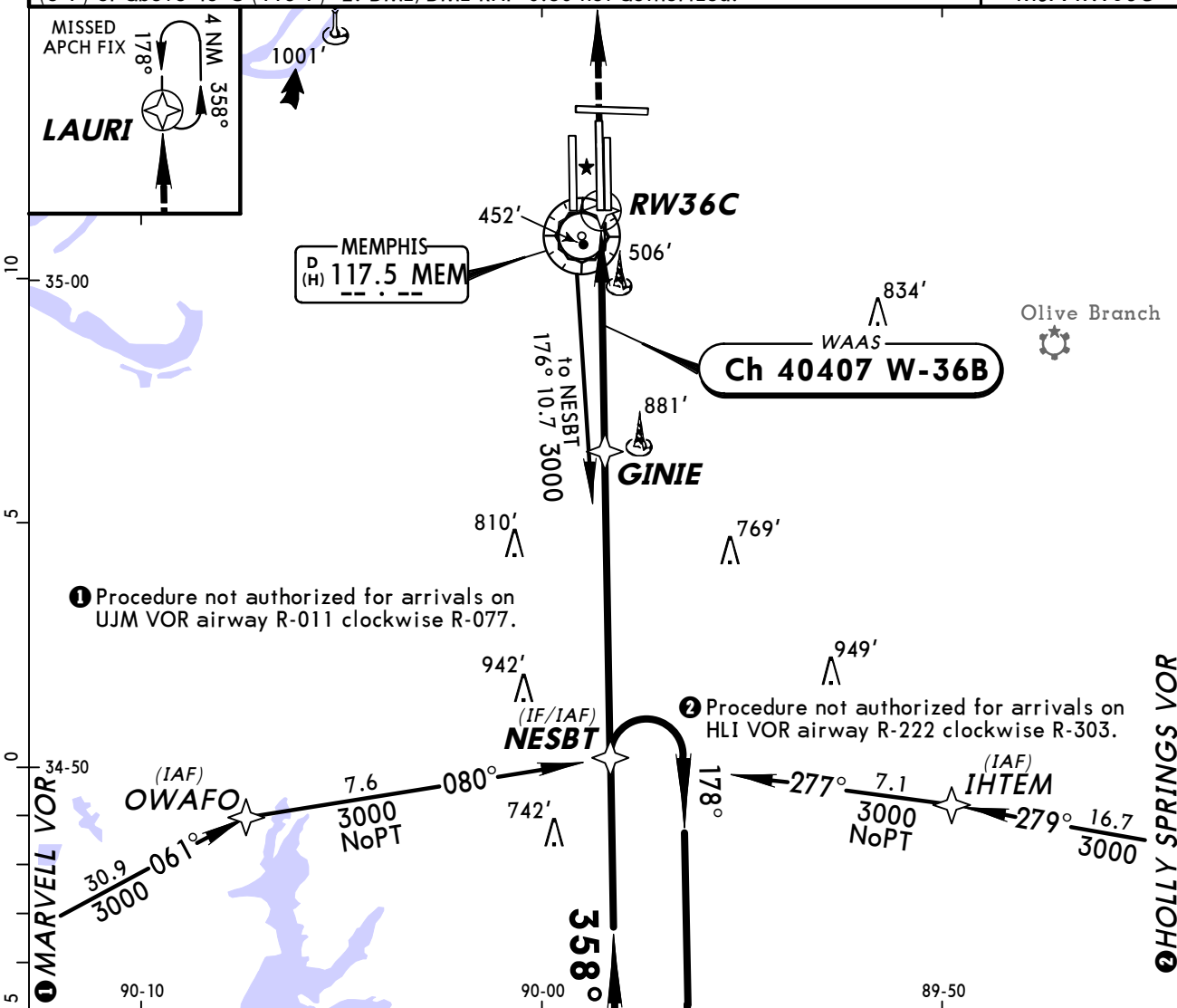


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	5000'	↗	SUNRE
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW36L										

STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND			
LPV DA(H) 673' (352')		LNAV/VNAV DA(H) 760' (439')		LNAV MDA(H) 780' (459')		Max Kts.	
ALS out		ALS out		ALS out		MDA(H)	
A				RVR 24 or 1/2	RVR 50 or 1	90	940' (599') - 1
B						120	
C	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 50 or 1	1 1/2	RVR 40 or 3/4	140	940' (599') - 1 1/2
D					RVR 50 or 1	165	940' (599') - 2

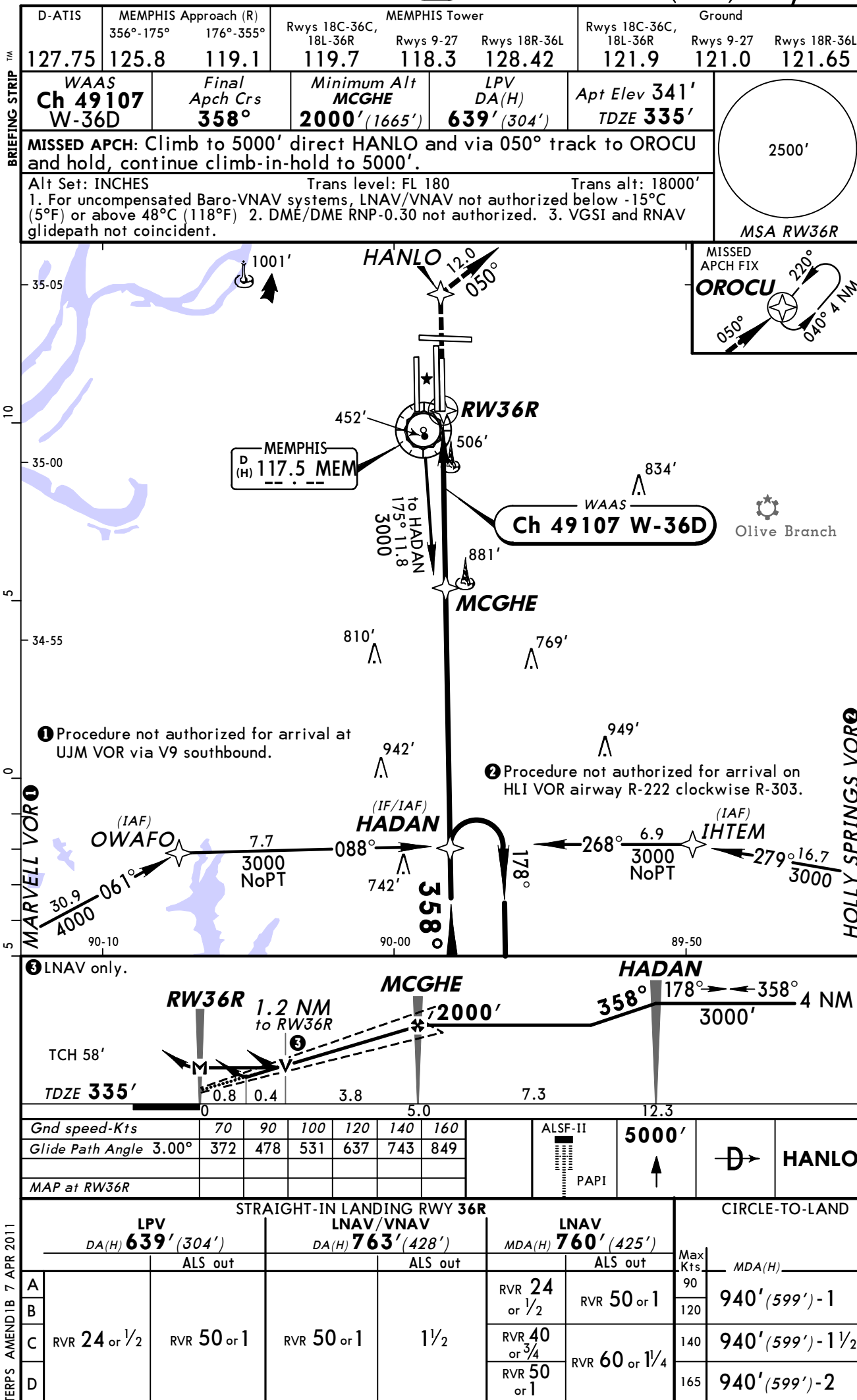
BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground			
	356°-175°	176°-355°	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65	
WAAS Ch 40407 W-36B		Final Apch Crs 358°	Minimum Alt GINIE 2000' (1659')	LPV DA(H) 665' (324')		Apt Elev 341' TDZE 341'		2500' MSA RW36C	
MISSED APCH: Climb to 3000' direct LAURI and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F) 2. DME/DME RNP-0.30 not authorized.									



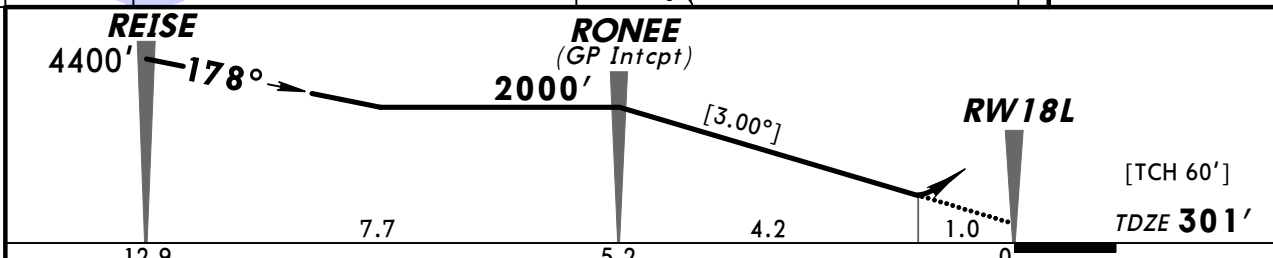
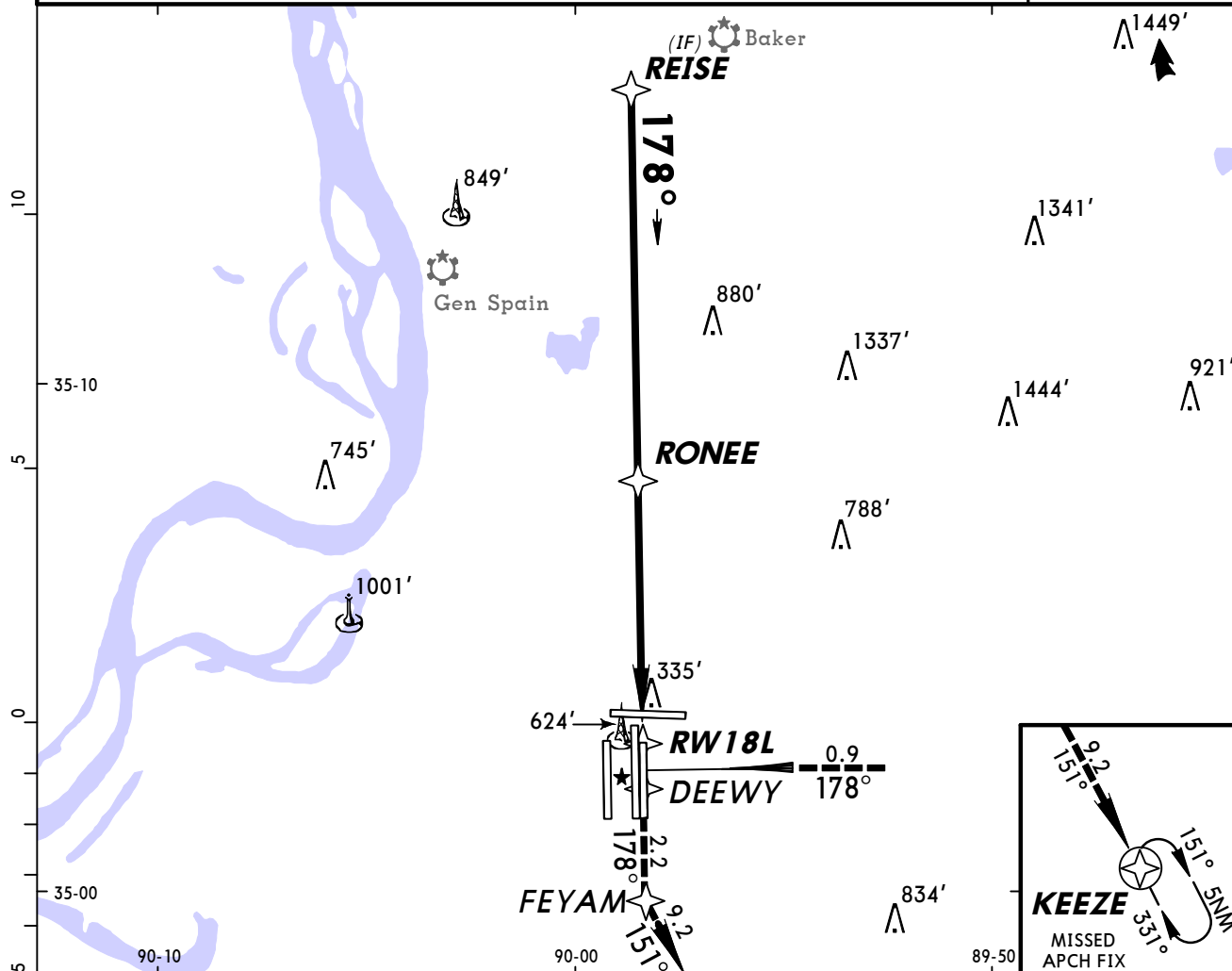
Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	3000'	LAURI
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW36C									

STRAIGHT-IN LANDING RWY 36C				CIRCLE-TO-LAND			
LPV DA(H) 665' (324')		LNAV/VNAV DA(H) 765' (424')		LNAV MDA(H) 760' (419')		CIRCLE-TO-LAND	
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A				RVR 24 or 1/2	RVR 50 or 1	90	940' (599') - 1
B				RVR 40 or 3/4	RVR 60 or 1/4	120	940' (599') - 1 1/2
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2		140	940' (599') - 1 1/2
D						165	940' (599') - 2



BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65
RNAV	Final Apch Crs 178°		Minimum Alt RONEE 2000' (1699')		RNP 0.11 DA(H) 647' (346')	Apt Elev 341' TDZE 301'		
MISSED APCH: Climb to 5000' via track 178° to DEEWY and via track 178° to FEYAM and via 151° track to KEEZE and hold, continue climb-in-hold to 5000'.							2600' MSA RW18L	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.								
4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 48°C (118°F). 5. VGSI and RNAV glidepath not coincident. 6. Missed approach requires RNP less than 1.0.								

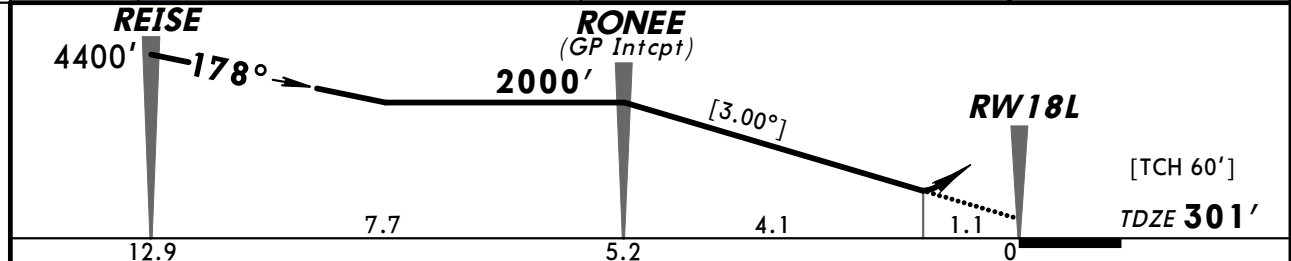
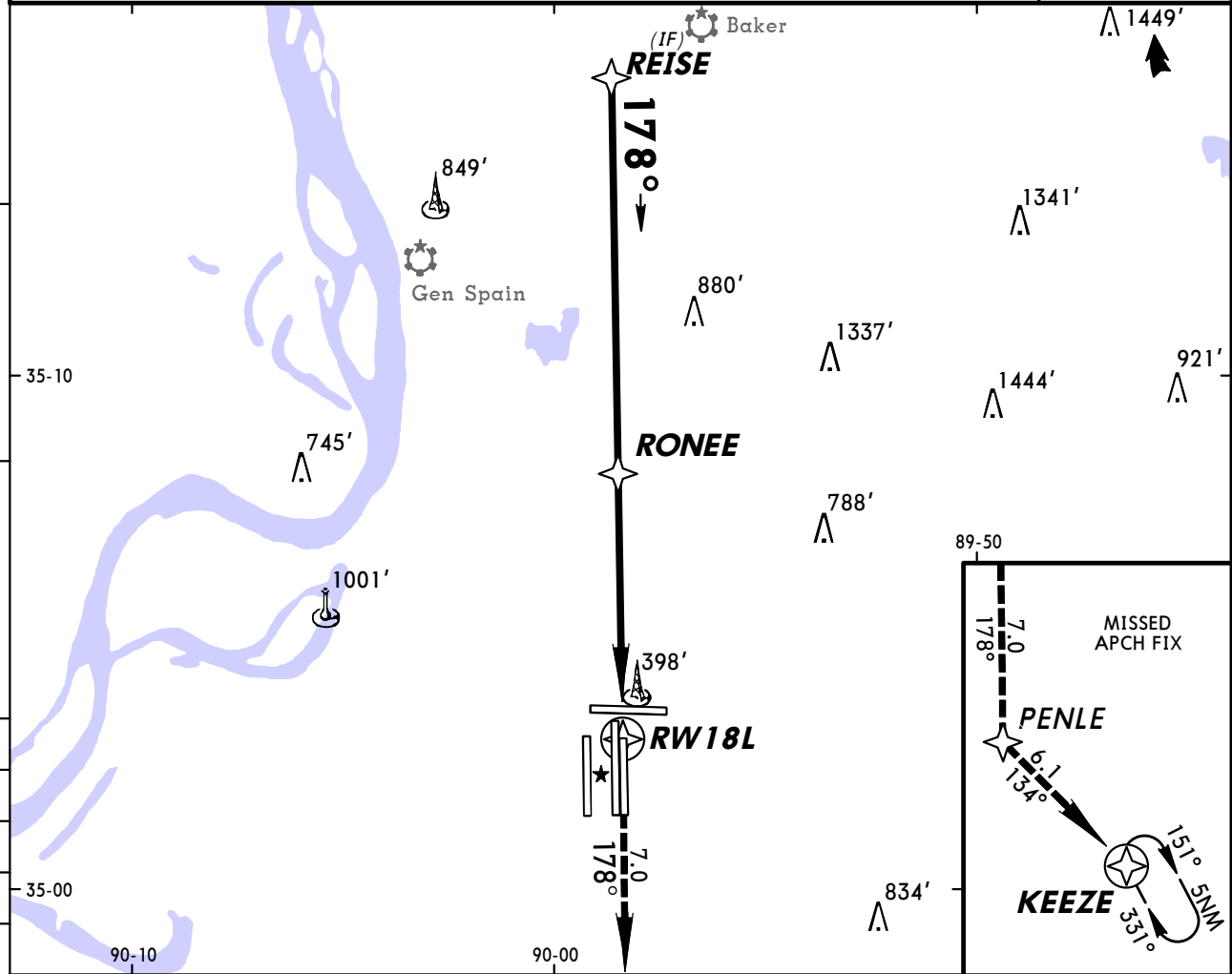


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5000'	via 178°	DEEWY
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 18L
RNP 0.11
DA(H) 647' (346')

RAIL or ALS out	
A	
B	
C	RVR 40 or 3/4
D	RVR 60 or 1/4

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65
RNAV	Final Apch Crs 178°	Minimum Alt RONEE 2000' (1699')	RNP 0.30 DA(H) (CONDITIONAL) 680' (379')		Apt Elev 341' TDZE 301'		2600' MSA RW18L	
MISSED APCH: Climb to 5000' via track 178° to PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000'.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 48°C (118°F). 5. VGSI and RNAV glidepath not coincident.								



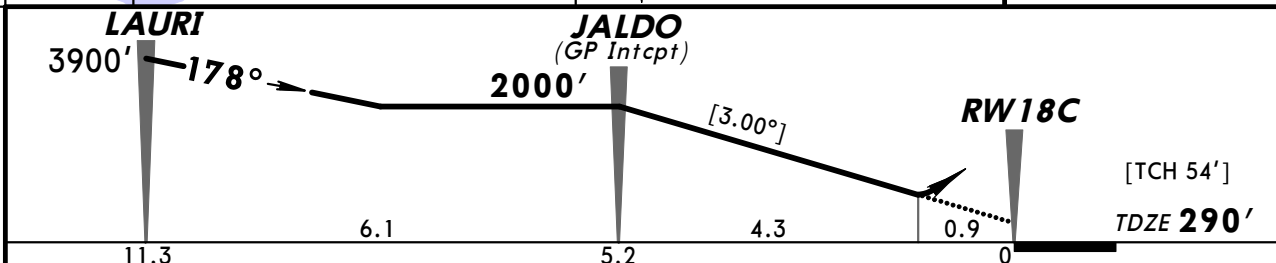
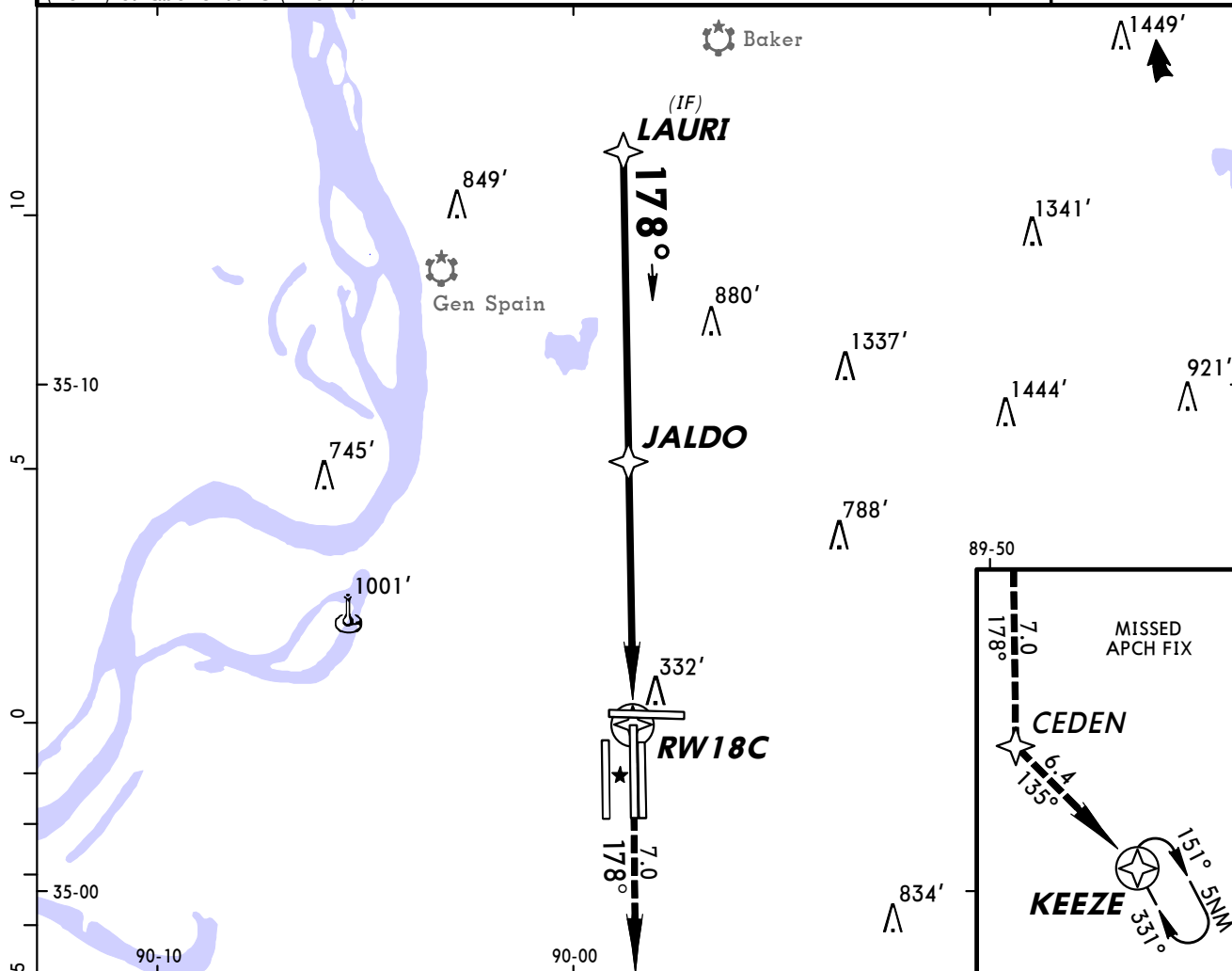
Gnd speed-Kts	70	90	100	120	140	160	MALSR		5000'	PENLE	
Descent angle [3.00°]	372	478	531	637	743	849	PAPI		↑	via 178°	
MAP at DA											

STRAIGHT-IN LANDING RWY 18L				STRAIGHT-IN LANDING RWY 18L			
RNP 0.30 DA(H) 680' (379')		RAIL or ALS out		RNP 0.30 DA(H) 771' (470')		RAIL or ALS out	
A							
B	RVR 50 or 1		RVR 60 or 1¼		RVR 60 or 1¼		1¾
C							
D							

1 Missed approach requires minimum climb of 400'/NM to 1000'

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65
RNAV		Final Apch Crs 178°	Minimum Alt JALDO 2000' (1710')	RNP 0.30 DA(H) (CONDITIONAL) 614' (324')		Apt Elev 341' TDZE 290'		2600' MSA RW18C
MISSED APCH: Climb to 5000' via 178° track to CEDEN and via 135° track to KEEZE and hold, continue climb-in-hold to 5000'.								
Alt Set: INCHES								



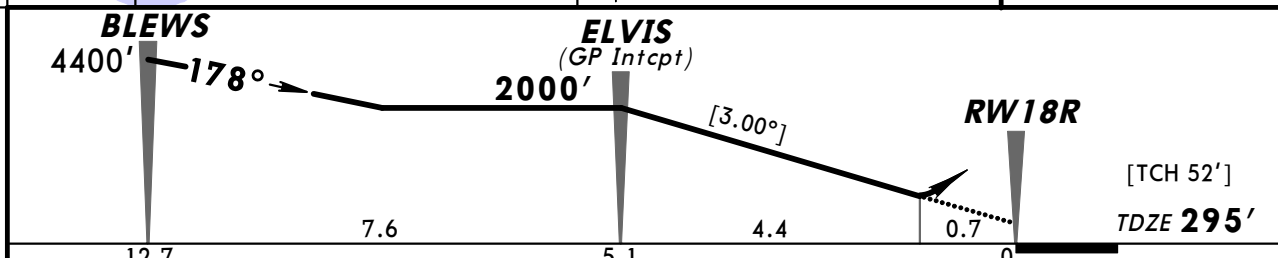
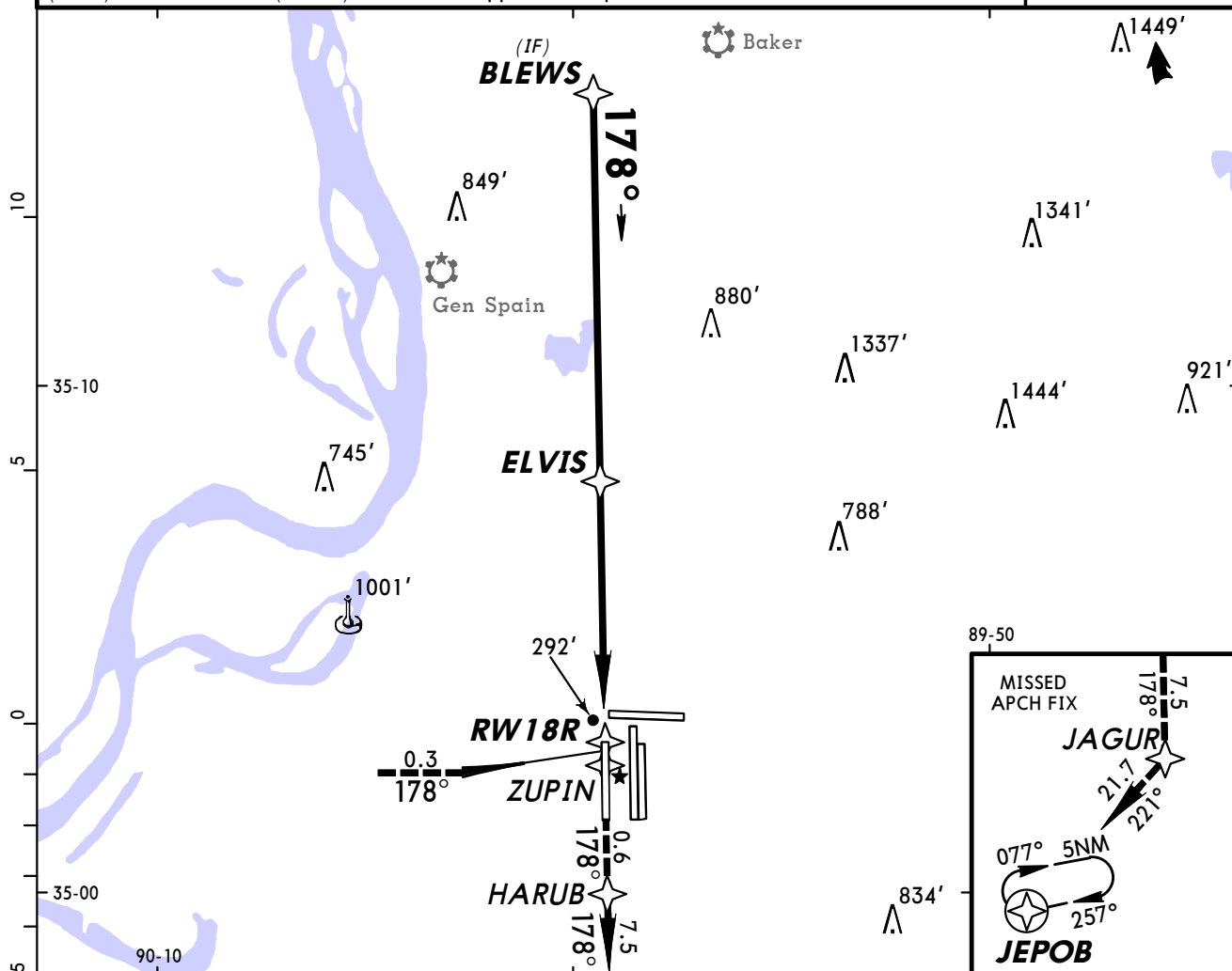
Gnd speed-Kts	70	90	100	120	140	160	MALSR	5000'	via 178°	CEDEN
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 18C			
RNP 0.30 DA(H) 614' (324')		RNP 0.30 DA(H) 729' (439')	
RAIL or ALS out		RAIL or ALS out	
A			
B	RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4
C			
D			

1 Missed approach requires minimum climb of 400'/NM to 1000'

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9
RNAV	Final Apch Crs 178°		Minimum Alt ELVIS 2000' (1705')		RNP 0.14 DA(H) 562' (267')	Apt Elev 341' TDZE 295'		2600' MSA RW18R
MISSED APCH: Climb to 5000' via 178° track to ZUPIN and via 178° track to HARUB and via 178° track to JAGUR and via 221° track to JEPOB and hold.								
Alt Set: INCHES								



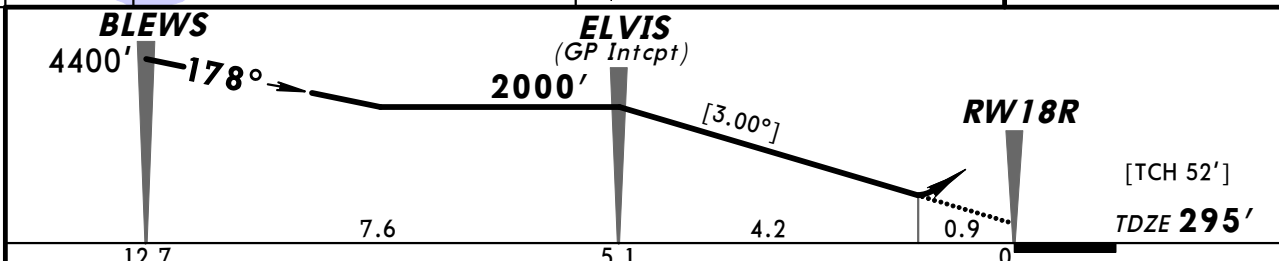
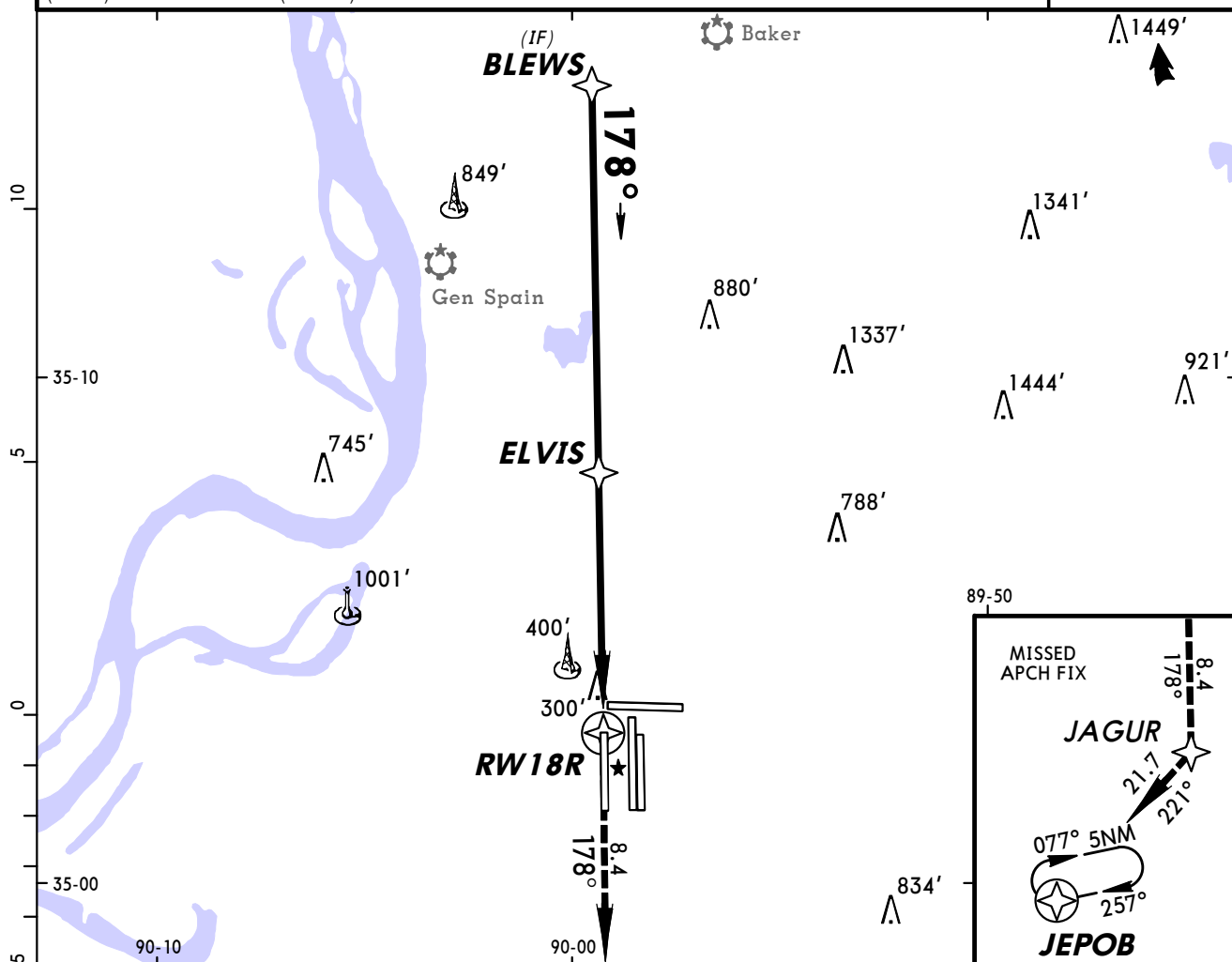
Gnd speed-Kts	70	90	100	120	140	160	MALSR	5000'	via 178°	ZUPIN
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 18R										
RNP 0.14										
DA(H) 562' (267')										
RAIL or ALS out										
A	RVR 24 or 1/2					RVR 50 or 1				
B										
C										
D										

TERPS AMEND 08 30 JUN 2011

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356°-175°	176°-355°	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9
RNAV		Final Apch Crs 178°	Minimum Alt ELVIS 2000' (1705')	RNP 0.19 DA(H) 641' (346')		Apt Elev 341' TDZE 295'		2600' MSA RW18R
MISSED APCH: Climb to 5000' via track 178° to JAGUR and via track 221° to JEPOB and hold.								
Alt Set: INCHES								



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5000'	via 178°	JAGUR
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 18R			
RNP 0.19 DA(H) 641' (346')		RNP 0.30 DA(H) 769' (474')	
RAIL or ALS out		RAIL or ALS out	
A			
B	RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4
C			
D			1 3/4

1 Missed approach requires minimum climb of 425'/NM to 1000'.

General Information

Location: Smyrna TN USA
IATA Code: MQY
Lat/Long: N36° 00.5' W086° 31.2'
Elevation: 543 ft

Airport Use: Public
Magnetic Variation: 3.5°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1219 Z
Sunset: 2339 Z,

Runway Information

Runway: 01
Length x Width: 5546 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 519 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 14
Length x Width: 8048 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 543 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 19
Length x Width: 5546 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 521 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32
Length x Width: 8048 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 517 ft
Lighting: Edge, ALS, REIL, Pilot controlled
Stopway: 1000 ft

Communication Information

ASOS 119.125

Smyrna Tower 118.5 CTAF PCL

Smyrna Ground Control 121.4

Smyrna Clearance Delivery 121.4

Nashville Clearance Delivery 121.7

Nashville Approach Control 118.4 (19°-199°) Arrival Service

Nashville Departure Control 118.4 (19°-199°) Departure Service

Smyrna Unicom 122.95

Army Guard Operations 149.8 Military

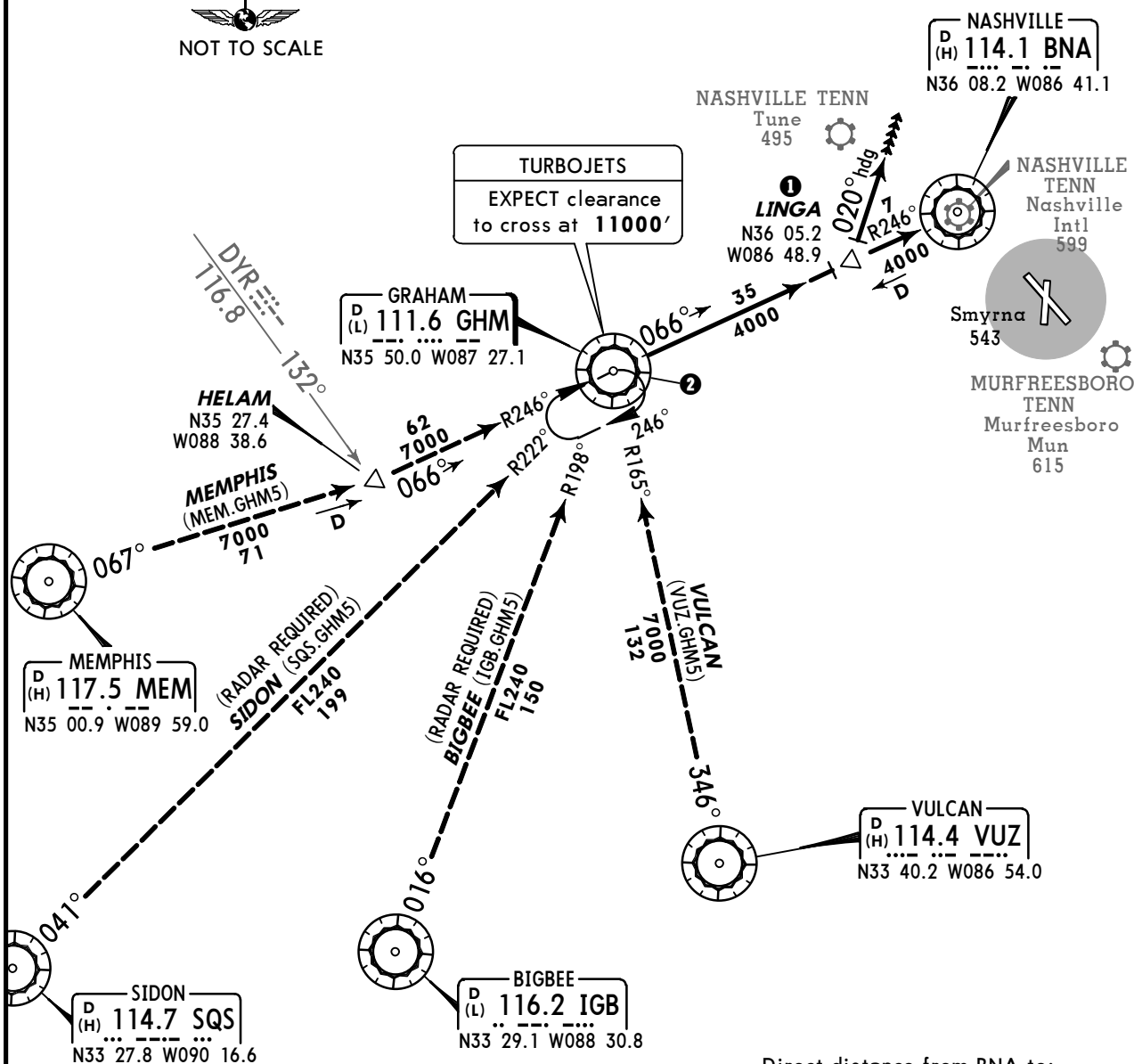
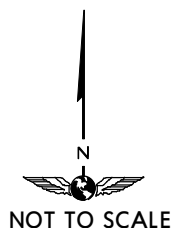
Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME required.
2. RADAR required on the SIDON and BIGBEE Transitions.

3100'

MSA BNA VOR

GRAHAM FIVE ARRIVAL (GHM.GHM5)



Direct distance from BNA to:
Smyrna Apt 11 NM
Direct distance from LINGA to:
Smyrna Apt 15 NM

ROUTING

From over GHM via BNA R-246.

LANDING

**TURBOJETTS/
TURBOPROPS
LANDING NORTH**

② To BNA. EXPECT vectors to final approach course passing GHM.

**TURBOJETTS/
TURBOPROPS
LANDING SOUTH**

① To LINGA, then heading 020° for vectors to final approach course.

**NON-TURBINE
ALL RUNWAYS**

② To BNA. EXPECT vectors to final approach course passing GHM.

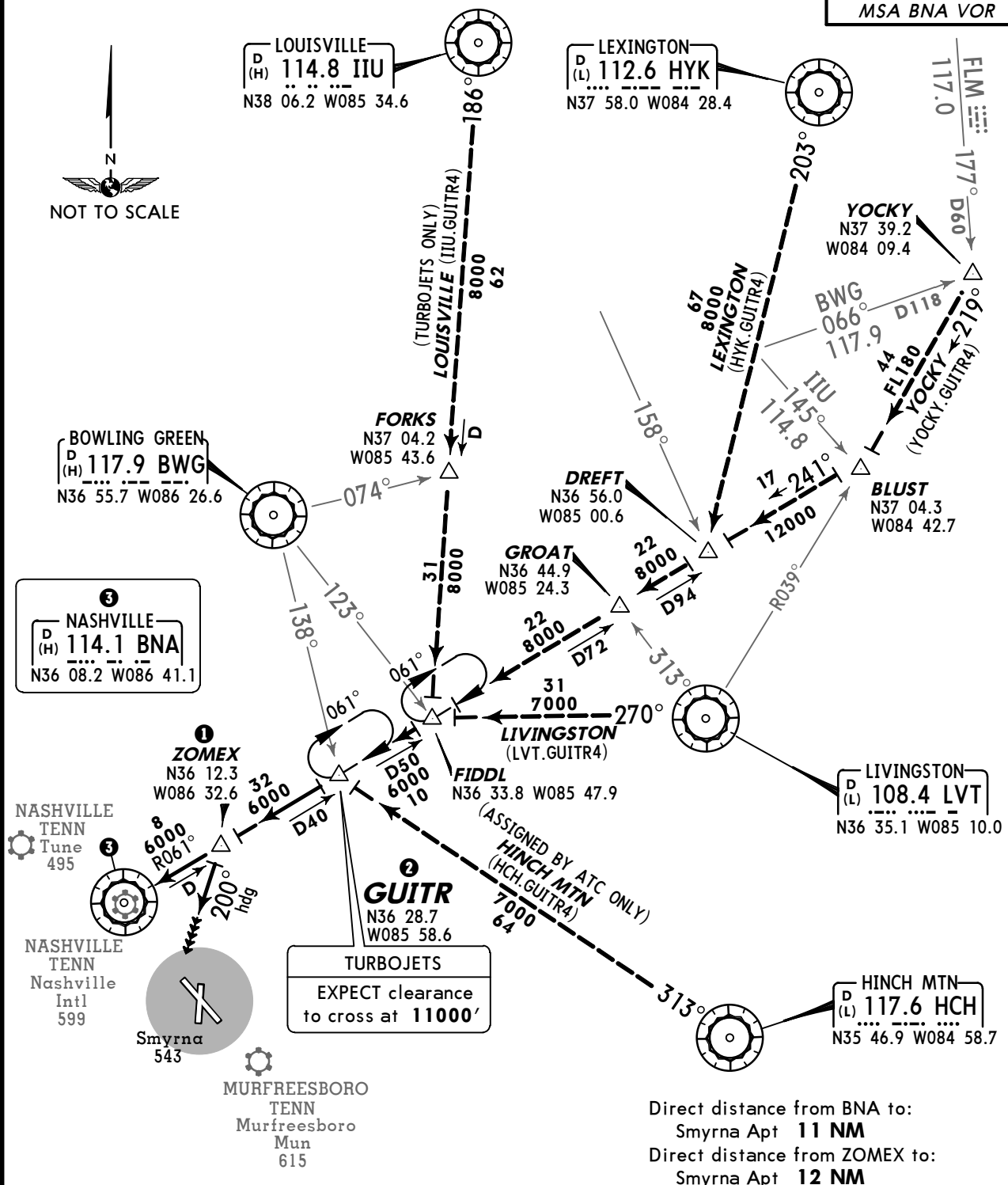
Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME required.
2. HINCH MTN Transition assigned by ATC only.
3. LOUISVILLE Transition for turbojets only.

3100'

MSA BNA VOR

GUITR FOUR ARRIVAL (GUITR.GUITR4)



ROUTING

From over GUITR via BNA R-061.

LANDING

**TURBOJETS/
TURBOPROPS
LANDING NORTH**

① To ZOMEX, then heading 200° for vectors to final approach course.

**TURBOJETS/
TURBOPROPS
LANDING SOUTH**

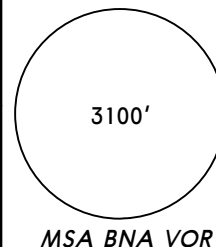
② To BNA. EXPECT vectors to final approach course passing GUITR.

**NON-TURBINE
ALL RUNWAYS**

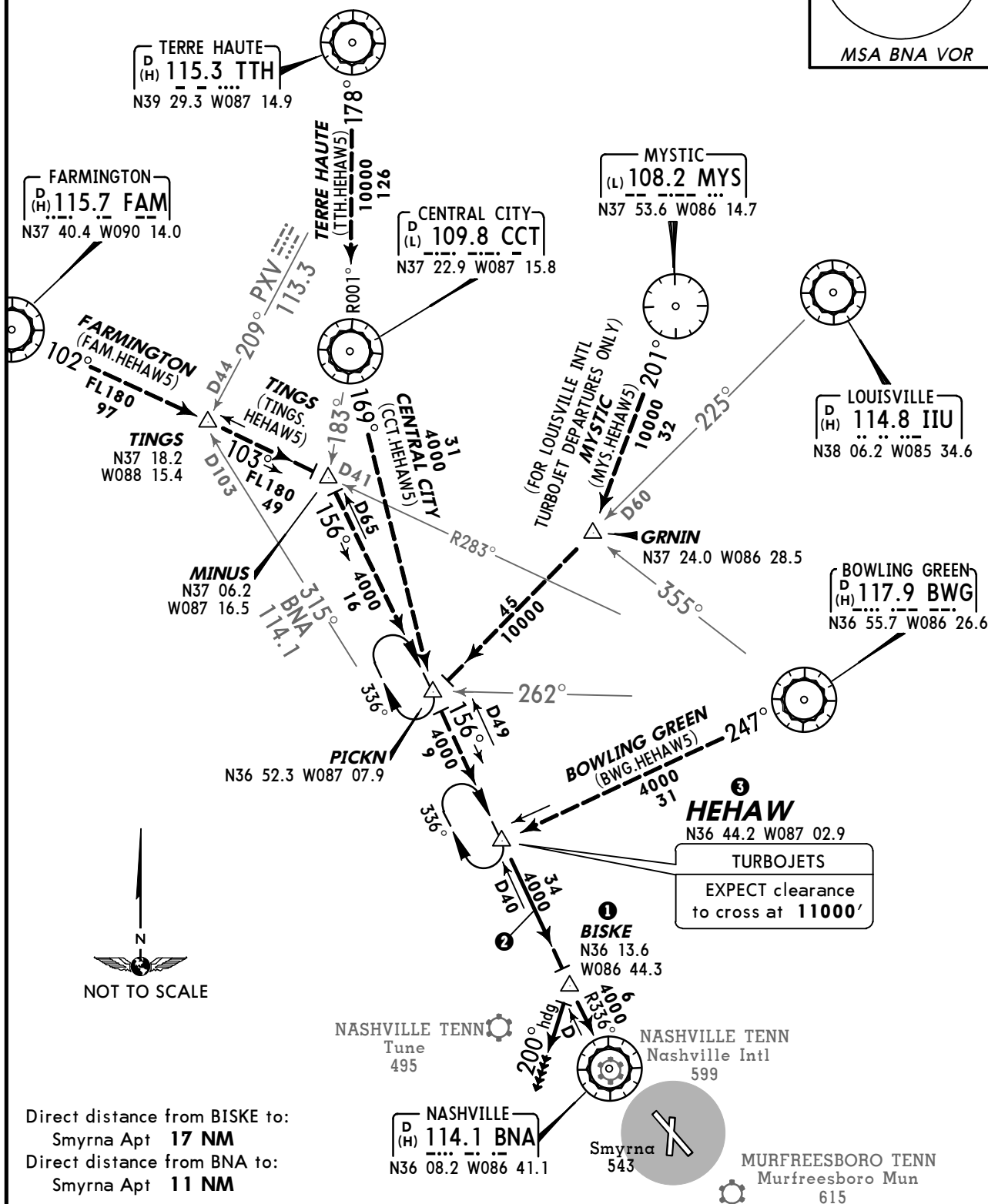
② To BNA. EXPECT vectors to final approach course passing GUITR.

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME required.
2. MYSTIC Transition for Louisville Intl turbojet departures only.



HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)



Direct distance from BISKE to:
Smyrna Apt 17 NM
Direct distance from BNA to:
Smyrna Apt 11 NM

ROUTING

From over HEHAW via BNA R-336.

LANDING

TURBOJET/ TURBOPROPS LANDING NORTH

① To BISKE, then heading 200° for vectors to final approach course.

TURBOJET/ TURBOPROPS LANDING SOUTH

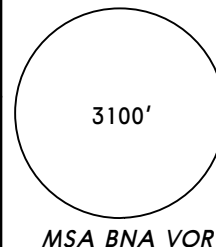
② To BNA. EXPECT vectors to final approach course.

NON-TURBINE ALL RUNWAYS

③ To BNA. EXPECT vectors to final approach course passing HEHAW.

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.



VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

NASHVILLE TENN
Tune
495

NASHVILLE
TENN
Nashville
Intl
599
D (H) 114.1 BNA
N36 08.2 W086 41.1

MURFREESBORO
TENN
Murfreesboro Mun
615

SHELBYVILLE
D (L) 109.0 SYI
N35 33.7 W086 26.3



Smyrna
543
PARKO
N36 03.5
W086 34.7

VOLLS
N35 40.9 W086 05.0

TURBOJETS
EXPECT clearance
to cross at 11000'

HINCH MTN
(HCH.VOLLS7)
7000
54

HINCH MTN
D (L) 117.6 HCH
N35 46.9 W084 58.7

BAMMA
N35 41.1
W085 11.9
VOLUNTEER (VXV.VOLLS7)
10000

VOLUNTEER
D (H) 116.4 VXV
N35 54.3 W083 53.7

VANDD
N35 33.4
W085 55.2

JABRD
N35 14.9
W085 31.3

SHNYD
N35 04.6 W085 18.0

CHOO CHOO
D (H) 115.8 GQO
N34 57.7 W085 09.2

ROCKET
D (L) 112.2 RQZ
N34 47.8 W086 38.0

[ONXUV]
N33 54.8 W084 30.8

ATLANTA
D (H) 116.9 ATL
N33 37.7 W084 26.1

Direct distance from BNA to:
Smyrna Apt 11 NM
Direct distance from PARKO to:
Smyrna Apt 4 NM

ROUTING

From over VOLLS via BNA R-135.

LANDING

**TURBOJETS/
TURBOPROPS
LANDING NORTH**

② To BNA. EXPECT vectors to final approach course passing VOLLS.

**TURBOJETS/
TURBOPROPS
LANDING SOUTH**

① To PARKO, then heading 020° for vectors to final approach course.

**NON-TURBINE
ALL RUNWAYS**

② To BNA. EXPECT vectors to final approach course passing VOLLS.

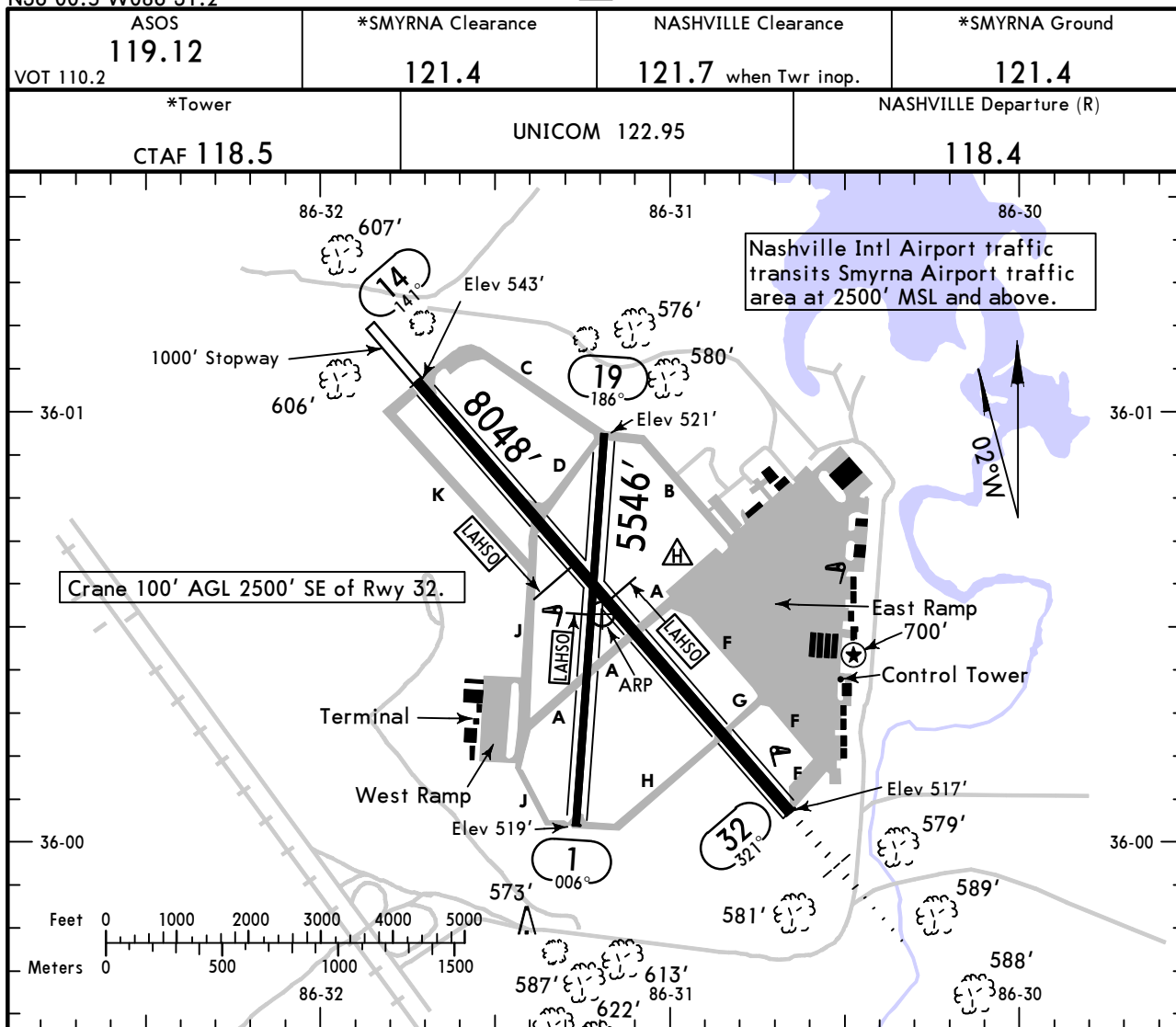
KMQY/MQY
Apt Elev 543'
N36 00.5 W086 31.2

14 OCT 11

11-1

Eff 20 Oct

SMYRNA, TENN
SMYRNA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS				WIDTH
		LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	
1	19	1 MIRL REIL PAPI-L		14/32 3000'		100'
14	32	1 HIRL 1 REIL PAPI-L (angle 3.0°)		1/19 3400'		150'
		1 HIRL 1 MALSR REIL PAPI-L (angle 3.0°)	6947'	1/19 3950'		

1 Activate on 118.5 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 1, 14, 32		1 Rwy 19		
	Adequate Vis Ref	STD	With Min climb of 205'/NM to 900'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-2
3 & 4 Eng		1/2		1/2	

1 Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to departure end of runway.

OBSTACLE DP: Rwy 1, climb heading 006° to 1200' before turning northeast.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating		Authorized Only When Local Weather Available	Authorized Only When Twr Operating and Local Weather Available
	ILS Rwy 32	LOC Rwy 32	VOR DME Rwy 14 VOR DME Rwy 32 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32	NDB Rwy 32
A	600-2	800-2	800-2	800-2
B				800-2
C	700-2	800-2	800-2	NA
D				NA

CHANGES: Take-off minimums.

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A
M
E
N
D
6

KMQY/MQY
SMYRNA

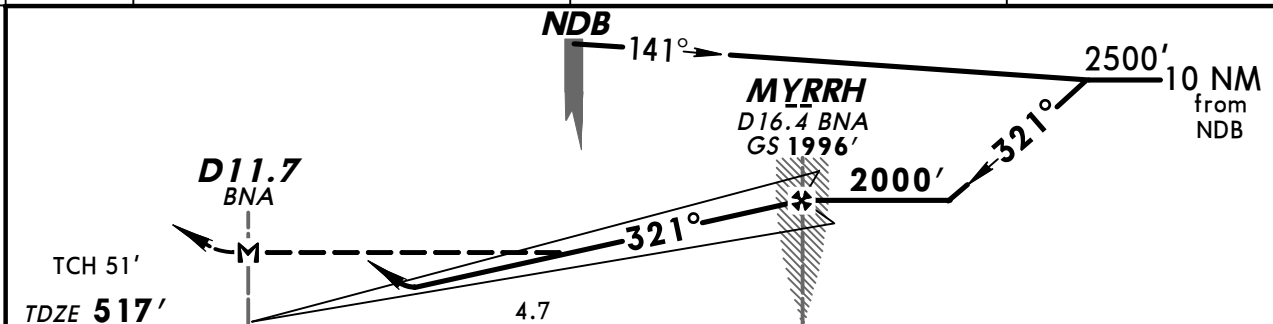
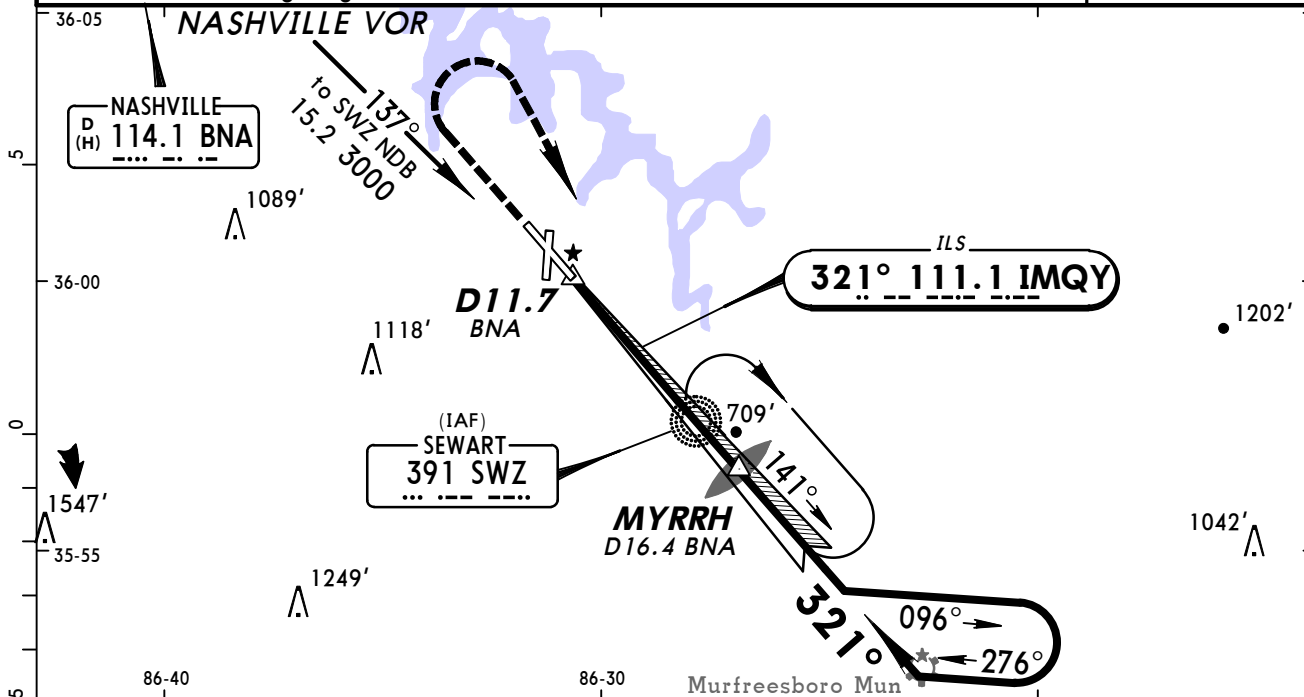
JEPPESSEN
14 OCT 11 **(11-1)**

Eff 20 Oct

SMYRNA, TENN
ILS or LOC Rwy 32

BRIEFING STRIP™

ASOS 119.12		NASHVILLE Approach (R) 118.4		*SMYRNA Tower CTAF 118.5		*Ground 121.4				
LOC IMQY 111.1		Final Apch Crs 321°		GS MYRRH 1996' (1479')		ILS DA(H) (CONDITIONAL) 717' (200')		Apt Elev 543' TDZE 517'		3500' MSA SWZ NDB
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' direct SWZ NDB and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. ADF required. 2. Use local altimeter setting; if not received, use Nashville Intl altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 118.5.										



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	1500'	3000'	D RT	SWZ 391
GS 2.83°	350	451	501	601	701	801		↑	↻		
MAP at D11.7 BNA or MYRRH to MAP 4.7											
	4:02	3:08	2:49	2:21	2:01	1:46					

STRAIGHT-IN LANDING RWY 32 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 717' (200')			LOC (GS out) MDA(H) 960' (443')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out			
A			1/2	3/4	1	90	1100' (557')-1
B	1/2	3/4				120	
C			3/4	1 1/4		140	1120' (577')-1 1/2
D			1	1 1/2		165	1160' (617')-2
With Nashville Intl Altimeter Setting						With Nashville Intl Altimeter Setting	
ILS DA(H) 816' (299')			LOC (GS out) MDA(H) 1060' (543')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out			
A			1/2	3/4	1	90	1200' (657')-1
B	1/2	3/4				120	
C			1	1 1/2		140	1220' (677')-2
D			1 1/4	1 3/4		165	1260' (717')-2 1/4

CHANGES: MM deleted.

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TERPS AMEND 5C 10 MAR 2011

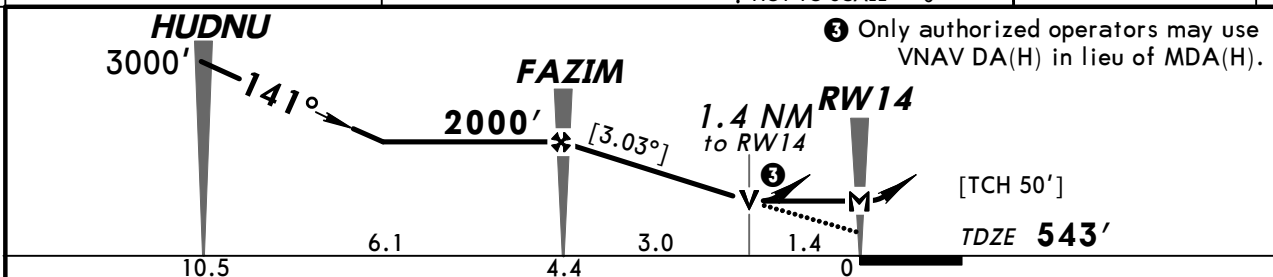
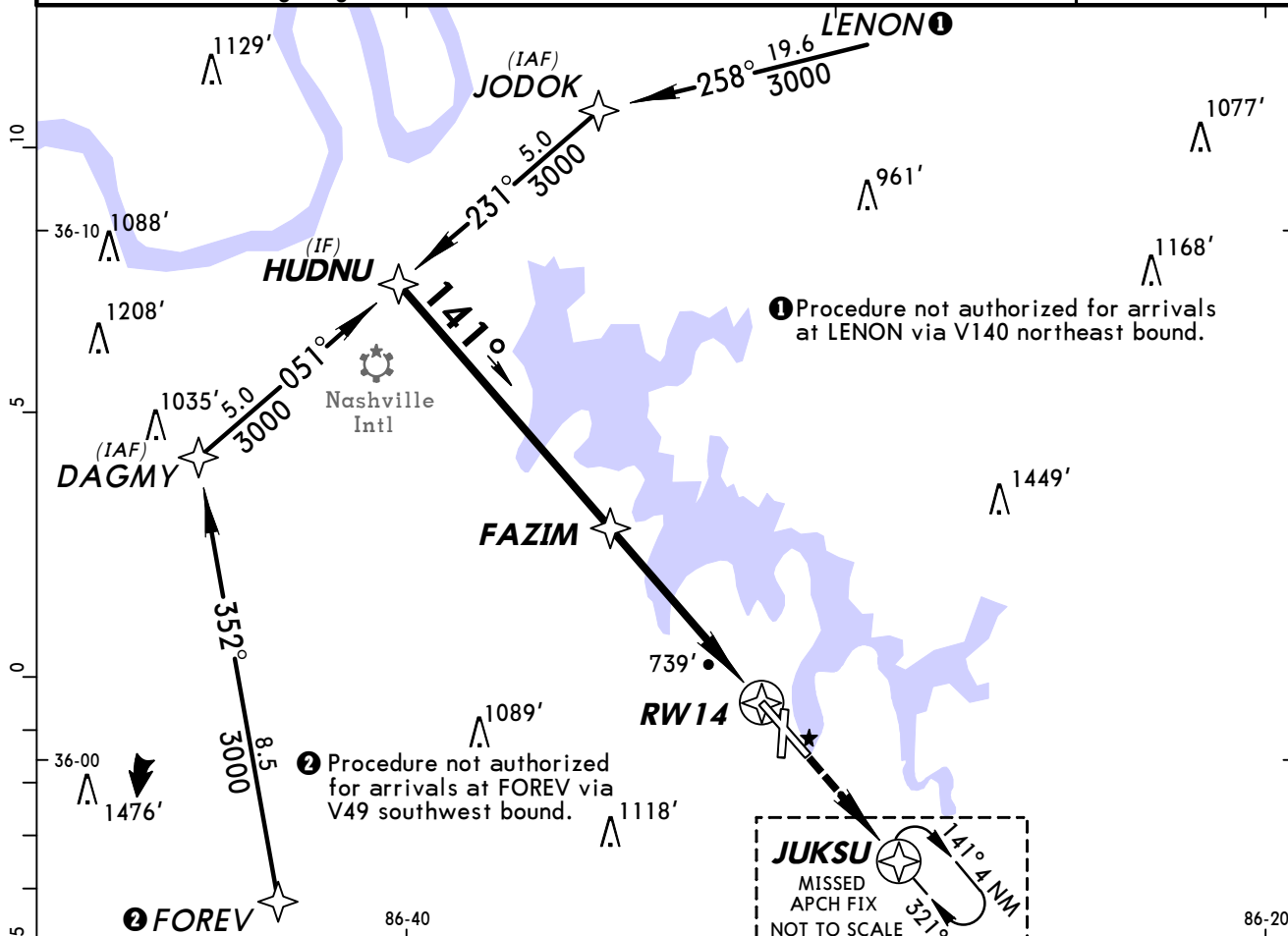
KMQY/MQY
SMYRNA

JEPPESEN
12 NOV 10 **(12-1)**

SMYRNA, TENN
RNAV (GPS) Rwy 14

BRIEFING STRIP™

ASOS 119.12		NASHVILLE Approach (R) 118.4		*SMYRNA Tower CTAF 118.5		*Ground 121.4	
RNAV	Final Aptch Crs 141°	Minimum Alt FAZIM 2000' (1457')	LNAV MDA(H) (CONDITIONAL) 1040' (497')	Apt Elev 543' TDZE 543'	3400' MSA RW14		
MISSED APCH: Climb to 3000' direct JUKSU and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Nashville Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized when using Nashville Intl altimeter setting. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 118.5.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		3000' ↑ D → JUKSU	
Descent angle [3.03°]	375	482	536	643	750	858				
MAP at RW14										

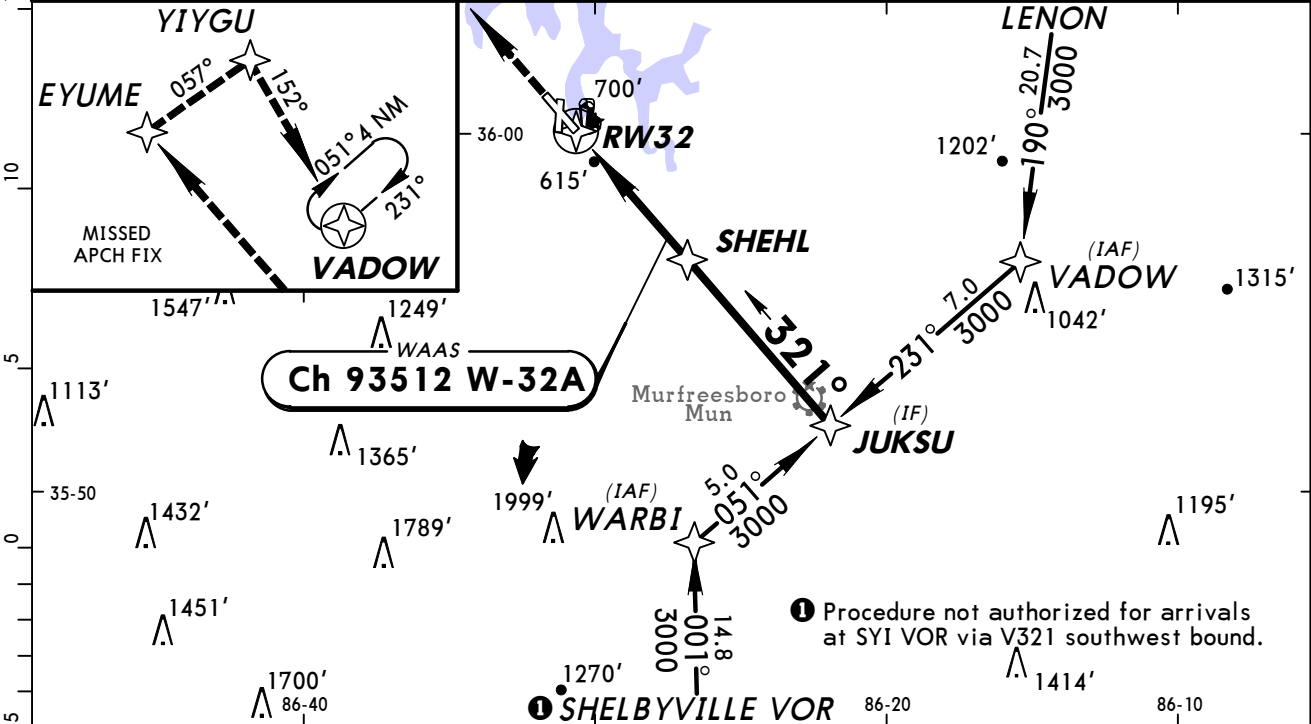
STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
LNAV		LNAV		With Local Altimeter Setting		With Nashville Intl Altimeter Setting	
MDA(H) 1040' (497')		MDA(H) 1080' (537')		Max Kts	MDA(H)	MDA(H)	
With Local Altimeter Setting		With Nashville Intl Altimeter Setting		90	1100' (557') - 1	1140' (597') - 1	
				120			
1		1		140	1120' (577') - 1½	1160' (617') - 1¾	
1¼		1½		165	1160' (617') - 2	1200' (657') - 2	
1½		1¾					

CHANGES: Circling minimums.

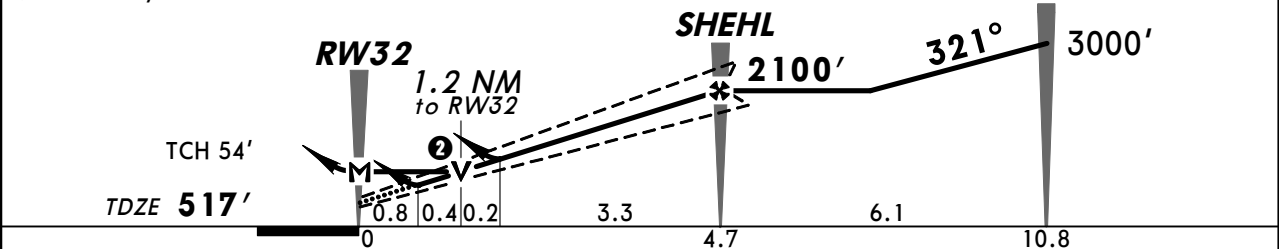
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TERPS AMEND 0A 18 NOV 2010

ASOS 119.12	NASHVILLE Approach (R) 118.4	*SMYRNA Tower CTAF 118.5	*Ground 121.4
WAAS Ch 93512 W-32A	Final Apch Crs 321°	Minimum Alt SHEHL 2100' (1583')	LPV DA(H) (CONDITIONAL) 840' (323')
MISSED APCH: Climb to 3000' direct EYUME and RIGHT turn via 057° track to YIYGU and RIGHT turn via 152° track to VADOW and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Nashville Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Nashville Intl altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.5.			
3400'			
MSA RW32			



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALS	3000'	EYUME
Glide Path Angle	3.00°	372	478	531	637	743	REIL PAPI	↑	
MAP at RW32									

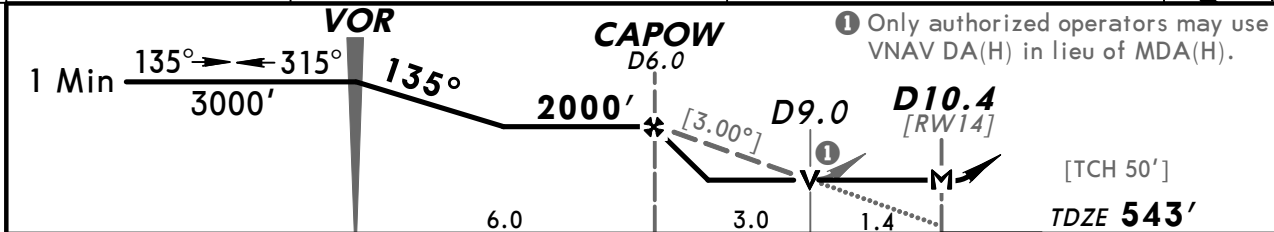
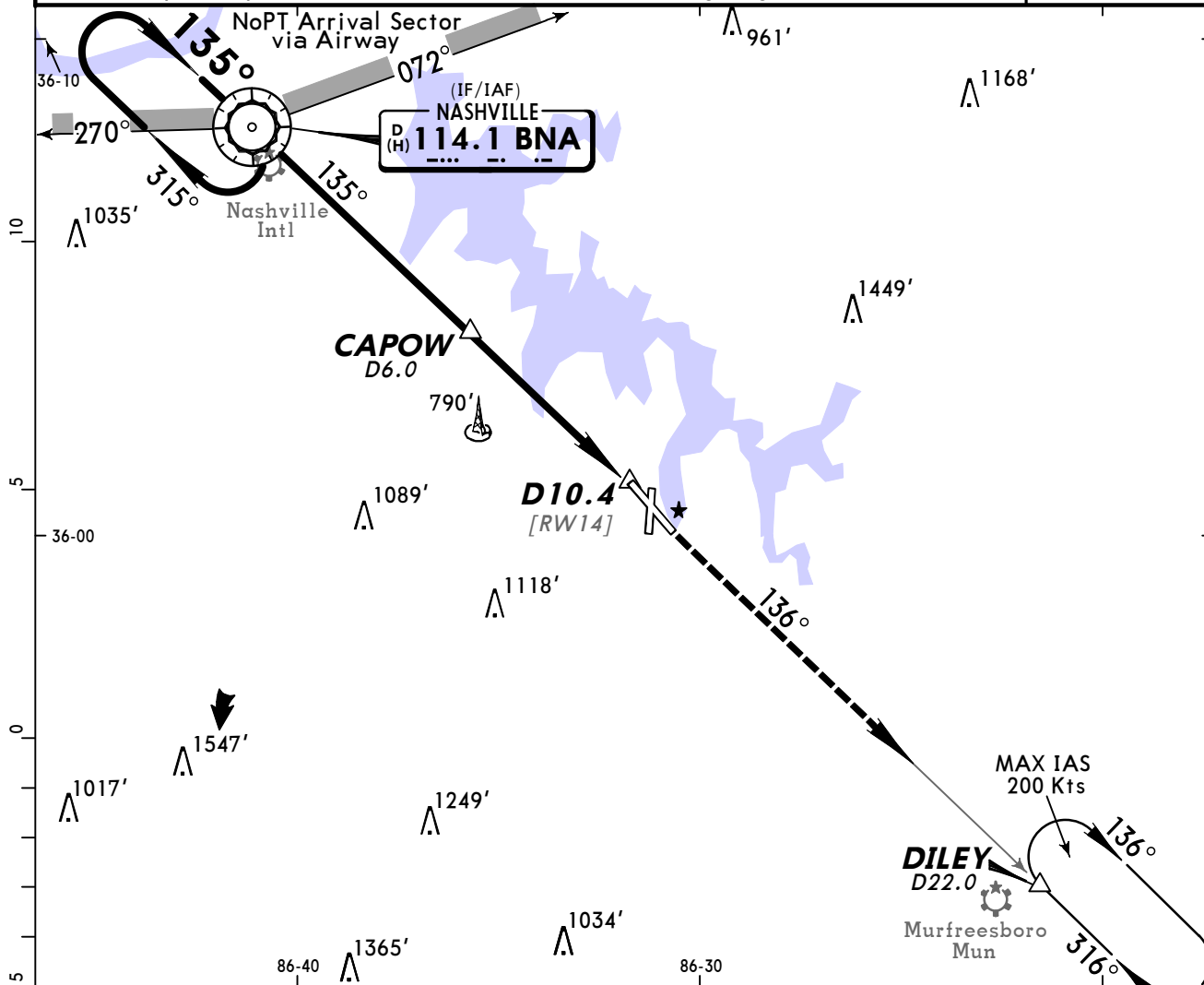
STRAIGHT-IN LANDING RWY 32 With Local Altimeter Setting							CIRCLE-TO-LAND With Local Altimeter Setting		
LPV DA(H) 840' (323')		LNAV/VNAV DA(H) 1015' (498')		LNAV MDA(H) 960' (443')			MDA(H)		
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out					
A				1/2	3/4	1	Max Kts		
B	1/2	1	1 1/4	1 3/4			90		1100' (557') - 1
C					3/4	1 1/4	120		
D					1	1 1/2	140		1120' (577') - 1 1/2
							165		1160' (617') - 2
With Nashville Intl Altimeter Setting							With Nashville Intl Altimeter Setting		
LPV DA(H) 872' (355')		LNAV/VNAV DA(H) 1047' (530')		LNAV MDA(H) 1000' (483')			MDA(H)		
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out					
A				1/2	3/4	1	Max Kts		
B							90		1140' (597') - 1
C	3/4	1 1/4	1 1/4	1 3/4	3/4	1 1/4	120		1160' (617') - 1 3/4
D					1	1 1/2	140		1200' (657') - 2

KMQY/MQY
SMYRNA

JEPPESEN
12 NOV 10 **(13-1)**

SMYRNA, TENN
VOR DME Rwy 14

ASOS 119.12	NASHVILLE Approach (R) 118.4	*SMYRNA Tower CTAF 118.5	*Ground 121.4
VOR BNA 114.1	Final Apch Crs 135°	Minimum Alt CAPOW 2000' (1457')	MDA(H) (CONDITIONAL) 1040' (497')
Apt Elev 543' TDZE 543'			
MISSED APCH: Climb to 3000' outbound via BNA VOR R-136 to DILEY/D22.0 and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Nashville Intl altimeter setting. 2. VDP not authorized when using Nashville Intl altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.5.			
3100' MSA BNA VOR			



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at D10.4										
							REIL PAPI-L	3000'	BNA 114.1 R-136	DILEY

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
MDA(H) 1040' (497')		MDA(H) 1080' (537')		With Local Altimeter Setting		With Nashville Intl Altimeter Setting	
With Local Altimeter Setting		With Nashville Intl Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	1100' (557') - 1	1140' (597') - 1	
B	1 1/4	1 1/2		120	1120' (577') - 1 1/2	1160' (617') - 1 3/4	
C	1 1/2	1 3/4		140	1160' (617') - 2	1200' (657') - 2	
D				165			

CHANGES: Circling minimums.

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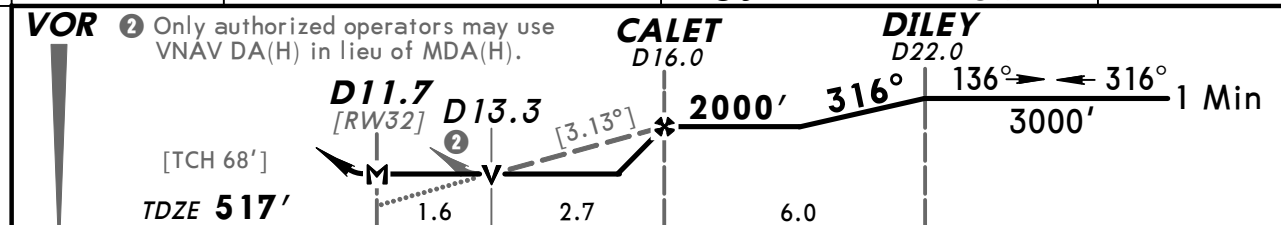
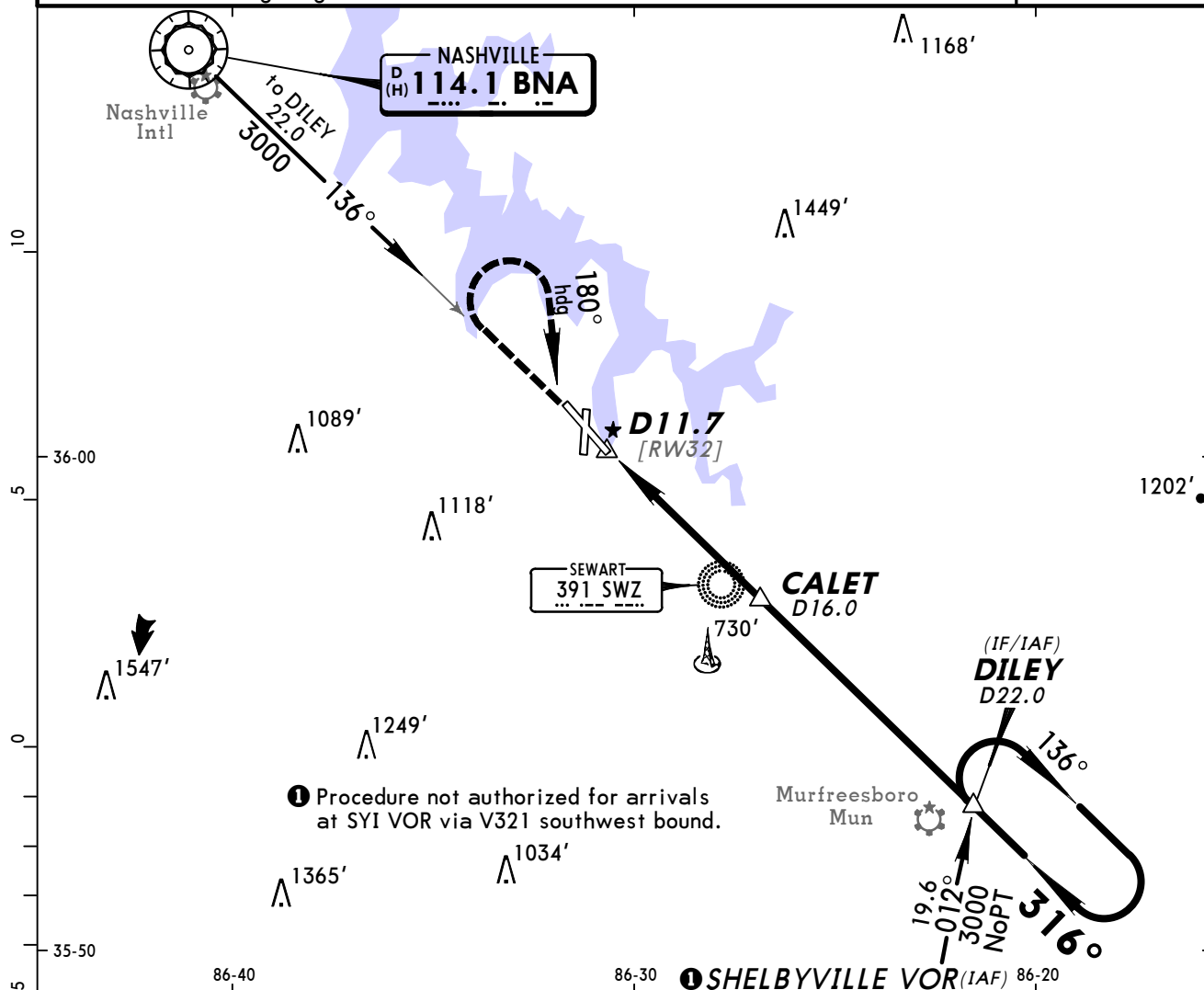
TERPS AMEND 7A 18 NOV 2010

KMQY/MQY
SMYRNA

JEPPESSEN
12 NOV 10 **(13-2)**

SMYRNA, TENN
VOR DME Rwy 32

ASOS 119.12	NASHVILLE Approach (R) 118.4	*SMYRNA Tower CTAF 118.5	*Ground 121.4
VOR BNA 114.1	Final Apch Crs 316°	Minimum Alt CALET 2000' (1483')	MDA(H) (CONDITIONAL) 1080' (563')
Apt Elev 543' TDZE 517'			
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' via 180° heading and outbound on BNA VOR R-136 to DILEY/D22.0 and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Nashville Intl altimeter setting. 2. VDP not authorized when using Nashville Intl altimeter setting. 3. Pilot controlled lighting 118.5.			
3100' MSA BNA VOR			



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.13°]	388	498	554	665	775	886
MAP at D11.7						

STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND			
MDA(H) 1080' (563') With Local Altimeter Setting			MDA(H) 1120' (603') With Nashville Intl Altimeter Setting			With Local Altimeter Setting		With Nashville Intl Altimeter Setting	
RAIL out			RAIL out			MDA(H)		MDA(H)	
ALS out			ALS out						
A	1/2	3/4	1	1/2	3/4	1	90	1100' (557') - 1	1140' (597') - 1
B	1/2	3/4	1	1/2	3/4	1	120	1120' (577') - 1 1/2	1160' (617') - 1 3/4
C	1	1 1/2	1 1/4	1 1/4	1 3/4	1 3/4	140	1160' (617') - 2	1200' (657') - 2
D	1 1/4	1 3/4	1 1/2	1 1/2	2	2	165		

CHANGES: VDP, descent angle, minimums.

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TERPS AMEND 13A 18 NOV 2010

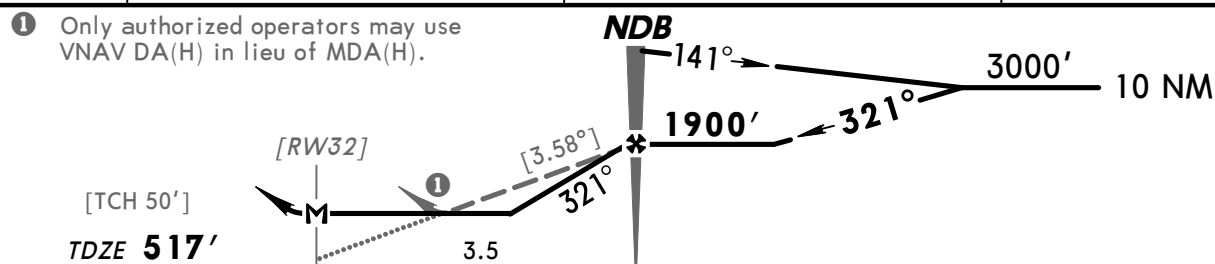
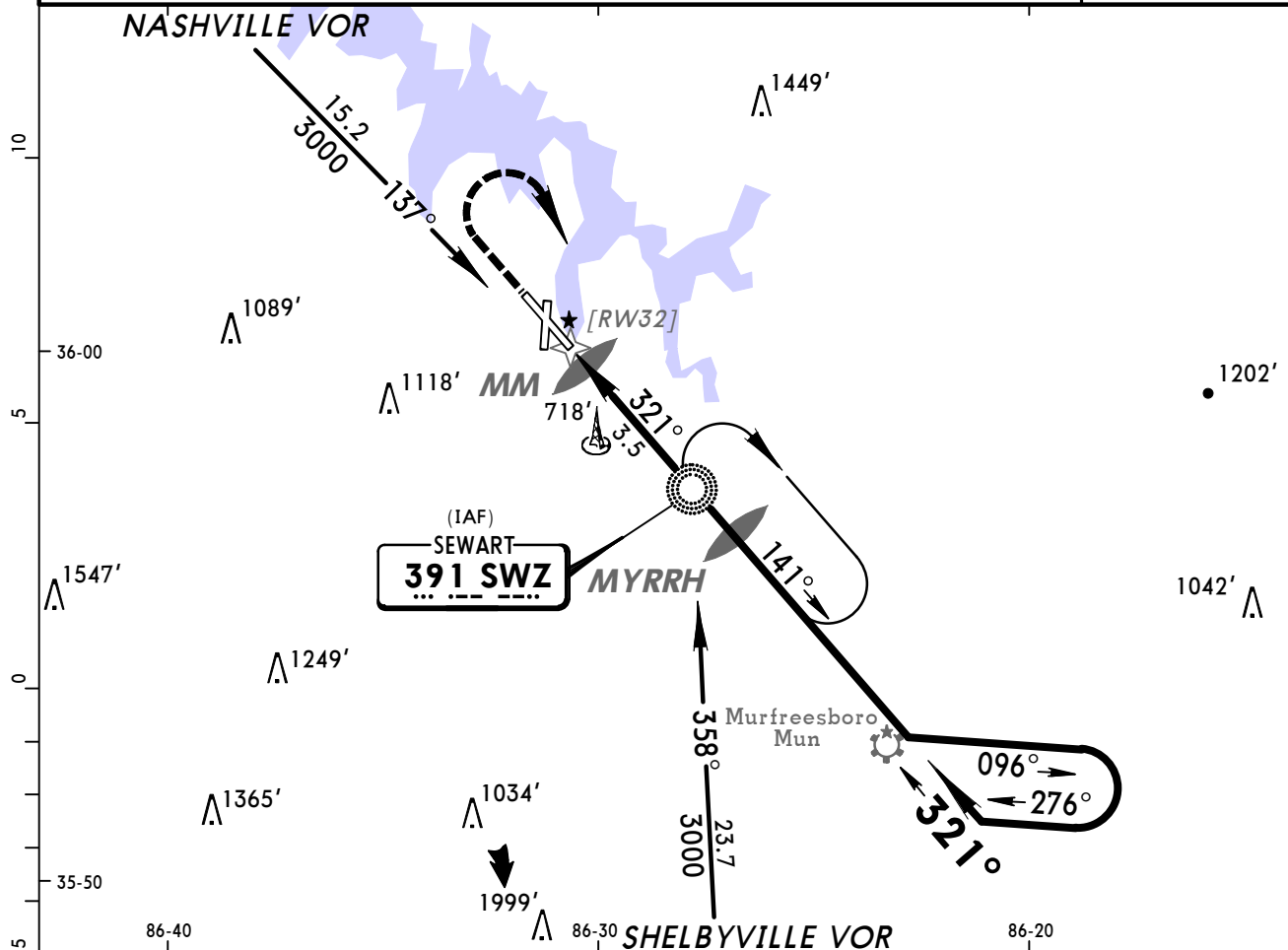
KMQY/MQY
SMYRNA

JEPPESEN
12 NOV 10 **(16-1)**

SMYRNA, TENN
CAT A, B & C **NDB Rwy 32**

BRIEFING STRIP™

ASOS 119.12		NASHVILLE Approach (R) 118.4		*SMYRNA Tower CTAF 118.5		*Ground 121.4				
NDB SWZ 391		Final Apch Crs 321°		Minimum Alt NDB 1900' (1383')		MDA(H) (CONDITIONAL) 1020' (503')		Apt Elev 543' TDZE 517'		3400' MSA SWZ NDB
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' direct SWZ NDB and hold.										
Alt Set: INCHES										



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI 1500' 3000' RT	SWZ 391
Descent angle [3.58°]	444	570	634	760	887	1014		
NDB to MAP	3.5	3:00	2:20	2:06	1:45	1:30		

STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND							
MDA(H) 1020'(503') With Local Altimeter Setting				MDA(H) 1060'(543') With Nashville Intl Altimeter Setting		Max Kts	With Local Altimeter Setting		With Nashville Intl Altimeter Setting				
RAIL out		ALS out		RAIL out	ALS out		MDA(H)		MDA(H)				
A	3/4		1		3/4		1		90	1100'(557')-1		1140'(597')-1	
B	1		1 1/2		1		1 1/2		140	1120'(577')-1 1/2		1160'(617')-1 3/4	
C	NA				NA				D	NA			
D	NA				NA				D	NA			

CHANGES: Circling minimums.

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TERPS AMEND 9A 18 NOV 2010

General Information

Location: Millington TN USA
IATA Code: NQA
Lat/Long: N35° 21.4' W089° 52.2'
Elevation: 319 ft

Airport Use: Joint
Magnetic Variation: 0.9°W
Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A-1
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1232 Z
Sunset: 2353 Z,

Runway Information

Runway: 04
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 292 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 260 ft

Runway: 22
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 319 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 260 ft

Communication Information

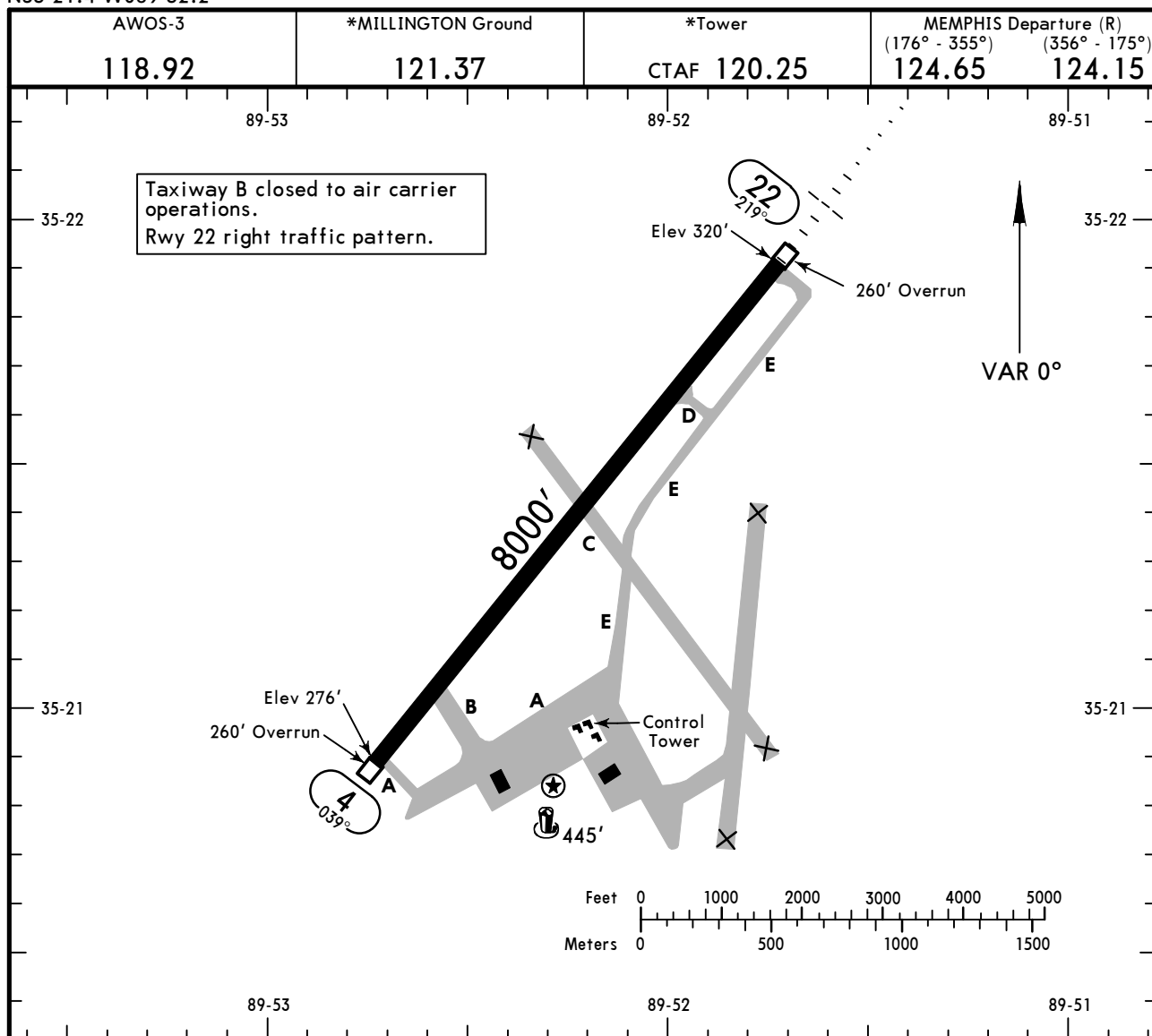
AWOS 118.925
Millington Regl Jetport Tower 120.25 CTAF PCL
Millington Regl Jetport Ground Control 121.375
Memphis Approach Control 126.7 (176°-355°) Arrival Service Secondary
Memphis Approach Control 125.8 (356°-175°) Arrival Service
Memphis Approach Control 120.925 (356°-175°) Arrival Service Secondary
Memphis Approach Control 120.075 (356°-175°) Arrival Service Secondary
Memphis Approach Control 119.1 (176°-355°) Arrival Service

Memphis Departure Control 124.65 (176°-355°) Departure Service
Memphis Departure Control 124.15 (356°-175°) Departure Service
Millington Regl Jetport Unicom 122.95

KNQA/NQA
 Apt Elev **320'**
 N35 21.4 W089 52.2

JEPPesen
 17 FEB 12 **(11-1)**

MILLINGTON, TENN
MILLINGTON REGL JETPORT



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING	BEYOND	TAKE-OFF	WIDTH
		Threshold	Glide Slope		
4	① HIRL ② REIL PAPI-L (angle 3.0°) ③ grooved				200'
22	① HIRL ② MALSR ② REIL PAPI-L (angle 3.0°) ③ grooved		6915'		

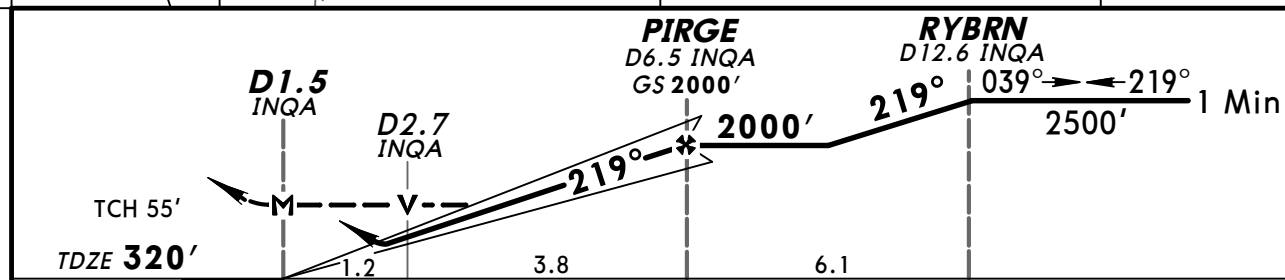
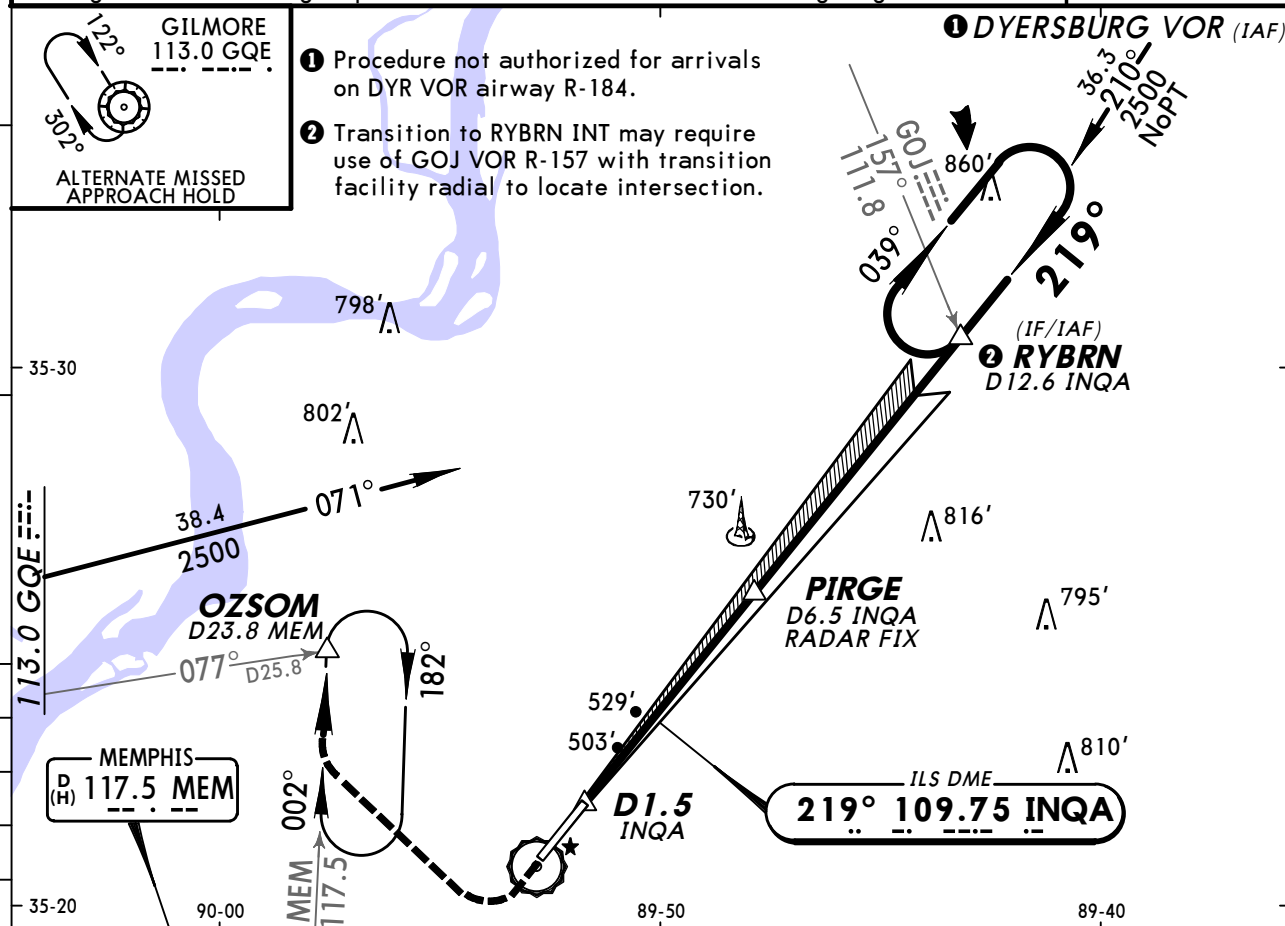
- ① Preset low intensity; Increase intensity on 120.25 when Twr inop.
- ② Activate on 120.25 when Twr inop.
- ③ First 1000' both ends and 3000' of northeast portion not grooved.

TAKE-OFF			FOR FILING AS ALTERNATE		
	All Rwy's		Authorized Only When Twr Operating or When Local Weather Available		Authorized Only When Local Weather Available
	Adequate Vis Ref	STD	ILS Rwy 22	LOC Rwy 22	RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR DME Rwy 22
1 & 2 Eng	1/4	1	600-2	800-2	800-2
3 & 4 Eng		1/2			

CHANGES: Lighting.

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AWOS-3 118.92		MEMPHIS Approach (R) (176° - 355°) (356° - 175°) 119.1 125.8		*MILLINGTON Tower CTAF 120.25		*Ground 121.37	
LOC INQA 109.75	Final Apch Crs 219°	GS PIRGE 2000' (1680')	ILS DA(H) (CONDITIONAL) 520' (200')	Apt Elev 320' TDZE 320'		2500' MSA MEM VOR	
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 3000' outbound via MEM VOR R-002 to OZSOM INT/D23.8 MEM and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME or RADAR required. 2. Use local altimeter setting; if not received, use Memphis altimeter setting. 3. VDP not authorized when using Memphis altimeter setting. 4. VGSI and ILS glidepath not coincident. 5. Pilot controlled lighting 120.25.							



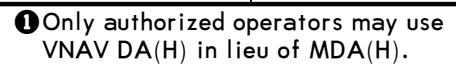
Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	1000'	3000'	MEM	OZSOM
GS	3.00°	372	478	531	637	743		849	↑	via 117.5	
MAP at D1.5 INQA or PIRGE to MAP	5.0	4:17	3:20	3:00	2:30	2:09		1:52	RT	R-002	

STRAIGHT-IN LANDING RWY 22								CIRCLE-TO-LAND			
1 ILS								2 DA(H) 568' (248')			
2 DA(H) 520' (200')								With Local Altimeter Setting			
MDA(H) 780' (460')								With Memphis Altimeter Setting			
RAIL or ALS out								RAIL out ALS out			
A	B	C	D	1/2	3/4	1	1/2	3/4	1	Max Kts	MDA(H)
				1/2	3/4	1	1/2	3/4	1	90	820' (500') - 1
				3/4	1 1/4	3/4	1 1/4	3/4	1 1/4	120	820' (500') - 1 1/2
				1	1 1/2	1	1 1/2	1	1 1/2	140	820' (500') - 1 1/2
										165	880' (560') - 2

1 Procedure not authorized when control tower closed if ceiling/visibility lower than 800-2.
2 DA(H) 568' (248') with Memphis altimeter setting.

JEPPESSEN

MILLINGTON TENN

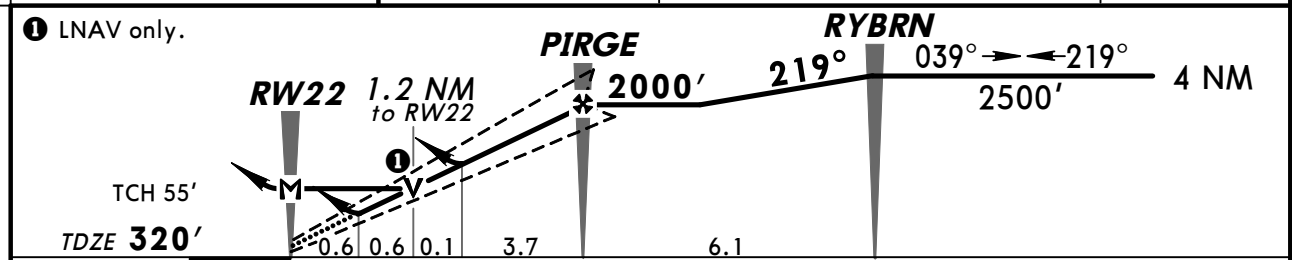
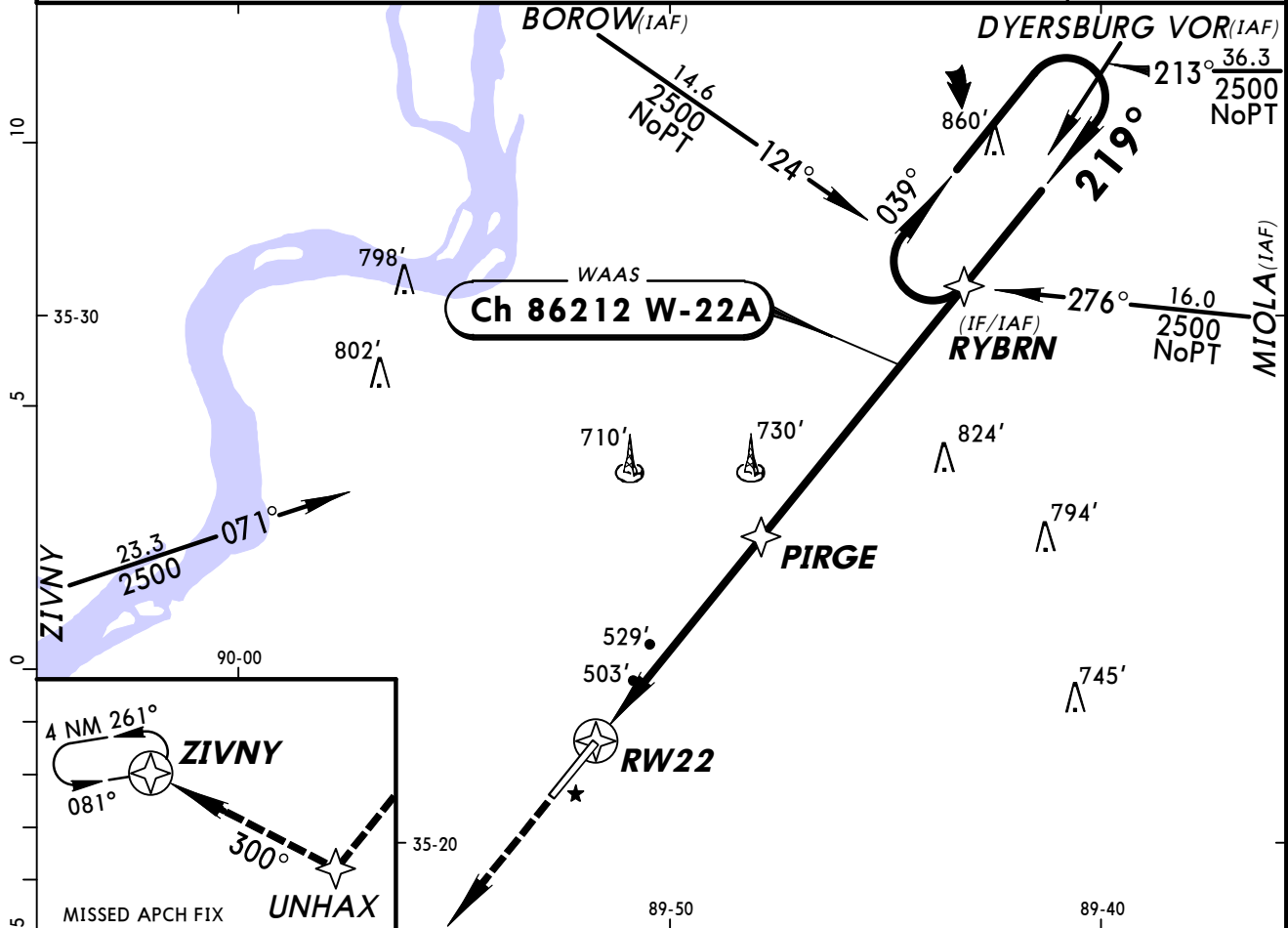
BRIEFING STRIP™

<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent angle</i> [3.05°]	378	486	540	648	755	863
<i>MAP at RWØ4</i>						

TERPS

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AWOS-3 118.92	MEMPHIS Approach (R) (176° - 355°) (356° - 175°) 119.1 125.8		*MILLINGTON Tower CTAF 120.25	*Ground 121.37
WAAS Ch 86212 W-22A	Final Aptch Crs 219°	Minimum Alt PIRGE 2000' (1680')	LPV DA(H) (CONDITIONAL) 570' (250')	Apt Elev 320' TDZE 320'
MISSED APCH: Climb to 2500' direct UNHAX and via 300° track to ZIVNY and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Memphis altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. Baro-VNAV and VDP not authorized when using Memphis altimeter setting. 4. DME/DME RNP-0.3 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 120.25.				
2500' MSA RW22				



Grnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	2500'		UNHAX
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW22										

STRAIGHT-IN LANDING RWY22								CIRCLE-TO-LAND		
LPV			LNAV/VNAV		LNAV			Max Kts	With Local Altimeter Setting	With Memphis Altimeter Setting
1 DA(H)	570' (250')	2 DA(H)	795' (475')	3 MDA(H)	780' (460')		MDA(H)		MDA(H)	
RAIL or ALS out			RAIL or ALS out		RAIL out ALS out					
A	1/2	3/4	1 1/4	1 3/4	1/2	3/4	1	90	820' (500')-1	880' (560')-1
B							120			
C					3/4	1 1/4	140	820' (500')-1 1/2	880' (560')-1 1/2	
D					1	1 1/2	165	880' (560')-2	940' (620')-2	

1 DA(H) 630' (310') with Memphis altimeter setting. 2 DA(H) 855' (535') with Memphis altimeter setting.
 3 MDA(H) 840' (520') with Memphis altimeter setting.

General Information

Location: Bristol-Johnson-Kingspor TN USA

IATA Code: TRI

Lat/Long: N36° 28.5' W082° 24.4'

Elevation: 1519 ft

Airport Use: Public

Magnetic Variation: 6.6°W

Sectional Chart: Cincinnati

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure, Low Pressure

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1203 Z

Sunset: 2322 Z,

Runway Information

Runway: 05

Length x Width: 8000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 1498 ft

Lighting: Edge, Centerline, REIL

Runway: 09

Length x Width: 4442 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 1519 ft

Lighting: Edge, Part time

Runway: 23

Length x Width: 8000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 1518 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 27

Length x Width: 4442 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 1517 ft

Lighting: Edge, REIL, Part time

Communication Information

ATIS 118.25

Tri-City Tower 119.5 CTAF

Tri-City Ground Control 121.7

Tri-City Approach Control 134.425 (47°-227°) Initial Contact

Tri-City Approach Control 125.5 (228°-46°)

Tri-City Approach Control 119.25 Secondary

Tri-City Approach TRSA 134.425 (47°-227°)

Tri-City Approach TRSA 125.5 (228°-46°)

Tri-City Departure Control 134.425 (47°-227°)

Tri-City Departure Control 125.5 (228°-46°)

Tri-City Regl Unicom 122.95

Nashville Flight Service Station 122.2 RCO

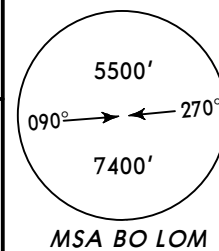
Atlanta Center 127.85 Remote Communications Air-Ground

*TRI-CITIES Departure (R)
228°-046° 047°-227°
125.5 134.42

ATLANTA Center (R)
127.85 when Dep inop.

Apt Elev
1519'

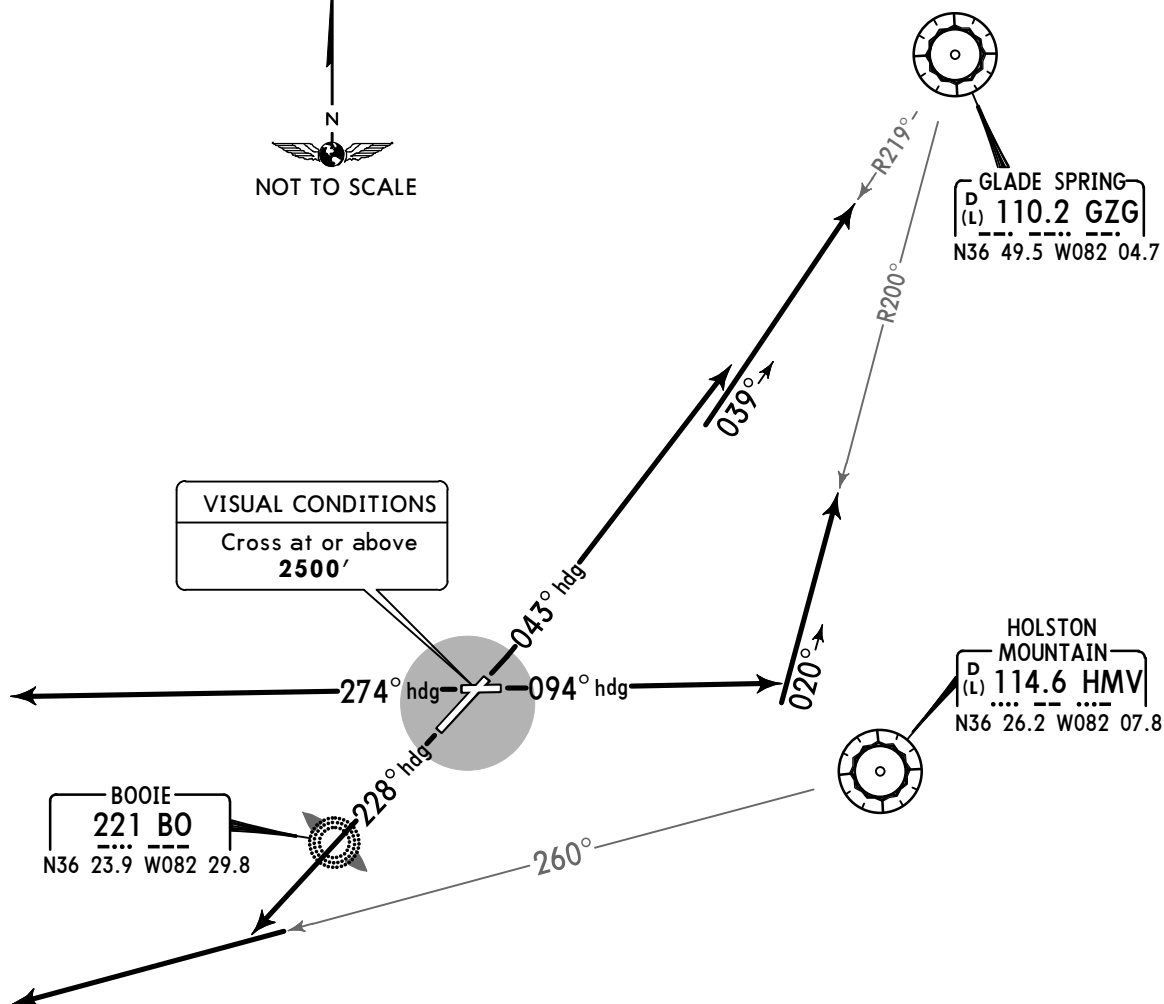
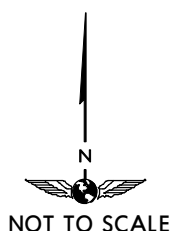
Trans level: FL 180
Trans alt: 18000'



OBSTACLE

TRICITIES ONE DEPARTURE (TRI1.TRI)

For Procedure Text see 10-3-1



OBSTACLE**TRICITIES ONE DEPARTURE (TRI1.TRI)**For Procedure Graphic see 10-3
PROCEDURE TEXT

This DP requires take-off minimums:

Rwy 5: Standard (or lower than standard, if authorized) with a minimum climb of 242' per NM to **2400'**, or 1100-3 for climb in visual conditions.Rwy 9: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 205' per NM to **1800'**, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1300' prior to departure end of runway.Rwy 23: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 363' per NM to **1800'**.Rwy 27: 400-2 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 525' per NM to **2000'**.**OBSTACLES**

Rwy 5: Pole 678' from DER, 644' LEFT of centerline, up to 36' AGL/1536' MSL. Trees beginning 1946' from DER, 708' LEFT of centerline, up to 102' AGL/1642' MSL.

Rwy 9: Terrain and trees beginning 43' from DER, LEFT and RIGHT of centerline, up to 100' AGL/1577' MSL.

Rwy 23: Trees beginning 3455' from DER, LEFT and RIGHT of centerline, up to 100' AGL/1670' MSL.

Rwy 27: Fence 111' from DER, 232' RIGHT of centerline, 7' AGL/1546' MSL. Poles, pipes, and posts beginning 236' from DER, LEFT and RIGHT of centerline, up to 46' AGL/1638' MSL. Building and electrical system 986' from DER, LEFT and RIGHT of centerline, up to 19' AGL/1555' MSL. Trees beginning 1088' from DER, LEFT and RIGHT of centerline, up to 100' AGL/1660' MSL.

Standard Take-off Minimums

Rwys 5, 23				
Both RVRs are required & controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Standard Take-off Minimums

Rwys 9, 27		
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
205' per NM	256	342	513	683	854	1025
242' per NM	303	403	605	807	1008	1210
363' per NM	454	605	908	1210	1513	1815
525' per NM	656	875	1313	1750	2188	2625

RWY	INITIAL CLIMB
5	Climbing LEFT turn heading 043° to intercept GZG R-219 NORTHEAST bound to 4200' before proceeding on course. OR, for climb in visual conditions, cross Tri-Cities Regl TN/VA airport at or above 2500' , then climb to 3600' via GZG R-219 NORTHEAST bound before proceeding on course.
9	Climb heading 094° to intercept GZG R-200 NORTH bound to 5900' before proceeding on course.
23	Climb heading 228° to intercept HMV R-260 WEST bound to 3700' before proceeding on course.
27	Climb heading 274° to 3300' before proceeding on course.

KTRI/TRIApt Elev **1519'**

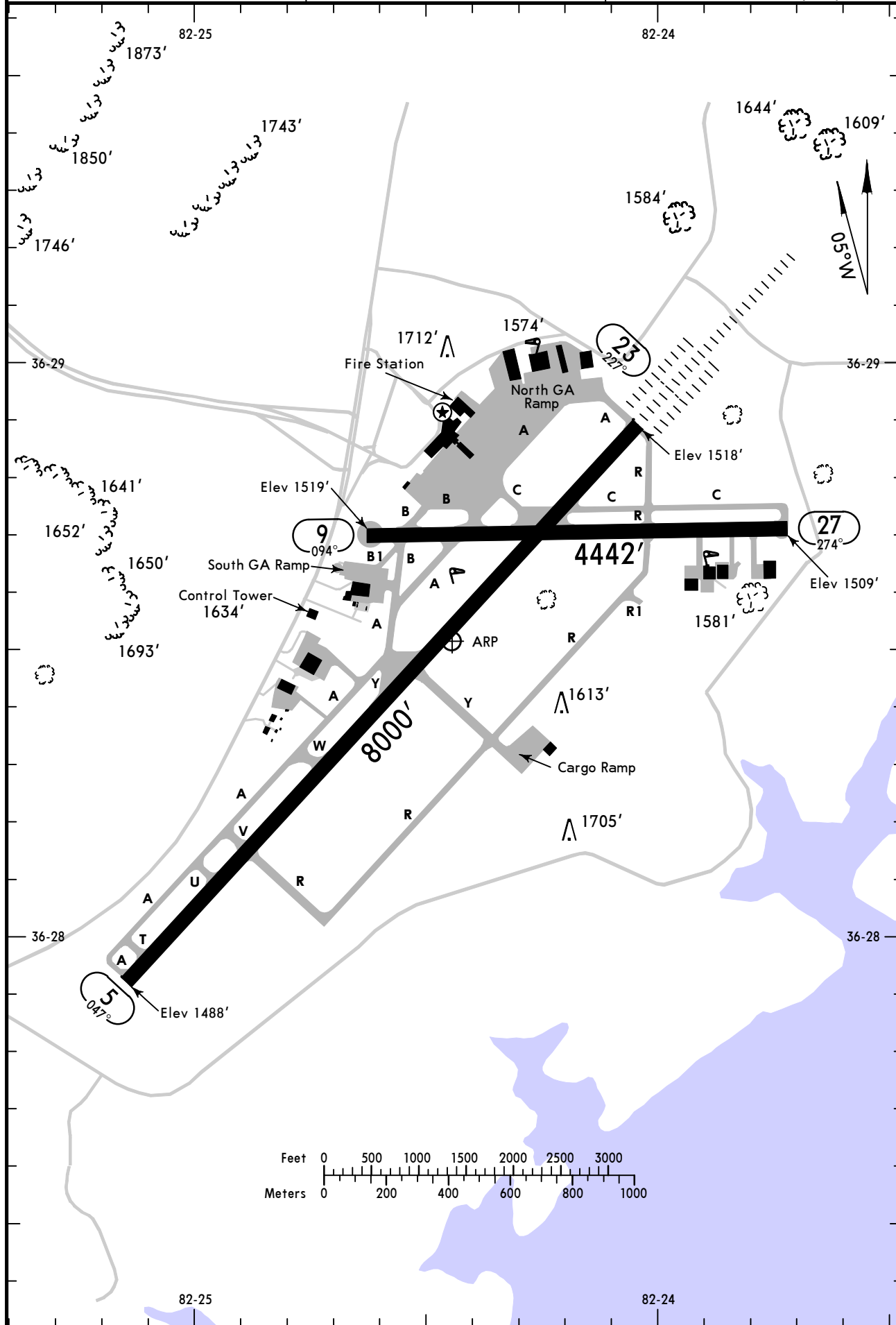
N36 28.5 W082 24.5

JEPPesen

3 FEB 12

(10-9)**Eff 9 Feb****BRISTOL/JOHNSON/
KINGSPORT, TENN
TRI-CITIES REGL TN/VA**

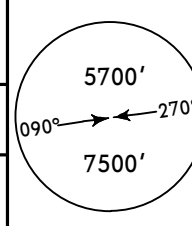
*ATIS 118.25	*TRI-CITIES Ground 121.7	*Tower CTAF 119.5
UNICOM 122.95	*TRI-CITIES Departure (R) 228°-046° 047°-227° 125.5 134.42	ATLANTA Center (R) 127.85 when Dep inop.

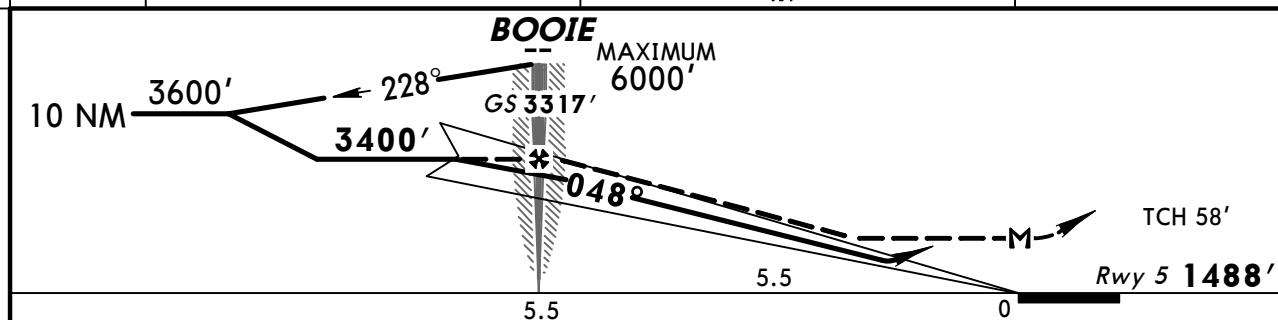
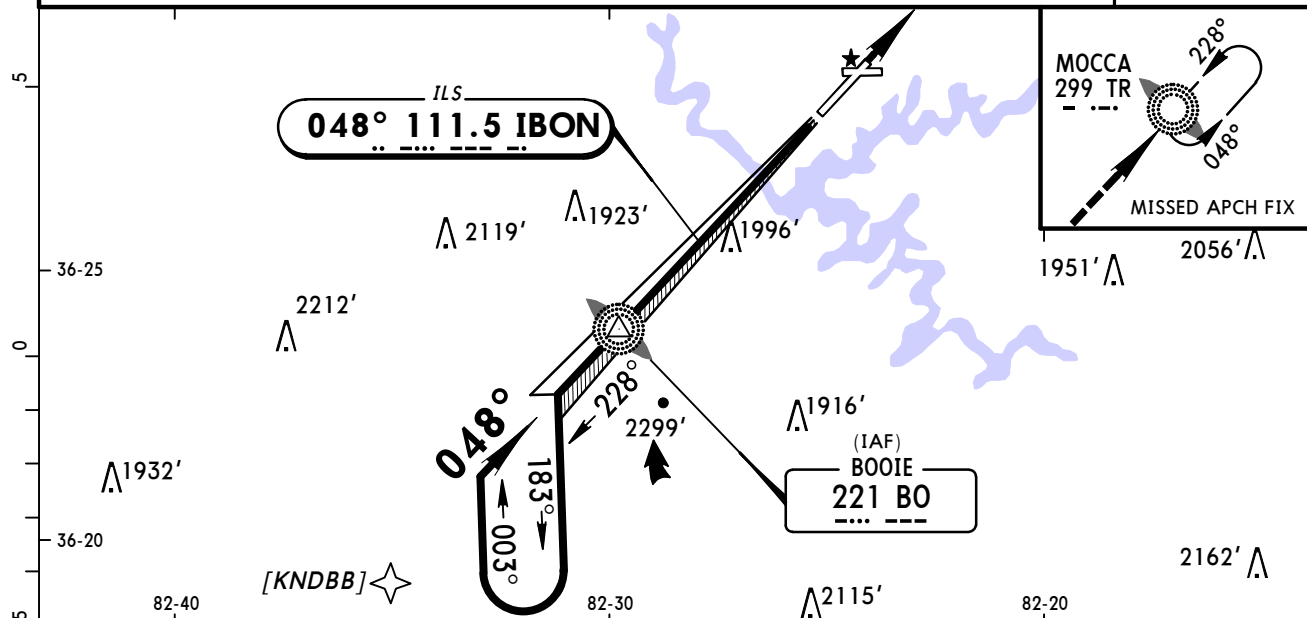


CHANGES: Twy R1 added, building removed from North GA Ramp.

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ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		Threshold	Landing Beyond Glide Slope			
5	① HIRL CL REIL VASI-L grooved RVR		6893'		150'	
23	① HIRL CL ALSF-II TDZ PAPI-R grooved RVR		6949'			
① Operates on medium intensity when Twr inop.						
9	② MIRL				150'	
27	② MIRL ② REIL PAPI-L					
② Not available when Twr inop.						
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						
All Rwys						
USE TRI-CITIES DEPARTURE						
FOR FILING AS ALTERNATE						
	Authorized Only When Local Weather Available		Authorized Only When Local Weather Available	Authorized Only When Tower Operating		
	ILS Rwy 5	RNAV (GPS) Rwy 9	LOC Rwy 5 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23	ILS Rwy 23 LOC Rwy 23	Other	
A	700-2	800-2	800-2	1000-3	NA	
B						
C						
D						

*ATIS 118.25	*TRI-CITIES Approach (R) 134.42	ATLANTA Center (R) 127.85 when App inop.	*TRI-CITIES Tower CTAF 119.5	*Ground 121.7
LOC IBON 111.5	Final Apch Crs 048°	GS BOOIE 3317' (1829')	ILS DA(H) (CONDITIONAL) 1688' (200')	Apt Elev 1519' Rwy 5 1488'
MISSED APCH: Climb to 2000' then climb to 4800' direct MOCCA LOM and hold, continue climb-in-hold to 4800'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar and ADF required. 2. Use local altimeter setting; if not received, use Elizabethton altimeter setting. 3. Procedure not authorized when Twr inop. 4. Visibility reduction by helicopters not authorized. 5. VGSI and ILS glidepath not coincident.				
				 MSA BO LOM

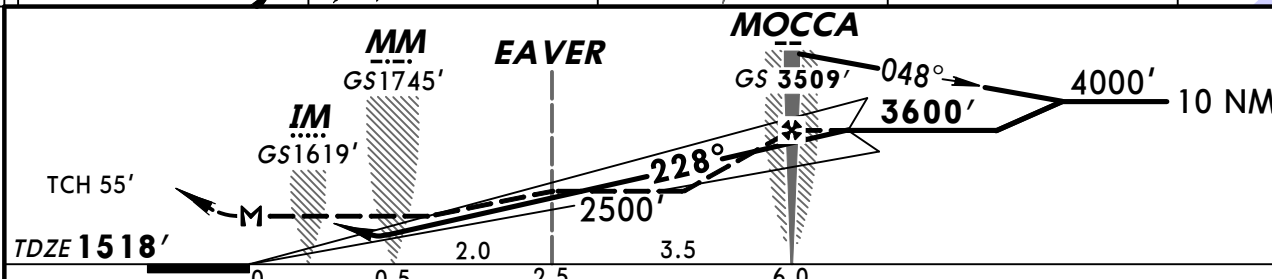
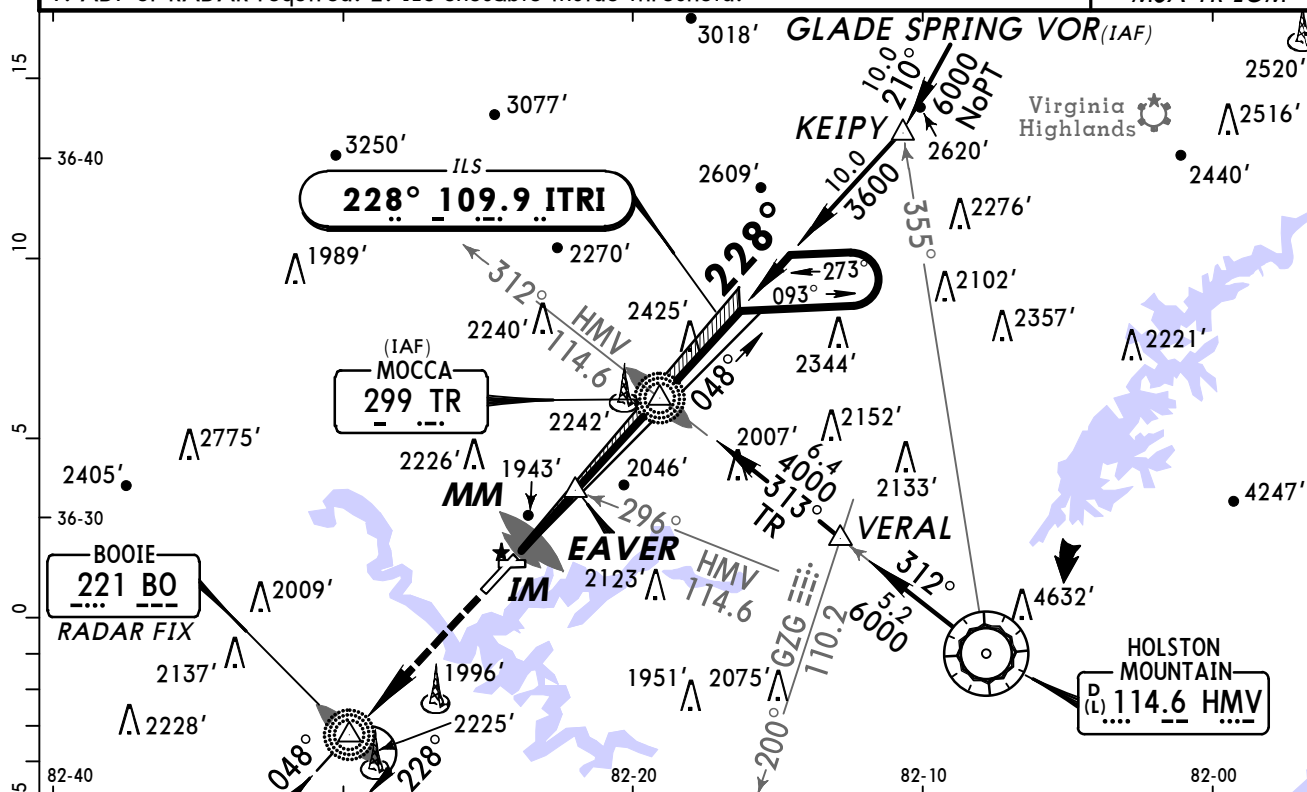


Gnd speed-Kts	70	90	100	120	140	160		REIL	2000'	4800'	D	TR
GS	3.00°	372	478	531	637	748	849	VASI-L				299
BOOIE to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04						

TERPS				STRAIGHT-IN LANDING RWY 5				12 CIRCLE-TO-LAND			
				With Local Altimeter Setting				With Local Altimeter Setting			
ILS				LOC (GS out)				Max Kts			
DA(H) 1688' (200')				MDA(H) 2100' (612')				MDA(H)			
A	RVR 40 or 3/4			RVR 55 or 1				90	2120' (601')-1		
B								120			
C				1 3/4				140	2120' (601')-1 3/4		
D								165			
				With Elizabethton Altimeter Setting				With Elizabethton Altimeter Setting			
ILS				LOC (GS out)				Max Kts			
DA(H) 1729' (241')				MDA(H) 2160' (672')				MDA(H)			
A	RVR 40 or 3/4			RVR 55 or 1				90	2180' (661')-1		
B								120			
C				1 7/8				140	2180' (661')-1 7/8		
D								165			

- 1 Circling to Rwy 9/27 not authorized at night.
 2 Circling not authorized northwest of Rws 9 & 23.

ATIS (ASOS when Twr inop) 118.25	*TRI-CITIES Approach (R) 134.42	ATLANTA Center (R) 127.85 when App inop.	*TRI-CITIES Tower CTAF 119.5	*Ground 121.7
LOC ITRI 109.9	Final Apch Crs 228°	GS MOCCA 3509' (1991')	ILS DA(H) 1718' (200')	Apt Elev 1519' TDZE 1518'
MISSED APCH: Climb to 3800' direct BO LOM/RADAR FIX and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or RADAR required. 2. ILS unusable inside threshold.				
				5500' 090° → ← 270° 7400' MSA TR LOM



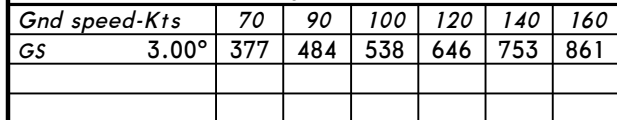
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3800'	BO 221
GS	3.00°	377	484	538	646	753	861		
MOCCA to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15			

STRAIGHT-IN LANDING RWY 23						CIRCLE-TO-LAND		
When Twr Operating			When Twr Inop			Not Authorized NW of Rwy 23 With Eaver		
DA(H) 1718' (200')			DA(H) 1718' (200')			Max Kts		
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	90	120	140
A						2340' (821')-1		
B						2340' (821')-1 1/4		
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			2340' (821')-2 1/2		
D						2340' (821')-2 3/4		

LOC (GS out)						CIRCLE-TO-LAND		
When Twr Operating			When Twr Inop			Not Authorized NW of Rwy 9 & 23 Without Eaver		
MDA(H) 1980' (462') With Eaver			MDA(H) 2500' (982') Without Eaver			Max Kts		
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	90	120	140
A	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 50 or 1	2500' (981')-1 1/4		
B			RVR 50 or 1	1 1/2	1 1/2	2500' (981')-1 1/2		
C	RVR 40 or 3/4	RVR 60 or 1 1/4			RVR 60 or 1 1/4	2500' (981')-3		
D	RVR 50 or 1	1 1/2	2 1/2	3	1 1/2			

CHANGES: Lighting.

BRIEFING STRIP™



STRAIGHT-IN LANDING RWY23	
CAT II ILS	
RA 139' <i>DA(H) 1618' (100')</i>	RA 192' <i>DA(H) 1668' (150')</i>
RVR 12	RVR 16

BRIEFING STRIP™



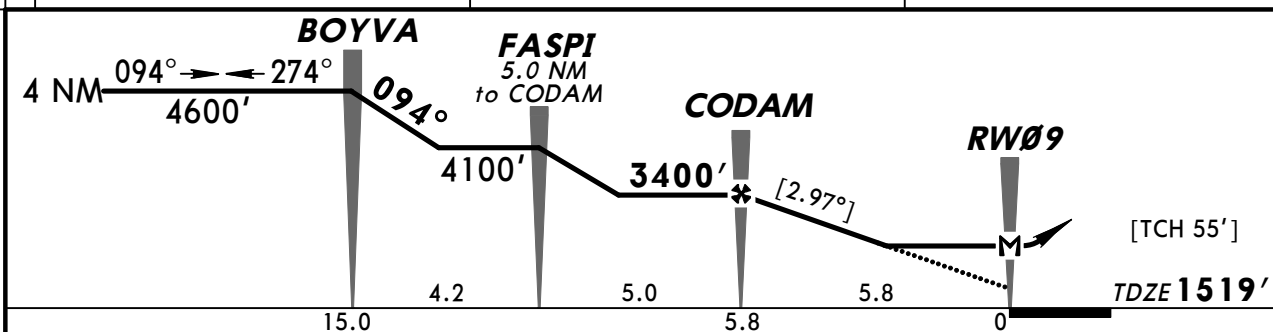
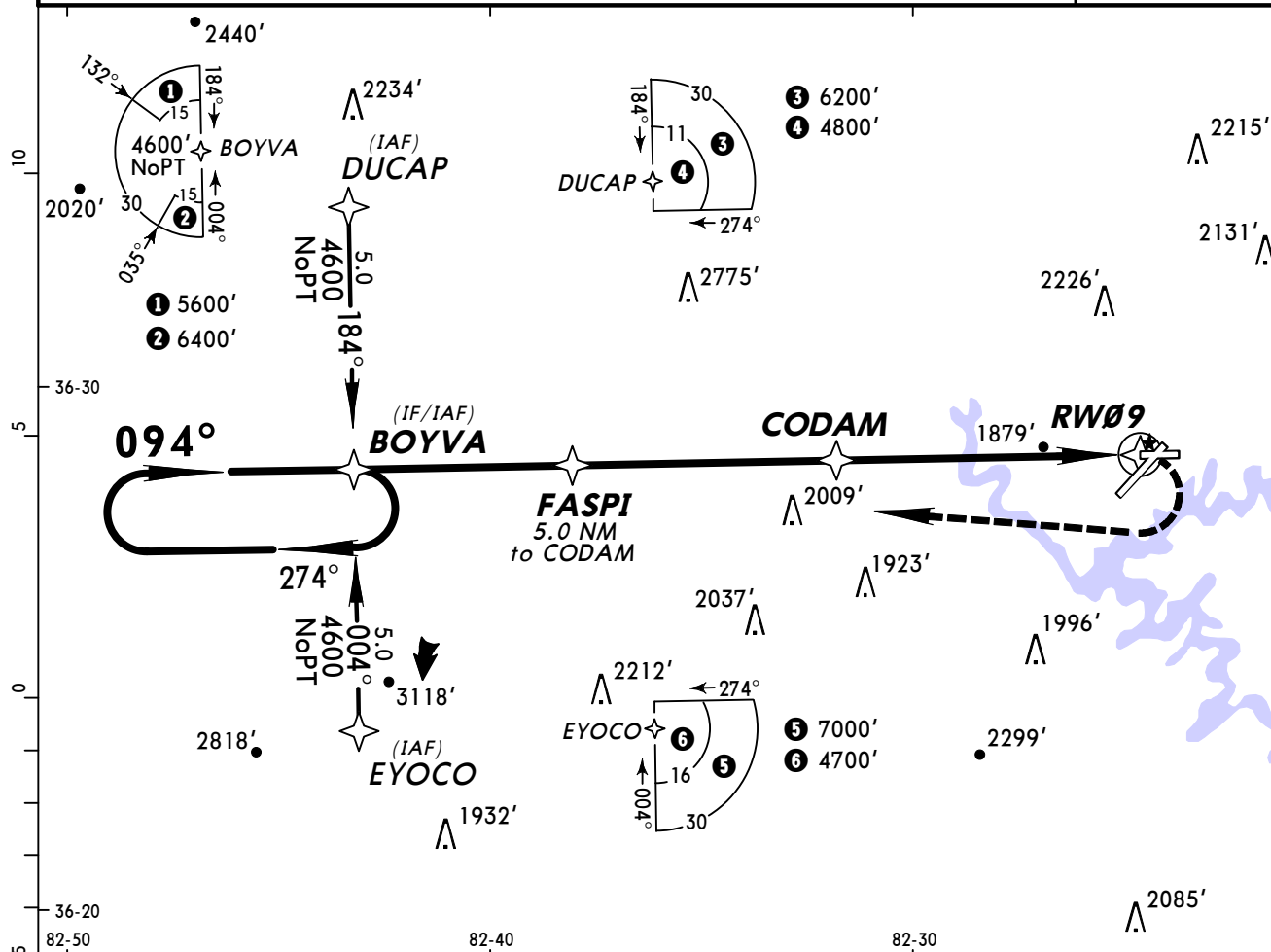
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Glide Path Angle</i> 3.00°	372	478	531	637	743	849
<i>MAP at RW05</i>						

TERPS		STRAIGHT-IN LANDING RWY 5		
		With Local Altimeter Setting		
		LPV DA(H) 1688' (200')	LNAV/VNAV DA(H) 1998' (510')	LNAV MDA(H) 2080' (592')
A	RVR 40 or $\frac{3}{4}$	$1\frac{3}{4}$	RVR 55 or 1	
B				
C			$1\frac{3}{4}$	
D				
		With Elizabethton Altimeter Setting		
		LPV DA(H) 1729' (241')	LNAV/VNAV DA(H) 2039' (551')	LNAV MDA(H) 2140' (652')
A	RVR 40 or $\frac{3}{4}$	$1\frac{7}{8}$	RVR 55 or 1	
B				
C			$1\frac{7}{8}$	
D				

2 Circling not authorized northwest of Rwy 9 & 23.

BRIEFING STRIP™

*ATIS 118.25		*TRI-CITIES Approach (R) 134.42		ATLANTA Center (R) 127.85 when App inop.		*TRI-CITIES Tower CTAF 119.5		*Ground 121.7	
RNAV		Final Apch Crs 094°		Minimum Alt CODAM 3400' (1881')		LNAV MDA(H) (CONDITIONAL) 2180' (661')		Apt Elev 1519' TDZE 1519'	
MISSED APCH: Climbing RIGHT turn to 4600' direct BOYVA and hold.									TAA 30 NM IAF
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. DME/DME RNP-0.30 not authorized.									



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [2.97°]	368	473	525	630	736	841			
MAP at RW09									

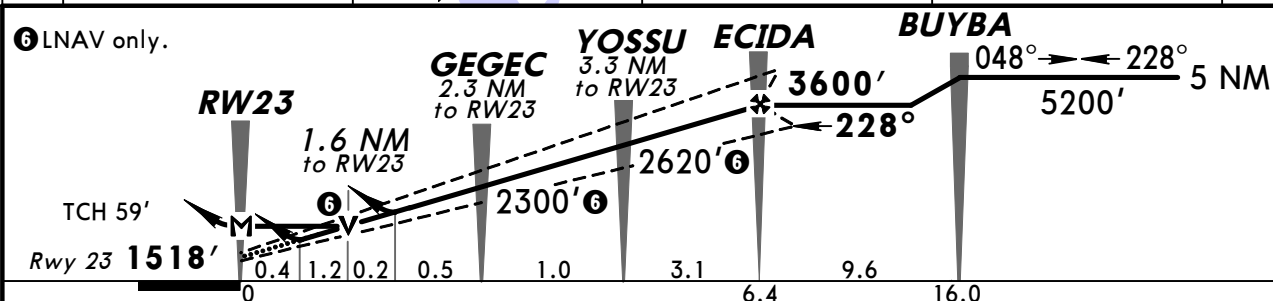
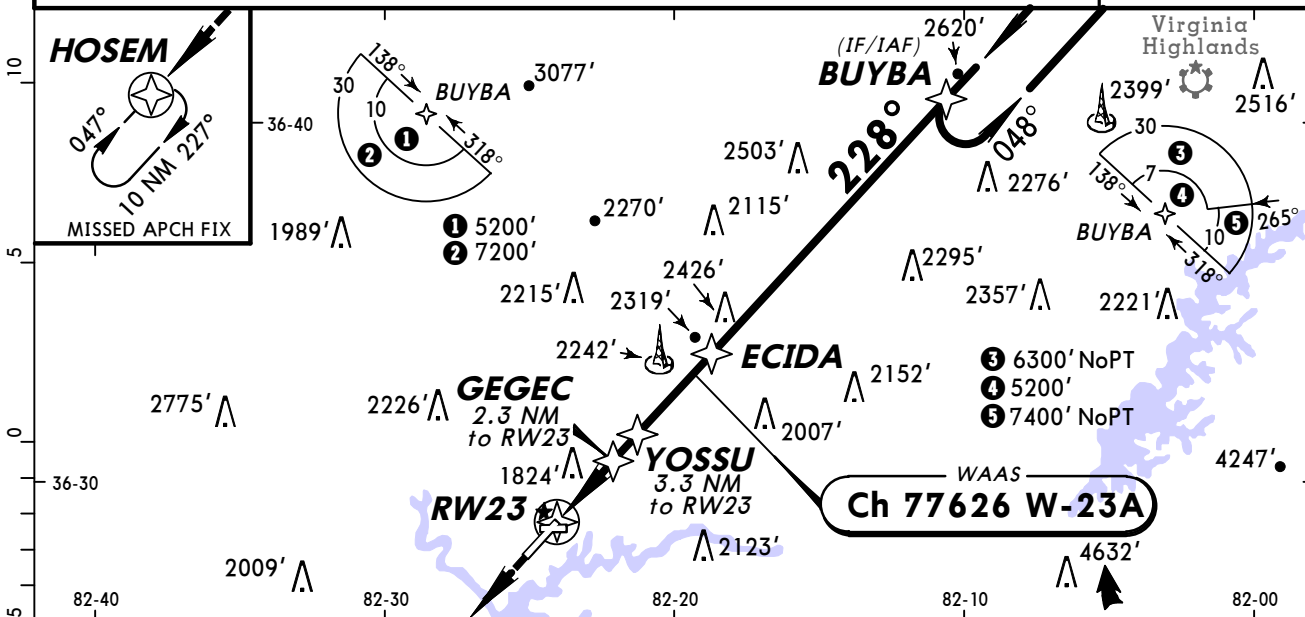
STRAIGHT-IN LANDING RWY 9				CIRCLE-TO-LAND			
LNAV				Not Authorized Northwest of Rws 9 & 23. Not Authorized to Rwy 9 at Night. When VGSI Inop Not Authorized to Rwy 27 at Night.			
MDA(H) 2180' (661')				MDA(H)			
DAY				NIGHT			
A	B	C	D	NA			
	1						
	1 3/4						
	2						
				Max Kts			
				90	2180' (661') - 1		
				120			
				140	2180' (661') - 1 3/4		
				165	2180' (661') - 2		

TERPS AMEND OA 8 APR 2010

CHANGES: None.

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*ATIS 118.25	*TRI-CITIES Approach (R) 134.42	ATLANTA Center (R) 127.85 when App inop.	*TRI-CITIES Tower CTAF 119.5	*Ground 121.7
WAAS Ch 77626 W-23A	Final Aptch Crs 228°	Minimum Alt ECIDA 3600' (2082')	LPV DA(H) (CONDITIONAL) 1718' (200')	Apt Elev 1519' Rwy 23 1518'
MISSED APCH: Climb to 6400' direct HOSEM and hold, continue climb-in-hold to 6400' .				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Elizabethton altimeter setting. 2. VDP and Baro-VNAV not authorized when using Elizabethton altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13°C (9°F) or above 34°C (93°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.				
				TAA 30 NM IAF

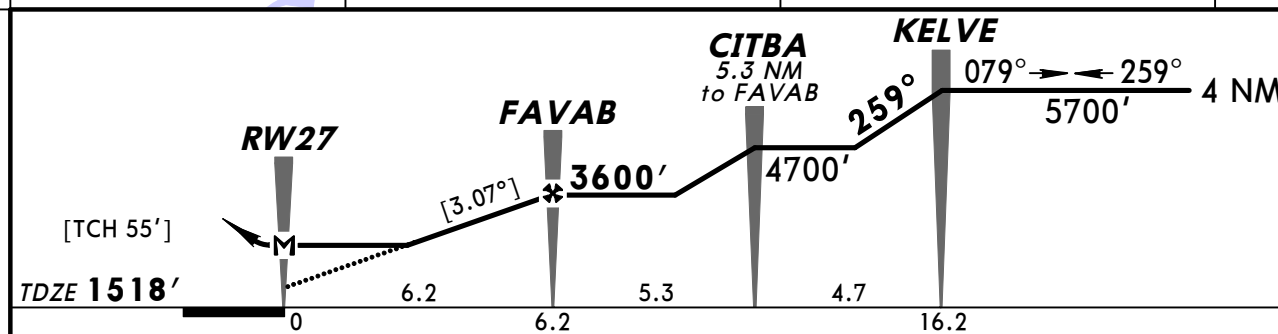
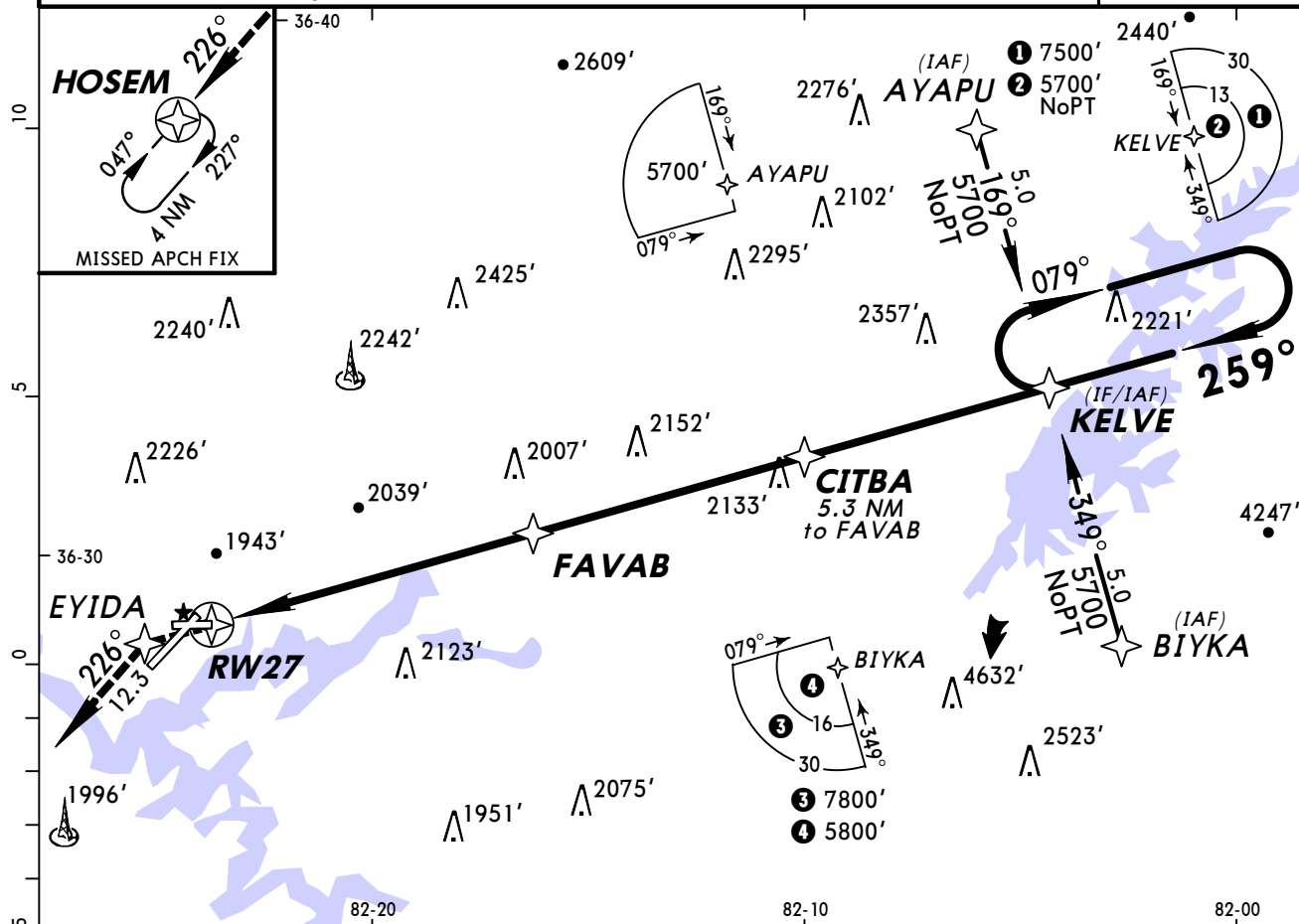


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	6400'	HOSEM
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		
MAP at RW23									

TERPS						STRAIGHT-IN LANDING RWY 23						1 2 CIRCLE-TO-LAND				
With Local Altimeter Setting						With Local Altimeter Setting						With Local Altimeter Setting				
LPV			LNAV/VNAV			LNAV			Max Kts			MDA(H)				
DA(H) 1718' (200')			DA(H) 2160' (642')			MDA(H) 2080' (562')			90			2120' (601') - 1				
ALS out			ALS out			ALS out			120			2120' (601') - 1				
A	RVR 24		RVR 40		1 3/4		2 1/8		RVR 24 or 1/2		RVR 55 or 1		140		2120' (601') - 1 3/4	
B	or 1/2		or 3/4						1 1/4		1 5/8		165		2120' (601') - 2	
C																
D																
With Elizabethton Altimeter Setting						With Elizabethton Altimeter Setting						With Elizabethton Altimeter Setting				
LPV			LNAV/VNAV			LNAV			Max Kts			MDA(H)				
DA(H) 1759' (241')			DA(H) 2201' (683')			MDA(H) 2140' (622')			90			2180' (661') - 1				
ALS out			ALS out			ALS out			120			2180' (661') - 1				
A	RVR 24		RVR 40		1 7/8		2 1/4		RVR 24 or 1/2		RVR 55 or 1		140		2180' (661') - 1 3/4	
B	or 1/2		or 3/4						1 3/8		1 3/4		165		2180' (661') - 2	
C																
D																

- 1 Circling to Rwy 9/27 not authorized at night.
 2 Circling not authorized northwest of Rws 9 & 23.

ATIS (ASOS when Twr inop) 118.25	*TRI-CITIES Approach (R) 134.42	ATLANTA Center (R) 127.85 when App inop.	*TRI-CITIES Tower CTAF 119.5	*Ground 121.7
RNAV	Final Aptch Crs 259°	Minimum Alt FAVAB 3600' (2082')	LNAV MDA(H) (CONDITIONAL) 2180' (662')	Apt Elev 1519' TDZE 1518'
MISSED APCH: Climb to 3600' direct EYIDA and via 226° track to HOSEM and hold.				
Alt Set: INCHES Trans level: FL 180 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angles not coincident.				
				TAA 30 NM IAF



Gnd speed-Kts	70	90	100	120	140	160		REIL	3600'	D	EYIDA
Descent angle [3.07°]	380	489	543	652	760	869		PAPI-L			
MAP at RW27											

STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND			
LNAV			Not Authorized Northwest of Rwy 9 & 23. Not Authorized to Rwy 9 at Night. When VGSI Inop Not Authorized to Rwy 27 at Night.			
MDA(H) 2180' (662')			MDA(H)			
DAY			NIGHT			
A			NA	Max Kts		
B	1			90	2180' (661') - 1	
C	1¾			120	2180' (661') - 1¾	
D	2			140	2180' (661') - 1¾	
				165	2180' (661') - 2	

General Information

Location: Knoxville TN USA
IATA Code: TYS
Lat/Long: N35° 48.7' W083° 59.6'
Elevation: 981 ft

Airport Use: Public
Magnetic Variation: 5.3°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1209 Z
Sunset: 2329 Z,

Runway Information

Runway: 05L
Length x Width: 9005 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 953 ft
Lighting: Edge, ALS, Centerline

Runway: 05R
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 959 ft
Lighting: Edge, Centerline, REIL, TDZ

Runway: 23L
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 965 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 400 ft

Runway: 23R
Length x Width: 9005 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 981 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Communication Information

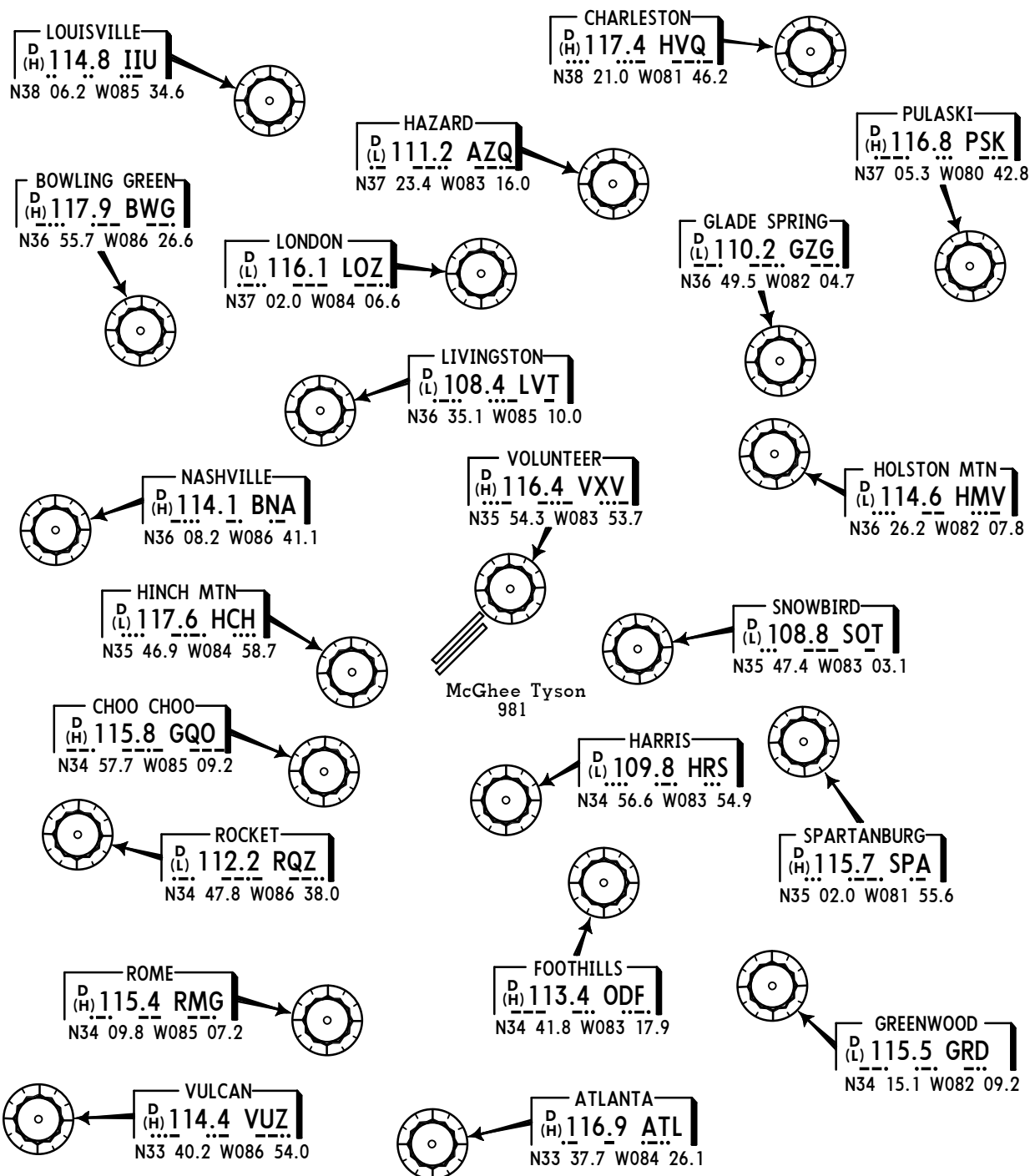
ATIS 128.35
Knoxville Tower 121.2
Knoxville Ground Control 121.9
Knoxville Clearance Delivery 121.65
Knoxville Approach Control 132.8 Secondary
Knoxville Approach Control 125.525 Secondary
Knoxville Approach Control 123.9 (230°-50°)
Knoxville Approach Control 118.0 (51°-229°)
Knoxville App ARSA 123.9 (230°-50°)
Knoxville App ARSA 118.0 (51°-229°)
Knoxville Departure Control 132.8 Secondary
Knoxville Departure Control 123.9 (230°-50°)
Knoxville Departure Control 118.0 (51°-229°)
MC Ghee Tyson Unicom 122.95
Knoxville Radar 126.2
Knoxville Radar 116.4
Soda Control Operations 143.8 Military
Army Guard Operations 149.8 Military
Nashville Flight Service Station 122.3 RCO
Nashville Flight Service Station 122.2 RCO

KNOXVILLE Departure (R) 230°-050° 123.9 051°-229° 118.0

McGHEE TYSON

KNOXVILLE FOUR DEPARTURE (VECTOR)

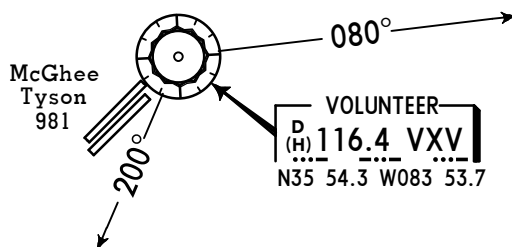
Fly runway heading or as assigned for vectors to filed route. **MAINTAIN** 6000' or assigned lower altitude. Expect clearance to requested altitude/flight level ten minutes after departure.



LOST COMMUNICATIONS PROCEDURE ONLY

If filed route is between VXV R-080 and R-200 and radio contact is not established with departure control prior to reaching 6000', continue climb to 9000' before turning on course.

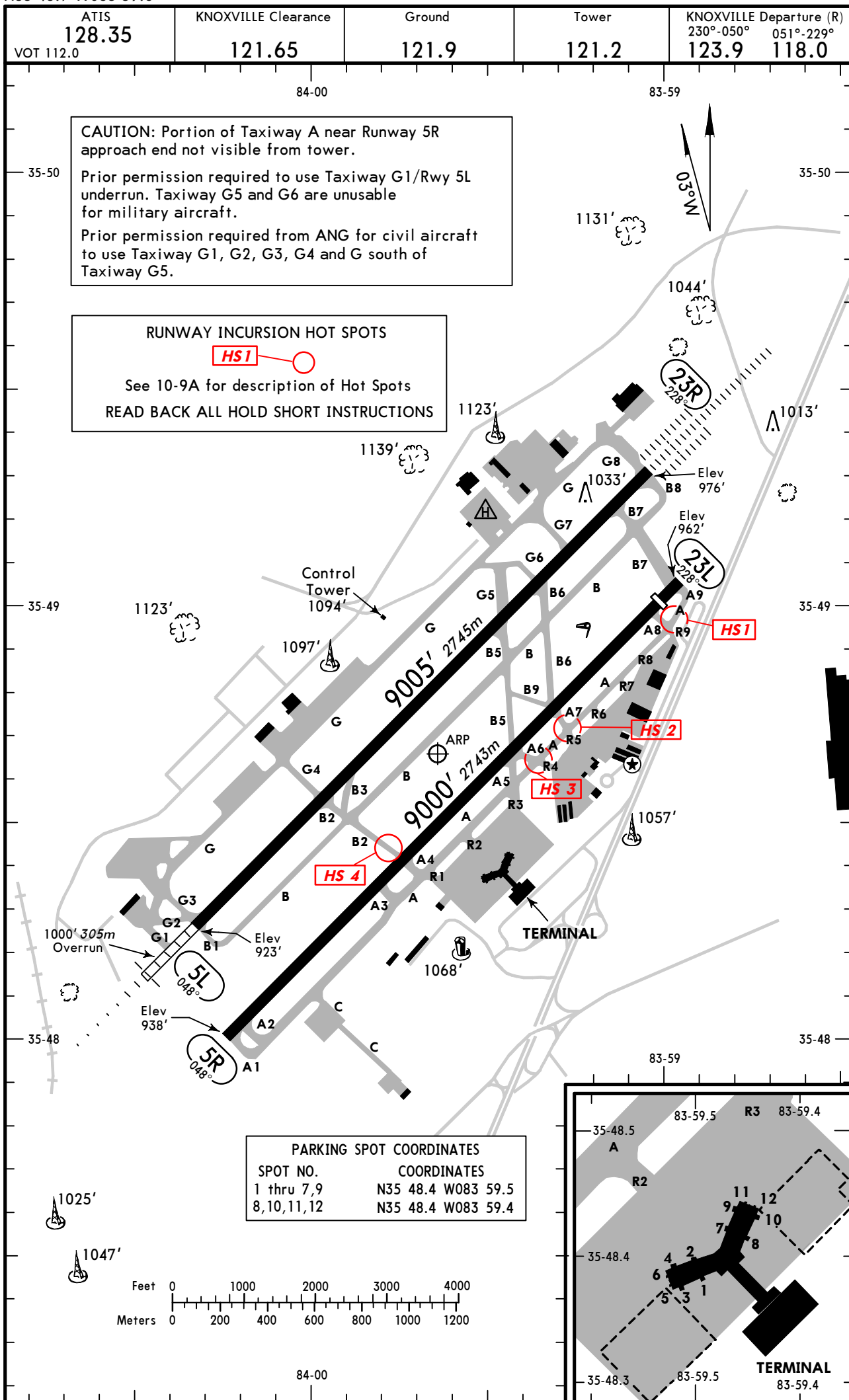
Direct distance from McGhee Tyson Apt to:
VXV VOR **7 NM**



KTYS/TYS
Apt Elev **981'**
N35 48.7 W083 59.6

JEPPSEN
25 JUN 10 **(10-9)**

KNOXVILLE, TENN
McGHEE TYSON



GENERAL

CAUTION: Birds in vicinity of airport.
Contact SODA Control for current bird watch conditions.
Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
5R	HIRL CL TDZ REIL PAPI-L (angle 3.0°) grooved				150'
23L	HIRL CL REIL PAPI-L (angle 3.0°) grooved RVR	8600' 2621m			46m
5L	HIRL CL MALSR TDZ VASI-L grooved RVR		8087' 2465m		150'
23R	HIRL CL ALSF-II TDZ VASI-L grooved RVR		7978' 2432m		46m

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

- HS 1** Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
- HS 2** Ramp exit Twy R5 short distance from Twy A and Rwy 5R/23L. Pilots miss turn onto Twy A.
- HS 3** Ramp exit Twy R4 short distance from Twy A and Rwy 5R/23L. Pilots miss turn onto Twy A.
- HS 4** Aircraft taxiing on Twy B2 southeast bound sometime fail to hold short of Rwy 23L.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 5L, 23R					Rwys 5R, 23L		
Two operating RVR's are required All operating RVR's are controlling		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
			3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
CL & HIRL	CL, or RCLM & HIRL						
TDZ 5	TDZ 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
RVR 5	RVR 10						
Mid 5	Mid 10						
RVR 5	RVR 10						
Rollout 5	Rollout 10						
RVR 5	RVR 10						

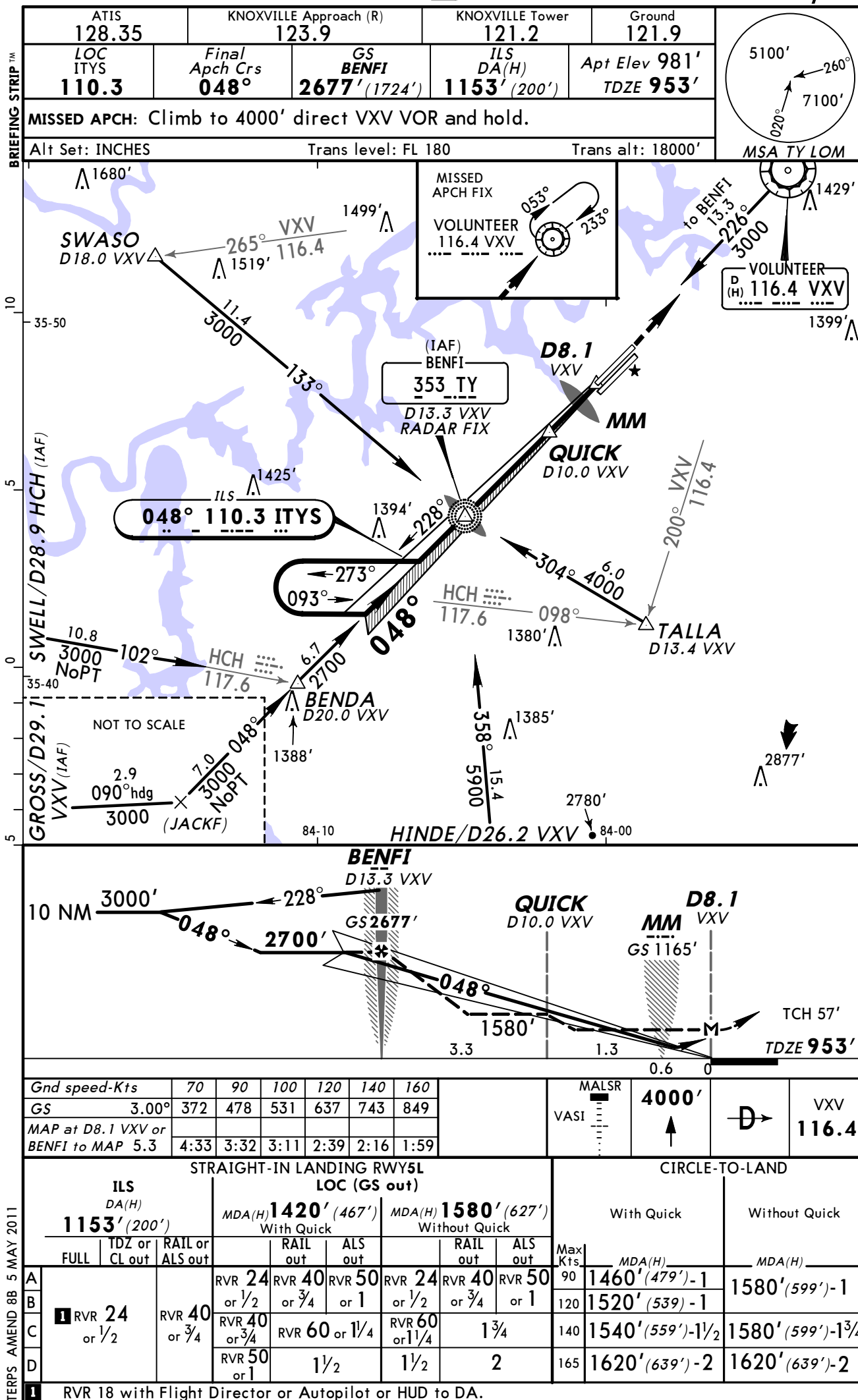
OBSTACLE DP

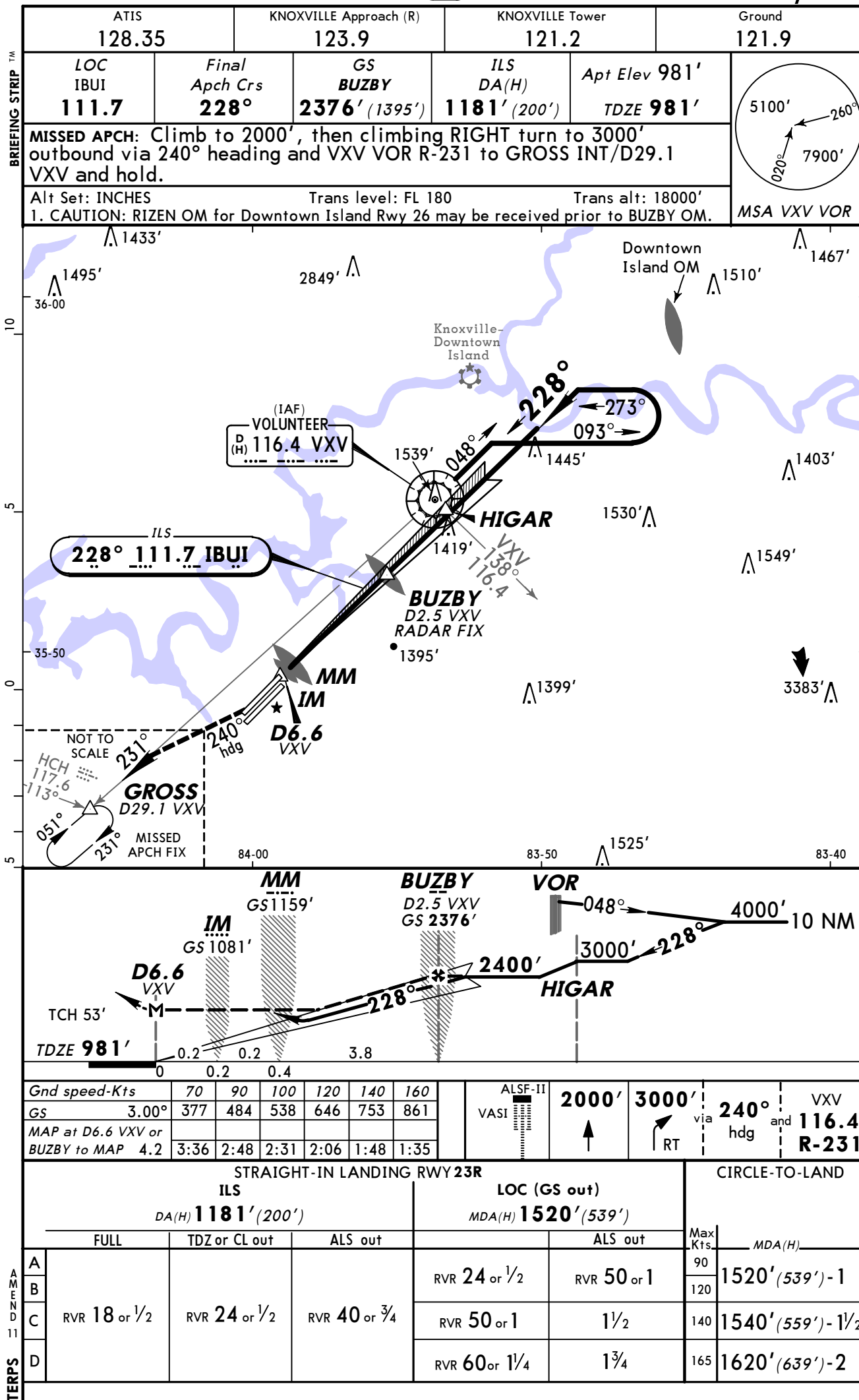
Comply with SID or radar vectors, or; climb runway heading to 4000' before turning on course.

FOR FILING AS ALTERNATE

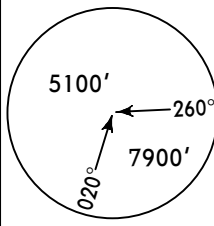
ILS Rwy 5L ILS Rwy 23R		LOC Rwy 5L LOC Rwy 23R VOR Rwy 23L VOR Rwy 23R	RNAV (GPS) Rwy 5R RNAV (GPS) Rwy 5L RNAV (GPS) Rwy 23L RADAR-1	RNAV (GPS) Rwy 23R
A	600-2	800-2	800-2	800-2
B				
C				
D	700-2			800-2 1/4

A
M
E
N
D
5

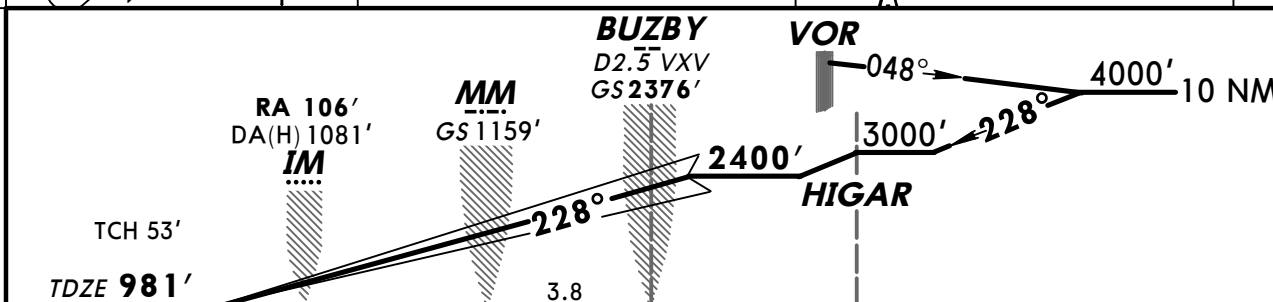
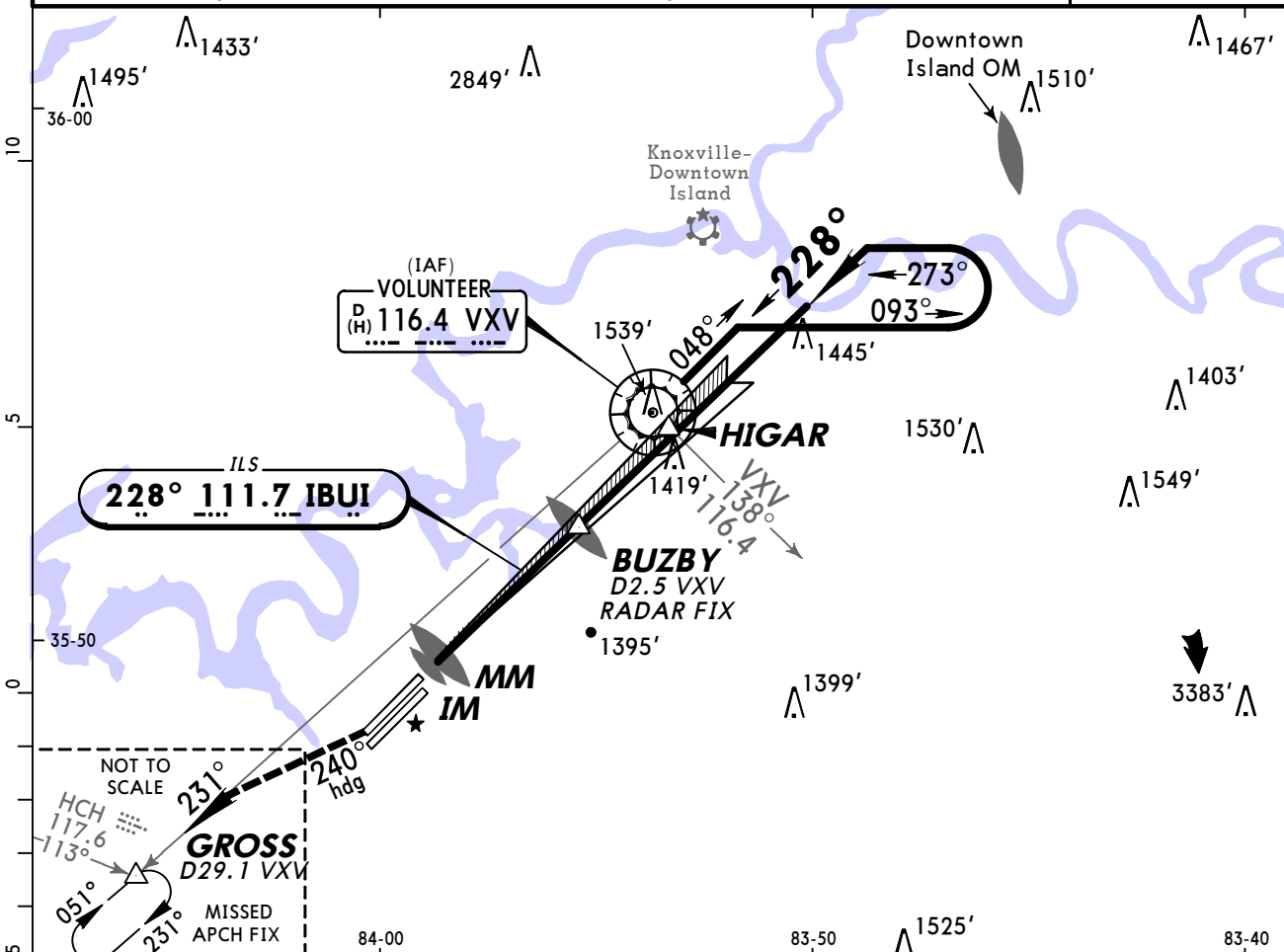




BRIEFING STRIP

ATIS		KNOXVILLE Approach (R)		KNOXVILLE Tower		Ground	
128.35		123.9		121.2		121.9	
LOC IBUI 111.7	Final Apch Crs 228°	GS BUZBY 2376' (1395')	CAT II ILS RA 106' DA(H) 1081' (100')	Apt Elev 981' TDZE 981'			
MISSED APCH: Climb to 2000', then climbing RIGHT turn to 3000' outbound via 240° heading and VXV VOR R-231 to GROSS INT/D29.1 VXV and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: RIZEN OM for downtown Island Rwy 26 may be received prior to BUZBY OM. 2. Special Aircrew & Acft Certification required.							

MSA VXV VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		2000'	3000'	240°	VXV
GS	3.00°	377	484	538	646	753	VASI		↑	RT	hdg	R-231

STRAIGHT-IN LANDING RWY 23R

CAT II ILS
RA 106'

DA(H) **1081'** (100')

RVR 12

KNOXVILLE, TENN
RNAV (GPS) Rwy 5L

BRIEFING STRIP™



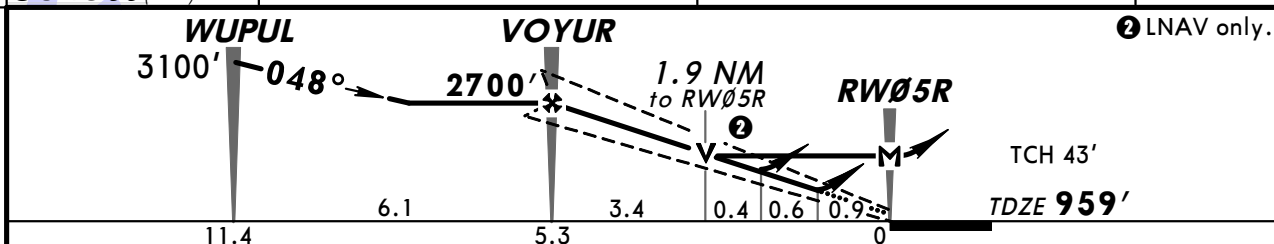
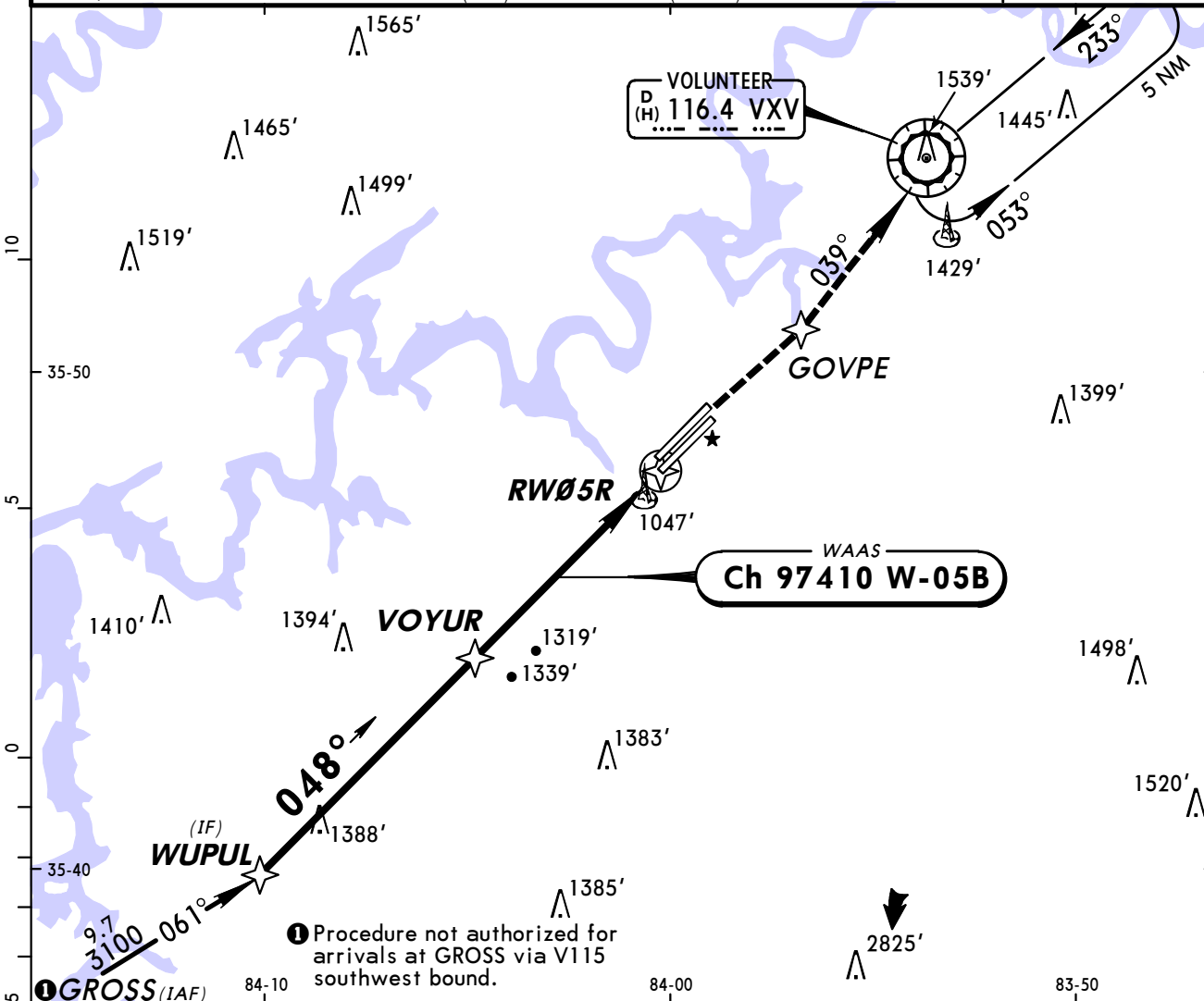
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849
<i>MAP at RW05L</i>						

TERPS AMEND 1A 1 JUL 2010

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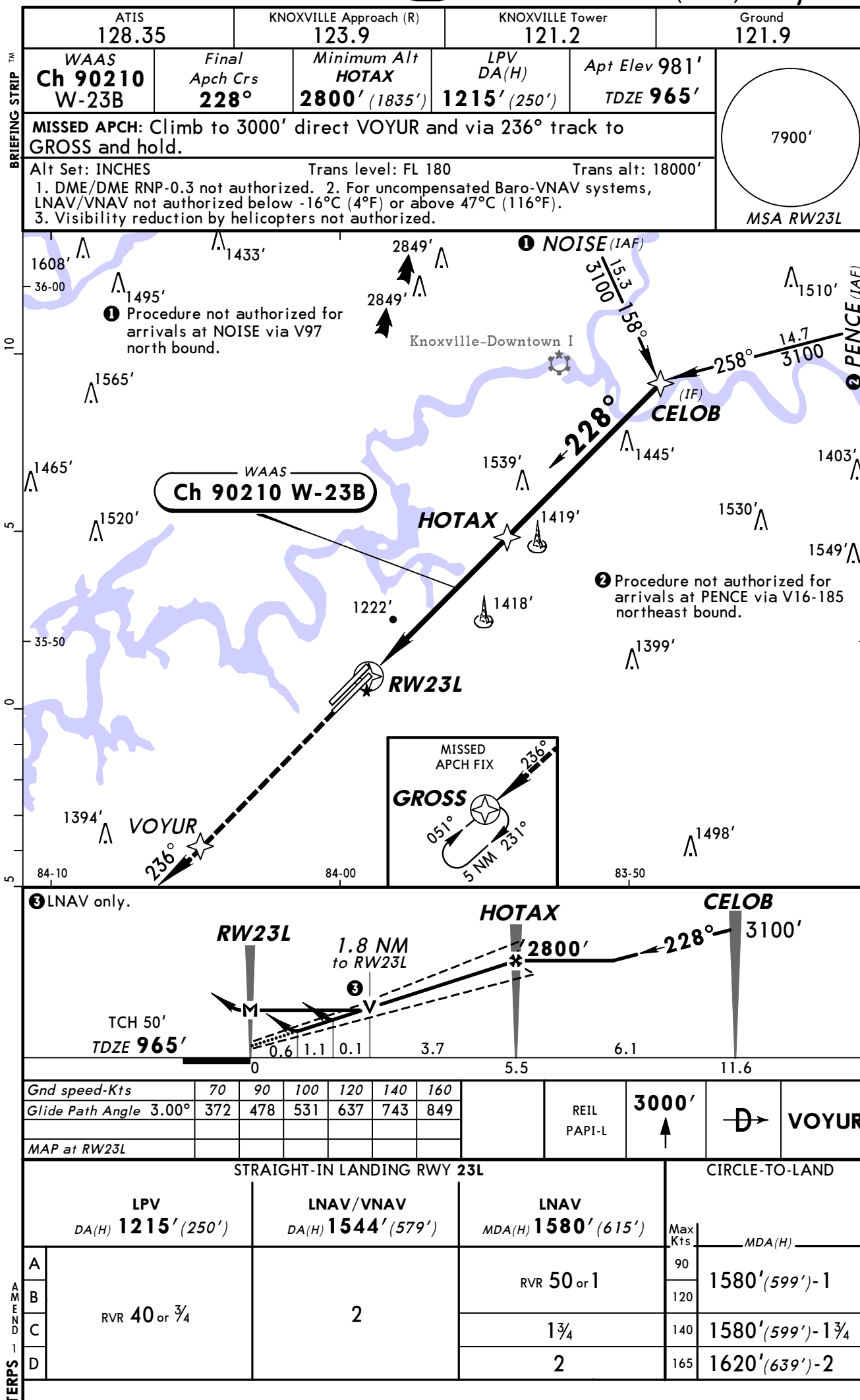
BRIEFING STRIP™

ATIS 128.35		KNOXVILLE Approach (R) 123.9		KNOXVILLE Tower 121.2		Ground 121.9
WAAS Ch 97410 W-05B	<i>Final</i> <i>Apch Crs</i> 048°	<i>Minimum Alt</i> VOYUR 2700' (1741')	<i>LPV</i> <i>DA(H)</i> 1276' (317')	<i>Apt Elev</i> 981' <i>TDZE</i> 959'		7900' MSA RW05R
MISSED APCH: Climb to 4000' direct GOVPE and via 039°, track to VXV VOR and hold, continue climb-in-hold to 4000'.						
Alt Set: INCHES						



Gnd speed-Kts	70	90	100	120	140	160			REIL	4000'	GOVPE
Glide Path Angle 3.00°	372	478	531	637	743	849			PAPI-L		
MAP at RW05R											

STRAIGHT-IN LANDING RWY 5R				CIRCLE-TO-LAND	
LPV DA(H) 1276' (317')		LNAV/VNAV DA(H) 1471' (512')		LNAV MDA(H) 1580' (621')	Max Kts
1 ¼		2			
				1	1580' (599') - 1
				1 ¾	1580' (599') - 1 ¾
				2	1620' (639') - 2



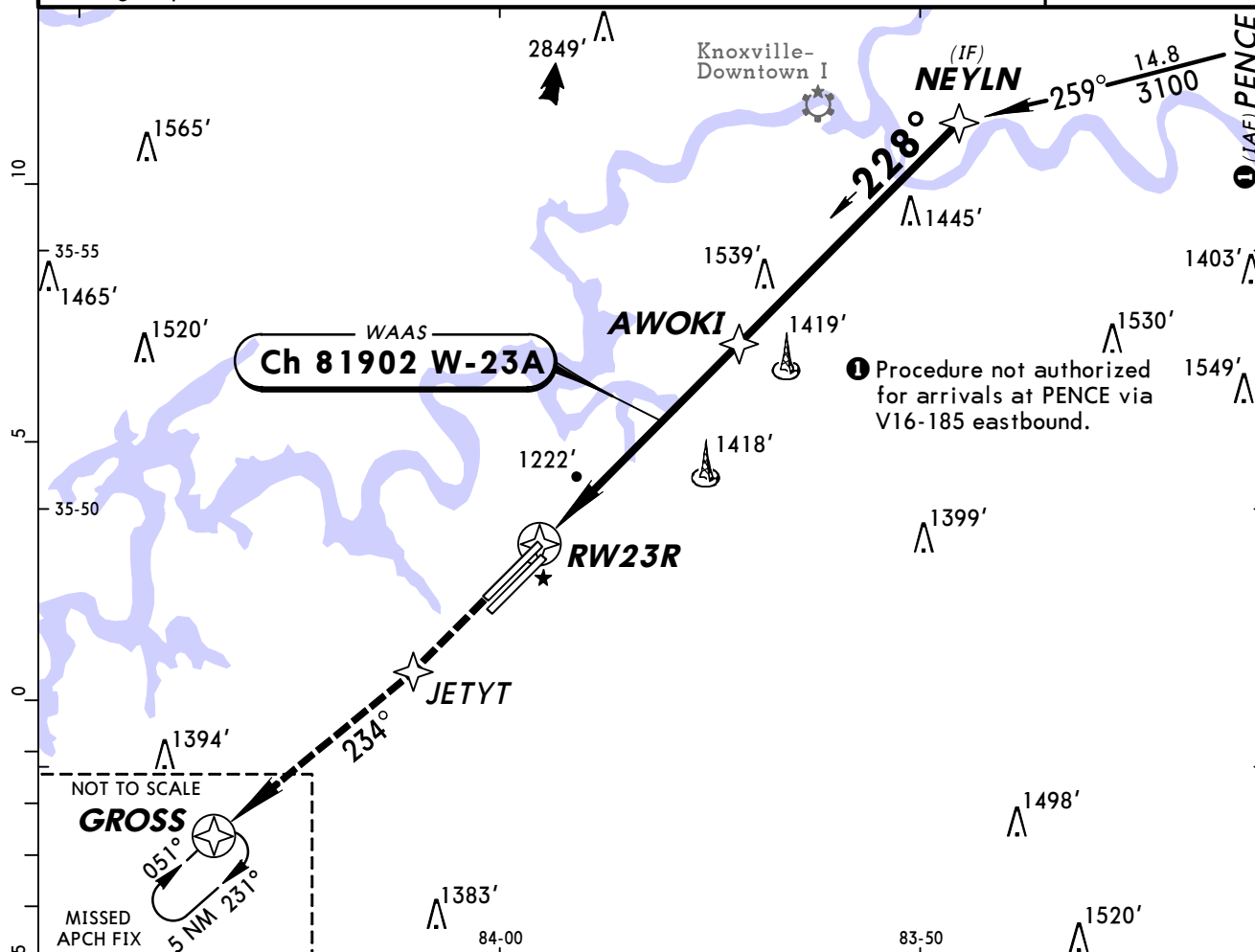
KTYS/TYS
McGHEE TYSON

JEPPESSEN
1 MAY 09 **(12-4)**

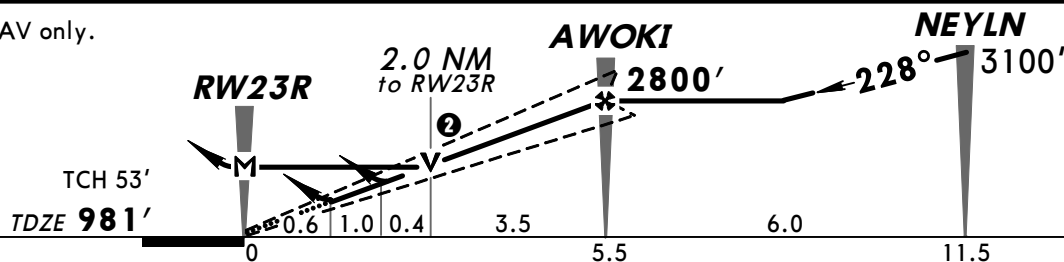
KNOXVILLE, TENN
RNAV (GPS) Rwy 23R

BRIEFING STRIP™

ATIS		KNOXVILLE Approach (R)		KNOXVILLE Tower		Ground			
128.35		123.9		121.2		121.9			
WAAS Ch 81902 W-23A		Final Apch Crs 228°		Minimum Alt AWOKI 2800' (1819')		LPV DA(H) 1231' (250')		Apt Elev 981' TDZE 981'	
MISSED APCH: Climb to 3000' direct JETYT and via 234° track to GROSS and hold.								7900' MSA RW23R	
Alt Set: INCHES									



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	VASI	3000'	JETYT
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW23R										

TERPS

1

APPROACH

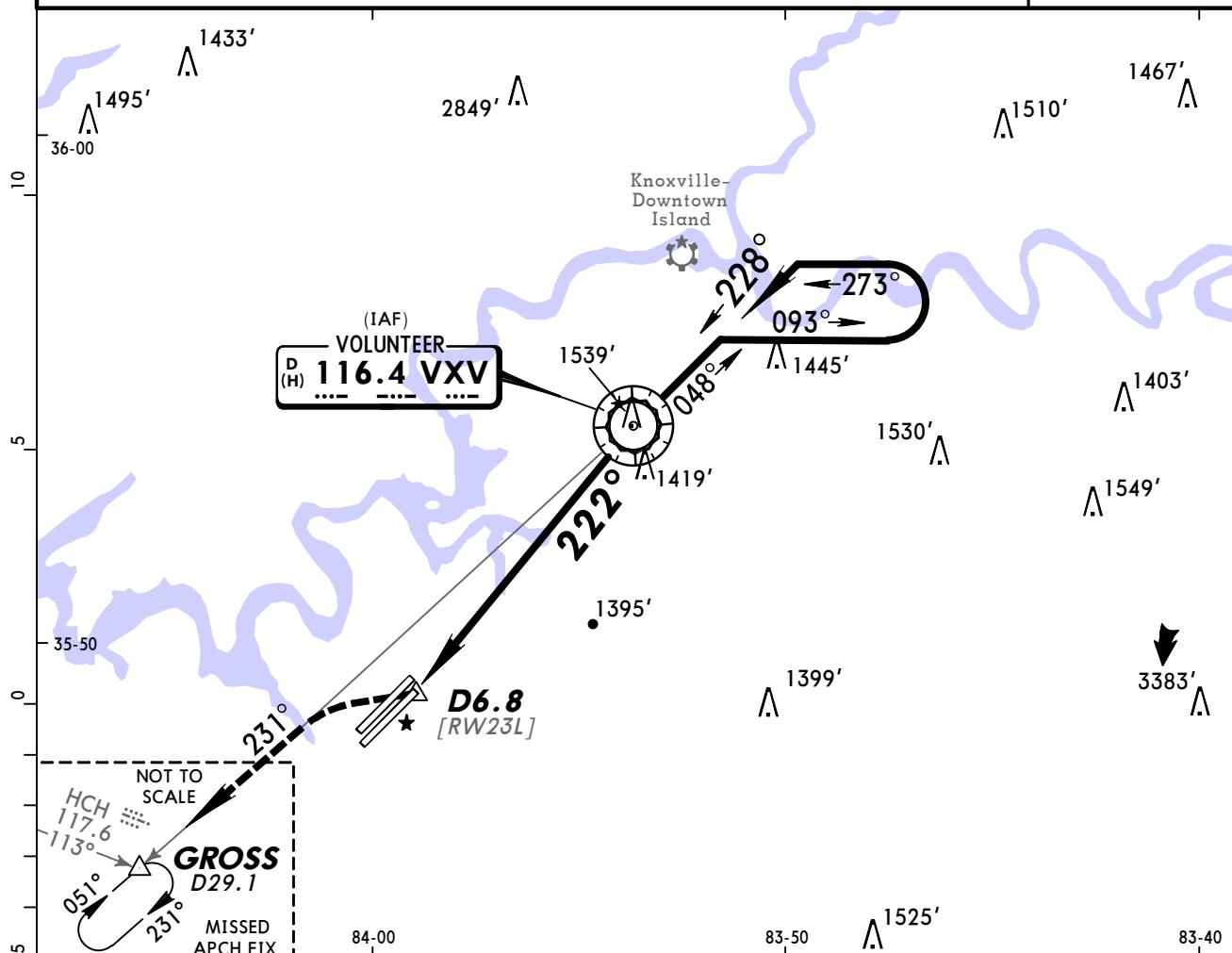
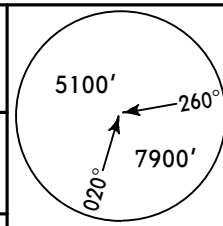
STRAIGHT-IN LANDING RWY 23R							CIRCLE-TO-LAND	
LPV <i>DA(H)</i> 1231' (250')			LNAV/VNAV <i>DA(H)</i> 1550' (569')		LNAV <i>MDA(H)</i> 1680' (699')		Max Kts	<i>MDA(H)</i> _____
		ALS out			ALS out	ALS out		
A	RVR 24 or 1½	RVR 40 or ¾	1½	2	RVR 24 or 1½	RVR 50 or 1	90	1680' (699') - 2
B							120	
C					1½	2	140	
D					1¾	2¼	165	

CHANGES: None.

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KNOXVILLE, TENN
VOR Rwy 23L

BRIEFING STRIP TM



A diagram showing a VOR station (VOR) with a vertical line representing the station's axis. A horizontal line extends to the right from the station, labeled "3100'". A line segment extends from the station at an angle of 048° to a point labeled "4000'". A line segment extends from the station at an angle of 228° to a point labeled "10 NM". A line segment extends from the station at an angle of 22° to a point labeled "3100'".

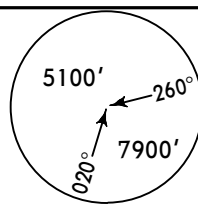
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-L	3000' ↑	VXV via 116.4 R-231	GROSS
<i>Descent angle [2.88°]</i>	357	459	509	611	713	815				
<i>MAP at D6.8 or VOR to MAP</i> 6.8	5:50	4:32	4:05	3:24	2:55	2:33				

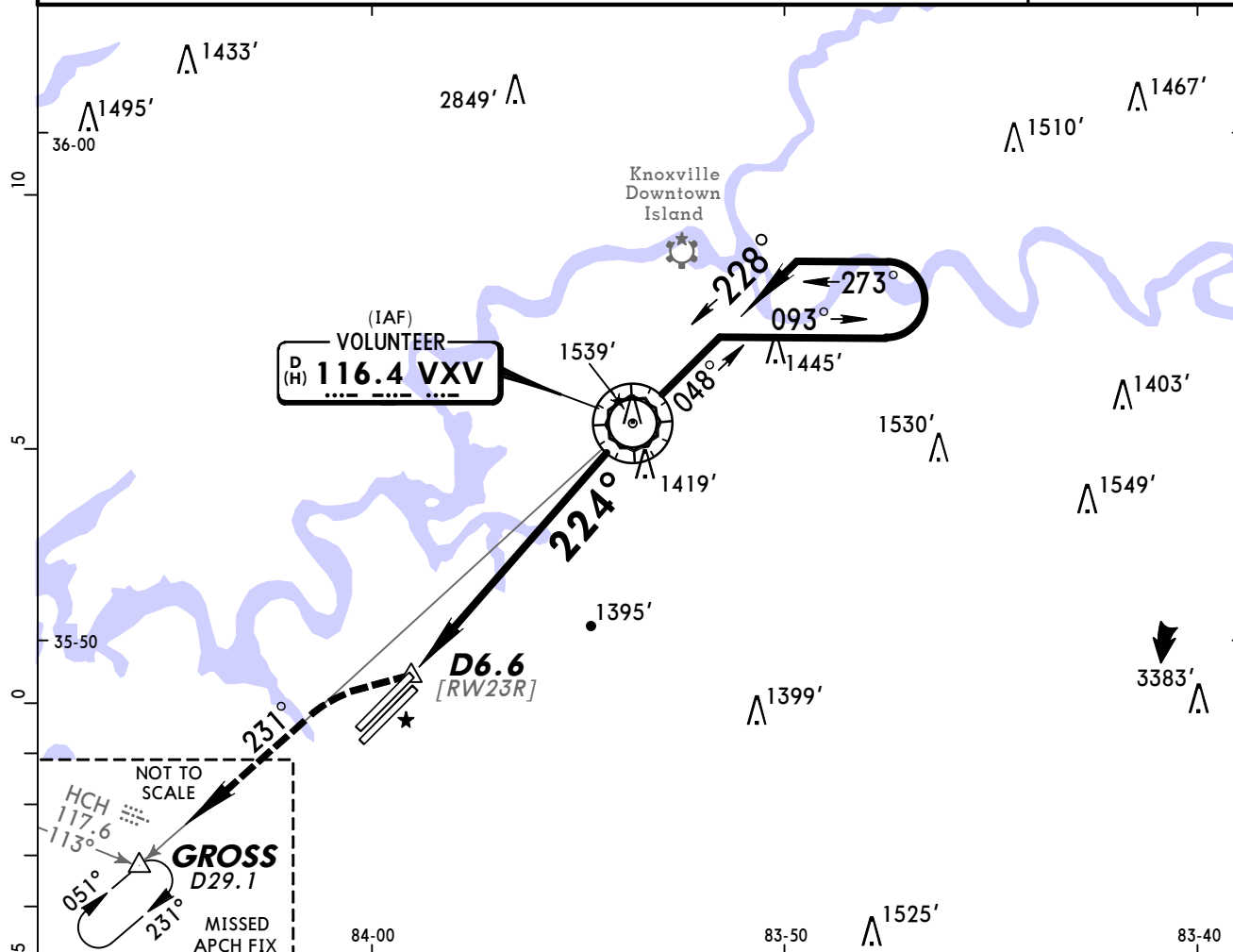
STRAIGHT-IN LANDING RWY 23L			CIRCLE-TO-LAND
MDA(H) 1600' (635')		Max Kts	MDA(H)
A	1	90	1600' (619') - 1
B		120	
C	1¾	140	1600' (619') - 1¾
D	2	165	1620' (639') - 2

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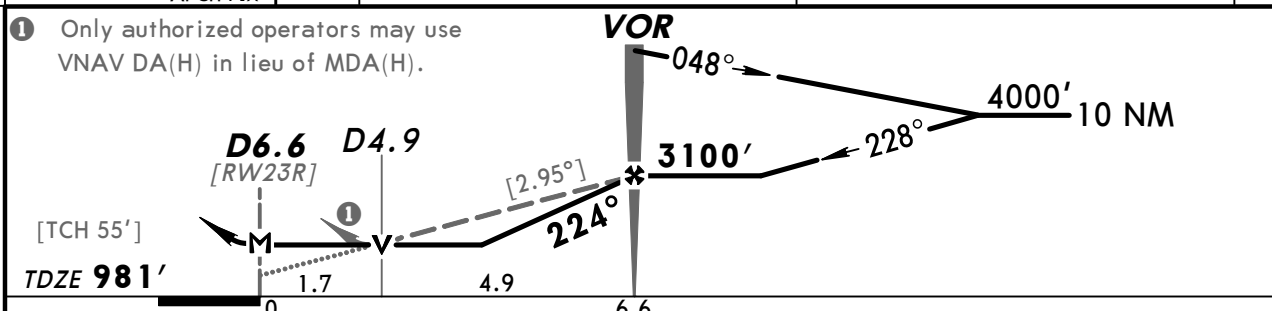
™

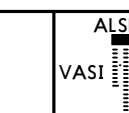
BRIEFING STRIP

ATIS		KNOXVILLE Approach (R)		KNOXVILLE Tower		Ground
128.35		123.9		121.2		121.9
VOR VXV 116.4	Final Apch Crs 224°	Minimum Alt VOR 3100'(2119')	MDA(H) 1580'(599')	Apt Elev 981' TDZE 981'		 MSA VXV VOR
MISSED APCH: Climb to 3000' outbound via VXV VOR R-231 to GROSS INT/D29.1 and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

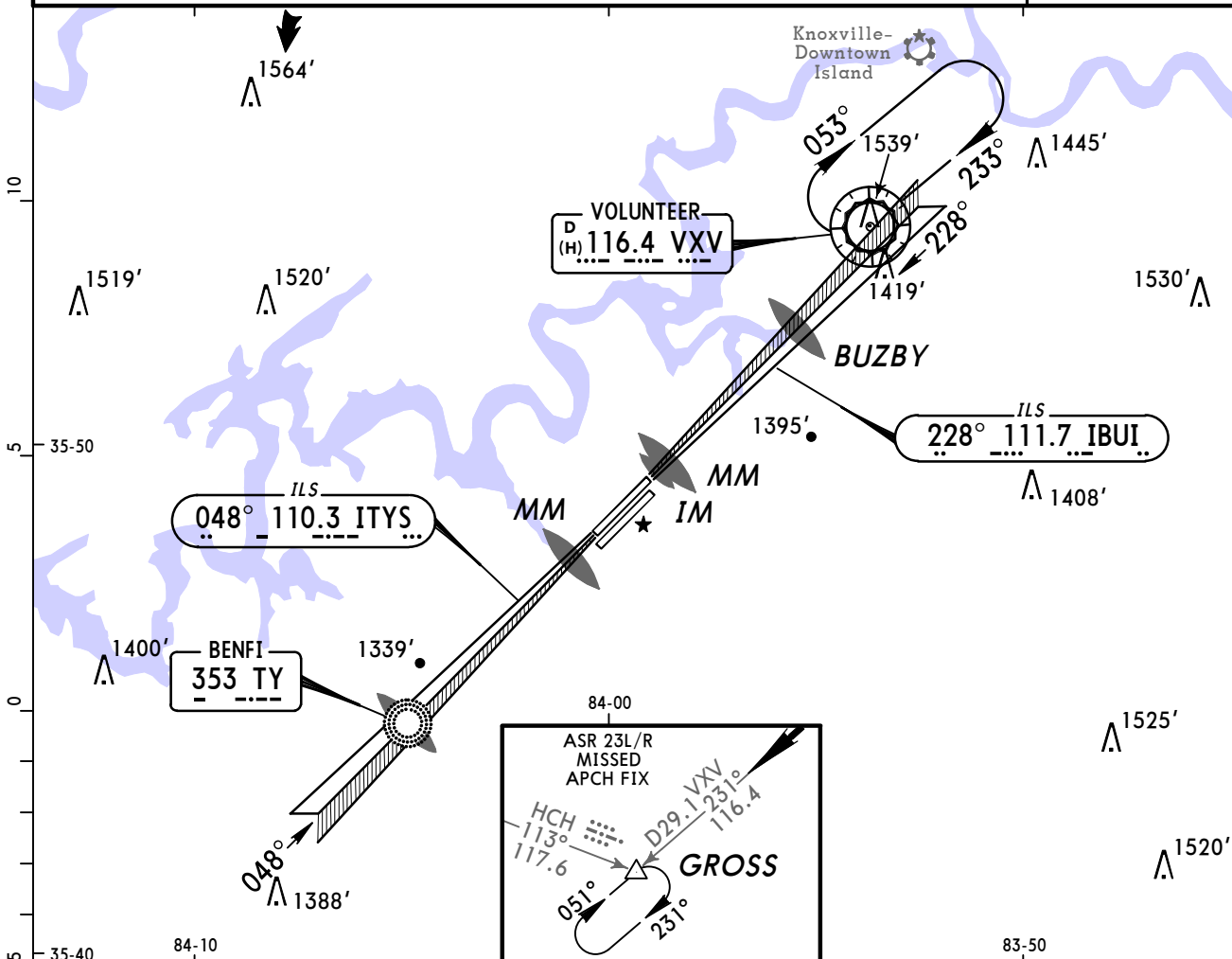


Gnd speed-Kts	70	90	100	120	140	160		3000'	VXV	GROSS
Descent angle [2.95°]	365	470	522	626	731	835		via 116.4		
MAP at D6.6 or VOR to MAP 6.6	5:39	4:24	3:58	3:18	2:50	2:29		R-231		

STRAIGHT-IN LANDING RWY 23R				CIRCLE-TO-LAND			
MDA(H) 1580' (599')							
ALS out				Max Kts	MDA(H)		
A	RVR 24 or 1/2	RVR 50 or 1		90	1580' (599') - 1		
B	RVR 50 or 1	1 1/2		120	1580' (599') - 1 1/2		
C	RVR 60 or 1 1/4	1 3/4		140	1620' (639') - 2		
D				165			

BRIEFING STRIP TM

ATIS 128.35		KNOXVILLE Approach (R) 123.9		KNOXVILLE Tower 121.2		Ground 121.9	
RADAR	<i>Final Apch Crs</i> BY ATC	<i>Minimum Alt</i> No FAF	<i>MDA(H)</i> Refer to Minimums	<i>Apt Elev 981'</i> <i>TDZE -See below</i>	No MSA published		
Missed Approach-See below							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			



MISSED APPROACH:

Runway 5L/R: Climb to 4000' direct to VXV VOR and hold.

Runway 23L/R: Climb to 3000' outbound via heading 240° and VXV VOR R-231 to GROSS INT/D29.1 and hold.

RWY 5L
TDZE 953'

RWY 5R
TDZE 959'

RWY 23L
TDZE 965'

RWY 23R
TDZE 981'

Rwys 5L/5R: MAP 0.5 NM from Threshold
Rwys 23L/23R: MAP 1.0 NM from Threshold

Lighting -
Refer to
Airport
Chart

STRAIGHT-IN LANDING								CIRCLE-TO-LAND		
ASR 5L MDA(H) 1420' (467')				ASR 5R MDA(H) 1420' (461')		ASR 23L MDA(H) 1520' (555')		ASR 23R MDA(H) 1520' (539')		
		RAIL out	ALS out					Max Kts	MDA(H)	
A	RVR 24	RVR 40	RVR 50	1		1¼		90	1520'(539')-1¼	
B	or 1½	or ¾	or 1			RVR 40 or ¾		120		
C	RVR 40 or ¾	RVR 60 or 1¼		1¼		1½		RVR 50 or 1	140	1540'(559')-1½
D	RVR 50 or 1	1½		1½		1¾		RVR 60 or 1¼	165	1620'(639')-2

General Information

Location: Union City TN USA
IATA Code: UCY
Lat/Long: N36° 22.8' W088° 59.1'
Elevation: 336 ft

Airport Use: Public
Magnetic Variation: 1.7°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1229 Z
Sunset: 2348 Z,

Runway Information

Runway: 01
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 336 ft
Lighting: Edge, ALS, REIL

Runway: 19
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 320 ft
Lighting: Edge, REIL

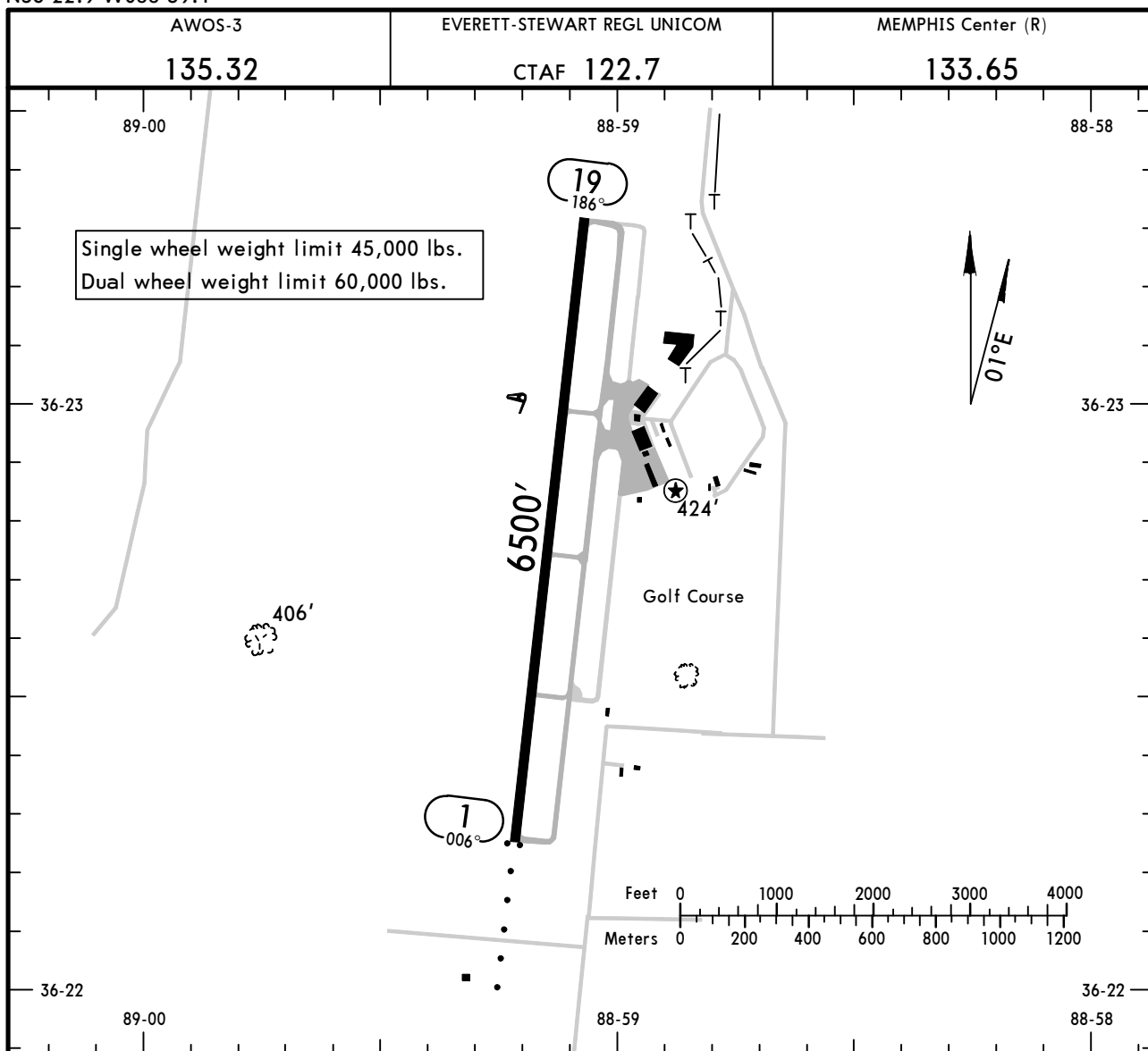
Communication Information

AWOS 135.325
Everett-Stewart Unicom 122.7 CTAF
Memphis Center 133.65 Remote Communications Air-Ground

KUCY/UCY
Apt Elev **336'**
N36 22.9 W088 59.1

JEPPesen
16 SEP 11 **(11-1)**

UNION CITY, TENN
EVERETT-STEWART REGL



ADDITIONAL RUNWAY INFORMATION

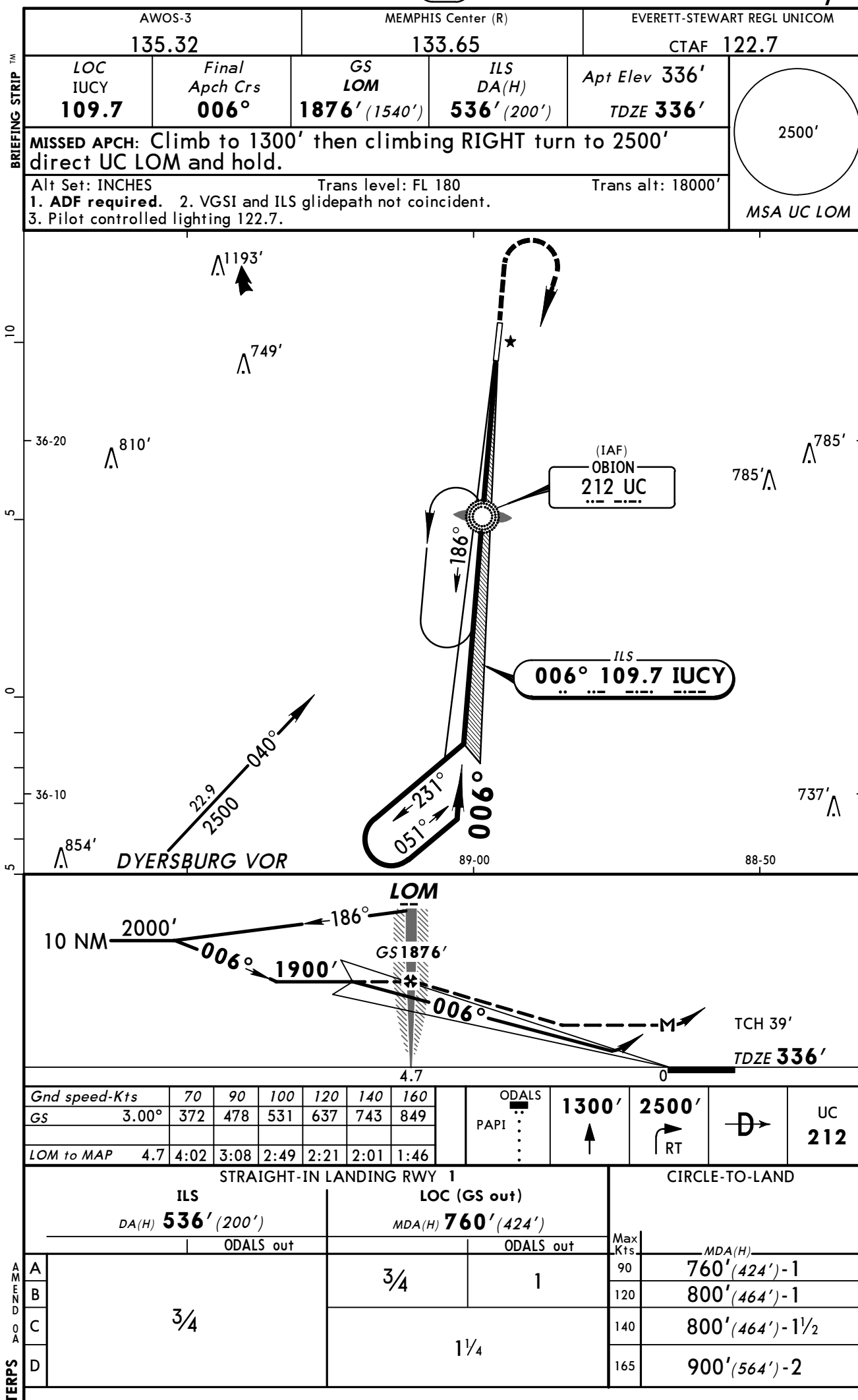
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
1	MIRL ① ODALS PAPI-L (angle 3.0°)		4088'		100'
19	MIRL REIL PAPI-L				

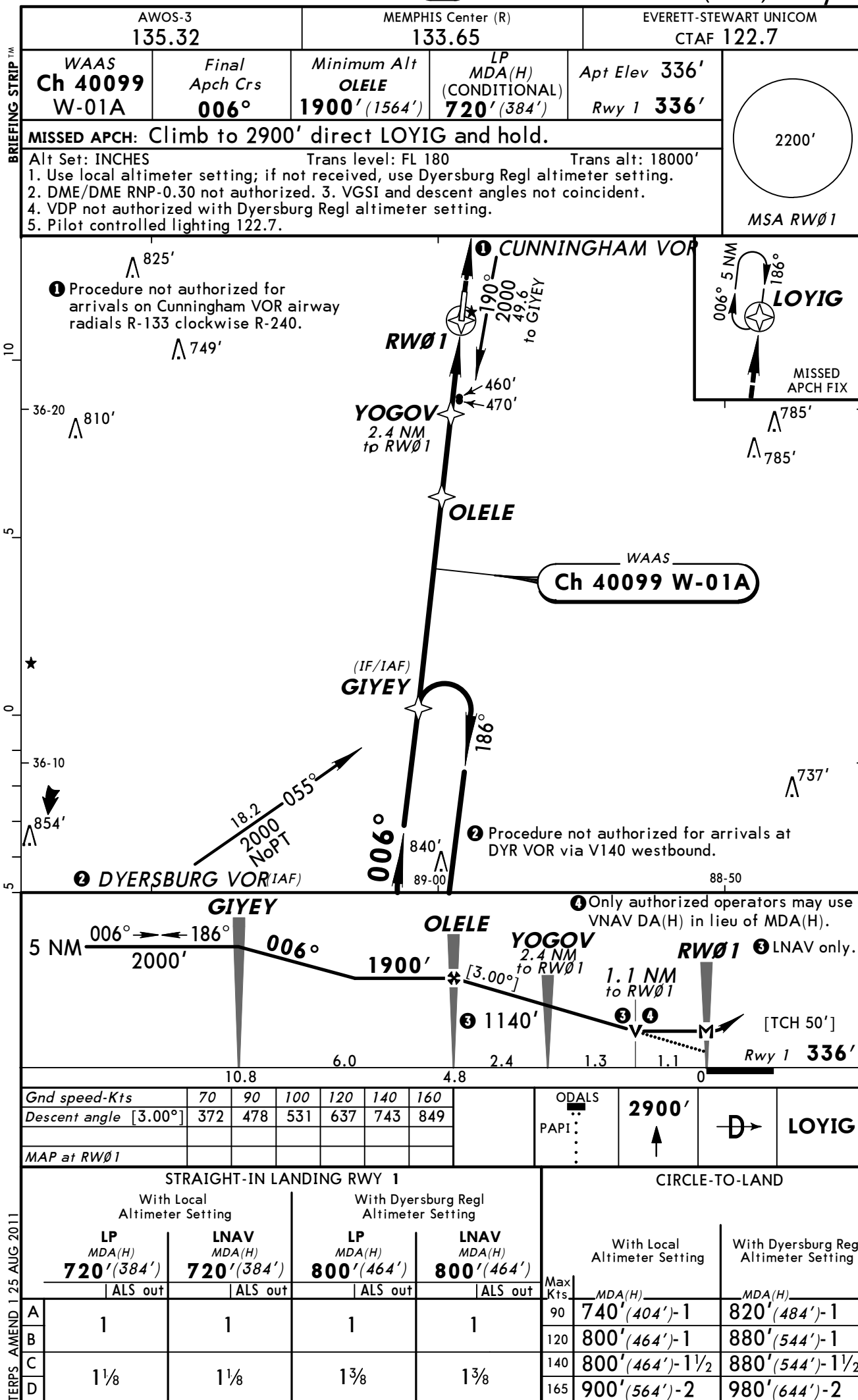
① Activate on 122.7.

TAKE-OFF			FOR FILING AS ALTERNATE	
	All Rwys		Authorized Only When Local Weather Available	
	Adequate Vis Ref	STD	RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19	Other
1 & 2 Eng	1/4	1	800-2	NA
3 & 4 Eng		1/2		

CHANGES: Taxiway added.

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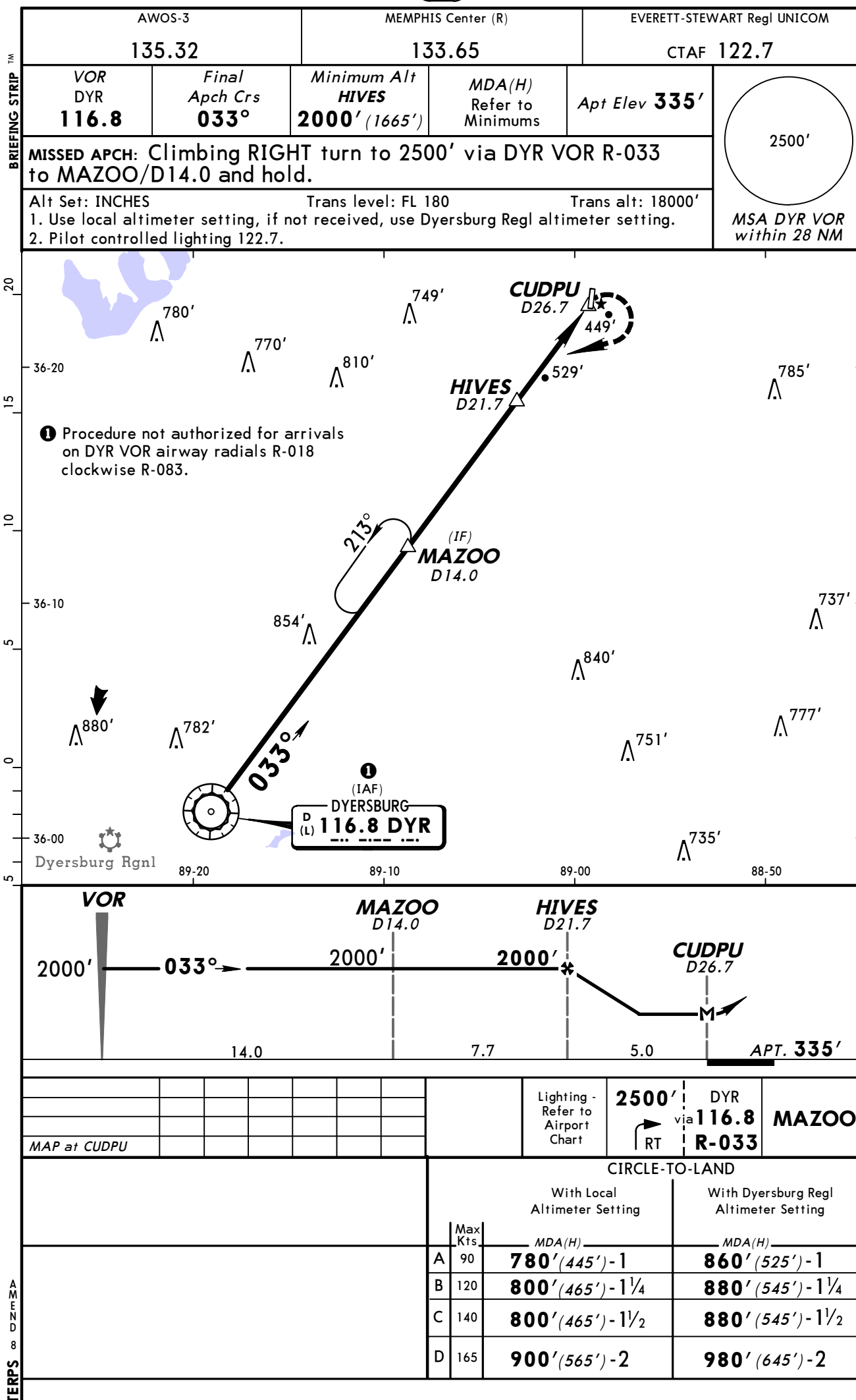




BRIEFING STRIP™



AMEND 0



UNION CITY, TN (EVERETT-STEWART REGL - KUCY)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KBNA

Type: Terminal
Effectivity: Permanent
Begin Date: 20080731
End Date: No end date

(10-3) Titan 1 Dep computer code (TITAN1.BNA) added.

Chart Change Notices for Airport KCHA

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 2 MM decmsnd.

Chart Change Notices for Airport KMEM

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(10-2C) Larue 3 RNAV Arrival holding pattern leg length 7 NM at LARUE.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 9 Elvis (ME) LOM and MM decmsnd.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-8) ILS or LOC Rwy 36R and (11-8A) ILS Rwy 36R CAT II & III MM decmsnd.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-4) ILS or LOC Rwy 18R MM decmsnd.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-5) ILS or LOC Rwy 27 Socit OM and MM decmsnd.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-3) ILS or LOC Rwy 18C Dumms OM decmsnd.

No Chart Change Notices for Airport KMQY

No Chart Change Notices for Airport KNQA

Chart Change Notices for Airport KTRI

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Rwy 5 VASI-L changed to PAPI-R.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1) ILS or LOC Rwy 5 MM decmsnd.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-2) ILS Rwy 23 and (11-2A) ILS Rwy 23 CAT II MM decmsnd.

Chart Change Notices for Airport KTYS

Type: Terminal

Effectivity: Permanent

Begin Date: 20080731

End Date: No end date

(10-3) Knoxville 4 Dep computer code (TYS4.TYS) added.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1) ILS or LOC Rwy 5L MM decmsnd.

No Chart Change Notices for Airport KUCY