

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 99510 W10A | APP CRS 102° | Rwy Idg TDZE Apt Elev | 5506 1014 1014 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 10

GATLINBURG-PIGEON FORGE (GKT)

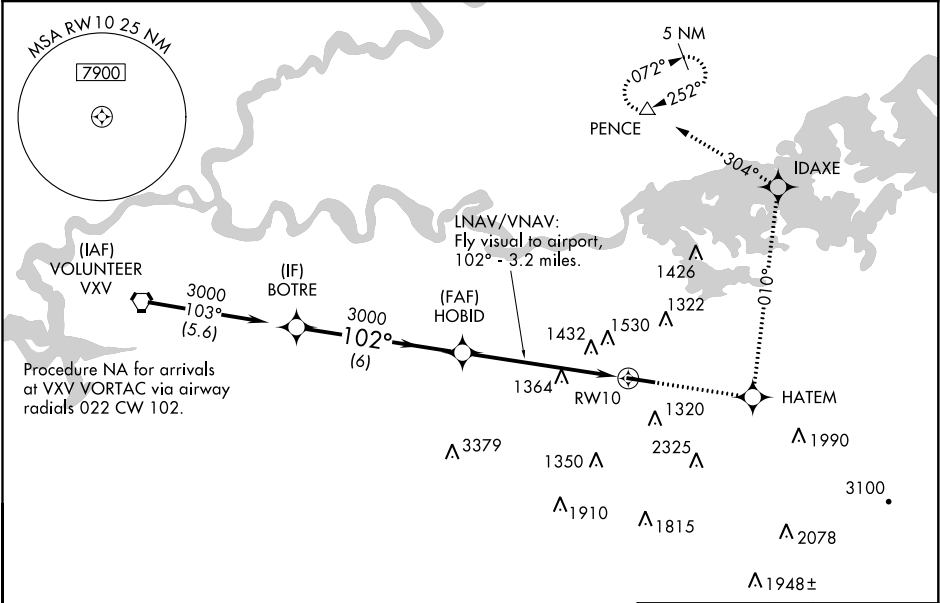
▼

NA

LNAV/VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA/MDA 60 feet and increase LPV all Cats and LNAV and Circling Cats C/D visibility ¼ mile. Circling to Rwy 28 NA at night.

MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

| | | |
|--------------------------|---|---------------------------------|
| AWOS-3 126.875 | KNOXVILLE APP CON 132.8 360.8 | UNICOM 123.0 (CTAF) 0 |
|--------------------------|---|---------------------------------|



VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/ TCH 33).

4000

HATEM

tr 010°

IDAXE

tr 304°

PENCE

Procedure Turn NA

BOTRE

HOBID

LNAV/VNAV: Fly visual to airport, 102° - 3.2 miles.

RW10

GP 3.00° TCH 45

3000

102°

3000

6 NM

6 NM

| CATEGORY | A | B | C | D |
|------------|-----------------------|-------------------------|-------------------------|-------------------------|
| LPV DA | 1371-1¼ | | 357 (400-1¼) | |
| LNAV/ VNAV | 2013-2 | 999 (1000-2) | 2013-3 | 999 (1000-3) |
| LNAV MDA | 1800-1 786 (800-1) | 1800-1¼ 786 (800-1¼) | 1800-2¼ 786 (800-2¼) | 1800-2½ 786 (800-2½) |
| CIRCLING | 1800-1 786 (800-1) | 1880-1¼ 866 (900-1¼) | 1880-2½ 866 (900-2½) | 1880-2¾ 866 (900-2¾) |

REIL Rwy 10 and 28

MIRL Rwy 10-28 0