

LOC I-DKX <u>111.3</u>	APP CRS 260°	Rwy Idg 3499 TDZE 833 Apt Elev 833
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LOC RWY 26

KNOXVILLE DOWNTOWN ISLAND (DKX)

DME required.

- T** When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDAs 60 feet, and increase WOGEL fix minimums Cat C and Circling all Cats visibility $\frac{1}{4}$ SM. Circling Rwy 8 NA at night. Rwy 26 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R-265 to SWASO/VXV 18 DME and hold.

AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 122.95	CTAF 126.6
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DME or RADAR REQUIRED

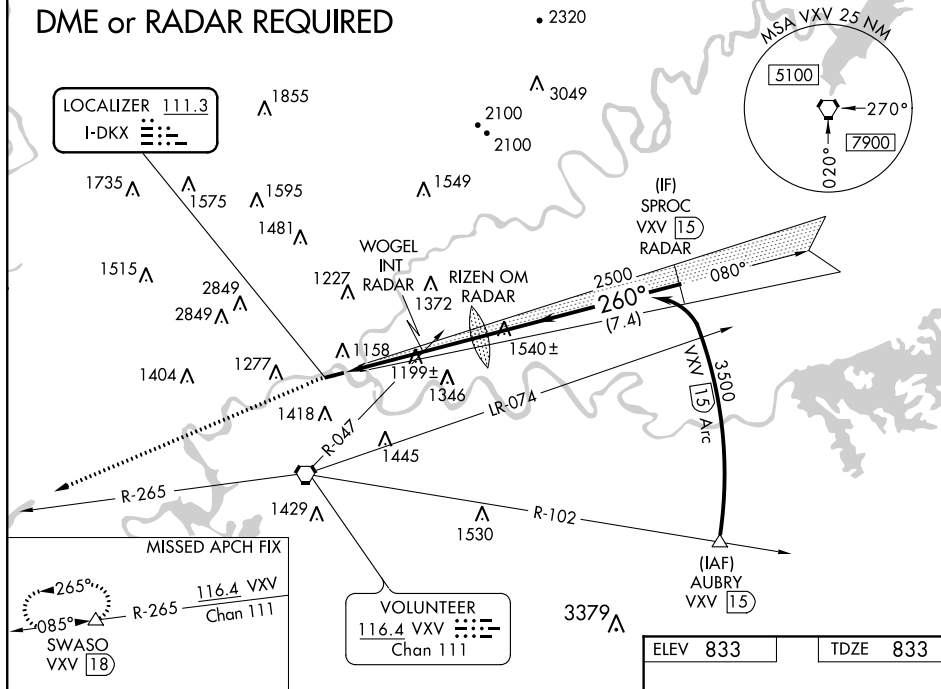


Diagram illustrating a flight path profile with various radar altitudes and angles:

- 4000** (Altitude)
- hdg 250°** (Heading)
- VXV R-265** (Radar)
- SWASO** (Radar)
- *1880 with Mc Ghee Tyson altimeter setting.** (Altitude)
- RIZEN OM RADAR** (Radar)
- WOGEL INT RADAR $\leq 3.03^\circ$ TCH 32** (Radar)
- *1820** (Altitude)
- 2500** (Altitude)
- 260°** (Angle)
- 3500** (Altitude)
- SPROC VVX RADAR 15** (Radar)
- VGS1 and descent angles not coincident (VGS1 Angle 3.35/TCH 44).** (Note)
- Procedure Turn NA** (Note)

Horizontal distances between radar altitudes:

- 3 NM
- 2.1 NM
- 7.4 NM

CATEGORY	A	B	C	D
S-26	1820-1¼ 987 (1000-1¼)	1820-1½ 987 (1000-1½)	1820-3 987 (1000-3)	NA
CIRCLING	1820-1¼ 987 (1000-1¼)	1820-1½ 987 (1000-1½)	1820-3 987 (1000-3)	NA

WOGEL FIX MINIMUMS

S-26	1460-1 627 (700-1)	1460-1¾ 627 (700-1¾)	NA
CIRCLING	1600-1 767 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)

