

|                                        |                        |                             |                                       |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>40210</b><br><b>W03A</b> | APP CRS<br><b>031°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4000</b><br><b>54</b><br><b>55</b> |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 3

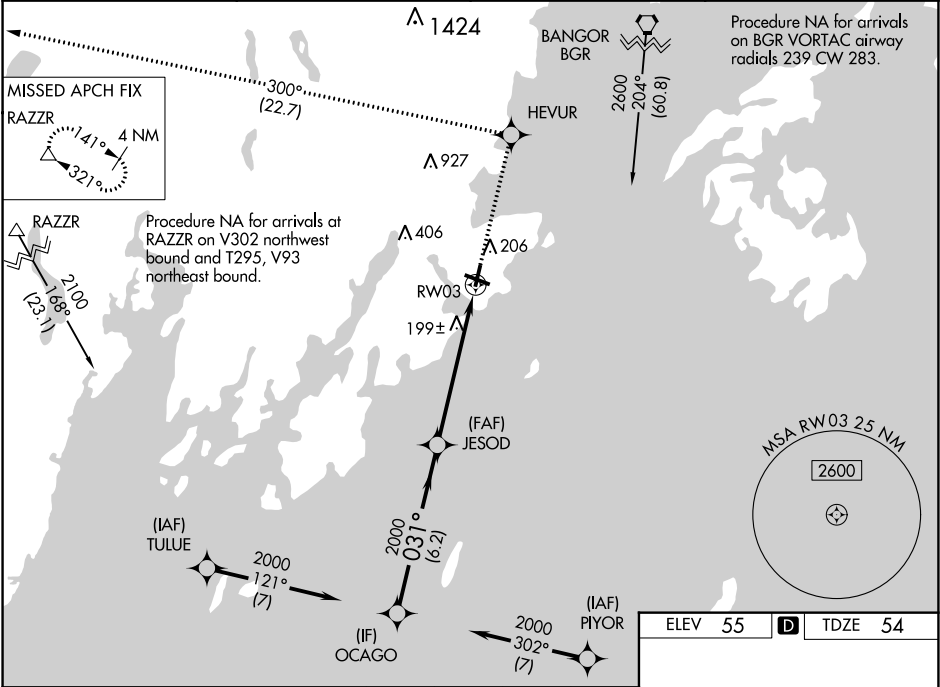
KNOX COUNTY RGNL (R.KD)

RNP APCH.

Rwy 3 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
For uncompensated Baro-VNAV systems,  
LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct HEVUR and on track 300° to RAZZR and hold.

|                            |                                          |                          |                                |
|----------------------------|------------------------------------------|--------------------------|--------------------------------|
| AWOS-3PT<br><b>119.025</b> | PORTLAND APP CON ★<br><b>120.4 299.2</b> | CLNC DEL<br><b>123.8</b> | UNICOM<br><b>123.05</b> (CTAF) |
|----------------------------|------------------------------------------|--------------------------|--------------------------------|



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).

OCAGO

JESOD

HEVUR

RAZZR

2000

031°

2000

3000

tr 300°

\* 1.5 NM to RWY 3

\* LNAV only.

GP 3.00°

TCH 40

6.2 NM

4.4 NM

1.5 NM

| CATEGORY     | A                                              | B                                              | C                                              | D                                              |
|--------------|------------------------------------------------|------------------------------------------------|------------------------------------------------|------------------------------------------------|
| LPV DA       | 374-1 $\frac{1}{4}$ 320 (400-1 $\frac{1}{4}$ ) |                                                |                                                |                                                |
| LNAV/VNAV DA | 459-1 $\frac{1}{2}$ 405 (500-1 $\frac{1}{2}$ ) |                                                |                                                |                                                |
| LNAV MDA     | 560-1 506 (600-1)                              | 560-1 $\frac{3}{8}$ 506 (600-1 $\frac{3}{8}$ ) | 560-1 $\frac{1}{2}$ 506 (600-1 $\frac{1}{2}$ ) | 560-1 $\frac{1}{2}$ 506 (600-1 $\frac{1}{2}$ ) |
| CIRCLING     | 600-1 545 (600-1)                              | 720-1 $\frac{3}{4}$ 665 (700-1 $\frac{3}{4}$ ) | 1140-3                                         | 1085 (1100-3)                                  |

031°

REIL Rwy 3 and 31

MIRL Rwy 3-21

HIRL Rwy 13-31