

WAAS CH 72822 W03A	APP CRS 029°	Rwy Idg TDZE Apt Elev	6501 246 246
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RNAV (GPS) RWY 3

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

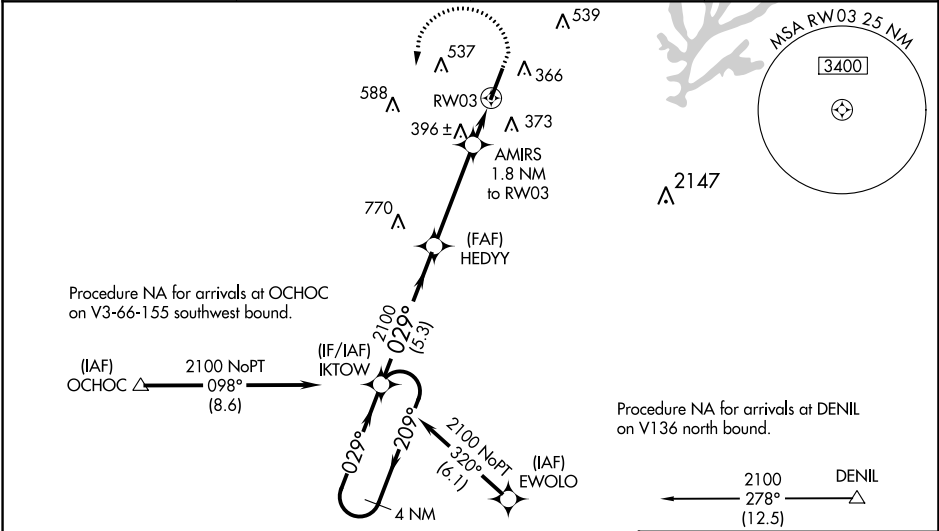
▼ Baro-VNAV NA when using Raleigh/Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

▲ When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C and D visibility to 1 mile, and Circling Cat C visibility to 2 mile and Cat D visibility to 2¾ mile. For inop MALS, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cats C and D visibility to 1½ mile. For inop MALS when using Raleigh/Durham altimeter setting, increase LPV all Cats visibility to ¾ mile and LNAV Cats C and D visibility to 1½ mile. VDP NA when using Raleigh/Durham altimeter setting.

MALS

MISSED APPROACH:
Climb to 1300 then climbing left turn to 2100 direct IKTOW and hold.

AWOS-3 120.625	RALEIGH APP CON 125.3 353.675	UNICOM 123.075 (CTAF) 0	GCO 135.075
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ELEV 246		TDZE 246		
4 NM Holding Pattern		1300 2100 IKTOW		
IKTOW		HEDYY		
2100 ← 209° 029° →		AMIRS 1.8 NM to RW03		
GP 3.00° TCH 45		*860		
5.3 NM		3.9 NM		
0.6 NM		1.2 NM		
CATEGORY	A	B	C	D
LPV DA	446-½		200 (200-½)	
LNAV/VNAV DA	634-¾		388 (400-¾)	
LNAV MDA	660-½		414 (500-½)	
CIRCLING	760-1		820-1	
	514 (600-1)		574 (600-1)	
	840-1½		960-2¼	
	594 (600-1½)		714 (800-2¼)	

Diagram illustrating the runway layout and holding pattern. The runway is 6501 x 100. The holding pattern is 4 NM. The diagram shows the 029° heading, the 1300 and 2100 frequencies, and the IKTOW (Instrument Landing System) and HEDYY (Holding Entry Distance) points. The diagram also shows the 0.3% Up slope and the 029° heading.

REIL Rwy 21 1

HIRL Rwy 3-21 1