

WAAS CH 65717 W20A	APP CRS 195°	Rwy Idg 5900 TDZE 984 Apt Elev 984
--	------------------------	---

RNAV (GPS) RWY 20
FAYETTEVILLE MUNI (FYM)

RNP APCH - GPS	
----------------	--

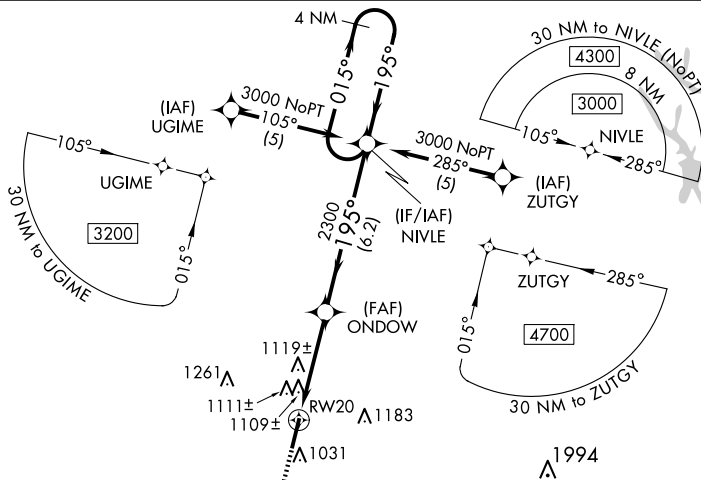
⚠ For un compensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Rwy 20 helicopter visibility reduction below 3% SM NA. When local altimeter setting not received use Huntsville Exec Tom Sharp Jr Fld altimeter setting and increase LPV DA to 1373 feet and all visibilities 1/2 SM; LNAV/VNAV DA to 1581 feet and all visibilities 3/4 SM; increase all MDA's 120 feet and LNAV/Cat C/D to 1581 feet and all visibilities 3/4 SM; increase all VDP's 120 feet and LNAV/Cat C/D to 1581 feet and all visibilities 3/4 SM. VDP NA when using Huntsville Exec Tom Sharp Jr Fld altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. Inoperative table does not apply to LNAV Cat C when using Huntsville Exec Tom Sharp Jr Fld altimeter setting.

ODALS



MISSED APPROACH:
Climb to 3000 direct
EZBUV and hold.

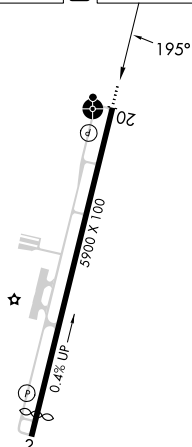
AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	CLNC DEL (GCO) 121.725	UNICOM 122.8 (CTAF) ①
--------------------------	--	----------------------------------	---------------------------------



MISSED APCH FIX



ELEV 984	D	TDZE 984
----------	----------	----------



MIRL Rwy 2-20 **L**
REIL Rwy 2 and 20 **L**

3000
↑
EZBUV

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 20).

4 NM
Holding Pattern

* LNAV only.

* 1.2 NM to RW20

ONDOW 2300

195°

015°

3000

GP 3.00°
TCH 40

1.2 NM

2.8 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA	1260-1 276 (300-1)			
LNAV/ VNAV DA	1448-1 $\frac{3}{4}$ 464 (500-1 $\frac{3}{4}$)			
LNAV MDA	1380- $\frac{3}{4}$ 396 (400- $\frac{3}{4}$)			1380-1 $\frac{1}{4}$ 396 (400-1 $\frac{1}{4}$)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1580-1 $\frac{1}{2}$ 596 (600-1 $\frac{1}{2}$)	1580-2 596 (600-2)

RNAV (GPS) RWY 20