

WAAS CH 65717 W20A	APP CRS 195°	Rwy Ldg 5900 TDZE 984 Apt Elev 984
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RNAV (GPS) RWY 20

RNP APCH - GPS.

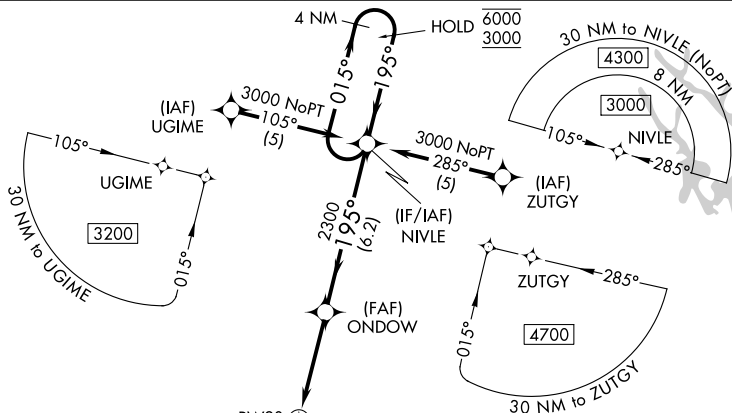
T Baro-VNAV and VDP NA when using MDQ altimeter setting. Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received use MDQ altimeter setting and increase LPV DA to 1319 feet and all visibilities $\frac{1}{2}$ SM; increase LNAV/VNAV DA to 1439 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 60 feet and LNAV visibility Cats C and D $\frac{1}{2}$ SM, and Circling visibility Cat C $\frac{1}{2}$ SM.

ODALS



MISSED APPROACH:
Climb to 3000 direct
EZBUY and hold.

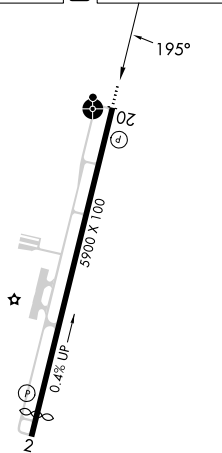
AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) ①
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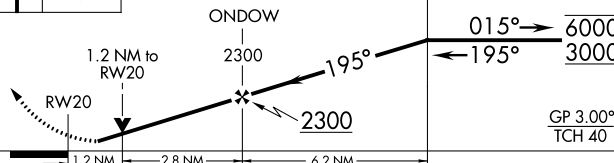
MISSED APCH FIX



ELEV 984	D	TDZE 984
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MIRL Rwy 2-20
REIL Rwys 2 and 20 **L**

3000	EZBUV	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 20).				4 NM Holding Pattern
						
CATEGORY		A	B	C	D	
LPV DA		1260- $\frac{3}{4}$ 276 (300- $\frac{3}{4}$)				
LNAV/VNAV DA		1380-1 396 (400-1)				
LNAV MDA		1380- $\frac{3}{4}$ 396 (400- $\frac{3}{4}$)		1380-1 396 (400-1)		
CIRCLING		1420-1 436 (500-1)	1560-1 576 (600-1)	1580-1 $\frac{1}{2}$ 596 (600-1 $\frac{1}{2}$)	1580-2 596 (600-2)	

RNAV (GPS) RWY 20