TYS - IAPS, SIDS AND STARS CURRENTLY IN USE

Not to be used for real world navigation

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CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**ATIS**
> 128.35

**KNOXVILLE APP CON**
> 118.0 360.8

**KNOXVILLE TOWER**
> 121.2 257.8

**GND CON**
> 121.9 348.6

**CLNC DEL**
> 121.65

**ASR**

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**KNOXVILLE/ McGHEE TYSON**

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**Knoxville, Tennessee**

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**HI-ILS or LOC RWY 23R**

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**EMERG SAFE ALT 100 NM 8900**

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**HI-ILS or LOC RWY 23R**
DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for vectors to filed route. Maintain 6,000 feet (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6,000 feet continue climb to 9,000 feet before turning on course.
RNAV (GPS) RWY 5
MOORE-MURRELL (MOR)

MORRISTOWN, TENNESSEE

AWOS-3 126.725
KNOXVILLE APP CON 132.8 360.8
UNICOM 122.8 (CTAF)

ELEV 1313 TDZE 1313

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDA 140 feet, increase LP Cats C and D visibility to 1 3/4 miles, LNAV Cats C and D visibility to 1 1/2 miles. For inoperative MALSF, increase LP and LNAV Cats C and D visibility to 1 1/2 miles. For inoperative MALSF, when using McGhee Tyson altimeter setting, increase LP and LNAV Cats C and D visibility to 1 3/4 miles. Inoperative table does not apply to LP and LNAV Cats A and B.

Procedure NA for arrival at TAMPI on V517 northwest bound and V466-519 northeast bound.

Procedure NA for arrival at AUBRY on V136 eastbound.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4200 direct YURSU and hold.

WAAS
APP CRS CH 78321 TDZE 1313
W05A 053° 1313

Category

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1760-1</td>
<td>447 (500-1)</td>
<td>1760-1</td>
<td>447 (500-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1780-1</td>
<td>467 (500-1)</td>
<td>1780-1 1/8</td>
<td>467 (500-1 1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>1880-1</td>
<td>1920-1</td>
<td>2060-2 1/4</td>
<td>2180-2 3/4</td>
</tr>
</tbody>
</table>

36°11'N  -  83°23'W

SE-1, 20 AUG 2015 to 17 SEp 2015

MOORE-MURRELL (MOR)
Orig-B 11 DEC 14

Orig-B 11 DEC 14
Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDA 60 feet and increase S-18 and Circling Cats A, C and D visibilities 1/2 mile.

**Missed Approach:** Climbing left turn to 4000 on VXV VORTAC 19.3 DME CCW Arc to PENCE INT/VXX 19.3 DME and hold, continue climb-in-hold to 4000.

**AWOS-3**
126.875

**KNOXVILLE APP CON**
132.8  360.8

**UNICOM**
123.0 (CTAF)

**VOR/DME RWY 10**
GATLINBURG-PIGEON FORGE (GKT)

Procedure NA for arrivals on VXV VORTAC airway radials 053 CW 102 (westbound).

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 33).

**VOR/DME RWY 10**
GATLINBURG-PIGEON FORGE (GKT)