

09-AUG-2018

**TYS-KTYS**

1-10

**A0I****A0I****GENERAL****Operational Hours****ATS Hours:** H24**Airport Information**

**RFF:** FAA INDEX C / CAT 7  
**Fuel:** Jet A++  
**PCN:** RWY 05L/23R: 71/R/B/W/T  
RWY 05R/23L: 63/F/B/X/T

**Operation****Traffic Note**

Low Level Windshear Alert System (LLWAS) in operation.

**TWY Restrictions**

Hold short line for RWY 23L located slightly north of TWY A8.

Portion of TWY A near RWY 05R APCH end not visible from TWR.

| TWY G1/RWY 05L underrun usable w/o restrictions.

**VOR TEST FACILITY (VOT):** 112.0**Warnings****OM DOWNTOWN ISLAND** for RWY 26 may be received prior to BUZBY OM.**LOC RWY 23L:** unusable inside D7.2 above 5300ft MSL to 2000ft MSL at D1.6.

Birds in vicinity of AD, increased from OCT-APR.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR.**Arrival Procedure****VFR Traffic Pattern**

RWY 23R and 05R right-hand circuit.

**Non-standard GP intercept position on RWY 23R**

GP intercepts RWY 23R at 326m / 1069ft after landing threshold.

| Remaining DIST beyond GP is 1504m / 4936ft.

**DEPARTURE****Take-off Minima**

RWY		05L, 23L	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	-
3+4 ENG		0 - 2400R/0.5V	-
RWY		05R, 23R	
1+2 ENG	ft - ft/SM	0 - 1.0V	-
3+4 ENG		0 - 0.5V	-

**Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR and in addition;

If filed route is between R080-200 VXV and radio contact is not established with DEP control prior to reaching 6000ft continue climb to 9000ft before turning on course.

**Departure Procedure**

Fly RWY HDG or as assigned for vectors to filed route. Maintain 6000ft (or assigned lower ALT).

RWY 23L/R: Maintain RWY HDG until passing residential area south of extended centerline unless otherwise instructed by ATC.

Expect CLR to requested ALT/FL 10min after DEP.

**TYS-KTYS**

2-10

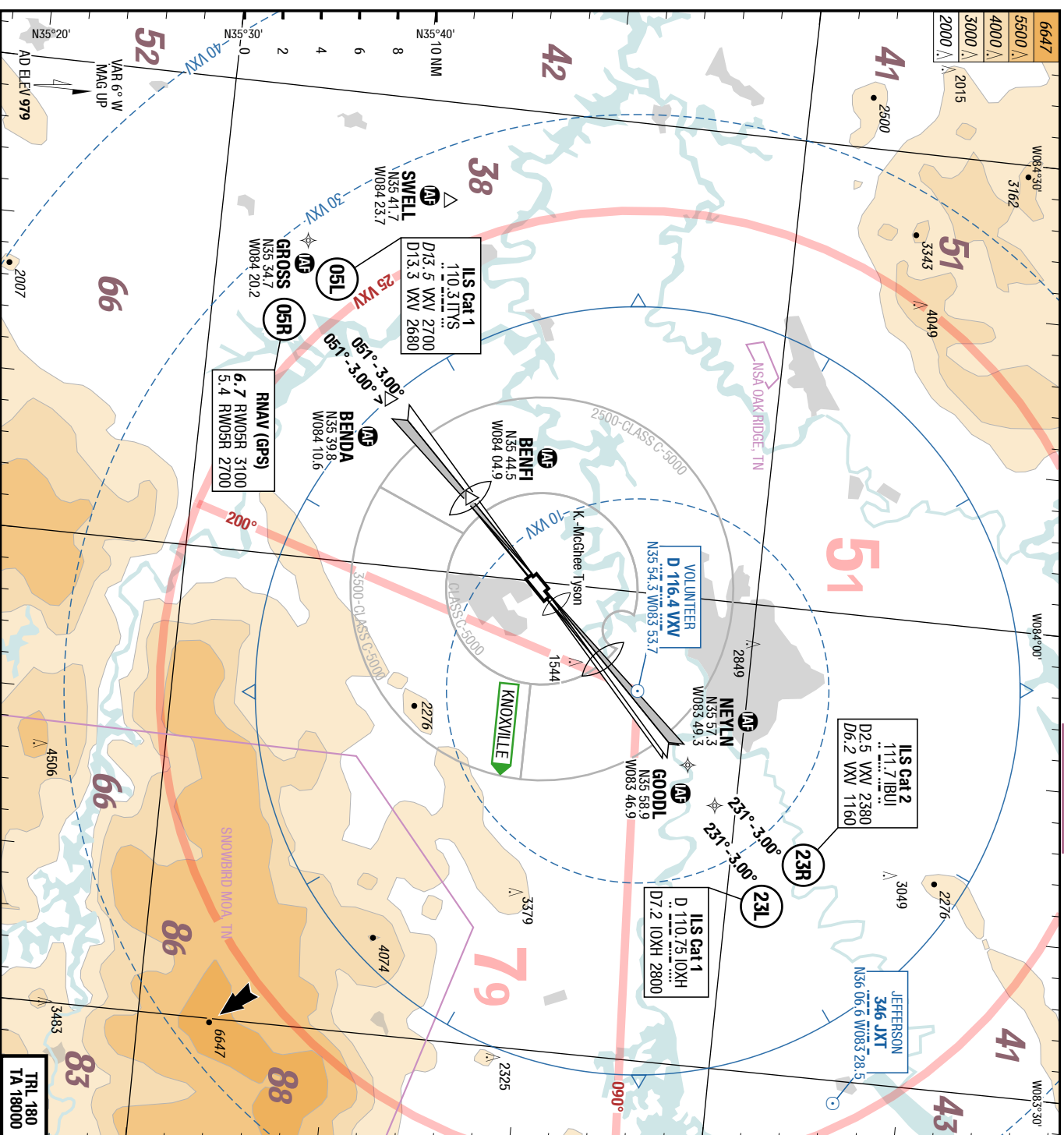
# AFC

**A**

**A**

# AFC

# AFC



ATIS	128,350	ASOS	
APP	118,000	051°-229°	123,900 230°-050°
	125,525		132,800
DEP	118,000	051°-229°	123,900 230°-050°
	125,525		132,800
TWR	121,200		
Unicom	122,950		
GND	121,900		
RCO (Nashville RBO)			122,200
			122,300
DLV	121,650		

**Landing RWY system:**

**05L**

▷ ▷ |·····| **1830 G 46** —····· 60 HL

3.0%

**ML-P1R** THH 923 (35nPa) / **TDZ 953** (---%) +0.9%

60 HL —····· **46 G 1830** |

3.0%

0.9% **TDZ 981** (---%) / THH 979 (35nPa)

**05R**

THH 939 (34nPa) / **TDZ 959** (---%) +0.3%

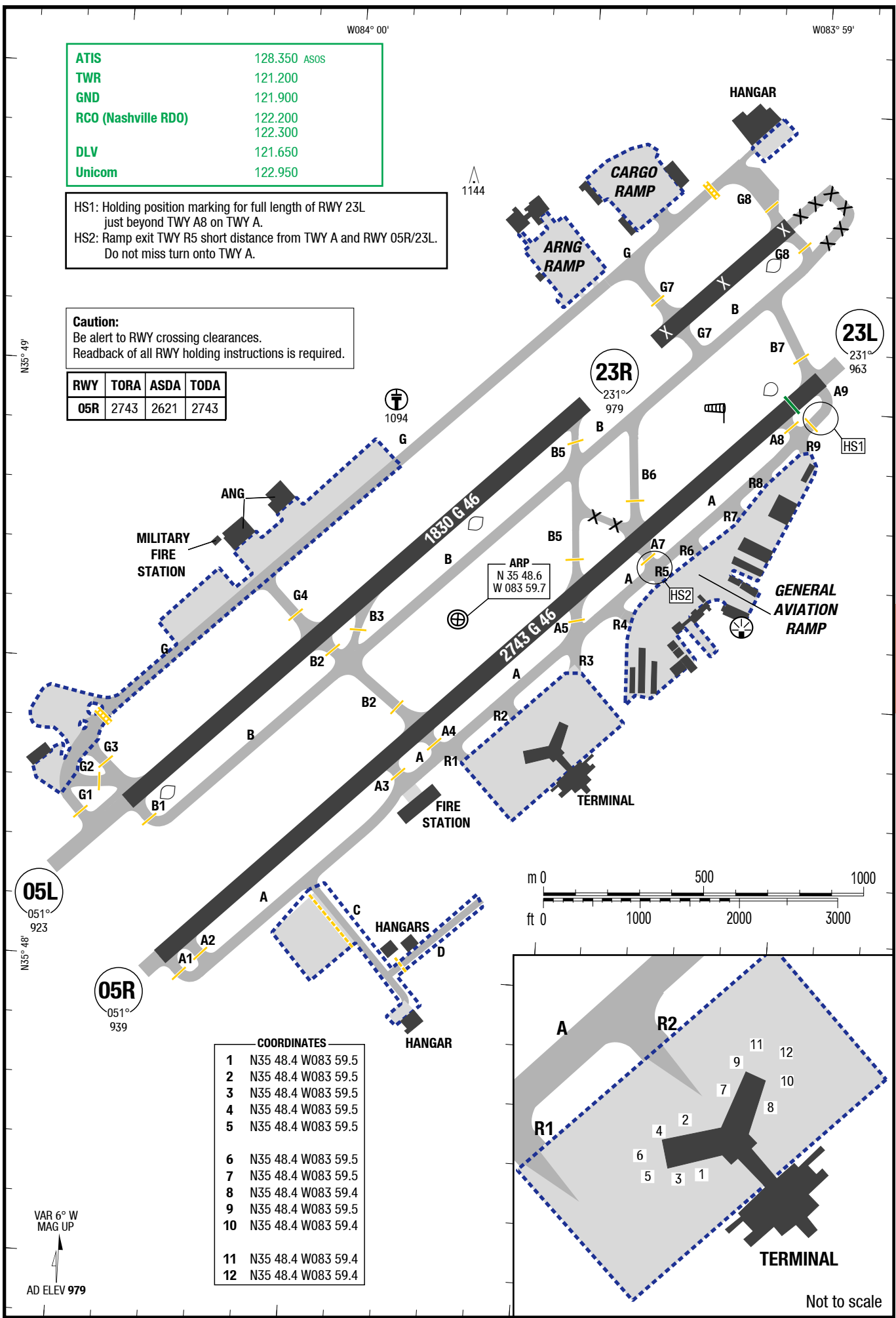
60 HL —····· **2621 G 46** |

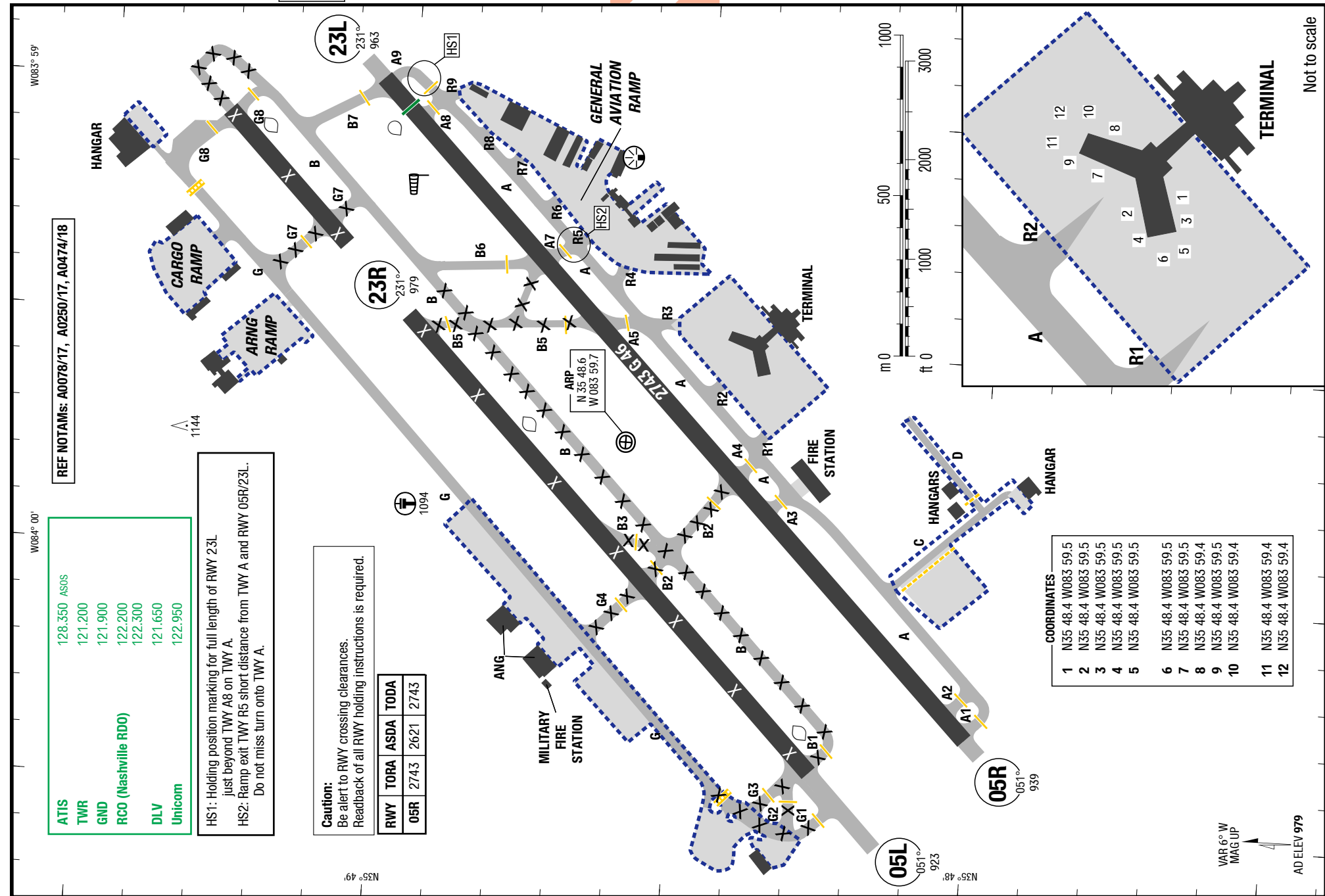
3.0%

0.3% **TDZ 966** (---%) / THH 963 (35nPa)

**23R**

Changes: Non-Movement area





29-DEC-2016

**TYS-KTYS**

United States **Knoxville** Mc Ghee Tyson

NIL

**KNOXVILLE 5**

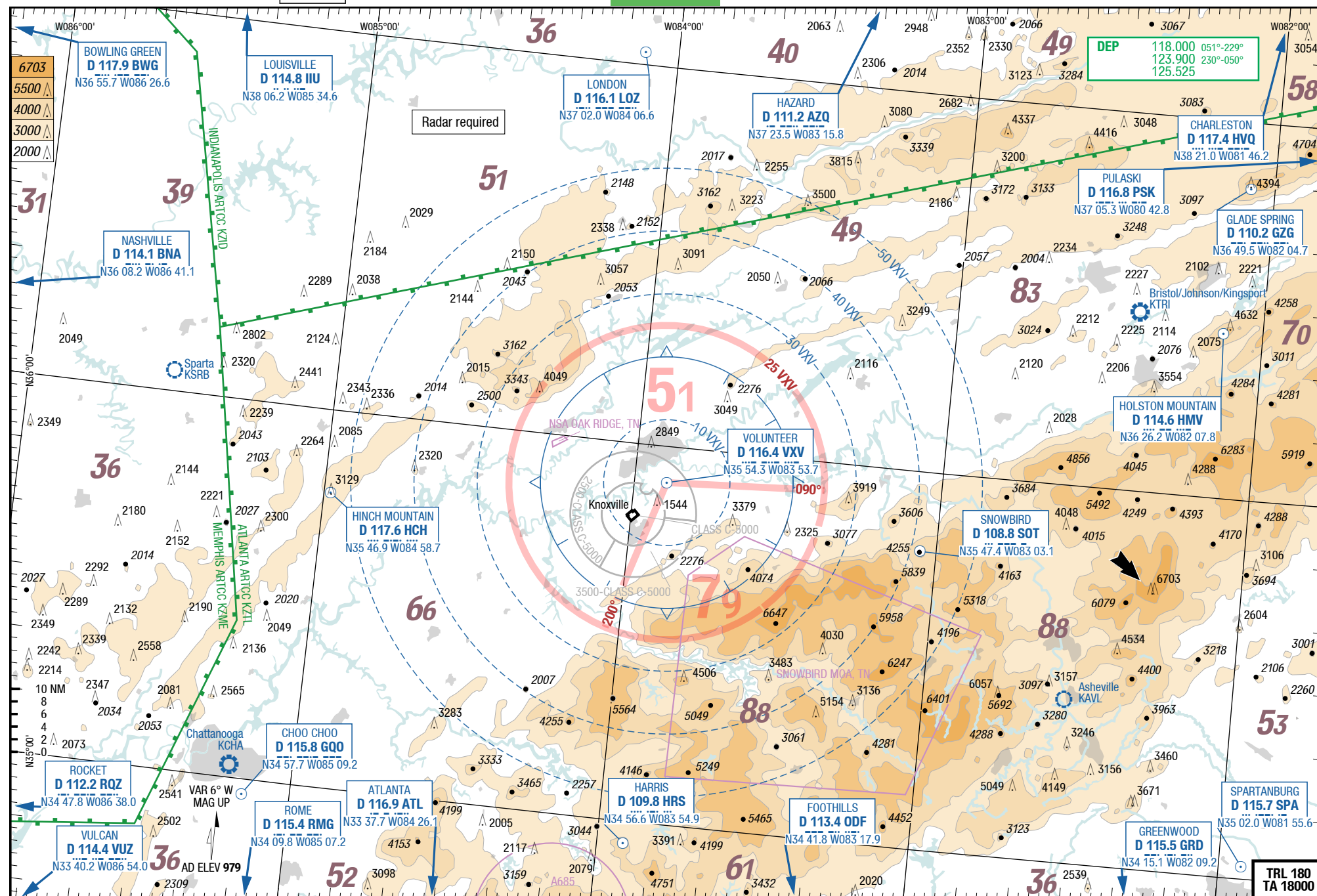
SID

SID

Mc Ghee Tyson **Knoxville** United States

NIL

## KNOXVILLE 5



Changes: OBST, PROC renumbered, Editorial

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**KNOXVILLE 5**

RWYs 05L/R (051°) / 23L/R (231°)

DESIGNATOR	ROUTING	ALTITUDES
<b>KNOXVILLE 5</b> <b>118.000</b> (051°-229°) <b>123.900</b> (230°-050°) <b>125.525</b> ①		<b>initial climb 6000</b>
<b>RWYs 05L/05R</b>	HDG 051° or as assigned for vectors to filed route	
<b>RWYs 23L/23R</b>	HDG 231° or as assigned for vectors to filed route	

① Expect clearance to requested altitude/flight level 10 MIN after DEP.

**TYS-KTYS**

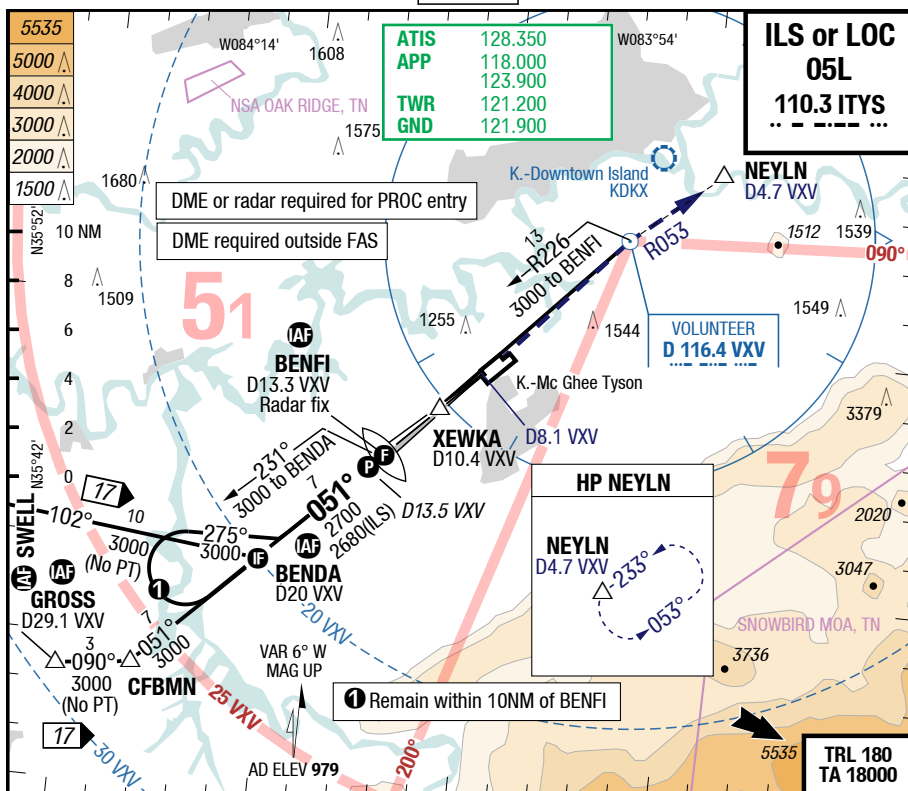
5-30

**Obstacle Departure**

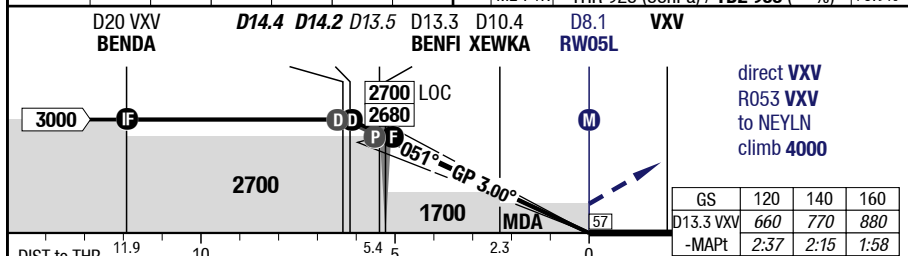
<b>Obstacle Departure</b>	
<b>RWY</b>	<b>Routing</b>
<b>05L / 05R</b>	Climb direct to <b>VXV</b> - R053 <b>VXV</b> northeast bound to <b>4100</b> BPOC
<b>23L</b>	intercept R226 <b>VXV</b> southwest bound to <b>4000</b> BPOC
<b>23R</b>	intercept R226 <b>VXV</b> southwest bound to <b>4000</b> BPOC
<b>RWY</b>	<b>Notes</b>
<b>05L</b>	Poles beginning 1735ft from DER, 925ft left of centerline, up to 66ft AGL/1045ft MSL.
<b>05R</b>	Terrain 52ft from DER, 489ft left of centerline, 967ft MSL. Poles beginning 94ft from DER, 438ft right of centerline, up to 45ft AGL/976ft MSL.
<b>23L</b>	Catenaries beginning 3690ft from DER, 521ft left of centerline, up to 144ft AGL/1040ft MSL. Transmission line tower 3884ft from DER, 1003ft left of centerline, 137ft AGL/1049ft MSL.

# TYS-KTYS

7-10

**ILS or LOC 05L**

LOC 3.10° D VVXV	14.2	14	13	12	11	10	<div> <div>05L</div> <div> <div> <div></div> <div></div> </div> <div> <div>3.0°</div> <div>60 HL</div> </div> <div> <div>1830 G 46</div> <div>15 HL</div> </div> </div> </div>
	3000	2920	2590	2260	1940	1610	



05L		Cat 1 1)	LOC DME VXV	SRA		Circling TERPS	Circling 2 TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 1160	550 - 6000R/1.25V 1500	470 - 5000R/1.0V 1420		690 - 2.0V 1660	690 - 1.5V 1660
D	ft - ft/SM ft	200 - 1800R/0.5V 1160	550 - 6000R/1.25V 1500	470 - 5000R/1.0V 1420		930 - 3.0V 1900	930 - 2.25V 1900

1) FD or AP or HGS to DA required, else use RVR 2400ft or VIS 0.5SM

2) SRA

Changes: MIN

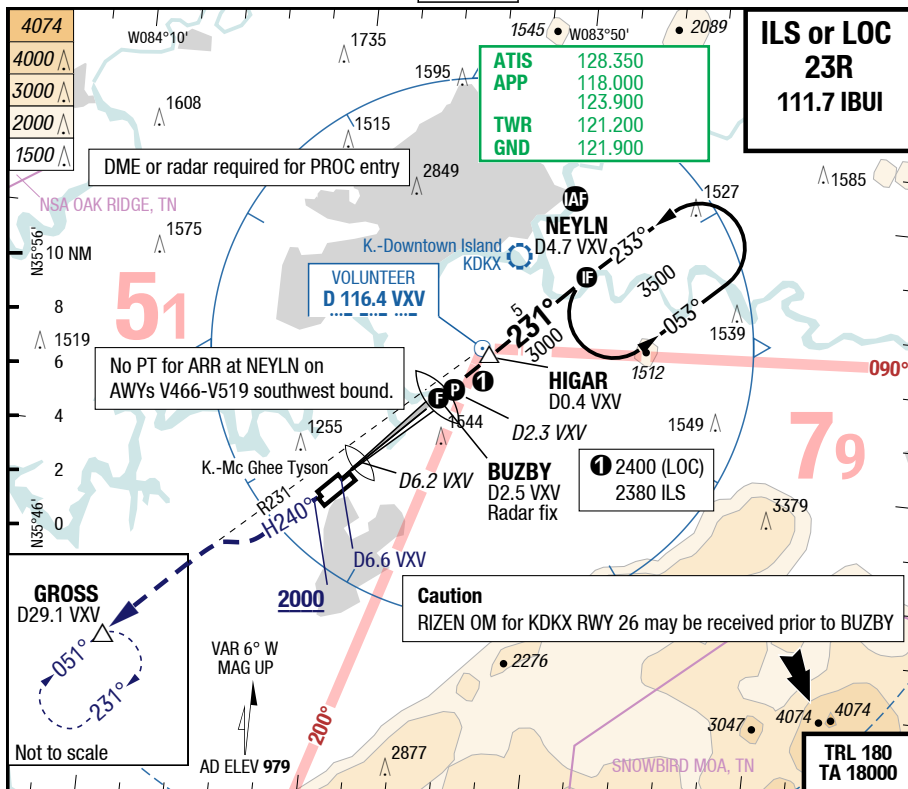
AMDT 9A

06-SEP-2018

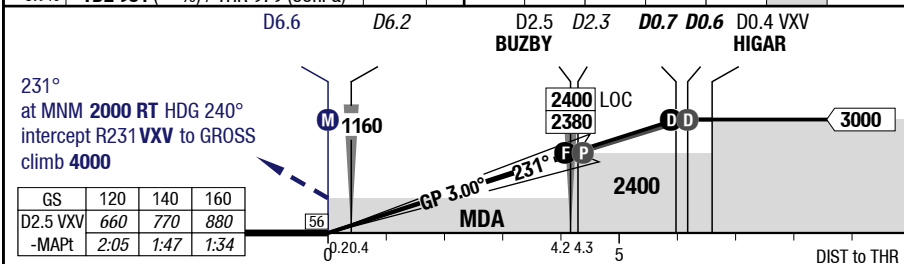
TYS-KTYS

7-20

ILS or LOC 23R



60 HL	46 G 1830	3.0°	-0.9%	TDZ 981 (---%) / THR 979 (35hPa)	23R	4	3	2	1	0.7	LOC 3.11° D VXV
						1900	2230	2560	2910	3000	



23R		Cat 1	LOC	SRA		Circling TERPS	Circling <sup>1)</sup> TERPS
C	ft - ft/SM ft	200 - 4000R/0.75V 1190	620 - 1.5V 1600	540 - 1.5V 1520		690 - 2.0V 1660	690 - 1.5V 1660
D	ft - ft/SM ft	200 - 4000R/0.75V 1190	620 - 1.5V 1600	540 - 1.5V 1520		930 - 3.0V 1900	930 - 2.25V 1900

1) SRA

Changes: MIN

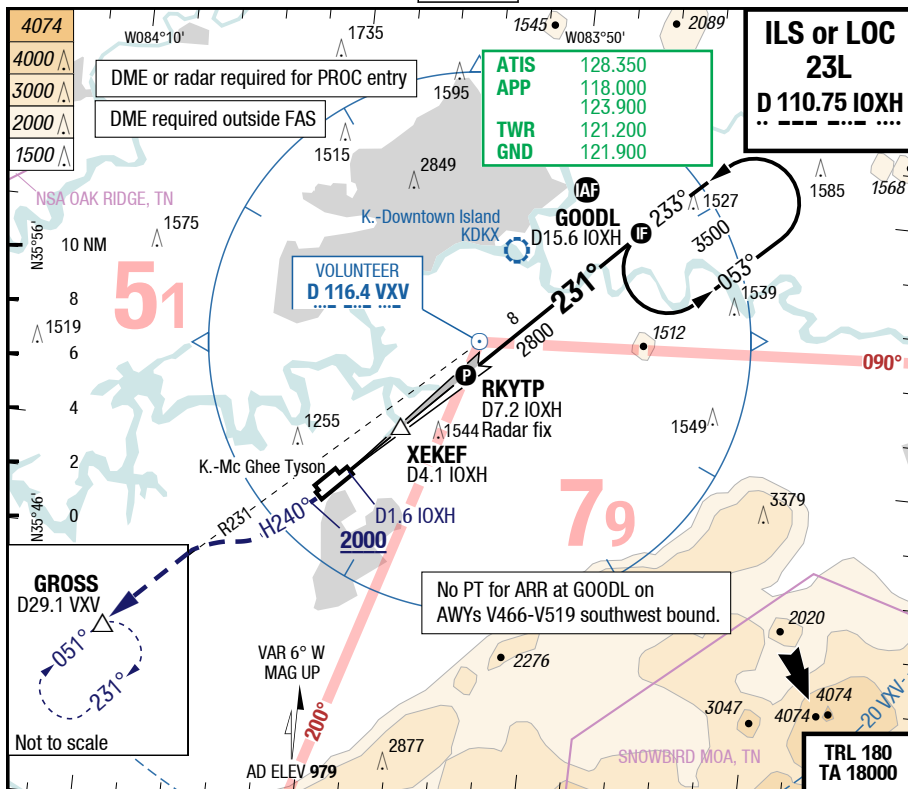
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06-SEP-2018

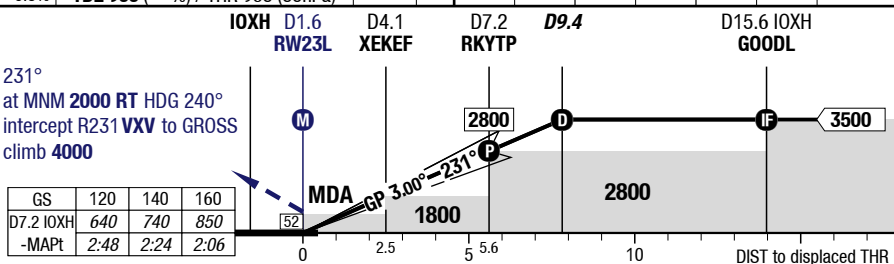
TYS-KTYS

7-30

ILS or LOC 23L



60 HL  
15 HL  
46 G 2621 122  
3.0°  
-0.3% TDZ 966 (---%) / THR 963 (35hPa)



T <sub>Enr</sub>		Cat 1	LOC DME	SRA		Circling	
						Ne <sub>1</sub> TERPS	Circling 1) TERPS
C	ft - ft/SM ft	200 - 4000R/0.75V <b>1170</b>	360 - 5500R/1.0V <b>1320</b>	560 - 1.5V <b>1520</b>		690 - 2.0V <b>1660</b>	690 - 1.5V <b>1660</b>
D	ft - ft/SM ft	200 - 4000R/0.75V <b>1170</b>	360 - 5500R/1.0V <b>1320</b>	560 - 1.75V <b>1520</b>		930 - 3.0V <b>1900</b>	930 - 2.25V <b>1900</b>

1) SRA

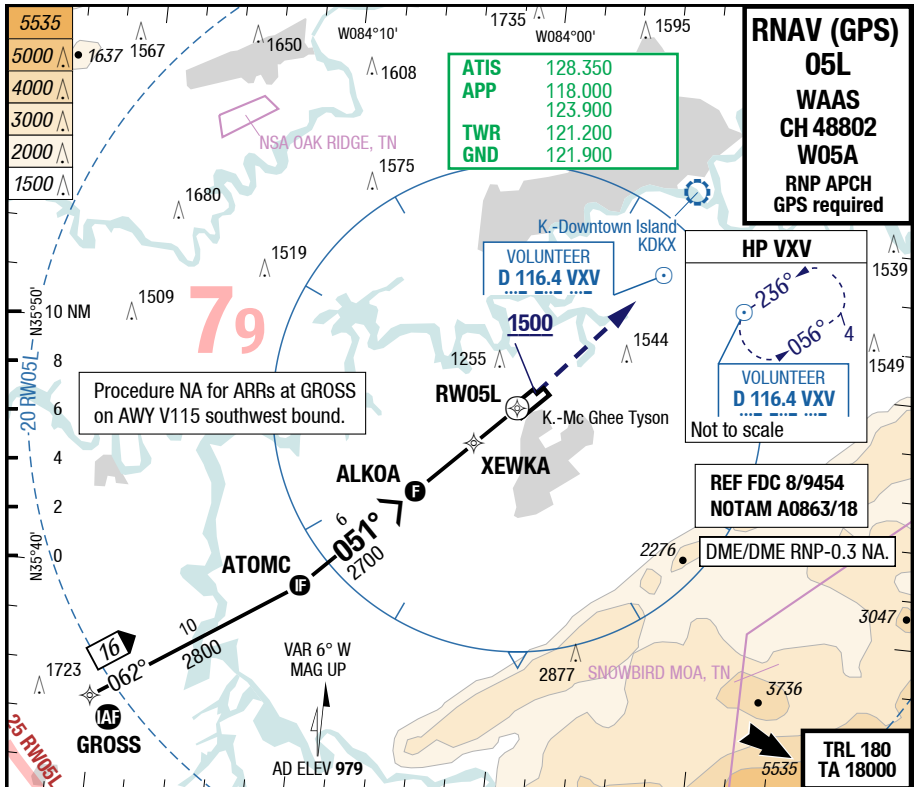
Changes: MIN

Orig

## TYS-KTYS

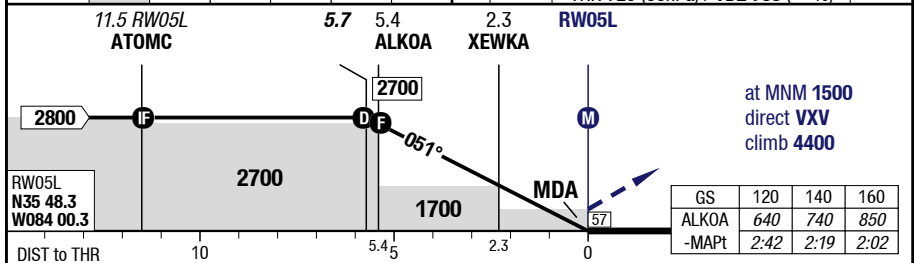
7-48

## Tempo RNAV (GPS) 05L



3.00° <b>RW05L</b>	5.7	5	4	3	2
	2800	2580	2260	1940	1620

ML-P1R THR 923 (33hPa) / **TDZ 953** (---%) +0.9%



<b>05L</b>	<b>RNAV GPS</b> LPV 1)	<b>RNAV GPS</b> VNAV 2)	<b>RNAV GPS</b> LNAV	<b>Circling</b> TERPS
<b>C</b>	ft - ft/SM 200 - 1800R/0.5V <b>1160</b>	370 - 4500R/0.88V <b>1330</b>	470 - 5000R/1.0V <b>1420</b>	690 - 2.0V <b>1660</b>
<b>D</b>	ft - ft/SM 200 - 1800R/0.5V <b>1160</b>	370 - 4500R/0.88V <b>1330</b>	470 - 5000R/1.0V <b>1420</b>	930 - 3.0V <b>1900</b>

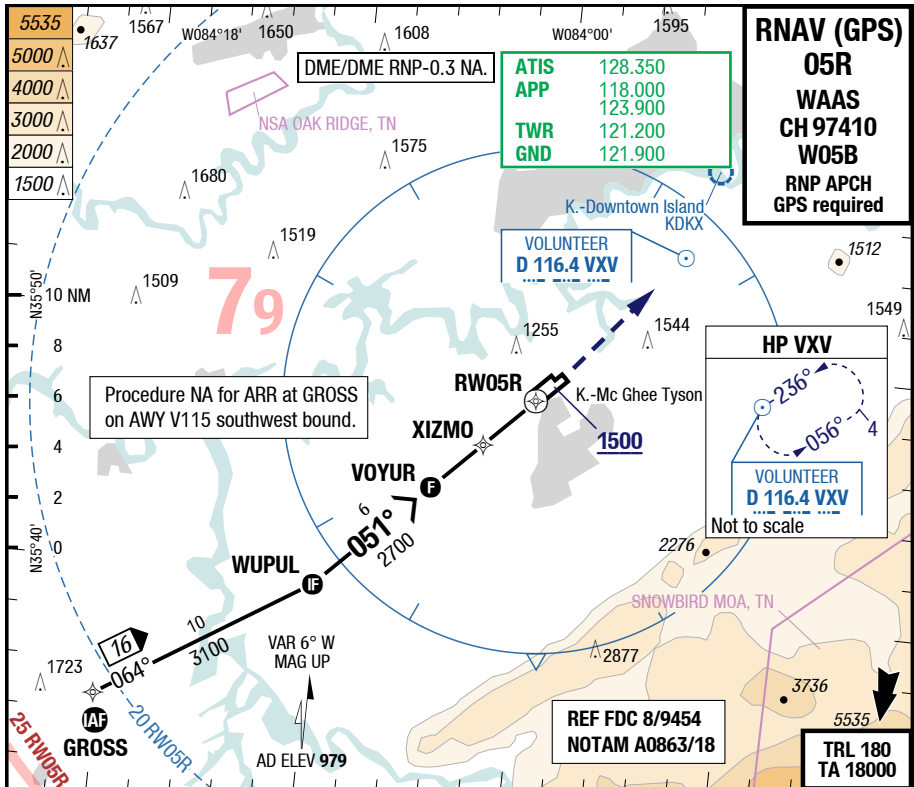
1) FD or AP or HGS to DA required, else use RVR 2400ft or VIS 0.5SM

2) Uncompensated BARO VNAV NA below -10°C (14°F) or above 54°C (130°F)

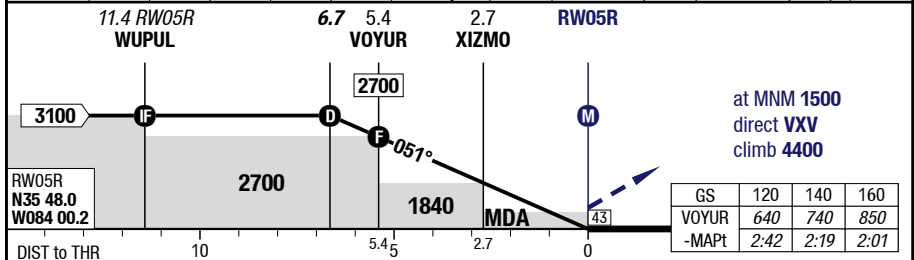
## TYS-KTYS

7-49

## Tempo RNAV (GPS) 05R



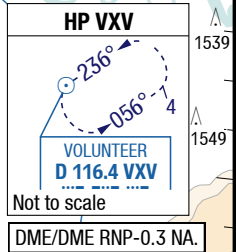
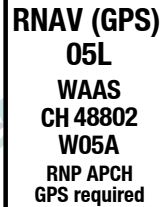
3.00°	6.7	5	4	3	2	1		83.0°	60 HL	
<b>RW05R</b>	3100	2580	2260	1940	1620	1300	<b>(05R)</b>	2621 G 46	15 HL	
	THR 939 (34hPa) / <b>TDZ 959</b> (---%) +0.3%									



<b>05R</b>		<b>RNAV GPS LPV</b>	<b>RNAV GPS VNAV 1)</b>	<b>RNAV GPS LNAV</b>	<b>Circling TERPS</b>
C	ft - ft/SM	200 - 0.75V <b>1160</b>	320 - 1.13V <b>1280</b>	470 - 1.38V <b>1420</b>	690 - 2.0V <b>1660</b>
D	ft - ft/SM	200 - 0.75V <b>1160</b>	320 - 1.13V <b>1280</b>	470 - 1.38V <b>1420</b>	930 - 3.0V <b>1900</b>

1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 54°C (130°F)

## RNAV (GPS) 05L



at MNM 1500  
direct **VXV**  
climb **4000**

GS	120	140	160
ALKOA	640	740	850
-MAPt	2:42	2:19	2:02

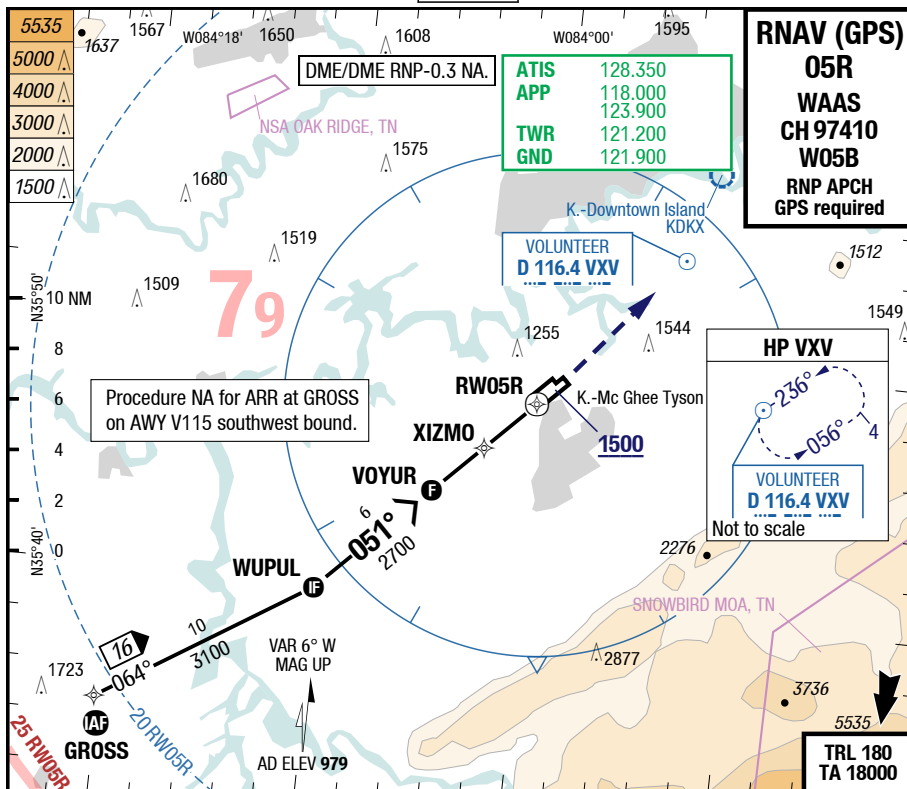
<b>05L</b>		<b>RNAV GPS</b> LPV <sup>1)</sup>	<b>RNAV GPS</b> VNAV <sup>2)</sup>	<b>RNAV GPS</b> LNAV			<b>Circling</b> <b>N<sub>g</sub></b>	<b>TERPS</b>
<b>C</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>1160</b>	370 - 4500R/0.88V <b>1330</b>	470 - 5000R/1.0V <b>1420</b>			690 - 2.0V <b>1660</b>	
<b>D</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>1160</b>	370 - 4500R/0.88V <b>1330</b>	470 - 5000R/1.0V <b>1420</b>			930 - 3.0V <b>1900</b>	

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**TYS-KTYS****7-60****RNAV (GPS) 05R**

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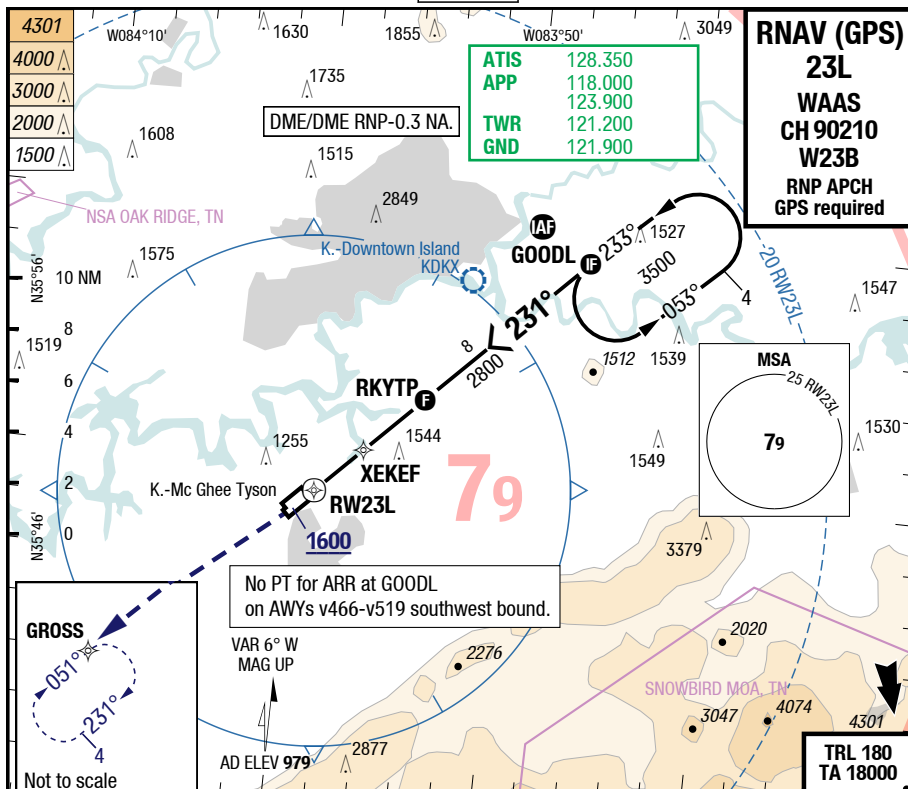
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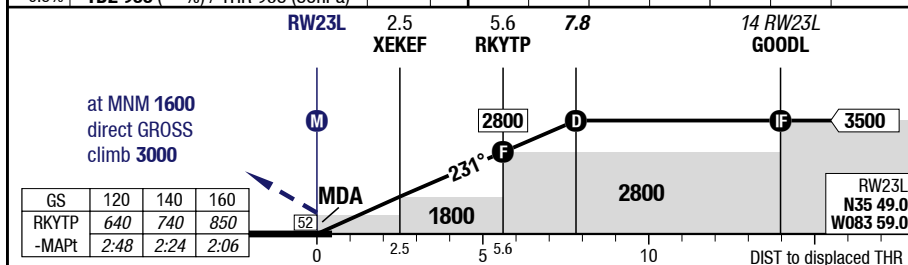
TYS-KTYS

7-70

RNAV (GPS) 23L



60 HL	15 HL	46 G 2621 122	2	3	4	5	6	7.8	3.00°
		3.0°	1650	1970	2290	2610	2930	3500	RW23L
-0.3%	TDZ 966 (---%)	THR 963 (35hPa)							



23L	RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV	Circling TERPS
C	ft - ft/SM 200 - 4000R/0.75V 1170	420 - 1.38V 1390	560 - 1.75V 1520	690 - 2.0V 1660
D	ft - ft/SM 200 - 4000R/0.75V 1170	420 - 1.38V 1390	560 - 1.75V 1520	930 - 3.0V 1900

1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 54°C (130°F)

Changes: Nil

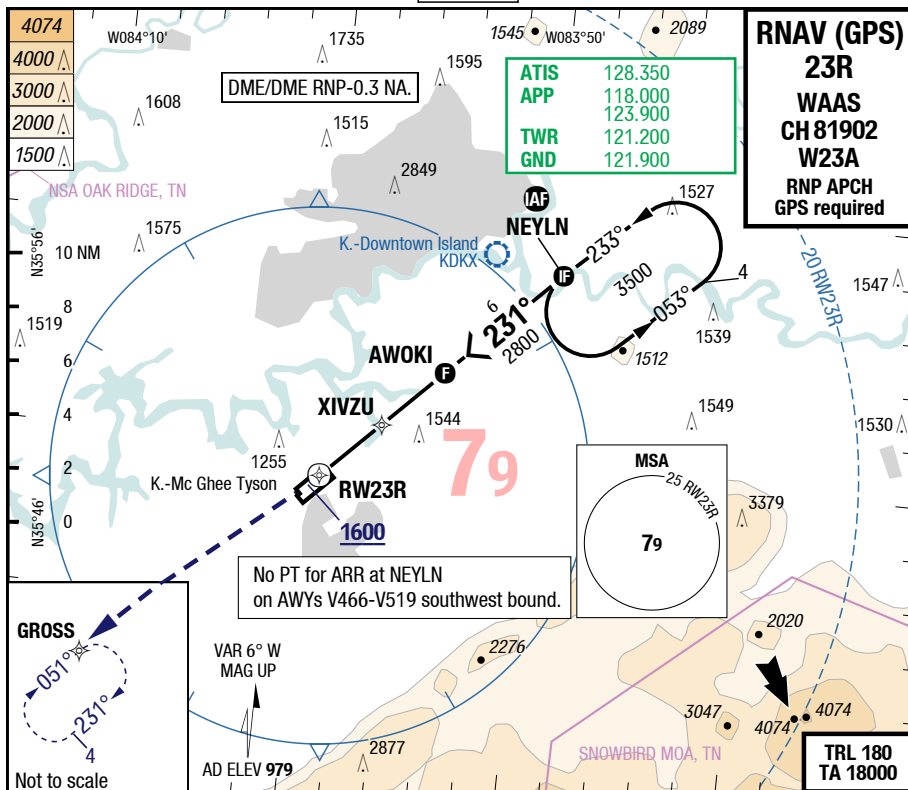
AMDT 2

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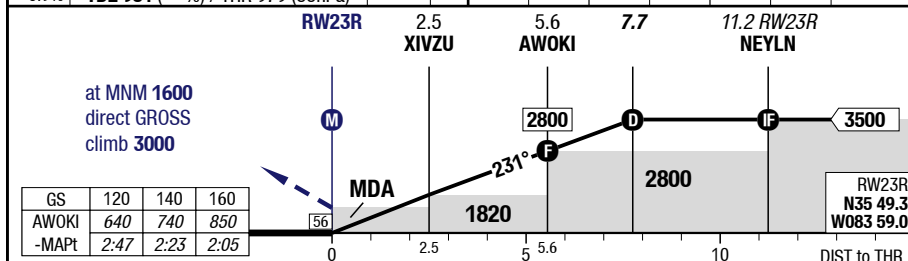
06-SEP-2018

United States **Knoxville** Mc Ghee Tyson

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**TYS-KTYS****7-80****RNAV (GPS) 23R**

60 HL	46 G 1830	2	3	4	5	6	7.7	3.00°
3.0°		1670	1990	2310	2630	2950	3500	<b>RW23R</b>
-0.9%	<b>TDZ 981</b> (---%) / <b>THR 979</b> (35hPa)							



23R		RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV		Circling TERPS
C	ft - ft/SM ft	200 - 4000R/0.75V 1190	560 - 1.5V 1540	540 - 1.5V 1520		690 - 2.0V 1660
D	ft - ft/SM ft	200 - 4000R/0.75V 1190	560 - 1.5V 1540	540 - 1.5V 1520		930 - 3.0V 1900

1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 54°C (130°F)

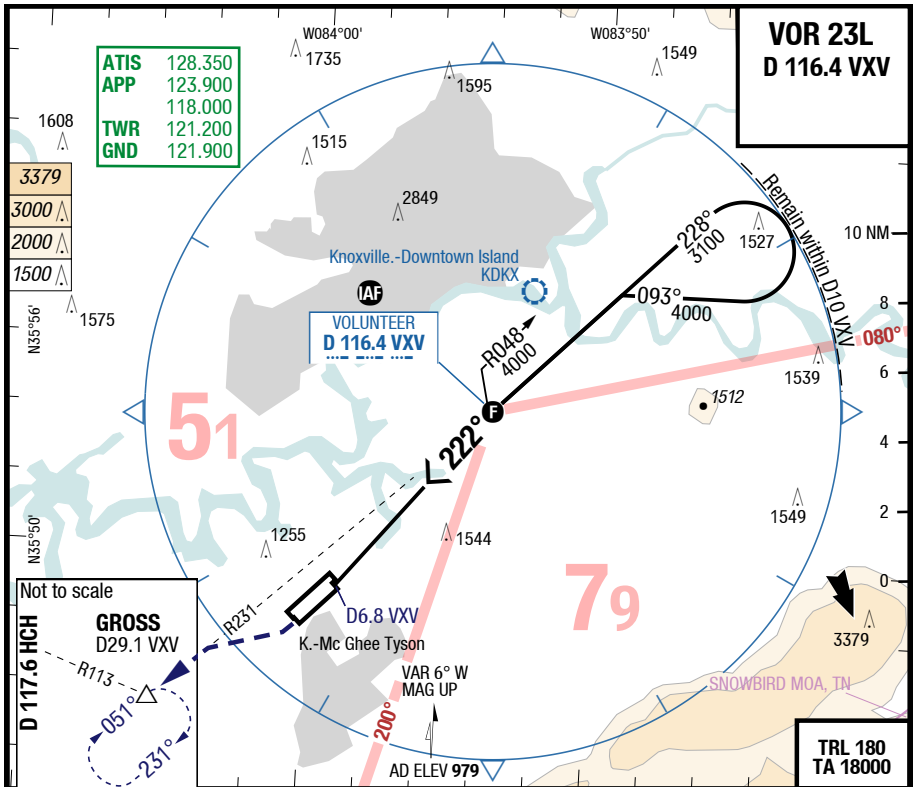
Changes: AMDT No

AMDT 2A

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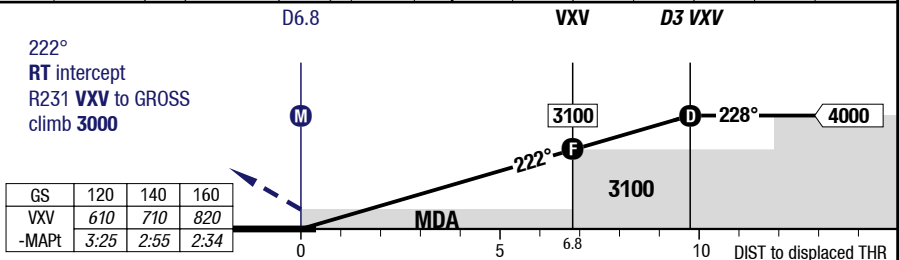
7-90

VOR 23L



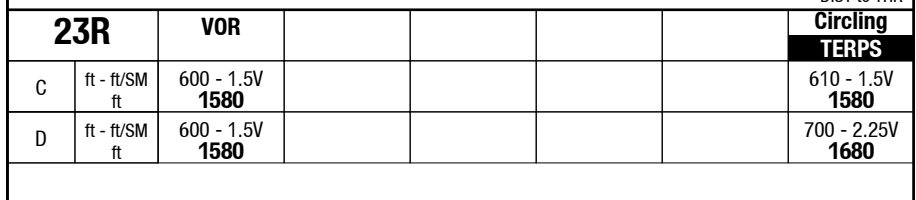
60 HL  
15 HL  
46 G 2621 122  
3.0°  
-0.3% **TDZ 966** (---%) / **THR 963** (35hPa)

4	3	2	VXV	1	3	2.88° D VXV 222° RWY 231°
1880	2190	2490	3100	3410	4000	



23L		VOR					Circling TERPS
C	ft - ft/SM ft	640 - 1.75V 1600					640 - 1.75V 1620
D	ft - ft/SM ft	640 - 2.0V 1600					700 - 2.25V 1680

**VOR 23R**



06-SEP-2018

**TYS-KTYS**

**7-110**

**SRA 05R**

