

WAAS CH <b>65717</b> <b>W20A</b>	APP CRS <b>195°</b>	Rwy Idg <b>5900</b> TDZE <b>984</b> Apt Elev <b>984</b>
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RNAV (GPS) RWY 20  
FAYETTEVILLE MUNI (FYM)

RNP APCH - GPS	
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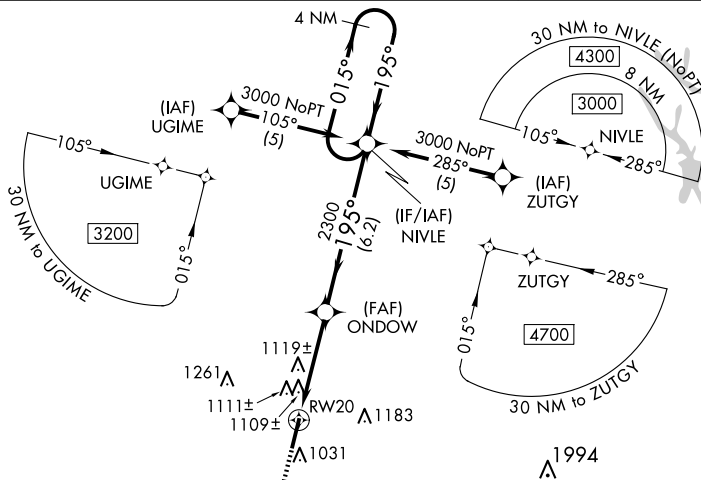
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Rwy 20 helicopter visibility reduction below 3% SM NA. When local altimeter setting not received use Huntsville Exec Tom Sharp Jr Fld altimeter setting and increase LPV DA to 1373 feet and all visibilities 2% SM; LNAV/VNAV DA to 1581 feet and all visibilities 4% SM; increase all MDA's 120 feet and LNAV/Cat C/D to 1581 feet. Circling MDA's 1581 feet. Circling 3% SM. Circling 2% 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.

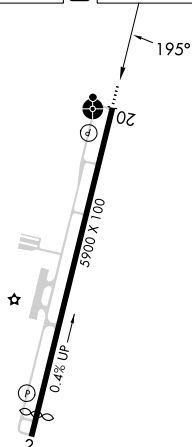
AWOS-3 <b>135.275</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	CLNC DEL (GCO) <b>121.725</b>	UNICOM <b>122.8 (CTAF) ①</b>
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MISSED APCH FIX



ELEV 984	<b>D</b>	TDZE 984
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MIRL Rwy 2-20 **L**  
REIL Rwy 2 and 20 **L**

Diagram illustrating a 4 NM Holding Pattern with a 300° TCH. The pattern is defined by a 195° turn followed by a 015° turn. Key points include ONDOW at 2300, NIVLE, and a 1.2 NM segment to RW20. The diagram also shows a 3000 altitude and a 3000 TCH. The diagram is labeled "VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20)".

## RNAV (GPS) RWY 20