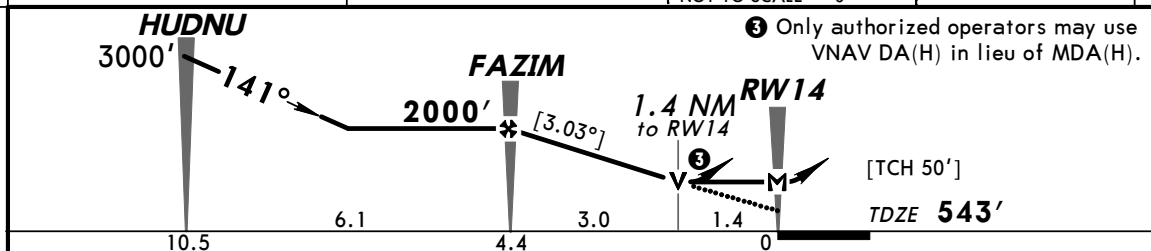
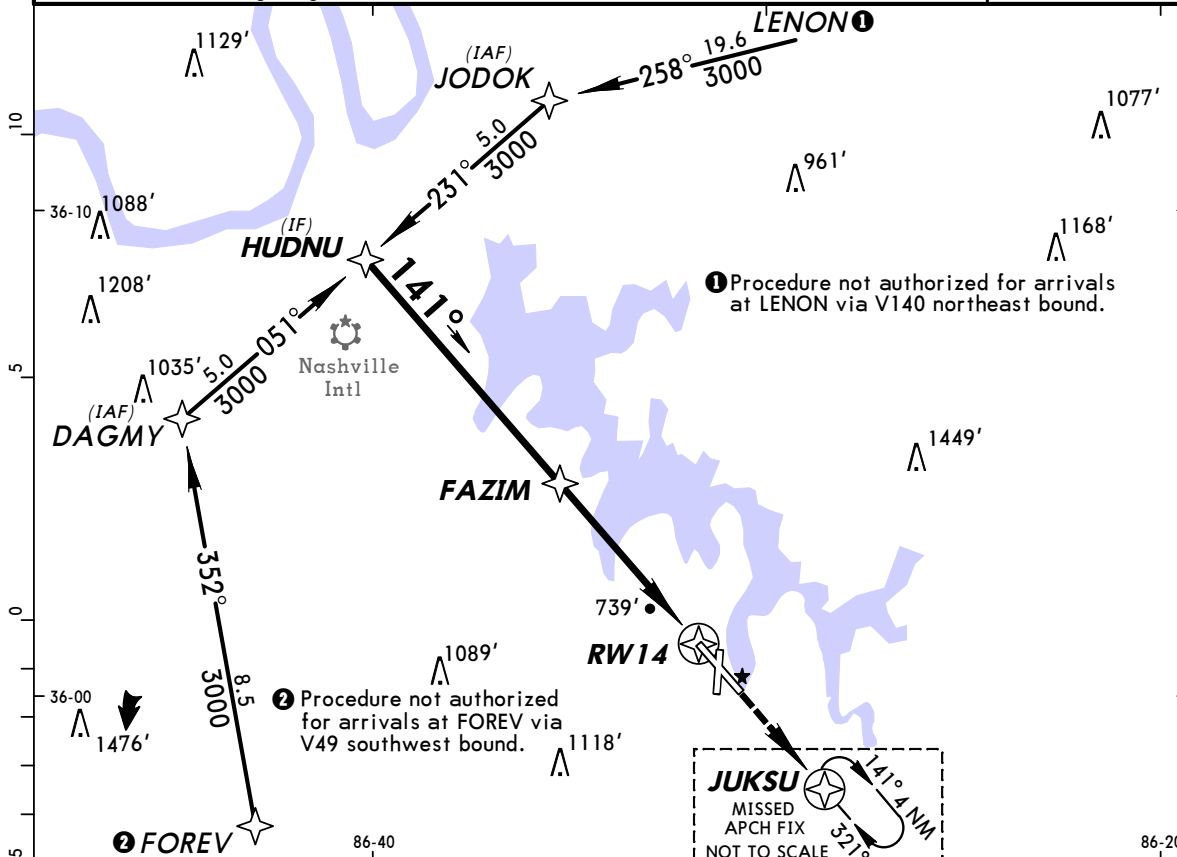


KMQY/MQY
SMYRNA

JEPPESEN
12 NOV 10 (12-1)

SMYRNA, TENN
RNAV (GPS) Rwy 14

ASOS 119.12		NASHVILLE Approach (R) 118.4		*SMYRNA Tower CTAF 118.5		*Ground 121.4	
RNAV	Final Apch Crs 141°	Minimum Alt FAZIM 2000' (1457')	LNAV MDA(H) (CONDITIONAL) 1040' (497')	Apt Elev 543' TDZE 543'		3400' MSA RW14	
MISSED APCH: Climb to 3000' direct JUKSU and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Nashville Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized when using Nashville Intl altimeter setting. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 118.5.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000'	D → JUKSU
Descent angle [3.03°]	375	482	536	643	750	858			
MAP at RW14									

	STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
	With Local Altimeter Setting	With Nashville Intl Altimeter Setting	With Local Altimeter Setting	With Nashville Intl Altimeter Setting
A	1	1	1100'(557')-1	1140'(597')-1
B	1 1/4	1 1/2	1120'(577')-1 1/2	1160'(617')-1 3/4
C	1 1/2	1 3/4	1160'(617')-2	1200'(657')-2

TERPS AMEND DA 18 NOV 2010

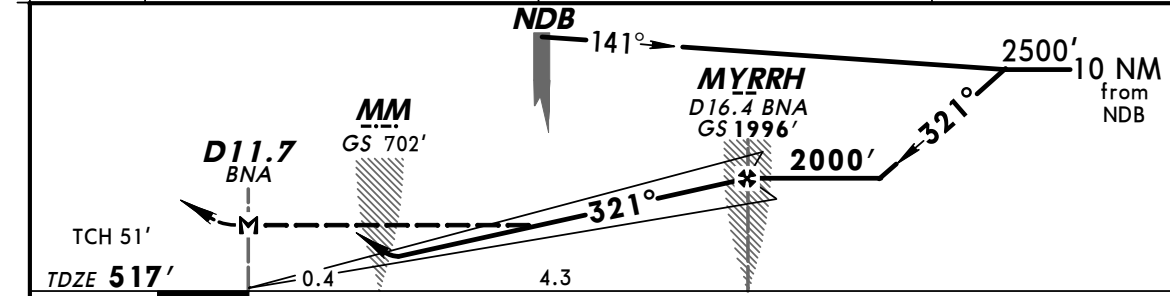
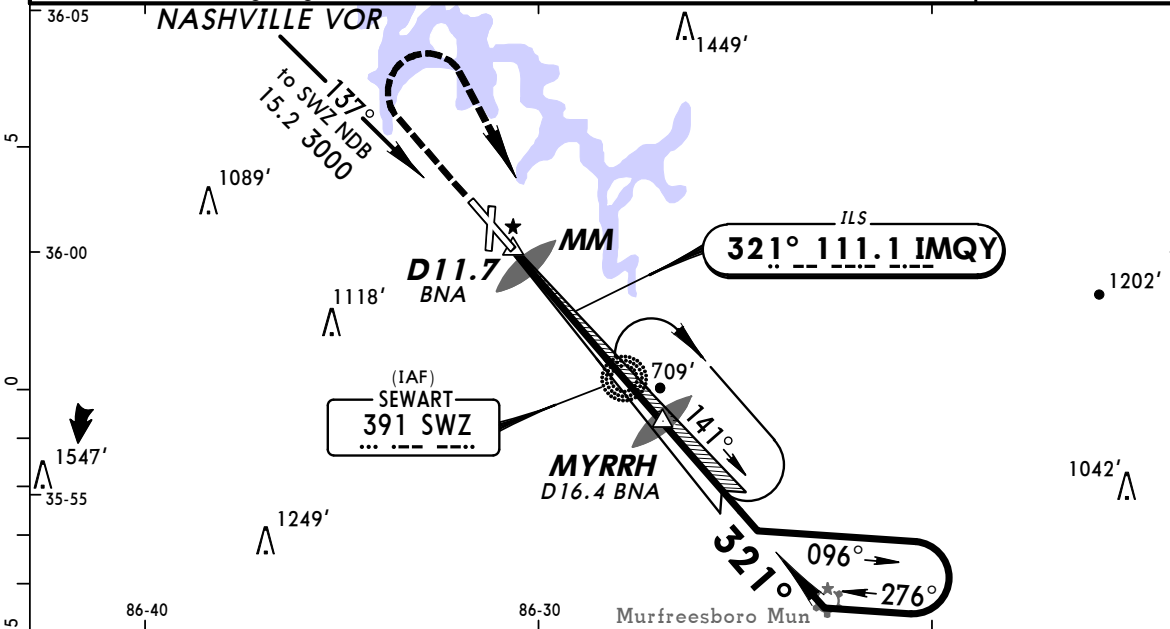
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KMQY/MQY
SMYRNA

JEPPESSEN
4 MAR 11 (11-1)

SMYRNA, TENN
ILS or LOC Rwy 32

ASOS 119.12		NASHVILLE Approach (R) 118.4		*SMYRNA Tower CTAF 118.5		*Ground 121.4	
LOC IMQY 111.1		Final Apch Crs 321°		GS MYRRH 1996' (1479')		ILS DA(H) (CONDITIONAL) 717' (200')	
				Apt Elev 543'		TDZE 517'	
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' direct SWZ NDB and hold.							3500'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. ADF required. 2. Use local altimeter setting; if not received, use Nashville Intl altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 118.5.							MSA SWZ NDB



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1500'	3000'	D	SWZ 391
GS	2.83°	356	457	508	610	711	813	REIL	↑	RT		
MAP at D11.7 BNA or MYRRH to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46					

STRAIGHT-IN LANDING RWY 32					CIRCLE-TO-LAND		
With Local Altimeter Setting					With Local Altimeter Setting		
ILS DA(H) 717' (200')		LOC (GS out) MDA(H) 960' (443')			MDA(H)		
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts			
A		1/2	3/4	90	1100' (557')-1		
B				120			
C	1/2	3/4	1 1/4	140	1120' (577')-1 1/2		
D		1	1 1/2	165	1160' (617')-2		
With Nashville Intl Altimeter Setting					With Nashville Intl Altimeter Setting		
ILS DA(H) 816' (299')		LOC (GS out) MDA(H) 1060' (543')			MDA(H)		
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts			
A		1/2	3/4	90	1200' (657')-1		
B				120			
C	1/2	3/4	1 1/2	140	1220' (677')-2		
D		1 1/4	1 3/4	165	1260' (717')-2 1/4		

TERPS AMEND 5C 10 MAR 2011

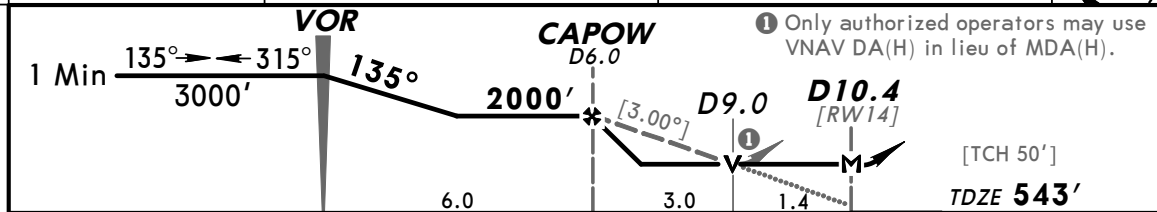
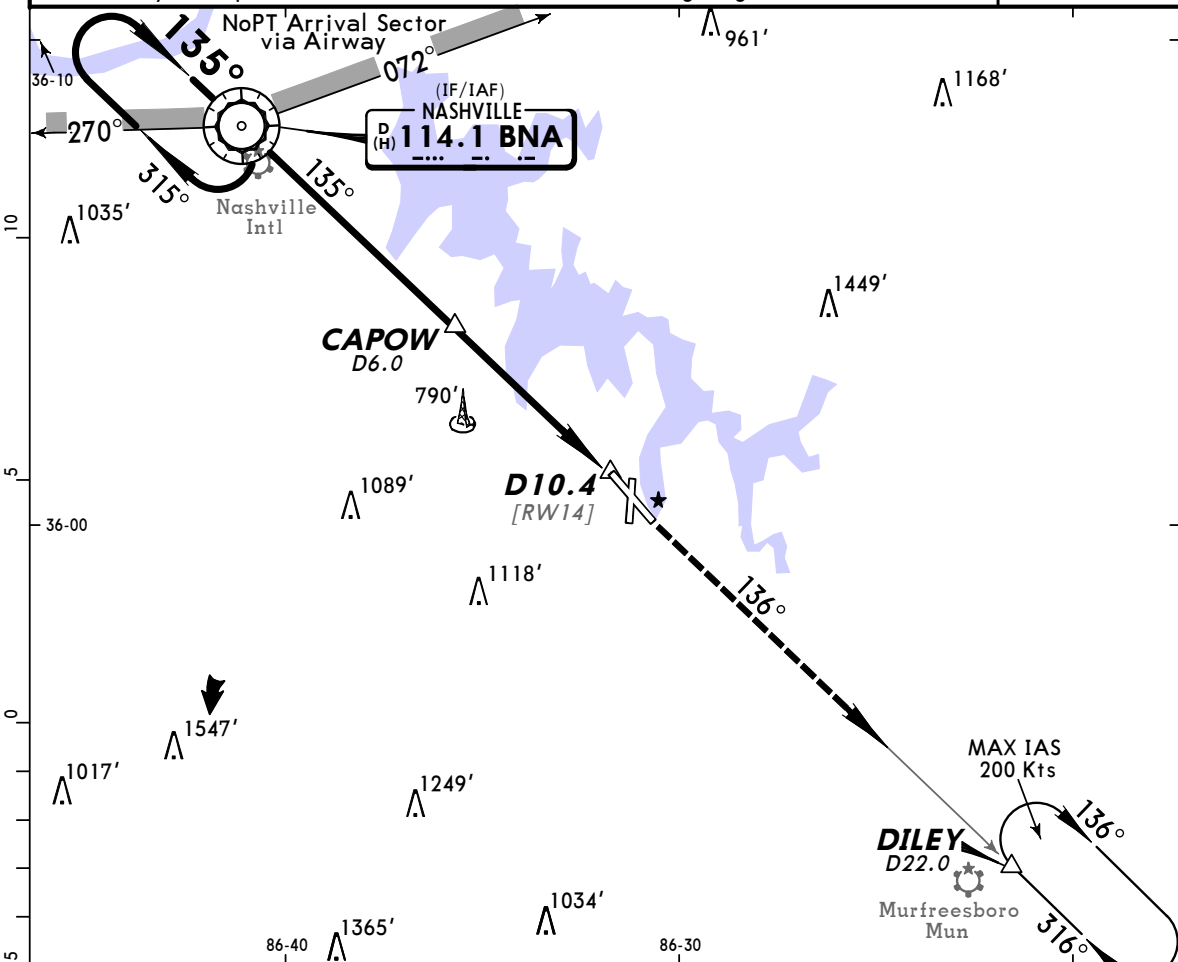
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KMQY/MQY
SMYRNA

JEPPESEN
12 NOV 10 **(13-1)**

SMYRNA, TENN
VOR DME Rwy 14

ASOS 119.12	NASHVILLE Approach (R) 118.4		*SMYRNA Tower CTAF 118.5		*Ground 121.4
VOR BNA 114.1	Final Apch Crs 135°	Minimum Alt CAPOW 2000' (1457')	MDA(H) (CONDITIONAL) 1040' (497')	Apt Elev 543'	3100'
TDZE 543'					
MISSED APCH: Climb to 3000' outbound via BNA VOR R-136 to DILEY/D22.0 and hold.					MSA BNA VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Nashville Intl altimeter setting. 2. VDP not authorized when using Nashville Intl altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.5.					



Gnd speed-Kts	70	90	100	120	140	160	REIL 3000' PAPI-L ↑ via 114.1 R-136 DILEY
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at D10.4							

	STRAIGHT-IN LANDING RWY 14		Max Kts	CIRCLE-TO-LAND	
	MDA(H) 1040' (497') With Local Altimeter Setting	MDA(H) 1080' (537') With Nashville Intl Altimeter Setting		With Local Altimeter Setting MDA(H)	With Nashville Intl Altimeter Setting MDA(H)
A	1	1	90	1100'(557')-1	1140'(597')-1
B			120		
C	1 ¼	1 ½	140	1120'(577')-1 ½	1160'(617')-1 ¾
D	1 ½	1 ¾	165	1160'(617')-2	1200'(657')-2

TERPS AMEND 7A 18 NOV 2010

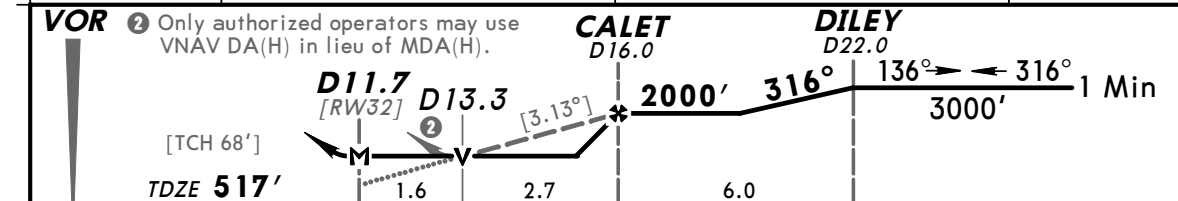
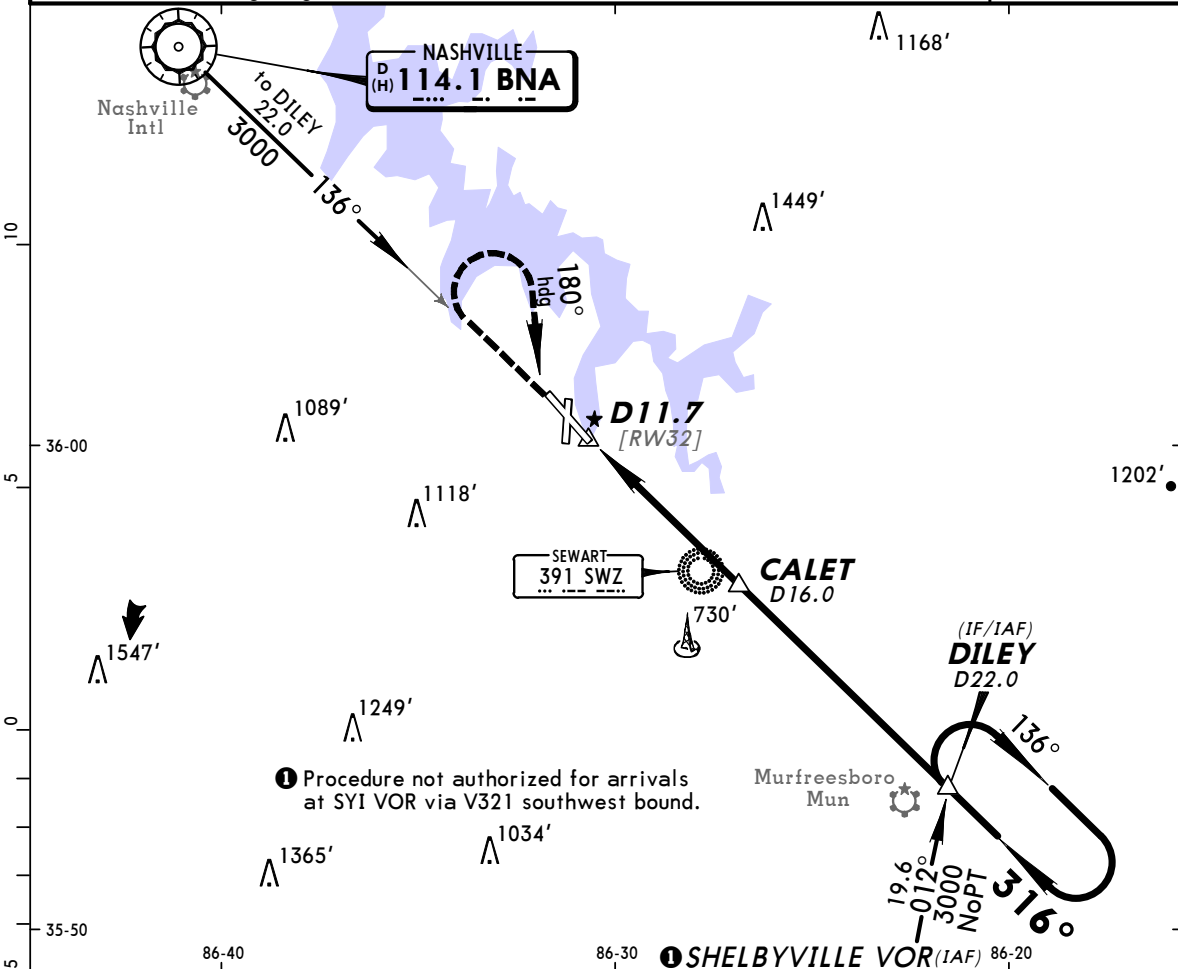
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KMQY/MQY
SMYRNA

JEPPESSEN
12 NOV 10 **(13-2)**

SMYRNA, TENN
VOR DME Rwy 32

ASOS 119.12		NASHVILLE Approach (R) 118.4		*SMYRNA Tower CTAF 118.5		*Ground 121.4	
VOR BNA 114.1		Final Apch Crs 316°		Minimum Alt CALET 2000' (1483')		MDA(H) (CONDITIONAL) 1080' (563')	
				Apt Elev 543'		3100'	
				TDZE 517'			
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' via 180° heading and outbound on BNA VOR R-136 to DILEY/D22.0 and hold.							MSA BNA VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Nashville Intl altimeter setting. 2. VDP not authorized when using Nashville Intl altimeter setting. 3. Pilot controlled lighting 118.5.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	1500'	3000'	180°	BNA
Descent angle [3.13°]	388	498	554	665	775	886		↑	↗	via	and
MAP at D11.7											

	STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND	
	MDA(H) 1080' (563') With Local Altimeter Setting			MDA(H) 1120' (603') With Nashville Intl Altimeter Setting			With Local Altimeter Setting	With Nashville Intl Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	MDA(H)	MDA(H)
A	1/2	3/4	1	1/2	3/4	1	1100' (557') - 1	1140' (597') - 1
B	1/2	3/4	1	1/2	3/4	1	1100' (557') - 1	1140' (597') - 1
C	1	1 1/2	1 1/4	1 1/4	1 3/4	1 3/4	1120' (577') - 1 1/2	1160' (617') - 1 3/4
D	1 1/4	1 3/4	1 1/2	1 1/2	2	2	1160' (617') - 2	1200' (657') - 2

CHANGES: VDP, descent angle, minimums.

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TERPS AMEND 13A 18 NOV 2010