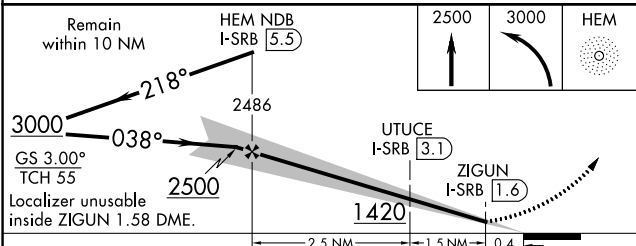
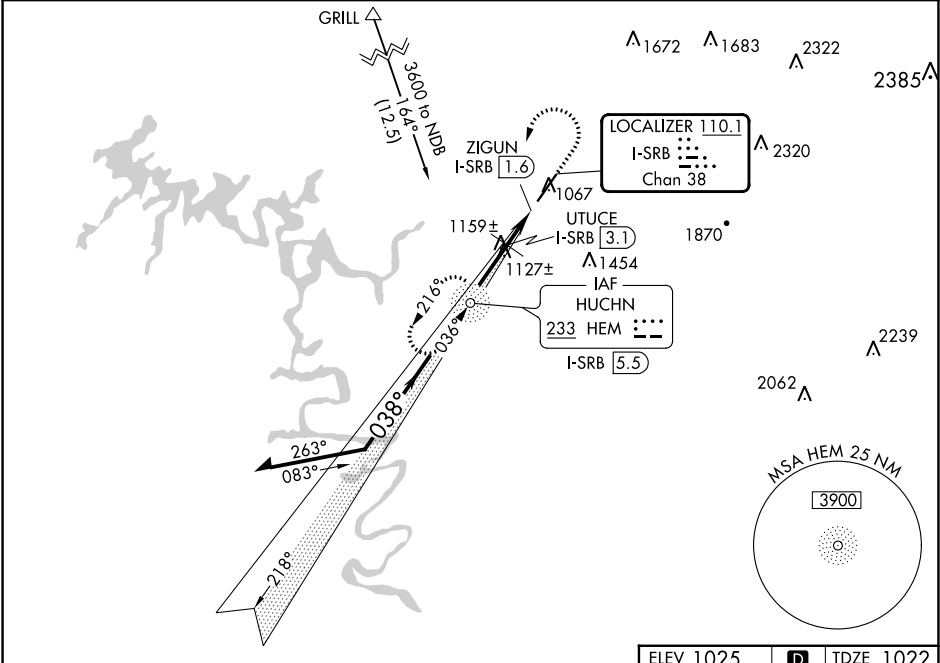


LOC/DME I-SRB	APP CRS	Rwy Idg	6000
110.1	038°	TDZE	1022
Chan 38		Apt Elev	1025

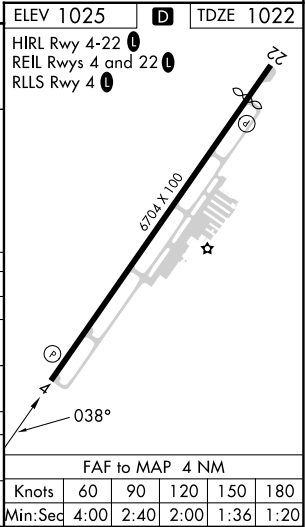
ILS or LOC RWY 4
UPPER CUMBERLAND RGNL (SR.B)

ADF required.	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.
NA	

AWOS-3 128.25	MEMPHIS CENTER 132.9 290.3	UNICOM 122.975 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 4		1245-3/4	223 (300-3/4)	
S-LOC 4	1420-1	398 (400-1)	1420-1 1/8	398 (400-1 1/8)
CIRCLING	1480-1	455 (500-1)	1600-1 1/2 575 (600-1 1/2)	1880-2 3/4 855 (900-2 3/4)
UTUCE FIX MINIMUMS				
S-LOC 4	1380-1	358 (400-1)		
CIRCLING	1480-1	455 (500-1)	1600-1 1/2 575 (600-1 1/2)	1880-2 3/4 855 (900-2 3/4)



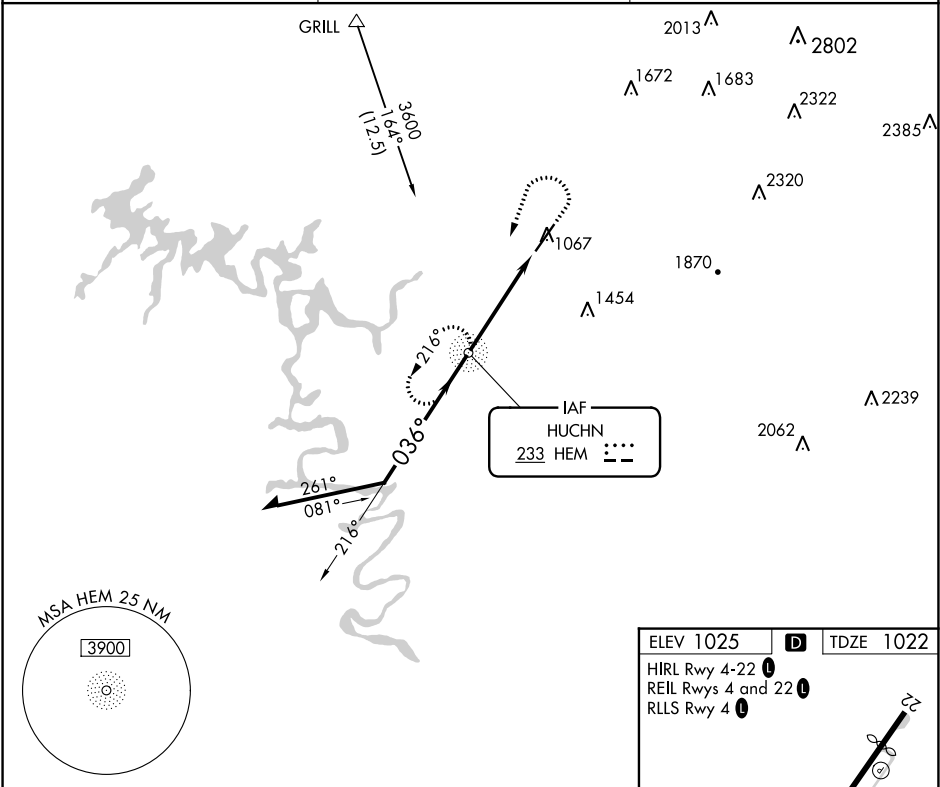
NDB HEM	APP CRS	Rwy Idg	6000
233	036°	TDZE	1022
		Apt Elev	1025

NDB RWY 4
UPPER CUMBERLAND RGNL (SR.B)

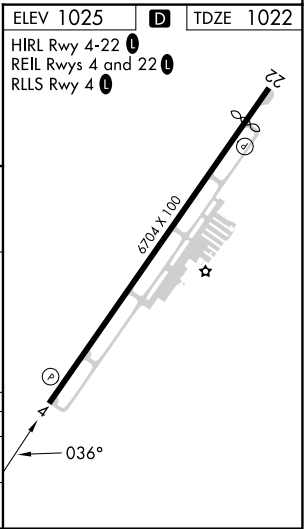
▽
▲ NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3 128.25	MEMPHIS CENTER 132.9 290.3	UNICOM 122.975 (CTAF) 0
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 55).				
Remain within 10 NM				
HEM NDB				
3000				
216°				
036°				
2500				
3.06°				
TCH 61				
4.4 NM				
CATEGORY	A	B	C	D
S-4	1520-1	498 (500-1)	1520-1 $\frac{3}{8}$	498 (500-1 $\frac{3}{8}$)
CIRCLING	1520-1	495 (500-1)	1600-1 $\frac{1}{2}$ 575 (600-1 $\frac{1}{2}$)	1880-2 $\frac{3}{4}$ 855 (900-2 $\frac{3}{4}$)



SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 82311 W22A	APP CRS 218°	Rwy Idg TDZE 1025 Apt Elev 1025
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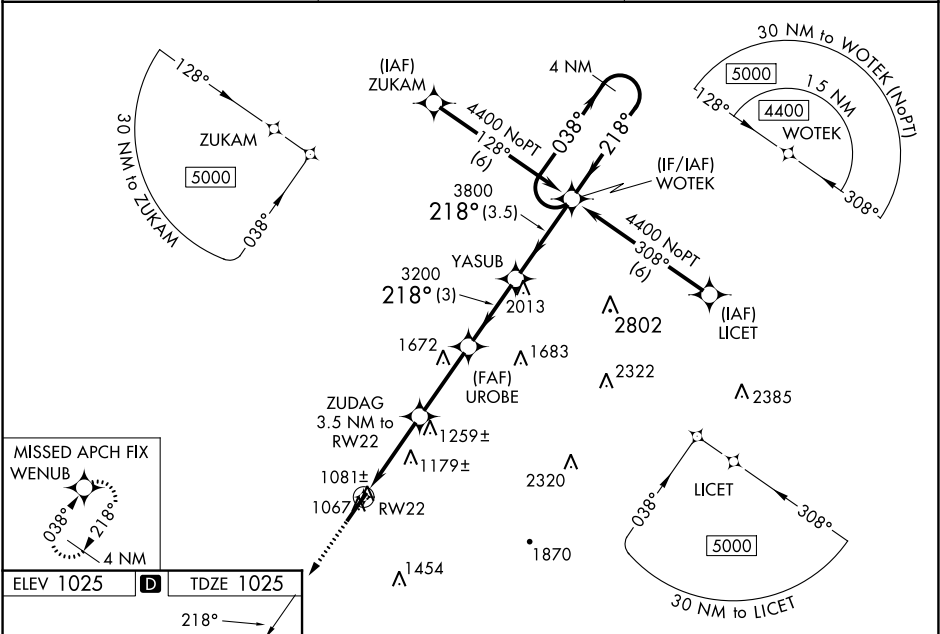
RNAV (GPS) RWY 22

UPPER CUMBERLAND RGNL (SR.B)

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447 feet, LNAV/VNAV DA to 1633 feet, increase LPV and LNAV/VNAV visibility ¾ SM. Increase all MDA 180 feet and LNAV Cat C visibility ¼ SM, Cat D visibility ½ SM. Increase Circling Cat C visibility ¾ SM and Circling Cat D visibility ¼ SM. VDP NA when using Crossville altimeter setting.

MISSED APPROACH:
Climb to 4000 direct WENUB and hold.

AWOS-3 128.25	MEMPHIS CENTER 132.9 290.3	UNICOM 122.975 (CTAF) 0
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4000

↑

WENUB

✦

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 25).

WOTEK

4 NM Holding Pattern

YASUB

UROBE

ZUDAG

3.5 NM to RW22

218°

038°

4400

← 218°

* LNAV only

RW22

* 1.2 NM to RW22

* 2200

3200

GP 3.00°

TCH 55

1.2 NM

2.3 NM

3 NM

3 NM

3.5 NM

CATEGORY	A		B		C		D	
LPV DA	1275-¾ 250 (300-¾)							
LNAV/VNAV DA	1461-1½ 436 (500-1½)							
LNAV MDA	1440-1 415 (500-1)		1440-1¼ 415 (500-1¼)					
CIRCLING	1480-1 455 (500-1)		1600-1½ 575 (600-1½)		1880-2¾ 855 (900-2¾)			

HIRL Rwy 4-22

REIL Rwys 4 and 22

RLS Rwy 4

①

①

①

SPARTA, TENNESSEE

AL-6354 (FAA)

23166

WAAS CH 82210 W04A	APP CRS 038°	Rwy Idg 6000 TDZE 1022 Apt Elev 1025
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RNAV (GPS) RWY 4
UPPER CUMBERLAND RGNL (SRB)

RNP APCH - GPS.

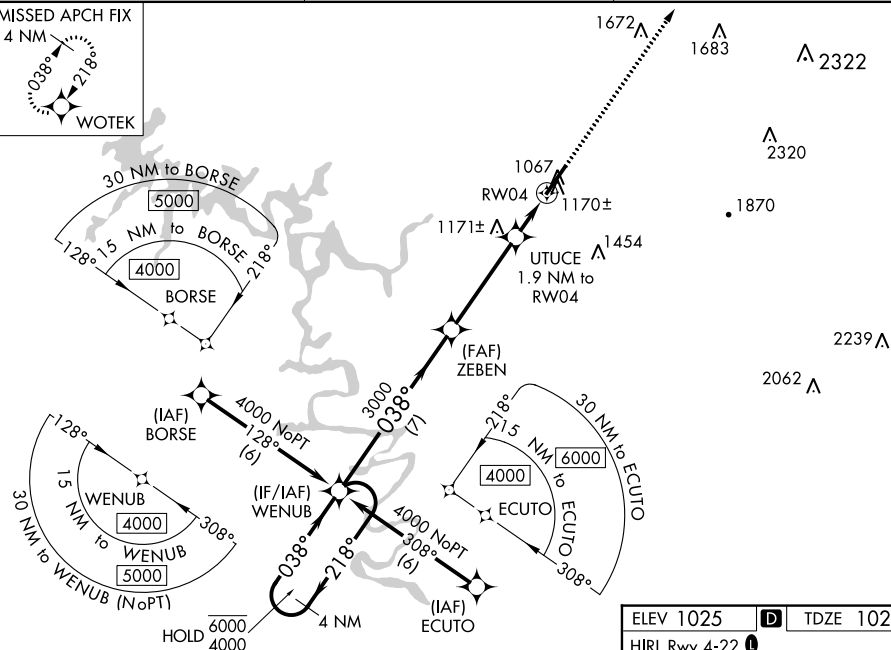


AWOS-3
128.25

MEMPHIS CENTER
132.9 290.3

UNICOM
122.975 (CTAF) **L**

MISSED APCH FIX



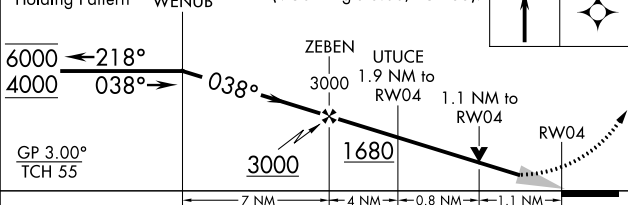
ELEV 1025	D	TDZE 1022
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HIRL Rwy 4-22 **L**

REIL Rwy 4 and 22 L

RLLS Rwy 4 L

4 NM	VGSI and descent angles not coincident
Holding Pattern	WENJIR (VGSI Angle 3.00/TCH 55).



CATEGORY	A	B	C	D
LPV DA	1238- ³ / ₄ 216 (300- ³ / ₄)			
LNAV/ VNAV DA	1396-1 374 (400-1)			
LNAV MDA	1420-1 398 (400-1)		1420-1 ¹ / ₈ 398 (400-1 ¹ / ₈)	
C CIRCLING	1480-1 455 (500-1)		1600-1 ¹ / ₂ 575 (600-1 ¹ / ₂)	1880-2 ³ / ₄ 855 (900-2 ³ / ₄)