

RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.												
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		LPV: DA LNAV/VNAV: DA LNAV: RW01 CLIMB TO 2900 DIRECT LOYIG AND HOLD. ADDITIONAL FLIGHT DATA: HOLD N, RT, 186.39 INBOUND. CHART FAS OBST: 459 TREE 362201N/0885926W DISTANCE TO THLD FROM 200 HAT: 0.50 NM. CHART VDP AT 1.04 MILES TO RW01* *LNAV ONLY. WAAS CHANNEL # 53328 REFERENCE PATH ID: W01A CHART CIRCLING ICON. LTP HAE: 77.2 M						
CNG VORTAC		GIY EY (FO)		189.84 / 49.62				2000								
GIY EY (IF/IAF)		OLELE (FB)		006.35 / 6.00				1900								
OLELE (FAF)		YOGOV/1.70 NM TO RW01 (FB)		006.37 / 3.05												
YOGOV/1.70 NM TO RW01		RW01 (MAP) (FO)		006.37 / 1.70												
RW01 (MAP)		546 MSL		006.37				2900								
546 MSL		LOYIG (FO)														
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD S GIY EY, RT, 006.35 INBOUND, 2000 FT. IN LIEU OF PT (IAF) 3. FAC: 006.37 FAF: OLELE DIST FAF TO MAP: 4.75 THLD: 4.75 4. MIN. ALT: GIY EY 2000, OLELE 1900, YOGOV/1.70 NM TO RW01 920* 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 1900 GS ALT AT: OLELE 1900 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.00 TCH: 42.3 34:1 IS CLEAR 8. MSA FROM: RW01 2200										MAG VAR: 0E		EPOCH YEAR: 2000				
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A		<input checked="" type="checkbox"/> X						
CATEGORY ==>		A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	
LPV DA	546	3/4	200	546	3/4	200	546	3/4	200	546	3/4	200				
LNAV/VNAV DA	640	7/8	294	640	7/8	294	640	7/8	294	640	7/8	294				
LNAV MDA	720	3/4	374	720	3/4	374	720	1	374	720	1	374				
CIRCLING	760	1	414	800	1	454	820	1 1/2	474	1020	2 1/4	674				
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F). CHART NOTE: DME/DME RNP-0.3 NA. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON CNG VORTAC AIRWAY RADIALS 133 CW 240. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). (CONTINUED ON PAGE 2)																
CITY AND STATE		ELEVATION: 346 TDZE: 346				FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:				
UNION CITY, TN		AIRPORT NAME:						RNAV (GPS) RWY 1, AMDT 4				AMDT: 3A				
		EVERETT-STEWART RGNL						21 JULY 2016				DATED 06/25/2015				

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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NOTES, (CONT.):

CHART NOTE: VDP AND BARO-VNAV NA WHEN USING DYERSBURG ALTIMETER SETTING.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DYERSBURG ALTIMETER SETTING AND INCREASE ALL DA 72 FEET AND ALL MDA 80 FEET, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/8 MILE, LNAV CAT C/D VISIBILITY TO 1 1/8 MILE, AND CIRCLING CAT D VISIBILITY TO 2 1/2 MILE.

CHART NOTE: FOR INOPERATIVE ODALS INCREASE LNAV/VNAV AND LNAV ALL CATS VISIBILITY TO 1 MILE.

CHART NOTE: FOR INOPERATIVE ODALS WHEN USING DYERSBURG ALTIMETER SETTING, INCREASE LPV ALL CATS VISIBILITY TO 7/8 MILE, LNAV/VNAV ALL CATS VISIBILITY TO 1 1/4 MILE, AND LNAV CAT D VISIBILITY TO 1 3/8 MILE.

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS AND LNAV CATS C/D.

CITY AND STATE
UNION CITY, TN

ELEVATION: 346 TDZE: 346
AIRPORT NAME:
EVERETT-STEWART RGNL

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) RWY 1, AMDT 4
21 JULY 2016

SUP: **4**
AMDT: **34**
DATED: **06/25/2015**

QUALITY
CHECKED

**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR PART 97.33**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KUCY
RUNWAY	RW01
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W01A
LTP/FTP LATITUDE	362215.1105N
LTP/FTP LONGITUDE	0885912.9455W
LTP/FTP ELLIPSOIDAL HEIGHT	+00772
FPAP LATITUDE	362343.7815N
FPAP LONGITUDE	0885900.6820W
THRESHOLD CROSSING HEIGHT (TCH)	00042.3
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0768
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
 <u>CRC REMAINDER</u>	 65C44E3F

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+01054
FPAP ORTHOMETRIC HEIGHT	+01054

CITY AND STATE
UNION CITY, TN

ELEVATION: 346 TDZE: 346
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IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) RWY 1, AMDT 4
21 JULY 2016

SUP: **QUALITY 4**
AMDT: **CHECKED 34**
DATED: **06/25/2015**

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICES - TITLE 14 CFR PART 97.33												Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.																																																																																																																																																																																																			
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