

WAAS CH <b>66024</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Ldg TDZE <b>60</b> Apt Elev <b>62</b>
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RNAV (GPS) RWY 14

SEBRING RGNL (SEF)

RNP APCH-GPS

RADAR required for procedure entry.

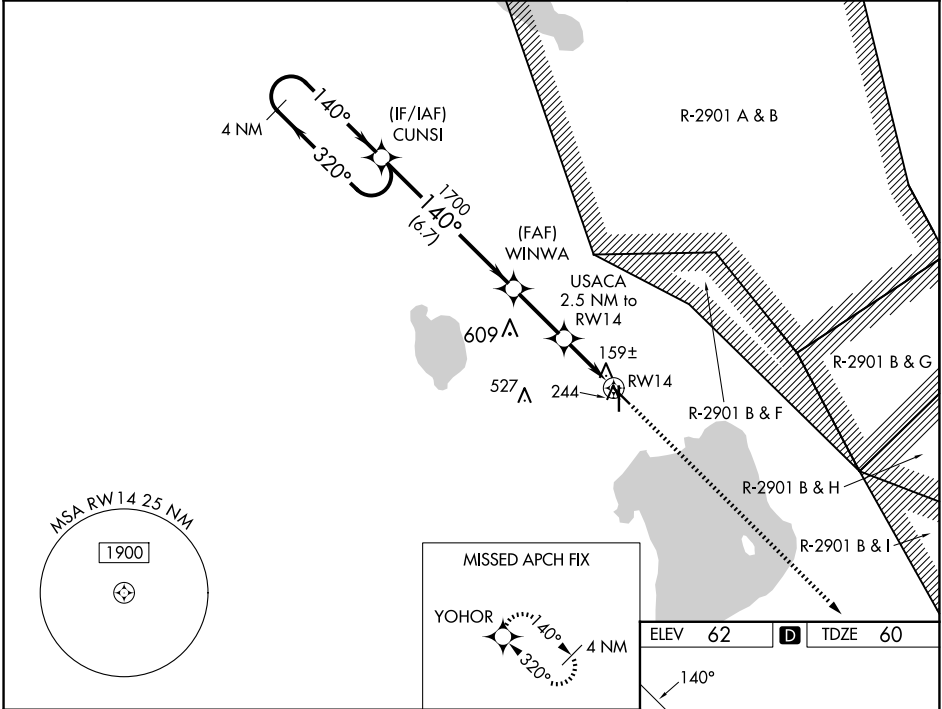
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Rwy 14 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase all MDAs 140 feet; increase LP visibility Cat C and D  $\frac{3}{8}$  SM, LNAV visibility Cat C and D  $\frac{1}{2}$  SM; increase Circling visibility Cat C  $\frac{1}{2}$  SM and Cat D  $\frac{1}{4}$  SM. Straight-in Rwy 14 NA at night, Circling Rwy 14 NA at night.

MISSED APPROACH:  
Climb to 2000 direct  
YOHOR and hold.

AWOS-3 <b>119.475</b>	MIAMI CENTER <b>134.55 257.7</b>	UNICOM <b>122.7 (CTAF)</b>
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4 NM Holding Pattern CUNSI				
2000 ← 320° / 140° →				
1700				
WINWA USACA 2.5 NM to RWY 14 3.00' TCH 40 880				
6.7 NM 2.5 NM 2.5 NM				
CATEGORY	A	B	C	D
LP MDA	420-1 360 (400-1)			
LNAV MDA	560-1	500 (500-1)	560-1 $\frac{3}{8}$	500 (500-1 $\frac{3}{8}$ )
CIRCLING	600-1	538 (600-1)	600-1 $\frac{1}{2}$ 538 (600-1 $\frac{1}{2}$ )	880-2 $\frac{3}{4}$ 818 (900-2 $\frac{3}{4}$ )

