

WAAS CH <b>82311</b> <b>W22A</b>	APP CRS <b>218°</b>	Rwy Idg <b>6000</b> TDZE <b>1025</b> Apt Elev <b>1025</b>
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RNAV (GPS) RWY 22  
UPPER CUMBERLAND RGNL (SRB)

**T** 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 ¼ 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 ½ SM. VDP NA when using Crossville altimeter setting.

**MISSED APPROACH:**  
Climb to 4000 direct  
WENUB and hold.

AWOS-3 <b>128.25</b>	MEMPHIS CENTER <b>132.9 290.3</b>	UNICOM <b>122.975 (CTAF) 0</b>
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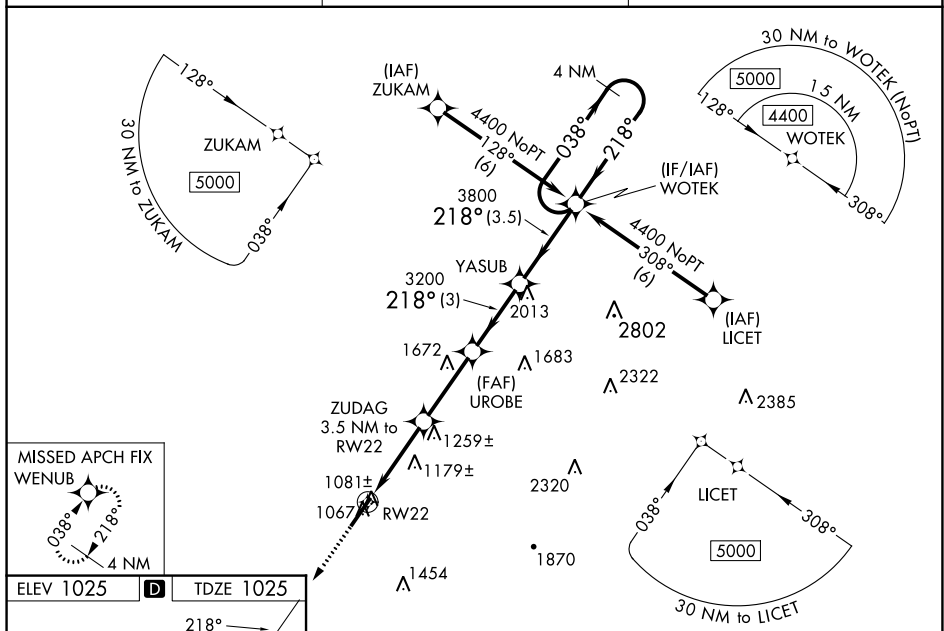


Figure 1: Instrument Landing System (ILS) and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). The diagram shows a runway layout with HIRL Rwy 4-22, REIL Rwy 4 and 22, and RLLS Rwy 4. The RNAV glidepath is shown as a solid line with a 218° angle, and the VGSI glidepath is shown as a dashed line with a 218° angle. The RNAV glidepath has a 3.00° angle and a 55 ft TCH. The VGSI glidepath has a 3.00° angle and a 55 ft TCH. The RNAV glidepath is 1.2 NM to RW22, 2.3 NM to RW22, 3 NM to RW22, 3 NM to RW22, and 3.5 NM to RW22. The VGSI glidepath is 1.2 NM to RW22, 2.3 NM to RW22, 3 NM to RW22, 3 NM to RW22, and 3.5 NM to RW22. The RNAV glidepath is 1.2 NM to RW22, 2.3 NM to RW22, 3 NM to RW22, 3 NM to RW22, and 3.5 NM to RW22. The VGSI glidepath is 1.2 NM to RW22, 2.3 NM to RW22, 3 NM to RW22, 3 NM to RW22, and 3.5 NM to RW22.