

LOC I-UCY	APP CRS	Rwy Idg	6503
109.7	006°	TDZE	346
		Apt Elev	346

ILS or LOC RWY 1

EVERETT-STEWART RGNL (UCY)

ADF required. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase S-LOC 1 Cat C/D visibility to 1 3/4 mile, Circling Cat C visibility to 1 3/4 mile and Circling Cat D visibility to 2 1/2 mile. Inop table does not apply to S-ILS 1. For inop ODALS, increase S-LOC 1 Cat C/D visibility to 1 3/4 mile. For inop ODALS when using Dyersburg altimeter setting, increase S-ILS 1 all Cats visibility to 3/4 mile and S-LOC 1 Cat D visibility to 1 3/4 mile.

ODALS

MISSED APPROACH:

Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) 0

The diagram illustrates the ILS for Runway 1. The localizer (LOC 109.7) is shown as a series of vertical bars. The glideslope (GS 3.00°) is indicated by a dashed line. The missed approach procedure (MAP) is shown as a dashed line with a climb to 2500 feet. The diagram also includes the MSA (Minimum Safe Altitude) of 2500 feet and the OBION LOM (Localizer Outer Marker) at 212 UC. The diagram shows the localizer frequency of 109.7 MHz and the glideslope frequency of 346 MHz. The diagram also shows the MSA (Minimum Safe Altitude) of 2500 feet and the OBION LOM (Localizer Outer Marker) at 212 UC. The diagram shows the localizer frequency of 109.7 MHz and the glideslope frequency of 346 MHz.

ADF and RADAR REQUIRED

The diagram shows the missed approach procedure (MAP) for Runway 1. The MAP is a dashed line that starts at the OBION LOM (Localizer Outer Marker) and leads to a climb to 2500 feet. The diagram also shows the localizer (LOC 109.7) and the glideslope (GS 3.00°). The diagram shows the localizer frequency of 109.7 MHz and the glideslope frequency of 346 MHz. The diagram also shows the MSA (Minimum Safe Altitude) of 2500 feet and the OBION LOM (Localizer Outer Marker) at 212 UC. The diagram shows the localizer frequency of 109.7 MHz and the glideslope frequency of 346 MHz.

CATEGORY	A	B	C	D
S-ILS 1	546-3/4 200 (200-3/4)			
S-LOC 1	820-3/4 474 (500-3/4)	820-1 1/4 474 (500-1 1/4)		
CIRCLING	820-1 474 (500-1)	820-1 1/2 474 (500-1 1/2) 1020-2 1/4 674 (700-2 1/4)		

The diagram shows the missed approach procedure (MAP) for Runway 1. The MAP is a dashed line that starts at the OBION LOM (Localizer Outer Marker) and leads to a climb to 2500 feet. The diagram also shows the localizer (LOC 109.7) and the glideslope (GS 3.00°). The diagram shows the localizer frequency of 109.7 MHz and the glideslope frequency of 346 MHz. The diagram also shows the MSA (Minimum Safe Altitude) of 2500 feet and the OBION LOM (Localizer Outer Marker) at 212 UC. The diagram shows the localizer frequency of 109.7 MHz and the glideslope frequency of 346 MHz.

UNION CITY, TENNESSEE
Amdt 3 21JUL16

36°23'N-88°59'W

EVERETT-STEWART RGNL (UCY)
ILS or LOC RWY 1

SE-1, 04 SEP 2025 to 02 OCT 2025

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