

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>61003</b><br><b>W19A</b> | APP CRS<br><b>191°</b> | Rwy ldg<br>TDZE <b>293</b><br>Apt Elev <b>298</b> | <b>9013</b> |
|--|------------------------|---|-------------|

# RNAV (GPS) RWY 19

KEY FLD (MEI)

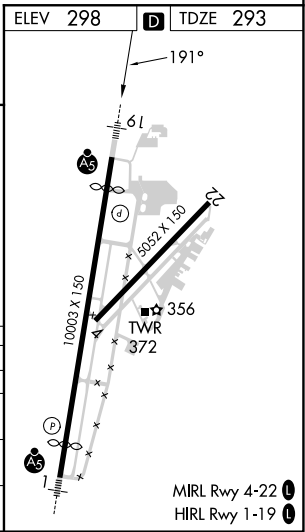
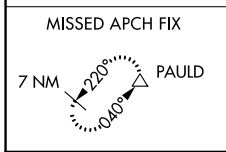
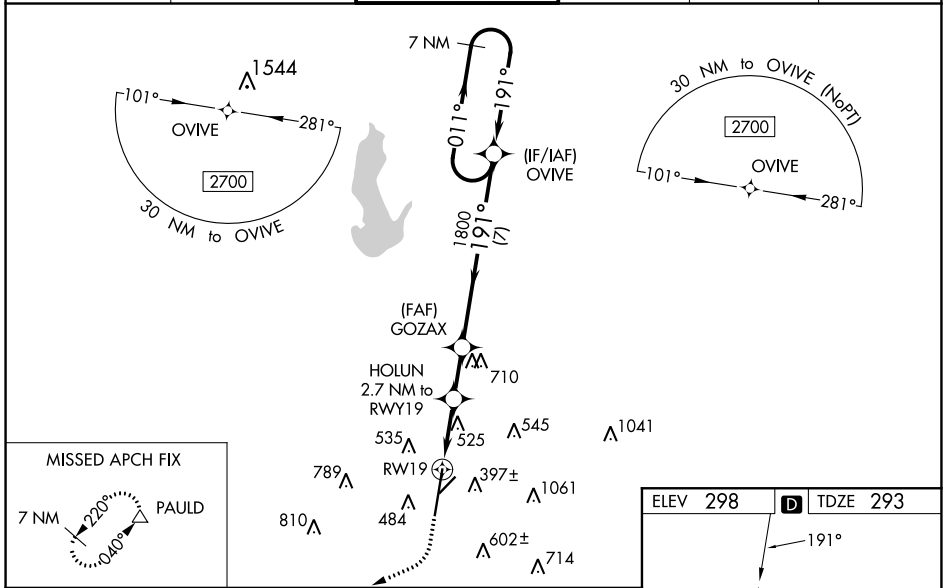
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA.

**⚠** When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats visibility to 1¼ mile, LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C, D, and E visibility to 1¾ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inop MALSRL increase LPV Cat E to RVR 5500, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat E visibility to 1¾ mile. For inop MALSRL when using Hattiesburg/Laurel Rgnl altimeter setting, increase LPV Cat E visibility to 1¾ mile, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1¾ mile. Helicopter visibility reduction below RVR 4000 NA. Baro-VNAV and VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

**MALSRL**

**MISSED APPROACH:**  
Climb to 900 then climbing right turn to 3000 direct PAULD and hold.

|                                |  |  |                               |                                |                         |
|--------------------------------|--|--|-------------------------------|--------------------------------|-------------------------|
| ATIS<br><b>126.475 291.675</b> | MERIDIAN APP CON *<br><b>120.5 269.325</b> | KEY TOWER *<br><b>133.975 (CTAF) 0 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b> |
|--------------------------------|--|--|-------------------------------|--------------------------------|-------------------------|



|              |                       |             |  |                      |             |
|--------------|-----------------------|-------------|--|----------------------|-------------|
| 900          | 3000                  | PAULD       | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69). | 7 NM Holding Pattern |             |
| *LNAV only.  | HOLUN 2.7 NM to RWY19 | GOZAX 1800  | 191°   | 2700                 |             |
|              | *1.4 NM to RWY19      | *1200       | 1800   | GP 3.00° TCH 54      |             |
|              | 1.4 NM                | 1.3 NM      | 1.9 NM   | 7 NM                 |             |
| CATEGORY     | A                     | B           | C  | D                    | E           |
| LPV DA       | 651/40                |             | 358 (400-¾)  |                      |             |
| LNAV/VNAV DA | 745/53                |             | 452 (500-1)  |                      |             |
| LNAV MDA     | 780/40                | 487 (500-¾) |  | 780/50 487 (500-1)   |             |
| CIRCLING     | 860-1                 | 880-1       | 960-1¾   | 1120-2¾              | 1120-3      |
|              | 562 (600-1)           | 582 (600-1) | 662 (700-1¾)   | 822 (900-2¾)         | 822 (900-3) |

SC-4, 26 DEC 2024 to 23 JAN 2025

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