

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>42533</b><br><b>W04A</b> | APP CRS<br><b>046°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5052</b><br><b>295</b><br><b>298</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

RNAV (GPS) RWY 4

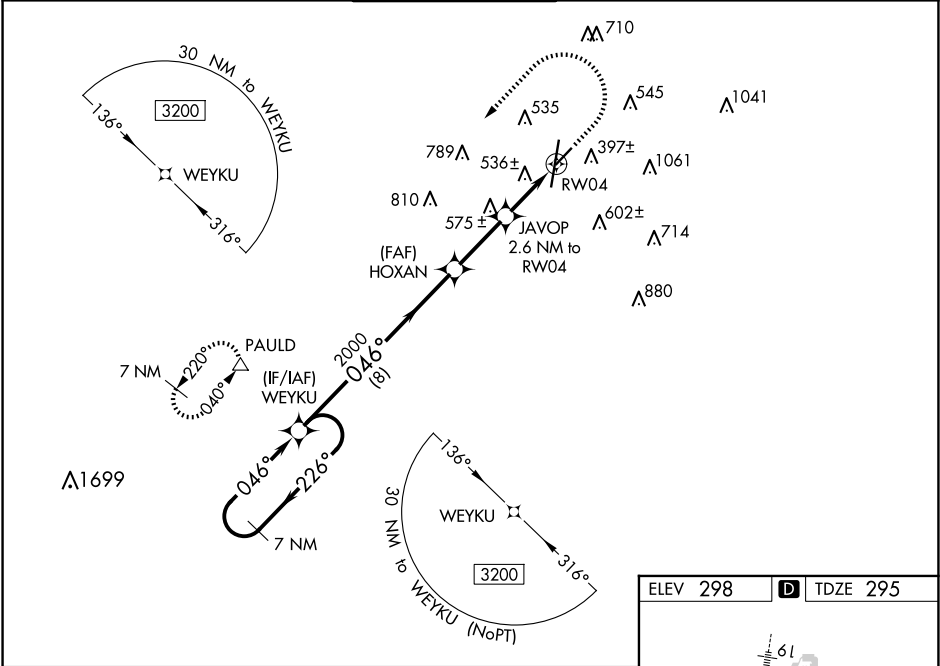
KEY FLD (MEI)

⚠

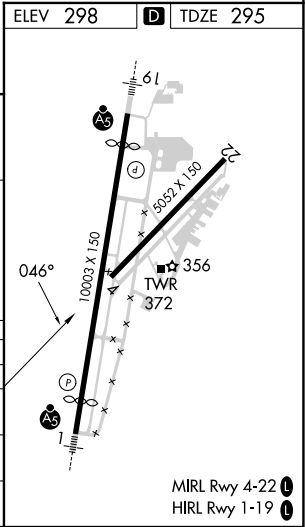
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats visibilities ½ mile, LNAV Cats C/D visibility ½ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

MISSED APPROACH:  
Climb to 1300 then climbing left 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> |
|--------------------------------|--------------------------------------------|----------------------------------------------|-------------------------------|--------------------------------|-------------------------|



|                                         |                       |                   |                         |                          |
|-----------------------------------------|-----------------------|-------------------|-------------------------|--------------------------|
| VGSI and RNAV glidepath not coincident. |                       |                   |                         |                          |
| 7 NM Holding Pattern WEYKU              |                       |                   |                         |                          |
| 3200 ← 226° → 046° → 2000 → 1160 → RW04 |                       |                   |                         |                          |
| GP 3.00° TCH 45                         |                       |                   |                         |                          |
| 8 NM 2.6 NM 1.2 NM 1.4 NM               |                       |                   |                         |                          |
| CATEGORY                                | A                     | B                 | C                       | D                        |
| LPV DA                                  | 576-7⁄8 281 (300-7⁄8) |                   |                         |                          |
| LNAV/VNAV DA                            | 849-1⁄8 554 (600-1⁄8) |                   |                         |                          |
| LNAV MDA                                | 800-1 505 (600-1)     |                   | 800-13⁄8 505 (600-13⁄8) |                          |
| CIRCLING                                | 860-1 562 (600-1)     | 880-1 582 (600-1) | 960-13⁄4 662 (700-13⁄4) | 1120-23⁄4 822 (900-23⁄4) |



SC-4, 23 JAN 2025 to 20 FEB 2025

SC-4, 23 JAN 2025 to 20 FEB 2025