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| LOC/DME I-KKQ 111.35 Chan 50 (Y) | APP CRS 191° | Rwy Idg 9013 TDZE 293 Apt Elev 298 |
|--|------------------------|---|

ILS or LOC RWY 19

KEY FLD (MEI)

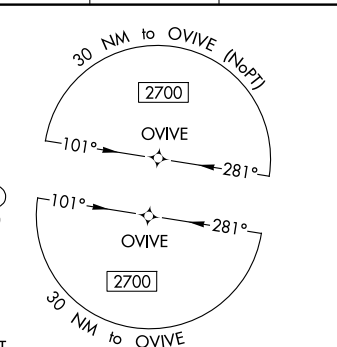
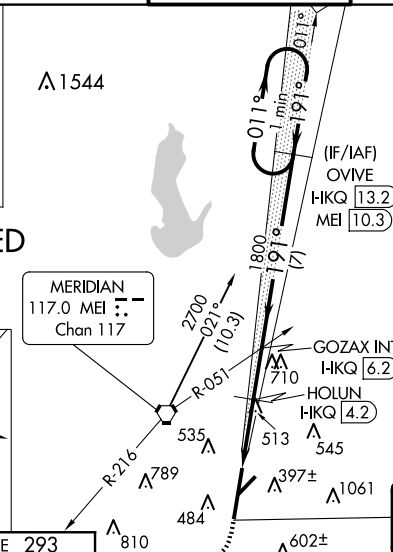
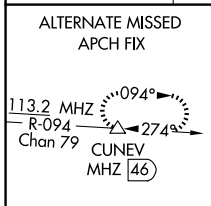
⚠ When local altimeter not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS 19 all Cats visibility to RVR 6000, S-LOC 19 Cats C, D, and E visibility to 2 miles, and Circling Cats A/D visibility 1/4 mile and Cat C visibility 1/2 mile; increase HOLUN Fix minimums S-LOC Cats C, D and E to 1 1/2 mile, and Circling Cat C visibility 1/2 mile, and Cat D visibility 1/4 mile. For inop MALSRL, increase S-ILS 19 all Cats visibility to RVR 6000, and S-LOC 19 Cat E to 2 miles; increase HOLUN fix minimums S-LOC 19 Cat E visibility to 1 1/2 mile. For inop MALSRL when using Hattiesburg/Laurel Rgnl altimeter setting, increase S-ILS 19 all Cats visibility to 1 1/2 mile, and S-LOC 19 Cat E to 2 1/2 miles; increase HOLUN Fix minimums S-LOC 19 Cat E visibility to 1 3/4 mile. Helicopter visibility reduction below RVR 4000 NA. Night landing: Rwy 22 NA. Circling NA southeast of Rwy 1 and 22. VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting.

MALSRL

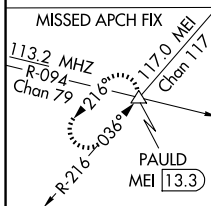


MISSED APPROACH:
Climb to 1000 then climbing right turn to 3000 on heading 250° and MEI VORTAC R-216 to PAULD INT/MEI 13.3 DME and hold.

| | | | | | |
|--------------------------------|--|--|-------------------------------|--------------------------------|-------------------------|
| ATIS 126.475 291.675 | MERIDIAN APP CON ★ 120.5 269.325 | KEY TOWER ★ 133.975 (CTAF) 0 257.8 | GND CON 121.9 348.6 | CLNC DEL 121.9 348.6 | UNICOM 122.95 |
|--------------------------------|--|--|-------------------------------|--------------------------------|-------------------------|



DME REQUIRED

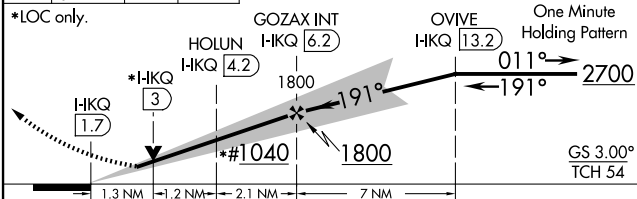
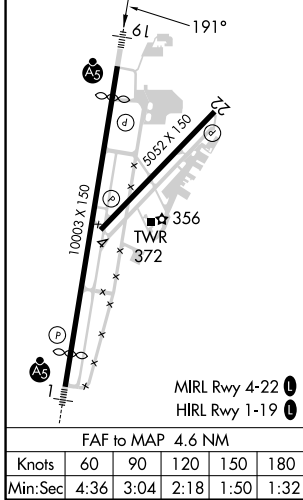


GPS REQUIRED FOR TERMINAL ARRIVAL AREA

LOCALIZER 111.35
I-HKQ
Chan 50 (Y)

| | | |
|----------|----------|----------|
| ELEV 298 | D | TDZE 293 |
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1000 3000 MEI R-216 PAULD VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69). #1180 when using Hattiesburg/Laurel Rgnl altimeter setting.



| CATEGORY | A | B | C | D | E |
|--------------------|----------------------|-----------------|-----------------|-----------------|-------------|
| S-ILS 19 | 633/40 340 (400-3/4) | | | | |
| S-LOC 19 | 1040/40 | 747 (800-3/4) | 1040-1 3/4 | 747 (800-1 3/4) | 1120-3 |
| CIRCLING | 1040-1 | 1040-1 1/4 | 1040-2 1/4 | 1120-2 3/4 | 1120-3 |
| | 742 (800-1) | 742 (800-1 1/4) | 742 (800-2 1/4) | 822 (900-2 3/4) | 822 (900-3) |
| HOLUN FIX MINIMUMS | | | | | |
| S-LOC 19 | 780/40 | 487 (500-3/4) | 780/50 | 487 (500-1) | |
| CIRCLING | 860-1 | 880-1 | 960-1 3/4 | 1120-2 3/4 | 1120-3 |
| | 562 (600-1) | 582 (600-1) | 662 (700-1 1/4) | 822 (900-2 3/4) | 822 (900-3) |