

WAAS CH 61003 W19A	APP CRS 191°	Rwy Idg 9013 TDZE 293 Apt Elev 298
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RNAV (GPS) RWY 19

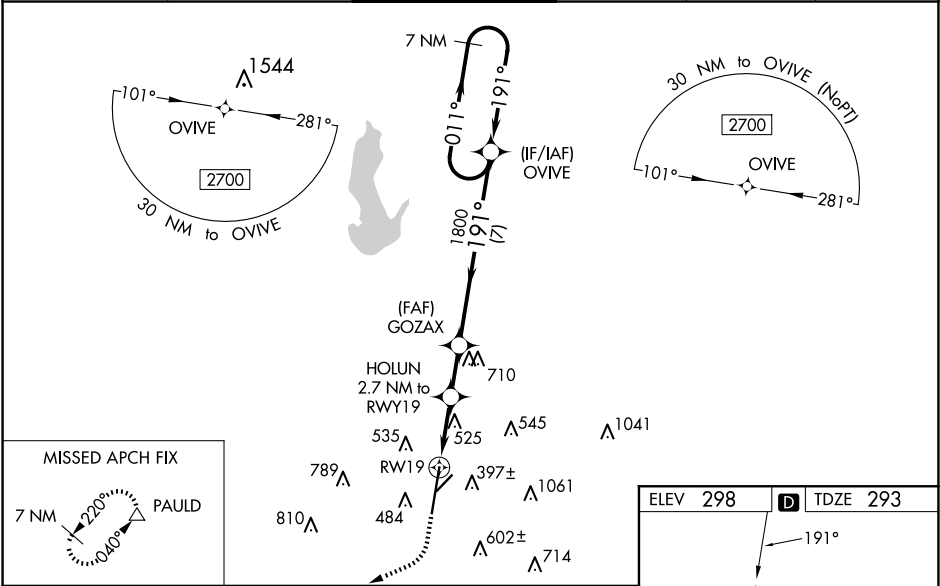
KEY FLD (MEI)

⚠ 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 1½ 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 MALSR 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 MALSR 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.

MALSR

MISSED APPROACH:
Climb to 900 then climbing right turn to 3000 direct PAULD 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
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900 ↑	3000 ↗	PAULD △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).		OVIVE	7 NM Holding Pattern
*LNAV only.		HOLUN 2.7 NM to RW19	GOZAX 1800	191°	011° →	2700 ← 191°
		*1.4 NM to RW19	*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		860-1 562 (600-1)	880-1 582 (600-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)

