

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

KEY FLD (MEI)

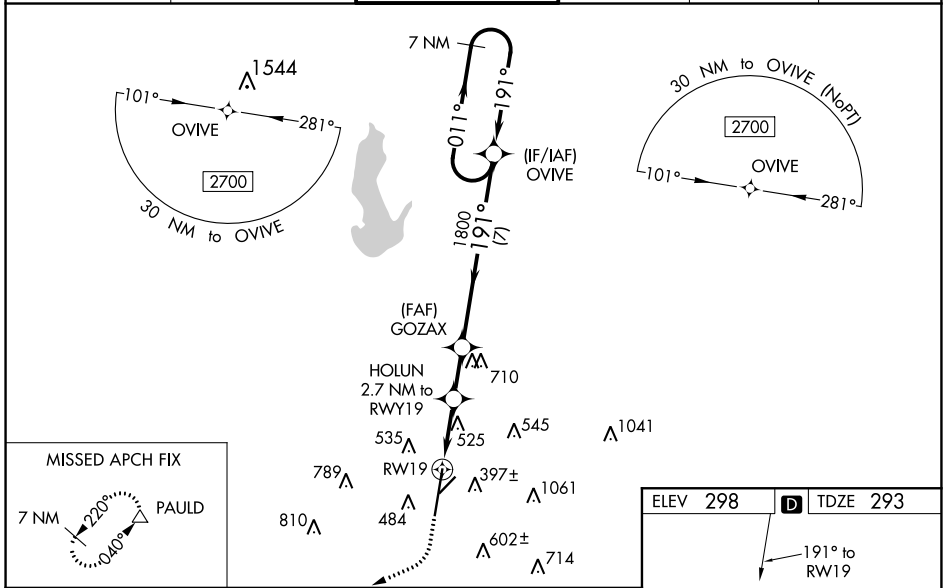
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA.

⚠ 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 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.

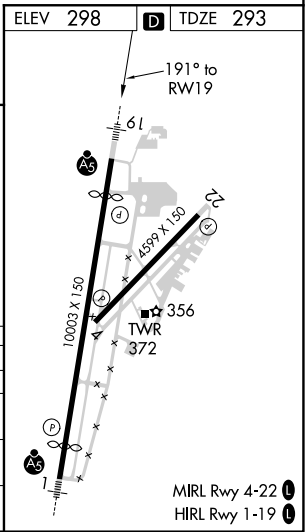
MALSRL

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

ATIS 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).		7 NM Holding Pattern
*LNAV only.	HOLUN 2.7 NM to RWY19	GOZAX 1800	191°	1800	011° → 2700
	*1.4 NM to RWY19	*1200			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, 22 FEB 2024 to 21 MAR 2024

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MIRL Rwy 4-22
HIRL Rwy 1-19