

WAAS CH 97634 W19A	APP CRS 194°	Rwy Idg 5507 TDZE 497 Apt Elev 497
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RNAV (GPS) RWY 19

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DEME RNP-0.3 NA. When local altimeter setting not received, use Jackson Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility $\frac{3}{8}$ mile, LNAV Cats C and D visibility $\frac{1}{4}$ mile, and Circling Cats C and D visibility $\frac{1}{2}$ mile. VDP and Baro-VNAV NA with Jackson Rgnl altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2200 direct
WARAV and hold.

AWOS-3 133.275	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF) 0
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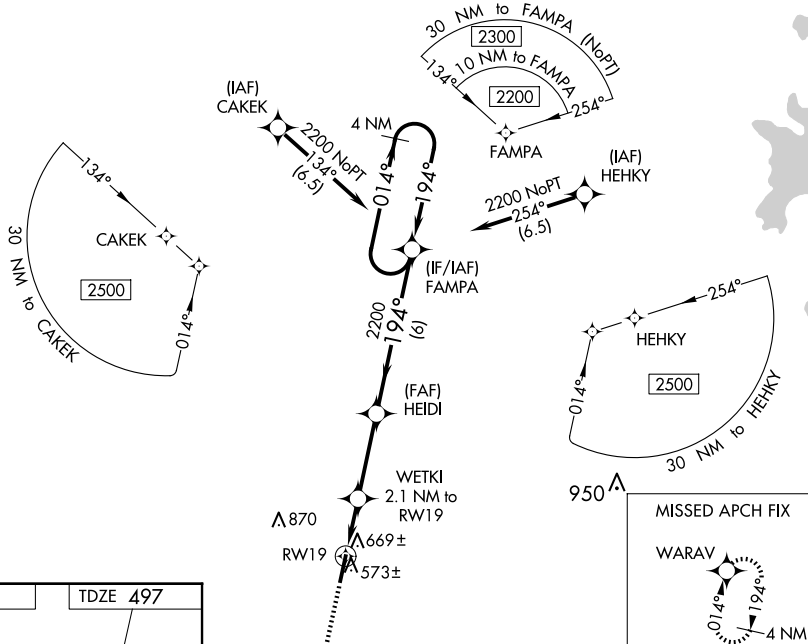


Diagram illustrating the runway layout at MIRA, showing Runway 1-19 and Runways 1 and 19. The diagram includes a star symbol, a 194-degree angle, a 61-unit dimension, and a 5307 X 100 dimension.

VGS1 and RNAV glidepath not coincident (VGS1 Angle 4.00/TCH 28).

2200 VOR/DME

WETKI 2.1 NM to RW19

HEIDI 2200

FAMPA 4 NM Holding Pattern

014°

194°

2200

GP 3.00° TCH 40

0.9 NM, 1.2 NM, 3.1 NM, 6 NM

*RNAV only.

*0.9 NM to RW19

*1200