

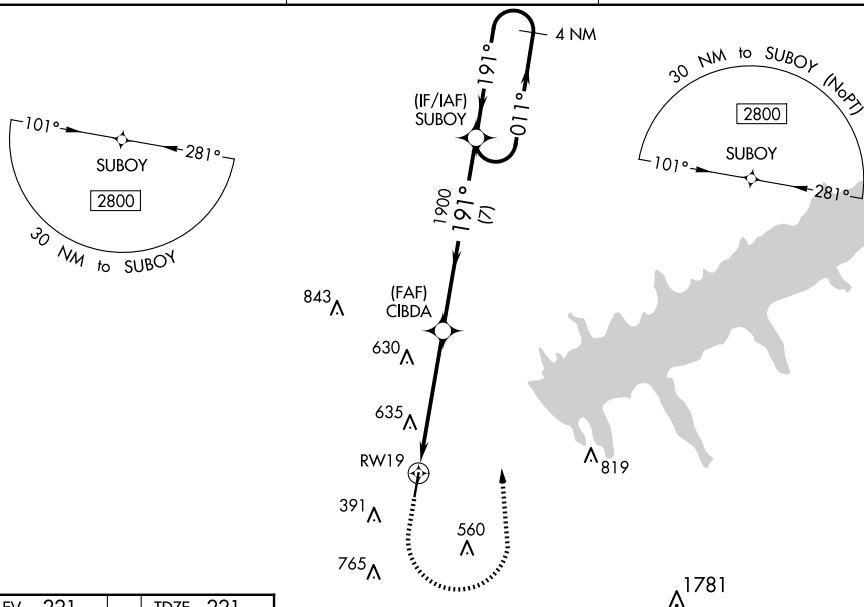
WAAS CH 72834 W19A	APP CRS 191°	Rwy Idg 5001 TDZE 221 Apt Elev 221
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RNAV (GPS) RWY 19
PANOLA COUNTY (PMU)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
▲ NA DME/DME RNP 0.3 NA. Baro-VNAV and VDP NA when using Oxford altimeter setting.
 When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 571, LNAV/VNAV DA to 1116 and all MDA 80 feet, increase LPV all Cats visibility $\frac{3}{8}$ mile, LNAV/VNAV all Cats visibility $\frac{1}{2}$ mile, LNAV Cat B visibility $\frac{1}{4}$ mile, LNAV Cats C, D visibility $\frac{1}{2}$ mile, and Circling Cats B, C visibility $\frac{1}{4}$ mile. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct SUBOY and hold.

AWOS-3PT 118.225	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF) 0
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ELEV	221		TDZE	221
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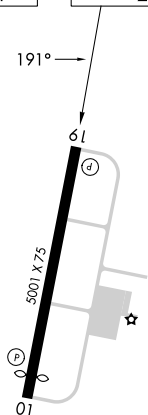
MIRL Rwy 1-19 **L**

Diagram illustrating the RW19 instrument approach for runway 19. The diagram shows a 4 NM Holding Pattern at 4000 feet. The approach starts with a 1.6 NM segment to the RW19, then a 3.6 NM segment to the CIBDA intersection, and finally a 7 NM segment to the SUBOY intersection. The final approach segment is 191 degrees. The holding pattern is 011 degrees. The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 4.00/TCH 45).

RNAV (GPS) RWY 19