

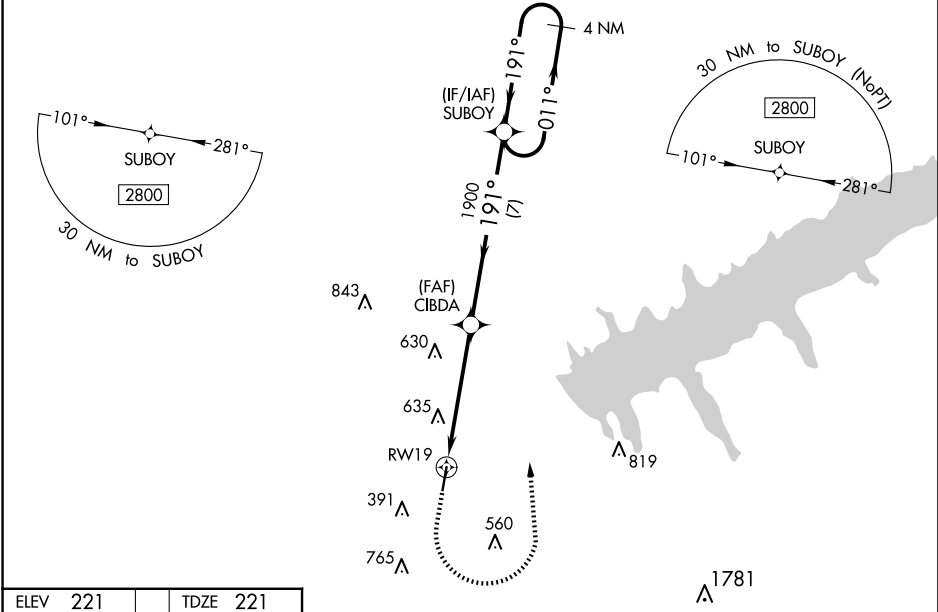
WAAS CH 72834 W19A	APP CRS 191°	Rwy Idg 5001 TDZE 221 Apt Elev 221
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RNAV (GPS) RWY 19
PANOLA COUNTY (PMU)

▼ 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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The diagram shows the runway layout with a 5001 x 75 ft runway and a 01/19 taxiway. The runway is oriented 191°.

MIRL Rwy 1-19 0

1100 2800 SUBOY

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 45).

*LNAV only.

1.6 3.6 NM 7 NM

1900 1900 1900

191° 191° 191°

011° 2800

GP 3.00° TCH 40

4 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA	500- $\frac{7}{8}$ 279 (300- $\frac{7}{8}$)			
LNAV/VNAV DA	1045-3 824 (900-3)			
LNAV MDA	940-1 719 (800-2)		940-2 719 (800-2)	
C CIRCLING	940-1 719 (800-1)	1000-1 779 (800-1)	1000-2 $\frac{1}{4}$ 779 (800-2 $\frac{1}{4}$)	1120-3 899 (900-3)

SC-4, 02 OCT 2025 to 30 OCT 2025

SC-4, 02 OCT 2025 to 30 OCT 2025