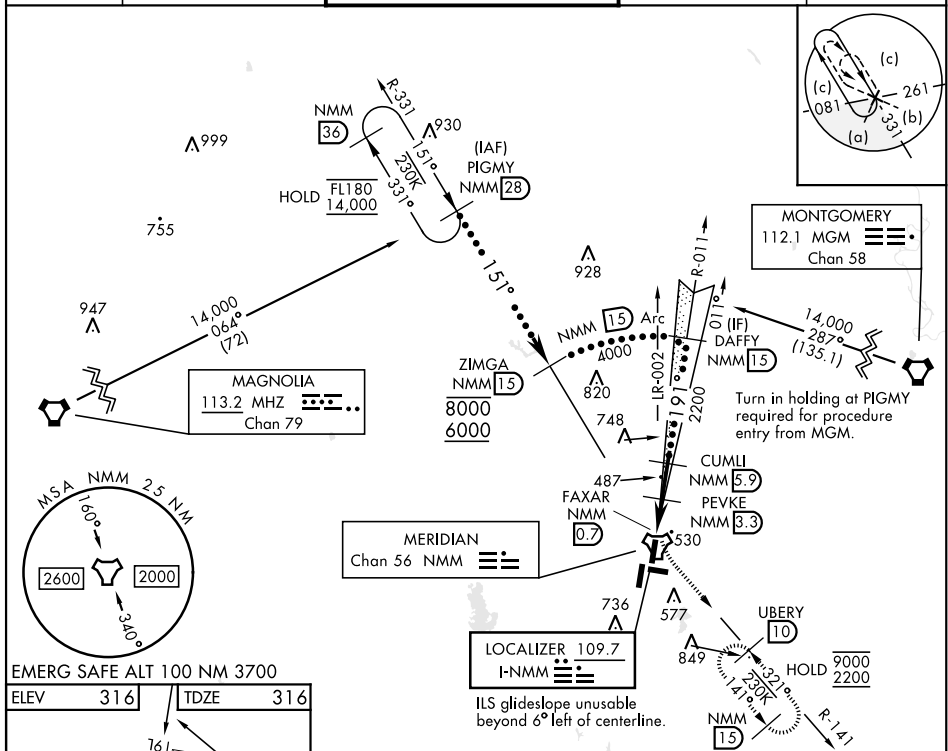


HI-ILS Z or LOC/DME Z RWY 19L

LOC I-NMM <u>109.7</u>		APCH CRS 191°		Rwy Idg 8000 TDZE 316 Arprt Elev 316		[USN]		MERIDIAN NAS (MC CAIN FIELD) (KNMM)		
▼ *When ALS inop, increase vis to ¾ mile. **When ALS inop, increase vis to ½ miles. ***Circling CAT C remain within 1.7 NM, CAT D within 2.3 NM, CAT E within 4.5 NM.				MAISR A5		MISSED APPROACH: Climb to 800, then climbing left turn to 2200 intercept NMM TACAN R-141 to UBERY and hold.				
ATIS ★ 290.525		APP CON 120.5 269.325 (S) 379.275 (N) 120.95 276.4 (W) 121.275 348.7 (E)		MC CAIN TOWER ★ 126.2 340.2 Rwy 01L, 19L, and 28 126.2 360.2 Rwy 01R, 19R, and 10				MC CAIN GND CON 336.4		ASR/PAR



ELEV	316	/	TDZE	316
------	-----	---	------	-----

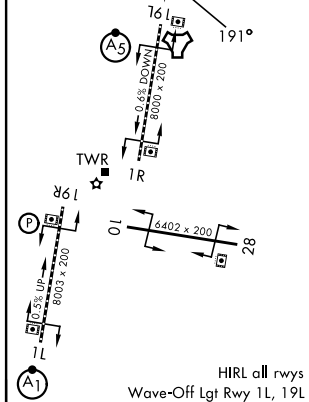


Diagram illustrating a Standard Instrument Departure (SID) profile for Runway 14L. The profile shows a climb path starting from a 0.5 NM distance from the runway, with a 2.6 NM segment to a 1360 ft altitude, followed by a 2.6 NM segment to a 2200 ft altitude. The climb is then a 15-degree climb to 8000 ft, followed by a 15-degree climb to 14,000 ft. The diagram includes various navigation aids (NMM, UBERY, PEVKE, FAXAR, CUMLI, DAFFY, ZIMGA, PIGMY) and their associated altitudes and distances. A shaded area indicates the climb path. The diagram is labeled 'GS 3.00° TCH 49'.

CATEGORY	C	D	E
S-ILS 19L *	516-½	200	(200-½)
S-LOC 19L **	740-¾	424	(500-¾)
CIRCLING ***	840-1½ 524 (600-1½)	880-2 564 (600-2)	1080-2¾ 764 (800-2¾)

HI-ILS Z or LOC/DME Z RWY 19L