

WAAS CH 49135 W04A	APP CRS 040°	Rwy Idg 5002 TDZE 181 Apt Elev 182
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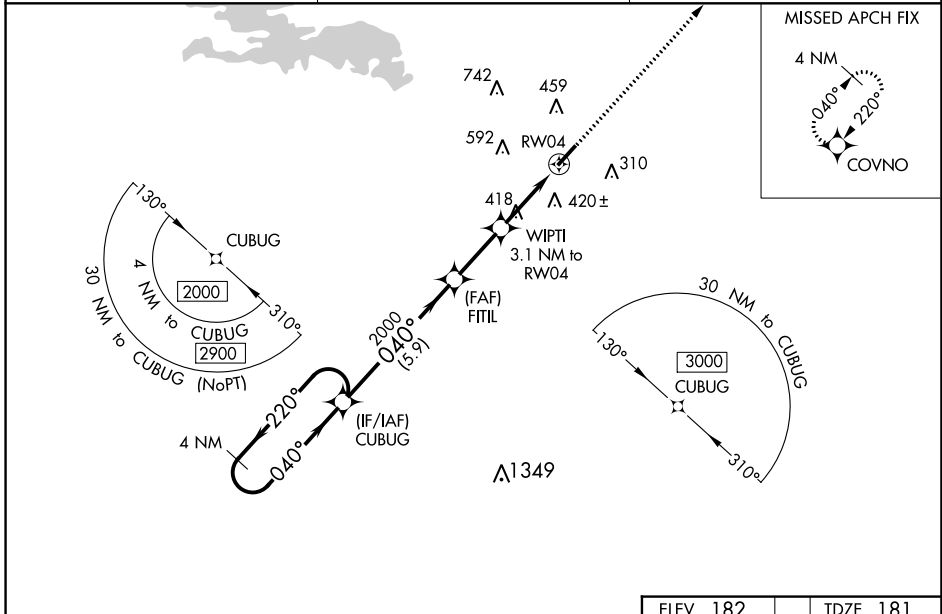
RNAV (GPS) RWY 4

DEXTER B FLORENCE MEML FLD (ADF)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received use Hot Springs altimeter setting and increase all DA 103 feet and MDA 120 feet and increase LPV all Cats visibility $\frac{1}{8}$ mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility $\frac{1}{2}$ mile.
⚠ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Hot Springs altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Night landing: Rwy 22 NA.

MISSED APPROACH:
Climb to 2100 direct
COVNO and hold.

AWOS-3PT 118.175	MEMPHIS CENTER 128.475 377.15	UNICOM 122.7 (CTAF)
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SC-1, 26 DEC 2024 to 23 JAN 2025

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ELEV 182		TDZE 181	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23). 4 NM Holding Pattern CUBUG GP 3.00° TCH 45 2100 COVNO *LNAV only.			
2000 ← 220° → 040° → 2000 040° → 2000		FITIL 2000 WIPTI 3.1 NM to RW04 RW04 *1200	
5.9 NM		2.5 NM	
3.1 NM			
CATEGORY	A	B	C
LPV DA	431-1	250 (300-1)	NA
LNAV/VNAV DA	669-1 $\frac{5}{8}$	488 (500-1 $\frac{3}{8}$)	NA
LNAV MDA	680-1	499 (500-1)	680-1 $\frac{3}{8}$ 499 (500-1 $\frac{3}{8}$)
C CIRCLING	760-1 578 (600-1)	800-1 618 (700-1)	1040-2 $\frac{1}{2}$ 858 (900-2 $\frac{1}{2}$)

The diagram shows the runway layout for RWY 4, including the MRL Rwy 4-22 and REIL Rwy 4 and 22. The runway is oriented 040°.