

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 MEM FLD (ADF)

NA 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. 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) 0
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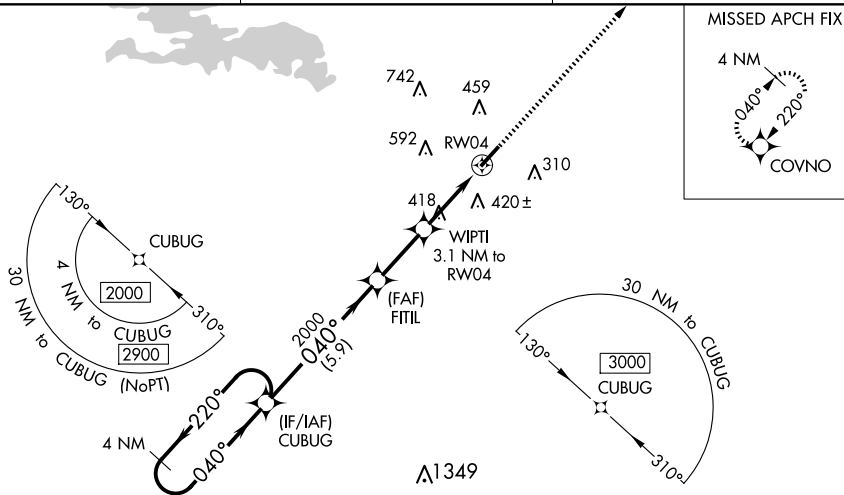


Diagram illustrating the RW04 instrument approach for MIRA. The diagram shows the 4 NM Holding Pattern, CUBUG, FITIL, and WIPTI fixes. The approach is a 3.1 NM final approach to RW04. The diagram also shows the VGSB and RNAV glidepaths, which are not coincident. The VGSB glidepath is 3.00° TCH 45. The RNAV glidepath is 3.1 NM to RW04. The diagram includes a table of approach minima and a table of approach minima.

CATEGORY	A	B	C	D
LPV DA	431-1	250 (300-1)		NA
RNAV/VNAV DA	669-1 $\frac{5}{8}$	488 (500-1 $\frac{5}{8}$)		NA
RNAV MDA	680-1	499 (500-1)	680-1 $\frac{3}{8}$ 499 (500-1 $\frac{3}{8}$)	NA
CIRCLING	760-1 578 (600-1)	800-1 618 (700-1)	1040-2 $\frac{1}{2}$ 858 (900-2 $\frac{1}{2}$)	NA