

WAAS CH <b>61003</b> <b>W19A</b>	APP CRS <b>191°</b>	Rwy Ldg TDZE Apt Elev	<b>9013</b> <b>293</b> <b>298</b>
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# RNAV (GPS) RWY 19

KEY FLD (MEI)

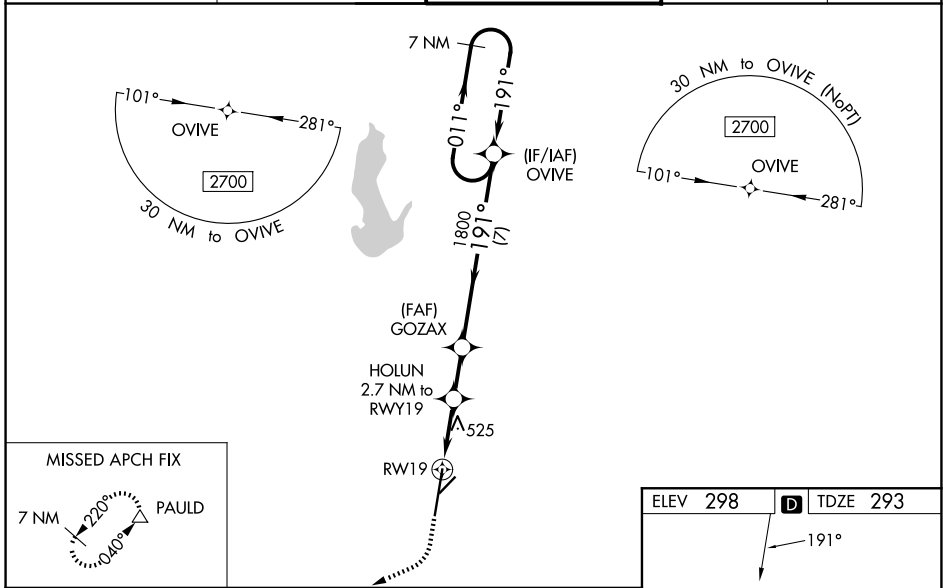
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwys 1 and 22. DME/DME RNP-0.3 NA.

**⚠** When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats visibility to 1¼ mile, LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C, D, and E visibility to 1¾ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inop MALSRL increase LPV Cat E to RVR 5500, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat E visibility to 1¾ mile. For inop MALSRL when using Hattiesburg/Laurel Rgnl altimeter setting, increase LPV Cat E visibility to 1¾ mile, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1¾ mile. Helicopter visibility reduction below RVR 4000 NA. Baro-VNAV and VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

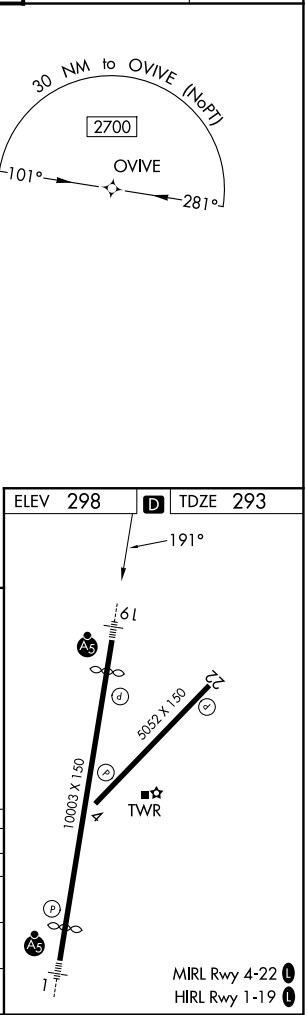
**MALSRL**

**MISSED APPROACH:**  
Climb to 900 then climbing right turn to 3000 direct PAULD and hold.

ATIS <b>126.475 291.675</b>	MERIDIAN APP CON* <b>120.5 269.325</b>	KEY TOWER* <b>133.975 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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900	3000	PAULD	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).		7 NM Holding Pattern
*LNAV only.	HOLUN 2.7 NM to RWY19	GOZAX 1800	191°	2700	GP 3.00° TCH 54
	*1.4 NM to RWY19	*1200	1800		
	1.4 NM	1.3 NM	1.9 NM	7 NM	
CATEGORY	A	B	C	D	E
LPV DA	651/40		358 (400-¾)		
LNAV/VNAV DA	745/53		452 (500-1)		
LNAV MDA	780/40	487 (500-¾)		780/50 487 (500-1)	
CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)



SC-4, 16 APR 2026 to 14 MAY 2026

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MIRL Rwy 4-22  
HIRL Rwy 1-19