

WAAS
CH **49223**
W10A

APP CRS
102°

Rwy Idg
TDZE **974**
Apt Elev **974**

RNAV (GPS) RWY 10

POLK COUNTY/CORNELIUS MOORE FLD (4A4)

RNP APCH.

▽

NA

Baro-VNAV and VDP NA when using Cartersville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Obtain local altimeter setting on CTAF, when not received, use Cartersville altimeter setting and increase LPV DA to 1292 feet; increase LNAV/VNAV DA to 1424 feet and all visibilities ¼ SM; increase all MDA 80 feet; increase LNAV visibility Cats C and D ⅜ SM.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3700 direct MAFLY and hold.

ATLANTA CENTER
124.5 270.325

UNICOM
122.8 (CTAF) 0

The main approach diagram illustrates the flight path for RNP APCH. It begins with a 4 NM holding pattern at 6000/3700 feet, with heading 282° and 102°. The path then proceeds to the MAFLY (Missed Approach Fix) at 2700 feet (6.7 NM from the start of the final approach). From MAFLY, the path continues to the ANTII (Antenna Inoperative) fix at 1209 feet, then to the JEKAG (Jeep) fix at 1085 ± feet (1.9 NM to RWY 10), and finally to RWY 10 at 1170 feet. A missed approach procedure is shown as a dashed line from MAFLY, climbing to 1600 feet and then turning right to 3700 feet. The diagram also includes a 30° turn to MAFLY and a 192° turn to MAFLY. A 102° turn is shown at the end of the final approach. A 2140 foot obstacle is marked near the holding pattern.

4 NM Holding Pattern

MAFLY

ANTII

JEKAG

RWY 10

6000
3700

GP 3.00°
TCH 41

282°

102°

102°

2700

*1600

6.7 NM

3.4 NM

0.9

1 NM

1600

3700

MAFLY

*LNAV only.

102°

5060 X 75

0.7% UP

28

CATEGORY	A	B	C	D
LPV DA		1224-1	250 (300-1)	
LNAV/VNAV DA		1356-1½	382 (400-1½)	
LNAV MDA		1340-1	366 (400-1)	

MIRL Rwy 10-28 0