

WAAS CH 93924 W36A	APP CRS 005°	Rwy Ldg 3499 TDZE 246 Apt Elev 247
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RNAV (GPS) RWY 36
CHARLES W BAKER (2M8)

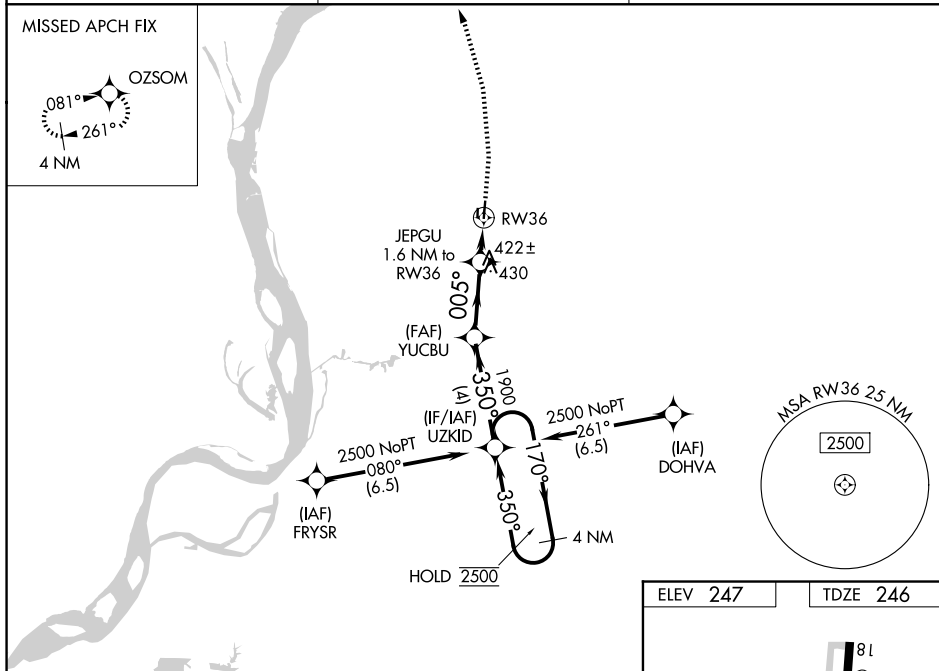
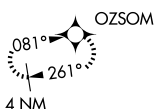
RNP APCH - GPS.

T Baro-VNAV and VDP NA when using NQA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18 NA at night. When local altimeter setting not received, use NQA altimeter setting: increase LPV DA to 643 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 707 feet and all visibilities ½ SM; increase all MDAs 40 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct OZSOM and hold, continue climb-in-hold to 3000.

AWOS-3PT 119.575	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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MISSED APCH FIX



4 NM Holding Pattern

VGS and RNAV glidepath not coincident (VGS Angle 4.00/TCH 40).

UZKID

YUCBU

JEPGU

1.6 NM to RW36

0.9 NM to RW36

2500

170°

350°

350°

1900

1900

005°

880

4 NM

2.7 NM

0.6

0.9

GP 3.50° TCH 53

900

3000

OZSOM

CATEGORY	A	B	C	D
LPV DA	619-1	373 (400-1)		NA
LNAV/VNAV DA	683-1¼	437 (500-1¼)		NA
LNAB MDA	680-1	434 (500-1)	680-1¼ 434 (500-1¼)	NA
CIRCLING	760-1 513 (600-1)	860-1 613 (700-1)	900-1¾ 653 (700-1¾)	NA

ELEV 247

TDZE 246

1400 X 75
CONCRETE

18

36

3499 X 75

8

24

005°

MIRA Rwy 18-36
REIL Rwy 18 and 36