

WAAS CH 97634 W19A	APP CRS 194°	Rwy Idg 5507 TDZE 497 Apt Elev 497
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RNAV (GPS) RWY 19

CARROLL COUNTY (HZD)

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A NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Kellar-Signes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility $\frac{3}{8}$ mile, LNAV Cats C and D visibility $\frac{1}{4}$ mile, and Circling Cats C and D visibility $\frac{1}{2}$ mile. VDP and Baro-VNAV NA with Mc Kellar-Signes Rgnl altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2200 direct
WARAV and hold.

AWOS-3 133.275	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF) 0
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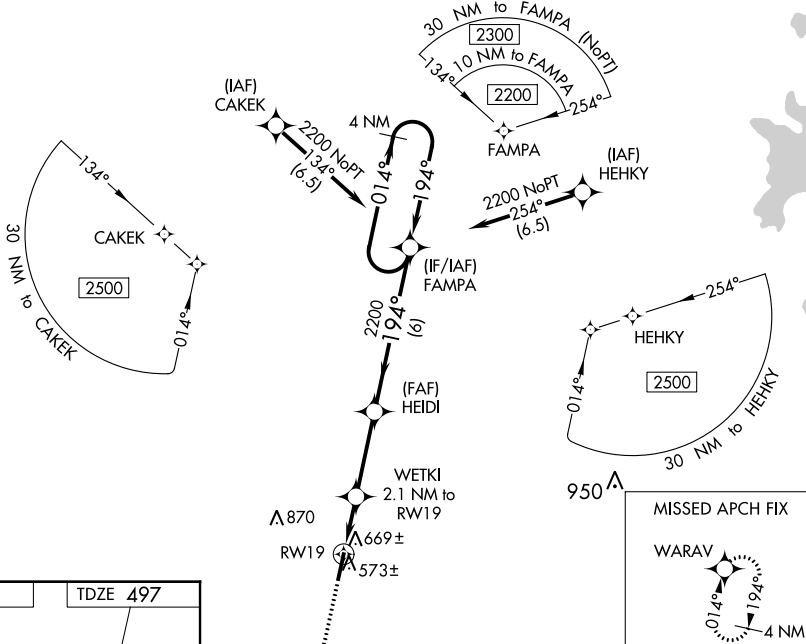


Diagram illustrating the runway layout at MIRA, showing Runway 1-19 and Runways 1 and 19. The diagram includes a star symbol, a 194-degree angle, a 61-degree angle, and a 5307 X 100 dimension.

The diagram shows the RNAV glidepath and holding pattern for the RW19 approach. The glidepath starts at a distance of 0.9 NM from RW19, followed by segments of 1.2 NM, 3.1 NM, and 6 NM. The glidepath angle is 3.00° TCH 40°. The holding pattern is a 4 NM Holding Pattern with a turn of 014° and a reverse turn of 194°. The diagram also indicates the VGS1 and RNAV glidepath not coincident (VGS1 Angle 4.00/TCH 28).

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