


LOC/DME I-KQ	APP CRS	Rwy Idg	<b>9013</b>
<b>111.35</b>	<b>191°</b>	TDZE	<b>293</b>
Chan <b>50 (Y)</b>		Apt Elev	<b>298</b>

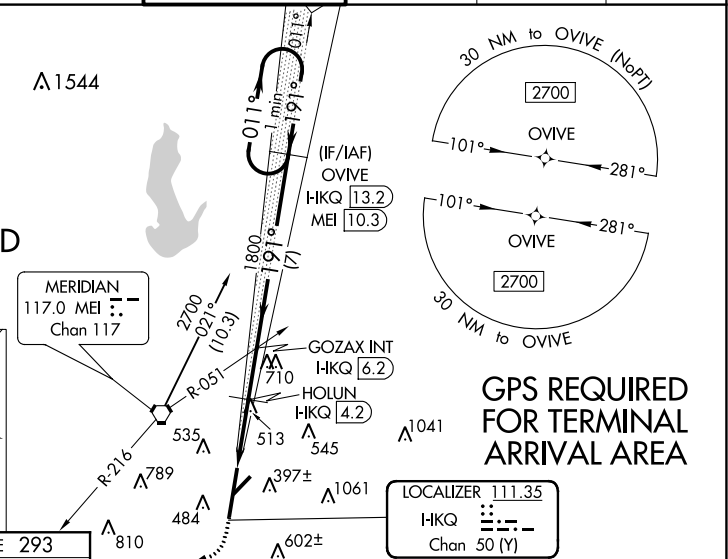
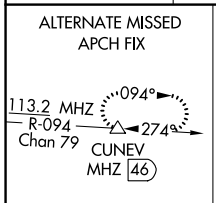
# ILS or LOC RWY 19

KEY FLD (MEI)

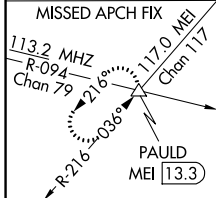
**⚠** When local altimeter not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS 19 all Cats visibility to RVR 6000, S-LOC 19 Cats C, D, and E visibility to 2 miles, and Circling Cats A/D visibility 1/4 mile and Cat C visibility 1/2 mile; increase HOLUN Fix minimums S-LOC Cats C, D and E to 1 1/2 mile, and Circling Cat C visibility 1/2 mile, and Cat D visibility 1/4 mile. For inop MALSRL, increase S-ILS 19 all Cats visibility to RVR 6000, and S-LOC 19 Cat E to 2 miles; increase HOLUN fix minimums S-LOC 19 Cat E visibility to 1 1/2 mile. For inop MALSRL when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 19 all Cats visibility to 1 1/2 mile, and S-LOC 19 Cat E to 2 1/2 miles; increase HOLUN Fix minimums S-LOC 19 Cat E visibility to 1 1/2 mile. Helicopter visibility reduction below RVR 4000 NA. Night landing: Rwy 22 NA. Circling NA southeast of Rwy 1 and 22. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

**MALSRL**  
  
**MISSED APPROACH:**  
 Climb to 1000 then climbing right turn to 3000 on heading 250° and MEI VORTAC R-216 to PAULD INT/MEI 13.3 DME and hold.

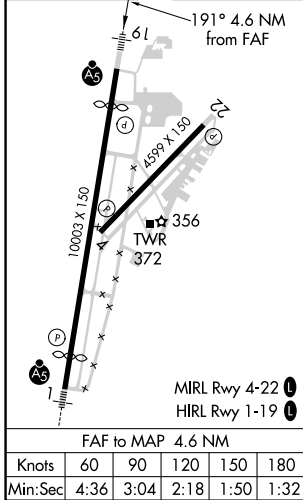
ATIS	MERIDIAN APP CON *	KEY TOWER *	GND CON	CLNC DEL	UNICOM
<b>126.475 291.675</b>	<b>120.5 269.325</b>	<b>133.975 (CTAF) 0 257.8</b>	<b>121.9 348.6</b>	<b>121.9 348.6</b>	<b>122.95</b>



**DME REQUIRED**



ELEV	298	TDZE	293
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<p>↑ hdg 250°</p> <p>PAULD MEI R-216</p> <p>*LOC only.</p> <p>GOZAX INT I-HKQ [6.2]</p> <p>HOLUN I-HKQ [4.2]</p> <p>OVIVE I-HKQ [13.2]</p> <p>One Minute Holding Pattern</p> <p>011° → 2700</p> <p>← 191°</p> <p>GS 3.00° TCH 54</p>																																																				
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>S-ILS 19</td> <td colspan="5">633/40 340 (400-3/4)</td> </tr> <tr> <td>S-LOC 19</td> <td>1040/40</td> <td>747 (800-3/4)</td> <td>1040-1 3/4</td> <td>747 (800-1 3/4)</td> <td></td> </tr> <tr> <td rowspan="2">CIRCLING</td> <td>1040-1</td> <td>1040-1 1/4</td> <td>1040-2 1/4</td> <td>1120-2 3/4</td> <td>1120-3</td> </tr> <tr> <td>742 (800-1)</td> <td>742 (800-1 1/4)</td> <td>742 (800-2 1/4)</td> <td>822 (900-2 3/4)</td> <td>822 (900-3)</td> </tr> <tr> <td colspan="6">HOLUN FIX MINIMUMS</td> </tr> <tr> <td>S-LOC 19</td> <td>780/40</td> <td>487 (500-3/4)</td> <td>780/50</td> <td>487 (500-1)</td> <td></td> </tr> <tr> <td rowspan="2">CIRCLING</td> <td>860-1</td> <td>880-1</td> <td>960-1 3/4</td> <td>1120-2 3/4</td> <td>1120-3</td> </tr> <tr> <td>562 (600-1)</td> <td>582 (600-1)</td> <td>662 (700-1 1/4)</td> <td>822 (900-2 3/4)</td> <td>822 (900-3)</td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	E	S-ILS 19	633/40 340 (400-3/4)					S-LOC 19	1040/40	747 (800-3/4)	1040-1 3/4	747 (800-1 3/4)		CIRCLING	1040-1	1040-1 1/4	1040-2 1/4	1120-2 3/4	1120-3	742 (800-1)	742 (800-1 1/4)	742 (800-2 1/4)	822 (900-2 3/4)	822 (900-3)	HOLUN FIX MINIMUMS						S-LOC 19	780/40	487 (500-3/4)	780/50	487 (500-1)		CIRCLING	860-1	880-1	960-1 3/4	1120-2 3/4	1120-3	562 (600-1)	582 (600-1)	662 (700-1 1/4)	822 (900-2 3/4)	822 (900-3)
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