

CORINTH, MISSISSIPPI

AL-5867 (FAA)

22363

WAAS CH <b>48832</b> <b>W36A</b>	APP CRS <b>356°</b>	Rwy Idg <b>6500</b> TDZE <b>425</b> Apt Elev <b>425</b>
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## RNAV (GPS) RWY 36

ROSCOE TURNER (CRX)

RNP APCH-GPS.

**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 764 feet and all visibilities 1/8 SM. Increase LNAV/VNAV DA to 818 feet and all visibilities 3/8 SM. Increase all MDAs 80 feet and LNAV visibility Cats C and D 1/4 SM, and Circling visibility Cats C and D 1/2 SM. Baro-VNAV and VDP NA when using Selmer altimeter setting. Rwy 36 helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct  
FOUT and hold.

AWOS-3PT <b>118.675</b>	MEMPHIS CENTER <b>135.9 273.55</b>	UNICOM <b>122.8 (CTAF) L</b>
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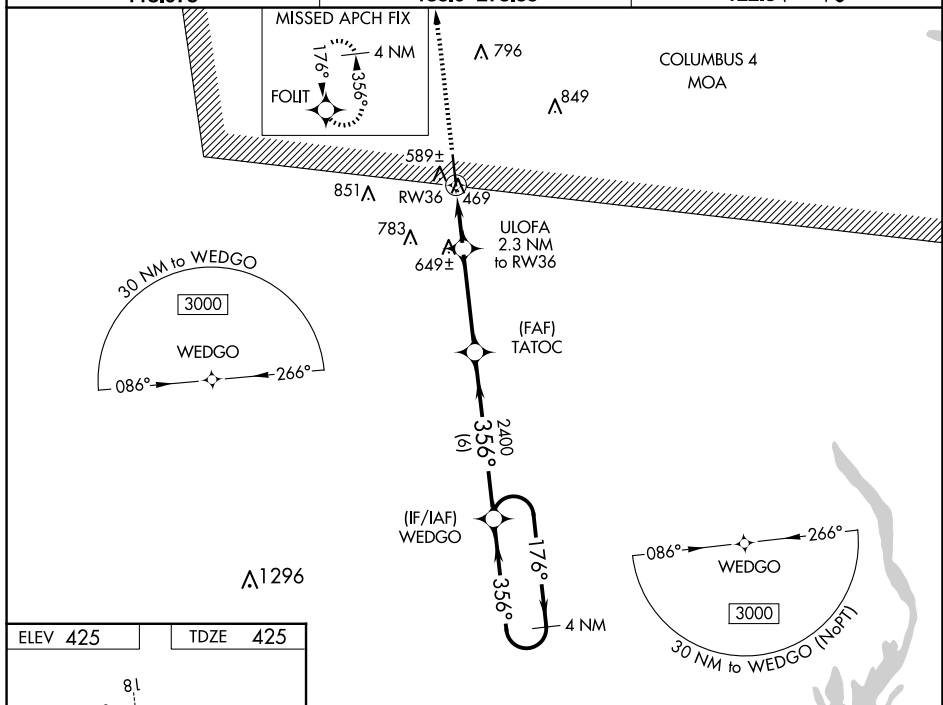


Figure 1-1: Example of a VORTAC with RNAV capability. The figure includes a plan view of the VORTAC station (MIRL Rwy 18-36) and a profile view of the RNAV glidepath. The plan view shows the station at 36, with a 0.3% up slope and a 356° heading. The profile view shows the glidepath starting at 3000, with a 356° heading, and a 4 NM holding pattern at 3000. The glidepath is labeled with 1200, 2400, and 3000, and a 356° heading. The profile view also shows the VORTAC station at 36, with a 0.3% up slope and a 356° heading. The profile view includes a table for the RNAV glidepath.

CATEGORY	A	B	C	D
LPV DA	696- $\frac{7}{8}$	271 (300- $\frac{7}{8}$ )		
RNAV/VNAV DA	750-1	325 (400-1)		
RNAV MDA	840-1	415 (500-1)	840-1 $\frac{1}{8}$	415 (500-1 $\frac{1}{8}$ )
CIRCLING	920-1	495 (500-1)	1100-2 675 (700-2)	1160-2 $\frac{1}{4}$ 735 (600-2 $\frac{1}{4}$ )

CORINTH, MISSISSIPPI

Amdt 1D 29DEC22

ROSCOE TURNER (CRX)

34°55'N-88°36'W

RNAV (GPS) RWY 36

SC-4, 10 JUL 2025 to 07 AUG 2025

SC-4, 10 JUL 2025 to 07 AUG 2025