

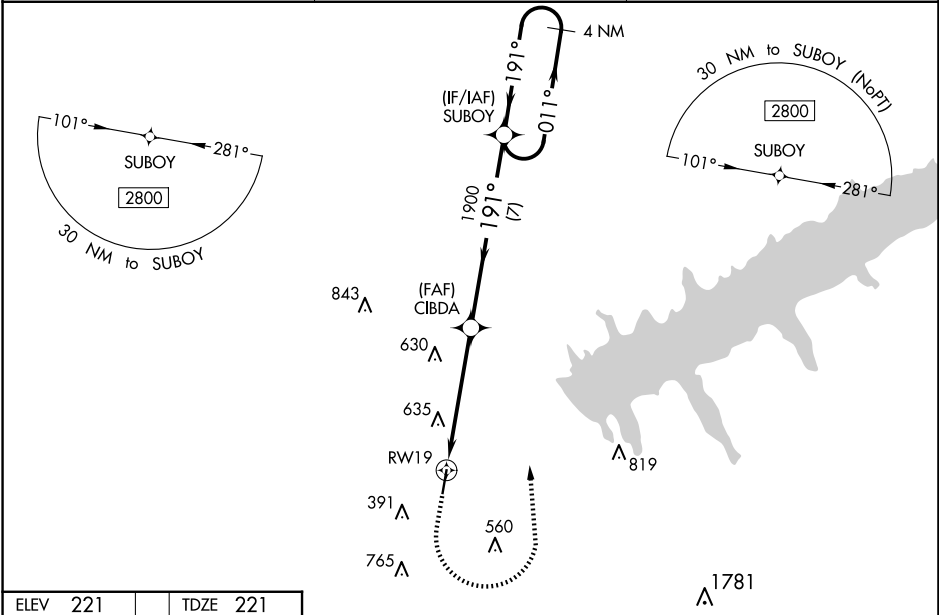
WAAS CH 72834 W19A	APP CRS 191°	Rwy Idg 5001 TDZE 221 Apt Elev 221
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RNAV (GPS) RWY 19
PANOLA COUNTY (PMU)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
▲ NA DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Oxford altimeter setting.
When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 571, LNAV/VNAV DA to 1116 and all MDA 80 feet, increase LPV all Cats visibility $\frac{3}{8}$ mile, LNAV/VNAV all Cats visibility $\frac{1}{2}$ mile, LNAV Cat B visibility $\frac{1}{4}$ mile, LNAV Cats C, D visibility $\frac{1}{2}$ mile, and Circling Cats B, C visibility $\frac{1}{4}$ mile. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 1100 then climbing left turn to 2800 direct SUBOY and hold.

AWOS-3PT 118.225	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF) 0
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ELEV 221	TDZE 221
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The inset chart shows the approach path and altitudes. It includes the SUBOY VORTAC (2800) and the RWY 19 threshold. Key altitudes shown are 1910, 1990, 2800, 391, 560, 630, 635, 765, 843, and 1781. The chart also shows the (IF/IAF) SUBOY and (FAF) CIBDA. A 4 NM holding pattern is indicated. The chart includes a 30 NM to SUBOY (NoPT) arc and a 30 NM to SUBOY arc.

1100 2800 SUBOY

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 45).

***LNAV only.**

CIBDA 1900

***1.6 NM to RW19**

RW19

1.6 3.6 NM 7 NM

SUBOY

011° 2800

191°

GP 3.00° TCH 40

4 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA	500- $\frac{7}{8}$ 279 (300- $\frac{7}{8}$)			
LNAV/VNAV DA	1045-3 824 (900-3)			
LNAV MDA	940-1 719 (800-2)		940-2 719 (800-2)	
CIRCLING	940-1 719 (800-1)	1000-1 779 (800-1)	1000-2 $\frac{1}{4}$ 779 (800-2 $\frac{1}{4}$)	1120-3 899 (900-3)