

WAAS CH <b>50205</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg <b>5499</b> TDZE <b>241</b> Apt Elev <b>247</b>
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RNAV (GPS) RWY 12

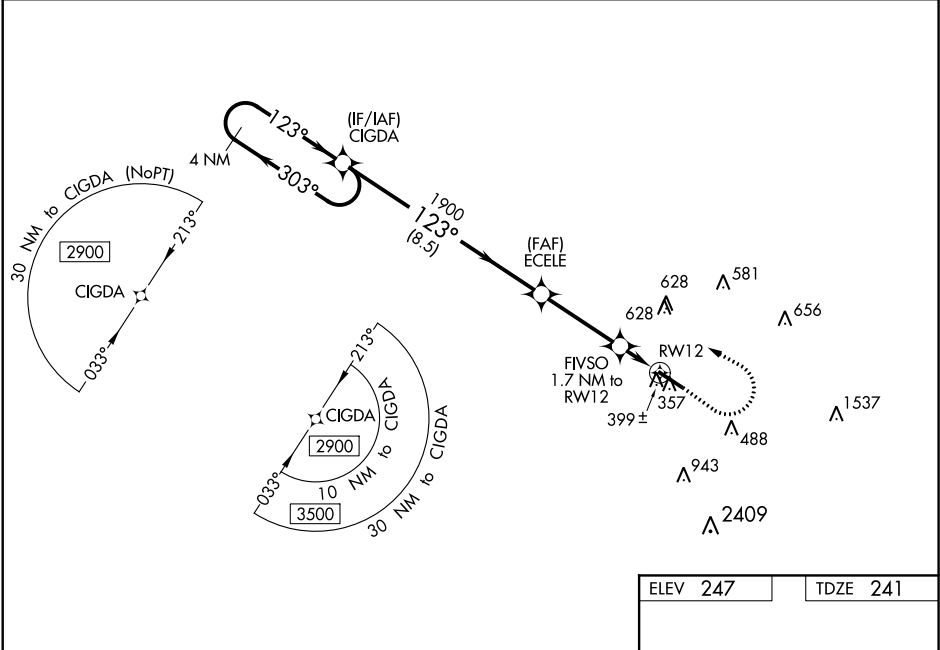
JOHN BELL WILLIAMS (JVW)

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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. Circling NA for Cat D southwest of Rwy 12-30. Baro-VNAV and VDP NA when using Hawkins Field altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hawkins Field altimeter setting: increase all DA 36 feet, all MDA 40 feet, all LNAV/VNAV visibilities ⅓ mile, LNAV Cat C and D visibilities ¼ mile, and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 direct CIGDA and hold.

AWOS-3PT <b>118.675</b>	JACKSON APP CON★ <b>125.25 319.2</b>	UNICOM <b>123.0 (CTAF) ①</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).

4 NM Holding Pattern

2900 ← 303°  
123° →

GP 3.00°  
TCH 47

CIGDA

ECELE

FIVSO 1.7 NM to RW12

\* 1.2 NM to RW12

RW12

\* LNAV only

123° to RW12

5499 X 100

30

CATEGORY	A	B	C	D
LPV DA		441-¾	200 (200-¾)	
LNAV/VNAV DA		662-1⅓	421 (500-1⅓)	
LNAV MDA	660-1	419 (500-1)	660-1⅓	419 (500-1⅓)
Ⓢ CIRCLING	800-1	553 (600-1)	980-2 733 (800-2)	980-2¼ 733 (800-2¼)

ELEV 247

TDZE 241

MIRL Rwy 12-30 ①  
REIL Rwy 12 and 30 ①