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| 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)

V
Δ 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 altitude setting not received, use Mc Kellar-Sipes 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-Sipes Rgnl altimeter setting. Helicopter visibility reduction below $\frac{3}{8}$ SM NA.

MISSED APPROACH:
Climb to 2200 direct
WARAV and hold.

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

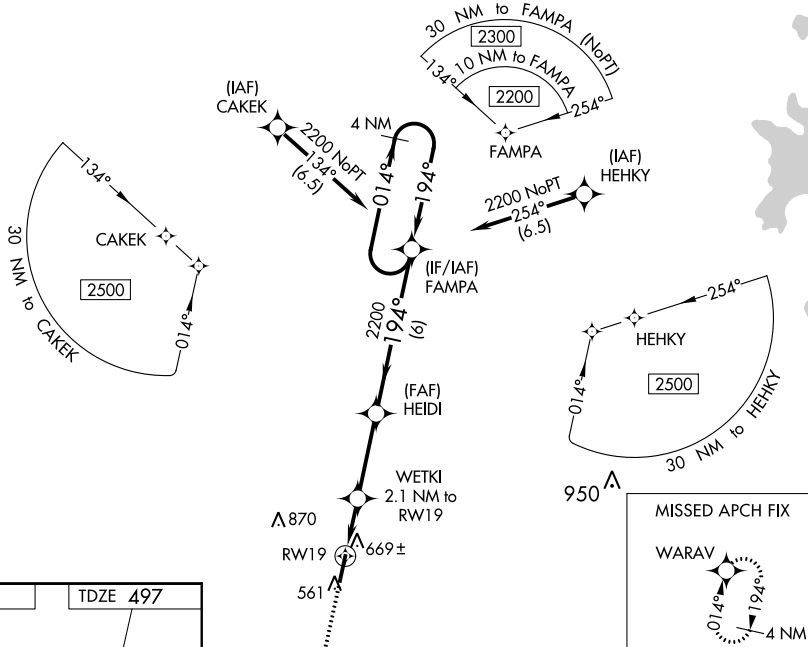


Diagram illustrating the 4 NM Holding Pattern for the 2200 VORTIS frequency. The pattern is a standard racetrack holding pattern. The inbound leg is 2.1 NM from the VORTIS station (HEIDI) to the RW19. The outbound leg is 3.1 NM from the RW19. The holding pattern is centered on the 2200 frequency. The diagram shows the 2200 VORTIS station, the 2200 VORTIS frequency, the 2200 VORTIS station, the 2200 VORTIS frequency, the 2200 VORTIS station, and the 2200 VORTIS frequency. The diagram is labeled "4 NM Holding Pattern" and "GP 3.00° TCH 40".