

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

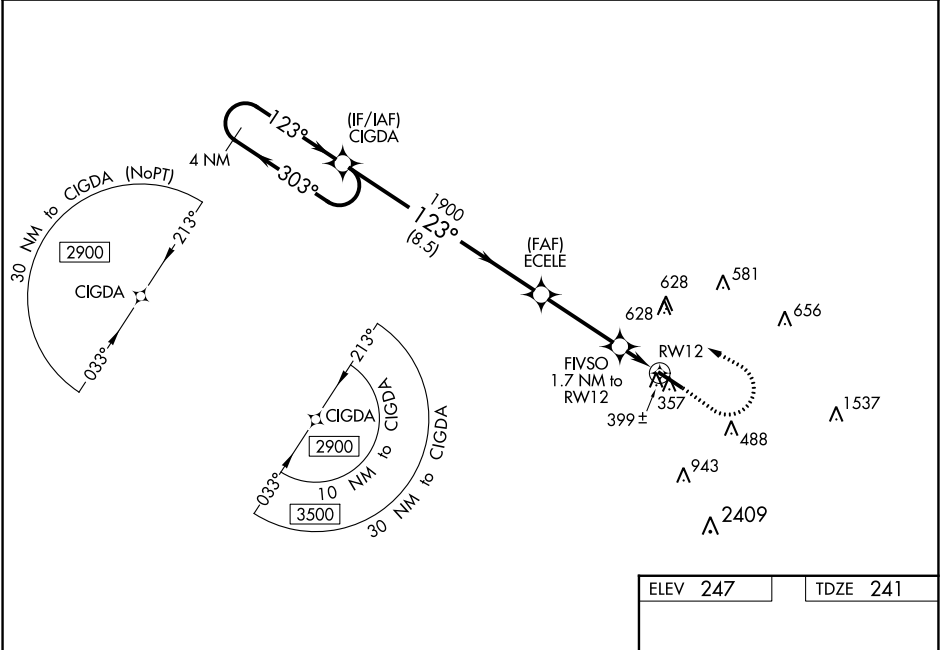
JOHN BELL WILLIAMS (JVW)

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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 Fld altimeter setting. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Hawkins Fld altimeter setting: increase all DA 36 feet, all MDA 40 feet, all LNAV/VNAV visibilities ⅛ 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</b> (CTAF) <b>1</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).

4 NM Holding Pattern

CIGDA

ECELE

FIVSO 1.7 NM to RWY 12

RWY 12

2900 ← 303°

123° →

123° to RWY 12

GP 3.00°

TCH 47

1900

\*820

1.2 NM to RWY 12

800

2900

CIGDA

\* LNAV only

8.5 NM

3.4 NM

0.5

1.2

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)

MIRL Rwy 12-30 **1**

REIL Rwy 12 and 30 **1**