

LOC I-CRG <u>111.7</u>	APP CRS 321°	Rwy Ldg TDZE Apt Elev	4008 41 41
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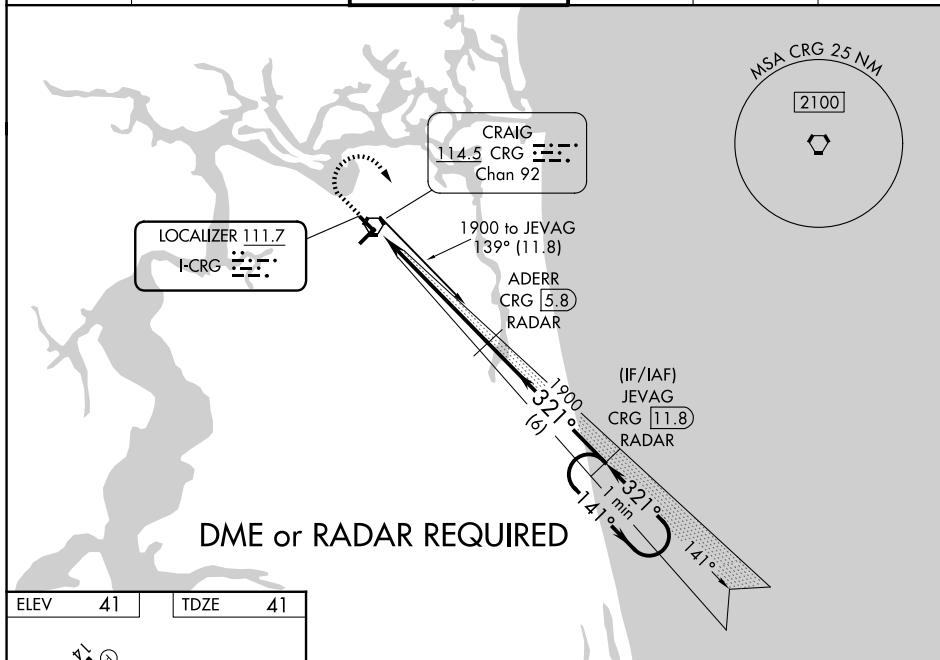
ILS or LOC RWY 32
JACKSONVILLE EXEC AT CRAIG (CRG)

T Night landing: Rwy 5 NA. DME or radar required. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting: increase DA to 273 feet; increase all MDAs 40 feet and Circling visibility Cat C $\frac{1}{4}$ SM. **A** For inop MALSR, increase S-LOC 32 Cats C/D visibility to $\frac{1}{4}$ mile. For inop MALSR, when using Jacksonville Intl altimeter setting, increase S-LOC 32 Cats C/D visibility to $\frac{1}{4}$ mile.

MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 on heading 180° and on CRG VORTAC R-139 to JEVAG/CRG VORTAC 11.8 DME/RADAR and hold.

ATIS 125.4	JACKSONVILLE APP CON 124.9 308.4	CRAIG TOWER ★ 132.1 (CTAF) 0 269.525	GND CON 121.8	CLNC DEL 118.35	UNICOM 122.95
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ELEV

41

TDZE

41

MIRA Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 14 and 23 L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

700 ↑	1900 hdg 180°	CRG R-139	JEVAG CRG 11.8	ADERR CRG 5.8 RADAR	JEVAG CRG 11.8 RADAR	One Minute Holding Pattern
CATEGORY	A	B	C	D		
S-ILS 32	241-1		200 (200-1)			
S-LOC 32	480-1		439 (500-1)			
CIRCLING	500-1 459 (500-1)	600-1 559 (600-1)	620-1½ 579 (600-1½)	800-2½ 759 (800-2½)		