

▼

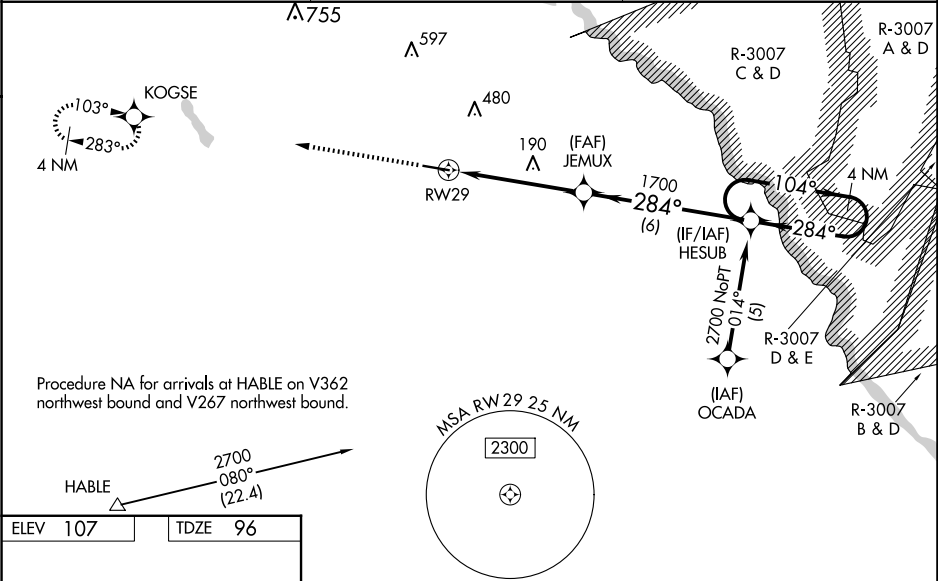
⚠

Baro-VNAV and VDP NA when using Savannah/Hilton Head Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). Rwy 29 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting: increase LPV DA to 485 and LNAV/VNAV DA to 542; increase all MDA 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C/D ½ SM. Inop table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A/B. For inop ALS, increase LNAV Cat C visibility to 1½ SM. For inop ALS when using Savannah/Hilton Head Intl altimeter setting, increase LPV all Cats visibility to 1½ SM and LNAV/VNAV all Cats visibility to 1¾ SM.

MALSF

MISSED APPROACH:
Climb to 2700 direct KOGSE and hold.

AWOS-3PT 118.125	JACKSONVILLE CENTER 126.75 277.4	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



2700 KOGSE VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 37). HESUB 4 NM Holding Pattern				
*LNAV only. *1.2 NM to RW29 RW29 JEMUX HESUB 1700 284° 104° 2700 GP 3.00° TCH 45				
CATEGORY	A	B	C	D
LPV DA	364-1		268 (300-1)	
LNAV/VNAV DA	421-1¼		325 (400-1¼)	
LNAV MDA	500-1 404 (400-1)			500-1¼ 404 (400-1¼)
CIRCLING	520-1 413 (500-1)	560-1 453 (500-1)	780-2 673 (700-2)	780-2¼ 673 (700-2¼)