

WAAS CH 45620 W31A	APP CRS 319°	Rwy Idg 5001 TDZE 42 Apt Elev 42
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RNAV (GPS) RWY 31
CROSS CITY (CTY)

RNP APCH - GPS.

⚠ Rwy 31 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using X60 altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C or above 54°C. When local altimeter setting not received, use X60 altimeter setting and increase LPV DA to 383 feet; increase LNAV/VNAV DA to 514 feet and all visibilities $\frac{1}{4}$ SM. Increase all MDAs 100 feet and LNAV visibility Cats C and D $\frac{1}{4}$ SM, and Circling visibility Cats C and D $\frac{1}{4}$ SM. Straight-in Rwy 31 NA at night, Circling Rwy 4, 13, 31 NA at night.

MISSED APPROACH:
Climb to 2000 direct
GRSSO and hold.

AWOS-3PT 120.775	X60 AWOS-3T 118.425	JACKSONVILLE CENTER 127.8 352.0	UNICOM 122.8 (CTAF) 0
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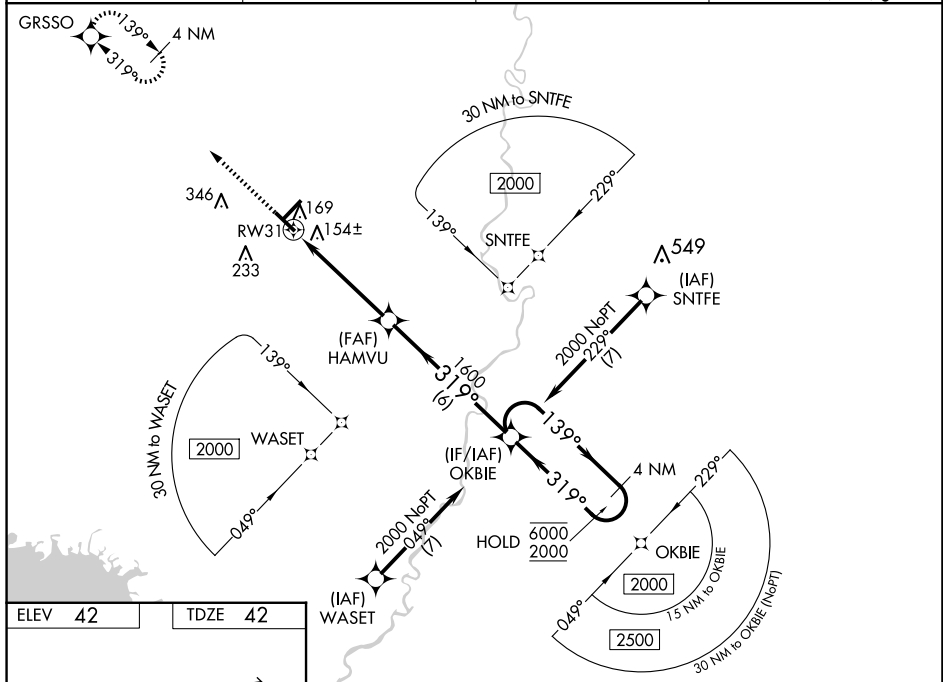


Diagram illustrating the OKBIE 4 NM Holding Pattern. The pattern is a racetrack shape with a 4.7 NM leg from RW31 to HAMVU, a 6 NM leg from HAMVU to OKBIE, and a 4 NM leg from OKBIE back to HAMVU. The pattern is a racetrack shape with a 139° inbound and 319° outbound. The altitude is 1600 feet. The diagram also shows the VGSB and RNAS glidepaths, which are not coincident. The VGSB angle is 3.00° and the TCH is 36. The diagram also shows the MIRM Rwy 13-31, MIRM Rwy 4-22, and REIL Rws 13 and 31.

CATEGORY	A	B	C	D
LPV DA	292-1	250 (300-1)		
LNAV/VNAV DA	423-1 $\frac{1}{8}$	381 (400-1 $\frac{1}{8}$)		
LNAV MDA	500-1	458 (500-1)	500-1 $\frac{3}{8}$	458 (500-1 $\frac{3}{8}$)
CIRCLING	500-1 458 (500-1)	520-1 478 (500-1)	660-1 $\frac{3}{4}$ 618 (700-1 $\frac{3}{4}$)	660-2 618 (700-2)