

RNP APCH.

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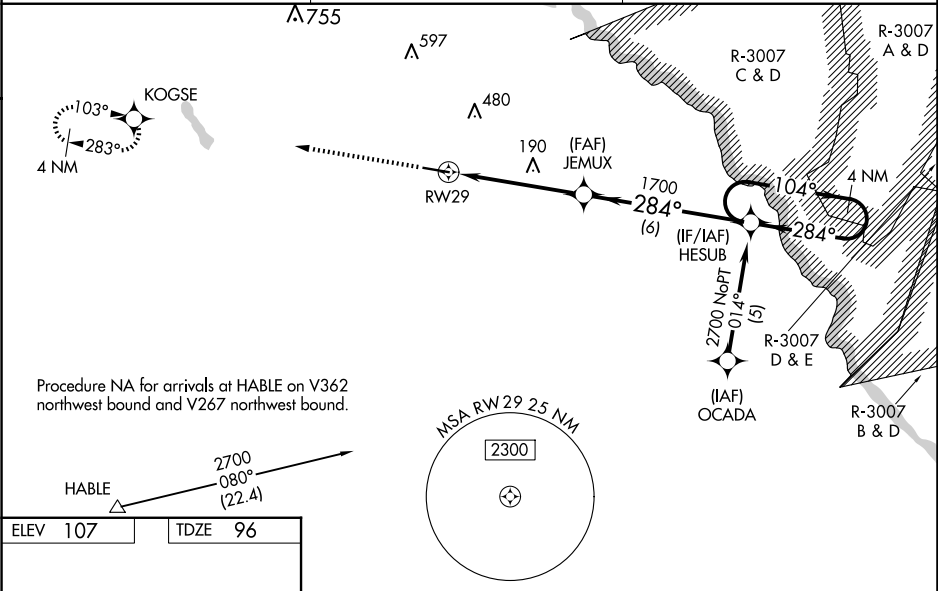
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Baro-VNAV and VDP NA when using Savannah/Hilton Head Intl altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). Rwy 29 helicopter visibility reduction below ¾ SM NA. When local altimeter setting 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 <b>118.125</b>	JACKSONVILLE CENTER <b>126.75 277.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 107	TDZE 96
<div><div>2700 KOGSE</div><div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 37).</div><div>4 NM Holding Pattern</div></div>	
<div><div>284° to RW29</div><div>5500 X 100</div><div>0.7% UP</div><div>1.2 NM</div><div>3.7 NM</div><div>6 NM</div><div>GP 3.00° TCH 45</div></div>	
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)