

WAAS CH 45620 W31A	APP CRS 319°	Rwy Ldg 5001 TDZE 42 Apt Elev 42
--	------------------------	---

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 393 feet; increase LNAV/VNAV DA to 514 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ SM, and Circling visibility Cats C and D ¼ 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)
----------------------------	-------------------------------	---	-------------------------------

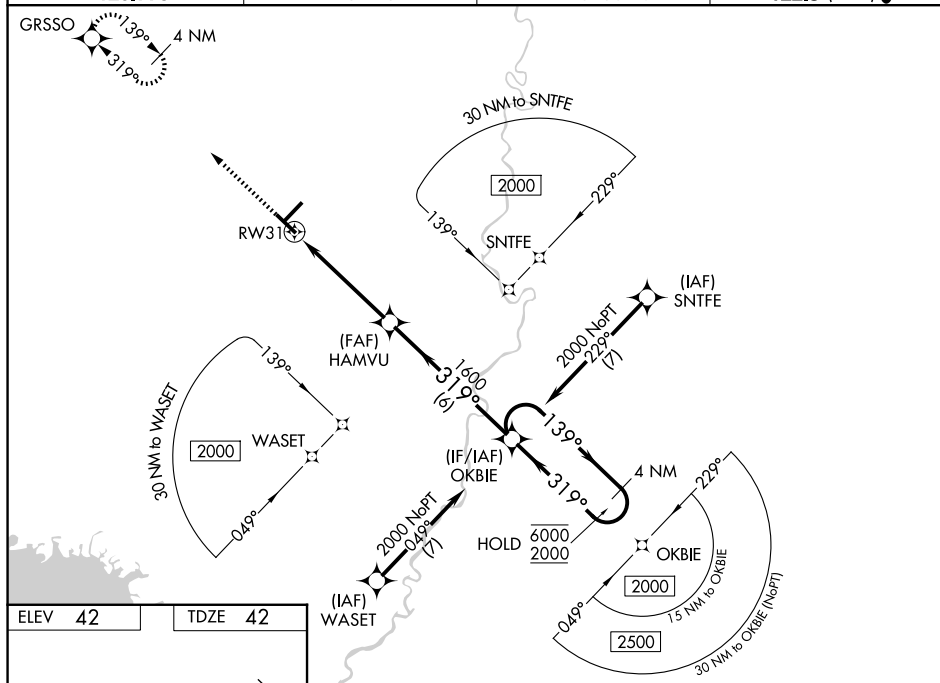


Diagram illustrating the RW31 approach procedure. The diagram shows a 319° approach to RW31. Key features include: 5005 X 75 and 5001 X 100 runway dimensions; 96° angle; 4.7 NM and 6 NM distances; 1600 and 2000 altitudes; 139° and 319° angles; 4 NM Holding Pattern; and a note: 'VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 36)'.

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)