

WAAS CH 56616 W18A	APP CRS 185°	Rwy Idg 12504 TDZE 79 Apt Elev 80
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RNAV (GPS) RWY 18L

CECIL (V00)

- ▼** Baro-VNAV N/A when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV N/A below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 N/A. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet. For inop MALSR, increase LNAV Cats C/D visibility to 1½ mile. For inop MALSR, when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C/D visibility to 1¾ mile. Inop table does not apply to LPV and LNAV/VNAV all Cats and CNAV Cat A/B visibilities. When using Jacksonville Intl altimeter setting, inop table does not apply to LPV all Cats and LNAV Cat A/B visibilities. VDP N/A when using Jacksonville Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ZORM and hold.

ATIS 125.275	JACKSONVILLE APP CON 127.775 377.075	CECIL TOWER ★ 126.1 (CTAF) 0 235.625	GND CON 121.625 226.675	CLNC DEL 123.975 254.25	GCO 135.075
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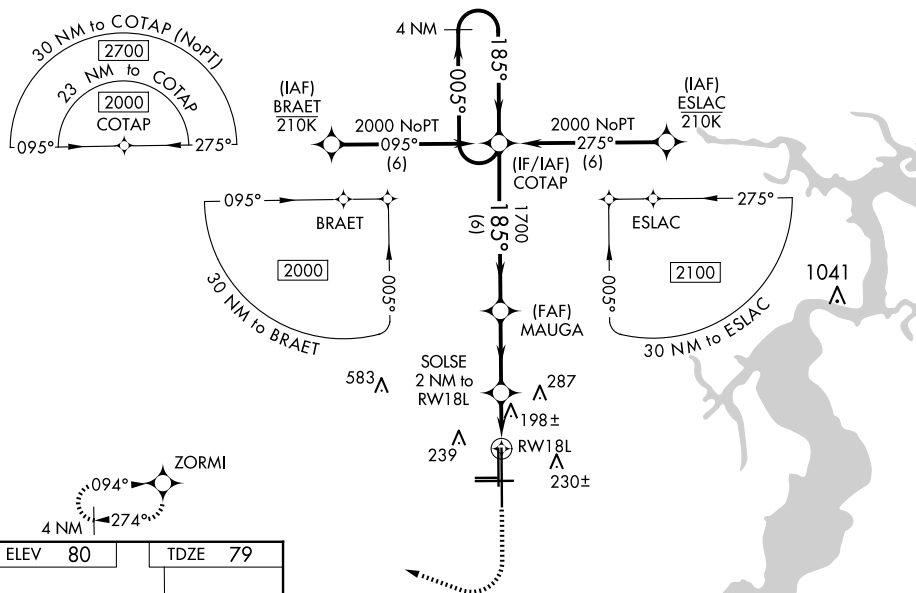


Diagram illustrating the HIRL (High Intensity Runway Lighting) and REIL (Runway End Identifier Lights) systems for Runways 9R-27L and 18L-36R. The diagram shows the runway layout, including the centerline, edge lights, and the HIRL/REIL system components. The runway dimensions are given as 8001 X 200, 12504 X 200, 4439 X 200, and 8003 X 200. The diagram is labeled with 'ELEV 80' and 'TDZE 79'.

VGSIs and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 66).

*RNAV only.

CATEGORY	A	B	C	D
LPV DA		329-1	250 (300-1)	
LNAV/ VNAV	DA	368-1	289 (300-1)	
LNAV MDA		460-1	381 (400-1)	
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	640-2 560 (600-2)

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