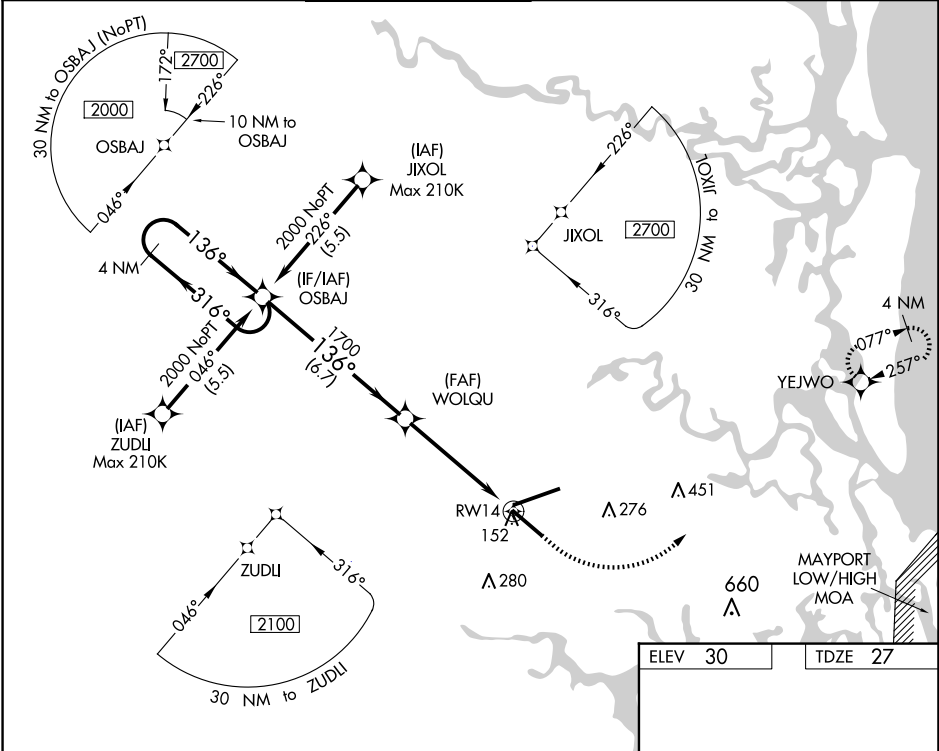


WAAS CH 70626 W14A	APP CRS 136°	Rwy Idg TDZE Apt Elev	7701 27 30
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RNAV (GPS) Z RWY 14
JACKSONVILLE INTL (JAX)

RNP APCH-GPS.	MALSR	MISSED APPROACH: Climb to 500 then climb ing left turn to 2000 direct YEJWO and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C . For inop ALS, increase LPV visibility all Cats to ¾ SM and increase LNAV/VNAV visibility all Cats and LNAV Cats A and B visibility to 1 SM. Rwy 14 helicopter visibility reduction below ¾ SM NA.		

D-ATIS 125.85	JACKSONVILLE APP CON 119.0 269.9	JACKSONVILLE TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275	CPDLC
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).		500	2000	YEJWO
2000		136°		1700		1.2 NM to RWY 14
GP 3.00° TCH 54		136°		1700		1.2 NM to RWY 14
6.7 NM		3.9 NM		1.2 NM		
CATEGORY	A	B	C	D		
LPV DA	306-¾		279 (300-¾)			
LNAV/VNAV DA	388-¾		361 (400-¾)			
LNAV MDA	480-¾ 453 (500-¾)		480-⅞ 453 (500-⅞)			
CIRCLING	520-1 490 (500-1)		580-1½ 550 (600-1½)		580-2 550 (600-2)	

REIL Rwy 32
TDZ/CL Rws 8, 14, and 26
HIRL Rws 8-26 and 14-32

The inset chart shows the final approach segment and runway details. It includes the runway width (10000 X 150), the runway centerline, and the runway end point. The chart also shows the runway lights and the runway end point. The chart includes the runway width (10000 X 150), the runway centerline, and the runway end point. The chart also shows the runway lights and the runway end point.