

WAAS
CH **56209**
W01A

APP CRS
004°

Rwy Ldg **5992**
TDZE **140**
Apt Elev **141**

RNAV (GPS) RWY 1
WAYCROSS-WARE COUNTY (AYS)

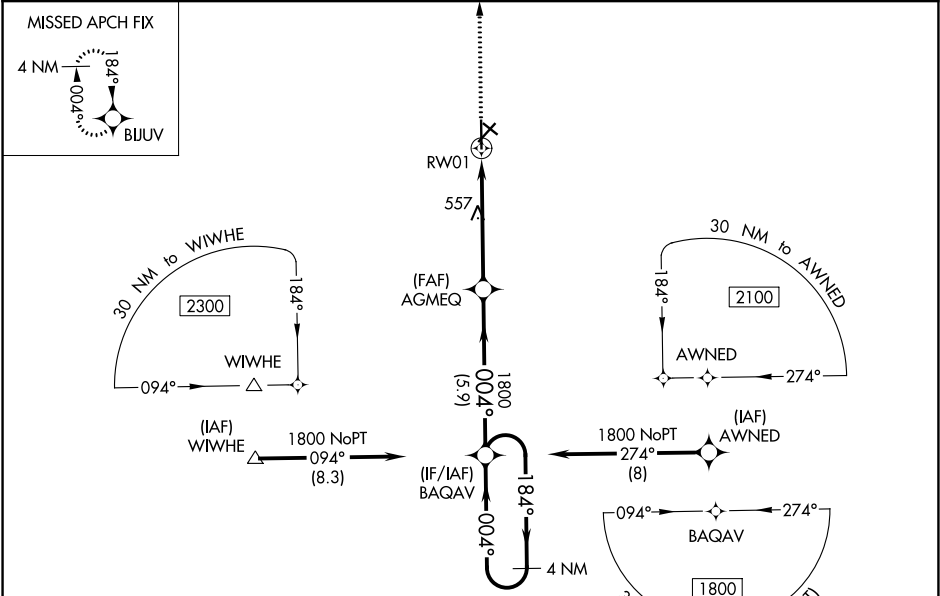
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DME/DME RNP-0.3 NA. When local alimeter setting not received, use Alma alimeter setting and increase LPV DA to 473 feet and all visibilities $\frac{1}{8}$ mile, LNAV/VNAV DA to 462 feet and all visibilities $\frac{1}{8}$ mile; increase all MDA 60 feet and visibility Cats C and D $\frac{1}{8}$ mile and Circling Cats C and D visibilities $\frac{1}{4}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Night Landing Rwy 5, 31 NA. VDP and Baro-VNAV NA when using Alma alimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 1700 direct
BIJUV and hold.

AWOS-3 118.575	JACKSONVILLE CENTER 127.575 269.025	UNICOM 122.8 (CTAF) 0
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ELEV **141**

TDZE **140**

Diagram of runway layout showing HIRL (High Intensity Runway Lighting) and REIL (Runway End Identifier Lights) systems. The runway is labeled Rwy 1-19 and Rwy 19. The diagram includes dimensions for the runway and taxiway, and the heading 004°.

1700 BIJUV

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 33).

4 NM Holding Pattern

Holding pattern diagram for BIJUV. The pattern is a series of turns with altitudes of 1800 and 1800. The heading is 004° and 184°. The distance between turns is 2 NM, 3.1 NM, and 5.9 NM.

CATEGORY	A	B	C	D
LPV DA	423- $\frac{7}{8}$ 283 (300- $\frac{7}{8}$)			
LNAV/VNAV DA	412- $\frac{7}{8}$ 272 (300- $\frac{7}{8}$)			
LNAV MDA	820-1	680 (700-1)	820-1 $\frac{7}{8}$	680 (700-1 $\frac{7}{8}$)
CIRCLING	820-1	679 (700-1)	860-2 719 (800-2)	860-2 $\frac{1}{4}$ 719 (800-2 $\frac{1}{4}$)