

WAAS CH 50516 W09A	APP CRS 095°	Rwy Idg 8003 TDZE 77 Apt Elev 80
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RNAV (GPS) RWY 9R

CECIL (VQQ)

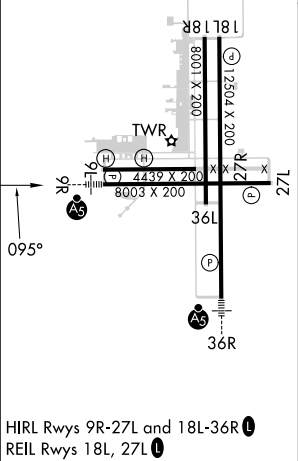
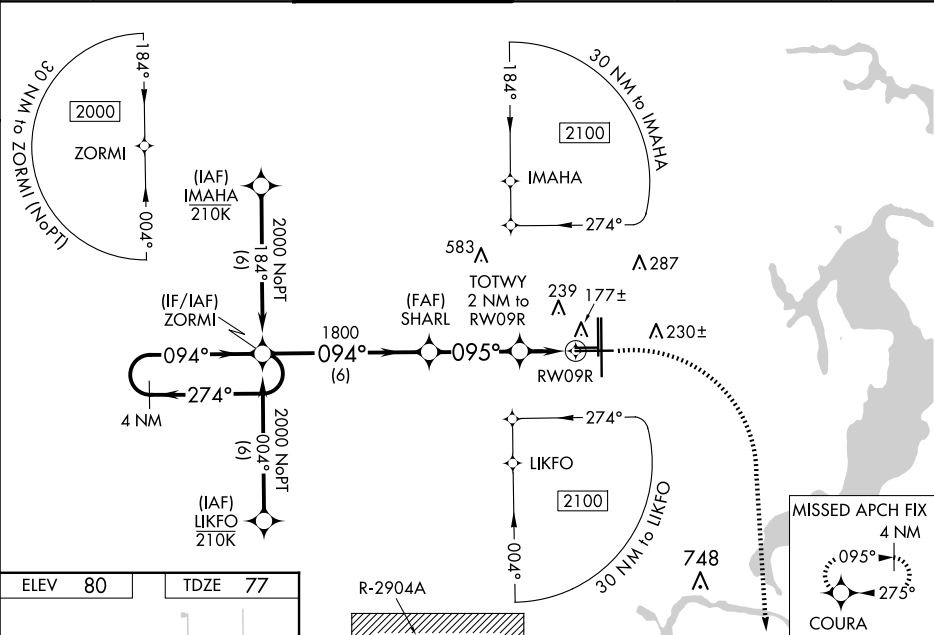
▼ Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

▲ Helicopter visibility reduction below ¾ SM NA. 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 LPV and LNAV/VNAV all Cats visibility to ¾ mile, and LNAV all Cats visibility to 1 mile. For inop MALSR, when using Jacksonville Intl altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cats C/D visibility to 1 ½ mile.

MALSR

MISSED APPROACH:
Climb to 700 then
climbing right turn to
2000 direct COURA
and hold.

ATIS 125.275	JACKSONVILLE APP CON 127.775 377.075	CECIL TOWER★ 126.1 (CTAF) 235.625	GND CON 121.625 226.675	CINC DEL 123.975 254.25	GCO 135.075
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ELEV 80	TDZE 77
R-2904A	
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 68).	
4 NM Holding Pattern ZORMI	
2000 ← 274° 094° →	
GP 3.00° TCH 53	
SHARL 1800	
TOTWY 2 NM to RW09R	
*0.9 NM to RW09R	
*760	
RW09R	
6 NM 3.3 NM 1.1 0.9	
CATEGORY	A B C D
LPV DA	351-¾ 274 (300-¾)
LNAV/VNAV DA	338-¾ 261 (300-¾)
LNAV MDA	440-¾ 363 (400-¾)
CIRCLING	540-1 560-1 600-1½ 640-2 460 (500-1) 480 (500-1) 520 (600-1½) 560 (600-2)