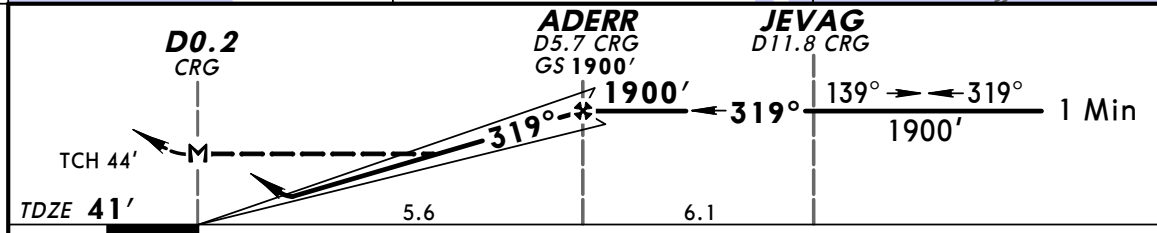
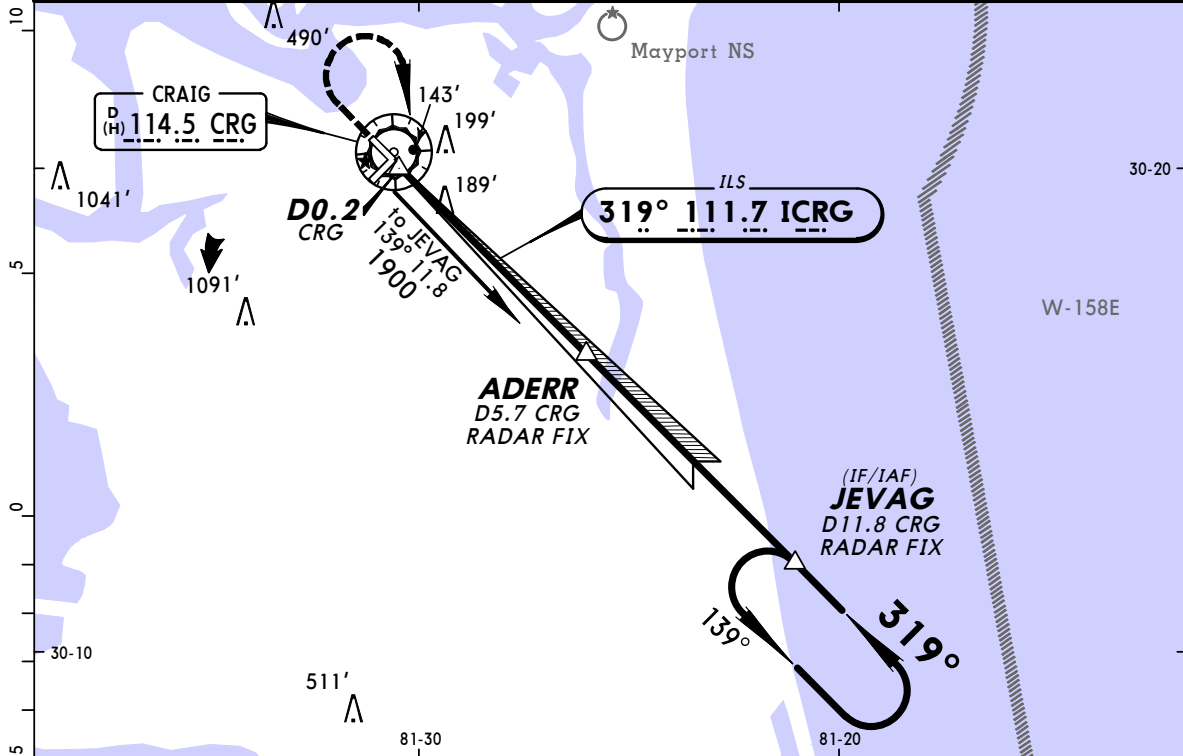


**KCRG/CRG  
CRAIG MUN**

**JEPPESEN**  
14 NOV 08 (21-1) Eff 20 Nov

**JACKSONVILLE, FLA  
ILS or LOC Rwy 32**

ATIS (ASOS when Twr inop) <b>125.4</b>		JACKSONVILLE Approach (R) <b>124.9</b>		*CRAIG Tower CTAF <b>132.1</b>	*Ground <b>121.8</b>
LOC ICRG <b>111.7</b>	Final Apch Crs <b>319°</b>	GS <b>ADERR</b> <b>1900' (1859')</b>	ILS DA(H) (CONDITIONAL) <b>241' (200')</b>	Apt Elev <b>41'</b> TDZE <b>41'</b>	2100'  MSA CRG VOR
<b>MISSED APCH:</b> Climb to 700' then climbing RIGHT turn to 1900' outbound via CRG VOR R-139 to JEVAG/D11.8 CRG/RADAR FIX and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
<b>1. DME or RADAR required.</b> 2. Use local altimeter setting; if not received, use Jacksonville Intl altimeter setting. 3. Pilot controlled lighting 132.1.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	700'	1900'	CRG via 114.5 R-139	JEVAG
GS 3.00°	377	484	538	646	753	861					
MAP at D0.2 CRG or ADERR to MAP	5.6	4:48	3:44	3:22	2:48	2:24					

STRAIGHT-IN LANDING RWY 32 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting					
ILS DA(H) 241' (200')			LOC (GS out) MDA(H) 440' (399')			MDA(H)					
FULL		RAIL or ALS out	RAIL out		ALS out	Max Kts					
A						90	500' (459') - 1				
B	1/2	3/4	1/2	3/4	1	120	580' (539') - 1				
C						140	580' (539') - 1 1/2				
D			3/4		1 1/4	165	600' (559') - 2				
With Jacksonville Intl Altimeter Setting						With Jacksonville Intl Altimeter Setting					
DA(H) 273' (232')			MDA(H) 480' (439')			MDA(H)					
FULL		RAIL or ALS out	RAIL out		ALS out	Max Kts					
A						90	540' (499') - 1				
B	1/2	3/4	1/2	3/4	1	120	620' (579') - 1				
C						140	620' (579') - 1 1/2				
D			1		1 1/2	165	640' (599') - 2				

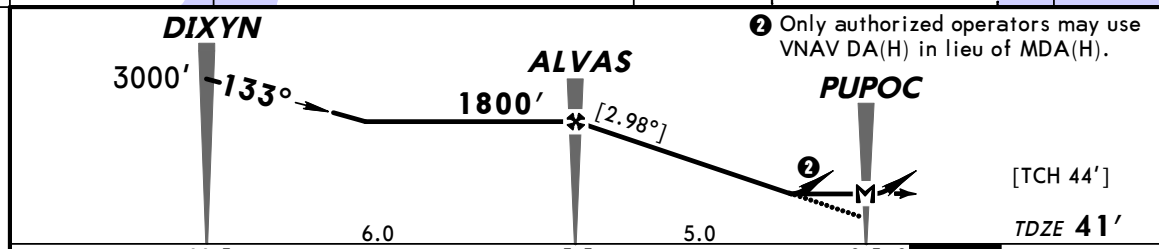
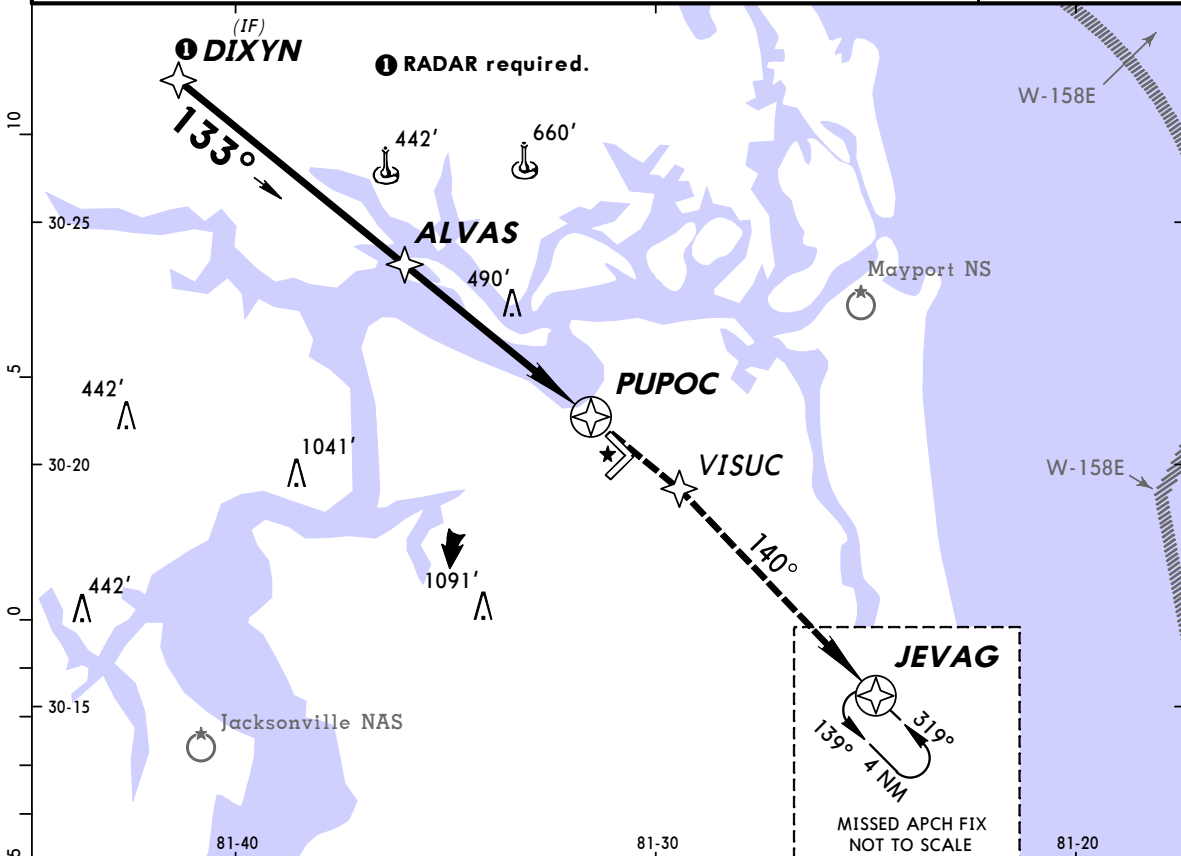
TERPS

**KCRG/CRG**  
**CRAIG MUN**

**JEPPESEN**  
14 NOV 08 **(22-1)** **Eff 20 Nov**

**JACKSONVILLE, FLA**  
**RNAV (GPS) Rwy 14**

ATIS (ASOS when Twr inop)		JACKSONVILLE Approach (R)		*CRAIG Tower		*Ground			
125.4		124.9		CTAF 132.1		121.8			
RNAV	Final Apch Crs <b>133°</b>	Minimum Alt <b>ALVAS</b> <b>1800'</b> (1759')	LNAV MDA(H) (CONDITIONAL) <b>800'</b> (759')	Apt Elev 41'		2100'			
MISSED APCH: Climb to 1900' direct VISUC then via 140° track to JEVAG and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA PUPOC			
1. Use local altimeter setting; if not received, use Jacksonville Intl altimeter setting.									
2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 132.1.									



Gnd speed-Kts	70	90	100	120	140	160	REIL	1900'	D → VISUC
Descent angle [2.98°]	369	474	527	633	738	843	PAPI-L	↑	
MAP at PUPOC									

	STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
	With Local Altimeter Setting	With Jacksonville Intl Altimeter Setting	With Local Altimeter Setting	With Jacksonville Intl Altimeter Setting
A	1	1	800'(759')-1	840'(799')-1
B	1¼	1¼	800'(759')-1¼	840'(799')-1¼
C	2¼	2¼	800'(759')-2¼	840'(799')-2¼
D	2½	2½	800'(759')-2½	840'(799')-2½

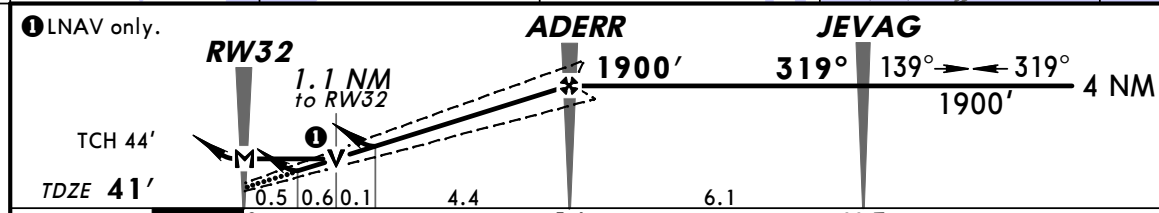
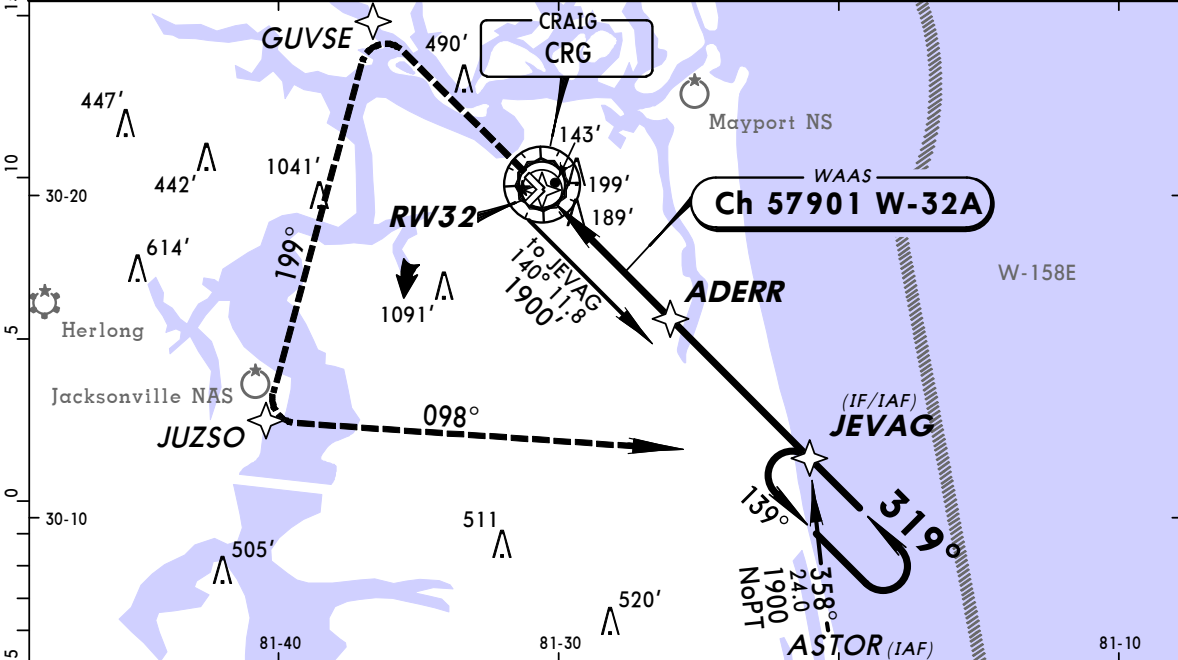
TERPS

**KCRG/CRG**  
**CRAIG MUN**

**JEPPESEN**  
14 NOV 08 **(22-2)** **Eff 20 Nov**

**JACKSONVILLE, FLA**  
**RNAV (GPS) Rwy 32**

ATIS (ASOS when Twr inop) <b>125.4</b>		JACKSONVILLE Approach (R) <b>124.9</b>		*CRAIG Tower CTAF <b>132.1</b>		*Ground <b>121.8</b>	
WAAS <b>Ch 57901</b> <b>W-32A</b>		Final Aptch Crs <b>319°</b>		Minimum Alt <b>ADERR</b> <b>1900'</b> (1859')		LPV DA(H) (CONDITIONAL) <b>241'</b> (200')	
				Apt Elev <b>41'</b>		TDZE <b>41'</b>	
<b>MISSED APCH: Climb to 3000' direct GUVSE and LEFT turn via 199° track to JUZSO and LEFT turn via 098° track to JEVAG and hold.</b>							<p>2100'</p> <p>MSA RW32</p>
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Jacksonville Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. Baro-VNAV not authorized when using Jacksonville Intl altimeter setting. 4. VDP not authorized when using Jacksonville Intl altimeter setting. 5. DME/DME RNP-0.3 not authorized. 6. Pilot controlled lighting 132.1.							
BRIEFING STRIP™							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	D → GUVSE
Glide path angle 3.00°	372	478	531	637	743	849			
MAP at RW32									

STRAIGHT-IN LANDING RWY 32 With Local Altimeter Setting							CIRCLE-TO-LAND With Local Altimeter Setting		
LPV DA(H) 241' (200')		LNAV/VNAV DA(H) 479' (438')		LNAV MDA(H) 440' (399')			Max Kts	MDA(H)	
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	90		120	140
A							500' (459')-1		
B	1/2	3/4	1	1 1/2	1/2	3/4	580' (539')-1		
C							580' (539')-1 1/2		
D					1	1 1/4	600' (559')-2		
With Jacksonville Intl Altimeter Setting							With Jacksonville Intl Altimeter Setting		
LPV DA(H) 273' (232')		LNAV/VNAV DA(H) 511' (470')		LNAV MDA(H) 480' (439')			Max Kts	MDA(H)	
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	90		120	140
A							540' (499')-1		
B	1/2	3/4	1 1/4	1 3/4	1/2	3/4	620' (579')-1		
C					3/4	1 1/4	620' (579')-1 1/2		
D					1	1 1/2	640' (599')-2		

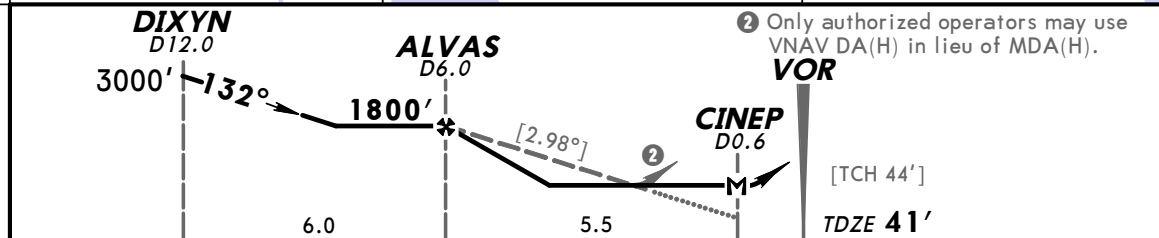
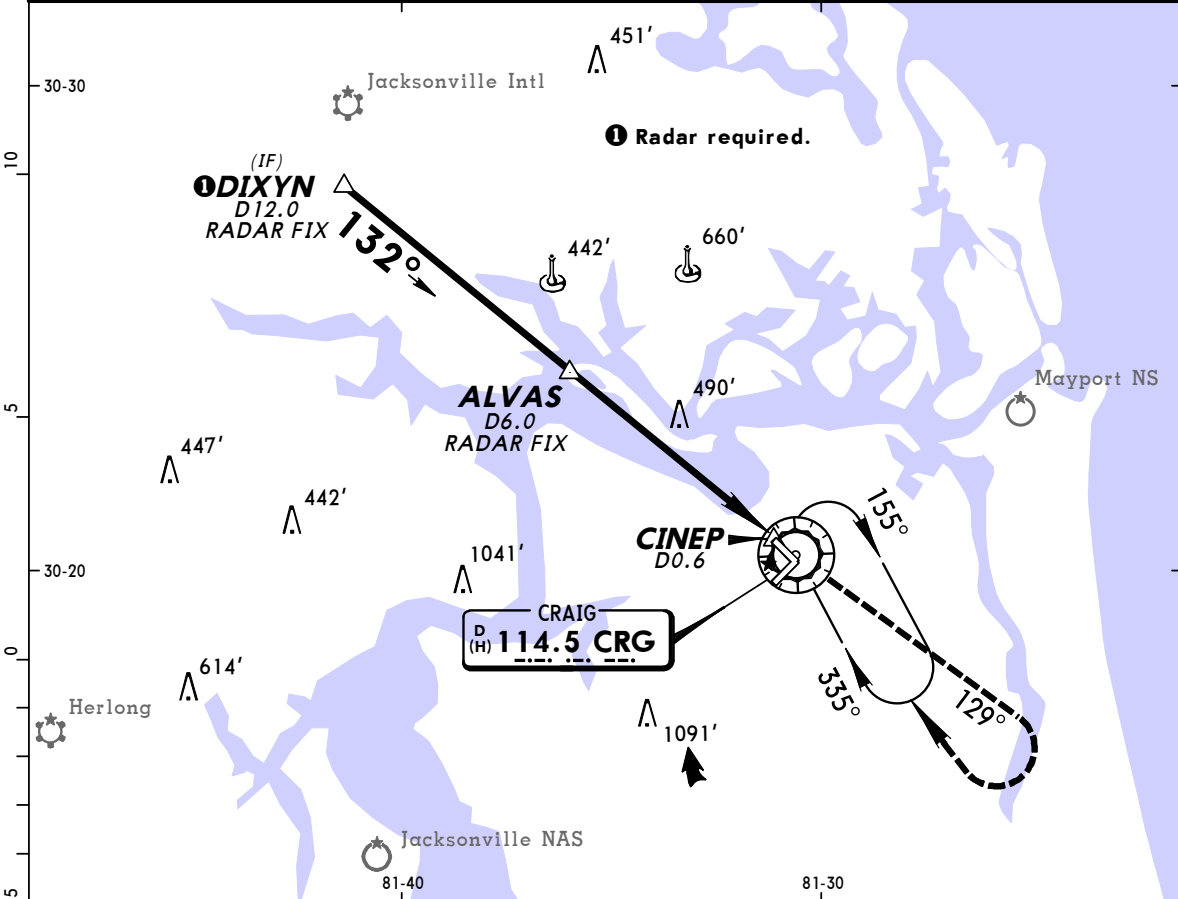
TERPS © DZM23A

**KCRG/CRG**  
**CRAIG MUN**

JEPPESEN  
14 NOV 08 **(23-1)** **Eff 20 Nov**

**JACKSONVILLE, FLA**  
**VOR Rwy 14**

ATIS (ASOS when Twr inop)		JACKSONVILLE Approach (R)		*CRAIG Tower		*Ground	
125.4		124.9		CTAF 132.1		121.8	
VOR CRG <b>114.5</b>	Final Apch Crs <b>132°</b>	Minimum Alt <b>ALVAS</b> <b>1800'</b> (1759')	MDA(H) (CONDITIONAL) <b>800'</b> (759')	Apt Elev <b>41'</b> TDZE <b>41'</b>		2100'	
<b>MISSED APCH: Climb to 2100' outbound via CRG VOR R-129 then RIGHT turn direct CRG VOR and hold.</b>							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA CRG VOR	
<b>1. DME or Radar required. 2. Use local altimeter setting; if not received, use Jacksonville Intl altimeter setting. 3. Pilot controlled lighting 132.1.</b>							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2100'	CRG via 114.5 R-129
Descent angle [2.98°]	369	474	527	633	738	843			
MAP at CINEP									

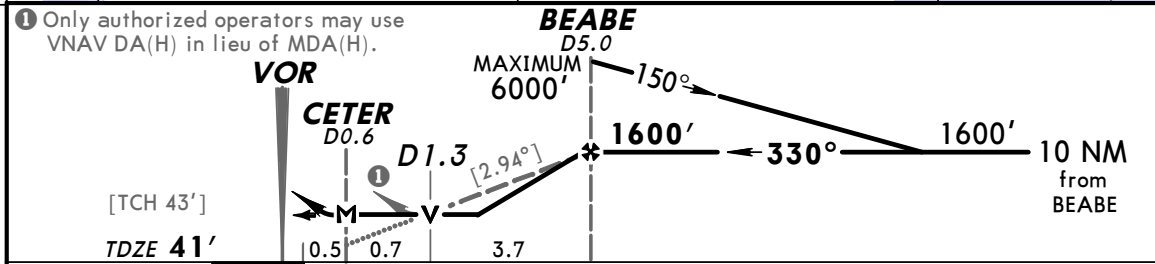
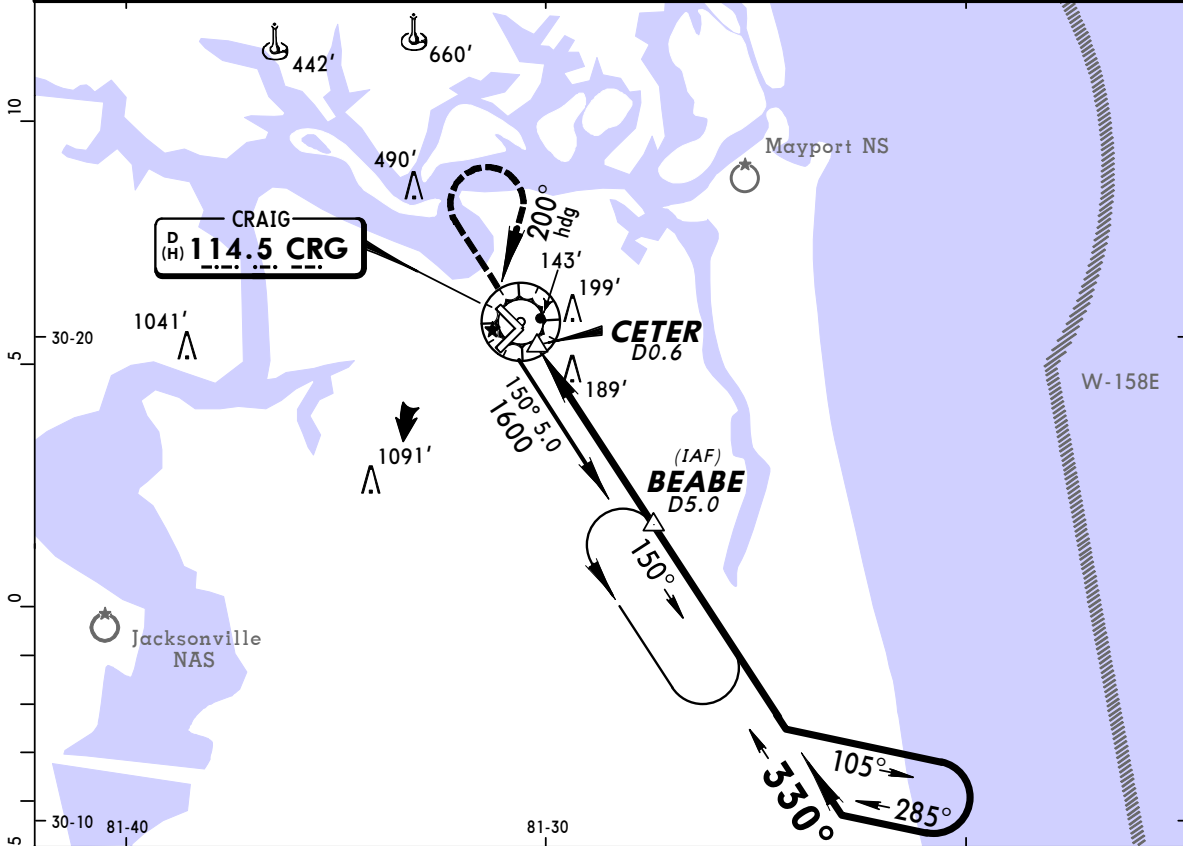
	STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND		
	MDA(H) <b>800'</b> (759')	MDA(H) <b>840'</b> (799')	With Local Altimeter Setting	With Jacksonville Intl Altimeter Setting	
A	1	1	Max Kts 90	800' (759') - 1	840' (799') - 1
B	1 1/4	1 1/4	120	800' (759') - 1 1/4	840' (799') - 1 1/4
C	2 1/4	2 1/4	140	800' (759') - 2 1/4	840' (799') - 2 1/4
D	2 1/2	2 1/2	165	800' (759') - 2 1/2	840' (799') - 2 1/2

**KCRG/CRG**  
**CRAIG MUN**

JEPPESEN  
14 NOV 08 (23-2) Eff 20 Nov

**JACKSONVILLE, FLA**  
**VOR DME Rwy 32**

ATIS (ASOS when Twr inop) <b>125.4</b>	JACKSONVILLE Approach (R) <b>124.9</b>	*CRAIG Tower CTAF <b>132.1</b>	*Ground <b>121.8</b>
VOR CRG <b>114.5</b>	Final Apch Crs <b>330°</b>	Minimum Alt <b>BEABE</b> <b>1600'</b> (1559')	MDA(H) (CONDITIONAL) <b>460'</b> (419')
Apt Elev <b>41'</b> TDZE <b>41'</b>			2100' MSA CRG VOR
<b>MISSED APCH:</b> Climb to 800' then climbing RIGHT turn to 1600' via 200° heading and outbound via CRG VOR R-150 to BEABE/D5.0 and hold.			
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. Use local altimeter setting; if not received, use Jacksonville Intl altimeter setting. 2. VDP not authorized when using Jacksonville Intl altimeter setting. 3. Pilot controlled lighting 132.1.			



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	800'	1600'	via 200° hdg and 114.5 R-150
Descent angle [2.94°]	364	468	520	624	728	832				
MAP at CETER										

TERPS	STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND			
	MDA(H) <b>460'</b> (419')			MDA(H) <b>500'</b> (459')			With Local Altimeter Setting		With Jacksonville Intl Altimeter Setting	
	RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)		
A	1/2	3/4	1	1/2	3/4	1	90	500' (459') - 1	540' (499') - 1	
B							120	580' (539') - 1	620' (579') - 1	
C	3/4			3/4			140	580' (539') - 1 1/2	620' (579') - 1 1/2	
D	1	1/4		1			165	600' (559') - 2	640' (599') - 2	

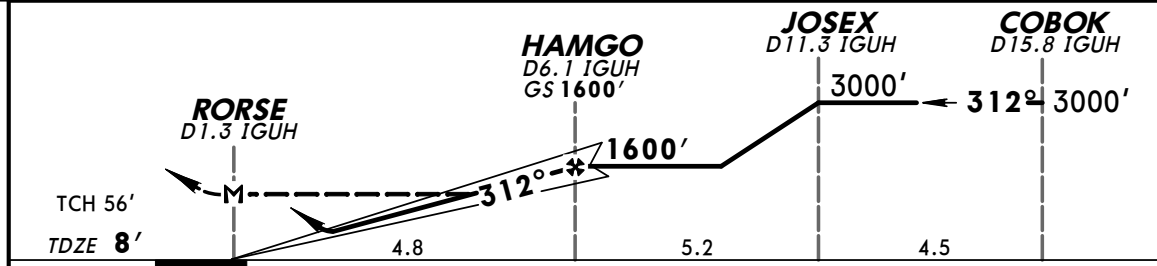
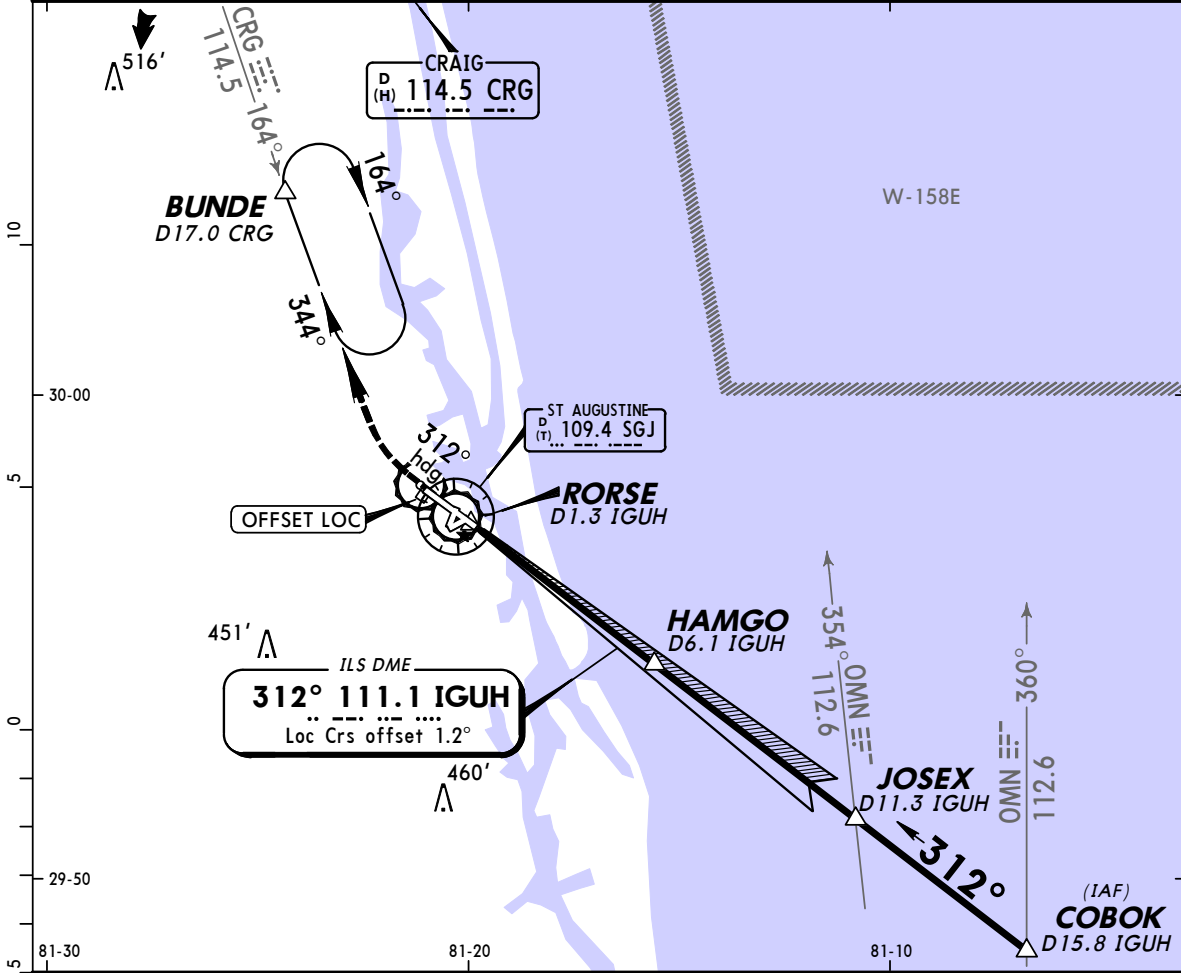
**KSGJ/UST**  
**ST AUGUSTINE**



**ST AUGUSTINE, FLA**  
**ILS Rwy 31**

1 APR 11 (11-1)

ATIS (AWOS-3 when Twr inop) <b>119.62</b>		JACKSONVILLE Approach (R) <b>120.75</b>		*ST AUGUSTINE Tower <b>CTAF 127.62</b>		*Ground <b>121.17</b>	
LOC IGUH <b>111.1</b>	Final Apch Crs <b>312°</b>	GS <b>HAMGO</b> <b>1600' (1592')</b>	ILS DA(H) <b>258' (250')</b>	Apt Elev 10' TDZE <b>8'</b>		2100' MSA CRG VOR	
<b>MISSED APCH: Climb to 3000' via 312° heading and inbound on CRG VOR R-164 to BUNDE/D17.0 CRG and hold.</b>							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
<b>1. DME required. 2. Pilot controlled lighting 127.62.</b>							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000' ↑	via 312° hdg	CRG	BUNDE
GS	3.00°	377	484	538	646	753					
MAP at RORSE											

STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
ILS DA(H) <b>258' (250')</b>		LOC (GS out) MDA(H) <b>380' (372')</b>		Max Kts		MDA(H)	
A			1		90	460' (450')-1	
B			1		120	460' (450')-1	
C	3/4				140	460' (450')-1 1/2	
D			1 1/4		165	560' (550')-2	

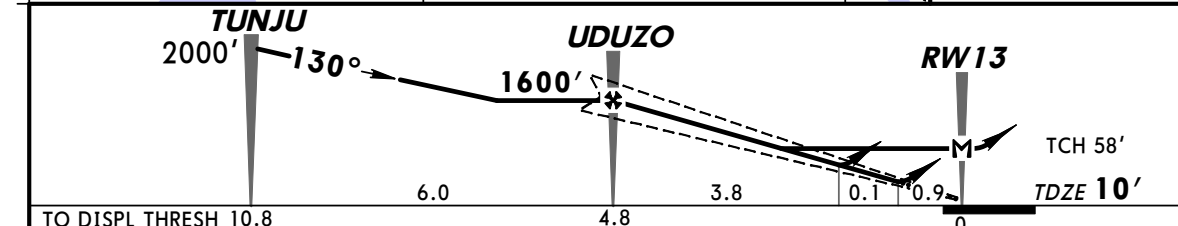
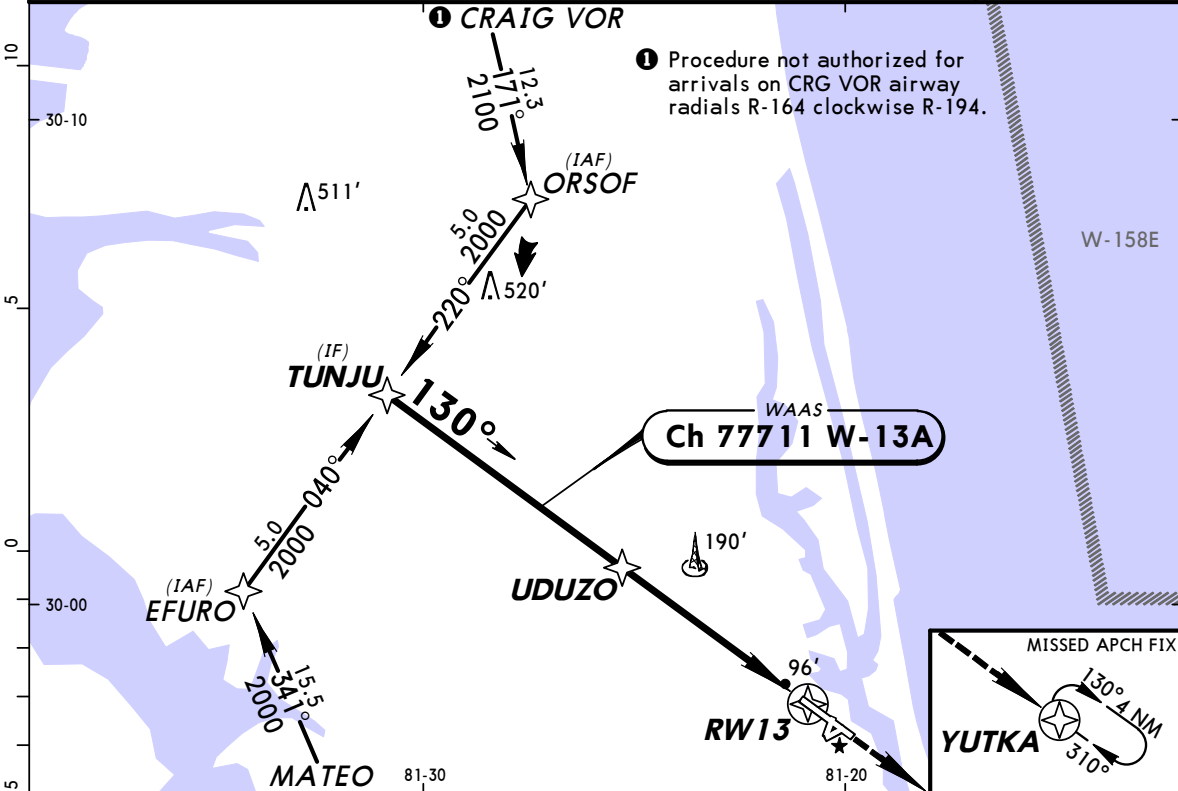
TERPS

**KSGJ/UST**  
**ST AUGUSTINE**

**JEPPESEN**  
6 MAR 09 **(12-1)** Eff 12 Mar

**ST AUGUSTINE, FLA**  
**RNAV (GPS) Rwy 13**

ATIS (AWOS-3 when Twr inop) <b>119.62</b>		JACKSONVILLE Approach (R) <b>120.75</b>		*ST AUGUSTINE Tower CTAF <b>127.62</b>		*Ground <b>121.17</b>	
WAAS <b>Ch 77711</b> <b>W-13A</b>		Final Apch Crs <b>130°</b>		Minimum Alt <b>UDUZO</b> <b>1600' (1590')</b>		LPV DA(H) (CONDITIONAL) <b>357' (347')</b>	
				Apt Elev <b>10'</b>		TDZE <b>10'</b>	
<b>MISSED APCH: Climb to 2000' direct YUTKA and hold.</b>							2300'  MSA RW13
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Jacksonville NAS/Towers altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV not authorized when using Jacksonville NAS/Towers altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 127.62.							



TO DISPL THRESH 10.8						VASI-L		2000'		D → YUTKA	
Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW13											

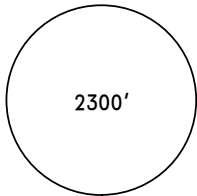
STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
1 LPV	2 LNAV/VNAV	3 LNAV	With Local Altimeter Setting	With Jacksonville NAS/Towers Altimeter Setting	
DA(H) 357'(347')	DA(H) 391'(381')	MDA(H) 440'(430')	MDA(H)	MDA(H)	
A			90	460'(450')-1	520'(510')-1
B			120	460'(450')-1	520'(510')-1
C	1¼	1¼	140	460'(450')-1½	520'(510')-1½
D			165	580'(570')-2	640'(630')-2

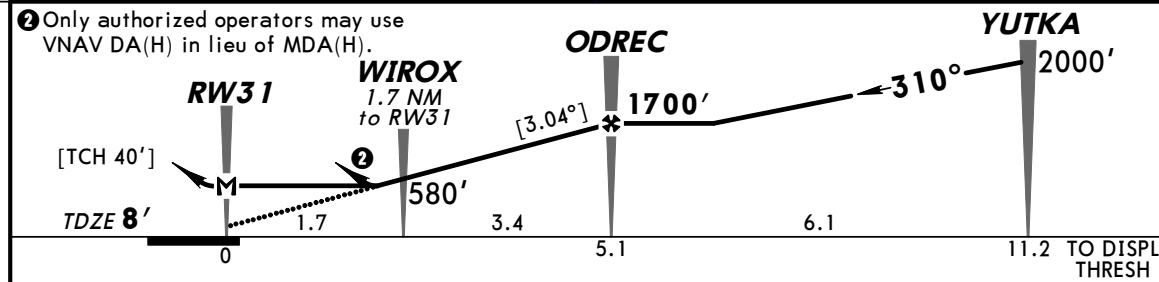
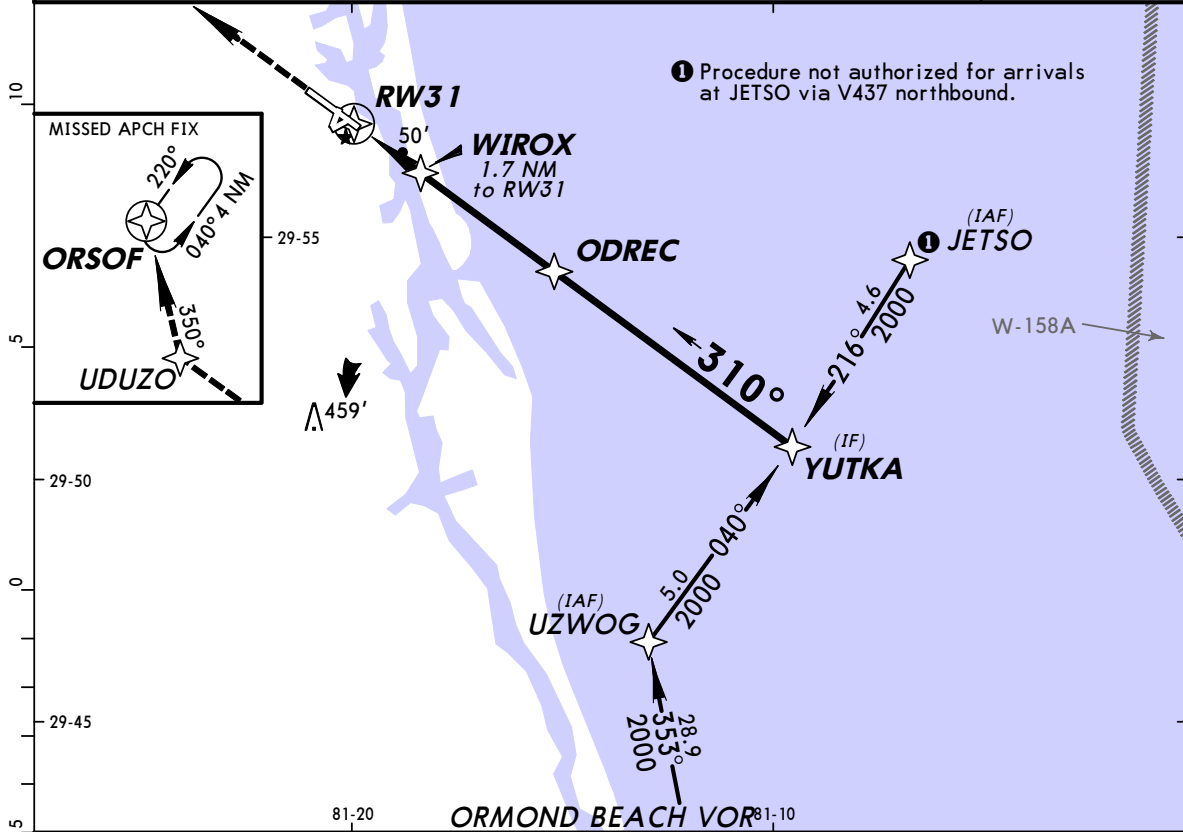
**1** DA(H) 414' (404') VIS 1 1/2 with Jacksonville NAS/Towers altimeter setting.  
**2** DA(H) 448' (438') VIS 1 1/2 with Jacksonville NAS/Towers altimeter setting.  
**3** MDA(H) 500' (490') with Jacksonville NAS/Towers altimeter setting.

**KSGJ/UST**  
**ST AUGUSTINE**

**JEPPESEN**  
6 MAR 09 **(12-2)** **Eff 12 Mar**

**ST AUGUSTINE, FLA**  
**RNAV (GPS) Rwy 31**

ATIS (AWOS-3 when Twr inop) <b>119.62</b>		JACKSONVILLE Approach (R) <b>120.75</b>		*ST AUGUSTINE Tower <b>CTAF 127.62</b>		*Ground <b>121.17</b>	
RNAV	Final Apch Crs <b>310°</b>	Minimum Alt <b>ODREC</b> <b>1700' (1692')</b>	LNAV MDA(H) (CONDITIONAL) <b>460' (452')</b>	Apt Elev <b>10'</b> TDZE <b>8'</b>		 <b>2300'</b> <b>MSA RW31</b>	
<b>MISSED APCH: Climb to 2000' direct UDUZO and via 350° track to ORSOF and hold.</b>							
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. Use local altimeter setting; if not received, use Jacksonville NAS/Towers altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 127.62.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	D →	UDUZO
Descent angle	[3.04°]	376	484	538	645	861				
MAP at RW31										

	STRAIGHT-IN LANDING RWY 31		Max Kts	CIRCLE-TO-LAND	
	MDA(H) <b>460' (452')</b> With Local Altimeter Setting	MDA(H) <b>520' (512')</b> With Jacksonville NAS/Towers Altimeter Setting		With Local Altimeter Setting	With Jacksonville NAS/Towers Altimeter Setting
A			90	460' (450')-1	520' (510')-1
B	1	1	120	460' (450')-1	520' (510')-1
C	1 1/4	1 1/2	140	460' (450')-1 1/2	520' (510')-1 1/2
D	1 1/2	1 3/4	165	580' (570')-2	640' (630')-2

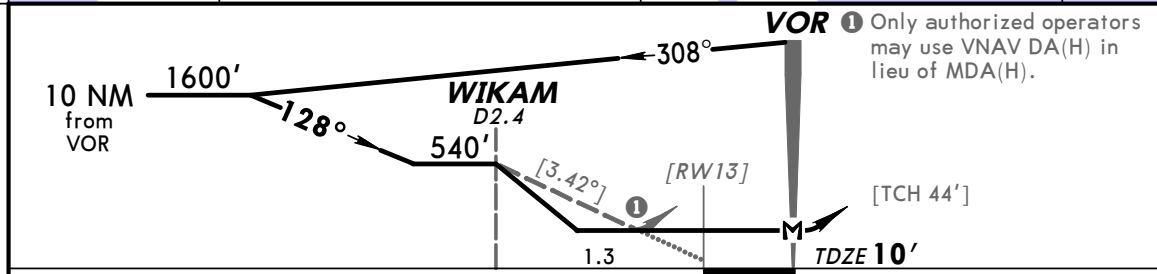
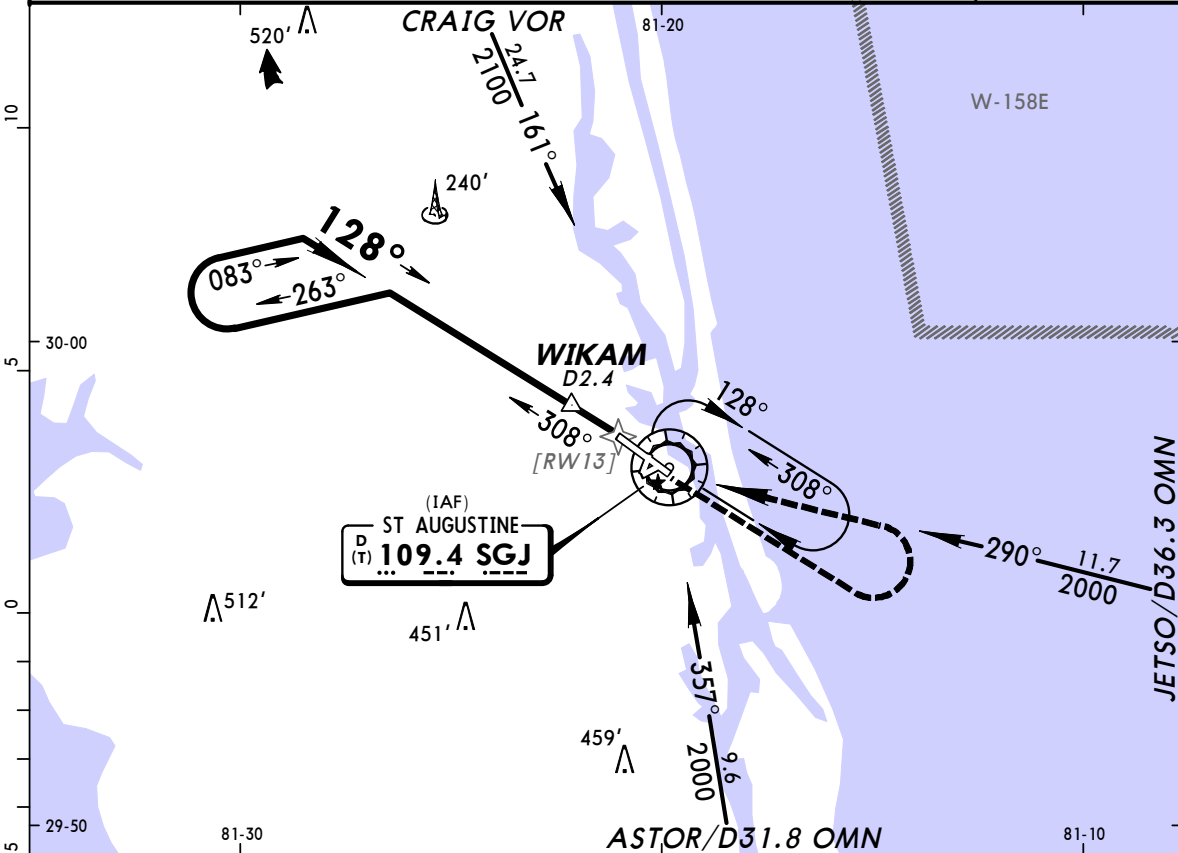
TERPS

**KSGJ/UST**  
**ST AUGUSTINE**

**JEPPESEN**  
26 DEC 08 (13-1)

**ST AUGUSTINE, FLA**  
**VOR Rwy 13**

ATIS (AWOS-3 when Twr inop) <b>119.62</b>		JACKSONVILLE Approach (R) <b>120.75</b>		*ST AUGUSTINE Tower <b>CTAF 127.62</b>		*Ground <b>121.17</b>	
VOR SGJ <b>109.4</b>	Final Apch Crs <b>128°</b>	No FAF		MDA(H) (CONDITIONAL) <b>400' (390')</b>	Apt Elev 10' TDZE <b>10'</b>	<p>MSA SGJ VOR</p>	
<p><b>MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' direct SGJ VOR and hold.</b></p> <p>Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'</p> <p>1. Visibility reduction by helicopters not authorized. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 127.62.</p>							



**VOR** Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160	VASI-L	1000'	2000'	D	SGJ 109.4
Descent angle [3.42°]	424	545	605	726	847	968		↑	←		
MAP at VOR											

STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND Not Authorized at Night to Rwy's 2-20 and 6-24		
MDA(H) <b>400' (390')</b> With WIKAM		MDA(H) <b>540' (530')</b> Without WIKAM		
A	B	Max Kts	With WIKAM MDA(H)	Without WIKAM MDA(H)
		90	460'(450')-1	540'(530')-1
		120	460'(450')-1	540'(530')-1
		140	460'(450')-1½	540'(530')-1½
		165	560'(550')-2	560'(550')-2

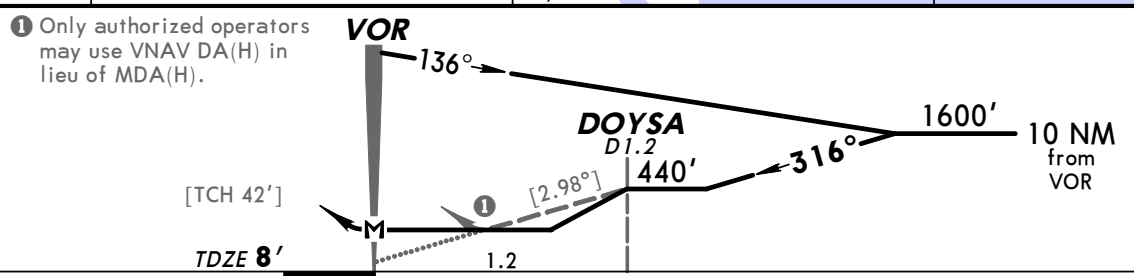
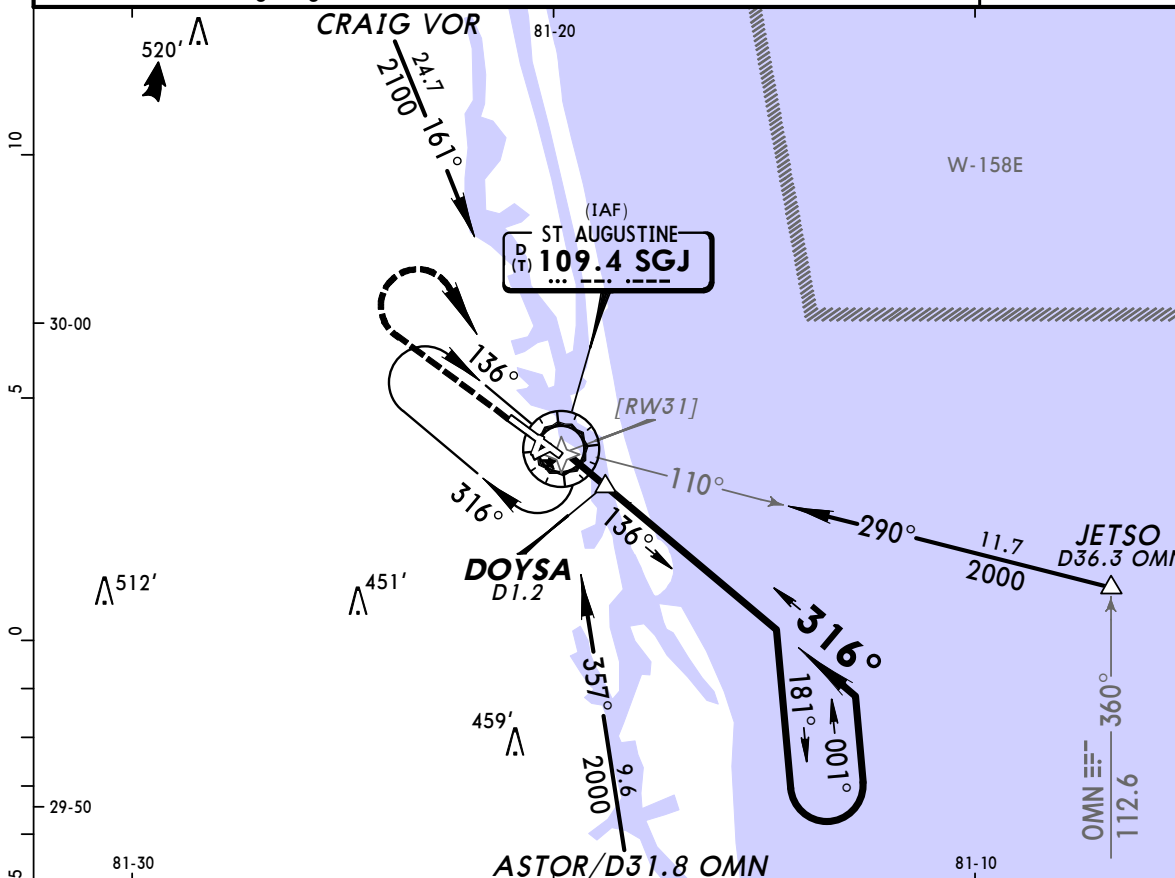
TERPS

**KSGJ/UST**  
**ST AUGUSTINE**

**JEPPESEN**  
26 DEC 08 (13-2)

**ST AUGUSTINE, FLA**  
**VOR Rwy 31**

ATIS (AWOS-3 when Twr inop) <b>119.62</b>		JACKSONVILLE Approach (R) <b>120.75</b>	*ST AUGUSTINE Tower CTAF <b>127.62</b>		*Ground <b>121.17</b>
VOR SGJ <b>109.4</b>	Final Apch Crs <b>316°</b>	No FAF	MDA(H) (CONDITIONAL) <b>380' (372')</b>	Apt Elev 10' TDZE <b>8'</b>	<p>MSA SGJ VOR</p>
<b>MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2000' direct SGJ VOR and hold.</b>					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Pilot controlled lighting 127.62.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1000'	2000'	D →	SGJ 109.4
Descent angle [2.98°]	369	474	527	633	738	843		↑	RT		
MAP at VOR											

STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
MDA(H) 380' (372')		MDA(H) 440' (432')		Not Authorized at Night to Rws 2-20 and 6-24	
With DOYSA		Without DOYSA		Max Kts	MDA(H)
A			1	90	460'(450')-1
B	1			120	
C			1¼	140	460'(450')-1½
D	1¼		1½	165	560'(550')-2

TERPS © 02/08/08