



NATIONAL TRANSPORTATION SAFETY BOARD

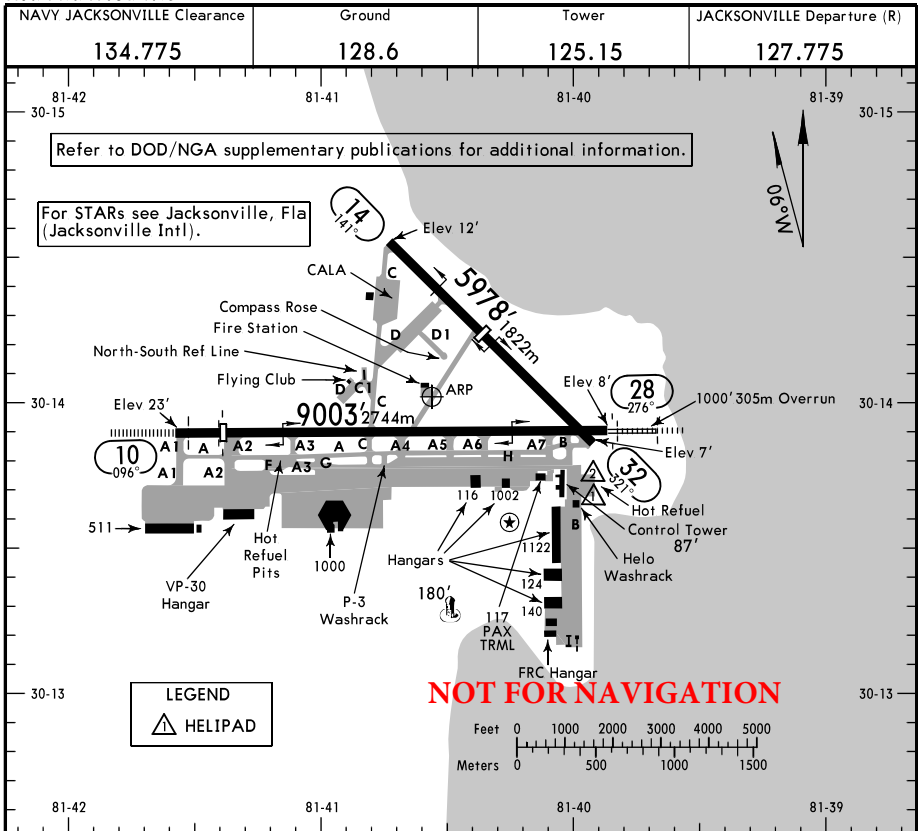
Office of Aviation Safety
Washington, D.C. 20594

December 18, 2019

Attachment 9 – Jacksonville NAS Approach Charts

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA19MA143



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
10	① HIRL CL ALSF-I PAPI-L (angle 3.00°)	8006' 2440m			200' 61m
28	① HIRL CL SALS PAPI-L (angle 3.00°)			8002' 2439m	61m
14	HIRL	3244' 989m			200' 61m
32	HIRL REIL				

① Activate on 134.775.

TAKE-OFF & DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

DEPARTURE PROCEDURE: Rwy 10, Diverse departures only authorized between 116° through 276° clockwise.

Rwy 14, Diverse departures only authorized between 095° through 320° clockwise.

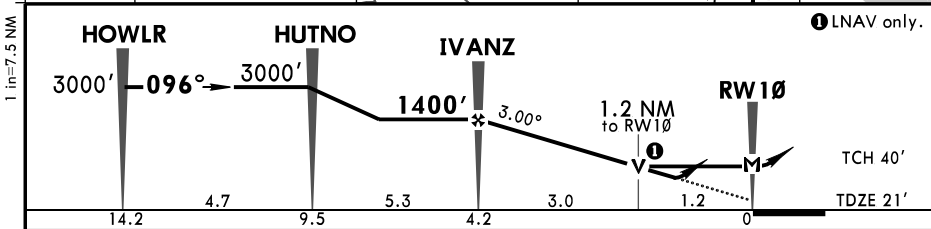
Rwy 32, Diverse departures only authorized between 351° through 141° counter clockwise.

ODP TAKEOFF OBSTACLE NOTES

- Rwy. 28:
Terrain 0', from DER 500', left of centerline, 32', MSL, Terrain 125', from DER 29', right of centerline, 36', MSL.
- Rwy. 32:
Tel pole 872', from DER, 286', left of centerline, 59', MSL, trees 431', from DER 226', right of centerline, 46', MSL, trees 222', from DER 241', right of centerline, 56', MSL, power pole 751', from DER 559', left of centerline, 67', MSL, tower 1998', from DER 874', left of centerline, 786', MSL, trees 1082', from DER 185', right of centerline, 48', MSL, tower 481', from DER 398', left of centerline, 13', AGL/37', MSL, trees 2378', from DER 532', left of centerline, 128', MSL, trees 2498', from DER 563', left of centerline, 133', MSL, trees 2038', from DER 322', left of centerline, 130', MSL, tower 2745', from DER 617', left of centerline, 787', MSL, trees 946', from DER 138', left of centerline, 77', MSL, trees 1049', from DER 98', right of centerline, 72', MSL, trees 1318', from DER 367', left of centerline, 94', MSL, trees 1548', from DER 422', left of centerline, 104', MSL, trees 1738', from DER 133', left of centerline, 108', MSL, terrain 0', from DER 500', left of centerline, 26', MSL, terrain 81', from DER 500', left of centerline, 27', MSL, trees 819', from DER 642', left of centerline, 84', MSL, road and vehicle 770', from DER 0', right of centerline, 35', MSL.
- Rwy. 10:
Windsock 341', from DER 511', right of centerline, 26', MSL, Terrain 0', from DER 500', left of centerline, 30', MSL, Terrain 350', from DER 580', left of centerline, 30', MSL, Terrain 300', from DER 580', left of centerline, 30', MSL, Windsock 383', from DER 501', right of centerline, 15', AGL/20', MSL.
- Rwy. 14:
Windsock 629', from DER 276', left of centerline, 0', AGL/26', MSL, Terrain 367', from DER 579', right of centerline, 33', MSL, Terrain 0', from DER 500', right of centerline, 37', MSL.

NOT FOR NAVIGATION

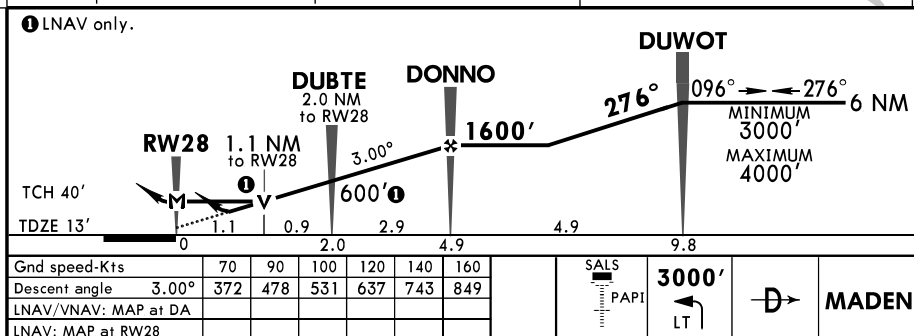
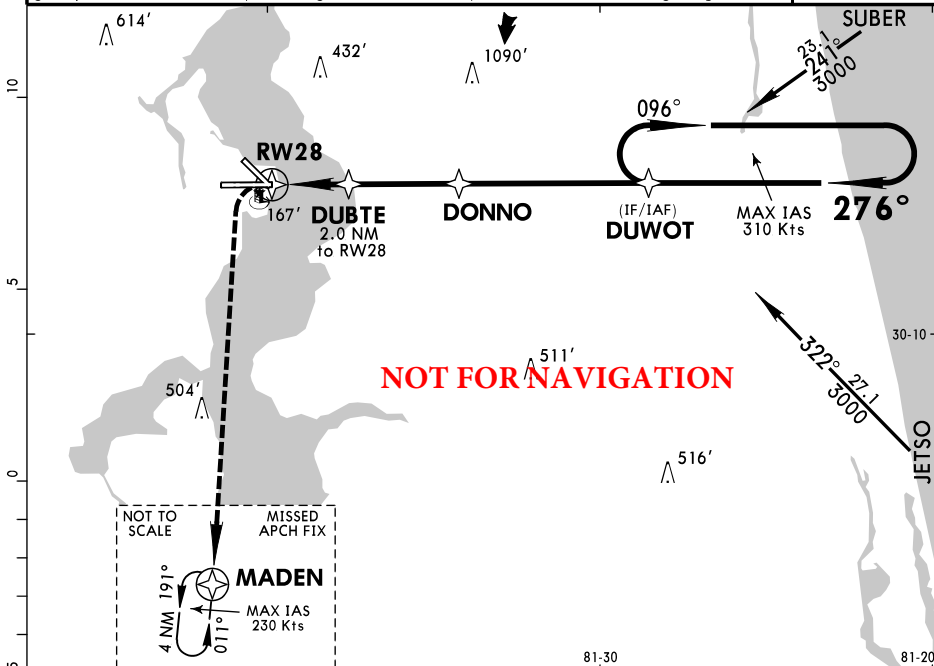
JACKSONVILLE Approach (R) 127.775		NAVY JACKSONVILLE Tower 125.15		Ground 128.6	
RNAV	Final Apch Crs 096°	Minimum Alt IVANZ 1400' (1379')	LNAV/VNAV DA(H) 382' (361')	Apt Elev 23' TDZE 21'	
<p>MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' direct MADEN, do not exceed 240 KIAS until turn completion and hold, continue climb-in-hold to 3000'.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. CAUTION: Wheel Crossing Height for Group 4 is 15'. 2. EMERG SAFE ALT 100 NM 2800'. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°, TCH 51'). 6. Pilot controlled lighting 134.775.</p>					
					2100'
					MSA RW10



Gnd speed-Kts	70	90	100	120	140	160	ALSF-1 PAPI 500' 3000' RT MADEN	
Descent angle	3.00°	372	478	531	637	743		849
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW10								

Military				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 382' (361')		LNAV MDA(H) 440' (419')		Max Kts		MDA(H)	
ALS out		ALS out		90		500' (477') - 1	
A		1/2	1	120			
B	3/4	1 1/4		140		500' (477') - 1 1/2	
C				165		580' (557') - 2	
D							

JACKSONVILLE Approach (R) 127.775		NAVY JACKSONVILLE Tower 125.15		Ground 128.6	
RNAV	Final ApcH Crs 276°	Minimum Alt DONNO 1600' (1587')	DA(H) Refer to Minimums	Apt Elev 23'	2100' MSA RW28
MISSED APCH: Climbing LEFT turn to 3000' direct MADEN and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Wheel Crossing Height for Group 4 is 15'. 2. EMERG SAFE ALT 100 NM 2800'. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°, TCH 62'). 6. Pilot controlled lighting 134.775.					



Gnd speed-Kts		70	90	100	120	140	160	SALS PAPI	3000' LT	MADEN
Descent angle		3.00°	372	478	531	637	743			
LNAV/VNAV: MAP at DA										
LNAV: MAP at RW28										
Military STRAIGHT-IN LANDING RWY 28						CIRCLE-TO-LAND				
LNAV/VNAV			LNAV			Max Kts				
DA(H) A: 301'(288')		C: 320'(307')		MDA(H) 420'(407')		MDA(H)				
B: 312'(299')		D: 331'(318')		ALS out		ALS out				
A						90	500'(477')-1			
B	3/4	1		3/4	1	120	500'(477')-1 1/2			
C				1	1 1/8	140	580'(557')-2			
D	7/8	1 1/8				165				

KNIP/NIP

JEPPESEN

JACKSONVILLE NAS

JACKSONVILLE, FLA

18 MAY 18
Eff. 24 May (38-1)

*RADAR PAR Rwy 10, 28
ASR Rwy 10, 28, 32

JACKSONVILLE Approach (R) 127.775	NAVY JACKSONVILLE Radar 127.7X... 133.25	NAVY JACKSONVILLE Tower 125.15	Ground 128.6
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H) Refer to Minimums
MISSED APCH: As directed by RADAR CONTROLLER.			No MSA published
Alt. Set: INCHES 1. Pilot controlled lighting 134.77.			
Apt. Elev 23'		Trans. alt.: 18000'	



RWY. 10 PAR TCH. 40' TDZE 21'	RWY. 28 PAR TCH. 40' TDZE 13'	RWY. 32 TDZE 10'
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Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart
Rwy. 10, 28 PAR GS 3.00°	372	478	531	637	743	849	

Military STRAIGHT-IN LANDING							
PAR 10		GS out		PAR 28		GS out	
DA(H) 121'(100')	ALS out	MDA(H) 360'(339')	ALS out	DA(H) 113'(100')	ALS out	MDA(H) 340'(327')	ALS out
A	1/4	5/8	1 1/2	1/4	1/2	3/4	1 1/2
B	1/2	1	1 3/4	1/2	1	1 1/4	1 3/4
C	3/4	1 1/4	2	3/4	1 1/2	1 3/4	2 1/4
D	1	1 1/2	2 1/4	1	1 3/4	2	2 3/4

STRAIGHT-IN LANDING					CIRCLE-TO-LAND		
ASR 10		ASR 28		ASR 32		Max Kts	MDA(H)
MDA(H) 420'(399')	ALS out	MDA(H) 400'(387')	ALS out	MDA(H) 460'(450')	ALS out		
A	5/8	1	3/4	1	1 1/2	90	500'(477') - 1
B	1 1/8	1 1/4	1 1/2	1 3/4	2	120	500'(477') - 1 1/2
C	1 1/4	1 3/4	2	2 1/4	2 1/2	140	500'(477') - 1 1/2
D	1 1/2	2	2 1/4	2 3/4	3	165	580'(557') - 2

1 The TCH and the VGSI TCH are not coincident. 2 CAUTION: Wheel Crossing Height (WCH) for aircraft similar to B-747/767/720/757, DC-10, A-300, KC-10, E-4, C-5, and VC-25 is 15'. 3 Increase VIS to 1 1/8 when circling from PAR, W/O, GS.