


LOC/DME I-VQO <b>109.5</b> Chan <b>32</b>	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev <b>12503</b> <b>72</b> <b>80</b>
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# ILS or LOC RWY 36R

CECIL (VQO)

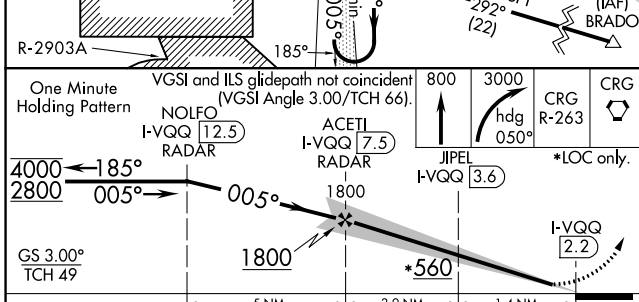
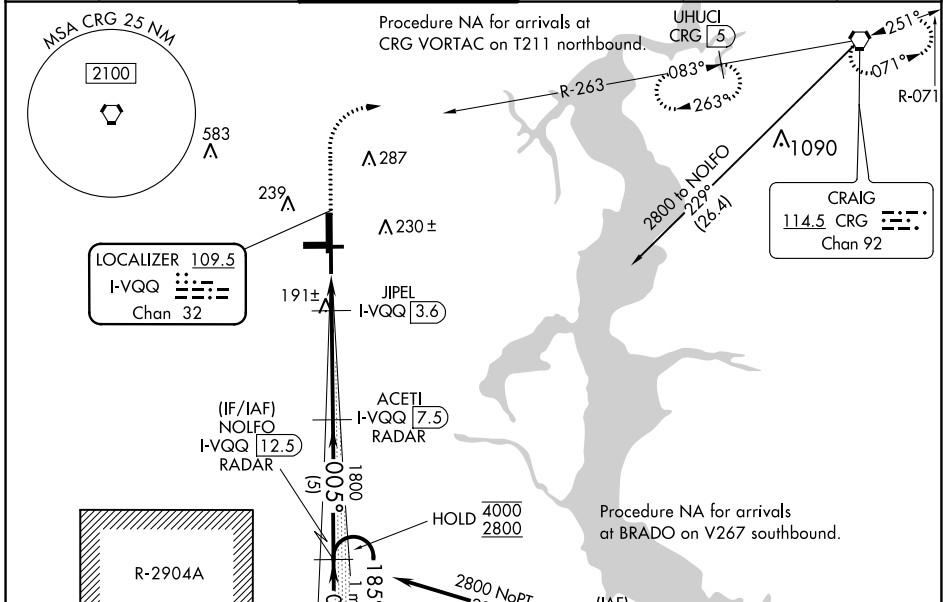
From BRADO: RNAV 1-GPS required.  
DME or RADAR required for LOC only.

**MALS** 

**MISSED APPROACH:** Climb to 800 then climbing right turn to 3000 on heading 050° and on CRG VORTAC R-263 to CRG VORTAC and hold. (TACAN aircraft climb to 800 then climbing right turn to 3000 on heading 050° and on CRG VORTAC R-263 to UHUCI/CRG 5 DME and hold west, right turn, 083° inbound).

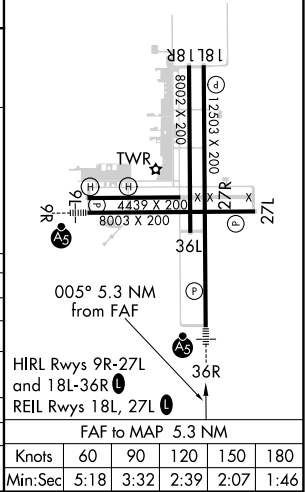
**For inop ALS, increase S-ILS 36R Cat E visibility to 3/4 SM, S-LOC 36R Cats C/D/E visibility to 1 3/8 SM, increase JIPEL fix minimums S-LOC 36R Cat E visibility to 1 1/8 SM.**

ATIS <b>125.275</b>	JACKSONVILLE APP CON <b>127.775 377.075</b>	CECIL TOWER* <b>126.1</b> (CTAF) <b>235.625</b>	GND CON <b>121.625 226.675</b>	CLNC DEL <b>123.975 254.25</b>	GCO <b>135.075</b>
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ELEV 80	TDZE 72
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CATEGORY	A	B	C	D	E
S-ILS 36R	272-1/2 200 (200-1/2)				
S-LOC 36R	560-1/2	488 (500-1/2)	560-1	488 (500-1)	
<b>C</b> CIRCLING	560-1	480 (500-1)	600-1 1/2 520 (600-1/2)	640-2 560 (600-2)	900-3 820 (900-3)
JIPEL FIX MINIMUMS (DME REQUIRED)					
S-LOC 36R	460-1/2	388 (400-1/2)	460-5/8	388 (400-5/8)	
<b>C</b> CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1 1/2 520 (600-1/2)	640-2 560 (600-2)	900-3 820 (900-3)



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# RNAV (GPS) RWY 36R

CECIL (VQQ)

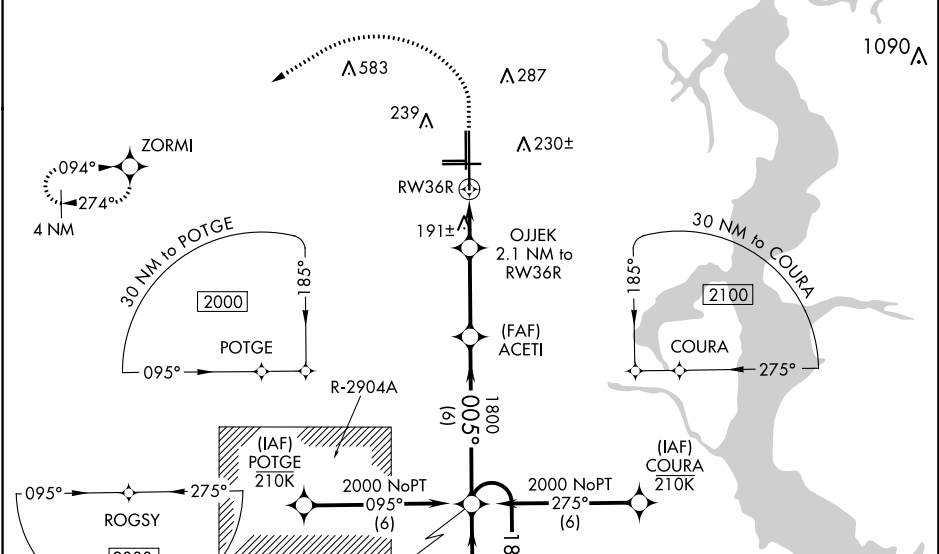
WAAS CH <b>82036</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg <b>12503</b> TDZE <b>72</b> Apt Elev <b>80</b>
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**⚠** Baro-VNAV and VDP NA when using Jacksonville Intl altimeter setting.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cats C, D visibility to ¾ mile.

MALSRL

MISSED APPROACH:  
Climb to 1000 then climbing left turn to 2000 direct ZORMI and hold.

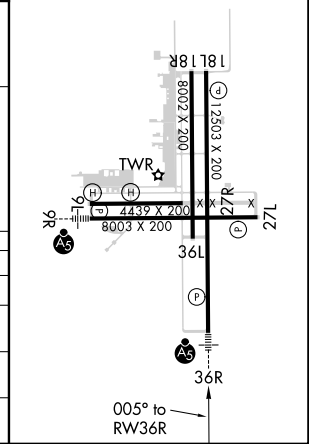
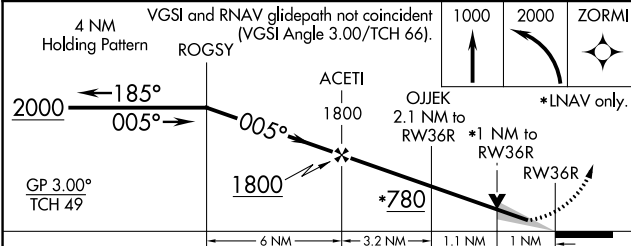
ATIS <b>125.275</b>	JACKSONVILLE APP CON <b>127.775 377.075</b>	CECIL TOWER ★ <b>126.1 (CTAF) 0 235.625</b>	GND CON <b>121.625 226.675</b>	CLNC DEL <b>123.975 254.25</b>	GCO <b>135.075</b>
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ELEV <b>80</b>	TDZE <b>72</b>
HIRL Rwys 9R-27L and 18L-36R	
REIL Rwys 18L, 27L	



CATEGORY	A	B	C	D
LPV DA		272-½	200 (200-½)	
LNAV/VNAV DA		467-¾	395 (400-¾)	
LNAV MDA	460-½	388 (400-½)	460-⅝	388 (400-⅝)
<b>C</b> CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	640-2 560 (600-2)

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

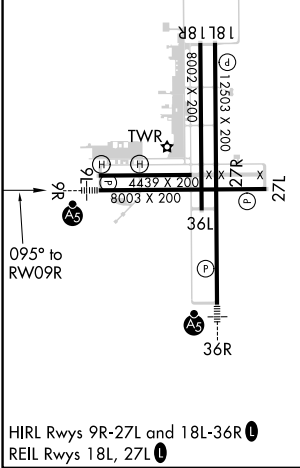
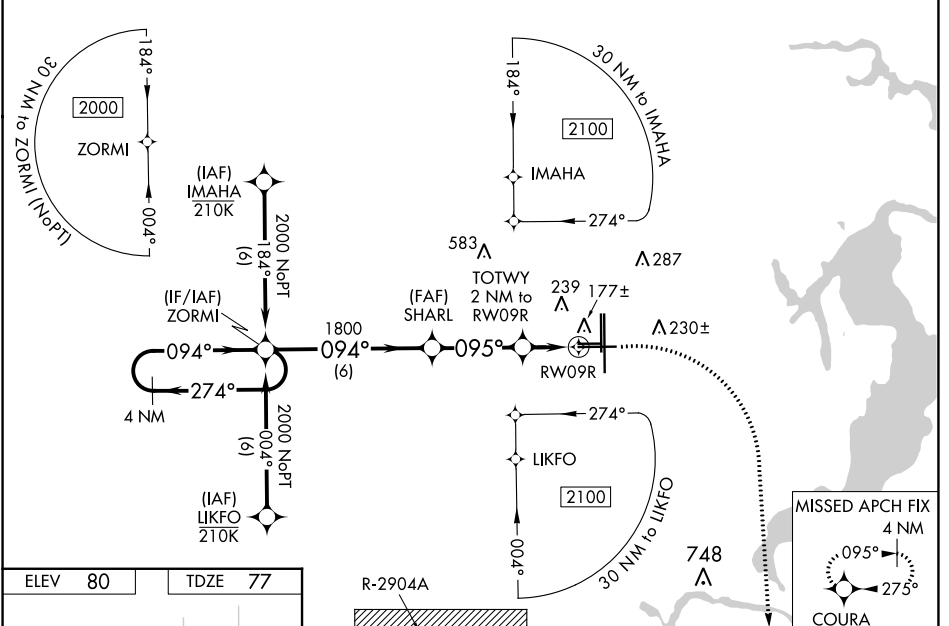
CECIL (VQQ)

**⚠** 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 3/4 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 7/8 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 1/8 mile.

**MALSR**

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

ATIS <b>125.275</b>	JACKSONVILLE APP CON <b>127.775 377.075</b>	CECIL TOWER* <b>126.1 (CTAF) 235.625</b>	GND CON <b>121.625 226.675</b>	CINC DEL <b>123.975 254.25</b>	GCO <b>135.075</b>
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ELEV 80	TDZE 77	R-2904A			
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).			
2000 ← 274° → 094°		*LNAV only.			
GP 3.00° TCH 53		*0.9 NM to RWY09R			
1800		RWY09R			
1800		*760			
6 NM		3.3 NM			
1.1		0.9			
700	2000	COURA			
CATEGORY		A	B	C	D
LPV DA			351-3/4	274 (300-3/4)	
LNAV/VNAV DA			338-3/4	261 (300-3/4)	
LNAV MDA			440-3/4	363 (400-3/4)	
CIRCLING		540-1 460 (500-1)	560-1 480 (500-1)	600-1 1/2 520 (600-1 1/2)	640-2 560 (600-2)

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TACAN NIP Chan <b>19</b> (108.2)	APP CRS <b>269°</b>	Rwy Idg TDZE <b>72</b> Apt Elev <b>80</b>	<b>8003</b>
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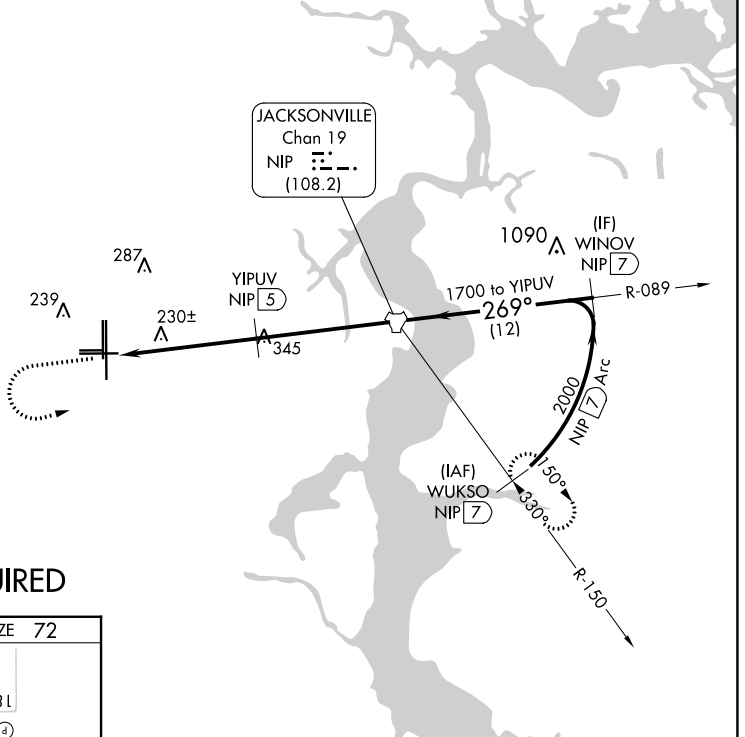
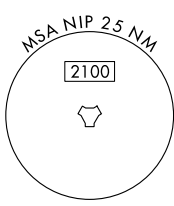
# TACAN RWY 27L

CECIL (VQQ)

**⚠** VDP NA with Jacksonville Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 60 feet, increase S-27L Cats C, D, E visibility 1/8 mile.

**⚠** MISSED APPROACH: Climb to 700 then climbing left turn to 2100 direct NIP TACAN and continue on NIP TACAN R-150 to WUKSO/7 DME and hold.

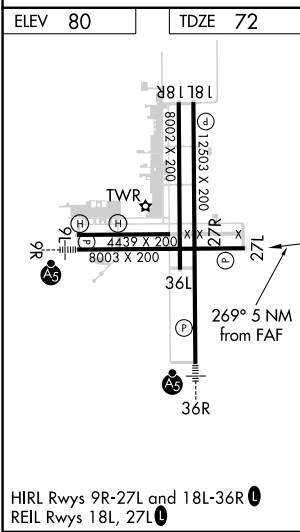
ATIS <b>125.275</b>	JACKSONVILLE APP CON <b>127.775 377.075</b>	CECIL TOWER* <b>126.1</b> (CTAF) <b>235.625</b>	GND CON <b>121.625 226.675</b>	CLNC DEL <b>123.975 254.25</b>	GCO <b>135.075</b>
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## RADAR REQUIRED



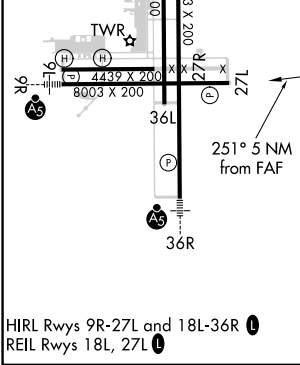
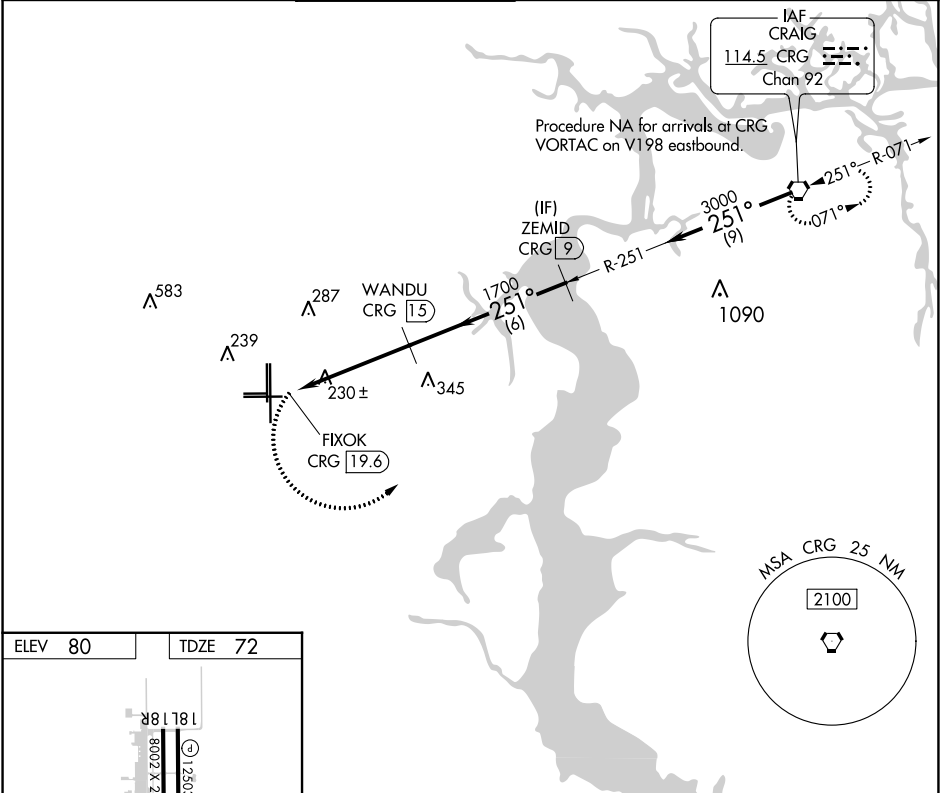
700	2100	NIP	NIP R-150	WUKSO NIP (7)	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 67).
↑	↶	⬡	↶	⬡	
CATEGORY	A	B	C	D	E
S-27L	540-1	468 (500-1)	540-1 3/8	468 (500-1 3/8)	
<b>C</b> CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1 1/2 520 (600-1 1/2)	640-2 560 (600-2)	900-3 820 (900-3)

VORTAC CRG <b>114.5</b> Chan <b>92</b>	APP CRS <b>251°</b>	Rwy Idg TDZE <b>72</b> Apt Elev <b>80</b>	<b>8003</b>
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# VOR RWY 27L

CECIL (VQQ)

DME required.		MISSED APPROACH: Climbing left turn to 3000 direct CRG VORTAC and hold.			
▼ Rwy 27L helicopter visibility reduction below 3/4 SM NA.					
ATIS <b>125.275</b>	JACKSONVILLE APP CON <b>127.775 377.075</b>	CECIL TOWER* <b>126.1</b> (CTAF) <b>235.625</b>	GND CON <b>121.625 226.675</b>	CLNC DEL <b>123.975 254.25</b>	GCO <b>135.075</b>



	3000	CRG	ZEMID CRG (9)	CRG VORTAC
			WANDU CRG (15)	
			251°	3000
			1700	
			3.00°	
			TCH 67	
			4.9 NM	6 NM
			9 NM	
FIXOK CRG (19.6)				

CATEGORY	A	B	C	D
S-27L	520-1	448 (500-1)	520-1 <sup>3</sup> / <sub>8</sub>	448 (500-1 <sup>1</sup> / <sub>2</sub> )
<input checked="" type="checkbox"/> CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1 <sup>1</sup> / <sub>2</sub> 520 (600-1 <sup>1</sup> / <sub>2</sub> )	640-2 560 (600-2)

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