

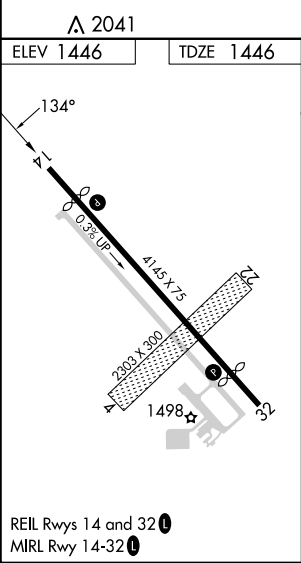
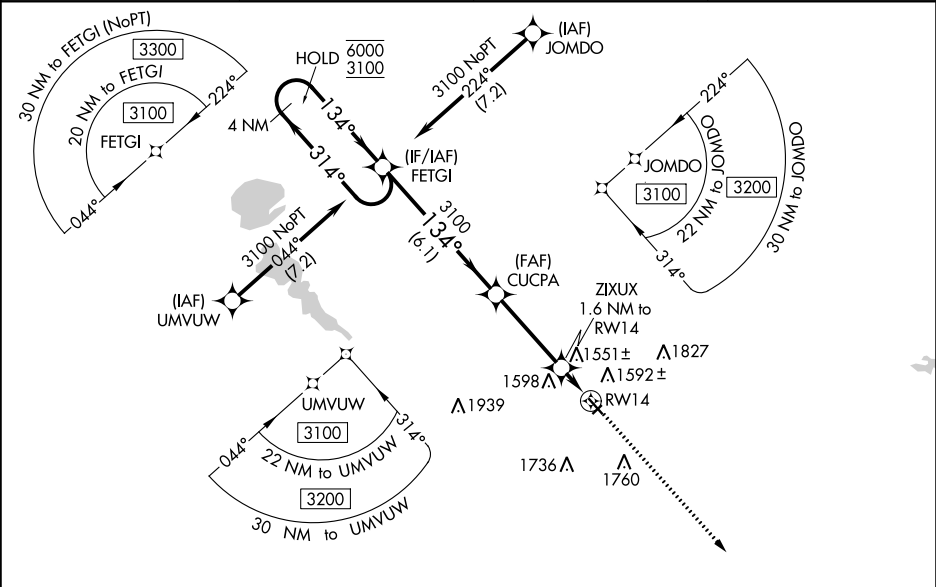
WAAS CH 62946 W14A	APP CRS 134°	Rwy Idg TDZE 1446 Apt Elev 1446	3603 1446
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RNAV (GPS) RWY 14

JACKSON MUNI (MJQ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3100 direct MCQIN and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA to Rwy 4 and 22. Rwy 14 helicopter visibility reduction below ¾ SM NA.	

AWOS-3 118.1	MINNEAPOLIS CENTER 127.75 257.7	GCO 121.725	UNICOM 122.8 (CTAF) 1
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 26).			
4 NM Holding Pattern			
GP 3.00° TCH 40			
6000 3100 134° 134° 3100 134° 3100 1980 1.6 NM to RWY 14			
6.1 NM 3.5 NM 1.6 NM			
CATEGORY	A	B	C D
LPV DA	1696-1	250 (300-1)	NA
LNAV/VNAV DA	1838-1½	392 (400-1½)	NA
LNAV MDA	1820-1	374 (400-1)	NA
CIRCLING	2040-1	594 (600-1)	NA

WAAS CH 69546 W32A	APP CRS 314°	Rwy Idg 3600 TDZE 1446 Apt Elev 1446
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RNAV (GPS) RWY 32
JACKSON MUNI (MJQ)

RNP APCH - GPS.	
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T For uncompensated Baro-VNAV systems, LNAV/VNAV NA
A below -17°C or above 54°C. Circling NA to Rwy's 4 and 22.

MISSED APPROACH: Climb to 3100 direct FETGI and hold.

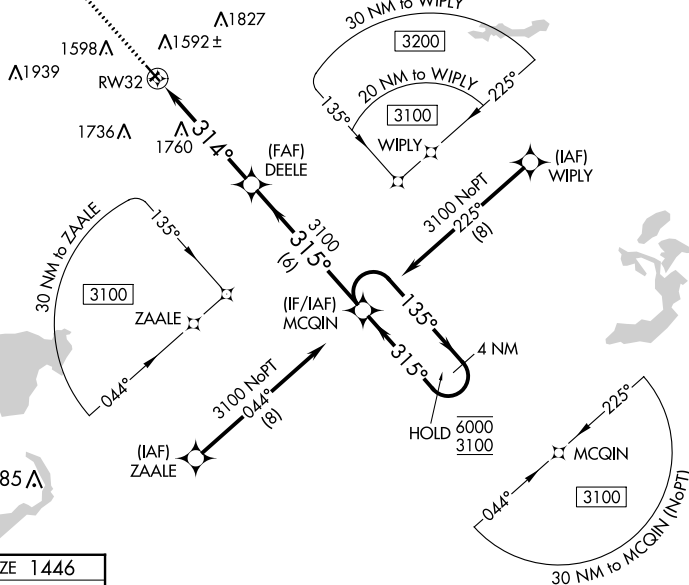
AWOS-3
118.1

MINNEAPOLIS CENTER
127.75 257.7

GCO
121,725

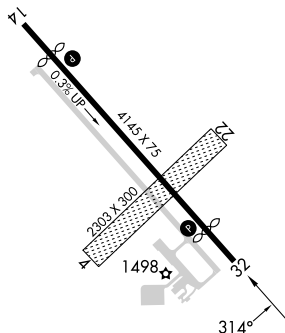
UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX

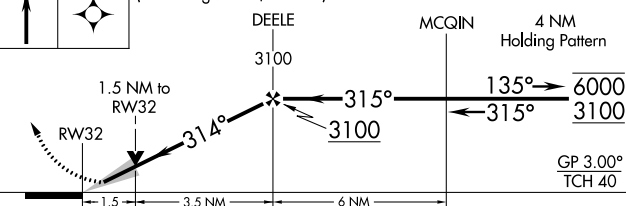


ELEV 1446

TDZE 1446

REIL Rwy 14 and 32 **L**MIRL Rwy 14-32 **L**

3100	FETGI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).
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CATEGORY		A	B	C	D
LPV	DA	1696-1	250 (300-1)		NA
LNAV/ VNAV	DA	1960-1 $\frac{3}{8}$	514 (600-1%)		NA
LNAV	MDA	1960-1	514 (600-1)		NA
 CIRCLING		2040-1	594 (600-1)		NA