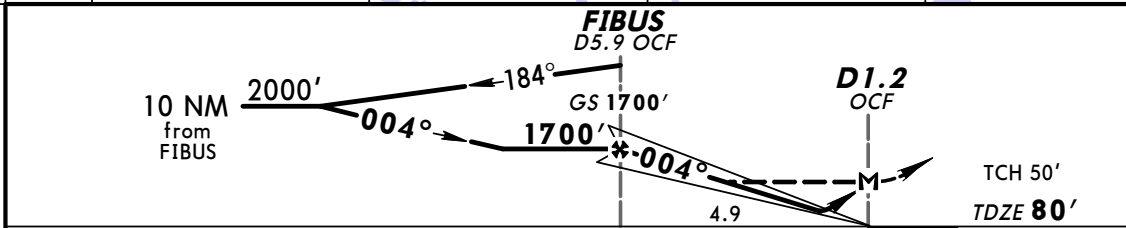
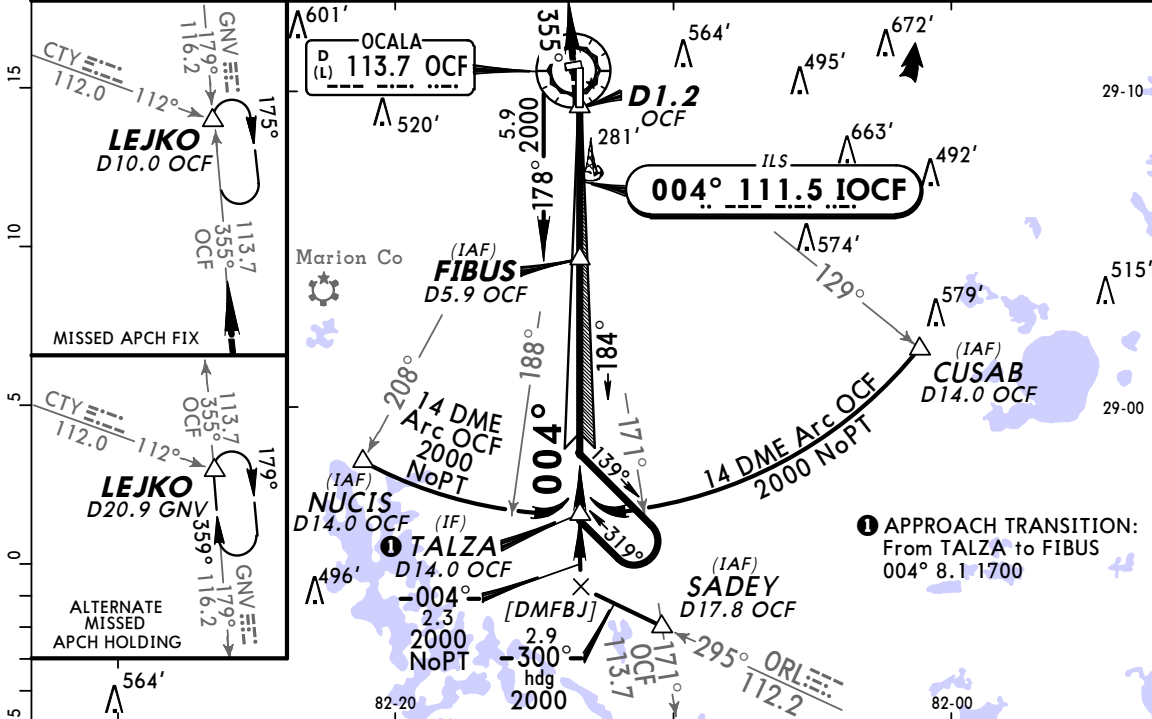


ATIS 128.12		JACKSONVILLE Approach (R) 118.6		*OCALA INTL-TAYLOR Tower CTAF 119.25		*Ground 121.4	
LOC IOCF 111.5		Final Apch Crs 004°		GS FIBUS 1700' (1620')		ILS DA(H) (CONDITIONAL) 280' (200')	
						Apt Elev 90' TDZE 80'	
MISSED APCH: Climb to 3000' outbound via OCF VOR R-355 to LEJKO INT/ D10.0 OCF VOR and hold, continue climb-in-hold to 3000'.							2500' MSA OCF VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. DME from OCF VOR. Simultaneous reception of IOCF and OCF DME required. 3. Use local altimeter setting; if not received, use Gainesville altimeter setting. 4. VGSI and ILS glidepath not coincident. 5. Pilot controlled lighting 119.25.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' OCF via 113.7 R-355 LEJKO
GS	3.00°	372	478	531	637	743	
MAP at D1.2 OCF							

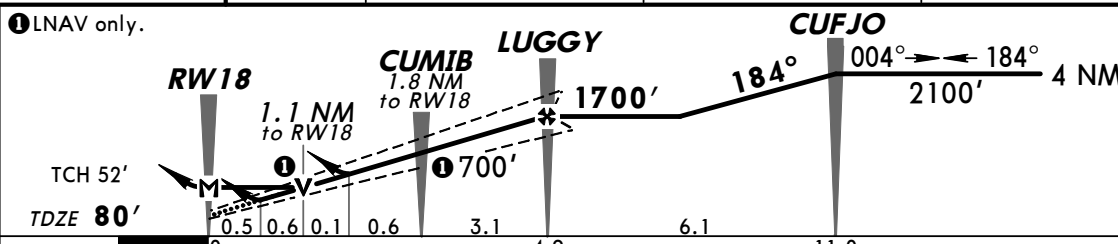
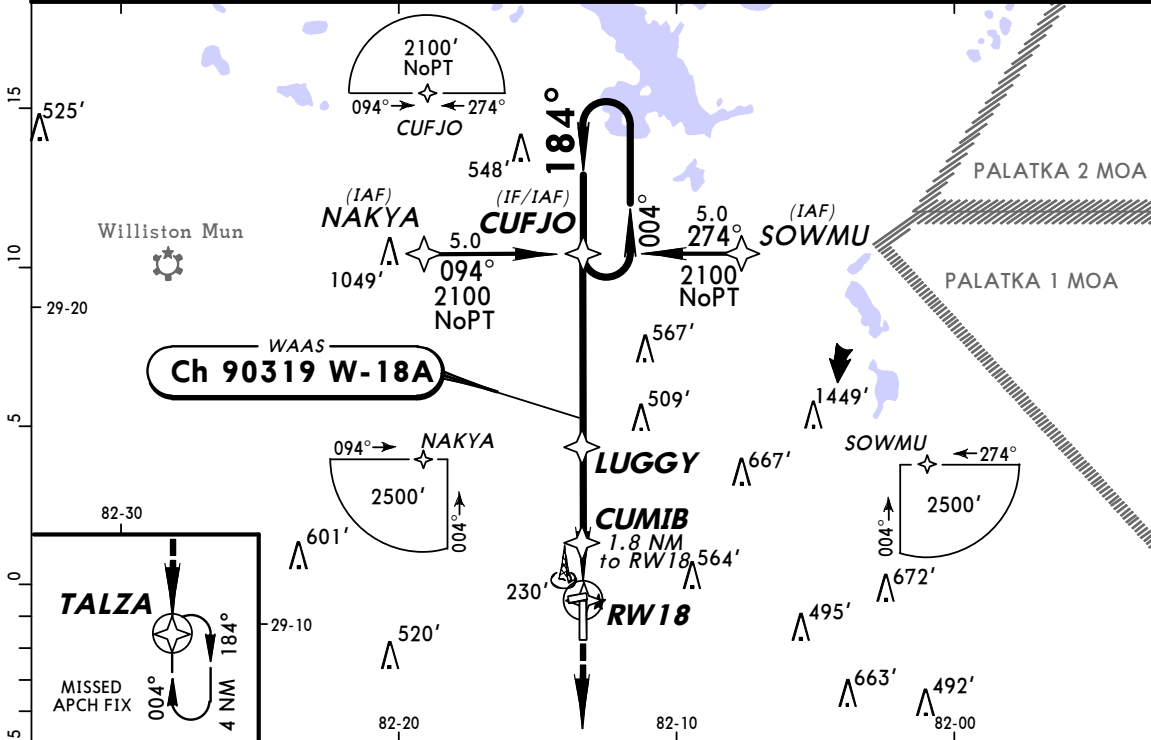
STRAIGHT-IN LANDING RWY 36 With Local Altimeter Setting					CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 280' (200')		LOC (GS out) MDA(H) 540' (460')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out			
A					90	580' (490') - 1
B	3/4	3/4	3/4	1	120	580' (490') - 1
C				1 1/4	140	580' (490') - 1 1/2
D		1	1 1/2		165	640' (550') - 2
With Gainesville Altimeter Setting					With Gainesville Altimeter Setting	
ILS DA(H) 361' (281')		LOC (GS out) MDA(H) 640' (560')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out			
A					90	680' (590') - 1
B	3/4	3/4	1		120	680' (590') - 1
C		1	1 1/2		140	680' (590') - 1 1/2
D		1 1/4	1 3/4		165	740' (650') - 2

ATIS 128.12		JACKSONVILLE Approach (R) 118.6		*OCALA INTL-TAYLOR Tower CTAF 119.25		*Ground 121.4	
WAAS Ch 90319 W-18A	Final Apch Crs 184°	Minimum Alt LUGGY 1700' (1620')	LPV DA(H) (CONDITIONAL) 280' (200')	Apt Elev 90' TDZE 80'		TAA 30 NM IAF	

MISSED APCH: Climb to 2000' direct TALZA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Gainesville altimeter setting. 2. Baro-VNAV and VDP not authorized when using Gainesville altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 119.25.

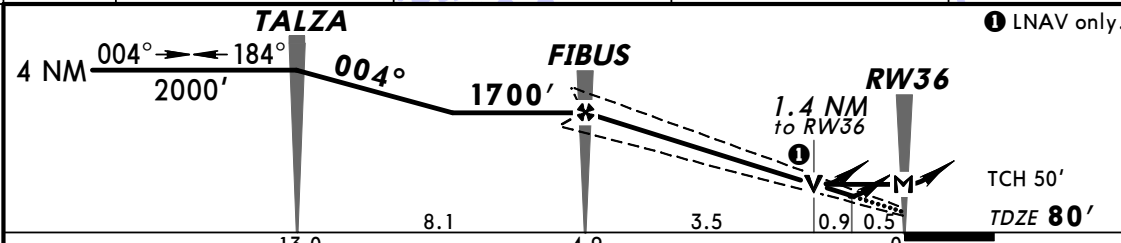
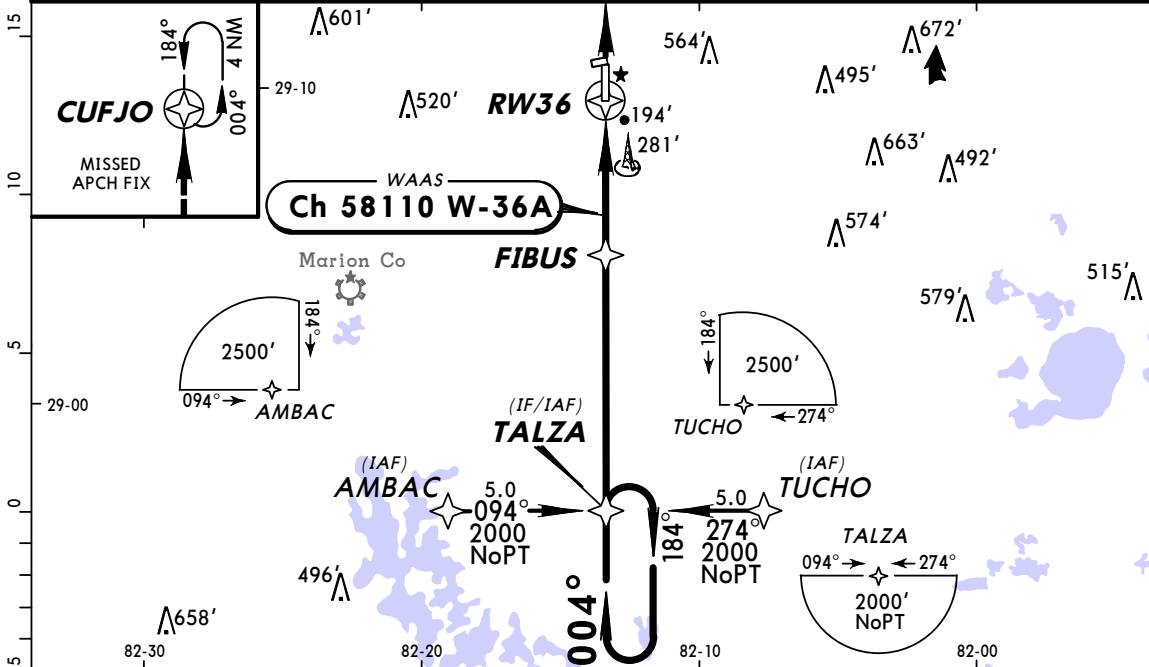


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	D	TALZA
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW18										

STRAIGHT-IN LANDING RWY 18 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 280' (200')		LNAV/VNAV DA(H) 514' (434')		LNAV MDA(H) 480' (400')	
A				Max Kts	MDA(H)
B	3/4	1 1/2	1	90	580' (490') - 1
C				120	580' (490') - 1 1/2
D			1 1/4	140	640' (550') - 2
				165	
With Gainesville Altimeter Setting				With Gainesville Altimeter Setting	
LPV DA(H) 361' (281')		LNAV/VNAV DA(H) 595' (515')		LNAV MDA(H) 580' (500')	
A				Max Kts	MDA(H)
B			1	90	680' (590') - 1
C	1	1 3/4	1 1/4	120	680' (590') - 1 1/2
D			1 1/2	140	680' (590') - 1 1/2
				165	740' (650') - 2

TERPS AMEND 2A 17 NOV 2011

ATIS 128.12		JACKSONVILLE Approach (R) 118.6		*OCALA INTL-TAYLOR Tower CTAF 119.25		*Ground 121.4	
WAAS Ch 58110 W-36A		Final Apch Crs 004°		Minimum Alt FIBUS 1700' (1620')		LPV DA(H) (CONDITIONAL) 280' (200')	
				Apt Elev 90'		TDZE 80'	
MISSED APCH: Climb to 2100' direct CUFJO and hold.							TAA 30 NM IAF
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Gainesville altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. VDP and Baro-VNAV not authorized when using Gainesville altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 119.25.							

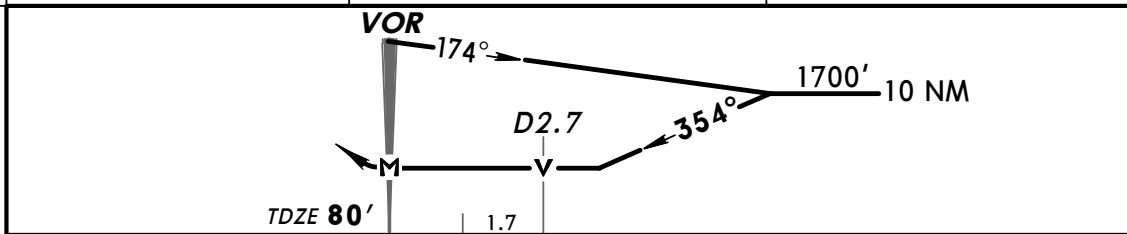
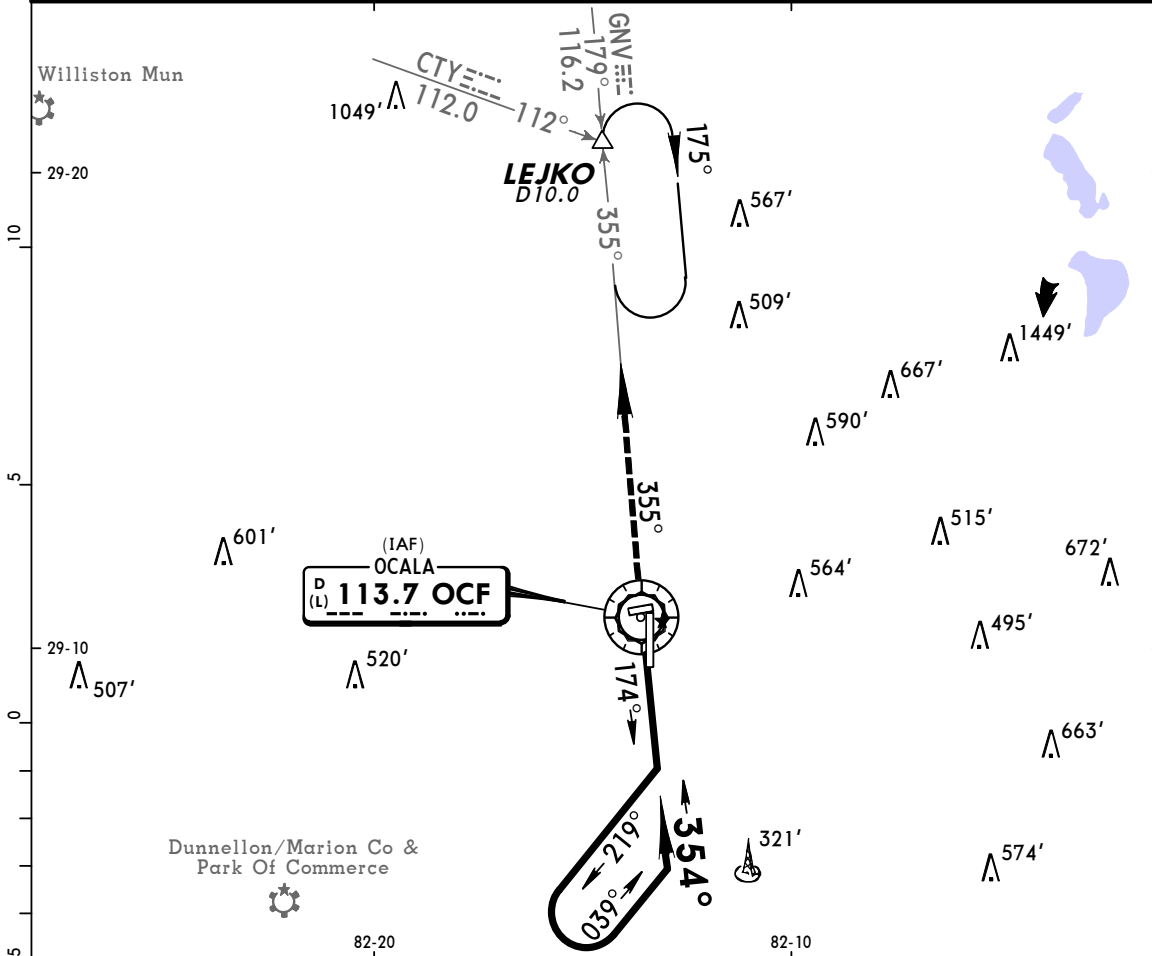


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 2100'	CUFJO
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW36								

STRAIGHT-IN LANDING RWY 36 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting		
LPV DA(H) 280' (200')		LNAV/VNAV DA(H) 563' (483')		LNAV MDA(H) 540' (460')		MDA(H)		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		Max Kts		
A				3/4	3/4	1	90	580' (490')-1
B	3/4						120	
C		1 1/4			1 1/4		140	580' (490')-1 1/2
D			1 3/4	1	1 1/2		165	640' (550')-2

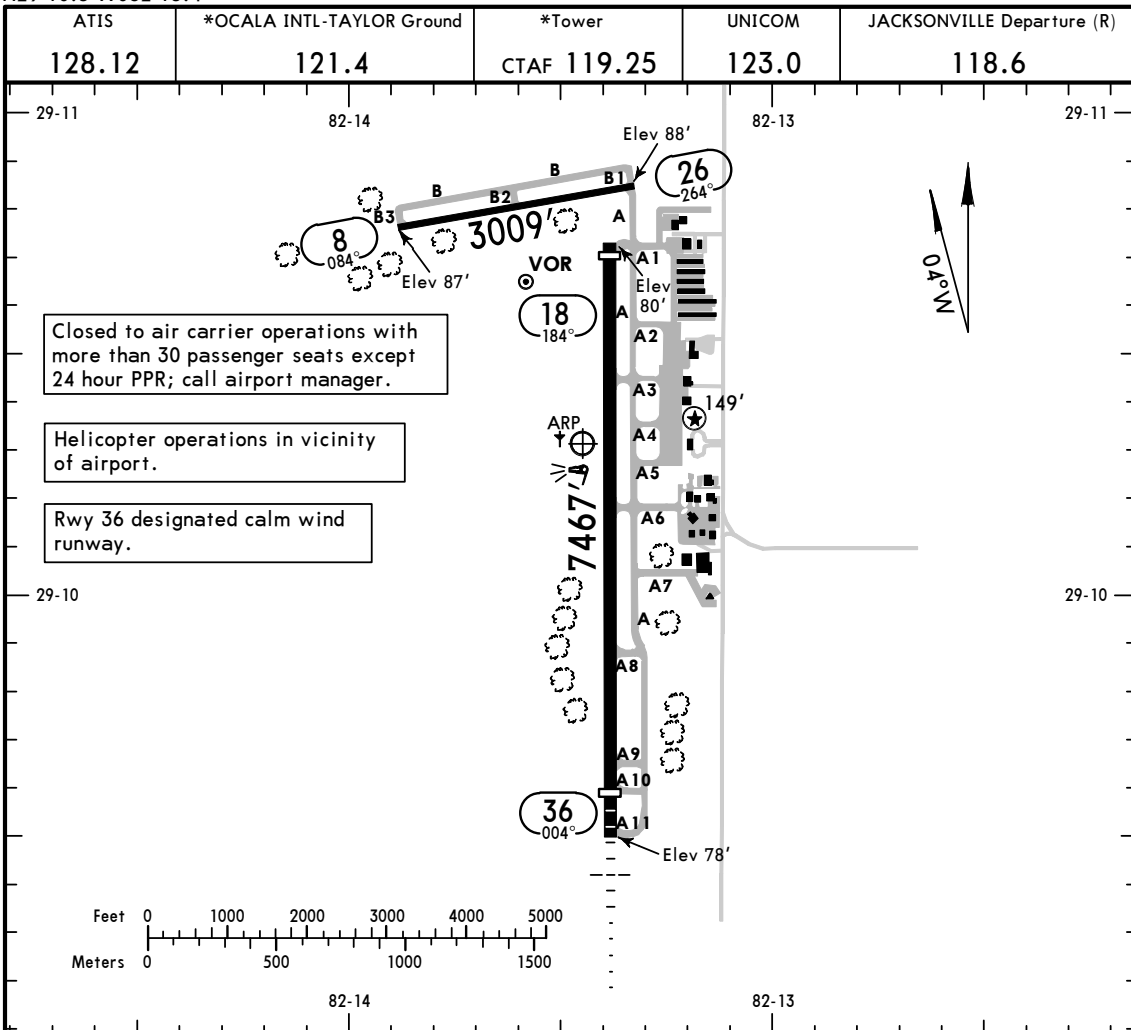
With Gainesville Altimeter Setting						With Gainesville Altimeter Setting		
LPV DA(H) 361' (281')		LNAV/VNAV DA(H) 644' (564')		LNAV MDA(H) 640' (560')		MDA(H)		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		Max Kts		
A				3/4		1	90	680' (590')-1
B	3/4						120	
C		1 1/2		1	1 1/2		140	680' (590')-1 1/2
D			2	1 1/4	1 3/4		165	740' (650')-2

ATIS 128.12		JACKSONVILLE Approach (R) 118.6		*OCALA INTL-TAYLOR Tower CTAF 119.25		*Ground 121.4	
VOR OCF 113.7	Final Apch Crs 354°	No FAF		MDA(H) (CONDITIONAL) 640' (560')	Apt Elev 90' TDZE 80'		2500' MSA OCF VOR
MISSED APCH: Climb to 2000' outbound via OCF VOR R-355 to LEJKO INT/D10.0 and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Gainesville altimeter setting. 2. VDP not authorized when using Gainesville altimeter setting. 3. Pilot controlled lighting 119.25.							



				MALSR	2000'	OCF	
				PAPI	↑	via 113.7	LEJKO
MAP at VOR						R-355	

STRAIGHT-IN LANDING RWY 36					CIRCLE-TO-LAND			
MDA(H) 640' (560')		MDA(H) 740' (660')			With Local Altimeter Setting		With Gainesville Altimeter Setting	
With Local Altimeter Setting		With Gainesville Altimeter Setting			Max Kts	MDA(H)	MDA(H)	
RAIL out	ALS out	RAIL out	ALS out					
A				90	640' (550')-1	740' (650')-1		
B	3/4	1	3/4	120				
C	1	1/2	1/4	140	640' (550')-1 1/2	740' (650')-1 3/4		
D	1 1/4	1 3/4	1 1/2	165	640' (550')-2	740' (650')-2		



Closed to air carrier operations with more than 30 passenger seats except 24 hour PPR; call airport manager.

Helicopter operations in vicinity of airport.

Rwy 36 designated calm wind runway.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
8 ① 26					50'
18 ② 36	③ HIRL ③ PAPI-L	⑤ 6747'			150'
	③ HIRL ③ MALSR ④ PAPI-L (angle 3.0°)	⑥ 6347'	5422'		

- ① Closed to air carrier aircraft.
- ② Grooved.
- ③ Activate on 119.25 when Twr inop.
- ④ Operates sunset to sunrise.
- ⑤ Last 560' is unavailable for landing distance computations.
- ⑥ Last 559' is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwys		FOR FILING AS ALTERNATE Authorized Only When Local Weather Available	
Adequate Vis Ref	STD	ILS Rwy 36	
1 & 2 Eng	1	A B C D	600-2
3 & 4 Eng	1/2		

OBSTACLE DP: Rwy 8, Climb heading 069° to 500' before proceeding on course.