

WAAS CH 60916 W29A	APP CRS 286°	Rwy Idg 7504 TDZE 122 Apt Elev 151
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RNAV (GPS) RWY 29
GAINESVILLE RGNL (GNV)

▼ DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR using Ocala Int'l-Jim Taylor Field altimeter setting, increase LPV all Cats visibility to 1 ½ mile. When local altimeter setting not received, use Ocala Int'l-Jim Taylor Field altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats and LNAV/VNAV all Cats visibility to RVR 5000, LNAV Cat C visibility to RVR 4000, and Circling Cat D visibility to 2 ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Ocala Int'l-Jim Taylor Field altimeter setting. When VGSi inoperative, Circling Rwy 25 NA at night.

MALSR



MISSED APPROACH:
Climb to 2100 direct
LOLRY and hold.

ATIS 127.15	JACKSONVILLE APP CON 118.175 338.25	GAINESVILLE TOWER ★ 119.55 (CTAF) 0 353.7	GND CON 121.7	UNICOM 122.95
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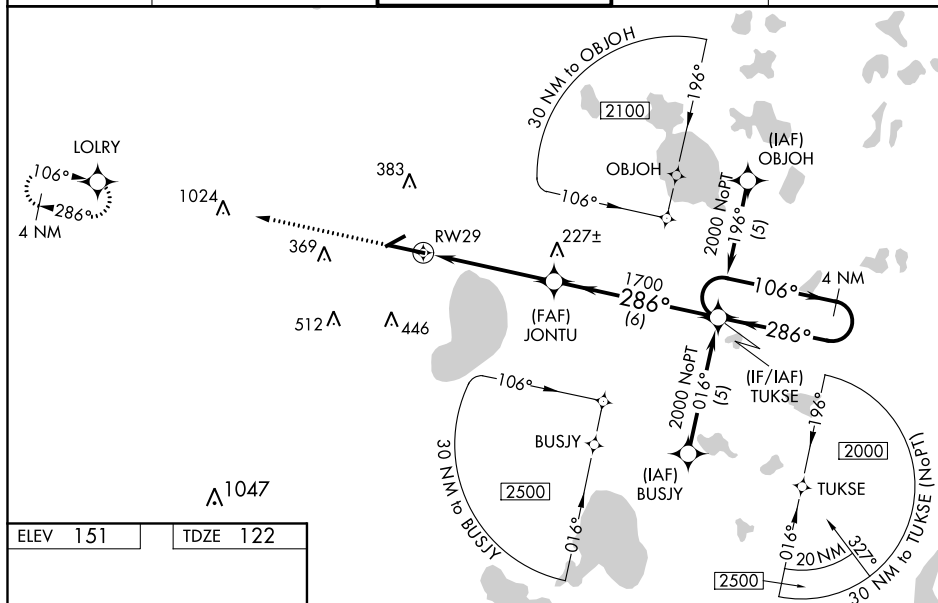


Diagram illustrating the flight path and holding pattern for RWY 29 at JONTU. The path includes a 4 NM Holding Pattern, a 106° turn, and a 286° turn. The diagram also shows a 1700 feet altitude, a 1 NM distance to RWY 29, and a 3.8 NM distance to the holding pattern. The diagram includes a table with categories (LPV, LNAV/VNAV, LNAV, CIRCLING) and distances (DA, MDA, and Circling altitudes).

CATEGORY	A	B	C	D
LPV DA		420/24	298 (300-½)	
LNAV/VNAV DA		480/40	358 (400-¾)	
LNAV MDA	500/24	378 (400-½)		500/50 378 (400-1)
CIRCLING	620-1	469 (500-1)	620-1½ 469 (500-1½)	740-2 589 (600-2)